

# The Story of Canal Zone Stamps

By Philip L. Dade and Gustavo Schay

***This Dade-Schay copy should (must) be read in conjunction with “Canal Zone Stamps” by Plass, Brewster, and Salz. Parts of sections and chapters have not been copied here because they are complete and well described in that book. A reprint of the book may be purchased from the Canal Zone Study Group.***

*The Dade-Schay copy from which this present work is produced did not reproduce well on some pages. This has led to unforced errors and omitted letters and words. There are mistakes which are mine and beg forgiveness. I do not have an original copy from which to work. This work has been done with Dragon Naturally Speaking and often I was misunderstood by the program. Thanks to Chris DeVoe for his excellent proofreading which has reduced the errors considerably. Thanks to George Campbell for images. Thanks to Richard Bates for his work at the National Postal Museum in researching the original document. Thanks to David Zemer who kept encouraging me to finish this task when I thought nobody cared. Respectfully submitted: Ralph Weil.*

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## FORWORD

Two generations of stamp collectors have seen comparatively little published information concerning Canal Zone stamps. Since the days of Colman, Bartels, and Evans, such writings on Canal Zone stamps as have appeared have been sporadic, unrelated, and unfortunately in many instances, inaccurate. It would be unfair to point out any special reason for the inaccuracy of the information but the extraordinary thing is that incorrect data continues to be published to this day.

As a specialist in the Canal Zone postage, this author on several occasions requested information from official postal sources and from the Record Bureau of The Panama Canal, in an effort to obtain facts and figures never before brought to light. Being very well aware that the task was one requiring a considerable outlay of time, the author suggested to Panama Canal authorities that he be permitted to seek the information himself from the official files.

Early in 1945, it was suggested to Mr. C. M. Lupfer, Assistant Executive Secretary of The Panama Canal that enough hitherto undisclosed information very well might be obtained from the official records to make the publication of a book on Canal Zone stamps possible. Mr. Lupfer, himself an ardent stamp collector and one of the Canal's real "old timers," was sympathetic to the idea and granted permission to study exceptionally complete Executive Office files on the Canal Zone postal system and its history.

This is believed to be the first time that permission has been granted any individual to work on official files in a non-official capacity. Following the retirement of Mr. Lupfer in 1948, permission was requested and obtained from the newly appointed Assistant Executive Secretary (who in 1949 became Executive Secretary) Mr. E. C. Lombard to continue the work. Mr. Arnold Bruckner, Director of Finance of The Panama Canal also granted permission to use the files in his department.

Much of the information contained in this book will be found at variance with heretofore published and generally accepted data on Canal Zone issues.

It can be stated here that all data published in this volume has been compiled by the authors from official records, personally perused, checked, and verified and, in no instance, has the work of any other government employee been used for this purpose. By the same token, any errors appearing in this work are the fault and responsibility of the authors, who herewith expresses willingness to accept this responsibility. It is sincerely hoped that other students in correcting such errors as may be found to exist here will be willing to furnish the authors with proof of their claims.

That there are errors in this work, we have not the slightest doubt. That there has been guesswork from time to time in compiling the data and some trick mathematics, we freely admit. But guesswork and calculations are definitely labeled as such in the book and the reader is free to agree or disagree with our conclusions as he chooses.

That there are omissions is also acknowledged. One of the problems which early had to be resolved by the authors was the decision on what to include and what to leave out. The official files of The Panama Canal are so vast, so all-inclusive that sufficient material to write ten volumes the size of this one was on hand. Each of those volumes and each subject therein could have been expanded ten times again. Obviously, such a project was out of the question and, regretfully, many important subjects have been left out entirely and others, barely touched upon.

Nothing, for example, has been written about the passage of mail across the Isthmus before the Canal was constructed; the paquebot service and cancellations; railroad cancellations and mail; cancellations in general; the chronological initiation and closure of the various post offices; the physical handling of international mail and The Panama Canal Zone mail; registration; postal service during Canal construction days; sale of United States stamps on the Zone; stamp vending machines; the postal money order business and its most interesting history; internal operations of the Canal Zone postal system such as classification of post offices, fiscal reports and accounting, etc., and many more interesting subjects on which many volumes of files and records exist.



If you, our readers, through your reception of this first book, appear to be sufficiently interested, perhaps the authors can prepare successive volumes on these fascinating, now reluctantly omitted stories of a period unique in the Western world's philatelic history.

Our co-author, Mr. Gustavo Schay, unlike the undersigned (who originated this task primarily from an ex-newspaperman's viewpoint as an interesting writing and research problem) is a philatelic student. His vast collection of Panama stamps is without question one of the finest in the world. Mr. Schay, professionally an architect, found the early Panama issues to be the intriguing problem that they are, and for twenty-five years has been an avid student of these overprints and early issues. Needless to say, it was only Mr. Schay's intimate and personal knowledge of these issues which made this book at all possible.

Mr. George Brett needs no introduction to collectors having been a contributor to philatelic publications for the past decade, particularly on Bureau issues. To Mr. Brett, a fine and painstaking student of these issues, goes full credit for the chapters on the United States overprints. Mr. Brett was stationed on the Canal Zone for many years both as a member of the armed forces and as a civilian. The undersigned was most fortunate in obtaining his collaboration on this quite technical subject. His guidance on other parts of this book were also invaluable particularly on the chapter on official overprints.

To Judge E.I.P. Titelman, also known by his writings to the philatelic world, goes full credit for the chapter on precancellations and for his assistance on the sections dealing with the provincial postage dues and forgeries of Canal Zone stamps. Judge Titelman is Magistrate of the Cristobal, Canal Zone Court, and is the owner of an exceptionally fine collection of stamps of the United States and the Canal Zone.

Grateful acknowledgment for assistance in research must be given to Mr. Peter F. Shrapnol, Chief of the Administrative Branch of The Panama Canal, and to the many men under him who were invariably cooperative and helpful; Crede H. Calhoun, and James Marshall, respectively the retired and incumbent Directors of Posts of The Panama Canal (and Chief of the Division of Civil Affairs, in which the author is employed); E. B. Oberg, Postal Inspector, and his staff for their helpfulness and willingness at all times to further the interests of this work; to Mr. James Wright, Sr., architect and a studious collector, for the loan of his excellent collection for study and illustrative purposes; to Col. F. H. Wang, retired Executive Secretary for his demonstrated desire to improve the postal system and stamps of the Canal Zone and his interest in this book; to the staff of the Library at Balboa Heights who were never too busy to help dig out obscure facts and names whenever called upon; Patrick and Erlene Tyre of Curundu, for their criticism and inestimable aid in the preparation of this manuscript.

Philip L. Dade

April 15, 1950

**Note: The Scott numbers used in the original Dade-Schay work have been replaced by the current numbers in the Scott catalog.**

**Note: The word "airmail" and words "air mail" are used indiscriminately throughout Dade-Schay. They have been replaced with "air mail."**

**Note: Dade-Schay puts the punctuation marks before and after the ending quotation marks.**

**Note: Dade-Schay CAPITALIZES or does not capitalize sub-chapter headings.**

## PREFACE

### THE CANAL ZONE

The Canal Zone is located within the Republic of Panama, bounded on the north by the Caribbean Sea (Atlantic Ocean), on the south by the Gulf of Panama (Pacific Ocean), and on the east and west by Panamanian Territory. The Canal Zone by treaty is under the jurisdiction of the United States. The zone is approximately 10 miles wide and 50 miles long, extending for 5 miles on either side of the line bisecting the length of The Panama Canal, (except for the Gatun and Madden Lake areas where the boundary follows the borders of the lakes). The line of the Canal runs approximately from northwest to southeast so that a vessel transiting from the Pacific to the Atlantic, travels in a northwesterly direction.

The Zone has a civil government. The civil Governor of The Panama Canal always has been an officer of the United States Army Corps of Engineers. He is appointed by the President and the appointment is subject to confirmation by the Senate. He is an experienced man in Canal affairs since he has generally served a tour of duty as Engineer of Maintenance of the Canal (since February 1950 called Lieutenant-Governor) before being appointed Governor. Several of the Governors had even served a two-year of maintenance term as Assistant Engineer of Maintenance before being named Engineer. Several of the past Governors have even put in two-year terms as Assistant Engineer of Maintenance before being named Engineer. Several Governors have served terms on the Zone with the military establishment prior to their service with The Panama Canal. The appointment of an Army man as civil governor is one which, strangely enough, suits most civilians on the Zone since they feel that any other system might lead to political appointment of incompetent administrators.

The Panama Canal was an independent organization of the United States government directly under the president of the United States. The Canal Zone organization was divided into three parts: the office of the Governor and his staff; Administration; and Operations. Within Operations functioned the Canal Zone postal service, as part of the Division of Civil Affairs of the Public Affairs Bureau. The Chief of the Division of Civil Affairs was Director of Posts, Administrator of the Estates, and administrative head of Customs and Immigration, and Contraband Control. Other important divisions of the Public Affairs Bureau were: Division of Schools, Police and Fire Division, the License Section, and the Canal Zone Libraries. The Director of Public Affairs Bureau reported directly to the Lieutenant Governor.

The Canal Zone had a United States District Court and Marshall's Office, both functioning within the United States Department of Justice. Appeals from the local magistrates' courts (two) were taken to the District Court as well as felonies and high misdemeanors. Appeal from the District Court was taken to the United States Circuit Court at New Orleans. The Canal Zone had its own legal code which was based to a large extent on California statute law.

Within the ten-mile wide limits of the Canal Zone, but outside its jurisdiction, lay the principle Panamanian cities of Panama and Colon. Panama is the capital of the Republic and is situated at the Pacific terminal of the Canal. Colon is on the Atlantic side. Both cities are joined by the trans-isthmian road, named the Boyd-Roosevelt highway in honor of the then current presidents of Panama and the United States. While Colon was more or less hemmed in completely by Zone territory, Panama City has had a wide corridor out to the entire eastern half of the Republic. To get to the western half, however, residents of Panama City had to pass through the Canal Zone across the canal, either over the Miraflores Bridge or cross the Bridge of the Americas (Thatcher-Ferry) at La Boca. Both routes lead to Thatcher Highway which runs approximately seven miles to the Panamanian town, and custom station of Arraijan, snuggled up against the Canal Zone border. The Panama National Highway then continues for about eighty miles through the rugged but beautiful countryside of Panama to the little town of Rio Hato, which is a couple of miles past the great war time US Army Air Corps base at Rio Hato. From there the road continues to the Costa Rican border, a distance of nearly 375 miles from Panama City. It is an integral part of the Inter-American highway system, and is passable in both rainy and dry seasons.

Eastward from Panama City, a new concrete highway extends for approximately twenty miles to the Tocumen airport. From Panama City also eastward, the old Panama National Highway extends approximately forty-five miles to the villages of La Capitan and Chepo on the banks of the Mamomi and Chepo (or Bayano) Rivers. On the other side of the Bayano, beginning a scant forty-five miles from the capital city, there is literally a no man's land. Tall mountains, wild jungles, and black swamps have thwarted all but G-stringed Indians, throughout the rest of the Province of Panama and the Province of Darien to the Colombian frontier. This region of thousands of square miles is inhabited mostly by Indians and is famous for the fact that the great Vasco Nunez de Balboa first saw the Pacific Ocean after a hazardous trip across the Isthmus from the now vanished town of Acla on the Atlantic coast.

The administrative seat of the Canal Zone was at Balboa Heights on the Pacific side. Balboa Heights lies on a slope of Ancon Hill, and higher up the same hill was a seat of the unified military headquarters of the Caribbean command. This military reservation was known as the Post of Quarry Heights. At the foot of Ancon Hill were two important Canal Zone towns, Balboa and Ancon. Both towns touched each other along one side of Fourth of July Avenue. The Avenue and the far curb were within the Canal Zone but the far sidewalk was within Panama jurisdiction. So, simply by stepping off the sidewalk into the street, one stepped from Panama into the Canal Zone, and vice versa. Automobiles moving along Fourth of July Avenue drove into Panama simply by turning down any one of many Panama streets which ran into Fourth of July Avenue. There were no border barriers and the inhabitants of one jurisdiction went freely from one side to the other without the slightest hindrance or molestation.

Canal Zone policeman had their side of the line and Panama police patrolled their own. At busy intersections with extremely complicated traffic, police on both sides of the line worked and sweated together under the sun to keep the traffic moving, and bawl out careless drivers in Spanish or English as the case warranted. It did no good for a miscreant to dodge across the line from one jurisdiction to the other. He was promptly nabbed by the police on the other side and eventually return to where he was wanted. The cooperation between the police forces was exceptionally frictionless and friendly and this was equally true of the fire-fighting organizations of which Panama boasts one of the finest and most efficient in the Americas. In times of disaster, such as during the great Colon fire of 1939, both teams of firefighters worked together shoulder to shoulder.

Panama's history had been a heroic one with revolution after revolution against the Spaniards and the Colombians. At one time, she was a sovereign state and voluntarily joined her destiny with that of Colombia but was never satisfied with the treatment given her by the Bogota government. When Colombia rejected the US Treaty for the construction of a Canal in 1903, the people of the Isthmus who of course stood to gain or lose the most by this action, once more decided to strike out for themselves. On the 3<sup>rd</sup> of November 1903 Panama gained her independence from Colombia in a nearly bloodless revolution. Fifteen days later, on November 18, the United States, which had recognized the new Republic of Panama a week before, signed a treaty with Panama for the construction of the Canal. For the grant of jurisdiction over the Canal strip "in perpetuity" the United States paid Panama \$10 million and agreed to pay Panama \$350,000 in gold each year thereafter (raised to \$430,000 in 1906) \*. It took several months for the French Canal Company and the United States to agree on the purchase price for the French properties, but the sale was finally completed in April 1904 for \$40 million, and on May 4 at the French administration building in Panama City the formal transfer was made. A young US Army Lieutenant, Mark Brooke, accepted the transfer in the name of his government. The transfer of nearly all of the shares of the French owned Panama Railroad Company was also effected a few days later.

The treaty between Panama and the United States was ratified by the U.S. Senate on February 23, 1904, and within the week President Theodore Roosevelt created the Isthmus Canal Commission. On May 9, 1904 Roosevelt issued an order placing all functions of the Commission under the supervision of the Secretary of War, William Howard Taft. Major General George W. Davis, who was a member of the Commission, was appointed governor of the Canal Zone.

\* Note: In the treaty of 1936 the Canal annuity paid to Panama was raised from \$250,000 in gold to 430,000 Balboa as a result of the rejection by Panama of the devalued United States gold dollars. Since a Balboa was equal in value to a United States dollar, this resulted in an increase of \$180,000 a year for Panama.

The postal system of the Zone was inaugurated on June 25, 1904. On June 20, 1904, the domestic rates of postage in the United States had been made applicable to all possessions of the United States. This order (No. 551, Section 1, 2, 3) said, in part: "... The Philippine Archipelago, Guam, Tutulia (including all adjacent islands of the Samoan group, which are possessions of the United States) and the Canal Zone, are included in the term "Possessions of the United States." The term "Canal Zone" includes all the territory purchased of Panama, comprising the Canal Zone proper, and the islands in the Bay of Panama named Perico, Naos, Culebra, and Flamenco. This order was signed by Postmaster General of the United States, H. C. Payne, and his statement that the United States "purchased" the Canal Zone proper and the islands mentioned, is of course incorrect. No sale, or lease for that matter, of land or territory was ever made by Panama to the United States, but simply a grant of jurisdiction over the territory necessary for the construction, operation, maintenance, and defense of The Panama Canal. The inauguration was made effective by an executive order issued by Secretary of War Taft. The order, dated June 24, 1904, at the War Department, Washington and addressed to the Chairman of the Isthmian Canal Commission, reads as follows:

"The necessities of the inhabitants and the due administration of the affairs of government in the Canal Zone at Panama require the establishment of post offices and postal service in that territory.

"It is therefore ordered: That a Post Office be established in each of the following named towns of the Canal Zone, to wit: Cristobal, Gatun, Bohio, Gorgona, Bas Obispo, Empire, Culebra, La Boca, and Ancon.

"The Post Offices of Cristobal and Ancon shall be Money Order Offices.

"The Governor of the Canal Zone is hereby authorized to appoint Postmasters for the Post Offices herein established and fix the compensation therefore, subject to the approval of the Isthmian Canal Commission.

"The Governor of the Canal Zone is directed to formulate a plan for a practical and efficient Postal Service in said Canal Zone, and including such measures and provisions of the postal service of the United States as are not in applicable to the conditions of the law and fact existing in the Canal Zone, and to report said plan to the Chairman of the Isthmian Canal Commission for such action as the discretion of the Commission shall approve.

"Pending the establishment of the Postal Service by an act of the Commission or other competent authority, the Governor of the Canal Zone is hereby authorized to establish post offices at such additional places in the Canal Zone as in his judgment the interest of the public requires, and to appoint Postmasters therefore and fix their compensation subject to the approval or other action thereon by the Isthmian Canal Commission.

"The Governor of the Canal Zone is also authorized to adopt and enforce such temporary rules, regulations, provisions, and requirements as may be necessary to secure a practical and efficient postal service in said Canal Zone; and to employ such temporary assistance and employees as the exigence of the service require.

"By the Direction of the President."

Actually, ten post offices were opened: Ancon, Culebra, Empire, Matachin, San Pablo (July 7, 1904), Gorgona, La Boca, Bohio, Gatun, and Cristobal. The station agents of the Panama Railroad acted as postmasters in the towns where there were railroad stations.

## **CHAPTER 1**

### **The Basic Panama Stamps and Their Overprints**

Panama issues which form the basis of the early Canal Zone overprints, because of their complexity, require a special study. A thorough understanding of them is necessary since they form the basis on which certain Canal Zone issues are classified. For that reason, the authors consider it convenient to dedicate an entire chapter to this study. In this way, the treatment of these issues can be unified and at the same time explanatory repetitions in the different Canal Zone series will be eliminated.

The stamps principally used in the early days, are the so-called “map” issue. These were originally issued in Panama in 1892 when the Department of Panama was still a part of the Republic of Colombia. Even in that time the international importance of the Isthmus was recognized. Departmental stamps of the Republic of Colombia were not valid for service outside the country. The “map” stamp of Colombia indicated that it was a departmental stamp for the Isthmus of Panama but the word “Colombia” on the top of stamp entitled mail matter bearing these stamps to be carried to any part of the world.

The set issued, consisted of the following values: 1¢ green, 2¢ rose, 5¢ blue, 10¢ yellow, 20¢ violet, 50¢ brown, and one peso lake. These values are centavos and pesos which is silver currency and had a value of one half the currency of the United States. All values excepting the one cent, were used in the Canal Zone with different types of overprints.

These stamps were manufactured by the American Bank Note Company and are engraved and printed on unwatermark paper and sheets of 200, ten stamps horizontally and twenty stamps vertically. After the tenth horizontal row, there came an imperforate gutter followed by the remaining ten rows of stamps. This gutter was the same width as the space between any other two rows on the sheet. An arrow was inscribed on each side of the gutter as a guide for the cutting blade. For this reason, straight edges appear on the bottom margins of some and the top of others of the post office sheets. There are no straight edges at the sides, the whole sheet of 200 being perforated completely around the outside. The perforation is twelve.

The stamp shows a map of the Isthmus of Panama in a narrow frame. The word “COLOMBIA” on the top and “CENTAVOS” on the bottom form the frame of those margins; and the sides of the stamp are formed by design of dots and bars. The value is in a small separate frame in the center bottom, flanked by scrolls on either side.

The post office sheet has the company’s imprint in the middle of the three perforated sides. The stamps were reordered several times and it is very probable that shortly before the end of 1903 there came a last large shipment. When Panama broke away from Colombia there was a huge stock of these Colombian stamps on hand.

Thus, when the Department of Panama became the Republica de Panama it was found necessary to change the stamps by overprinting. This was done in relatively small batches by different methods of printing. The earliest were made in the individual towns on the Colombian stamps which were there at the time and the overprinting was by rubber stamp. Later, when the Panama postal organization developed, these local overprints were typographed.

These early printings are of no concern to collectors of Canal Zone since the Postal Service on the Zone did not start until the middle of 1904 and none of these were used on the Zone. The issues used for the Canal Zone overprinting, with the later overprints of Panama, the third and fourth issues, which were in general use throughout the Republic which had by this time gotten away from local overprints.

### **The Third Panama Issue**

The third Panama issue was printed in three arrangements. Actually, only two plates were used of which the second was printed in two different methods as will be explained later but which accounts for the three arrangements.

The overprints consisted of a horizontal bar to obliterate the word “COLOMBIA” on the top of the stamp, and the word “PANAMA” printed vertically on both sides of the stamp. The first setting had the bar and the words “Panama” printed in two separate operations. This setting consisted of fifty overprints to cover a vertical half

sheet of stamps, ten horizontal rows of five stamps each. This setting was not used for Canal Zone overprinting for which reason it will not be discussed in further detail.

The second setting consisted also of fifty overprints but was set up in five horizontal rows of ten stamps each to overprint a horizontal half sheet of stamps. The bar and words were set to print in the same operation, but the actual overprinting of a whole sheet was done in two operations. Two different methods were used by the printer or printers to accomplish this.

In the first method, the operator slid the sheet vertically, first printing all the upper half sheets and then by moving the block forward he printed all the lower half sheets. That is, all of the upper panes of fifty stamps were overprinted first then all of the lower panes of fifty. This is absolutely established by the relative position on the sheet on variations in type, that is: stamp 1 is the same as stamp 51 and stamp 10 the same as 60, etc. Also, since the lower halves were printed after the upper halves, there are some small, minor printing varieties which appear only on the lower halves, showing that they were late developments during the printing process. This set up has been called the "second printing" in former [and here] literature.

In the second method of printing from the same plate called the "third printing," the printer made the upper halves exactly as in the first method. But for the lower halves, instead of sliding the sheets forward, he turned the sheets around, and did the printing in an inverted position. The result is, that the words "PANAMA" on the upper half sheet read up and on the lower half they read down. This makes stamp 1 equal to stamp 100 diametrically opposite.

This method of printing can only be possible, of course, if there were another bar on the bottom of the setting, otherwise when the sheet was turned around, the bar would be across the bottom of the stamp on the lower half sheet instead of through the word "COLOMBIA." That there was such a bar is established by the existence of specimens with an extra bar on the bottom tab. All varieties and errors in the upper half sheet are thus found diametrically opposite in the lower half. Another interesting result of this method is the existence of vertical pairs the upper half stamp of which has the words "PANAMA" reading up and the lower, reading down.

It follows then, that there are exactly as many stamps with the words "PANAMA" reading up as there are with the "PANAMA" reading down, in normal stamps and errors. Therefore, they are both equally the true stamp and not varieties of either one. In former literature, this method was called the "third printing."

The authors will keep to this terminology in order not to clash with established practice and call attention to the fact that the second and third printings are made from the identical plates.

The second printing was used on stamps number 15, 18, and 19. The third on number 1.

The great number of errors which are the same for both printings are explained by the fact that the printer who overprinted this Panama third series obviously did not have the 300 capital A's necessary in the same font for overprinting the two words "PANAMA" on each stamp, overprinting 50 stamps at a time. So, he used what he had or could get and as a result, some of the "PANAMAs" have much smaller capitals mixed with larger; some are inverted V's, different fonts, etc. However, in the later fourth issue none of these errors exist, indicating that either the printer obtained more type or other printers with better facilities did the job.

The printing is very badly done, partly due to the poor quality of the ink used and partly due to misspellings, broken letters, letters which only partly printed, etc. All these imperfections are so numerous that it can be practically asserted that no two stamps on the half sheet are exactly the same. Panama herself thought so little of this issue, that it was held back and used only in an emergency and for further surcharging when later regular stocks were exhausted.

The normal "PANAMA" is 13 by 1¾ mm on this third printing and when all the letters are big capitals rather than normal small capitals, the word Panama measures 15½ by 2 mm. Where mixed large and small capitals occur, the word measures anywhere between these two extremes.

There are interesting varieties due to horizontal or vertical shifts. The horizontal shifts which are plentiful, have the two words "PANAMA" close together on one side of the stamp except on one of the marginal vertical rows where only one Panama is found, depending on whether the shift is to the left or to the right.

The vertical shift causes more interesting varieties. If it occurs on the lower half of the sheet, it means that the bottom row will have no bar at all. The four other rows will have the bar at the bottom of the stamp. The sixth row from the bottom will have an additional bar on the bottom.



ERRORS OF SECOND AND THIRD PRINTINGS  
OF THIRD PANAMA ISSUE  
USED FOR #1 OF FIRST SERIES AND #15, 28, 29 OF THIRD SERIES

SYMB.	DESCRIPTION	LOCATION	SYMB.	DESCRIPTION	LOCATION
a	13 mm. DOWN LEFT, UP RIGHT	#1 & 51	11	PANAMA' RIGHT	34 & 84
b	15 1/2 mm BOTH SIDES	6, 7, 8, 9, 10 56, 57, 58, 59 60	o	INVERTED N RIGHT	12 & 62
c	PANAMA LEFT PANAMA RIGHT	3 & 53	p	MISSING A	
d	PANAMA BOTH SIDES	4 & 54	q	RAISED MA RIGHT	19 & 69
e	PANAMA LEFT PANAMA RIGHT	5 & 55	r	PANAMA LEFT	21 & 71
f	PANAMA RIGHT	19 & 69	s	RAISED N RIGHT	23 & 73
g	PANAMA LEFT PANAMA RIGHT	42 & 92	t	VERT. SHIFT, BAR BOTH	
h	PANAMA RIGHT	43 & 93	11	VERT. SHIFT, NO BAR	
i	PANAMA RIGHT	35 & 85	v	VERT. SHIFT, ADD. BAR	
j	PANAMA RIGHT PANAMA LEFT	44 & 94	w	HORIZONTAL SHIFT	
k	PANAMA RIGHT	18 & 68	x	8 cts. MISSING	
l	PANAMA LEFT	25 & 75	y	8 cts. DOUBLE	
m	PANAMA RIGHT	27 & 77	z	7	

-7-

Note: The positions given are for the second printing. For the upper half of the third printing, the positions are the same, but for the lower half, they are diametrically opposite due to the sheet having been turned during the printing. Therefore, position 1 equals 100; 35 equals 66, etc.; also, the sides of the sheet, "right" and "left" are reversed.

#### The Fourth Panama Issue

This issue came out in Panama the first of January 1904 and from the start it was contemplated that this would be for general use throughout the entire Republic. This issue was used in the Canal Zone for stamps number 2, 3, 11, 12, 13, 14, and 20.

The general aspect is the same as the Third Issue except that the printing is much clearer and more uniform. The obliterating horizontal bar is made up of unequal short lengths which vary in thickness in the different plates. The words "PANAMA" read up on the left and down on the right. The words are printed in capitals and measure 15 x 2 mm. The distance between the words and the bar varies with the different settings and are characteristic of

the setting. All settings were made for half a sheet, five vertical rows of ten stamps each. The two halves of the post office sheet were printed in a consecutive operation, first one side of the post office sheet being overprinted and then the other.

The issue was in use for three years. The overprinting was done in small batches, every few months, as the need for stamps arose. The typeset plates were easily damaged during printings, had to be tightened, loose letters reset or replaced, etc. When the plate deteriorated very badly, or after a long interval between orders, the whole was dumped and reset. These new plates again underwent changes. All these varieties, combined with the different shades and consistency of the printing ink used for the different batches, make up the characteristics on which the different "printings" are based. Up to this time, the list of these presented an unrelated sequence which makes classification very difficult. A much better and clearer base for their understanding, is gained by recognizing the different basic plates used and then the changes which represent stages of the plate.

In the following we will discuss the different plates, their characteristics and their usage as applied to the Canal Zone. In these plates attention has to be called to the fact that certain small variations of the dimensions and characteristics may occur due to heavier or lighter inking or toward drier or thinner ink consistency.

### **The First Plate**

Stamps printed from the first plate were issued January 1, 1904. The issue consisted of all values of the Colombian map set. The bar is narrow (slightly less than 2 mm) and the distance between the words and the bar vary around 4 mm. The printing started with some errors in the setting which are of no interest from the Canal Zone point of view since none of the stamps printed from the first stage of this plate were ever used in the Canal Zone. This is generally called in philatelic literature the first printing and is designed by the authors as "I-1."

Some months later a revision of the plate was made without changing the general characteristics. The most conspicuous errors were replaced but one of the lesser errors remain: on stamps 31 and 36 the space between "PANAMA" and the bar on the left is 2½ mm instead of 4 mm. On the 10¢ value, another of the small errors was carried over, which is the inverted "V" slightly dropped instead of the last "A" on the right. This occurs on stamps 85 and 90.

During the printing of certain values, some space slugs became loose and the form was tightened while the slugs were in a forward (raised) position. As a result, these space slugs show in the printing. It appears as a "colon" before the right Panama on stamps 44 and 49 of the 5¢ value, and, again as a "bar" before the right "PANAMA" on stamps 5 and 10 of the 10¢ value. This is the second stage of the first plate, I-2, generally called the second printing. Characteristics of this printing are a rather liquid carmine ink with a consequent blurred and heavy appearance. This stage was used for the Canal Zone overprinting of Scott number 2 and 3.

### **The Second Plate**

At the end of 1904 a new plate was set up. The bar was still the narrow bar but the distance between the words and the bar is 3¼ mm except the fourth row of the sheet where it is 3½ mm and the bottom row where it is 3 mm. From the start, there were missettings. On stamps 15 and 20 the right spacing is 5 mm and on stamps 41 and 43 the right word is scrambled and reads "PANAAM." There were other minor varieties but they show only on the 1¢ and 2¢ values which were not used on the Canal Zone.

The 5¢ value used in the Canal Zone started out with the same plate. However, very soon it showed marked deterioration and on the already misset right word on stamps 15 and 20, the last "A" became loose and started to print either above or below the line.

This is the first stage of the second plate, 2A. This was used in the Canal Zone for No. 12.A.

A revision of the plate took place in which the "PANAAM" was corrected but strangely, on the same stamp but on the left side, for some unknown reason, the "M" was replaced with an "M" of a wrong font and the new "M" has no serifs and is slightly taller. During the printing of the 5¢ value, the letters "A" and "P" of the word "PANAMA" in the bottom row, became loose and it first started to print faintly and in the end disappeared completely. These are the listed "ANAMA" and "PANAM" varieties. This latter variety has been seen by the authors only with a straight edge on the bottom.



All of the printings were done with different shades of carmine. This is the second stage of the second plate, 23. The printings from this stage were sent to the Canal Zone in December 1904 when the Taft Agreement went into effect. The values used are the 5¢, 10¢, and 50¢ surcharged 8¢ cent, No. 12.A, 13.A, and 14.A. Attention should be called to the fact that a few sheets of the first stage, 2A with the error “PANAAM” were included in the shipment. In general, this has been called the third printing on the 5¢ and 10¢ and the second or “first special printing” on the 8¢.

On September 23, 1905, a small quantity of 10¢ and 8¢ on 50¢ values were delivered to the Canal Zone. The plate used for the overprinting was the second but it had been carefully revised as not a single mis- setting or error appears on the sheet. Both values are overprinted with a rose-brown ink and it is designated the third stage of the second plate, 26. This rose-brown overprint does not exist regularly used in Panama but only in the Canal Zone. This has always been considered as a special printing, but it has been established through the many small imperfections in letters which occur exactly in the same position on earlier stages of the plate, that it is the second plate and not something special, although the issue itself was specially printed for the Canal Zone. A few of the 10¢ value have been found in Panama (without the Canal Zone overprint) and is known in literature as the fourth printing. The Canal Zone designation is No. 13.B and 14. B. It will be noted that on the 8¢ on 50¢ rose-brown, there are very many broken letters in the words “PANAMA.”

It is interesting to note that when these special printings were delivered to the Canal Zone, printings of the third plate were in general use in Panama. It is possible that Panama prepared the special printings in March 1905 expecting a request from the Zone for the 8¢ and 10¢ values. While awaiting this request a delivery was made of the 5¢ value to the Zone which already had been printed from the third plate. Subsequently these special printings were called for and delivered long after the plate had been destroyed and together with the other values which had been printed from the third plate.

### **The Third Plate**

This plate was prepared in April 1905. The general appearance is completely different from the previous plates. The bar is wide, (varying between 2¼ and 2½ mm) according to the consistency of the ink. The distance between the words and bar vary in the different rows. They are 3½ mm in the first, third, fourth, sixth, eighth, and ninth; 2¾ mm in the second, fifth, and seventh; and 1½ mm in the 10<sup>th</sup> horizontal row.

There are two constant missettings: an inverted “M” on the right “PANAWA” on stamps 24 and 29 and, a left “PANAMA” 16 mm long on stamps 25 and 30. Occasional or accidental errors are: the scrambled word “PAMANA” on the right on stamps 95 and 100; and the left “PANAMA” touching the bar on stamps 91 and 96. As can be seen, both these errors are on the bottom row and neither are found on the original setting, indicating that they were a later development and wrongly corrected adjustments during the printing. These, and the differences in the color of the ink help to distinguish the various stages of the plate.

The following table shows the stages of the plate and the corresponding Canal Zone usage:

Plate 3.A. The original plate with the constant errors (“PANAWA” and “PANAMA” 16 mm long).

2¢ Vermilion overprint.....11-1  
 2¢ Dark carmine overprint...11-2  
 5¢ Rose carmine overprint...12-B  
 5¢ Vermilion overprint.....12-D

Plate 3.B. In addition to the constant errors, one or both occasional or accidental errors.

5¢ Dull Vermilion overprint...12.C  
     (“PAMANA” on the right)  
 10¢ Orange or orange red overprint...13.C  
     (both occasional errors)  
 10¢ Carmine overprint...13. D  
     (both occasional errors)

## **The Fourth Plate**

In November 1905, prints from a new plate came into circulation. These also have the wide obliterating bar  $2\frac{3}{4}$  mm wide in the characteristic spacing between the word and bar of about  $2\frac{1}{2}$  mm on all rows. In the original setting there were no errors. But during the printing, perhaps due to the ink used, the general aspect of the stamps became dirty with many letters blurred and filled.

The plate in this stage was used only for the Canal Zone overprinting. The 5¢ value was overprinted with a bright dark cherry red and was used for part of No.12.E and 12.F. The 10¢ value was overprinted with the muddy dark carmine designated No. 13.E. During the printing of the 5¢, stamps 95 and 100 became damaged on the right side, the second "A" breaking away and finally disappearing in the end of the word "MA" slipping aside. The designation of this stage is 4A for which there is no designation in the old printing classification.

Sometime after March 1906, something happened to the plate between positions 53 and 54 causing some damage. In correcting the plate, the printer scrambled the word "PAMANA" reading up on the left on No. 54. It will also be noted that the "N" of "PANAMA" reading down on No. 53 appears to have a double diagonal bar. It should be understood that the same error occurs on the other half of the sheet on positions 58 and 59. The bulk of the 5¢ value No. 12.E and 12.F contain these errors and also the 8¢ on 50¢, No. 20. The designation of this stage is 4B. All are overprinted with an opaque or heavy, dark carmine.

In August 1906, a new printing from the same plate appeared in the 5¢ value. The only variation is a wide (nearly 4 mm) spacing in the second horizontal row. This was probably due to the printer inserting an additional space slug to tighten the plate. The color of the overprint is a bright carmine vermilion. This is designated as check list No. 12.G and the stage of the plate 4C.

In Panama, late in 1906, a fifth plate came into use for the 5¢ value. The characteristics were again a narrow bar and the overprint a pink color. No sheets of this issue were ever sent to the Canal Zone since apparently there were enough of the old issues on hand until the Hamilton Bank Note Company issues were received in the Zone.

# CANAL ZONE

FOURTH PANAMA ISSUES  
NEW/PLATE DESIGNATIONS AND OLD PRINTING CLASSIFICATION

PLATE	STAGE	CHECK LIST No.	CONVENTIONAL PRINTINGS	OVERPRINT COLOR
1 NARROW BAR 2 1/2 MM	A	NOT USED IN C.Z. ALL VALUES	FIRST PRINTING	CARMINE
	B	#2 5¢	SECOND PRINTING <small>COLOR</small>	CARMINE <small>BLURRED + HEAVY</small>
		#3 10¢		
2 NARROW BAR 3-3 1/2 MM	A	#12-1 5¢	THIRD PRINTING <small>PANAMA</small>	✓ CARMINE
	B	#12-1 5¢		
		#13-1 10¢	THIRD PRINTING	✓ CARMINE
		#14-1 80N50¢	1ST SPECIAL PRINTING	CARMINE
	C	#13-2 10¢	FOURTH PRINTING	✓ ROSE BROWN
		#14-2 80N50¢	2ND SPECIAL PRINTING	ROSE BROWN
3 WIDE BAR 3 1/2 2 3/4 1 1/2 MM	A	#11-1 2¢	THIRD PRINTING	✓ DRY VERMILION
		#11-2 2¢	FOURTH PRINTING	DARK CARMINE
		#12-2 5¢	FOURTH PRINTING	ROSE CARMINE
		#12-4 5¢	SIXTH PRINTING	✓ VERMILION
	B	#12-3 5¢	FIFTH PRINTING	DULL VERMILION
	C	#13-3 10¢	FIFTH PRINTING	ORANGE RED
	D	#13-4 10¢	SIXTH PRINTING	✓ CARMINE
4 WIDE BAR 2 1/2 MM	A	#12-5 5¢	SEVENTH PR. (SPECIAL)	✓ BRILLIANT DARK CARMINE
		#13-5 10¢	SEVENTH PR (SPECIAL)	✓ DULL DARK CARMINE
	B	#12-5 5¢	SEVENTH PR (NORMAL)	DULL DARK CARMINE
		#20 80N50¢	THIRD SPECIAL PRINTING	DULL DARK CARMINE
	C	#12-6 5¢	EIGHTH PRINTING	CARMINE VERMILION
5	-	NOT USED IN C.Z. 5¢	NINTH PRINTING	PINK

## Basic Stamp for No. 9 & 10

Toward the end of 1904, Panama ordered a series of stamps which were intended to be a permanent issue but as a matter of fact only the 1¢ and 2¢ values were ever received and used. These stamps arrived about the same time that the Taft Agreement went into effect so that Panama sent these two values to the Canal Zone instead of the corresponding values of the Fourth Panama Issue.

These stamps are designated by No. 9 and 10. These stamps were used, as a matter of record, in the Canal Zone long before they were used in Panama.

The design is a variation of the Colombian map design. On top, instead of “COLOMBIA” the words “REPUBLIC DE PANAMA” are used with the date of independence, “3 DE NOVIEMBRE DE 1903” in a curved line underneath. The values are in both lower corners of the word “CENTAVO” or “CENTAVOS” for the 2¢ value, between the numerals. The issue was printed by the American Bank Note Company, the same as the Colombian map stamp and for that reason the general makeup of the sheet is the same.

The sheet was printed from a 200-subject plate, 20 horizontal rows of 10 stamps each. There is an arrow in the center of the sheet, but instead of cutting along the arrow, there was a perforated row along which the two post office panes were separated. This means, of course, that there are no straight edges in this issue.

The imprint of the company is again in the middle of three sides of the post office sheet. The size is exactly the same as the Colombian overprints, 24 x 21 mm and the perforation is 12.

The other Panama stamps used in the Canal Zone postal service, will be discussed with their proper Canal Zone series as there are no complications which need previous explanation.

## CHAPTER 2

### The First Series Scott No. 1, 2, 3



On Friday, June 24, 1904 the Canal Zone inaugurated its Postal Service with a shipment of 15,500 postage stamps from the Republic of Panama which had been requisitioned as an emergency measure by Governor George W. Davis. This was four days after Governor Davis had issued an order placing Mr. E. C. Tobey, U. S. Navy, who was then Treasurer of the Canal Zone and Dispersing Officer, at the head of the Postal Service.

His appointment read that Mr. Tobey "... Is charged with the work of the establishment and operation of the Postal Service of the Canal Zone."

The discussions between the governing officials of the Canal Zone the Republic of Panama just prior to this date, were carried out through correspondence between Governor Davis and Mr. Tomas Arias, Secretary of Government in Panama; and, personally between Mr. Tobey and secretary Arias. The following letters explained simply and clearly the negotiations up to that time:

**These letters are recorded and explained in *Canal Zone Stamps* on pages 5-10.**

The first official instances of counterfeiting on No. 1, 2, and 3 came to light as a result of a letter sent to W. J. Vickery, Chief Inspector of the United States Postal Service in Washington by Mr. A. M. Trujillo of New York. This was early in September 1904 at which time the genuine 2¢ stamp was being quoted by stamp dealers in the United States for four dollars a copy. The counterfeits, a large shipment, were denounced by "... A stamp dealer and collector named Scott." This shipment (from a prominent businessman in the city of Colon, Republic of Panama) consisted of 268 of the 2¢ stamps, 126 of the 5¢, and 49 of the 10¢ stamps. Subsequent investigation



both in Washington and New York, and Panama and the Canal Zone, disclosed that all but a single 10¢ stamp were counterfeits.

During the investigation, the following interesting data was brought out:

“The only Panamanian surcharge Canal Zone stamps that should be accepted by these (stamp) collectors as of any value now, are those that are fixed to envelopes or wrappers bearing the postmark of an office in the Zone dated prior to July 15, 1904.”

The above quotation is from a letter from Lawrence Leatherman, Inspector in charge, to chief Inspector Vickery, dated September 29, 1904. In the same letter he said, “Inspector Smith and myself are both strongly of the opinion that after the Governor of the Zone had ordered the discontinuance of the surcharging of the Panama stamps on July 15, that undoubtedly a large number would be surcharged and sold to collectors. After Governor Davis had notified the Panama Government that no more of these stamps would be required, a rumor was current in Panama that the Panama Government was still surcharging stamps. If this rumor was true, it was evidently for the purpose of disposing of these stamps to parties other than the Canal Zone Government.”

Despite Inspector Leatherman’s assertion, these stamps were used until the close of business July 17, 1904, as we shall now see. As the result of the investigation of these and other counterfeits, and in order to give a clear picture of the start of the Postal Service on the Canal Zone, Governor Davis, on September 14, 1904, wrote a letter to Rear Admiral John G. Walker, chairman of the Isthmian Canal Commission in Washington. This letter, of great philatelic and historical interest, is herewith reproduced in its entirety. Among others, it settles once and for all, two issues which have long been debated: the exact number of the first issue of Canal Zone stamps sold to the public; and, the fact that all the surcharging by hand stamp was done in Panama by Panama postal officials and not in the Zone by Panama Canal postal employees.

**(The letter is printed in *Canal Zone Stamps* on page 21.)**

However, save for the last, is the most disturbing discovery in the search of the background of this series of stamps, a discovery which seems to bear out to a great extent, Inspector Leatherman’s prediction that the only authentic stamps are those used on a cover.

In a letter to the Fourth Assistant Postmaster General in Washington, D. C. from E. C. Tobey Chief of Materials and Supplies Department (formerly in charge of the Post Office Department), mailed in Ancon on October 27, 1904, Mr. Tobey says:

“I found today in an impression book kept by a local manufacture of rubber stamps, the imprint of three “Canal Zone” stamps. The first in the book is the original one ordered by the Panama Government; the second as near as I can tell, is its exact counterpart; and the third is an entirely different from the imprint in the postage stamp sent to me with your letter.

“The stamp manufacturer has very conveniently forgotten who ordered the last two stamps but he distinctly remembers that the first one was ordered by the Panama Government.”

A letter written to Governor Davis, on January 14, 1905 by the Director of (Canal Zone) Post, Tom M. Cooke, contains the following wind up of the counterfeit Canal Zone No. 1, 2, 3:

“... As has been said by Inspector Leatherman in his report, it would certainly be an easy thing for anyone to purchase Panama stamps and rubber stamp and surcharge them as his fancy would determine.

“No attempt has been made to use such stamps since I took charge of the Zone Postal System.

“There is no doubt that large numbers of these stamps have been surcharged in addition to those originally purchased by the Zone Government, and by a different stamp. I am informed that large numbers are reported to have been sent to Europe and are now in the hands of dealers in stamps, and collectors. Many inquiries are being received by stamp collectors on the Zone as to their genuineness. It is generally understood now that they are counterfeits, and there is little or no demand for them.”

Due to what is believed to be the large number of these unauthorized issues, the total given in the preceding text is in no way the total in the hands of collectors and dealers. Since these unauthorized “reprints” were made on the correct Panama stamp by an exact duplicate (or perhaps the original) of the Canal Zone rubberstamp, it is impossible to differentiate between the regularly issued stamps and those issued by private individuals.

The words “CANAL ZONE” measure 18 mm in length by 2½ mm high. “CANAL” is 9¼ mm long; the space between 1¼ mm; and “ZONE” 7½ mm. The normal “E” has the middle bar short and practically triangular in

shape. Counterfeits are obvious that have all bars of the “E” the same length or the middle bar straight. Many counterfeits exist. The color of the official overprint is blue-black. As food for thought, the authors suggest that the unofficial issues may be determined by the difference in the color of the overprint only, since all other criteria are precisely correct and similar.

So far as the errors in this first series are concerned, it must always be remembered that the overprinting was done by hand with a rubber stamp. It was admitted by the Governor of the Canal Zone that at least one sheet of the 5¢ value was overprinted with the words “Canal Zone” inverted. This error therefore must be conceded. As to all other errors, the authors will list those compiled by J. M. Bartels, Dr. W. Evans, and H. F. Colman, the three foremost authorities of Canal Zone stamps and let the student and collector draw their own conclusions. The errors of this first series will be found in the check list. For a description of the basic Panama stamps used in this series, you are referred to Chapter 1 and the check list.

## CHAPTER 3

### The Second Series Scott No. 4 through 8



There is every reason to believe that the arrival on the Isthmus of the first United States overprints caused little rejoicing in official circles on the Zone, if any. Better said, the general tone was rather one of horror and consternation if one were to describe it more aptly. It may not be generally known, but the United States Post Office Department sent the infant colony on the Isthmus the considerable number of 10,000,000 postage stamps!

The general state of shock of the Zone officials on receipt by Post Office Inspector Lawrence Leatherman of the eleven tin-lined wooden boxes can best be judged by the following sadly-bitter paragraphs from a letter sent to Chairman Walker by Governor Davis:

“If you have any record of any request from me or from any person serving under me for ten million stamps, or any other specific number, I should be very glad if you would send me a copy of it.”

Whose idea was to order or authorize the ten million stamps has never been disclosed but they were sent to the Isthmus by Third Assistant Postmaster General Edwin C. Madden. They were packed in eleven cases and comprised 1,000,000 of the 1¢; 5,000,000 2¢; 2,000,000 5¢; and 1,000,000 each of the 8¢ and 10¢ denominations. They were received on July 13, 1904. Five of the cases only were opened and the rest remain sealed and stored. Actually, removed from the broken cases were \$26,500 worth of stamps in face value. The total face value of the stamps amounted to \$390,000 and the costs \$710.20 to print.

These overprints were in use from July 18 to December 11, 1904. From July to September, \$1,448.55 worth of stamps were sold in all denominations. In October, \$655.64; November, \$562.33 and in December, up to the 11<sup>th</sup>, \$1,603.68 including a special philatelic sale of \$37.65. The grand total sold of \$390,000 worth of postage stamps, amounted to \$4,268.72. (38 years to sell all).

<u>DENOMINATIONS</u>	<u>RECEIVED</u>	<u>SOLD</u>	<u>DESTROYED</u>
1 cent green, Franklin	1,000,000	43,738	956,262
2 cent carmine, Washington	5,000,000	68,414	4,931 586
5 cent blue, Lincoln	2,000,000	20,858	1,979,142
8 cent violet, Martha Washington	1,000,000	7,932	992,068
10 cent orange brown, Webster	1,000,000	7,856	992,144

The destruction of the stamps by burning took place on January 2-3, 1906 and was witnessed by the Director of Posts, Tom M. Cooke; the Local Auditor of the Isthmian Canal Commission, W. B. Starke; the Dispersing Officer of the Isthmian Canal Commission, Edward J. Williams; and the Executive Secretary, H. D. Reed.

The United States overprints were in use just a week less than five months and were taken off sale as a result of the "Taft Agreement." This agreement was brought about following the investigation of protests made by Panama officials and business men over the establishments in the Canal Zone of ports of entry, custom houses, tariffs and post-offices.

The Taft Agreement, its causes, initiation, results and abrogation had such an important influence on Canal Zone postage, that it will be treated in a separate chapter immediately following.

The stamps of the second series are overprinted on United States stamps No. 300, 319, 304, and 307. They are overprinted in black and the work was done in the United States by the Bureau of Engraving and Printing. A 100-subject electrottype plate was used, similar to those used for overprinting issues for Philippine, Puerto Rico and Cuban issues. The words "CANAL ZONE" on the left and "PANAMA" on the right all read up in small capitals.

There are many broken letters in all values and in many different positions on the sheet. The authors recognize only one minor variety in this series, the 2¢ scarlet, Scott No. 5a.

The following plate numbers which may be found on either the bottom or the left side of the sheet, have been found:

<u>Denomination</u>	<u>Plate numbers</u>
1¢	2061, 2062, 2063, 2088, 2092, 2141, 2142, 2143, 2144
2¢	2076, 2133, 2135, 2136, 2169, 2192, 2202, 2204, 2205, 2206, 2208, 2209, 2210, 2212, 2214, 2217
5¢	1885, 1886, 1887, 1888
8¢	1497, 1498, 1499, 1500
10¢	1590, 1591, 1592, 1593

These plates were used in sets of four. There should be additional plates but the authors have no record of any more.

## CHAPTER 4

### The Taft Agreement

**(The Taft Agreement, with all the pertinent letters, is completely described starting on page 24 of *CANAL ZONE STAMPS* and need not be repeated here.)**

## CHAPTER 5

### The Third Series



The Third Series of Canal Zone stamps went on sale December 12, 1904. This series comprises the stamps listed in Scott as No. 9, 10, 11, 12, 13, 14, 15, 18, 19, and 20. When this series was placed on sale, the Director of Posts, in a memorandum to all postmasters, said:

“You are further instructed that the stamps will be sold for their face value in gold; Colombian silver will be accepted for payment at the rate of two for one.”

The authors will treat this Third Series as one group, for the logical reason that they were all overprinted from the same Canal Zone plate in the several different stages. It cannot be understood why practically all other authors in discussing this series insist on breaking it up into different series, greatly confusing what actually is as clear as crystal.

For example, to illustrate the unity of this issue, No. 19 and 20 were printed together with part of No. 12 and 14, on the same date and with the same stage of the Canal Zone plate (the fifth); also, No. 18 was printed together with No. 9, 11, 12, 13, and 14 with the third stage of the Canal Zone plate.

#### The “Canal Zone” Overprint

The Canal Zone overprint is set in two lines of Roman capital letters. The plate was set up to overprint a full sheet of 100 stamps in one operation. Any fault or error of the Canal Zone overprint in the sheet, therefore, can occur only once in each sheet, whereas we saw previously in the Panama overprinting that all errors occurred twice in each sheet. The word “CANAL” measures  $14\frac{3}{4}$  mm in length and 2 mm in height; “ZONE” measures  $11 \times 2$  mm. The distance between the two words is  $3\frac{1}{2}$  mm.

We have used the word “stage” in describing the Canal Zone plate. It is generally accepted by all authorities that there were six stages of the Canal Zone plate; meaning an original set up and five changes. But the fact is that the type of the first or original setting (stage) after several printings, was dumped and an entirely new plate was set up. This second plate was altered four times. All this, of course, adds up to six different stages or forms of the overprint for which reason, in order not to confuse the student and to more or less conform with the older authorities, the authors will also stick to the six different stages plan.

These stages are actually stages of deterioration in the original plate and each successive stage of deterioration was marked by corrections in the type set. Fortunately (or should it be unfortunately), the mechanical genius who made the successive corrections in the plate dipped his hand into the wrong font and, when replacing a broken letter with a sound one, usually used antique type instead of Roman and on two occasions replaced a whole word in Roman with a whole word in antique.

The description of the different stages is based only on those broken letters and words which later were replaced with antique type. There are many other broken letters which developed during printing and were not changed sometimes for several different stages and were finally replaced by letters from the correct font. None of these are considered in the listings.

On the first plate, a very poor type was used so that the sheet in the final printings of that stage is full of badly printed and broken letters. Since this second stage is in fact a completely new setting, none of the broken letters appearing in the first “stage” will be found in the second or subsequent printings.

It must be remembered that from no single stamp of any stage, whether the stamp be normal or an “error,” can the stage be determined (with only one single exception, stamp No. 42 in the sixth stage). That is, it requires a certain combination of “errors” and/or adjoining stamps to determine for the student whether the stamp is from



one stage or another. This, of course, is a negative and therefore a very poor basis for a classification. To overcome this, the custom was established by early authorities and is generally accepted today to classify the varieties of the Third Series by the printings and issues of the Panama stamp on which the Canal Zone overprint has been made. The different Panama overprints can be more easily distinguished and therefore are a much better basis for classification.

In a very general way, it will help the student to remember that in the first two stages of the Canal Zone overprint the letters appear clearer and finer and in the last four stages the printing is heavy and blurred.

### **The First Stage**

The first plate (stage) was first used December 12, 1904. It has the following characteristic defects: C, A, L broken on stamp No. 1 (the C is slightly broken, the crossbar of the second A is missing, and the top serif of the L is gone); A-L, of "CANAL" is spaced wider on No. 41; the lower bar of the L of "CANAL" is broken away so that it resembles an "I" on stamp No. 4; in later printings this last defect developed on No. 3 and still later on No. 35. During the printing of Scott No. 10, one stamp No. 68, the type somehow became loosened in the final "L" of "CANAL" turned sideways clockwise. It is not known how many sheets were printed with the fallen letter but the error is very rare. Evans who quotes Dr. Perry claims that there were 920 of the fallen "L" stamps destroyed and that about twenty-five are known to exist. If this is accepted, then this error could only be from the second printing of the first stage of which 100,000 stamps, 1,000 sheets, were overprinted in March 1905. The first printing consisted of only 70,000 stamps, obviously not enough to provide for all the destroyed errors and those which got through.

The loosened plate was no doubt responsible for the error on stamp No. 87 where the letters "ON" drop slightly below the level of the letters "Z - - E." It is believed that this occurred toward the end of the printing of the 1¢ and into the start of the printing of the 2¢ since only a few have been discovered in both of these values. Subsequently this was corrected on the 2¢ sheet.

### **The Second Stage**

On May 4<sup>th</sup>, a completely new plate was put in use for the Canal Zone overprinting. The original plate or first stage had several broken letters, none of which, however, are of the same type of broken letters nor are they located in the same position on the plate as those in the "Second" stage. It is for this reason that the authors assert that this so-called second stage is in reality the original stage of a new plate. However, for simplicity it will be called simply the "second stage."

The most distinctive broken letters on this second stage are as follows: broken "Z" on No. 32; the lower bar on the "E" broken away making it appear to be an "F" on No. 33; the horizontal stroke of the "L" broken away making it similar to an "I" on No. 42; the serif on the second vertical bar of the "N" in "CANAL" broken away in No. 65. It should be remembered that there were other broken letters throughout the many printings which are not being discussed. The above-mentioned broken letters are characteristic of each stage since they subsequently were replaced by the printers so that it is possible to determine the stage of the plate by the changes and corrections made. The other broken letters were apparently disregarded by the printers or replaced correctly.

### **The Third Stage**

In November 1905, something happened to the word "ZONE" on the 48<sup>th</sup> stamp. It was replaced by the printer who used antique type in his little job of correction. Therefore, the way of determining the third stage, is by the possession of a block containing stamps No. 25 to 28 and 65 to 68, a block of 20 stamps. (You are referred to the diagrams.)

At the start of this printing, the broken letters listed in the second stage remained unchanged. Sometimes during the overprinting, the broken "E" on No. 33 was replaced. However, the new letter "E" was also slightly damaged on the lower bar but in no way appears like the "F" of the replaced broken "E." This slightly damaged "E" appears on all subsequent stages. However, during the printing of the sixth stage, the "O" and the "N" also started to break away and some No. 33 will be found with O-N-E badly broken. The word "ZONE" finally became

so bad that the printer took out the entire word and replaced it. As a result, in some sheets of the final, sixth stage, "ZONE" is perfectly printed.

### The Fourth Stage

In February 1906, the next stage came into being, in every respect the same as the late third stage except that the consistent printer, in changing the word "CANAL" in No. 26, also made the change with the antique type. In this stage also, a new defect developed: on stamp No. 68, the "E" of the "ZONE" began to print very faintly and sometimes it is quite hard to see. This developed during the overprinting of the 1¢ value.

### The Fifth Stage

The very next month, March, a general revision of the plate was undertaken. All the broken letters mentioned in the second stage and used throughout the fourth stage, were replaced by antique letters. This gives the following irregularities for the Fifth Stage: "Z" antique on No. 32; broken "E" on No. 33; "L" on No. 42; "N" antique on No. 65; "CANAL" antique on No. 26; and "ZONE" antique on No. 48.

### The Sixth Stage

In August 1906, two more replacements were made: "Z" antique on No. 42 (in addition to the "L" antique already on this stamp); and "Z" antique on No. 45.

Following is a composite list of all the varieties of the Third Series, showing the type of variety, its location, and the stage in which it occurs. The capital letters will be used as an index for the Canal Zone variety in the check list at the back of the book and will be characteristic of the variety throughout. The frequency with which each variety occurred will also be found in the check list, as well as a recapitalization of the totals.

CANAL ZONE VARIETIES OF THIRD SERIES.							
SYMBOL	DESCRIPTION	LOCATION	I	II	III	IV	V
A	A-L SPACED	#41	X				
B	L BROKEN	#4, 3 (35)	X				
C	C-A-L DAMAGED	#1	X				
D	ON BELOW LINE	#57	X				
E	SIDEWAYS (2¢ ONLY)	#68	X				
F	Z DAMAGED	#32	X	X	X	X	
G	E BROKEN OR DAMAGED	#33	X	X	X	X	X
H	L BROKEN	#42	X	X	X	X	
I	N SERIF DAMAGED	#65		X	X	X	
J	ZONE ANTIQUE	#48			X	X	X
K	CANAL ANTIQUE	#26				X	X
L	E VERY FAINT	#68				X	
M	Z ANTIQUE	#32 + 45, VI					X
N	L ANTIQUE	#42					X
O	N ANTIQUE	#65				X	X
P	Z AND L ANTIQUE	#42					X
Q	CANAL ZONE DOUBLE						
R	CANAL ZONE INVERTED						
S	CANAL ZONE MISSING						

\* NOT ON ALL SHEETS.

NOTE: B ON II AND PART III SIMILAR TO F. LATER REPLACED WITH SLIGHTLY DAMAGED FONT. — THE BROKEN L OF H IS ALWAYS TOGETHER WITH A BROKEN UPPER LEFT SERIF OF E IN ZONE.

# THE SIX STAGES OF THE CANAL ZONE PLATE.—THIRD SERIES

STAGE DEC. 1904

1	2	3	4	5	6	7	8	9	10
C		B	A						
11									
21		I					F		
31				35 B					
41	A								
51									
61							68 E		
71									
81						87 D			
91							G		

STAGE MAY 1905

1	2	3	4	5	6	7	8	9	10
11									
21									
31	32 F	33 E							
41	42 H								
51									
61					65 I				
71									
81									
91									

STAGE NOV. 1905

1	2	3	4	5	6	7	8	9	10
11									
21									
31	32 F	33 E							
41	42 H						48 J		
51									
61				65 I					
71									
81									
91									

STAGE FEB. 1906

1	2	3	4	5	6	7	8	9	10
11									
21					26 K				
31	32 F	33 E							
41	42 H						48 J		
51									
61				65 I			68 L		
71									
81									
91									

STAGE MAR. 1906

1	2	3	4	5	6	7	8	9	10
11									
21					26 K				
31	32 M	33 E							
41	42 N						48 J		
51									
61				65 O					
71									
81									
91									

STAGE AUG. 1906

1	2	3	4	5	6	7	8	9	10
11									
21					26 K				
31	32 M	33 E							
41	42 P			45 M			48 J		
51									
61				65 O					
71									
81									
91									

FOR SYMBOLS USED SEE TABLE OF CANAL ZONE VARIETIES.



## The Panama Overprints

For the basic Panama stamp used in the Third Series, see Chapter 1. The Panama commemorative issue of 1905 was used as the basic stamp for No. 9 and 10, Scott type A2. The descriptive table for the third issue will be found also in chapter 1.

### The 8 Cent Surcharges



The Canal Zone requested from Panama a supply of 8¢ stamps for the purposes of registration fee stamps. Panama did not at that time have an 8¢ denomination in her current series so it was necessary to prepare an 8¢ surcharge stamp. For this purpose, Panama used the regular 50¢ stamp of their current series.

The 8¢ surcharge was made in Panama on Colombian stamps already overprinted with the bar and Panama: the third and fourth issue.

The 8¢ surcharges appear on Canal Zone stamps No. 14, 15, 18, 19, and 20. There are four settings of the Panama 8¢ surcharge used in this group corresponding to the different deliveries. The first was used on No. 14 and 15; the second for No. 18; the third for No. 19; and the fourth for No. 20.

The first setting for the 8¢ overprint was set up in a block of twenty-five, 5 x 5, and therefore had to be used four times to completely surcharge the sheet of 100 stamps. In this setting, three types of the figure “8” were used. The first type is easily recognized by the heavy stroke from the upper loop of the eight to the bottom loop; and a left upward curve of the lower loop is not a continuation of the right downward curve of the upper loop. If bisected vertically, the sides are not symmetrical. This type of eight appears on the first nineteen stamps of the setting of twenty-five and since this is repeated four times on the sheet, there are a total of seventy-six on the sheet.

The second type of “8” is a symmetrical, fat figure eight, wasp-wasted, very narrow between the upper and lower loops, and, if split vertically, one side is exactly the same as the other. This type of “8” appears on the next five stamps in order on the plate. It thus occurs twenty times on the sheet of one hundred stamps.

The third type of “8” is very similar to type one but is quite thinner as to the width of the stroke itself which of course makes the “holes in the doughnut” both upper section and lower section larger than in type one. This type occurs but once in the setting, the last or twenty-fifth stamp, and thus occurs four times on the sheet of one hundred stamps.

Therefore, in the sheet of a hundred stamps, the position of the types of eight, are as follows: type No. 2: stamps No. 35, 40, 41, 42, 43, 44, 46, 47, 48, 49, 85, 90, 91, 92, 93, 94, 96, 97, 98, 99; type No. 3: stamps No. 45, 50, 95, and 100. The remaining seventy-six stamps on the sheet are type No. 1. It can be seen from the diagram that any block of four stamps that has type No. 3 as one of the four (four such possible blocks in the sheet) must also have at least one of type 1 and one of type 2. The “8” in all settings is about ½ mm higher than the “cts.”

There may have been a resetting of this block of twenty-five surcharges since early authorities claim to have seen a block wherein type 2 is replaced by type 1 on stamps No. 48 and 49, type 1 by type 2 on No. 80. These authors assign this block to the “fourth printing” and that is definitely wrong since stamp No. 48 in the fourth printing has “ZONE” in antique type which did not appear on the block in question. It is not understood how the plate could have been altered during this printing. It was claimed that the different setting is a “carmine” overprint. However, this change setting does not exist in the 50 sheets of the rose-brown overprint which were overprinted after the carmine.

The second setting of the 8¢ overprint appears on Scott No. 18. The figure “8” is tall and slender with heavy down stroke over a lighter up stroke. If cut vertically both sides are not symmetrical since the upper curve of the lower loop does not meet the down curve of the upper loop. The “cts.” is much smaller than that of No. 14 and 15 and is on the same horizontal line. There is a serif on the upper part of the letter “c” and a period after the “cts.”

The authors believe that the 8¢ surcharge was set up in vertical fifties, five by ten. No variation in style of the figure “8” is known in this setting.

The third setting is used on stamp No. 19. There is no period after cts. The figure “8” appears to be exactly similar to the second. The type used in the “cts.” is entirely different, particularly noticeable in the letter “c.” The authors believe that this was set up in vertical fifties, five by ten. No variations in the figure “8” or the “cts.” are known.

The fourth setting on stamp No. 20 is very similar to the setting on No. 19 except that the figure “8” and the “cts.” are a much finer type. This is especially noticeable in the “8,” particularly the very top and bottom of the figure, where the line is so fine that on most stamps it appears to be broken. The “s” of the “cts.” is also much finer than the “s” in No. 19. There is a period after the cts. in No. 20 and none on No. 19.

The normal distance between the “8” and the “c” is 2½ mm. However, on the fifth and tenth vertical rows, the distance is 3 mm. For this and other reasons, it can be definitely established that this surcharge was set up in vertical fifties, five by ten.

In all the 8¢ surcharges, as stated before, this surcharge was printed on the Panama and bar overprints of the Colombian stamps in a separate operation and was not done at the same time. Therefore, the relative position of the “8 cts” to the bar and the words “PANAMA” on either side of the stamp varies, and varies very considerably on the different sheets. This also explains the errors that occur on the “8 cts” and not on the Panama and bar overprint, which are explained in detail on the check list for this group.

The infamous “Canal Zone omitted” are not recognized by the authors as errors. They were never sold in any of the Canal Zone post offices nor were they ever postally used. They were clandestinely obtainable in the Republic of Panama from postal employees there. In the author’s possession there are, without Canal Zone, double overprints, diagonal overprints (the same canceled to order in Panama), inverted “8 cts,” and even triple “8 cts,” in singles, blocks, and what have you. They are printers’ waste and nothing else. Some sheets of the “8 cts” overprint, made in excess of the Canal Zone requirements and not sent to the Zone, were apparently not destroyed by the Panama postal employees but instead found their way into the philatelic markets and have no postal status whatsoever.

This can be established through records of an official audit of stamps on hand in the Republic of Panama dated July 16, 1907. This inventory came about when Panama requested all post offices to send in their stock of Colombian stamps, overprinted or not. In the Panama post office, there were 2,768 of the 8¢ overprints on hand. All the stamps were demonetized and the Secretary of the Treasury ordered their sale at public auction. This, the memorandum states, “was carried out.” The date of the sale and the amount realized could not be ascertained.

Many stamps in the third series will be found with the word “PANAMA” three or even four times on stamp; stamps with the “bar at the bottom”; and, stamps with no bar at all. A review of the basic Panama stamps will recall to the student that the Panama and overprint was done in blocks of fifty stamps. If this horizontal registration is not exact, a shift to the right or left may occur, making “PANAMA” appeared twice on one side of the stamp on most of the stamps of the sheet. On the first or tenth vertical row of such a sheet, “PANAMA” appears only once and on the fifth or sixth vertical row that will produce a double overprint on one side only, making three “PANAMA”s on each stamp. These are very common and not considered double overprints in any sense of the word.

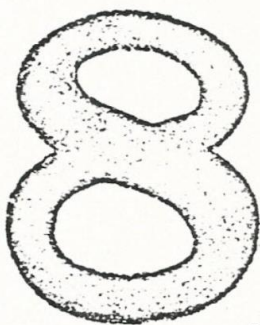
An overlap still farther to the right or left, of course, resulted in a regular double overprint on this vertical row of stamps, that is, “PANAMA” reading up twice on the left and reading down twice on the right. A horizontal strip will not show a true double overprint flanked on both sides by normal stamps.

On a vertical shift upwards, the bar is missing on the bottom row of stamps and is on the bottom of all the other stamps in the sheet instead of at the top. This looks as though it were an inverted overprint, but the two can be differentiated by measuring the distance between the words “PANAMA” and the bar. These distances are characteristic of the printing and will be found in the check list.

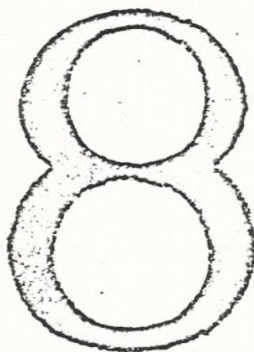
If on the stamp which looks like an inverted overprint, that is, having the bar on the bottom of the stamp, the distance is the same as given in the check list for that particular printing, then it is an inverted overprint. If the distance is larger, it is a vertical shift which is an extremely rare error; much more so than the inverted overprint.

DISTRIBUTION OF THE THREE TYPES OF "8"  
THIRD SERIES, #14-1, 14-2, 15.  
SETTING OF 25.

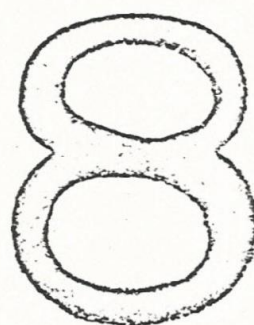
1	2	3	4	5	6	7	8	9	10
I	I	I	I	I	I	I	I	I	I
11	12	13	14	15	16	17	18	19	20
I	I	I	I	I	I	I	I	I	I
21	22	23	24	25	26	27	28	29	30
I	I	I	I	I	I	I	I	I	I
31	32	33	34	35	36	37	38	39	40
I	I	I	I	II	I	I	I	I	II
41	42	43	44	45	46	47	48	49	50
II	II	II	II	III	II	II	II	II	III
51	52	53	54	55	56	57	58	59	60
I	I	I	I	I	I	I	I	I	I
61	62	63	64	65	66	67	68	69	70
I	I	I	I	I	I	I	I	I	I
71	72	73	74	75	76	77	78	79	80
I	I	I	I	I	I	I	I	I	I
81	82	83	84	85	86	87	88	89	90
I	I	I	I	II	I	I	I	I	II
91	92	93	94	95	96	97	98	99	100
I	II	II	II	III	II	II	II	II	III



TYPE I.



TYPE II.



TYPE III.



Following is a composite list of the errors and varieties in the basic Panama fourth issue stamp used in the third series. The designation of the errors and varieties will be characteristic of the variety and used throughout.

VARIETIES OF 4: PANAMA ISSUE, USED FOR 3D SERIES														
SYMB.	DESCRIPTION	LOCATION	11-1	12-1	12-2	12-3	12-4	12-5	12-6	13-1	13-3	13-4	13-5	14-1
A	SPACING 1 1/2 mm.	91-100	X		X	X	X				X	X		
B	SPACING 2 3/4 mm.	25, 7 row	X		X	X	X				X	X		
C	SPACING 4 mm.	2. ROW							X					
D	SPACING RIGHT 5 mm.	15 & 20		X						X				X
E	PANAMA TOUCHES BAR.	91 & 96									X	X		
F	LEFT PANAMA 16 mm.	25 & 30	X		X	X	X				X	X		
G	PANAMA LEFT	91-100 LESS 92 & 97		X										
H	PANAMA RIGHT	92 & 97		X										
I	INVERTED M AT RIGHT	24 & 29	X		X	X	X				X	X		
J	PANAMA AT RIGHT	41 & 46		X										
K	PANAMA AT RIGHT	95 & 100				X					X			
L	PANAMA AT LEFT	54 & 59						X	X					X
M	SANS-SERIF M AT LEFT	41 & 46		X						X			X	
N	DOUBLE DIA. STROKE N	53 & 58						X	X					X
O	PANAMA AT RIGHT	15 & 20		X										
P	PANAMA AT RIGHT	15 & 20		X										
Q	PAN-MA AT RIGHT	95 & 100						X						
R	PAN--MA DOUBLE SPACE	95 & 100						X						
S	DOUBLE OVERPRINT	---				X	X	X		X	X	X		
T	INVERTED OVERPRINT	---	X	X	X	X	X		X					
U	HORIZONTALLY SHIFTED	---	X		X	X	X					X	X	
V	VERTICALLY SHIFTED	---				X	X	X				X	X	

NOTE: NO VARIETIES ON 13-2 & 14-2; +, NOT ON ALL SHEETS.

The following chart shows the total errors and varieties of the basic Panama third and fourth issue stamps used in the third series. The designation is the same as in the previous chart.

(In fact, some of these are unknown.)

RECAPITULATION OF QUANTITIES OF PANAMA ERRORS.																			
NO	a	b	c	d	e	f	g	h	i	j	k	l	m	n	o	p	q	r	s
11	1500					3000			3000										
12	6500	19500	6500	600		1300	?	?	1300	?	400	2800	?	2800	?	?	?	?	?
13	1600	6000		400	400	400			400		200		400						
14				438									438						
15	8	40	8	8	8	8	8	8	8	8	16	16	8	16	16	?	8	8	8
18	350	150	350	350	350	350	350	350	350	350	700	700	350	700	700	?	350	350	350
19	380	1400	380	380	380	380	380	380	380	380	760	760	380	760	760	?	380	380	380
20												392		392					

## CHAPTER 6

### The Boyd Report and its Effect on the Third Series

Twice in 20 years of close postal association between the Republic of Panama in the Canal Zone, disputes over payment for stamps resulted in complete audits of the stamp accounts. To be sure, there were other disputes, some important, some rather picayunish. But from the philatelic viewpoint the misunderstanding of the 1906 and the lengthy dispute of 1924-37 are rather to be praised than condemned since they ultimately resulted in casting considerable light on otherwise obscure facts and figures relating to individual Canal Zone stamps and issues.

In the present chapter, the audit of 1906 and its effect on the Third Series 1904-06 will be explained. It was a misunderstanding or mistake rather than a dispute and came about, it was later discovered, through an error in the audit of the Panama postal accounts. The Panama auditors failed to find payments for part of three deliveries of stamps to the Zone, those of June and August 1905 and of March 1906. Subsequently, the paid invoices for the shipments were discovered in Panama. But on April 15, 1906, Mr. Samuel Boyd, Director of Posts of the Republic of Panama, sent a memorandum to the Canal administration beautifully listing the shipments of stamps made to the Zone from December 10, 1904 to March 1906 by dates, denominations and quantity and ended his letter by claiming that certain of the shipments had not been paid.

As a result of Mr. Boyd's claim, the C.Z./I.C.C. Accounting Department undertook a complete audit of his figures and found them accurate in every detail. The investigation was undertaken by Mr. E. S. Benson, Auditor of the Isthmian Canal Commission. However, Mr. Benson also found that all of the bills had been paid, even though it was finally necessary to send to Washington for the original paid vouchers.

Following is a chart prepared from Mr. Boyd's memorandum, showing the dates of the shipment of the stamps to the Zone, the denomination of the stamps, and the quantity shipped. To this the authors have added the Scott catalog number in accordance with their analysis of the facts and figures obtained from the audit: **see the chart on page 33 of CANAL ZONE STAMPS**. The stamps enumerated in the board report and confirmed by the audit plus the stamps indicated in the chart, the receipt of which is acknowledged in the official Canal records, establishes to the authors' satisfaction the number of stamps in each of the different printings, overprintings, and surcharges in the Third Series. This is the first time this complete information has ever been compiled and made available to the public, and it establishes the relative weight and value of each stamp, error, and variety of the entire Third Series.

**From the chart found on page 32 of CANAL ZONE STAMPS** it can readily be seen the total number of stamps in each of the issues of the Third Series.



# RELATION BETWEEN PANAMA OVERPRINTS AND STAGES OF CANAL ZONE THIRD SERIES.

		CANAL ZONE STAGES OF PLATE						TOTAL
VALUE	NO.	I. DEC. 1904	II. MAY 1905	III. NOV. 1905	IV. FEB. 1906	V. MAR. 1906	VI. AUG. 1906	
1c.	#9	70,000	100,000	100,000	50,000			320,000
2c.	#10	170,000	200,000					370,000
2c.	#11-1			TOGETHER 150,000				520,000
2c.	#11-2							
5c.	#12-1	30,000	10,000					1100,000
5c.	#12-2		20,000	FEW				
5c.	#12-3		20,000					
5c.	#12-4		25,000					
5c.	#12-5			*20,000	*29,200	*745,800	±350,000	
5c.	#12-6						±65,000	
8c.	#14-1	19,000		2,500				85,000
8c.	#15	400						
8c.	#14-2		5,000			1,000		
8c.	#28			17,500				
8c.	#29					19,000		
8c.	#30					20,000		65,000
10c.	#13-1	20,000						
10c.	#13-2		5,000					
10c.	#13-3			TOGETHER 20,000				
10c.	#13-4							
10c.	#13-5				TOGETHER 20,000			

\*. SPECIAL PRINTING FOR CANAL ZONE; FOR MAR. 1906 IN PART ONLY.  
NOTE: IN QUANTITIES GIVEN, DESTROYED STAMPS ARE INCLUDED.

How did this come about? It would appear that Panama was attempting to supply stamps of certain denominations to the Zone to meet their requisitions and did not pay close enough attention to the type of stamp they were sending so long as they all were of the same denomination. Therefore, it was the authors' problem to break down the Panama types within each stage of the Canal Zone overprint to arrive at the correct total for each type. This is the utmost importance not only to establish the total number of each type but also to establish the frequency of each variety and error in each type. This breakdown will now be made. (In the check list the totals arrived at hereafter will be used without any further explanation.)

In the 1¢ and 2¢ denominations, there is no breakdown necessary for types Scott's No. 9 and 10. In No. 11, Panama was required to send 150,000 of the 2¢ stamp to the Zone. They sent two different printings, the so-called third and fourth of the fourth issue of Panama. They were all printed from the same plate, the only difference being the color, in which they are completely different, one being a dull vermilion and the other a dark carmine. It is impossible to determine the number of each of the two printings sent. However, based on values established

by early authorities the vermillion is more or less twice as plentiful as the carmine both as to the normal stamp and the varieties. Although this is admittedly an arbitrary division and likely to be out several thousand one way or the other, the authors will assign 100,000 to check list No. 11-1 and 50,000 to check list No. 11-2.

On the same date, November 13, 1905, Panama once more sent a mixed lot of stamps to meet Canal demands for the 10¢ stamp and the same thing happened. This is the third stage of No. 13. In this shipment, Panama sent stamps from the fifth and sixth printing of the fourth issue and there is no way to determine the amount of each. However, again basing our figures on early authorities who establish that both were equally as scarce or plentiful as the case may be, the authors will arbitrarily divide the quantity into 10,000 each of check list numbers 13-3 and 13-4.

The fourth stage is somewhat tricky. This is how it happened: in January, the Zone received 29,200 of the 5¢ stamp and overprinted them with the fourth stage of the Canal Zone plate. On March 6th, the Canal overprinted the 50,000 of the 1¢ No. 9 and started to overprint the 20,000 of the 10¢ No. 13. When about half through this job, the printer decided that the plate needed overhauling. We say half through because early authorities gave the same monetary value to the broken letters of the fourth stage as they gave to the antique letters of the fifth stage, indicating that they were equally as scarce or as plentiful. [False conclusion: market prices in philately are far more based on demand than on supply!] To get back to the printer, he took out the broken letters of stage four and put in the antique letters of stage five and then finished the run on No. 13. Then he picked up the 45,800 of the 5¢ stamps which had come in with the 1¢ and 10¢ stamps on March 6th and ran them off, so they were thus overprinted with the fifth stage of the Canal Zone plate. He then did the same for the 20,000 of the 8¢ value received in March. The other 20,000 of the 8¢ value received in May, No. 20, and the 100,000 of the 5¢ value received in May, were overprinted together, with the same stage of the plate in use at that time (the fifth stage).

Furthermore, the 5¢ and the 10¢ stamps sent to the Canal in March were specially prepared by Panama for the Zone. The Panama overprint is practically without errors but specifically the sheets do not contain the "PAMANA" error reading up in position No. 54 and 59 which exists on the May and August shipments (No. 12 and 20).

In the first stage of the 8¢ stamp, the authors are inclined to include the 400 stamps of No. 15. On stamp position 35 on No. 14, the overprint reads "CANAI" which is a late development in the plate and does not exist on early sheets of No. 14 in that position. Since the "CANAI" appears on No. 15 only in position 4 according to early authorities with "CANAI" in No. 3 as "possible," and not in position 35, it is felt that the 400 stamps of No. 15 were included in one of the December 1904 shipments. Obviously Panama, in sending over the quantity requisitioned by the Canal, mixed in four sheets of the second printing of the third issue, to which Scott has seen fit to give a catalog number. Therefore, for the first Canal Zone stage, there are 19,600 No. 14-1 and 400 of No. 15.

In the third stage of the 8¢, Panama sent over 17,500 of the No. 25 and 2,500 of No. 14-1. This is easily established by the "ZONE" antique in position 48 which appears on certain few sheets of No. 14 (believed to be 25). [Absurd statement, as a belief is not a proof]

The fifth stage of the March printing once more found some of No. 14 mixed in with the shipment of 20,000 stamps delivered: 13,000 of No. 19 and 1,000 of No. 14 with the rose brown overprint, check list No. 14-2. These are easily distinguished from the 5,000 rose brown of 14-2 by not only having both "CANAL" and "ZONE" in antique type but also all the antique letters of the fifth stage. Therefore, these antique type errors on the rose brown overprint of No. 14 are extremely rare since but ten of each are possible.

It should also be noticed that the 5,000 of the rose brown overprint of the 10¢ value, check list No. 13-2, and the 5,000 of the rose brown overprint of the 8¢ value, check list No. 14-2, were both sent to the Zone by Panama on the same date, September 23, 1905, and were both overprinted by the second Canal Zone stage. The other 1,000 of the rose brown of No. 14 which were overprinted by the Canal together with No. 19, did not get to the Zone until March 1906 when they were overprinted with the fifth stage of the Canal Zone plate.

The 5¢ is the most confusing value when it comes to fixing the exact quantities of each of the different stages and for that reason its analysis has been left for last. Panama, in meeting requisitions from the Zone, several times sent mixed lots of different Panama overprints of the fourth issue. (You are referred back to the discussion of the 10¢ stages, to the specially prepared March shipment of the 5¢ received at the same time.)

The first stage requires no comment. There are 30,000 in this stage and all authorities are agreed on this quantity.

It is known that the second stage of the Canal Zone overprint was used on four different printings of the fourth Panama issue, the 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup>, and 6<sup>th</sup>. In accordance with the chart previously printed in this chapter, the shipments were received on the Zone on four different dates and since the quantities received on each date are known, the authors take the liberty of assigning the Panama printings in the same order.

However, this possibility exists: Panama several times sent mixed shipments to the Zone and Bartels points out in a footnote that, in the June 23<sup>rd</sup> shipment, three Panama issues were included. It is possible then that this occurred in this case also. If this is true, it is clearly not possible to reach conclusions as to the exact quantity of the different Panama issues. However, the authors' interpretation assigns the quantities as listed above, with the understanding that the grand total of this Canal Zone stage, 75,000, is without any possibility of error.

The third stage was overprinted on the seventh printing of the fourth Panama issue. However, here again there is a small mixture of some of the fourth Panama printing included in the 20,000 stamps of this delivery. How many is not known, but the "ZONE" in antique type of the rose carmine overprint, is very rare.

The fourth stage is rather mysterious. As a matter of record, only two sheets are known entire. This stage has the words "CANAL" and "ZONE" in antique type. On January 27, 1906, 29,200 of the 5¢ stamps were received in that date coincides with the general fourth stage of overprinting. The two sheets known to exist prove that the 5¢ value was also overprinted with the fourth stage of the Canal Zone since, without these sheets, or had these sheets been broken up so that the two antique words were separated, no proof would have remained that this fourth stage was ever used on this value. It will be remembered that the "ZONE" antique alone is the third stage, and the "CANAL" antique alone would have been assigned to the fifth stage. That is, had these stamps been taken from the sheet.

The conclusion is then, that all the 29,200 of the 5¢ value received in January were overprinted with the fourth stage. This was not noticed by the collectors and specialists until all the sheets had been broken up and sold across the counter except so far as is now known, two. One of the sheets had been purchased by the Paraiso Post Office and shipped out of the country to a collector in Birmingham, Alabama.

In the Tows collection, a second entire sheet was found and examined by the authors.

Collectors can help establish this by seeking the antique "CANAL" on the bright dark carmine overprint which was used in this Panama (special) printing for the Zone. The regular antique "CANAL" on the fifth Canal Zone stage is on a dull dark carmine which is the regular Panama seventh printing.

The fifth stage was used on two different dates: March 6th, 45,800; May 9th, 100,000. Early authorities opine that some of this special seventh Panama printing were used in both of these printings. This has no effect on the number of Canal Zone errors and varieties. However, it does have a bearing on the number of "PAMAMA" errors since the "PAMAMA" error did not exist in this special Panama printing.

A block with 48, 49, 58, 59, with "ZONE" in antique type, but no "PAMAMA" and the double line stroke in "N" of "PANAMA", would be the fourth stage on the special Panama printing.

On August 17, 1906, the Zone overprinted 100,000 of the 5¢ value with the sixth stage. Panama once more sent over a mixture of two printings the seventh and eighth. There is no way to determine the exact number of each of the two printings. However, early authorities claim that a "fair" quantity of the shipment consisted of the seventh printing and the remainder the eighth printing. Based on this, the authors arbitrarily assign one third of the quantity to the seventh and two thirds to the eighth.

## CHAPTER 7

### The Fourth Series Scott No. 16 and 17



When early in 1906 it became necessary for Panama to send another shipment of stamps to the Canal Zone, the Canal postal officials severely criticized the three-times overprinted and surcharged stamps that Panama offered. Panama had run out of their regular stamps and the Zone had previously accepted the 2¢ overprint (Scott No. 11) since it was similar to the others of the then current series. However, these too had become exhausted together with the 1¢ (Scott No. 9).

Panama then offered to send the stamps which were then current in Panama (Scott Panama No. 181 and 182). These the Canal officials refused to accept. The Director of Posts, Mr. Tom Cooke, wrote to Governor Magoon on the subject and said:

“This will create what every Post Office Department endeavors to avoid-- numerous classifications of stamps with diversity of surcharges upon them, and it will commence to look as though the entire system was being maintained exclusively for the purpose of stamp dealers.”

The Canal felt so strongly about this that Mr. Cooke’s letter of criticism was forwarded by the Administration to the Foreign Office of Panama. Panama replied, explaining that their supply of stamps was exhausted before it had been anticipated in the use of the Colombian stamps with an overprint and surcharge was decided upon pending the arrival of their next regular issue.

An agreement was finally reached between the two administrations and the stamps sent by Panama with the same two high values, the 20¢ and one peso values of the 1892 Colombian issue used in Panama, but without the Panama overprint and surcharge. These are the only stamps of the Republic of Colombia sent to the Canal Zone by Panama, which were not first overprinted by Panama with the customary bar and the words “PANAMA.” For this reason, the printers at the Isthmian Canal Commission printing plant had not only to surcharge the stamp with the new value and overprint it “Canal Zone,” but also had to use bars to obliterate the word “COLOMBIA” at the top of the stamp and to overprint the stamps with the word “PANAMA.”

It should be remembered that the general appearance and characteristics of the stamps are the same as those described in Chapter One.

These stamps were issued by the Zone in three different sets of both values. The dates of issue and the quantities, together with the Scott numbers, are given here with:

<u>Date of Issue</u>	<u>1¢</u>	<u>Scott</u>	<u>2¢</u>	<u>Scott</u>
1906-April	100,000	16	200,000	17
May	100,000	16a	200,000	17a
Sept.	300,000	16b	50,000	17b

The shortage of No. 17b is not because the Canal ordered so few, but because Panama held no more of the one peso stamp to send. Despite the continued requests of the Director of Posts of the Canal Zone for more stamps, Panama was unable to comply and sent over all she had, the 50,000.

This series of stamps comprises Scott’s No. 16, a and b, and 17, a and b, types a, b, c, d, e, f as illustrated in the Specialist Catalog. Scott implies by the use of the letters “a” and “b” that these printings were errors or varieties. This is not the case. Each of the printings has the same weight as any of the others and since each was set and printed at a different date on the basic Panama (Colombian) stamp, separate and individual numbers will be given, fortunately unused in the Scott numerical sequence, due to his current revision.

Panama delivered these Colombian stamps to the Canal without any overprint at all. All of the overprinting was done at the Isthmian Canal Commission printing plant. There were three separate deliveries and three separate

overprintings. Each of the three overprintings is characteristic of each issue, and it should also be remembered that the 1¢ and the 2¢ surcharges are identical in each overprinting-- the only change being the "1" is changed to a "2" and the letter "s" added to the "ct." Measurements and specifications of each type will be found in the check list for this series.

The overprinting was done in settings of fifty, five horizontal rows of ten stamps each. The printing was done at two different times on each sheet: first all of the upper halves and then all of the lower halves of each sheet were printed. This is established by the errors which appear in some of the upper halves which have been corrected out and do not appear in the lower halves. Also, during printing, it became necessary to tighten the setting from time to time which the printer obviously partly accomplished by inserting space slugs, usually at the bottom row of the setting. This happened throughout this series, and it will be noted that the space between the two bars on the top and bottom of the stamp varies in each printing. However, the variation is practically always in the bottom row of the stamps in either the upper half or the lower half of the pane.

The surcharge and overprint consist of two 2 mm wide horizontal bars, one on the top of the stamp and one on the bottom, theoretically overprinting the word "COLOMBIA" on the top of the stamp and the value on the bottom.

It should always be remembered, that basically No. 16 and 17, 16a and 17a, and 16b and 17b were all set up differently to begin with and each overprinting of each pair of values was with a different setting. Originally the space between the bars in the first pair of values was 17½ mm; the second pair, 16½ mm; and the third pair, 17 mm. However, the space between the bars actually varies from a minimum of 16½ mm to a maximum of 18 mm. The 18 mm spacing is characteristic of the first overprinting, Scott No. 16 and 17, in which there is no 16½ mm spacing. This appears in 16a and 17a and also 16b and 17b in neither of which is there any 18 mm spacing. It does not appear that it will serve any practical purpose to give the difference in the spacing in every row of every printing. The difference, of course, is due to the printer having to tighten up the plate setting during his work, which he did by inserting space slugs which ultimately resulted in the variation of the measurements, as explained previously.

The word "PANAMA" reading up on the left and down on the right is in small antique capitals. The words "CANAL ZONE" are in two lines, large antique capitals (similar to the antique words used by error in the Third Series). Below the word "ZONE" is the value, either 1 ct. or 2 cts., in lower case. The space between the numeral and ct. or cts. normally in all types is 2½ mm.

"PANAMA" measures 10½ by 1½ mm; "CANAL" 12 by 2 mm; "ZONE" 9 by 2 mm. The 1 ct. inclusive of the period, 8½ by 2 mm in the first setting and 8 by 2 mm in the second. The third measures 8½ by 2 mm. All of the 2 cts. including the period measure 10¾ by 2 mm.

There are several errors in this Fourth Series although not nearly as many as in the Third Series. Following is a composite list of the errors and varieties of the Fourth Series, identifying the variety, showing its location, and the type on which it occurs. The lowercase letters will be used as an index for the variety in the check list and will be characteristic of the variety throughout this series. The frequency with which each variety occurs will also be found in the check list.

- a Accent marks on the letters "A" in the word "PANAMA" on No. 16, 16b, 17a, 17b. For position see note.
- b P A spaced on "PANAMA" reading down on stamp 49 on No. 16 B.
- c Last "A" of "PANAMA" reading up is an inverted "V" on stamp seven and 57 on No. 16b and 17b.
- d "N" in "PANAMA" reading up, inverted on stamp 2 and 52 of No. 16b and 17b.
- e C A of "CANAL" has 3 mm instead of ¾ mm and "cts" is slightly raised on stamp 50 of No. 16b.
- f Z O of "ZONE" 1 mm instead of ½ mm on stamps 36 and 86 of No. 16a, 16b, 17a, and 17b. Also, space between and ct or cts is 3 mm instead of 2½ mm on No. 17a and 17b.
- g "CANAL" 13 mm long instead of 12 mm on stamp 50 and 100 on some sheets and on stamp 100 only on other sheets on No. 16b and 17b.
- h One or two dots between Z O on stamps 12 and 62 of No. 16 and 17.
- i Distance between 1 ct is 1¾ mm instead of 2½ mm on stamps 49 and 99 on No. 16a.
- j Distance between 1 ct and 2 cts is 1½ mm instead of 2½ mm on stamps 2 and 52 on No. 16b and 17b; and on 1 and 51, it is 2 mm instead of 2½ mm.
- k Vertical shift, both bars on bottom.



- l Vertical shift, bar at bottom only.
- m Vertical shift, two bars at bottom, one on top.
- n Vertical shift, both bars the top.
- o Vertical shift, bar at top only.
- p Vertical shift, two bars at top, one on bottom.
- q Serif on figure 2 broken off. Unlocated on No. 17b on some sheets.

Note: The accent should be on the last “A” of the word “PANAMA.” However, the typesetter for some unexplainable reason spattered the accents whenever and wherever he felt like and in many cases omitted the accent marks entirely. Furthermore, the so-called accent marks used are actually nothing but very small dots and sometimes they printed and sometimes they didn’t, depending on the clarity of the impression and the amount of ink used.

The authors see no purpose to be gained in locating the myriad combinations of accents in the different types. It would be useful to no one but a specialist attempting to plate one of these stamps, and for the reasons given above, this would be an extremely difficult task.

This book will limit itself, therefore, to the following: in No. 16 and 17, there are 24 stamps with one or more accents and 76 without any. On No. 16a and 17b, there are 68 one or more accents and 32 without any. On No. 16b and 17b, there are 70 stamps with one or more accents and 30 without any accent marks.

On Scott’s 16 and 17, the accents are on stamps 39 to 50 and 89 to 100. Of these 24 stamps, 12 have accents on all six “A” s in both “PANAMA” s on stamps 42, 44 to 48, 92, and 94 to 98. The other stamps with accents are in six different combinations of stamps with and without accents and with different amounts of accents.

On No. 16a and 17a, there are 19 different combinations of accents and non-accents. The stamps without accents are scattered throughout the sheet. On No. 16b and 17b, there are 17 different combinations of stamps with and without accents and with different numbers of accents.

On item “f”, the two dots mentioned sometimes appear to be a colon. The marks are somewhat below the letters. In a heavy inking, both dots show. In a light inking, only the lower dot shows. There is no explanation for this mark. Perhaps a bit of lead became stuck between the letters and made the impression.

## CHAPTER 8

### The Fifth and Sixth Series Fifth Series - Scott No. 21 through 26



This series of five values is part of a longer series issued in Panama. The values used in the Canal Zone are 1¢, 2¢, 5¢, 8¢, and 10¢. This is the first series after the change of currency in Panama from a silver to gold basis and the use of the words “centesimo” and “Balboa” which is equivalent to cent and dollar. Formally, it will be recalled, the values were in “centavos” and “pesos,” and the values, two to one.

The stamps were engraved and printed by the Hamilton Bank Note Company in New York, the first and last series of stamps of this company used on the Isthmus. The frames and colors of each value differ, but the central portrait of each is in black. The size of the stamp varies very slightly but is 21½ by 26 mm average. They are perforated 12.

There were several different orders of these stamps and as a result, several different colors and paper qualities are noticeable in each of several of the values. This also makes it possible to associate certain colors and paper textures with corresponding dates of issue or receipt.

The first printing of all values was on a soft, rather thick paper more of a cream shade than a white. From 1907 on, the new printing of the three lower values were made on a thin, hard paper, much whiter than the earlier issues.

The colors, too, vary with the different printings. This is most pronounced on the 5¢ value which was originally printed in different shades of ultramarine but later came out in various shades of blue.

The printing was done in sheets of 100 and the company imprint is in a rather ornate frame and is located in the center of all four of the margins.

There are part-perforated sheets and sheets with inverted centers of which a complete description will be given in the check list.

The "Canal Zone" overprint was done in the Commission Printing Office situated in the old administration building in Panama (city). It is set up in two lines reading down (except part of one value; see below). The word "CANAL" is 13 mm long; "ZONE" is 10 mm; and the distance between is 7.2 mm. The letters are 2¼ mm high.

The first 20,000 of the 2¢ stamps were printed with the words "CANAL ZONE" reading up in October 1906. When the Zone overprinted the second batch in November, the printer printed them all reading down, for some reason, reversing the plate. When this was brought to the attention of the Director of Post, he ordered that in the future, all printings should be with the words reading down but, in order not to make the first printing more valuable for collectors by reason of their comparative rarity, he ordered an additional 30,000 be printed with the "CANAL ZONE" reading up. Early authorities state that there is a "difference of half a millimeter" between the two printings. However, they failed to say whether the distances between the stamps is greater or less by half a millimeter. It can be established however, that the first printing reading up and the first printing reading down were both made from the same setting of the Canal Zone plate. The proof of this is on stamp position 8 reading up which has a broken serif on the "N" of "ZONE" and on stamp position 93 of the first printing reading down the same variety exist. Since this is the corresponding position inverted, both printings must have been made from the same plate.

In the authors' collection, there is a single copy of "CANAL ZONE" reading up with the space between the words measuring 7 mm. This tends to establish the claim of the early authorities and indicates that the difference in the spacing is less by half a millimeter between the October and November printings.

The check list published by H. F. Coleman in 1912 demonstrates the convenience of splitting the varieties on the basis of the paper qualities and in this the authors agree and amplify with the official data on receipts of stamps from Panama. Thus, it can be established that different errors exist on different printings of the same value and also the quantity of each error is readily determinable.

Following is a chart showing the dates of receipt (exact or approximate), denomination, quantities, hard or soft papers, Scott numbers, and totals:

<u>DATE</u>	<u>1¢...22</u>	<u>2¢...21 &amp; 23</u>	<u>5¢...24</u>	<u>8¢...25</u>	<u>10¢...26</u>
1906 (about Oct.)		250,000*			20,000
1906 (end)	100,000	300,000	200,000	50,000	30,000
1907 (1 <sup>st</sup> half)	300,000	200,000	200,000		100,000
1907 (2 <sup>nd</sup> half)	500,000	670,000	240,000	40,000	50,000
<b>Total Soft Paper</b>	<b>900,000</b>	<b>1,420,000*</b>	<b>640,000</b>		
1907 (end)	500,000	500,000	450,000	50,000	50,000
1908 (Dec. 30)				30,000	
				170,000	250,000
1909 January	300,000	500,000	300,000		
1909 April 12	300,000				
<b>Total Hard Paper</b>	<b>1,100,000</b>	<b>1,000,000</b>	<b>750,000</b>		
<b>Grand Total</b>	<b>2,000,000</b>	<b>2,420,000*</b>	<b>1,390,000</b>	<b>170,000</b>	<b>250,000</b>

Note: The asterisk (\*) by the figures indicates that this figure includes 50,000 of the 2¢ value with the words “CANAL ZONE” reading up (Scott No. 21). This leaves a total of 2,370,000 for Scott No. 23. The check list numbers on the hard paper issues are 22-1, 23-1, and 24-1.

### Sixth Series - Scott No. 27 through 30



This series is also part of the larger series sent to Panama for use in the Republic. It is printed by the American Bank Note Company. When Panama ordered the stamps from the American Bank Note Company, the company was instructed to make up a series similar to those of the Hamilton Bank Note Company, which was done. Not only is the style of the stamp the same (colored different frames with black heads in the center) but the individuals depicted on the different denominations correspond with the same individuals on the same values as used by the Hamilton Bank Note Company.

The imprint of the company is on each stamp. Sheets contain 100 subjects and each stamp is exactly the same size and perforation as the Hamilton series: 21½ by 26 mm, perforated 12. The Canal Zone overprint is also exactly the same as the Fifth Series, having been made from the identical plate used in overprinting the Hamilton Bank Note Company stamps. This can be established by this spaced C-A on stamp 50, which is found on the late printings of the Fifth Series and throughout the Sixth.

There was only one issue of the stamps, except in the 10¢ value, where there were two, and they were used for a comparatively short time. About this time, the Canal requested Panama to order stamps already overprinted by the manufacturers and, in fact, the very next order to be received by the Canal was overprinted in the United States.

All of the denominations were received in April 1909 and issued in May the same year. In the 10¢ value, the first shipment was received in December 1908 and issued in January 1909. The second shipment is the same as the others.

Total numbers received are: 2¢ value, 500,000; 5¢ value, 200,000; 8¢ value, 50,000; 10¢ value, 100,000.

## CHAPTER 9

### The Seventh Series

Scott No. 31-35, 38-41, 46-48, 52-54, 55-57



In January 1909, Mr. Tom Cooke, The Director of Post, suggested that in subsequent orders for stamps for the Canal Zone made by Panama from the printers in the United States, the words “CANAL ZONE” be overprinted on the stamps by the manufacturers. This suggestion was made, Mr. Cooke explained, to save considerable time and expense. The Canal was at that time planning to move the printing press to the Atlantic side of the Isthmus as soon as a new plant was erected at Mount Hope, a small community a few miles outside Colon - Cristobal. (See Historical Notes).



A letter to this effect was written to the Foreign Office of Panama, with the next requisition for stamps, several months later: Ancon, June 9, 1909 (**This letter may be found on page 83 of *CANAL ZONE STAMPS*.**)

The first stamps received on this requisition were delivered to the Zone on October 1, 1909 and were issued November 8, 1909 in the 1¢, 2¢, 5¢ and 10¢ values and on March 18, 1910 in the 8¢ value.

The basic Panama stamp is identical with the stamps used and described in the Sixth Series. The new 1¢ stamp is made up on the same general principle as the others. Considering the many years this series was in use, from 1909 to 1924, it is surprising how uniform the paper quality and the shade of ink remained. This, despite different re-orders and re-issues over the years. One exception is the 2¢ where part of one issue is printed in aniline colors so that when the stamp is soaked, the ink runs, staining through the paper to the back. Longer immersion in water causes the face of the stamp to discolor. Type 5 is the most prominently different in paper and color.

In the overprint of the words "CANAL ZONE," there is a wide variety of type faces, each style changed with the order and shipment. From the American Bank Note Company, there are four major styles of type faces and one variety. There is also a fifth major overprinting which was done at Mount Hope. This latter printing came about through the exhaustion of the stock of the specific denomination and the emergency shipment to the Canal of unoverprinted stamps from Panama's current stock.

Scott, in the Specialist Catalog, illustrates the prominent features of the four major American Bank Note Company overprintings. In view of this, the authors will use the same type numbers and add to these numbers such other symbols as are found necessary, principally establishing the new Type IIA which in appearance is exactly the same as II but set with a different spacing and printed at a different time.

**(Note: the charts showing the dates of arrival and quantities received in all denominations for the types of the Seventh Series may be found in *CANAL ZONE STAMPS*. Type I on page 85, Type II on page 90, Type III on page 94, Type IV on page 97, and Type V on page 101.)**

It will be noticed that year for year, from 1909 to 1921, the average number of stamps of the 1¢ and 2¢ denominations is about the same, approximately 1,000,000 of the 1¢ and 1,500,000 of the 2¢ each year. Allowances should be made for the large 1621-1921 Anniversary Issue of 1,000,000 of the 1¢ Scott 60; 2,000,000 of the 2¢ Scott 61; 100,000 each of the 1¢ and 2¢ Scott 42 and 43; 50,000 of the Mount Hope overprint 1¢ Scott 67; also, the number of booklet stamps in both the 1¢ and 2¢ denominations increased almost double in 1920-21 over the previous yearly average for the period 1913 to 1919. All of these factors, the authors believe, account for the carryover of the Seven Series of stamps from 1921 to 1924. (See Chapter 13). At any rate, there is no further record in the official files of any further receipt of stamps of this series after April 13, 1921, excepting the April 1925 shipment of the 2¢ value.

In accordance with the tabulations, the total number of stamps of the Seventh Series in all denominations is: 10,249,400 of the 1¢; 16,681,000 of the 2¢; 5,449,700 of the 5¢; 200,000 of the 8¢; and 600,000 of the 10¢. Of the 600,000 of No. 35 and 41, the 10¢ value, about 300,000 are believed to have been burned in 1937, leaving the total for this denomination (No. 41) 300,000. (See Chapter 15).

## CHAPTER 10

### A Few Notes

#### Early Overprinting

First "Canal Zone" overprints were printed for the Canal Zone postal service by Mr. C. Bertoncini who was the Chief of the Map Department of the Isthmian Canal Commission. These first overprints were made in December 1904 and were furnished to the postal section on December 12, 1904 in the following quantities: 400 sheets of 1¢ stamps, 400 sheets of 2¢ stamps, 100 sheets of 5¢ stamps, 100 sheets of 8¢ stamps, and 100 sheets of 10¢ stamps. This department did the overprinting in July.

In August 1905, the overprinting was done by the Printing Bureau of the Engineering Department, also known as the Commission Printing Office. All overprinting was accomplished under the direct supervision of the postal authorities. The first printing by the Commission Printing Office was done August 21, 1905 on 20,000 of the 5¢ stamps.

Apparently, Panama was not equipped to make the printed overprint at that time so arrangements were made between the two administrations for the Canal Zone to do this work. No charge was to be rendered against Panama for the overprinting although it was a considerable expense to the Zone.

A check of the vouchers discloses no single instance where any charge or deduction has been made against Panama for overprinting the Panama stamps with the words "Canal Zone." As a matter of fact, records do exist showing that no charge was rendered.

In a letter to the General Auditor, Mr. E. S. Benson, at Washington dated June 19, 1906, signed by the local auditor in Ancon, Edward J. Williams, the latter explained: "... a request is made... for the surcharging of these stamps, under the supervision of the postal authorities and Mr. Tubby, after the work has been done, merely charges out on his Distribution of Labor, the actual time used in this work. There is no bill rendered for the printing and no voucher passed or approved."

What is more or less definite proof that the cost of surcharging Panama stamps with the words "Canal Zone" was charged against the Canal but not Panama is found in the following letter dated from Ancon, December 10, 1904, addressed to the chief engineer and signed by Governor George W. Davis:

"Dear Sir:

"Will you kindly give the necessary instructions to the Superintendent of the Commissions printing establishment to have the following postage stamps of the Republic of Panama surcharged for use in the Canal Zone, the cost of the work to be charged against the Postal Service of the Zone..."

It should always be remembered that in those emergency cases which came up after 1909 (when the American Bank Note Company began overprinting the stamps with the words "Canal Zone") whenever Panama was unable to meet stamp requisitions from the Zone for any reason, and sent unoverprinted stamps to the Zone for overprinting at Mount Hope, by special arrangement with Panama the cost of such emergency overprinting was charged against the Republic.

At this time, there are two printing plants operated by the Isthmian Canal Commission: one located in the Old Administration Building was thus actually situated in downtown Panama (city); the second was on the Atlantic side of the Isthmus operated by the Panama Railroad Company. Early in 1908 it was decided to move the plant from Panama to Mount Hope which is located a few miles from Colon and Cristobal on the Atlantic side, there to be consolidated with the Mount Hope plant. The administration of the new plant was to be transferred to and placed under the Quartermaster Department.

This change became effective on May 1, 1909. Therefore, it can be said in passing that all stamps up to No. 30 were overprinted by the Canal Administration prior to the establishment of the Mount Hope Press.

### **Method of Ordering Stamps**

In a letter to Mr. T. P. Shonts, Chairman of the Isthmian Canal Commission, dated April 12, 1906, Mr. E. S. Benson, General Auditor, called to the attention of the Administration an objection he had to the manner of payment and the ordering of the stamps needed from Panama.

He said: "If we are to continue the use of Panamanian stamps, they should only be secured by the Treasurer of the Canal Zone on vouchers prepared by the Director of Posts, the Treasurer to look after the surcharging; this arrangement will keep a better check upon the use of postage stamps as is now the case.

"It is my opinion however, that the Canal Zone should have its own stamps printed, or use United States stamps surcharged "Canal Zone;" if necessary to allow the Panamanian Government a percentage of Canal Zone postal revenues same can be paid them on basis of Canal Zone postage stamps sold or cancellations.

"Another objection to the present practice is our inability to get stamps promptly, there frequently being none on hand of the denomination asked for, when we are obliged to accept stamps of a different denomination, changing them to correct denomination at time of surcharging. In the process of surcharging, more or less stamps are misprinted making them desirable for stamp collectors, thereby putting temptation in way of parties handling stamps."

On May 9, 1906, Mr. Shonts wrote to the Governor of the Canal Zone, Charles E. Magoon, recommending the change suggested by Mr. Benson, that "... these stamps be purchased from the Republic of Panama by the

Treasurer of the Canal Zone, who, in turn, would issue them to the Director of Posts, or, if so desired, direct to the postmasters, upon the order of the Director of Posts.

"I have the honor, therefore, if you agree with me, to request that you advise the Panamanian Government that hereafter stamps are to be issued only to the Treasurer of the Canal Zone..."

To this the Governor replied, explaining exactly how the request for stamps are transmitted to Panama: when stamps are needed the Director of Posts notifies the Governor in writing; the Governor then makes a requisition upon the Government of Panama for the stamps through the Secretary of Government of Panama who directs his Postmaster General to fill the requisition. Therefore, no stamps can be purchased from Panama except on requisition by the Governor of the Canal Zone himself.

This appeared to satisfy everyone, including Mr. Benson, who only suggested further that the request for stamps to the Governor be signed both by the Director of Posts and the Treasurer and that otherwise "... the purchase of these stamps is guarded very well."

### **Early Post Offices**

In April 1906, the following post offices were being operated in the Zone: Ancon, Ancon A, Corozal, Pedro Miguel, Paraiso, Culebra, Empire, Bas Obispo, Matachin, Gorgona, San Pablo, Tabernilla, Bohio, Gatun, Cristobal, and La Boca.

Ancon A was situated in the Administration Building and was actually located in Panama City. It might be interesting to contrast these with the post offices in operation on the Canal Zone as of August 15, 1949: Albrook Air Force Base, Ancon, Balboa, Balboa Heights, Cocoli, Coco Solo, Corozal, Cristobal, Curundu, Diablo Heights, Fort Amador, Fort Clayton, Fort Davis, Fort Gulick, Fort Sherman, France Air Force Base, Gamboa, Gatun, Howard Air Force Base, Margarita, Pedro Miguel, Quarry Heights, Rodman.

### **Payment for Stamps**

It took some time for the two administrations to iron out the kinks which developed in the delivery of and payment for the stamps. The important question which had to be resolved was: should payment be made for the Panama stamps at 40% of the face value as soon as received from Panama or should payment be made as the stamps are issued to or sold by the Post Offices? In 1910, it was agreed that payment should be made to Panama every quarter year for the amount of stamps issued to the postmasters. Prior to September 1910, stamps were paid for at the time of delivery or shortly thereafter. Panama maintained that the Zone should pay one fourth of the cost of the entire issue received each quarter, regardless of the number sold by the post offices.

The letter which the Zone believes settle the matter was written August 27, 1910 and was confirmed by another letter November 29, 1910 written by Mr. M. H. Thatcher, head of the Department of Civil Administration to Mr. Federico Boyd, Secretary of Foreign Affairs of Panama, "... was to pay to your Excellency's Government 40% of the face value of stamps issued by the Treasurer of the Canal Zone to the Postmasters of the Canal Zone during each quarterly period ending with December 31, March 31, June 30, and September 30 until the entire issue of stamps was exhausted."

The first payment under this agreement was made January 13, 1911 for the period October 8 to December 31, 1910 and amounted to \$7,340, representing 40% of the face value of the stamps issued to the postmasters in that period.

However, the question of payment was once more brought to the fore by a change of administration in Panama and despite the fact that payments under this plan had already been made, the system of payment was once more questioned by Panama officials. Finally, on November 9, 1911 a final agreement was reached between Mr. J. J. Mendez, Director General of Posts and Telegraphs and Mr. Tom M. Cooke, Director of Post of the Canal Zone, wherein, "... it has been agreed that payment will be made to the government of the Republic, for 40% of the face value of all postage stamps issued by their Treasurer of the Canal Zone, to be used in Canal Zone Post Offices, each three months' period beginning with the last quarter of 1911."

The quarterly payments varied in amount from the first of \$7,340 to a high of \$12,173.98 paid for the quarter ending September 30, 1922. The last quarterly payment made before the abrogation of the Taft Agreement, was

for the quarter year ending March 31, 1924, and was for \$9,408.86. For the April through June 30, 1924 payment, Panama had to wait thirteen years. (See Chapter 15).

Note: One of the results of this agreement on quarter payments was that it made it extremely difficult for the authors when checking the payments to Panama after the start of 1911 to decide satisfactorily what stamps were being paid for since the payments no longer represented deliveries of stamps to the Canal from Panama, but deliveries from the Canal Treasurer to the several postmasters and post offices, from stock on hand.

### **All Issues Gummed**

As to the statement often made that certain issues of the early stamps had no mucilage on them, this is without any foundation in fact, as the following correspondence proves:

In a memorandum from W. W. Rousseau, at that time acting head of the Department of Civil Administration, to the Director of Posts, dated December 10, 1909, Mr. Rousseau said:

“The statement has been made to me that the residents of the Zone would be much better pleased if the stamps purchased at the Zone Post offices had no mucilage or other adhesive on them at all, inasmuch as it is impossible with the quality of wax paper used, to separate the paper from the stamps without soaking them in water, and it would be much easier to apply paste or mucilage to the stamps direct. Please let me know whether this has ever been considered or tried by us. I understand that you have a large quantity of stamps on hand, which of course, is another item that should enter in the consideration of this matter.”

To which Mr. Tom M. Cooke, Director of Posts, replied as follows:

“Sir:

“Referring to your memorandum of December 10, in which you advise that the residents of the Zone would be much better pleased if the stamps purchased at the Zone Post Office had no mucilage or other adhesive on them at all inasmuch as it is impossible with the quality of wax paper used to separate the paper from the stamps without soaking them in water.

“In this connection, I beg to advise you that under the provisions of the executive order of December 3, 1904, stamps are purchased for the use of the Canal Zone Postal Service from the Republic of Panama, and it is provided that they shall be Panama stamps, surcharged Canal Zone, and in the past we have been forced to accept pretty much what the Republic of Panama had to furnish us, and frequently have returned thousands of stamps, adhering together like blocks of wood.

“I am of the opinion however, that the complaint referred to will be modified considerably if not entirely done away with, by the use of the new series of stamps, which have just been received, and will be put on sale in the near future. These stamps are prepared and printed by the American Bank Note Company, and are packed very much as the U. S. Stamps are packed. If they are not successful, it would be possible to suggest to the Republic of Panama that a certain amount of postage stamps be required for the use of the Canal Zone Postal System, without mucilage or adhesive.”

### **Slogan Dies**

Four slogan dies were placed in use at Ancon, Balboa, Balboa Heights, and Cristobal on May 6, 1937, reading as follows:

Ancon: “The Panama Canal - Gateway of World Trade”

Balboa: “The Panama Canal - Short Route to World Markets”

Balboa Heights: “The Panama Canal - Shortens Sea Routes”

Cristobal: “The Panama Canal - Speeds World Commerce”

The post offices aforementioned were instructed to rotate the dies at four months' intervals beginning June 1, 1937 so that each post office would eventually use all the slogans.

The use of postmarking devices to advertise The Panama Canal was first suggested by Mr. Seymour Paul, Director of Personnel of The Panama Canal and the wording of the slogans was selected from a number of suggestions submitted by various individuals, including postal employees.

Soon after war was declared in 1941, a request was made by military authorities to discontinue the use of these dies for security reasons, presumably because of the outline of the Republic of Panama and the Canal shown

in the die. Sometime after the cessation of hostilities, the use of the slogan dies was resumed but the exact dates of the suspension and resumption are not available.

These dies cost \$160 and were manufactured by the Universal Stamping Machine Company of Stamford, Connecticut. Their purchase was recommended November 14, 1936 by the Director of Posts, Mr. Calhoun, and approved two days later by the Executive Secretary, Mr. McIlvaine.

During the First World War, beginning March 1918, the Commissary Division of the Panama Railroad Company rubberstamped all its mail: "WSS Help Your Country," "Buy War Saving Stamps On Sale At All Canal Zone Post Offices." This stamp was not used by any other official Canal or Railroad agency, nor by the Post Office Department.

### **Official Seals**

While there are no restrictions in the Postal Laws and Regulations of the Canal Zone Postal Guide on the issue or sale by Post Offices of "official seals," the Director of Posts of the Canal Zone has never authorized their release or sale.

For further data on official seals, see Check List.

## **CHAPTER 11**

### **The Eighth and Ninth Series Eight Series - Scott No. 36 and 37**



Stamp No. 36 is one of the weirdest in the many weird overprints of the early Canal Zone series. Its special peculiarity lies in the fact that it was especially printed for the Canal Zone by Panama, it was never used by Panama, the Canal Zone did not use it in its original 13¢ denomination. The stamp was ordered by the Zone Postal Officials for use as a registration and postal fee combined, 5¢ and 8¢ in a single stamp. However, even before the stamps arrived from the United States the registration fee had been changed to 10¢ making the entire issue obsolete before a single one of them had been used.

In order not to waste a half million stamps on hand already overprinted "CANAL ZONE" by the American Bank Note Company, it was decided to send them to Mount Hope to have them surcharged "10 cts." The original stamp has the identical design used in Scott No. 9 and 10, having only the value changed and the word "centavos" changed to "centesimos de Balboa." Also, the manufacturer's imprint is on the bottom of the later stamps. The stamp is gray.

In the original shipment, there were 500,000 stamps overprinted "CANAL ZONE." These were all surcharged "10 cts." at Mount Hope. Canal postal inspectors and a representative of the Comptroller's office condemned twenty-three sheets, 2,300 stamps because of improper surcharge, including inverts, diagonals, and many others. Nevertheless, these sharp-eyed inspectors evidently missed some of the errors since two errors are known: the inverted "10 cts." surcharge and the "10 cts." omitted, Scott No. 36a and 36b. Scott No. 36 was surcharged on January 4, 1911 and placed in service at once.

Immediately after the overprinting, the Republic of Panama requested 1,000 of the overprinted and surcharged stamps for the Postal Union and they were delivered in due course. Therefore, this 1,000 plus the 2,300 condemned and later destroyed stamps leaves the total number issued in this series to 496,700 all of which it is believed, were used in the postal service.

Stamp No. 37 is identical to No. 36 except that the 13¢ value was changed by the printers by the request of the Canal Zone Postal Officials to the regular 10¢ value so no surcharge was necessary. These stamps were



received together with a very large order for the 1¢, 2¢, and the 5¢ values on August 22, 1911, and in so far as is known, no errors or varieties have ever been discovered in this series of which there were 200,000 stamps.

In an estimate, the postal needs for the following two-year period drawn up by Mr. Cooke on April 25, 1911, in regard to the 10¢ stamp, Mr. Cooke said:

“I attach hereto a specimen of a 1¢, 2¢, 5¢, and 10¢ stamp now used in the Canal Zone, and would suggest that, if possible, no change be made in the design of the new stamps or in the manner in which surcharged, with the exception of course, that the new 10¢ stamps be made up of that denomination, and not 13¢, thereby making it unnecessary to resurcharge them “10 cts.”

His estimates called for: 2,000,000 - 1¢; 2,000,000 - 2¢; 1,000,000 - 5¢; and 200,000 - 10¢ stamps. This entire shipment of stamps was received, just as ordered, on July and August 1911 and delivered to the Canal Zone as follows: July 29, 1911 700,000 - 1¢ and 350,000 - 2¢ stamps; August 22, 1911, 1,300,000 - 1¢, 1,650,000 - 2¢, 1,000,000 - 5¢ and 200,000 - 10¢ stamps. The acknowledgment from the Canal states: “... As ordered on our recent requisition.”

Of the total received, 450 - 1¢; 200 - 2¢; 100 - 5¢ stamps were received unsurcharged and were destroyed by the postal authorities. Stamps No. 36 and No. 37 are also discussed in Chapter 15.

### Ninth Series - Scott No. 42-45, 49-51, 58-59



In accordance with the decree by the President Panama, a special series of postage stamps was to be issued in commemoration of the Panama National Exposition which was to open in 1915. The Panama Canal administration also decided to participate in this celebration in a philatelic way and requested a small number of the Panama stamps overprinted “CANAL ZONE.”

On July 22, 1914, the Secretary of Foreign Affairs, Mr. Ernesto T. Lafavre, sent a letter to the Executive Secretary, Mr. C. A. McIlvaine stating that the American Bank Note Company was surcharging 100,000 each of the 1¢, 2¢ and 5¢ stamps and 50,000 of the 10¢ stamps for use on the Canal Zone. On February 25, 1915, the stamps were sent by Mr. Raul Crillac from the Panama Post Office to the Canal Zone, and they were placed on sale in the Canal Zone on March 1, 1915.

The date of the initial sale was fixed by the Director of Post, Mr. John K. Baxter, in accordance with the decree issued by the President of Panama.

These values are the first large sized horizontal oblong stamps in the Canal Zone. They are all bi-colors, consisting of an ornate frame in colors and a central subject in black. The 1¢ value has a green frame and the center is a relief map showing the route of the Canal across the Isthmus of Panama. The 2¢ value is in carmine with a variety in vermillion. The picture shows Vasco Nunez de Balboa taking possession of the Pacific Ocean. The 5¢ value has a blue frame and the picture shows the Gatun Locks. The 10¢ value has an orange frame and shows a view in the center of Culebra (in reality Gaillard) Cut. The interesting looking suspension bridge across the Canal is not now in existence.

It is also interesting to note that while the set was dedicated to the Panama National Exposition of 1915, only one of the values, the 2¢, has the words in Spanish, saying, “Panama Exposition 1915.” The other three values state, “The Panama Canal 1915.”



A little over a year later, the administration of the Canal Zone decided they needed postage stamps of a higher denomination and requested that Panama issue a series of stamps in the 12¢, 15¢, and 24¢ denominations.

The Canal submitted official pictures which were to be the subject of the scenes depicted on the new postage stamps. (These pictures are officially designated by No. 80-A25, 80-A28, and 80-A80.)

Conforming with the request of the Canal Zone, Panama sent the pictures to the American Bank Note Company with the order for the stamps and on September 30, 1916, the President of Panama issued a decree providing for the issuance of the new stamps. In his decree, the President said: "The 12¢ stamp represents the steamship "Panama" passing Culebra Cut near Empire on the voyage of August 11, 1914 from South to North," and the stamp bearing the inscription "Republica de Panama... View taken from the North in Culebra Cut... August 11, 1914." The decree also stated that the 15¢ stamp showed a view of Culebra Cut, and on the 24¢, the S. S. Cristobal in the Gatun Locks.

On November 27, 1916, Executive Secretary McIlvaine wrote to the Secretary of Foreign Affairs in Panama, Mr. Narciso Garay, pointing out that the official name of the cut was "Gaillard Cut" and not "Culebra Cut" and asked that the correction in the postage stamps be made. On December 8, 1916, Mr. Garay notified Mr. McIlvaine that following correspondence with the American Bank Note Company, he had been advised that it was not possible to make the changes in the inscription.

These stamps, 500,000 of each, were received in the Zone in January 1917. [Not issued in Panama until 1918.]



The Zone administration requested the 50¢ and \$1.00 stamps from Panama on November 29, 1919 and submitted official photograph No. 26-J-293, the dry dock at Balboa and No. 35-X-40 the U.S.S. Nereus in Pedro Miguel Locks as the scenes to be depicted on these two stamps. The order for these stamps consisted of 100,000 of each. However, the American Bank Note Company states that only 50,000 of each were sent, indicating that the original order was later changed. These stamps were received in August 1920.

Only one error, a minor one, has ever been reported in this entire series and the only variety is that of color in the 2¢ value. On stamp No. 61 in the 1¢, 2¢, 5¢, and 10¢ values the space between the words "CANAL" and "ZONE" is 10 mm instead of the normal 9¼ mm. the overprint on the stamps is the same basic type 2A of series 38 to 41. The color of the overprint is dark blue.

On No. 49-51, the same type was used as above only the spacing is 11½ mm and the same dark blue color is used.

On No. 58-59, the overprint is type 5 (Flat A) of the 41-45 series. The spacing is 9½ mm and the color is black.

The general appearance of these high values is the same as the previous low values, with colored frames and black center pictures. There is nothing on the stamps in dedication of either The Panama Canal or the National Exposition. The frames have the following colors: 12¢ purple; 15¢ bright blue; 24¢ yellow-brown; 50¢ orange; and one Balboa dark violet.

The number issued will be discussed in Chapter 15.

## CHAPTER 12

### The Tenth and Eleventh Series Tenth Series - Scott No. 60 through 67



In 1921, the Republic of Panama planned to issue a Centennial commemorative series in honor of the 100th anniversary of the independence of Panama from Spain. The Canal Zone was invited to participate in a postal way and the Executive Secretary replied that the Canal would be pleased to do so.

The Canal sent Panama an order, as follows: 1¢ - 1,500,000; 2¢ - 1,000,000; 5¢ - 250,000; 10¢ - 100,000; 15¢ - 50,000; 24¢ - 25,000; and 50¢ - 10,000 stamps. Soon afterwards, however Mr. C. A. McIlvaine, Executive Secretary, sent a letter to Panama changing the order completely on the grounds that the Canal wanted to have enough of these stamps to provide for postal demands for a full year.

The second order was as follows: 1¢ - 1,000,000; 2¢ - 2,000,000; 5¢ - 500,000; 10¢ - 250,000; 15¢ - 100,000; 24¢ - 50,000; 50¢ - 25,000; 1¢ booklets (24s) - 10,000; 2¢ booklets (12s) - 25,000; 1¢ postal cards - 50,000; 1¢ stamped envelopes - 50,000; and, 2¢ stamped envelopes - 100,000.

Practically all of these stamps had been received by August 1921 and the sale started November 13, 1921. The instructions from the Director of Posts to postmasters, when this series went on sale, was, to sell these stamps first before selling any stock of previous issues on hand. The usual 600 sets of these stamps were sent to Panama for forwarding to the Universal Postal Union at Switzerland.

By the middle of January 1924, all the stamps of the 1¢ denomination were practically exhausted and the 2¢ stamps were fast becoming so. Meanwhile, Panama had ordered the new permanent coat of arms set both for her own use and for the use of the Canal Zone Postal Service but, in reply to the Canal Zone's urgent inquiries, could not even estimate when the stamps would arrive. Finally, stocks of the 1¢ fell so low that it became imperative to have a supply at once. The Canal requisitioned 50,000 of the 1¢ stamp from Panama for overprinting at Mount Hope and Panama sent over the Vallarino 1¢ stamp. On January 28, 1924, these stamps were overprinted at Mount Hope. Panama was billed for the cost of this overprinting. This stamp is listed by Scott as No. 67, overprint in larger type, reading up. There is even an error in this variety, No. 67a, the overprint in the same Mount Hope type, but reading down "ZONE CANAL." This is of course, in inverted overprint plus a shift. One sheet of this is known in 10 stamps on the left margin have "ZONE" only. The word "CANAL" on the right was shifted off into the margin.

An inverted overprint (Scott calls this, "overprint reading down") is known on the 2¢, 5¢ and 10¢ values. A very peculiar error is known on the one and two cent values, "CANAL" twice on the 10 stamps on the right vertical row with the word "ZONE" on the outside margin. On a narrow margin, the word "ZONE" may be partially or entirely missing. (A similar error is known on No. 31 and 32). How this occurred is inexplicable to the authors, as are the fancy errors in the 5¢ value, the small red type in red and black reading up. The large type in red reading down on this value, of course, is another example of the regular overprint inverted.

The small type in red and black reading up in No. 62 can possibly be explained if one is willing to accept the explanation. They are not the same typeface as the overprint in the other stamps in this series and the spacing



between “CANAL” and “ZONE” is entirely different. It is possible that the original overprint was in the small black which, after a good number had been run off, was changed to the small red since the black overprint on the blue stamp is not too distinguishable. The small red overprint was then considered too small and the large red was then used for the balance of this issue. That’s just guesswork. If any of our readers can give a better explanation, the authors will be glad to receive it.

This series of stamps is discussed further in Chapter 15.

### The Eleventh Series Scott No. 68 and 69



When the Republic of Panama was preparing to order from the American Bank Note Company its Coat of Arms (Escudo) series, which was slated to become the new permanent issue of that country, a letter was sent to the Canal Zone Administration advising them of this fact and requesting estimates of stamp requirements for the coming year.

The Canal Zone overprints were shipped from the United States in January and February 1924.

These overprints were delivered to the Canal Zone in the following denominations and quantities:

<u>Denomination</u>	<u>Quantity</u>	<u>Denomination</u>	<u>Quantity</u>
1¢	500,000	1¢ post cards	150,000
2¢	1,000,000	1¢ envelopes	150,000
5¢	250,000	2¢ envelopes	250,000
10¢	75,000	1¢ booklets (24's)	5,000
12¢	50,000	2¢ booklets (12's)	30,000
15¢	25,000	2¢ booklets (24's)	5,000
24¢	10,000		
50¢	5,000		
\$1	5,000		

On February 27, 1924, at the request of the Panama Postal Officials, the Canal Zone sent to Panama 600 of the coat of arms overprints for transmittal to the International Bureau of the Universal Postal Union at Berne, Switzerland. These stamps were all of the different values and included in the delivery were also 600 of the 1¢ post cards. There is no record that any of the stamped envelopes were forwarded.

During the six-months period from January to June 1924, only the 1¢ and 2¢ denomination postage stamps were sold in this coat of arms series by the Canal Zone post offices. In July, the United States overprints were placed on sale. For the number of 1¢ and 2¢ stamps used, the 2¢ stamped envelope and the 1¢ post card which were also used during this period, see Chapter 15.

Whatever became of the 600 sets of the Coat of Arms stamps sent to Panama for forwarding to Switzerland, cannot be ascertained. It is a fact, however, that soon thereafter, sets of these stamps from 1¢ to \$1.00 were being offered for sale by several stamp dealers in Panama and abroad, especially in England and France. This set for many years has been catalogued and priced by a noted French stamp concern. Scott numbers only the 1¢ and 2¢ values and correctly so, since none of the other values were ever used or ever offered for sale to the public by the Canal Zone post offices.

This series of stamps is discussed further in Chapter 15.





## CHAPTER 13

### Panama's Honored Great

The information contained in this chapter relative to the personalities honored on the Canal Zone overprints of the Panama postage stamps was compiled in 1932 by José de Obaldia Jovane, Director General of Post and Telegraphs of the Republic of Panama, Carlos Ortiz, Secretary, at the request of Governor Julian L. Schaley and Colonel George R. Goethals, son of the first Governor, Colonel George W. Goethals.

The information has been considerably condensed and is presented in this manner simply to give the reader an insight into the background and history not only of the individuals involved, but also of the Republic of Panama.

Vasco Nunez de Balboa: The great military leader and explorer was the first European to see the Pacific Ocean. In 1513, following a difficult trip across the Isthmus from his headquarters at Acla, on the Atlantic coast, Balboa, from a mountain peak in the province of Darien, saw the "Southern Sea." (Scott No. 32 and 41). Balboa appears also on Scott No. 49, planting the flag of Spain in the waters of the Pacific and claiming all the lands washed by the waters of the ocean for the King of Spain. On postal stationery, he is found on U1, UX2, UX3, and UX4.

Francisco Fernandez de Córdoba: He was a Spanish Conquistador Captain under Pedrarias Davila (Pedro Arias de Avila) about 1524- 26. He took a prominent part in the conquest of Central America, not only on the Isthmus of Panama but also in Nicaragua. There he founded the cities of Leon and Granada. He was later executed for conspiracy. He was one of the Spanish pioneers who selected the site where the original city of Panama was built. (Scott No. 31, 33, 37 and U2).

Justo Arosemena: This illustrious Isthmian was born in Panama on August 9, 1817. He studied law in Bogota and in 1850 became a member of Panama's Sectional Chamber. He became famous as a statesman, diplomat, and writer. He was a signer of the Constitution of 1853 and the first President of the Sovereign State of Panama created in 1855. As President of the Convention of Rio Negro, he signed the Constitution of 1863. He was later Colombia's envoy to Peru, Chile, France, England, the United States, and Venezuela. He died in Colon in 1896. (Scott No. 34 and 38).

Manuel J. Hurtado: He is best remembered and honored as the organizer and founder of primary and normal schooling in Panama. He was born November 28, 1821, the day on which independence from Spain was proclaimed. The Act of Independence was drawn up by his father, Dr. Manuel José Hurtado. Young Manuel studied in England and France. There he became a teacher and also receive the degree of Civil Engineer. He created and organized the Administration General of Public Instruction; he enlarged, improved, and reorganize the Santo Tomas Hospital; and gave many and large grants of money for health and public education, and for improvement in the penal institutions. He died in July 1887. (Scott No. 35 and 39).

Jose de Obaldia: He was born on July 9, 1806. From 1840 to 1860, on several occasions he filled the office of President of the Sovereign State of Panama. In 1850, he was elected Vice President of Colombia. He was the Panamanian who first launched the idea of separating the Isthmus from Colombia. He died in 1889. (Scott No. 36 and 40).

José Vallarino: He was born in the Villa de Los Santos in Panama in 1792. He studied as a cadet of the King in Cartagena. At the age of 22, he was appointed General of the Royal Treasury. On November 28, 1821, he signed the act that declared the country free from the Spanish Government. Vallarino was commissioned by General Fabrega to receive from the Spanish troops the fortresses at Chagres and Portobelo after their capitulation.

He was a member of the Great Convention of Ocaña and State Councillor in the days of Bolívar, and held the office Perfect of the Province of Panama. Later he was appointed Governor of the Provinces of Mariquita, Santander, and Riohacha and several times was a member of the Senate representing Panama. At the age of 73, Grandee José Vallarino died in 1865 in the city of Bogotá. (Scott No. 57, U3, and UX5).

General Tomas Herrera: This soldier-statesman was born in Panama on December 21, 1804. At the age of 17, he joined the liberating army commanded by Gen. Simon Bolívar and took part in the campaign of Junín, Matara, and Ayacucho which sealed the independence of South America. In the Colombian Government, he served as Secretary of War and of the Navy; President of the Senate of Plenipotentiaries; and Chief of the Executive Power in his capacity of Designate. Herrera was mortally wounded while taking the city of Bogotá against the insurrectionist General José María Melo. Herrera is known as one of the most “brilliant personages” in the history of the Republic of Panama. (Scott No.62).

Grandee General José de Fabrega: This distinguished patriot, the first Grandee of Panama independence from Spain in 1821, was born in 1781. From early youth, he was in the military service and while in the service of the King of Spain he reached the rank of Lieutenant Colonel. In 1821, while Governor of the province of Veraguas, he was placed in military command of the entire Isthmus by Spanish General Juan de la Cruz Murgeon. As military commander, he proclaimed the independence from Spain on November 28, 1821. In 1828, he was named General and in 1831 he joined with General Herrera to defeat the usurper Alzuru who started a violent uprising. He died in Santiago de Veraguas. Panama accords him the title of “Liberator of the Isthmus.” (Scott No. 63).

Pedro J. Sosa: He was born in Panama on May 19, 1851. He studied in the United States at Seton-Hall College and then at the Rensselaer Polytechnic Institute in Troy, New York. He was first in his class when he received the degree of Civil Engineer. When the Universal Panama Canal Company was organized, he took part in the exploring expedition in Darien in association with the famous French engineer Lucian Bonaparte Wise. For his studies and report, Sosa was awarded the French Legion of Honor in 1879. When work on the canal was started in 1880, he associated himself with that project. Between 1896 and 1898, he made studies for a water system in the city of Panama. He was a member of the American Society of Engineers, the Canadian Geographical Society, the Colombian Engineering Society, and the Engineering Institute of Santiago, Chile. In May 1898, he was called to Paris to attend an engineering congress in connection with the work of the Canal Company. The next month, he took passage at New York aboard the French steamer “La Bourgogne.” In a heavy fog, the vessel collided with a ship loaded with lumber and the “La Bourgogne” sank in less than an hour with the loss of over 600 passengers. Pedro J. Sosa was considered one of the world’s greatest engineers. (Scott No. J6 and J9).

The “Land Gate” was located in the center of the city of Panama which had been divided into two sections, “Inside” and “Outside.” The name “Inside” was given to that part of the city which was inhabited by the aristocracy and the name “Outside” to the section of the town inhabited by the common people. The Land Gate was closed at 9 o’clock in the evening after the ringing of a bell hung from the gate itself and the residents of either section could not go from one location to the other after the hour until morning. The gate was later demolished. (Scott No. 58 and E4).

The Monument to Balboa: This world-famous statue is located in the city of Panama in front of the new Santo Tomas Hospital along the seawall facing the Pacific Ocean. (Scott No. 61).

When Liberator Simon Bolívar received the news of Panama’s independence from Spain and read the Act of the Independence, he wrote José de Fabrega, Grandee of the Panamanian independence, a letter dated February 1, 1822 making reference to the event. A free translation of Bolívar’s words, follows: “Panama’s Declaration of Independence is the most glorious monument that any American Province can offer to history. Everything is covered therein: justice, generosity, policy, and national interest.” (Scott No.59).

The statue of Christopher Columbus appearing on the 2¢ postage due stamp is the same statue that was erected in front of the Hotel Washington in Colon and which, following negotiations between Panama and the United States, was transferred to a site in the city of Colon completely under Panamanian jurisdiction. (Scott No. J5, J8, J10).

Fort San Lorenzo guarded well the approaches to the Atlantic side of the Isthmus for many years, fighting off buccaneer and would-be conqueror alike. However, the great pirate, Henry Morgan, and his crew attacked and defeated the Garrison and reduce the fortress the ruins before marching across the Isthmus to sack the old city of Panama in January 1671. (Scott J4, J7).

Admiral J. G. Walker, Chairman of the Isthmian Canal Commission, in a letter dated March 31, 1905, requested the State Department to undertake the preparation of a seal for the Canal Zone. The State Department selected Tiffany and Company to prepare the design which was approved by the State Department and the Isthmian Canal Commission.

The Canal Zone Seal was designed and cut by Tiffany and Company. The center of the seal is a shield upon which appears a full rigged ship emerging from a waterway between two hills. Beneath this is a scroll bearing the inscription, "The Land Divided, the World United." Around the outer circumference are the words, "Seal of the Canal Zone, Isthmus of Panama."

The seal was delivered to the Canal Zone and placed in use on August 15, 1906. (Scott No. OX3, OX4, OX5, U8, UX8; also similar designs in J25 to J29 inclusive). [C42-47]

## **CHAPTER 14**

### **Abrogation of the Taft Agreement and Settlement of Accounts**

**This is completely described with all the pertinent letters starting on  
page 119 of *CANAL ZONE STAMPS*.**

## **CHAPTER 15**

### **Dispute of 1924-1937 and The Big Burning**

When the Taft Agreement was abrogated effective May 31, 1924, it caught both The Panama Canal and the Republic of Panama with a considerable stock of Panama postage stamps overprinted "CANAL ZONE" and ushered in a fiscal dispute which was to last for a period of 13 years before it was settled. Once more philatelists have reason to be grateful to a dispute since this one also resulted in an inventory and audit of Canal Zone stamps which will aid in clarifying what would otherwise appear to be rather mystifying shortages in many Canal Zone issues.

Payment had been made to Panama for the stamps which had been issued to the postmasters for the April - June quarter when the Agreement was nullified. Technically, with the abrogation of the Agreement, Panama was not entitled to receive forty percent of the face value of stamps sold after May 31, 1924. However, the Canal Zone postmasters sold a large number of these overprints in the month of June since actually the United States overprints were not placed on sale until July 1, 1924. However, even on June 30, 1924 the Canal Zone postmasters still had on hand several thousands of dollars (face value) in unsold Panama overprints on which Panama had already received its forty percent (in accordance with the agreement of 1910-11 for quarterly payments).

On July 2, 1924, the executive Secretary of The Panama Canal, Mr. C. A. McIlvaine, wrote the following letter to Dr. Eusebio Morales, Panama Secretary of Foreign Relations:

"Mr. Secretary:

"You are informed that effective July 1, 1924, the United States postage stamps surcharged "Canal Zone" were placed in use in the post offices of the Canal Zone on account of the abrogation of the Taft Agreement. As soon as the accounts of the postmasters have been audited, the question of the final settlement with your Government for Panama stamps surcharged "Canal Zone" used in the Canal Zone postal service will be taken up with you. At the same time, I shall take up the matter of the disposition of the Panama stamps surcharged "Canal Zone" now in the hands of the Collector of The Panama Canal."

The Canal proposed that Panama accept forty percent of face for the stamps sold by [sent to] the Canal post offices from April through June and credit the Canal with the forty percent of the remainder overpaid [unsold] for that period [quarter] (\$1617.62) and accept actual costs for the many thousands of dollars in face value of stamps still held in the Collector's vaults and, as it later developed, in the hands of the American Bank Note Company in New York. However, Panama, by a decision of its Cabinet Counsel, refused to accept this offer and also refused to accept the return of the stamps which were tendered by the Zone.

For many years, the subject of the payment of the bill was a matter of correspondence and discussion and then, early in 1932, Panama's Comptroller General, Mr. Martin F. Sosa, ordered the suspension of all Panama Canal bills against the Republic of Panama (for health and sanitary services, municipal charges, etc.) amounting to \$21,871.84, pending settlement of the postal claim.

In August 1932, Mr. F. H. Baldwin, Sub-Controller Assessor of the Republic of Panama, once more began negotiations informally to obtain a settlement of the long outstanding stamp account. Panama put in a claim for \$17,924.39 as follows: forty percent of the \$8,147.92 of the value of stamps sold by the Canal in June 1924, \$3,259.17; a credit to the Canal of \$1,617.62 for the overpayment of stamps still on hand June 30, 1924 leaving owed to Panama \$1,641.55; and, cost of printing stamps and booklets on hand, \$14,180.34; and \$2,102.50 for stamps on hand with the American Bank Note Company since 1924 and still not delivered.

It is of no importance to identify the stock on hand with the American Bank Note Company except to say that there were remainders of stamps ordered previously and printed by the American Bank Note Company in good faith. They were subsequently delivered to the Canal in 1937 in unopened cases as follows: 500,000 - 1¢ stamps; 1,000,000 - 2¢ stamps; 250,000 - 5¢ stamps; 100,000 - 2¢ post cards; and 100,000 - 1¢ envelopes. These figures can be promptly forgotten since they do not enter into any of the calculations that follow hereafter.

Let it suffice to say that following Panama's stand, all efforts were made by the Canal to settle the long outstanding account. On May 9, 1934, an audit of all stamps on hand as of June 30, 1924 was made by the Chief Inspector of The Panama Canal on instructions from the Canal Comptroller. These stamps had been kept intact in the Collector's vault for the ten-year period. The audit disclosed the following stock on hand (in the third column is given the amount of stamps sold in June after the abrogation of the Taft Agreement, just in case somebody wanted to know) at the close of business June 30, 1924:

<u>Denomination</u>	<u>On Hand June 30, 1924</u>	<u>Sold June 1-30, 1924</u>
1¢	475,251	62,243
2¢	629,164	104,350
5¢	535,732	24,460
10¢	400,646	3,743
12¢	234,494	5,672
15¢	424,694	2,952
24¢	339,457	1,487
50¢	58,146	446
\$1.00	31,394	821
	<u>POSTAGE DUE</u>	
1¢	39,390	11,583
2¢	47,802	1,922
4¢	64,309	2,305
10¢	124,452	2,394
	<u>BOOKLETS</u>	
1¢ (24's)	30,055	529
2¢ (12's)	50,855	1,717
2¢ (24's)	12,395	151
	<u>ENVELOPES</u>	
1¢	179,325	1,563
2¢	203,965	18,025
10¢ registry	11	2
	<u>POST CARDS</u>	
1¢	156,004	5,762



This brings us now to 1937, the settlement of the postal account between the Canal Zone Administration and the Republic of Panama, and the big stamp burning of August 14-16, 1937 (and a small supplementary burning three months later). An agreement was finally reached with Panama through Mr. Ernesto Mendez, Comptroller, to pay the sum of \$16,623.20 in complete settlement of all postal claims, as follows: forty percent of Panamanian postage surcharged "Canal Zone" and sold in the Canal Zone post offices during April, May, and June 1924 \$1,640.94 and the actual manufacturing cost of unused Panamanian postage surcharged "Canal Zone" on hand upon termination of the Taft Agreement, \$14,982.26.

The settlement was submitted to the offices of the Comptroller General of the United States on March 5, 1937 for a decision. In his letter, the Comptroller of The Panama Canal, Mr. W. R. Kromer, stated, "I do not think that there is any question that the United States Government owes the Republic of Panama for the cost of engraving the postage which was not used, because Panama ordered the postage in good faith to meet the demand from the Canal Zone post offices, and the order which was in the hands of the engravers at the time the Agreement was abrogated could not be stopped. The postage was shipped to Panama and I am informed that Panama was compelled to pay the engravers..." Mr. Kromer emphasized in his letter that the amount of \$14,982.26 represented only "... the cost to the Republic of Panama of producing and delivering such stamps." He further stated, "in any event, The Panama Canal never questioned the quantity on hand as being excessive, considering the circumstances, and was willing to pay Panama the actual cost thereof, but declined to consider Panama's claim for the forty percent of the face value. ... I have gone into this matter thoroughly enough to be convinced that the amount offered in settlement, \$16,623.20, which the Comptroller General of the Republic of Panama is willing to accept in full and final settlement of this old claim, is correct and just, and should be paid."

To this, a reply was received from the Acting Comptroller General of the United States mailed from Washington on June 15, 1937. This letter contained a general resume of the claim and settlement and concluded, "in view of the explanation so made, it now appears that the Republic of Panama is entitled to payment in the amount claimed and the adjustment as proposed is authorized."

On June 18, 1937, the Panama Government turned over to the Canal Zone sixteen cases of postage stamps, postal cards, and envelopes in the original packages as received from the American Bank Note Company. It may be added, in passing, that the Republic of Panama almost at once turned back the treasury check for \$16,623.20 and added a check of their own for \$5,248.64 in payment of old bills which had been outstanding since 1932.

The Canal then took up the question of burning the stamps which, according to the audit, had a value of \$407,568.19 and a philatelic value considerably higher. It was decided at first to retain "one full sheet of each denomination of the stamps... for the official philatelic files; and... 25 each of the envelopes and postal cards." The stamps to be destroyed comprised approximately 60 cases, three full truckloads. The stamps were burned on August 14 and 16 and the destruction was witnessed by Misters S. C. Russel, Postal Inspector; L.C. Warner, representing The Panama Canal Collector; and W. L. Scofield, chief Inspector of The Panama Canal, representing the Comptroller. The burning took place in an annealing oven of the Mechanical Division and part were destroyed in the crematory at Gorgas Hospital. Of the stamps held out for record purposes (about 2,000), all were burned on November 19, 1937 by Chief Inspector Scofield and L. R. Cook of the Post Office Bureau, except approximately 100 stamps and covers which were placed in the official Panama Canal files.

Thanks to the long dispute between Panama and the Canal Zone and the final settlement between the two administrations over the payment for the Panama overprints, a complete record exists of the entire stock of stamps destroyed. It is now known with absolute certainty how many of each denomination were burned. Unfortunately, in several of the denominations is not possible to state the exact quantities of stamps destroyed of each of the respective Panama overprint series. In several cases, only an estimate can be given.

However, these figures are of considerable importance and cast a clear light on the reason why so many Canal Zone stamps listed at a low price by Scott are so difficult to obtain. Thanks to the official Canal audit, there can be no dispute about the figures although there may be some disagreement about the method used by the authors in reaching their conclusions.

These stamps were audited in March 1934 by accountants of the Comptroller's office of The Panama Canal and from their figures we are able to arrive at the exact or approximate number of stamps sold to the public or used in the postal service of Scott No. 35 to 69 inclusive and the postage dues and stationery used during the corresponding period.

In order to make the calculations and totals arrived at as clear as possible, a chart is herewith presented showing all the stamps issued from 1914 to 1924 in all denominations and the number burned: and, in a subsequent chart, conclusions reached as to the remainder issued to the public or used in the service:

<u>Postage</u>	<u>1915-20: Scott</u>		<u>1921-1921: Scott</u>		<u>Coat-of-arms: Scott</u>		<u>Destroyed</u>
1¢	--	--	1,000,000	5760	499,400	6468	475,247
2¢	--	--	2,000,000	5861	999,400	6569	629,160
5¢	--	--	500,000	5962	249,400	--	535,728
10¢	50,000	5145	250,000	6063	74,400	--	400,634
12¢	500,000	5249	--	--	49,400	--	234,486
15¢	500,000	5350	100,000	6164	24,400	--	424,686
24¢	500,000	5451	50,000	6265	9,400	--	339,453
50¢	100,000	5558	25,000	6366	4,400	--	58,134
\$1.00	100,000	5659	--	--	4,400	--	31,386
<u>Postage Due</u>							
1¢	100,000	J7	--	--	--	--	39,386
2¢	98,600?	J8	100,000?	J10	--	--	47,802
4¢	--	--	100,000	J11	--	--	64,305
10¢	300,000	J9	--	--	--	--	124,452
<u>Stamp Books</u>							
24 - 1¢	--	--	--	--	5,000	--	30,054
12 - 2¢	--	--	--	--	30,000	--	50,854
24 - 2¢	--	--	--	--	5,000	--	12,394
<u>Post Cards</u>							
1¢	--	--	--	--	150,000	--	156,000
<u>Stamped Envelopes</u>							
1¢	350,000	U1	50,000	U3	150,000	--	179,319
2¢	1,512,000	U2	300,000	U4	250,000	U5	203,959
Reg. 10¢	35,000	U1	--	--	--	--	5

In January and February 1924, the Canal Collector received from Panama the entire series of the Panama "Coat of Arms" stamps. However, the only values to be placed on sale in the post offices, were the 1¢ and 2¢ stamps. Why were these stamps placed on sale and used during the first six months of 1924? According to the established system, stamps were sent to the various post offices only when needed. That is, no large stocks were kept on hand in the post offices and payment was made each quarter year to Panama for the stamps actually delivered to the post offices.

The answer to that question is, then, because the post offices no longer had any other one or two cent stamps to sell; in other words, no more Scott's No. 42 and 43 of the issue of 1915, or 60, 67, and 61 of the issue of 1921.

Is this necessarily so? Unfortunately, the answer must be, “No.” Because there is no assurance that The Panama Canal Collector did not have set aside or accidentally hidden or misplaced one or more cases or packages, of either or all for that matter, of No. 42, 43, 60, the 67 Mount Hope overprint, or 61, and therefore issued 68 and 69 because he couldn’t find the others.

[Note: Dade-Schay overlooks Dec. 1923 delivery of No. 56 (1,000,000). Thus, no need for No. 69! Is December 1923 an error? If not, Canal 2¢ records do not make sense! If so, error must still be there anyway!]

But logic and good sense dictates the contrary conclusion: that the reason 68 and 69 were issued and sold during the six-months period was because no other stocks of the 1¢ and 2¢ stamps were available. Scott No. 67 was issued in late January 1924 just about the time of the arrival of No. 68. A strong possibility exists, especially in the view of the catalog price of No. 67, that more of No. 68 were sold and less of No. 67. However, Scott lists no price for No. 67 used and it is very possible that No. 67 was used up before collectors became aware of it and thus the reason for its high catalog value price mint. If this deduction is correct, the high catalog value is not due to the partial destruction of this stamp. And at this point it may be pertinent to say that the 2¢ stamped envelope was also on sale and the exact number of this issue (Scott’s U5) can be established. None of the 1¢ envelopes were sold.

What conclusions can logically be reached from this chart? It can logically be assumed that the reason No. 68 and 69 were placed on sale is because they were actually needed in the postal service. From these figures, therefore, it can be asserted with reasonable accuracy; that the No. 68 only 24,153 were sold; of the No. 69, 370,240 were sold; and of No. U5, 46,041 were sold.

We then get to the 5¢ value. All of the Coat of Arms series were destroyed so the balance of those destroyed logically came from the previous issue, No. 62, of which the maximum that could have been sold to the public, is 213,672.

Then comes this stickler; the 10¢ value. Exactly 400,634 of this value were burned, more than the entire issue of No. 45, 63, and the Coat of Arms. While all of the 74,400 stamps of the Coat of Arms issue were burned, the authors believe that only about a third of the No. 63 were destroyed and none at all of the 50,000 of No. 45 or the 200,000 of No. 37. Where then did most of the enormous number destroyed of this value come from? From way back to No. 35 and 41, for the following reasons:

The 1821-1921 anniversary issue (No. 63) was ordered primarily as a commemorative issue and not because there is any shortage of postage. Therefore, when No. 63 went on sale in commemoration of the centenary, November 13, 1921, there was still on hand a supply of some 10¢ stamps. Since none of the Coat of Arms 10¢ stamps were placed on sale there was still a supply of No. 63 on hand when the Taft Agreement was abrogated in June 1924 as well as the aforementioned supply of those earlier stamps, since instructions to postmasters had been to sell the anniversary issue until all had been used up. However, the anniversary issue was still being used in 1924, except the 1¢ and 2¢ values which had all been used up.

So, we go back to No. 45 of which there were about 50,000. There are two good reasons to believe all of these stamps were used: first, these stamps were issued in 1915 and in that year on December 11 the Canal ordered another “rush” shipment of 10¢ stamps indicating that No. 45 was being exhausted. These stamps were received on February 14, 1916.

Also, it is known that stamps No. 35 and 41 were sold and used between 1916 and 1921, indicating that all of No. 45 had been used up during that period of time.

This series of No. 35 and 41 consisted of 600,000 stamps: 100,000 of No. 35 received on September 30, 1909, and 500,000 of No. 41 on February 14, 1916. The first 100,000 of No. 35 were certainly all used and, to judge by its value as listed in Scott’s, about 200,000 of the second issue, No. 41, were used, a total of 300,000 for these stamps. The rest, 300,000, it is believed, were burned together with some 25,000 of No. 63 and 75,000 of the Coat of Arms to make up the 400,000 (in round figures) of the 10¢ value which were burned. (See Chapter 9 on stamp No. 35).

Note: Stamps 45 to 66 should show 600 less each since that number was sent to Panama for forwarding to the Postal Union. This is corrected in the final chart, when necessary to arrive at exact figures only.

There are still two points in this 10¢ puzzle which have not yet been discussed: No. 36; and, the whereabouts of stamp No. 37 for 2½ years. All of stamp No. 36 were used as postage, it is believed. Stamp No. 37 was ordered only three months after stamp No. 36 was received. Stamp No. 37 was received 7½ months after No. 36, in August 1911, but did not go on sale until 2½ years later. Obviously, it took from January 1911 until January 1914 to use the 496,700 stamps of No. 36 so that the Canal no doubt had simply stored No. 37 until needed. Then, when No. 37 was about to run out in the next order for 10¢ stamps was sent to the American Bank Note Company by Panama, the manufacturers, of course, shipped the still current issue (No. 31 to 41), in this case No. 35. (See Chapter 11 on stamps No. 36 and 37).

For the 12¢ value, we reach the same conclusion as for the 5¢ value. All of the Coat of Arms series were destroyed and the balance burned logically came from the previous issue, No. 49, of which not more than 314,914 could have been sold to the public.

In the 15¢, 24¢ and 50¢ denominations, there is again the problem arising from the fact that part or all of three different issues were destroyed. That is not as bad as in the 10¢ denomination, where five series were involved, and indeed is so much better, that it is almost possible to hazard a guess as to the number of stamps, more or less, of each of the different issues which were sold to the public.

In the 15¢ value, 424,686 stamps were burned, 400,000 stamps destroyed of the 600,000 stamps issued of No. 50 (500,000) and No. 64 (100,000). Let us assume that none of the 100,000 of No. 64 were burned (the authors do not believe this but it appears to be the only way any minimum and maximum figures can be estimated). That means that 400,000 of the No. 50 must have been burned and therefore we are absolutely safe in saying that not less than 100,000 of No. 50 could have been sold to the public. Of course, if any quantity of No. 64 were burned, then more of No. 50 were not burned. We know, and this is most important, that not more than 200,000 of No. 50 could possibly have been sold to the public and that, only if all of the 100,000 of the No. 64 were burned (which we know did not happen). Therefore, we have, for No. 50 sold to the public, from 100,000 to 200,000 and, for No. 64 sold to the public, not more than 100,000.

The same mathematics must be applied to the 24¢ value. There were 339,453 of this denomination destroyed including all of the Coat of Arms 9,400, leaving in round figures, 330,000 from the total of 550,000 of No. 51 (500,000) and No. 65 (50,000). Assume once more that none of No. 65 were destroyed. That means that 330,000 of the 500,000 of No. 51 were burned and therefore we can say that not less than 170,000 of this stamp were sold to the public. Again, if all of No. 65 were destroyed, which did not happen, then 220,000 of the No. 51 were sold to the public. So, we can say, of No. 51 that were sold to the public, from 170,000 to 220,000, and, for No. 65 sold to the public, not more than 50,000.

In the 50¢ denomination, 58,134 stamps were burned (including all of the 4,400 Coat of Arms) leaving 53,734 burned of the 75,000 total of No. 58 (50,000) and No. 66 (25,000). This means that of No. 58 and No. 66 not more than 21,266 together could have been sold to the public in approximately four years. No. 58 was used about 15 months before the Hundredth Anniversary stamps arrived. Since instructions were issued to all postmasters to use the anniversary issue first, they were probably sold to the almost complete exclusion of No. 58 until June 1924. Working it out mathematically, it would give for the total number sold of No. 58 a total of 6,645 and 14,621 for No. 66. These figures based on the number of months each stamp was sold, check fairly accurately with the Scott prices of both.

In the \$1.00 (Balboa) value, only two issues are involved; No. 59 of which 50,000 were issued and the Coat of Arms of which 4,400 were destroyed, the entire issue. Since a total of 31,386 of this denomination were destroyed, we feel quite safe in saying that 23,014 of the No. 59 were sold to the public.

All of the stamp booklets of the Coat of Arms issue were destroyed as well as all of the 1¢ stamped envelopes. However, of the 250,000 of the 2¢ stamped envelopes issued only 203,959 were destroyed so that 46,041 of this issue (Scott U5) were sold to the public.

The authors confess themselves somewhat baffled by UX6. Since 156,000 of the 1¢ postcards were burned and there were only 150,000 of the UX6 it would appear that all of them had been burned plus 6,000 of the UX4. This did not happen and the only way it can be explained is that some post offices ran out of UX4 and deliveries of the UX6 were made to them while other post offices were still selling UX4. (See Chapter 25).

We come now to the postage dues destroyed in denominations of 1¢, 2¢, 4¢, and 10¢. These must have been from Scott's J7 to J11 inclusive. The 39,386 - 1¢ postage dues destroyed all came, the authors opine, from No. J7



of which 100,000 were issued. This leaves 60,614 of this issue used in the service. It is also believed that all of the 48,600 of the J8 issued were used in the service; and, the 47,802 - 2¢ dues destroyed all came from J10 of which 100,000 were issued. Also, all of the 64,305 of the 4¢ dues destroyed must have been from J11 of which 100,000 were issued. This leaves 52,198 of the J10 and 35,695 of J11 used in the service. The 124,452 of the 10¢ dues destroyed must all have come from the 300,000 of the J9 which leaves 175,548 of this denomination used in the service.

This subjective chapter is concluded, then, with the following recapitulation which gives the authors opinion of the number of stamps sold to the public or used in the service as compared to the number of stamps originally issued of Scott No. 35 to 69 inclusive, and the postage dues and postal stationery involved:

Scott No.	Denomination	Sold to public <i>Post. &amp; Stationery</i>	Number issued originally
4535	.10	About 300,000*	600,000
4636	.10	496,700	496,700
37	.10	200,000	200,000
4737	.10	200,000	200,000
41	.10	est. 275,000	500,000
4842	.01	100,000	100,000
4943	.02	100,000	100,000
5044	.05	100,000	100,000
5145	.10	50,000	50,000
5249	.12	314,914 ✓	500,000
5350	.15	between 100,000 and 200,000 * <i>99,714 - 199,714</i>	500,000
46	.01	less than 249,400 ✓	249,400
47	.02	less than 181,000; est. 3,000	181,000
48	.03		149,700
159			

55 56 57  
 213,672-50,000  
 (est. 225,000)

Scott No.	Denomination	Sold to the public	Number issued originally
54 51	.24	Between 170,000 & 220,000 <i>169,000 est. 170,000</i>	500,000
55 58	.50	Estimated 6,645 * <i>est. 6,400</i>	50,000
58 59	\$1.00	23,014 ✓	50,000
57 60	.01	<i>less than 1,000,000</i> 999,400	1,000,000
58 61	.02	<i>2,000,000</i> 1,999,400	2,000,000
59 62	.05	213,672 - 50,000 <i>(est. 50,000)</i>	500,000
60 63	.10	About 225,000 * - 25,000 <i>est. 150,000</i>	250,000
61 64	.15	Less than 100,000 * <i>est. 75,000</i>	100,000
62 65	.24	<del>50,000</del> * <del>less</del> <i>est. 50,000</i>	50,000
63 66	.50	Estimated 14,621 * <i>est. 14,800</i>	25,000
64 68 67	.01	<i>less than 50,000</i> 24,753 <i>to 50,000</i> <i>(estimate 310,000)</i>	50,000
65 69	.02	370,240 <i>370,240 - 100,000</i> <i>(est. 50,000)</i>	1,000,000
<u>POSTAGE DUES</u>			
J7	.01	60,614 ✓	100,000
J8	.02	<del>98,800</del> <i>est. 100,000</i>	100,000
J9	.10	175,543 ✓	300,000
J10	.02	<del>52,198</del> ✓ <i>50,000 est.</i>	100,000
J11	.04	35,695 ✓	100,000
<u>ENVELOPES</u>			
U1	.01	350,000 ✓	350,000
U2	.02	1,512,000	1,512,000
U3	.01	20,681 ✓	50,000
U4	.02	300,000	300,000

55 e ~ 20,000  
 56 g ~ 24,000  
 60 b ~ 20,000  
 61 f ~ 20,000

\* See text

<u>Scott No.</u>	<u>Denomination</u>	<u>Sold to the public</u>	<u>Number issued originally</u>
U5	.02	46,041 ✓	250,000
UF1(registry)	.10 (large)	10,000	10,000
UF1(registry)	.10 (small)	25,000	25,000
<u>POSTCARDS</u>			
UX4	.01	634,000 est 700,000	700,000
UX5	.01	50,000 est 14,000	50,000
UX6	.01	60,000 est 30,000	150,000

## CHAPTER 16

### Background of the U. S. Issues

#### And Basic U.S. Stamps

In presenting the record of the issues of the overprinted U. S. stamps which were supplied during the period 1924-34, the authors have been mindful of the fact that to the Canal postal administration one issue only is involved (with one exception: the 2¢ Sesquicentennial commemorative), in spite of the changes in stamp manufacture, design, etc. that took place in the basic stamps. Considering this and in the interests of clarity the material is presented as a whole in order that the changes that took place may be seen in their proper perspective.

#### Background and Chronicle

The Canal Zone postal system was obliged to operate for many years under the terms of the Taft Agreement. The payment of the 40% of the face value of all postage stamps to the Panama Government had proved an onerous thing to the Zone authorities and was a point of contention brought up internally again and again. The abrogation of the Taft Agreement for this and other reasons was consequently sought for a long time before the actual consummation of the act. In anticipation of its eventual elimination, since it was an arrangement originally intended to cover the period of Canal construction only, the Zone authorities planned to make immediate use of the overprinted U. S. stamps as is evidenced by the following letter:



"The Panama Canal  
Canal Zone  
Executive Department

Balboa Heights, C. Z.  
May 11, 1921.

"Third Assistant Postmaster General  
"Division of Finance,  
"Washington, D. C.

"S i r :

"In accordance with the provisions of an Executive Order issued December 3, 1904 - one of the orders of the so called Taft Agreement - the Government of Panama supplies the Canal Zone Postal Service with stamps and stamped paper surcharged "Canal Zone" at 40 per centum of the face value of such stock.

"It is possible that a new agreement will be made within the next few months between the United States and Republic of Panama, which will annul the provisions of the Executive Order by which we are governed, and such being the case, this Administration would like to adopt United States postage surcharged "Canal Zone", similar to the surcharged postage supplied for the United States Postal Administration at Shanghai, China, as described in paragraph 17, page 30, of the United States Postal Guide for July 1920.

"However, we would not care to use all of the denominations now supplied by your Administration, but it is requested that you please advise me at your earliest convenience what would be the cost for supplying this Administration with the following items:

1,000,000	14	stamps		
1,500,000	24	"		
500,000	54	"		
100,000	104	"		
50,000	124	"		
25,000	134	"		
40,000	304	"		
5,000	504	"		
10,000	21.	"		
10,000	14	postage due stamps		
25,000	24	"	"	"
30,000	104	"	"	"
10,000	stamp books each containing 24	14	stamps	
40,000	"	"	"	12 24 "
5,000	"	"	"	21 24 "
100,000	postal cards, size No. 8			
75,000	14	stamped envelopes, size No. 5, white		
200,000	24	"	"	5, "
25,000	24	"	"	8, "

"In your reply please advise the least number of days required to fill the order after receipt, and if possible, have quotations furnished covering the cost, or estimated cost, of each item above enumerated.

"Respectfully,

"C. H. CALHOUN

"Director of Posts."

The reply of the Third Assistant Postmaster General, dated May 23, 1921, mentioned that the letter of inquiry was being referred to the purchasing agent of the Post Office Department and concluded:

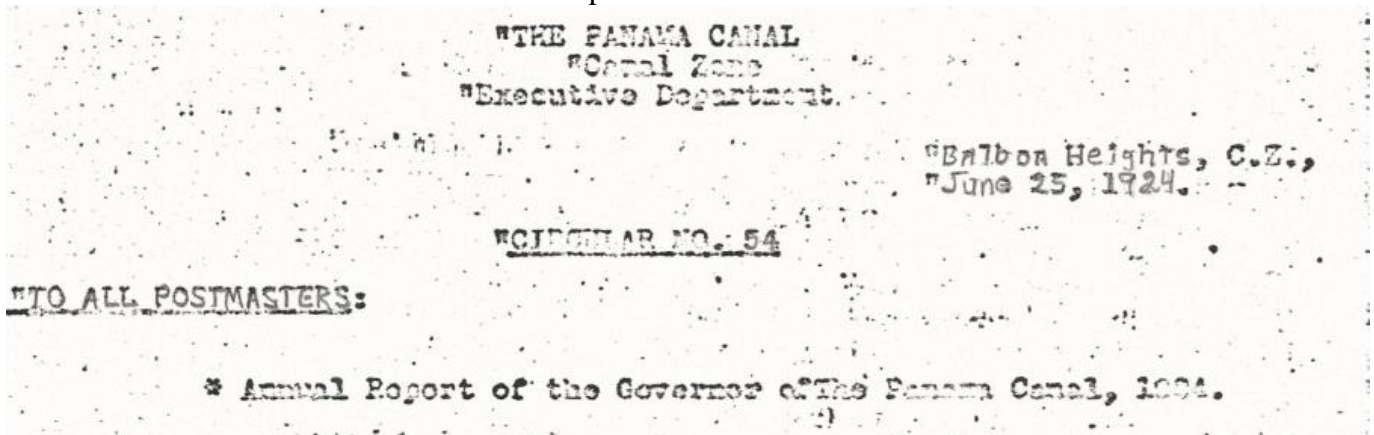
"It is deemed proper to add that this office can see no good reason why postage stamps surcharged "Canal Zone" could not be furnished at the cost of manufacture plus surcharging which would be approximately 25¢ per thousand stamps, in the event a future agreement is made authorizing the Canal Zone Postal Service to use such stamps."

Further correspondence clarified all points and set the stage for action that was to come later. There then remained only major questions to be decided in connection with the usage of U. S. overprints, i.e., the time of abrogation of the Taft Agreement, and the disposition of the overprinted Panama stamps on hand and ordered. The question of abrogation was one that had come up for consideration with each annual request for funds in the early 20's and eventually the time was fairly definitely set for May 1, 1924. With this knowledge, the Canal administration attempted to work out some understanding towards the continued use of Panama overprinted stamps. No agreement on this point proved possible (see Chapter 15 for details of these negotiations) though the Canal administration delayed as long as they could in hopes of a last-minute change of heart and then finally, on April 9, 1924, radioed to the Chief of Office of The Panama Canal, Washington, D.C. to endeavor to procure in time for sale by May 1, 1924 U.S. overprinted stamps in the quantities and denominations specified in the 1921 letter; that is, except for the booklets and that the order for 1¢ cards was changed to 50,000 and the envelopes were to be in size 5 only and in the quantities of 50,000 - 1¢ and 100,000 - 2¢. If this order could not be procured in time, the alternative was shipment at an earlier date of unoverprinted U.S. for addition of the overprint at The Panama Canal Press on the Zone. The Zone was also prepared to go ahead on still another alternative and that was the manufacturer and issuance of Canal Zone seal design stamps, cards, and envelopes locally. However, neither of the two alternatives had to be called into use as the overprinted stamps were shipped in time to be received on the Isthmus April 28, 1924.

In the meantime, the reason for haste had also changed, since the abrogation of the Taft Agreement was postponed for another month by the U.S. State Department to consider other questions. Finally, however, the Taft Agreement was abrogated effective June 1, 1924 "with the understanding that no change is to be made in existing conditions until the end of the fiscal year, i.e. June 30th." Separate records however were made and kept of June stamps sales for possible future use.

On June 6, 1924, a preliminary request was sent to Washington concerning overprinted stamp booklets and though those were not to be received until several months had elapsed they were to complete the series as then contemplated by the Zone officials.

Many inquiries were made by stamp collectors and dealers at this time concerning the issuance of the U.S. overprints but definite information was not released until the issuance of the following instructions covering the new issue and the retirement of the Panama overprints:



**Circular No. 54 may be found on page 127 of CANAL ZONE STAMPS.**

On August 4, 1924, another circular was issued extending the period during which the Panama stamped paper could be used or exchanged to end with the close of business August 31, 1924. Thus, finally came to a close the approximately 20-year span of the 40% subsidy to Panama. The Zone postal officials however retained the belief



at this time that they would eventually find use for the large stocks of Panama overprints remaining on hand (see Chapter 15 for details as to their eventual disposition). This and the fact that it was desired to have a distinctive set of postage stamps caused the tenure of the U.S. overprints to be considered as of a temporary nature. In a letter to a stamp collector dated July 1, 1924 the Director of Posts said, "It cannot be definitely stated how long United States surcharged stamps will be used in the Canal Zone. It is probable however that they will continue to be used for at least one year." This period is what the initial order was estimated to cover.

The first of the overprinted U.S. stamps to be replaced were the envelopes. These had not proven satisfactory due to the gummed flap which stuck in the humid conditions of the Zone. Therefore, after the initial order these were never requisitioned again but were replaced instead by a local product manufactured by The Panama Canal Press. An attempt was also made late in 1924 at producing a local postal card but this did not prove as successful as for the envelopes, the cost being almost double that of the US product. In this case the local product was never reordered but the U.S. overprints instead were again resorted to. The Canal also had in mind the issuance of a permanent series of stamps of their own design and in a letter of November 4, 1924, C. A. McIlvaine, Executive Secretary, addressed the Chief of Office in Washington requesting that estimates be obtained for such an issue of 1¢, 2¢, 5¢, 10¢, 12¢, 15¢, 24¢, 50¢, \$1; 1¢, 2¢, and 10¢ dues, 1¢ cards, 12 - 2¢ books, 24 - 2¢ books, and 24 - 1¢ books. No further action was to be taken on this for some time however.

Early in December 1924, stocks became low on several of the U.S. overprinted denominations and a radio was sent to obtain immediately 30,000 12¢, 30,000 15¢, and 20,000 50¢ to be overprinted "Canal Zone" as before. These were received December 31, 1924.

Resort was had to a provisional overprinting in February 1925 of 1¢, 2¢, and 10¢ ordinaries when the stock of postage dues ran low. These were intended to tide over until a definite decision had been made on the matter of securing additional stamp stock for the needs of the forthcoming fiscal year. Finally, on March 5, 1925 the Director of Posts addressed the Governor to the effect that the Panama stamps on hand should be purchased at cost price or otherwise they should be destroyed. This suggestion was not approved and the order was given instead to obtain another year's supply of U.S. overprints.

In the meantime, a law was passed in February 1925 by the U.S. Congress providing for fractional postage rates, effective April 15, 1925, with the result that ½¢ and 1½¢ were hastily issued. The Canal Zone postal administration in accordance with usual policy on March 23, 1925 followed suit by a dispatch order to the Chief of Office in Washington for an initial supply of ½¢ and 1½¢ stamps. These were subsequently received in time to be placed on first day April 15, 1925.

Following previously obtained authority a normal year's supply of all stamps was ordered April 6, 1925 covering nineteen items and including the 3¢ ordinary for the first time. Upon receipt of this requisition the Post Office Department inquired in reply if any ½¢ postage due stamps were needed. The reply of the Zone advised that "Postage dues stamps of ½¢ denomination not required. However, request 100,000 1¢ stamps if such denomination are in stock."

Following receipt of the stamps requested on this order nothing further developed until the following year 1926 when it came time to again place an order to replenish stock. The U.S. Congress had in the meantime passed another bill making changes in postal rates, one of them providing for new registration fees on foreign and domestic mail matter and resulting in the addition of a 17¢ stamp to the basic U.S. series. Concurrently, the suggestion was made by the Postmaster at Balboa Heights that the Zone add the 17¢ and the 20¢ denominations to their series. This was favorably considered and when the requisition was placed for the fiscal year 1926 on February 6, 1926, these two new denominations were included along with denominations on which stock was running low. At the same time, the information was also given that "... The Canal in all probability will continue to use U.S. postage stamps surcharged "Canal Zone" for an indefinite period."

A few months later, the special issue of the 2¢ Sesquicentennial Exposition stamp of the U.S. was secured overprinted and still later in 1926 another order was placed to replenish stock in some of the lower denominations. Stock replenishment orders were again placed in April and August 1927, these later being at such intervals that it is not possible to consider them in the nature of annual requisitions as those placed formerly. In the meantime, of course orders were being placed from the overprinted 1¢ postal cards and this was to continue. During 1926, a treaty was finally consummated with Panama but no provision was included about stamps so the Zone administration was able to continue operations unhampered.

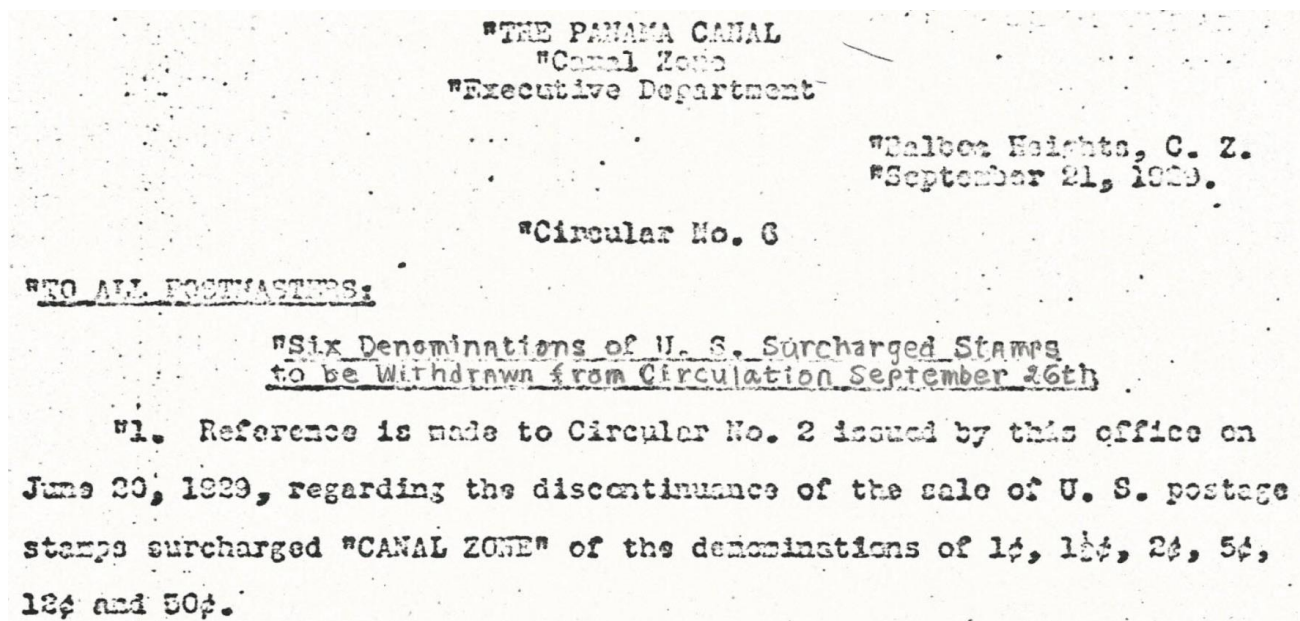
Shortly after sending the stamps requested in the order of August 1927, the Bureau of Engraving and Printing inquired under the date of October 10, 1927 as to the possibility of shipping overages of overprinted stamps and stamp books that remained on hand after filling the past several orders. The reply was favorable and arrangements were further agreed to that in the future the Canal would accept approximate quantities of those ordered. In practice, this was not to exceed 5% above the quantity actually ordered and this has been adhered to; however, shipments have been noted as being more than 5% short. This particularly interesting shipment in 1927, comprising only overages of previous printings, included quite a number of denominations, some of which must have been printed at least 18 months before.

The year 1928 finally saw the first concrete steps taken towards the consummation of the issuance of a distinctive series of stamps. By letter of May 19, 1928, to the Chief of Office the initial request was made for the preparation of estimates on the 1¢ and the 2¢ denominations and these stamps were eventually issued October 3 and October 1, 1928, respectively.

The fiscal year 1929 was to be a barren year as far as the obtaining of additional shipments of U.S. overprinted stamps were concerned although in July 1928 an order for the 5¢ air mails and 2¢ booklets was placed - both to be overprinted on U.S. issues. On July 16, 1928, the Third Assistant Postmaster General rejected the order on both items, for the smallness of the order and on the 5¢ air mail for not seeing any necessity for it. The reply to the Canal was to increase the air mail order and added that the 2¢ booklets order could be increased if it were possible to supply the booklets in the newly ordered 2¢ Goethals without too great a delay. The final result was the cancellation of the air mail stamp order, the Department being still opposed to furnishing the overprints and incidentally suggesting that ordinary postage stamps could be used for air mail purposes. The order for booklets was changed to the definitive design 2¢ Goethals in an increased quantity and carried through.

The calendar year 1928 also saw the initiation of plans for definitive design 5¢, 12¢, and 50¢ denominations which were issued the following year. Provisional air mail denominations were also issued early in 1929 but this time use was made of the new Canal Zone issue for the basic stamps.

Following receipt of the new 5¢, 12¢, and 50¢ stamps it was recommended that certain of the U.S. overprinted stamps remaining on hand be removed from sale and the remainders destroyed. This was done:



"2. All such stamps that remain on hand at the close of business on September 27th at COROZAL, FORT CLAYTON, PEDRO MIGUEL, BALBOA, GATUN, FORT DAVIS, FRANCE FIELD, and COCO SOLO shall be listed and sent to the Postmaster, Balboa Heights, on the morning of September 30th, under registered cover to be exchanged for other stamps of similar values or their equivalent as may be desired.

"3. At the close of business on September 30th the postmasters at ANCON, BALBOA, BALBOA HEIGHTS and CRISTOBAL shall make a separate inventory of all such issues after they shall have prepared their usual monthly stamp statement. - - - - -

"4. While the sale of such stamps will be discontinued at the close of business September 30th they will be valid for postage indefinitely. However, after September 30th, no exchanges shall be made with patrons who may be overstocked with the old issues. Such issues officially cease to exist after September 30th and postal employees violating any of the instructions contained in this circular may be subject to suspension or discharge as the circumstances may warrant.

"C. H. GALTHER  
"Director of Posts."

An additional circular was issued a few days later clarifying the previous one by specifying that 1¢ stamp books were included. The destruction took place on October 4, 1929 and included both the booklets and envelopes of the 1¢ and the 2¢ denominations. The Canal did not however immediately destroy all of the stamps of the 1½¢ and the 5¢ denominations that had been withdrawn from sale. These denominations to the quantity of 200,000 1½¢ and 50,000 5¢ were retained with the idea of using them for provisional postage dues when the current issue of overprinted U.S. dues ran out. The additional overprinting on both denominations however did not prove successful and all of these were eventually destroyed. After these did not prove satisfactory resort was had to the new 5¢ steam shovel design and the issue of provisional dues that was to supersede the U.S. overprints was finally completed.

In December 1929, another order was placed for overprinted U.S. stamps of the 10¢, 15¢, and 20¢ denominations, and this became the first regular order of those denominations to be obtained since the August 1927 requisition. This was followed in July 1930 by still another order which included the 3¢, 15¢, 20¢, and 30¢ denominations. The permanent design 10¢, 15¢, and 20¢ were issued in January 1932 and as happened in 1929 the Canal withdrew from sale the remaining stocks of U.S. overprints of those denominations, effective October 15, 1932 and later destroyed the remainders.

In March 1932, the Canal placed an additional order for 3¢ U.S. overprints but increased the quantity by radio when they felt that the U.S. Congress would shortly institute the 3¢ rate for first-class mail. The act was passed, the 3¢ rate was effective from July 6, 1932 and the obsolescent issue of U.S. overprints took on a renewed lease on life. Four more orders for this denomination were placed before the last one on January 8, 1934 preceding the issuance of a permanent design August 15, 1934. The order of 1932 also included the 14¢ denomination and both were initially requested "to be surcharged "CANAL ZONE," in red ink, vertically with about 25 millimeter space

between the words.” The Bureau of Engraving and Printing picked up the 25 mm measurement error (the stamps not being that wide) but forwarded samples. By cable the Zone replied to their Washington office in December that they desired... “... stamps surcharged in usual manner, that is, horizontally across face in black ink...”

In 1933 the Canal again endeavored to secure a special issue overprinted for use on the Zone. On this date, a radio was sent to the Washington office requesting that the order for 3¢ stamps placed by radio in August be changed to the 3¢ NRA and the quantity increased to 700,000. This not proving possible, since this previous order was already run off, 500,000 of the NRA were requested anyway. Here again however the POD said “no” and that it was still the policy to restrict overprinting of stamps to regular issues and that the NRA stamp represented a special issue.

Thus ended this particular phase of the Canal Zone stamp issues. U.S. overprints were obtained every fiscal year from 1924 to 1934 except 1923. The 14¢ U.S. overprint was replaced by a definitive design in 1937 and a 30¢ permanent was issued in 1940. The 17¢ was never replaced. For those last used overprinted denominations, 3¢, 14¢, 17¢, and 30¢, there were no final dates of sale or destruction of remainders but the last stocks finally were exhausted around 1938-40 while the year 1939 was to see another “temporary” issue of overprinted U.S. appear on the scene. All this time the overprinted 1¢ U.S. postal card continued in use and provided the one continuous link from 1924.

### **The Basic Stamps**

When the Canal Zone obtained supplies of U.S. stamps appropriately overprinted they were given whatever U.S. stock was available at the Bureau of Engraving and Printing, Washington D.C. A reserve supply of stamps is maintained there for shipment direct to the larger post offices and to the so-called “central accounting post offices” from which in turn distribution is made to the small offices. As the Bureau receives orders from the Post Office Department (usually covering estimated yearly requirements) stocks are worked up as necessity indicates. The orders coming from the Canal Zone might or might not arrive at a convenient time for the most economical overprinting but stock of some kind would be available with the possibility of a variation from one time to the next as the U.S. stock itself changed. For overprinting the Bureau had two kinds of stock to draw upon: unfinished imperforate whole sheets 400, 200, or finished stock comprising perforated issue sheets of 100. Both kinds were not always available and a small order might be filled either way. Furthermore, it cannot always be stated when one was used and when the other. It is felt too that on one or more occasions it was necessary for the Bureau to run special printings of U.S. plates to fill Zone orders.

It can be stated generally however that the first orders appear to have been overprinted for the most part in full sheets of 400, or 200 subjects as appropriate. Later orders, from 1926 on especially, have been a greater usage of 100-subject stock.

For the first orders received in 1924-25 the 1922 series of ordinaries issued in the U.S. during 1922-23 was available. For the postage dues, however it was a series of 1894 (the design for this had been in use since that year when the Bureau first took over the printing of the stamps for the United States) and for the postal card and envelopes of the U.S. the designs that were overprinted had been in use since 1914 and 1916 respectively.

The Bureau of Engraving and Printing generally produces stamps from line-engraved plates, the process being called intaglio printing, and all stamps supplied to the Zone by them have been thus manufactured. The first shipments to the Zone came from flat plates which had been printed from electrically driven Miehle 4-plate power presses and as will be noted in the plate number listings they frequently group themselves by fours. On the press are four flat beds connected by an endless chain and the press may be operated with one or more plates “on”, the most economical printing of course being with full load.

It is to be noted further that the 1922 series of U.S. ordinaries were designed so that denomination from ½¢ to 15¢ inclusive were of vertical format, 19 X 22 mm, while those from 17¢ on up were of horizontal format, 22 X 19 mm. The stamps for all denominations except the \$1 were uniformly printed from plates of 400 subjects each (20 X 20), the product from which is divided by knives when perforated into 100 subject (10 X 10) quarters along horizontal and vertical guidelines terminating in arrows and so issued to the public. This division caused the issued sheets to have straight edge stamps on two sides; the particular two depending on the position in the original full sheet. The four resulting issue sheets or panes are referred to by position on the 400-subject sheet as:



UL - upper left; UR - upper right; LL - lower left; LR - lower right. In the margins of the sheets were to be found the plate number (assigned individually to each plate) which was positioned in eight places on the full plate, five rows each way from each of the four corners (reading up on the left side, down on the right side) so that in the issued sheets or panes the plate number would be over or under the fifth vertical row from the outside margin and beside the fifth horizontal row from the top and bottom outside margin. The top plate number of the upper right pane is just distinguished by being preceded by a punched "F." However a single stamp with plate number and not the "F" is not always conclusive evidence as being from the UL pane as the F is rarely punched-in so far to the left that it may appear over the preceding stamp. Sometimes engraved and sometimes punched-in on the lower panes we have the initials of the plate makers. Reading up alongside the bottom horizontal row of the LL pane are those of the siderographer(s), while reading down alongside the same row of the LR pane are those of the finisher(s). (The siderographer is the man who lays the plate down, that is, enters the designs and the finisher as the word implies cleans up afterwards and readies the plate for printing).

The \$1 stamp was printed from a 200-subject plate (10 wide by 20 high). It was laid out with a horizontal guideline between the 10<sup>th</sup> and 11<sup>th</sup> rows and a vertical guideline between the 5<sup>th</sup> and 6<sup>th</sup> vertical rows (all lines terminating in the usual arrows). Issuance to offices was in standard 100 subject sheets, a knife being used to divide the sheet only when running the horizontal perforations, thus making upper (U) and lower (L) panes, with straight edges at either top or bottom and a perforated vertical guide line. On this plate, there are only two plate number positions: a top number preceded by the "F" in the bottom number below the same vertical row.

The postage due plates provided still different markings as some old star plates with Bureau imprint of some 10 years previous (indicating varying 2 mm - 3 mm vertical gutters) were still in use for the 1¢ and the 10¢ denominations. There was also a second star plate experiment of the Bureau to improve the flat press product around 1925 in an effort to cut down the percentage of waste that was being experienced as a result of bad perforating. Plates of a somewhat different spacing between vertical rows (horizontal rows for the denomination 17¢ and above due to design) were tried out and in order to distinguish the product, not only to check results but also so that the sheets would be run through specially set perforating machines, a star was placed below the side plate number of the UR panes or in front of the top number of this same pane. Some of the sheets from these plates were later overprinted for the Canal Zone, including the 2¢, 15¢, and the 20¢ denominations. As to distinguishing individual stamps, pairs, or blocks from these plates it simply is not practicable as there is too great a variation in shrinkage in the wet process of intaglio printing as used by the Bureau. The only definite way of distinguishing specimens is by plate number. So far as is known the experiment was considered successful and the new spacing generally adopted so that the use of the star was discontinued. In any event the rotary press was soon to take over the major share of the work. It might be added that the reason vertical rows only were adjusted is that shrinkage is greater across the grain and the grain of the sheets is uniformly in a vertical direction (substitute "horizontal" of course for denominations 17¢ and above).

Only one other minor marking difference might be mentioned for the flat plates and that is the eventual elimination of side plate numbers so that instead of eight to a plate of 400 there were now four (tops and bottoms only, one to a pane). This only showed up in the final overprinting of the 20¢, type II, and of which only a few thousand probably were issued. However, this same change does carry over into the permanent design plates which were to follow.

While by 1924 the U.S. had standardized on the use of watermark paper and the use of the line perforated gauge of 11 X 11 for flat press sheet work, experiment and change was still taking place along the lines on which work had been initiated some years before. The problems were: the supplying of suitable stamps for use in vending and affixing machines; to develop a faster and cheaper method of manufacture; to eliminate waste and improve the product. All three problems eventually dovetailed together. In answer to the initial problem, The Bureau of Engraving and Printing developed what is known as the Stickney Rotary Press, named after their mechanical genius, Benjamin R. Stickney, who perfected the idea and patented it. As the bugs were eliminated, this machine which printed stamps on a continuous role from curved plates, saw more and more use until eventually a larger machine was made on which 400 subject plates could be used for regular sheet stamps. The product of this larger rotary press first came into use in 1926 and was gradually to replace the flatbed Miehle presses except for small printings. At first the rotary press product was easily spotted but the years have seen its perfection to such an extent that it has equaled and in some respects surpassed the product of the flat presses.

The Post Office Department with the perfection of the product gave increasingly larger orders and while its use was at first restricted to the 1¢ and 2¢ denominations at the time the first Canal Zone order was received, usage was increased the following year (1925) to include all denominations through the 6¢ and the 10¢, and excepting only the newly issued ½¢. Flat plates for all denominations were however continued in use for it was from these that the Canal stock was printed until late in 1926. The economy of the rotary press was only evident on large runs but as costs became more favorable through more efficient operation the scope of application expanded until finally the U.S. Post Office Department ordered that from July 1, 1926 all denominations from 1¢ to 10¢ of the regular issue were to be printed exclusively from the rotary press. This of course meant that from that time on Canal orders for these denominations would have to be on the rotary press.

With the rotary press the use of unwatermark paper was continued but it was necessary to develop a different method and gauge for perforating. The product instead of coming from the printing press in individual sheets was in large roles and consequently required a suitable perforator designed to handle. The machine developed produced the appearance of a combination of "line" and "comb" perforation as both horizontal and vertical perforations were applied in a continuous operation. To do this the printed roll of paper passed under perforating wheels as is usual in a line perforator but the cross direction was applied next by a series of bars which was simply a cylinder on which were mounted rows of perforating pins lengthwise and it is these last that gave the appearance of a "comb" operation. This machine also in a final operation cuts the role into sheets of 400 producing a serrated (serpentine) cut. Following this the sheets are stacked in 100s and guillotined into quarters or in other words the quarter-sheet of 100 as eventually issued.

The layout of the rotary press plates was different from that of the flatbed to conform to the difference in manufacture. The plates, while of 400 subjects like the flat plates, were laid down in four separate panes of 100 (10 X 10) separated from each other by horizontal and vertical gutters. At the center of the gutters was a plain cross and at the ends of the gutters (each side and top and bottom) were short dashes in line with the center cross. There are four plate numbers, one to a pane, at the sides of the outside four corners, reading up on the left and down on the right.

Due to the tendency of rotary press stamps to curl and split along the perforations a wider gauge was used initially than for the flat press product. This for the coil product was a 10 gauge and was at first generally used for the rotary sheet product also until public pressure forced the adoption of a finer gauge. The perforated 10 stamps did not separate easily and frequently tore unevenly. The first issuance of the finer gauge on a U.S. stamp is recorded as being December 10, 1926, this new gauge measured 11 top and bottom of the stamp and 10½ on the sides (considering a normal size vertical rectangular stamp). As will be noted the first of the rotary press product overprinted for the Canal Zone had only been shipped on December 6, 1926 and comprised perforated 10 entirely. From this time until late May 1927 the perforators at the Bureau were gradually changed over to the new gauge. Due to this fact, it was possible at this time to have both perforations in the same shipment and this is what happened when a shipment was made up for the Zone between May 14 and May 27, 1927. This particular shipment including the first of the perforated 11 X 10½ for the Zone.

From this time on there was little change in the U.S. product until 1931 when the Post Office Department decided to extend the use of the rotary press to include all denominations up to and including the 50¢. Following that time therefore any orders of denominations to be overprinted above the 10¢ to 50¢ would be a new variety for the Zone. There was to be only one however, the 14¢, shipped to the Isthmus January 5, 1933.

## CHAPTER 17

### The Twelfth Series

#### The “Flat A” U. S. Overprints Scott No. 70-81



To handle the initial order for overprinting stamps in 1924 the Bureau of Engraving and Printing obtained linotyped slugs from the Government Printing Office in Washington which they used in making up printing forms in the desired sizes. Each slug bore the complete word “CANAL” or “ZONE” and when they became too badly worn or damaged they were simply replaced with another and when the lot as a whole needed replacing the Bureau simply obtained a new batch of slugs from the Printing Office.

The first batch of linotyped slugs obtained by the Bureau came in a style of type that almost exactly matched the style of overprint as used on the preceding issue of Panama overprints, the difference being primarily in the manner of setting, that is, horizontal on the U.S. product as against reading up on the Bank Note Company. The U.S. type was a bit larger. This particular style of type was later to become commonly referred to in connection with U.S. overprints as the “Flat A”, this being a ready means of identification from the style that was to follow in the next batch of slugs obtained. This style is also referred to as Type I.

It was not long before wear showed up in this first batch of type but a compilation shows a total of 7,375,000 stamps were overprinted by this face. Possibly the slugs were continued in use past their normal life as is evident by the wear to be noted on some of the second printing of the 1¢ and 2¢ specimens and on the 14¢ but it is clear that a greater quantity were overprinted by this first batch of slugs than any succeeding one.

The U.S. stamps receiving the first type of overprint were as follows: ordinaries - ½¢, 1¢, 1½¢ book, 2¢, 2¢ book, 5¢, 10¢, 12¢, 14¢, 15¢, 30¢, 50¢, and \$1; dues - 1¢, 2¢, and 10¢. The 1¢ postal card and the 1¢ and 2¢ stamped envelopes received a similar overprint.

In performing the actual overprinting the individual slugs were set up in a printer’s chase to make a form as has been mentioned. These forms were made in sizes appropriate to the size sheets used, viz: 100, 200, 360, or 400 subjects and also suitably arranged either for vertical format or horizontal format stamps. Once made up the forms might be kept standing from one printing to the next but unless used in the immediate future the weight of evidence points to there having been broken up and new forms set up when orders came in. An exception to this was the two printings of the ½¢ and 1½¢, the orders for which were placed only about a month apart. Due to this

breaking up of forms the same slugs that made up one form can be expected to be found in the makeup of later forms either in the same size or in different sizes and arrangements.

Individual variations in relationships between the words of the overprint on an individual stamp occur as well as relationships between adjacent stamps. A record has been attempted only of those to be found on an individual stamp, and this in turn limited to variations in the distance between the two words of the overprint of at least  $\frac{1}{2}$  mm. these variations from the normal spacing, which was  $9\frac{1}{2}$  mm, will be better understood if they are presented here with the denominations on which they occur as a secondary consideration, though the correct number of forms that were made up are not known and our listing must necessarily be subject to revision:

must necessarily be subject to revision:  $9\frac{1}{2}$  mm normal

7 $\frac{1}{2}$  mm - 50¢  
 50¢ : (unknown position(s) — 50¢ 2nd printing; no other denominations probable.  $\frac{1}{2}, 1\frac{1}{2}, 14c$

8-3/4mm: 34-LL—1¢, 2¢, 5¢, 10¢; all first printings; probable 12¢, 15¢.  $\frac{1}{2}, 1\frac{1}{2}, 14$

21-LL—5¢ first printing; probable are all other denominations as for the preceding.

Unknown position(s) — 50¢ second printing; no other denominations probable.

10mm —  $\frac{1}{2}, 1\frac{1}{2}, 14c$  10mm - 50¢ 2nd printing

One particular 400-subject overprint form used for both printings of the 3¢, 11¢, and the one printing of the 14¢ was set up rather raggedly due probably to haste in filling the first requisition for the fractionals, this being an emergency order, and the spacings are recorded as follows:  $\frac{1}{2}$   $\frac{12}{13}$

UL pane: 5mm. — 12-13, 42-43, 54-53, 62-63, 92-93  
 8mm. — 22-23, 32-33, 52, 53, 72-73, 82-83  
 9mm.(normal) — 1-11, 19-21, 29-31, 32-41, 49-51, 59-61, 69-71, 72-81, 89-91, 99-100.

UR pane: All normal 9mm.

LL pane: 5mm. — 2-3, 13-17, 52-53, 72-73, 92-93  
 8mm. — 7-8, 22-23, 32-33, 42-43, 62-63, 81-83  
 9mm.(normal) — 1, 9-11, 19-21, 29, 31, 39-41, 49-51, 59-61, 69-71, 79-80, 89-91, 99-100.

10mm. — 30

LR pane: All normal 9mm.

See Table 12.1 on page 135 and Table 12.2 on page 136 of *CANAL ZONE STAMPS*

Only one major error has been found on this type due to an incorrectly set form, this being the inverted ZONE, position No. 30 of the lower left pane of the full sheet of 400, denominations 1¢ and 12¢. All specimens accordingly bear a straight edge at right. Although apparently not discovered before October 1925 on the 1¢, the stamps were from the first printing, the same as for the 12¢ which was not reported until even later, in June 1926.



While the number found of the 1¢ is variously estimated between 150 and 200, having been found in several post offices, only four copies are known of the 12¢. That this error appeared on two denominations and then only on part of the sheets for each points to the error having occurred during the printing of one or more of the other denominations and then being corrected. It can only be conjectured as to why the error occurred. It was of course possible to change slugs at any time but whether in this case it was due to replacing a damaged or defective slug or for some other reason is not known.

Of the stamps receiving the "Flat A" overprint the ½¢ stamp was one of the first two fractional denominations for postage use issued by the U.S. Post Office Department, its issuance - in the U.S. on April 4, 1925 - becoming necessary upon the passage of the Postal Service Act approved February 28, 1925, which became effective April 15, 1925. There was no half-cent rate established but a rate of 1½¢ was for third class mail matter (an increase over the previous circular rate of 1¢) and this ½¢ denomination was to find considerable multiple and combination usage, and for change purposes. The Zone requested an initial order of this denomination by cable on March 26, 1925 together with the 1½¢. Following a letter of the Postmaster General on March 27, 1925 the Bureau of Engraving and Printing completed the overprinting in such fast time that they were able to ship on March 31 (note that this date was before the basic ½¢ stamp had even been issued in the U.S. [April 4, 1925]). The speed with which the overprinting was done must be taken into account when considering the results, as the overprint form appears to have been hastily set up. While no real errors have been reported, the spacing between the words varies, being either 8, 8½, 9¼, or 10 mm as previously detailed in this chapter. The alignment of rows and individual subjects is ragged also, though oddly enough this is only true of the left half of the form, as we see the impression.

Before the first printing of 200,000 had been received the Canal included a second order of 200,000 of the ½¢ in the requisition dated April 6, 1925 made for a year's supply of all denominations currently in use. The overprint for this denomination was applied in red for both printings in the same overprint form used. Being supplied so closely together there is little difference in color of the stamps between printings and while there is a greater amount of type wear apparent in the second printing, the differences in themselves are not always conclusive and the best means of separation is by plate number specimens.

The only record found of destroyed copies is of five sheets (500) on April 6, 1929 which had been returned by the Balboa storehouse. For record purposes, it has been assumed that these were from the second printing.

The 1¢ denomination saw primary usage on postal cards, for the local drop letter rate, and for third class mailings. Consequently, it was ordered in considerable quantities in both 1924 and 1925 annual requisitions. The first printing is readily distinguishable from the second in the richness of the green of the stamp as against the light (more yellow) green of the second printing. There is an equally great contrast in the appearance of the overprint. For the first printing, it is a clean-cut jet black whereas for the second printing is worn in a gray color. This stamp was also issued in booklet form (two printings) and many of the straight edges stamps come from that source.

Several errors have been found on this stamp, the first being an inverted overprint on the first printing. Although overprinted in sheets of 400 only stamps from one pane were found. Discovery was made in March 1925 by W. Lindo, a messenger in the Port Captain's Office in Cristobal, who had purchased some of the stamps for the personal use of a collector employed in the same office, J. W. Coffin. A complete search was then initiated but no more than a total of 50 altogether were located.

The second error discovered was the word ZONE inverted which was found on No. 30 of the LL pane (straight edge at right), again from the first printing. This was not found until October 1925 but again when collectors had finished checking a total of some 150 to 200 specimens had been located making this the commonest of the errors found on this issue due to an incorrectly set form. The plate numbers of the sheets 15334, 15358, 15359, and 15437.

The third error was found which was due to a shifted overprint resulting in CANAL only on the top row of the sheet and the other rows bearing ZONE CANAL. This was located on stamps of the second printing. Only the two upper panes of the complete sheet of 400 and were located: these being from plate number 15456. ZONE only would have appeared on the bottom margin of the lower panes if sufficiently wide.

In addition to these major errors on the 1¢ one spacing variety is to be found on the first printing, No. 34 -LL, 8¾ mm between the words instead of 9¼ mm, and the same pane on which the ZONE invert occurs.



The 1½¢ denomination, as with the ½¢ was issued as a result of the Postal Service Act of 1925 and was designed to be used on circulars, the rate for which having been raised to 1½¢. Orders were placed for this denomination at the same time and in the same quantities as for the ½¢ - circular mailings on the Zone being small - and with changes in the law the need for fractional denominations eventually ended on the Zone. With the first major destruction of the U.S. overprints on October 4, 1929, 19,401 of this denomination were included. An additional 200,000 however, comprising so far as is known the entire second shipment, were retained with the idea of additional overprinting them for postage due use. These were subsequently overprinted in four different values (1¢, 2¢, 5¢, 10¢) of 50,000 each but were not considered satisfactory and were also destroyed. According to a letter received from the Director of Posts on October 4, 1930, those stamps bore the Flat A overprint but would very likely have had four plate numbers different from the first printing. It is considered that possibly one of the reasons why the additional overprinting did not appear desirable to the authorities is the fact that the poorly set form with variable spacings previously mentioned at the start of this chapter was probably used for the original overprint.

Outside of the same misalignments, spacings, etc. as occurred on the ½¢ there have been no errors reported.

The second printing mentioned for this value occurred at the end of the usage of the Type I overprint form but since this denomination was never reordered it did not appear in the Type II style or in rotary press printings. With the termination of these two fractional values, ½¢ and 1½¢, their use was nonexistent until renewal of a fractional rate in 1939.

The 2¢ denomination, ordered in the initial 1924 requisition to the number of 1,500,000, saw the greatest use of all values, since it was used for a single rate first-class letter (and for double rate letters since no 4¢ stamp was available).

At first issued only in sheet form, booklets were added in October 1924. This denomination, included again in the 1925 "annual" requisition for 1,500,000 was again supplied in the "Flat A" overprint providing a second printing. As with the 1¢ the differentiation of the second printing from the first is not difficult and the same distinctions apply. Both the overprint and the stamp of the first printing are better appearing, the overprint a sharp clean-cut jet black, and the stamps well printed and of a rich carmine color. The second printing shows a dull worn overprint and is on a comparatively dull carmine.

Oddly enough this variety which was issued in the greatest quantity of any of the overprinted U.S., except the 3¢ Washington design of 10 years later, has never been reported in a major error and in only a few variations of setting of the overprint form. Actually, the main point of interest was the including in the second overprint of a few star plate sheets, and of these only two of the four plates that should exist have been reported, 17110 and 17115. Contrary to star plates which were in the 2¢ overprinting to follow, which came in the Type II style, these two plates have the star placed in front of the top plate number of the UR pane.

The 5¢ stamp overprinted for the Canal Zone bearing the portrait of Theodore Roosevelt was a particularly appropriate one since he was President at the inception of the canal undertaking by the United States and played an important role in the undertaking. Useful on first-class mail to foreign countries this denomination was included in the first annual requisition of 1924 and came in only the one printing of 500,000.

No major errors are of record and only a couple of spacing varieties.

The 10¢ variety, also ordered at the time of the 1924 annual requisition, was a general utility denomination for parcel post, etc. and came in only this one printing. Of the original quantity of 100,000 no less than 40,000 were additionally overprinted as a provisional postage due issue in February 1925.

Only a minor spacing variation has been reported on this denomination.

The 12¢ stamp, included in the first requisition, primarily saw use on parcel post though at first was useful for registered mail until the rates were raised. The first order of 50,000 did not prove sufficiently large and a second emergency order for 30,000 was sent by radio in December 1924. The two printings are usually not too difficult to separate, the overprint of the first printing being a glossy black while that of the second is a dull gray. Colors of the stamps also differ.

One error was found on the 12¢, this being ZONE inverted, located on No. 30 of the LL pane, the same as on the 1¢ denomination. Four copies appeared to be all that are known. There is also one spacing variety known.

The 14¢ denomination was obtained in the quantity of 100,000 for the first time with a shipment from the annual requisition of 1925 having been added at the last by radio. It saw usage primarily for parcel post and turned

out to be one of the last stamps to be overprinted in the Type I form, if indeed not the last. Incidentally the same form was used for the 2¢ and the 1½¢ and as a result it comes in the multitude of spacings as do the others. There are no major errors known. It is considered very probable that this particular overprint form was last used on this stamp because of the badly worn appearance of the type.

The 15¢ was another denomination included in the first requisition of 1924 and found a fair amount of usage on parcel post and registration and had to be reordered along with the 12¢ in December 1924. These two printings, like the 12¢ are for the most part satisfactorily separated on the basis of the appearance of the overprint. The overprint of the second printing is a dull gray and that of the first a jet or glossy black. Only a spacing variation in the first printing is of record.

Likewise included in the first order, the 30¢ denomination was used primarily for parcel post. One printing only, of 40,000, is on record with no varieties.

The 50¢ denomination was included in the first order but in only a small quantity (5,000) and it was found necessary to order an additional 20,000 in December of the same year. The two printings are readily distinguished on the basis of stamp color alone and the overprint checks this in that the first printing, as usual, is a nice jet or glossy black while the second is dull gray. The stamp of the first printing is a red lilac while that of the second is lilac. The quantity of the first printing incidentally was the smallest of any of the orders for overprinted U.S. stamps.

A third lot of this denomination was secured the following year but all of these apparently where in Type II which did not appear in post offices until 1928. Consequently, it appears that the second lot of Type I lasted a considerable time. The record shows that the second printing has several spacing varieties but no other variations are of record for either printing.

The \$1 stamp, the highest denomination, was secured along with the rest of the first order in 1924. The 10,000 of this particular lot remained on sale for practically two years, before exhaustion and replacement by the Type II variety. No variations are known.

## CHAPTER 18

### The Thirteenth Series

#### Sharp A - U.S. Overprints Scott No. 84 to 95



The first batch of linotype slugs used by the Bureau of Engraving and Printing in Washington for overprinting U.S. stamps for the Canal Zone reached the end of their usefulness during the printing of the large annual requisition for 1925 and a second order for slugs was then placed. When received, the type turned out to be readily differentiated from the first order and while all letters differ this second style has long been known as the “Sharp A,” the tops of the A’s being pointed as against the flat tops of the previous order. This type is also known as Type II.

The Bureau in Washington did keep the new batch of type separate from the old and used it only in making up new printing forms. In the use of these new forms there was no mixing of denominations in that part was printed by one of the old type forms and part of one of the new. However, as it was necessary to put the new forms into use immediately in completing the big 1925 order, the shipment of May 19, 1925 with the first of Type II, contained stamps printed with Type I also.

This second style of type became standard (from this time on) although in 1926-27 there was some talk of the third type as the basis of a third batch of slugs received late in 1926. From correspondence at this period it is believed correct to state that this third batch of type was obtained by the Bureau from the Government Printing Office at the time of filling the October 1926 order and that this particular batch of type carried through to the August 1927 order at which time another new batch was brought into use. From the general appearance of this third batch it was at first believed that a third type of overprint was at hand but careful examination has indicated otherwise. It is not possible to establish any differences other than to suggest the ink used, wear of the type, or maybe at the most some peculiarity in the matrix of the linotype or in the composition of the metal used. Since that time there were several additional lots of slugs but all have been uniformly in the second style. As a result of this the first style overprinted appeared only on flat press printings while this later one appeared on both flat press and rotary press printings.

As in the printings of the first type, errors occurred when slugs were misplaced, either the relatively minor spacing variations or the more interesting major errors consisting of inverts, etc. Theoretically the latter might occur either in the original set-up of a form or be made later as worn or damaged slugs were replaced. The first Sharp A forms set up were to prove the most interesting. In the first shipment of Type II stamps on May 12, 1925 were the following denominations: 3¢, 5¢, 10¢, 12¢, 15¢, 30¢, 50¢, \$1, and the 1¢, 2¢, and the 10¢ postage dues. On the face of this alone these denominations would have required the use of at least two different forms, one of 400 subjects for the vertical rectangular stamps 3¢ to 15¢ ordinaries and dues and another one at least for the 30¢, 50¢, and \$1 which came with the design in a horizontal rectangular format. The first form was made as mentioned and proved to have a major error that belied any thought that it was the result of replacing a worn slug as it occurred on all sheets and all denominations overprinted. This was the ZONE ZONE error on No. 18 on the LR pane. The shipment included two new denominations, the 3¢ and the 14¢, which were issued together on June 27, 1925 and while the 14¢ was of the Type I overprint it was immediately noted that the 3¢ was in the new type. It was not long before an alert collector got hold of the ZONE ZONE error. Word eventually got to the postal authorities at Balboa Heights late in July 1925 and the issuance of the 3¢ sheets bearing the error that still remained in the reserves stock was halted pending the removal of the error. This was done by taking out No. 8 and 18 of each sheet in a vertical pair from 400 sheets. They were destroyed on January 30, 1926, as was attested to by a committee of three. As 500 sheets of 400 comprise the original printing this left 100 as the maximum number of errors available. The other denominations did not fare so well in numbers issued. Although not realized at first that this error might occur on other denominations the facts eventually were not to be denied and the reserve stock in the vault at Balboa Heights was thoroughly canvassed in September 1926, No. 8 and 18 again being removed from the offending sheets and on October 15, 1926 all copies of the error found were destroyed (the number of stamps destroyed of course being double this). The following table presents the results of the two destructions:

Stamp	Sheets of 400 in First Shipment	Errors Destroyed	Theoretical Existence	Approx. Actual No. Existing
<b>Ordinaries:</b>				
3¢	500	400	100	90
5¢	1250	1250	none	10
10¢	250	245	5	5
12¢	250	246	4	4
15¢	250	250	none	3
<b>Dues:</b>				
1¢	75	none	75	10
2¢	125	85	40	5
10¢	125	110	15	none

Attempts have been made by previous writers to reconcile the numbers destroyed with the total believed to have been printed and the number known to exist. This has only served to indicate that something is wrong somewhere as the number that should theoretically exist is in variance with the facts. A glance at the table will reveal the discrepancies which are mainly three in number. The answer to these discrepancies is believed to lie in the possibility that the Bureau in their overprintings of U.S. stamps frequently overran the ordered quantities to allow for spoilage and rather than destroy the remaining good sheets each time adopted the practice of holding them to apply against future orders. In the absence, however of having been able to confirm this from Bureau records for the 1925 printing this possibility must remain a conjecture only. Actually succeeding orders of the 5¢ ordinary and the 1¢, 2¢, and 10¢ dues had been received by September 1926 and if the stock on hand in the vaults had been thoroughly examined any errors on these succeeding shipments would have been located. Further, Harry Huber, writing in *Mekeel's Weekly Stamp News* in 1926-27 reported that as early as October 1925 [before stamp was issued] the 5¢ ZONE ZONE was known in a complete sheet in a Washington, D.C. collection. This sheet obviously was not all. Apparently the only conclusion to be drawn is that the alleged 1,250 of the 5¢ of the ZONE ZONE errors said to have been destroyed included some normal stamps and if this could happen in one denomination it could have happened in others such as the 15¢. All of which leaves the accuracy of the report of the destruction of October 15, 1926 open to serious question.

Before leaving this first Type II overprint form, mention must also be made of one other curious thing that occurred in its makeup. This was the appearance of a different type from the normal. One CANAL slug appeared on No. 51 of the UL pane and one ZONE slug appeared on No. 82 of the same pane in different type. The style was serified as was Type II, but with thinner strokes to the letters. Again we must conjecture as to how this occurred. It is understood that the cast slugs from the Government Printing Office were in strips of ten which were then cut apart and used as needed. This being the case, could it be that this second batch of slugs totaled 400 exactly and in making up the form the ZONE ZONE error caused an apparent shortage of one ZONE slug and instead of figuring an error in set-up one additional pair of slugs were secured to fill out? The reader can decide as he will. At any rate the different type will appear on the same denominations as the ZONE ZONE error plus even more in this case. The reason for the "more" being due to the fact that the overprint form was used for the denominations above the 15¢ in the horizontal rectangular form, 30¢, 50¢, \$1. Whether both the CANAL and ZONE different type slugs were used is not known as thus far only the use of the CANAL slug has been established. That the rearranged form could not have been of 400 subjects is clear as the \$1 denomination did not come in that size sheet. This was still not the end. These same slugs were to appear in a new rearrangement the following year (1926) and used at least on the 5¢ ordinary and 10¢ postage dues and very probably on all others overprinted at that time (shipment of March 22, 1926: ordinaries - 2¢, 2¢ booklet, 5¢, 17¢, 20¢; postage dues - 1¢, 2¢, 10¢). In the worn state of the last printings the different type is difficult to distinguish from the normal Type II.

Following the first printings succeeding issues of the Type II overprints brought forth other interesting errors but the last errors that were due to incorrectly set forms were found in the 1926 annual shipment. All errors that have been found from printing since that time have been errors of printing only. The printing of the 1926 annual requisition brought out a number of interesting things besides continuing the use of at least the CANAL different type slug. The 5¢ of this printing was apparently overprinted by a 100-subject form with the resulting bunch of printing errors and had CANAL inverted on No. 7 of some of the sheets. As the lower right pane was used for the most part all copies of this error come with straight edge at top. This error is not known on any other denomination though this same form is believed to have been used on the 10¢ postage due and possibly also on the 2¢ postage due. The first printings of the 17¢ and 20¢ were also made at this time and while not definitely established it is believed that the 17¢ was overprinted by a 100-subject form while the 20¢ was overprinted by a 400-subject form. No. 4 of the 17¢ form has a major displacement to the left of the CANAL slug so that the L is over the Z of the ZONE. This has only been noted on LL panes so that the stamps have a straight edge at top. As for the 20¢ this turned out to have three scarce errors which exist in more than about five copies of each, to wit: CANAL inverted, No. 48 - UR; ZONE inverted, No. 76 - LL; ZONE CANAL, No. 91 - LL.

The possibility of a third major type has already been mentioned as coming up on the scene late in 1926. There is an additional group of items at the time of the printings for the May 27, 1927 shipment. As has been mentioned there had been a third batch of line of type slugs received late in 1926 and it is probable that these



were the ones being used for this particular printing. In any event the overprint was of interest due to the many defective letters, two in particular being readily known. These were a broken top to the first A of CANAL, giving an appearance of a "Flat A", and an inverted "V" for the first A of CANAL due to a missing crossbar. Break No. 1 has been noted on the 1¢ perforated 11 X 10½, position No. 72 - LR and also on the 2¢ perforated 11 X 10½ and the 20¢ printed at this time. Break No. 2 has been noted on the 1¢ perforated 11 X 10½, position No. 63 - LR, and also on the 20¢. It appears that all stamps in this shipment were overprinted by a 100-subject form and it is believed that these two broken letters will be found on all denominations from this time: 1¢ perforated 11 X 10½, 2¢ perforated 10 X 10, 17¢, and 20¢ perforated 11.

It appears clear from the evidence of the issues that there was at least a fourth lot of slugs secured by the time of the printing for the September 26, 1927 shipment but from then on there were probably two or three more for the later overprintings from 1929 - 34. These later overprintings covered only a restricted number of denominations, and errors apparently were held to a minimum.

As with the Type I overprints there were variations in the spacings between words of the overprint on different forms. The record, as far as it goes and excepting postage dues, follows:

<u>9mm—normal spacing for the type</u>	
7mm	— all positions (normal), second printings of 17¢, 20¢; 1¢ perforated 11 X 10½. ←
8mm	— ✓40-UL, 17¢ first printing.
8½mm	— ✓26-UL, 20¢ first printing.
8-3/4mm	— unknown position, 2¢ perforated 11. (normal 11mm)
9½mm	— ✓10, 20 <sup>44</sup> -UL, 17¢ first printing. 2¢ booklet (not normal) ←
9-3/4mm	— unknown position, 10¢ perforated 10.
10mm	— all positions (normal): 2¢ perforated 10, second printing; 2¢ perforated 11 X 10½, first printing, 10¢ perforated 11 X 10½.
	— ✓17-LL, perforated 11, ✓3¢, ✓5¢ (first printing), ✓10¢, ✓13¢
	— ✓15¢ (first printing). ✓12¢ also unknown position ✓2¢ out now from L
	— ✓76, 83, 89-UL, 17¢ first printing.
	— ✓19-LL, 20¢ first printing.
	— unknown position, 2¢ perforated 11.
11mm	— ✓all positions (normal), 2¢ perforated 11. 1¢ dues (normal - 2¢)
11-3/4mm	— unknown position, 2¢ perforated 11. 2¢ booklet (normal 11mm)

It of course should be remembered that the denominations overprinted and the form was entirely dependent upon what was available at the time the order was received from the Canal Zone. Thus the following comprise the complete listing of flat press, perforated 11 stamps which were overprinted in the "Sharp A" or Type II style:

Ordinaries:

2¢, 3¢, 5¢, 10¢, 12¢, 14¢, 15¢, 17¢, 20¢, 30¢, 50¢, \$1.

Postage dues:

1¢, 2¢, 10¢.

The 2¢ denomination as included in the third annual requisition (1926) in the quantity of 1,000,000 was supplied for the first time in the second type of overprint and due to the impending change over to the use of the rotary press by the Bureau of Engraving and Printing, this variety was to come only in this one printing. The type used for this overprinting was still from the same batch of the second style as first used a year before but of course showing wear and the new form which had been set up at this time was spaced uniformly 11 mm between the words of the overprint instead of the previous 9 mm. The four plates in which this overprinting comes all were star plates, the star being below the side number of the UR pane. Two lots of this variety were sent to the Isthmus, on March 22 and December 6, 1926, but are considered as having come from one printing since the second lot



was sent much later than July 1, 1926, the date that flat press production for this denomination was stopped at the Bureau. In other words the second lot comprise the overrun above the 1,000,000 order.

Outside of normal spacing of 11 mm for this particular form, several odd spacing variations are of record. Additionally one printing error has been found consisting of a misplacement of the overprint on one full sheet of 400. In this case the overprint was applied low to the sheet with the result that the top row had CANAL only and the rest of the sheet ZONE CANAL. Both upper panes of 100 were located in complete form and bearing plate No. 17842. No information is at hand concerning the location of the two bottom panes which would have had ZONE CANAL on all subjects and ZONE on the bottom margin - if it was wide enough. One other sheet was found on which a corner had been folded under before printing. This was a UR pane bearing plate No. 17814 with the UR corner the one affected. [2¢] So far as is known this is now only in a vertical block of six in which No. 10 of the sheet shows no overprint whatsoever, No. 20 shows only the Z of ZONE, and No. 30 has the AL of CANAL missing and a bit of the E of ZONE.

The 3¢ denomination was not included in the first order for U.S. overprints but was added, apparently as a general utility denomination, in the second annual requisition of 1925. Missing the tail end of the use of the Type I forms, it never appeared in that style but did become the first stamp to appear on sale with the new Type II overprint, June 27, 1925.

It wasn't long after this variety was placed on sale that one of the most interesting errors of the whole series was discovered. This was the ZONE ZONE error which showed upon No. 16 of the LR panes of the initial Type II printings and which is considered in more detail at the beginning of this chapter. Of the possible 100 copies that it has been computed could exist, it was not possible to account for more than 90 at the time.

The 3¢ variety was to come in only the one printing as the rotary press product was available at the time of the next order.

The 5¢ denomination was ordered for the second time in the second annual requisition for U.S. overprints (1925) and in the quantity of 500,000. This order was filled by stock overprinted in the new Type II form. Like the 3¢ denomination this was the same form which included the ZONE ZONE error, the different types slugs and one spacing variation. Theoretically none of the ZONE ZONE exist as the stock at Balboa Heights was checked and all errors removed and destroyed - actually however about 10 do exist.

The second printing of this variety was shipped on March 22, 1926 in the amount of 500,000 in filling the third annual order (1925). This particular printing supplied several errors and all evidence points to the overprint having been applied by 100-subject overprint form. In general, this printing may best be distinguished from the first by the wear evident in the letters, some not altogether positive difference in shade, and definitely by plate numbers. The following errors are on record from the second printing: on a number of sheets from the LR pane No. 7 had CANAL inverted; this stamp accordingly had a straight edge at the top. An additional LR pane bearing plate No. 16393 was found with the overprint inverted, the top row of the sheet without overprint, and the bottom margin with overprint. Another sheet was located from this same LR pane bearing plate No. 16366 which had an upward shift resulting in ZONE only on the bottom row and ZONE CANAL on the other rows. Two other oddities were found on the LR panes too - one a paper fold and the other the result of misalignment. The paper fold was under, affecting the UL corner and is reported in four horizontal pairs from the corner down and showing up only on the left vertical row: stamp No. 1 without overprint, No. 11 with the L of CANAL and the E of ZONE only showing, No. 21 with the AL of CANAL and the NE of ZONE showing, and No. 31 with the CA of CANAL and part of the Z of ZONE missing. The misalignment from many LR panes has the overprint somewhat on a slant so that two horizontal pairs from the UL corner show CANAL only on No. 1 and ZONE CANAL on No. 11. On LL panes from this printing two small paper folds were found affecting primarily only on stamp No. 10 in the UR corner. Both were folds under, in the one case the fold resulting in No.10 showing only ZO and a piece of the N of ZONE, and in the other case part of the C of CANAL and the ZO and part of the N of ZONE showing.

The next shipment of this denomination September 26, 1927 provided a bit of a surprise as 412,900 of the 500,000 shipped were billed to the Canal at the rate for the flat press product which had not been produced in over a year, or since July 1, 1926. Apparently the only answer is that this much stock had been kept on hand as the overrun from the second printing of the Type II flat press variety. There was a large overrun of the 2¢ postage due printed at the same time (March 1926) so apparently the same error was made in printing too many of the 5¢

at the same time. Accepting this would mean that this second printing of the flat press variety of this type was the largest of any of the 5¢ printing.

It is further noted that at the time of the destruction of October 4, 1929 some 57,253 of the 5¢ were destroyed and the authorities reported that while they had destroyed all rotary press specimens they had held back 50,000 of the flat press product with the idea in mind of overprinting than for postage due use. This idea did not shape up and these 50,000 flat press were also eventually destroyed. [Huber: March 31, 1930]. In computing the makeup of the previous 57,253 destroyed, an arbitrary division has been made on the feeling that most of them were probably rotary press and accordingly 17,253 have been called flat press. This admittedly is guesswork.

The second order for the 10¢ denomination was included in the second 1925 annual requisition and was supplied in the new Type II overprint. Along with the other denominations at this time, this appeared with the ZONE ZONE error, the different types slugs and the one spacing variety. It is figured that about five copies of the error reached collectors' hands. One paper fold is known, this being a fold over on a horizontal bias of the UL corner of the UL pane resulting in CANAL being on the back of the margin above No. 1 and a part of the C of CANAL on the back above No. 2. There was only one printing of this variety, the next order being filled by the rotary press product.

The third order of the 12¢ denomination, included in the same requisition, was received in the new Type II overprint in the amount of 100,000 and as with the other denominations came in the ZONE ZONE error, the different type, and the one spacing difference. Of the errors four are estimated to have gotten out. This variety was reported in use by February 1926.

Though this 12¢ denomination was ordered three times within one year a change in rates caused such a drop that on October 4, 1929, 41,446 were destroyed making the net quantity of this Type II variety less than for the Type I. This denomination was replaced by one of the permanent series on July 1, 1929.

The 14¢ denomination while not seeing a great amount of usage was ordered a second time in August 1927 (50,000), this being the last general order for the U.S. overprints preceding the first permanent designs. This time of course it came in the second style of type. A small remainder lot of 5,800 that followed in December 1927 is considered as being a part of this printing. The next printing of this value was to be some years later on the rotary press product leaving us with just the one printing which has been reported in use by December 1928.

The 15¢ denomination received the Type II overprint for the first time as a part of a shipment from the 1925 annual requisition order, and like the other denominations at this time is to be found with the ZONE ZONE error, the different type, and the one spacing variety. Like the 5¢ ZONE ZONE the report of destruction would indicate that all were destroyed but this is not the case and several are in existence.

Additional orders of the 15¢ value succeeded this first in Type II but due to the color of the stamp are sometimes difficult to allocate by printings. Following the first shipment of May 19, 1925, 100,000, additional shipments were made September 26, 1927, 50,000 (plus a small remainder lot in December 1927, 6,800), December 28, 1929, 100,000, and September 25, 1930, 206,000. Plate numbers of course distinguish the different printings due to the interim volume of U.S. production. The second printing of this variety incidentally is from star plates. Further it is believed that no specimens may exist from the fourth printing given above due to the destruction on November 7, 1932 of a larger quantity than this last shipment. Thus far at least none of the plates known to have been used for the last overprinting have been reported.

This 15¢ variety is listed in the Scott catalog as appearing with ZONE only; the only known item that would come under that description that is of record, is one due to a paper fold, the fold being over so that the word CANAL appears on the back of the top margin. However, since this item has not been seen it is not possible to describe it as to printing, etc.

The 17¢ denomination comes only in the Type II overprinting, flat press, and was first issued April 5, 1926. This denomination was a special one brought out by the U.S. to handle an increased rate for registered letters (15¢ registry fee plus 2¢ postage) and was issued December 28, 1925 in the U.S. Ordered by the Zone in February 1926, they were supplied in a first printing of 100,000 using red ink for the overprint. Besides the ½¢ denomination in the Flat A this was the only other denomination to be printed in red, all other overprinting being done in black.

One additional 17¢ printing of 100,000 was shipped May 27, 1927 (plus a remainder lot in December 1927). These were also in red ink. The two printings are readily distinguishable as the words on the first are spaced 9 mm apart and on the second 7 mm.

This denomination remained on sale for some time, until around 1938, and was never replaced by a permanent design. The stock on hand was simply used up. Towards the last however it did see an increased usage for special parcel post and later as a pre-cancel by Sears, Roebuck and Company and Montgomery Ward for shipments to the Isthmus by freight and mailing at Cristobal to Zone addresses.

The Zone parcel post rates ran to figures like 17¢, 22¢, 27¢, 32¢, 37¢, etc. Oddly enough the second printing stamps had exhausted first and these stamps used in the later days are from the first printing, the pre-cancel (Cristobal, C. Z.) for example is only known in the first printing.

Several errors showed up in the first printing of the 17¢ which was overprinted in sheets of 100 so far as is known. Not all of these however were to get out by any means since the Canal organization destroyed 14,100 "improperly surcharged" on March 30, 1927. Three sheets did get out with misplaced overprints: UL pane 18021, CANAL only on top row, ZONE CANAL on rest of sheet; LL panes with plate 18022, 18023 both with ZONE only on the bottom row, ZONE CANAL on upper rows. In addition to these errors a misplacement in the setting was found on No. 4 of the LL panes whereby the L of CANAL was over the Z of ZONE as noted previously. A number of spacing variations are also recorded at the beginning of this chapter. Two paper folds noted on the UL pane affecting No. 100 are both on the horizontal bias and with the corners folded under resulting in one without the word ZONE and the other with the lower part of the word ZONE missing.

The 20¢ denomination was a new value added at the same time as the 17¢ and proved to be a useful value not only in cases of return receipt registered letters but for general parcel post.

The first printing of 50,000 was received March 31, 1926 and issued April 5, 1926 was made by the first batch of Type II slugs which by this time had become quite worn. A second printing of 100,000 was shipped May 27, 1927 (plus remainders December 1927 of 9,900); a third, December 28, 1929 of 100,000; and a fourth, September 26, 1930 of 105,000.

The initial 20¢ printing is readily detected because of the badly worn overprint and 9 mm spacing between words; the second has 7 mm spacing between words; the third printing is again 9 mm but from new type which readily distinguishes it from the first printing. The fourth is not so easy since only a few got out. The second printing was done with the 100-subject form on star plates. The fourth was on the highest numbered flat press plates to be overprinted and the only plates of 400 subjects that do not have side positions of the numbers.

In replacing bad slugs during the first printing of the 20¢ several errors occurred. These were CANAL inverted on No. 48 of the UR pane; ZONE inverted on No. 76 - LL and ZONE CANAL on No. 91 - LL (this last due to reverse slugs and not a shifted overprint). Only a few of each of these errors are known. Defective letters on stamps of the second printing are the only other variations of note.

Following the replacement of this denomination by a permanent design on January 15, 1932 the remainders of the overprints were destroyed on November 7, 1932 in the quantity of 104,718. As the final or fourth printing only comprised of 105,000 it is clear that probably only a few thousand of this last printing got out at the most. In considering the figures given as destroyed allowance must be made for the sources of the stamps. In most cases the supply comes from the various post offices that have previously drawn them on requisition and also the reserve stock in the vault associated at that time with the Collector's Office. However even knowing the issues from the vault, the quantities turned back by each individual office, and the reserve supply still remaining it still would not be possible short of an actual examination to tell accurately the correct quantities by printings. After all there is no assurance whatever that the vault clerk will always issue out the oldest stock first.

The next denomination, the 30¢ was included in the 1925 annual requisition for the second order of this denomination and it came out this time in the new Type II overprint but unlike the lower denominations did not receive the ZONE ZONE error as this stamp is of a horizontal design and thus required a different overprint form if the words were to read horizontally.

The stock of this printing 50,000, first reported in use December 1926, lasted quite some time but eventually, September 25, 1930 another printing of 105,000 was made and shipped to the Isthmus. The two printings are readily separable by a somewhat heavier appearing overprint for the second, different plate numbers, etc., help to distinguish them.

Like the 14¢ and 17¢ U.S. this denomination was not destroyed but continued in use until exhaustion in 1938. This value also saw use by Sears, Roebuck and Company, particularly as a pre-cancel from 1936. It was not planned at first to have a 30¢ denomination replace this stamp in the permanent series but this was changed due to demand and one was added in 1940.

No real errors have been reported on this stamp although some shifted overprints have been found in which CANAL appears partially at both top and bottoms of the stamps.

The 50¢ variety, like the 30¢, was received in the big 1925 shipment in the new Type II overprint and likewise did not come with the ZONE ZONE error. The two previous shipments of this value in Type I were sufficient in quantity to remain on sale for some time so that it was three years before the stamps from the 1925 shipment showed up (July 1928). From that time it was only a year before a replacing permanent design was issued on July 1, 1929. A few months later remainders were removed from sale and destroyed to the number of 16,467 on October 4, 1928. This variety has proven to be a scarce item and has been widely counterfeited along with the \$1 value.

A second order for the \$1 denomination was placed with the big 1925 batch in the amount of 20,000 and was received in the new Type II overprint. It has been reported as being on sale from April 1926. This proved to be the last order of this denomination and has never been replaced following exhaustion by a permanent design.

As for the 30¢ and 50¢ the overprint form used on this value could not be the same as for the denominations 15¢ and below but it is believed that part of that particular form was simply rearranged for use on these higher values. CANAL in different type is the only variety known.

## CHAPTER 19

### The Fourteenth Series

#### Rotary Press U. S. Overprints Scott No. 97-104, 115, 116, 118, 119



Simply for convenience and classification, all the rotary press issues of United States stamps overprinted for Canal Zone use, have been united into one series, the fourteenth. This, despite the fact that all of the rotaries are overprinted with the same Sharp A as the Thirteenth Series (excepting 118 and 119 which is in an entirely different font).

These issues are in two different perforations and come only in certain values, as follows:

Perforated 10 x 10: 2¢, 3¢, and 10¢.

Perforated 11 x 10½: 1¢, 2¢, 3¢ Lincoln, 3¢ Washington, 5¢, 10¢, 14¢, and ½¢, and 1½¢.

## **Perforated 10 x 10**

The 2¢ was the first denomination to appear in this variety in January 1927 having come from a shipment of 890,000 received in December 1926. The particular order in this case had been for 1,000,000 stamps but upon arrival 110,000 were found to be flat press stamps which must have been held over from the previous March 1926 printing.

The next shipment of the 2¢ followed in about six months in the quantity of 1,000,000 and once more comprised two varieties and provided one of the more interesting occurrences in the U.S. overprints. When the Bureau developed the new perforator bar and wheel that provided the improved 11 X 10½ perforation for the rotary product following the 10 X 10, they did not change over all perforators at once as had already been mentioned. This made it possible for the printed rolls as they came from the press to be passed through differently set perforators and thus to have an overprinting made on stock with both 10 X 10 and 11 X 10½ perforations. This is what happened in this second printing on the rotary press product giving a second perforated 10 X 10 overprinting and the first 11 X 10½ printing. Specimens from this combination printing are easily detected as the words CANAL ZONE are spaced 10 mm apart instead of the 9 mm of the preceding and following printings of the 2¢. As to quantities of the perforated 10 and perforated 11 X 10½ in this printing it is considered that the latter is the greater, possibly in a two to one ratio. As far as collectible specimens are concerned however the scarcity of the perforated 10 becomes much greater because the coarser perforation resulted in more torn and damaged stamps.

A major error from the first printing created the variety "horizontal pair, one without overprint." This was due to the overprint being shifted to the right resulting in the left roll of the sheet being completely without overprint. This was located on the lower left pane from plate No. 18633. The Scott catalog lists the variety CANAL only and indicates a quantity of ten to exist. Information is lacking on this. Paper folds have also been found. A single folded over so that CANAL appears on the back of the margin, No. 1 pane, is described as from the first printing. If information is correct, this would indicate the use of a 100-subject overprint form. Another single copy with the same margin fold over and again No. 1 of the LL pane but with only CAN on the back of the margin is also from the first printing.

The second order for the 3¢ denomination was placed October 12, 1926 and as the U.S. had been manufacturing this denomination exclusively by rotary press since July 1 of that year the 3¢ Abraham Lincoln was the product supplied. An additional small lot of this stamp was supplied along with others in the remainder shipment of December 1927 and is considered as being from this printing. There was just the one printing of this variety and no errors are known.

A third order for the 10¢ denomination was placed by the Canal late in 1926 at just the right time to be supplied in the 10 X 10 perforation. One spacing variety is of record, but no errors. An additional small lot of 23,500 sent down with the remainder shipment of December 1927 is considered, like the 3¢, as having come from this prior printing. There was only one printing.

Both the 3¢ and the 10¢ denominations were issued May 9, 1927.

## **Perforated 11 x 10½**

The passage of the Postal Service Act of 1925 greatly decreased the use of the 1¢ denomination as it had raised the rate on postcards to 2¢ and initiated the fractional rates on third class matter. The result was that the Zone stock of 1¢ in the first type of surcharge was to last quite a while. When this denomination was reordered in the quantity of 500,000 in 1927 not only had the rotary press product been adopted by the U.S. but the new 11 X 10½ perforation initiated. At the time of filling this order either 10 X 10 or 11 X 10½ stamps could have been supplied, but all were the latter. There was only the one printing of this variety, the 1¢ of the permanent series of designs superseding it in October 1928. However, a small remainder lot of 14,300 was sent down in December 1927 along with others.

As described before the overprint form used for this stamp was of 100 subjects and is of considerable interest due to the many defective letters and misalignments. In addition, the spacing between words of the overprint is 7 mm instead of the usual 9 mm and only LR panes of the full 400 subject sheets have been noted overprinted.



One major error has been reported, this one being a misfeed in overprinting and resulting in vertical pairs, one without overprint. In this case only one sheet was found (LR pane with plate #18730). This error was found early as it was reported by the Economist Stamp Company in Mekeel's Weekly Stamp News of November 21, 1927.

Following the replacement of this denomination by a permanent design the overprints were withdrawn from sale and the remainders in the amount of 79,408 were destroyed on October 4, 1929. For record purposes these have all been assumed to be of this variety and none of the Type I flat press variety.

As detailed in the description of the perforated 10 stamps, this 11 X 10½ perforation of the 2¢ George Washington first came down in the May 27, 1927 shipment from Washington as part of the 2¢ sent at that time. Accordingly, the stamps of this first printing come with the 10 mm spacing between words and have the defective letters common to the other stamps of the shipment. They were issued June 28, 1927.

An additional order of the 2¢ was made later on August 11, 1927, these being shipped on September 26, 1927 from Washington. These were all 11 X 10½ and were the last regular shipment of this overprinted denomination. A small additional lot was received in the remainder shipment of December 1927. The stamps from this last printing had the words of the overprint the normal 9 mm apart.

No major errors have been reported nor any spacing variations outside of the difference between printings.

While the changeover to permanent design stamps had been initiated in 1928, a number of denominations were not immediately considered with the result that the 3¢ denomination was again ordered from the U.S. for a third time on July 16, 1930. This supplied another new variety, the 3¢ Abraham Lincoln, inasmuch as the rotary press product now had a standard 11 x 10½ perforation. It was issued in February 1931.

An additional printing of this variety arrived early in 1932 due to the impending increase at that time in the first-class rate of postage which was to become effective July 6, 1932. The tail end of this particular stock was briefly used later in making provisional 3¢ booklets at the Cristobal post office.

The fiscal year 1932 was a busy one philatelically for the Canal Zone. The U.S. had issued a series of 12 stamps in commemoration of the 200<sup>th</sup> anniversary of the birth of George Washington and the increase in the first-class rate of postage from 2¢ to 3¢ caused by the U.S. Post Office Department to revamp the 2¢ of this special series to 3¢ "to conform to the established policy of having the likeness of the First President on the stamp representing the initial rate of postage for such mail matter." While this special Bicentennial series (which had a 3¢ Washington) was to take the place of the regular U.S. issues during the anniversary period the Department still wanted a regular 3¢ stamp with the Washington portrait for the future. The result was that with the issuance of this new design on June 16, 1932 there were three 3¢ U.S. designs in use and the need for large quantities was so great that plates of all three designs were kept in use for some time. This is why when the next order for 3¢ stamps came from the Zone, a new ordinary 3¢ Washington was supplied.

This first order was initially requested by the Zone to have a red overprint and to be applied reading up but following samples supplied by the Bureau of Engraving and Printing the regular black horizontal overprint was resorted to.

A second order of this stamp was shipped in May 1933 and a third in August 1933. A fourth and last order was received in February 1934. The total of the four printings, 3,150,000, makes it the stamp issued in the largest quantity of any of the U.S. overprinted varieties. The fourth printing of this stamp was also to be the last of this particular group of overprinted U.S. stamps as there are now to be a gap of a little more than five years before any more U.S. overprinted stamps were ordered and they were to come in an entirely different style of overprint.

At the time of use several paper folds were reported resulting in missing letters, etc. but none of these have been positively recorded.

The last order in the 5¢ denomination was described in connection with the flat press variety and was for 500,000 stamps and as 412,900 were given as the flat press product this only leaves 87,100 for the rotary press variety. This stamp was not ordered during the perforated 10 X 10 period. The small lot of 87,100 however was bolstered a bit when the remainder shipment of 12,900 was sent in on December 1927 making a grand total of an even 100,000. From this, one must consider for the subtraction the sum of 57,253 which were destroyed on October 4, 1929. As noted under the Flat Press variety, the authors have arbitrarily considered 40,000 of these to have been rotary press (putting weight on the even 50,000 flat press that were held back). At any rate, this is a scarcer stamp than has been heretofore realized and the Scott catalog price reflects this.

The fourth order for the U.S. overprints in the 10¢ denomination was not made until December 4, 1929, three years later than the previous one and was a stopgap until the replacing permanent design was decided upon. At this late date, the perforated 11 X 10½ was standard. Of this variety 35,800 were later destroyed, November 7, 1932 following the issuance of the permanent design in January 1932.

The normal spacing for this particular 10¢ printing was 10 mm between words.

It is interesting to note that this denomination, ordered just four times, came in all four standard varieties possible in the Canal Zone overprints: Type I and II overprints on the flat press variety, perforated 10 X 10, and perforated 11 X 10½.

The U.S. Post Office Department having extended the use of the rotary press to and including the 50¢ value in 1931 it was to be expected that any succeeding orders for denominations above the 10¢ after this time would be a new variety. The 14¢ was to be the only one so ordered, this value being the rate for one pound parcel post to many countries and as such was a convenient stamp to have. The order was placed in November 1932 and, like the 3¢, it was requested with the overprint reading up in red ink but as with the 3¢ this was changed and the actual issue was in the former style. There was only the one printing and this denomination was eventually replaced by a design of the permanent series in 1937. This time remainders of the U.S. overprinted stock were not recalled but were continued in use until exhausted around 1939-40. Of this variety 200 were destroyed as defective on April 16, 1936 and it can only be presumed that these were misprints. One sheet from the LR pane of the plate No. 20549 was found that had the overprint angled upward at the right so that CANAL appeared on the top margin and some sixteen stamps of the sheet accordingly read ZONE CANAL. The lower stamps of the sheet showed a trace at the top of the word CANAL and cannot be strictly classed as being ZONE only.

In 1939 after collectors had begun to believe that the end of the U.S. overprinted issues of the Canal Zone was in sight (stocks of the 14¢ U.S. were all that were available beside the 1¢ postal card) action by the U.S. government calls the Zone postal administration to once more order overprinted stamps in the denominations of ½¢ and 1½¢. Factors that resulted in the order being placed for these overprints were the cost, the time element (it takes a much shorter time to overprint stamps than to design and print them), and the unknown factor of how long the necessity for the fractional denominations might continue, together with the belief that there would probably be only a relatively small use for them. A destruction of some ten years previous had terminated the last of fractionals which had been little enough used at that time.

The current U.S. series of ordinaries in use at the time the initial order reached Washington in July 1939 was this series of 1938. This series was set up to portray all the presidents of the U.S. in orderly fashion starting with the 1¢ and using the whole number denomination only. The fractional denominations bore important related subjects only so that actually while popularly referred to as the "Presidential Series" the two stamps overprinted for the Canal Zone do not bear portraits of presidents at all.

The initial requisition for the fractionals was placed June 28, 1939 for 200,000 each by the Director of Posts. This order merely asked for "United States postage stamps surcharged "CANAL ZONE," stamps to be made up in sheets of 100 stamps, and packages of 100 sheets, interleaved with paraffin paper..." and further that "Stamps necessary to provide for postage rate on books prescribed by the U.S. Post Office Department." When the requisition was received in Washington from the Chief Quartermaster on the Zone a cable reply was sent July 12, 1939 which stated: "Before authorizing purchase, U.S. stamps surcharged CANAL ZONE, Post Office Department desires to be assured that stamps will be used for ordinary mail and not philatelic purposes." This naturally irked the Zone authorities and the Director of Posts in a memorandum to the Governor of The Panama Canal, the next day, stated:

"These stamps have been ordered on the insistence of the Third Assistant Postmaster General that the Canal Zone Postal Service adopt the same charges on certain classes of printed matter that involve the use of postage rate of ½¢ and 1½¢... We should much have preferred to have retained our old rates which did not involve fractions of one cent..."

Subsequently on July 14 a radio reply was forwarded to Washington referring to a letter of the Third Assistant Postmaster General and requesting, "Report origin request and basis presumption stamps for philatelic sales stop Canal operates Postal Service not philatelic agency that sells stamps to philatelists the same manner as U.S. POD and knows no authority for refusing such sales stop." This apparently put an end to the matter and the Washington

office of The Panama Canal placed the requisition on July 15, 1939. The stamps were shipped July 20, and were subsequently received on the Isthmus August 1, 1939.

The new stamps upon arrival were noted as bearing an entirely different style and arrangement of overprint that had been used heretofore on the issue supplied between 1924-34. The order requesting these had not given any specifications whatsoever, nor referred to any previous overprinted order so that consequently it is assumed that the matter was left entirely to the Bureau. Actually, the new overprint arrangement was more suitable in connection with the designs overprinted as it permitted the major portion of the portraits to be visible and in practice the overprint was usually so applied that the words appeared on the lower portion of the stamps. Furthermore, the two words were close together and there could be no variation in the spacing between although some variation in relative position horizontally did occur. The method of makeup and overprinting was similar to the previous Bureau work though it is mentioned that this time 100 subject overprint forms were used exclusively for all printings with either already finished stock or specially quartered sheets pressed into use. Not all positions accordingly can be found of all plate numbers.

The initial shipment of 210,000 each of the overprints were placed on sale September 1, 1939 and it soon developed that the demand was greater than expected and second and third orders of 200,000 each were soon placed. These were received respectively on November 1939 and January 22, 1940. They served to satisfy the demand for some time and a fourth order of each value was not given until 1944 when 210,000 of the ½¢ and 525,000 of the 1½¢ were shipped on May 27, and these supplied the first electric eye printings. An additional printing of the ½¢, also an electric eye printing, comprising 210,000 was shipped from Washington July 24, 1946.

A brief explanation of the electric eye process for controlling perforations follows herewith: As was evident in previous U.S. overprinted issues, changes in manufacture were constantly being made and this new issue was to portray further examples. The Bureau was still experimenting with plans towards the reduction of waste and at this time was perfecting the idea of replacing the human element in controlling the perforating operation. Although it was started in the early 1930s, none of this particular work appeared on sale to the public until 1935. The means developed with the application of photoelectric control. Electronic tubes (electric eyes) were used to follow special markings placed on the printing plates in such a manner that deviations from alignment would be automatically adjusted and a better perforated product would result.

Since the Bureau continue to use the “wet” process of intaglio printing, perfection could not result but undeniably a much better product was the case and consequently its use was gradually extended and perfected. The electric eye has at this time only been adopted for use with the mass production rotary press but on this style of press are produced all of the U.S. ordinary postage stamps in the regular series from the ½¢ to the 50¢ inclusive, and practically all U.S. commemoratives, and all postage dues, special deliveries, and air mails. At the time of the initial orders for the fractional overprints in 1939 the Bureau had not yet completely gone over to electric eye perforating for the major part of the work and many of the plates in use were still prepared for producing printed rolls for the manually controlled perforators only. Thus, it was not until the fourth overprinting (1944) that the electric eye product was finally used. The plates so overprinted at that time and the electric eye markings laid out in the form known as Type III (as designated by the Standardization Committee of the Bureau Issues Association). This was a “convertible” layout which permitted usage of the plates on any of the “eye” perforating machines developed. Using the same basic 400-subject curved plate layout the plate numbers and their positions comprise the only marking that carried forward.

Along the left margin of the full 400-subject sheet are found nineteen short horizontal lines measuring .03” by .32” which are used in controlling the horizontal perforations. Eighteen of these are opposite the top horizontal frame lines of the adjacent stamp designs (.18” away) for each horizontal row except the top row of each pane and are termed “frame bars.” The nineteenth, similarly sized, bar is placed in the same vertical line pointing midway between the gutter separating the upper and lower panes and is termed the “gutter bar.” Separating the left and right panes is a row of heavy vertical dashes numbering forty-one in all and measuring .06” by .25”, approximately .25” apart. These control the vertical perforations. In the right sheet margin is one more marking, a horizontal line (designated the “margin line”) .03” by .50”, pointing midway of the gutter separating the upper and lower panes (like the “gutter bar”) with the inside end practically in line with the vertical frame lines of the stamp designs. This line also acts as a control on the horizontal perforations.

In 1947 it was finally decided by the Zone postal administration to replace these two values with permanent designs and both were subsequently issued on August 16, 1948. Shortly after this notice was given that the U.S. overprints would only be retained on sale until the close of business December 31, 1948 after which time the remainders would be destroyed. This destruction took place March 14<sup>th</sup> 1949: 36,357 of the ½¢ and 15,009 of the 1½¢ being burned. These quantities included respectively 10,000 and 9,300 precancels. These precancels incidentally were the remainders of printings made by The Panama Canal Press for the Cristobal post office and were the only U.S. overprints to be thus handled (three other U.S. overprints had been precanceled by handstamping, notably the 14¢ rotary perforated 11 X 10½ and the flat press 17¢ and the 30¢ but no others had received a printed precancellation). Despite the destruction of remainders, these varieties remain good for postage.

It will be noted also, that the final compilation of the approximately 10-year period of usage, shows an average sale of about 100,000 stamps used each year for each denomination.

No real errors have been reported on these two stamps. In the first printings a broken serif on the bottom stroke of the “Z” of “ZONE”, No. 93 in the sheet, received some attention from collectors and is possibly the most notable variety. There are other broken letters however and as more than one overprint form was used some variation in relative positions of the words of the overprints can be found and some variation in the placement of the overprint on the stamps. All varieties, except those peculiar to the fifth printing of the ½¢ will be found common to both denominations.

## **CHAPTER 20**

### **The Fifteenth Series**

#### **Canal Zone Permanent Issue Scott No. 105-114, 117, 136-140**

This chapter, with some few revisions and additions, is taken from a publication issued by The Panama Canal, entitled, “Canal Zone Postage Stamps” the Fourth Edition, published at Mount Hope in 1939 which pamphlet covers the permanent Canal Zone stamps issued up to that time.

The permanent series of Canal Zone stamps was originally designed to honor new members of the Isthmian Canal Commission established on the Isthmus during 1907, comprised of the following: Lieut. Col. George W. Goethals, Chairman and Chief Engineer; Col. William C. Gorgas, Chief Sanitary Officer; Maj. Davis DuB. Gaillard, Head of the Department of Excavation and Dredging, Lt. Col. Harry F. Hodges, Assistant to the Chief Engineer and Head of Dock Design; Rear Admiral Harry H. Rousseau, Head of the Department of Municipal Engineering, Motive Power and Machinery, and Building Construction; Mr. Jackson Smith, Head of the Department of Labor, Quarters and Subsistence; Senator Jo. C. S. Blackburn; Head of the Department of Civil Administration; Major William L. Sibert, Division Engineer of the Atlantic Division; and Mr. Sidney B. Williamson, Division Engineer of the Pacific Division.

The denominations of the stamps reserved for the members of the Commission, were: 1¢, Gorgas, 2¢ Goethals, 10¢ Hodges, 12¢ Gaillard, 14¢ Sibert, 15¢ Smith, 20¢ Rousseau, 30¢ Williamson, and 50¢ Blackburn.

Only one other person connected with the construction of The Panama Canal was intended originally to be honored by an issue of permanent stamps: John F. Stevens, for whom the 5¢ value was reserved. However, in 1948 The Panama Canal issue three more stamps to become part of the permanent series: ½¢ Davis; 1½¢ Magoon; and 25¢ Wallace. These stamps will be described in detail later on in this chapter. Suffice it to say, all of these four men were members of the Isthmian Canal Commission in the very earliest construction days of the Canal.



### The 1¢ Gorgas - Scott No. 105



The vignette of the 1¢ stamp consists of the head of General W. C. Gorgas, facing right, within an oval, inscribed at the bottom, “GORGAS.” Around the sides and top of the oval is “CANAL ZONE POSTAGE” and in the upper corners are triangular ornaments. Ovals in the lower corners bear the denominational numeral, with “ONE CENT” in straight line between. The numerals and all lettering (except GORGAS) are colorless.

The stamps are vertical rectangular, 19 X 22 mm, and were engraved and recessed printed by the Bureau of Engraving and Printing, Washington D. C., from flat plates, and sheets of 400. Color: green.

The 1¢ Gorgas stamp was placed on sale October 3, 1928, commemorative of his birthday, considered appropriate for the first day of issue.

Maj. Gen. William Crawford Gorgas was born near Mobile Alabama, October 3, 1855. He was educated at the University of the South, Suwanee, Tennessee, and Bellevue Hospital Medical College, New York, taking his M. D. in 1879. In 1880 he entered the Medical Corps of the U.S. Army and during the next ten years was assigned to army outposts in Texas and South Dakota. From 1890-98 he was assigned to Fort Barrancas, Pensacola Bay, Florida, where he studied the yellow fever situation on the Gulf Coast. During the Spanish-American War he served as Major in the Medical Corps and was sent, after the Santiago expedition, to Habana, Cuba, where he was in charge of yellow fever patients. From 1898 to 1902 he was Chief Health Officer for the city of Habana and there conducted many experiments in connection with the discovery that yellow fever was transmitted by the mosquito. Because of his success in eliminating yellow fever in Habana, he was made Assistant Surgeon General of the U.S. Army, with the rank of Colonel, by special act of Congress in 1903.

The experience gained by General Gorgas in Cuba made him admirably fitted for the sanitation work necessary for the successful construction of The Panama Canal, and on June 2, 1904, President Roosevelt appointed him Chief Sanitary Officer of the newly formed Isthmian Canal Commission February 14, 1907, and served throughout the canal construction period.

He was relieved from duty with The Panama Canal on April 6, 1914, and upon his return to the United States was made Surgeon General, U.S. Army, with the rank of Brigadier General, becoming Major General in 1916. He was retired in 1918 and became the permanent director of the yellow fever work of the International Health Board of the Rockefeller Foundation. During 1914-18, while on detached service, he made a special study of tropical diseases in South Africa. Later he investigated the yellow fever situation in Ecuador, Guatemala, and Peru. He died in London, England, July 3, 1920.

### The 2¢ Goethals - Scott No. 106



The vignette of the 2¢ stamp consists of the head of General Goethals facing front, with “GOETHALS” at the foot. On a curved ribbon at the top is “CANAL ZONE POSTAGE” in color. A spray of laurel extends upward at either side from solid circles in the lower corners, which contain denominational numeral. “TWO CENTS” in a straight line at the bottom completes the design.

The stamps are vertical-rectangular, 19 X 22 mm, and were engraved and recessed printed by the Bureau of Engraving and Printing, Washington, D. C., From flat plates, in sheets of 400. Color: red.

The 2¢ Goethals stamp was first issued October 1, 1928. This stamp remained in use until October 27, 1949 when it was replaced by the 2¢ Roosevelt. It is now obsolete, but is considered here because of the Scott numerical sequence. His biography is being included here since the 3¢ Goethals, Scott No. 117 is part of the permanent series.

Major General George Washington Goethals was born on June 29, 1858 in Brooklyn, New York. He attended the public schools of Brooklyn and New York and the College of the City of New York. When he was in his fourth year at City College he was offered an appointment to West Point, and although he would have graduated in June, he left in April to enter West Point. He graduated from West Point Military Academy in 1880. From 1880-85 he served in the U.S. Regular Army as an engineer officer, and was at various periods an instructor at West Point. From 1891-95 he was in charge of the Tennessee River Improvement Project, which included the completion of the Muscle Shoals Canal and Colbert Shoals Locks. He was assistant to the Chief of Engineers, U.S. Army, 1895-1898, and after serving for a few months as Chief Engineer of the First Army Corps, with service in Puerto Rico, received his honorable discharge as Lieutenant Colonel in the U.S. Volunteers during December 1898. As a major (1900-03) he was in charge of the river and harbor works from Block Island to Nantucket and of the design and construction of Narragansett Bay fortifications at New Bedford and Newport, Rhode Island. From 1903-1907 he served on the General Staff of the U.S. Army.

On February 18, 1907, President Roosevelt appointed him to the engineering staff of the Isthmian Canal Commission. He was promoted to the rank of Lieutenant Colonel on March 2, 1907, and shortly afterwards was transferred to the Isthmus to become Chief Engineer of The Panama Canal project, replacing John F. Stevens. He was appointed Chairman and Chief Engineer for the Isthmian Canal Commission on April 1, 1907, and occupied that position until March 31, 1914. Colonel Goethals was appointed the first Governor of The Panama Canal by President Wilson on April 1, 1914, on which date he became head of the permanent organization known as The Panama Canal. In 1915 he was made Major General. He resigned as Governor, January 10, 1917, and at his own request was placed on the retired list of the Army.

He served for a few months as general manager of the Emergency Fleet Corporation, U.S. Shipping Board, during 1917, but having little faith in the plan for a wooden fleet, resigned. On December 11, 1917, he was recalled to active duty as Acting Quartermaster General, U.S. Army, becoming, in 1918, Chief of the Division of Purchase, Storage, and Traffic. At his request, he was relieved from active service in March 1919, and engaged in the practice of consulting engineer in New York City. After an extended illness Major General Goethals died at his home in New York City, January 21, 1928.

Note: Please contrast the title “first Governor of The Canal Zone” accorded General Davis with that of “first Governor of The Panama Canal” granted Colonel Goethals by President Wilson. Since 1914 the highest civilian authority on the Canal Zone is known as the “Governor, The Panama Canal.”

### **The 5¢ Steam Shovel - Scott No. 107**



This stamp was first placed in use June 25, 1929, the 25<sup>th</sup> anniversary of the acquisition by the United States of jurisdiction over the Canal Zone. Although mentioned here among the “permanent” stamps of the Canal Zone, it was replaced on April 25, 1946 by the “Stevens” stamp and was in general use on the Zone until December 31 of that year when its sale was halted. Remainders, as well as the “Official” overprints were destroyed. This stamp is now obsolete. This was actually a provisional issue since the 5¢ rate had been reserved for Stevens whose likeness could not be used as he was still alive when the need for the 5¢ postage rate arose.

Since, however, by Scott numerical sequence it logically belongs here, this stamp will be considered at this time with the others in the same series.

The “Steam Shovel” No. 107 is horizontal - rectangular in shape, 36 X 21½ mm, and was line engraved and recessed printed from flat plates, in sheets of 200, by the Bureau of Engraving and Printing Washington D. C.

The vignette consists of a steam shovel at work on the western side of Gaillard Cut, looking south from Empire, taken from official photograph No. 3-A title “Culebra Cut Looking South... August 8, 1907.” Over the arch vignette opening is “CANAL ZONE POSTAGE” in colorless letters; in the lower corners, the numerals “5” on solid circles of color, across the bottom, “CENTS” in colorless letters. Acanthus leaf scrolls at the sides connect the denomination circles with the curved label at the top. Color: blue.

### **The 10¢ Hodges - Scott No. 108**



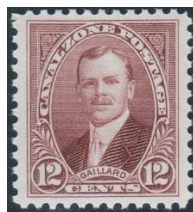
The vignette of the 10¢ stamp consists of the head and shoulders of General H. F. Hodges on a solid circle of color, surrounded by a thin colored line, with “HODGES” in small colorless capitals at the bottom. At the top in graduated letters is “CANAL ZONE POSTAGE” in a single line; at the bottom, “CENTS” in color, and in the two corners, “10” in color and double-line oblongs.

The stamps are vertical-rectangular, 19 X 22 mm, and were engraved and recessed printed by the Bureau of Engraving and Printing, Washington, D. C. from flat plates, in sheets of 400. Color: orange.

On 10¢ Hodges stamp was placed in use January 11, 1932.

Major General Harry Foote Hodges was born at Boston, Massachusetts, February 25, 1860, and died at Lake Forest, Illinois, September 25, 1929. He was educated at the Boston Latin School and The Ames Academy, and was graduated from the United States Military Academy at West Point at the age of 21, on July 17, 1881, with the rank of Second Lieutenant of Engineers. He was promoted through the various grades to Brigadier General on March 4, 1915, and was made Major General on August 5, 1917. He was engaged on river and harbor engineering and from 1888 to 1892 was instructor of engineering at the West Point Military Academy. During the Spanish-American War he served in Puerto Rico and was Chief Engineer in Cuba. He was made a member of the Isthmian Canal Commission and Assistant to the Chief Engineer on August 15, 1907. During 1907-14 he had charge of the designing of the Canal locks and during the latter part of 1914 was Engineer of Maintenance. He was relieved from duty with The Panama Canal January 1, 1915.

### **The 12¢ Gaillard - Scott No. 109**



The vignette of the 12¢ stamp consists of the head of Colonel David D. Gaillard, facing front, with an oval, inscribed at the foot, “GAILLARD.” Around the sides and top of the oval is “CANAL ZONE POSTAGE,” and in the upper corners are triangular ornaments. Circles in the lower corners contain the denomination numerals “12” and “CENTS” in a straight line between. The numerals and all lettering (except GAILLARD) are colorless.

The stamps are vertical-rectangular, 19 X 22 mm, and were engraved and recessed printed by the Engraving and Printing, Washington D. C., from flat plates, and sheets of 400. Color: Brown violet.

The 12¢ Gaillard stamp was placed in use July 1, 1929.

Lieutenant Colonel David Du B. Gaillard was born in Fulton, Sumter County, South Carolina, September 4, 1859. He was graduated from the United States Military Academy at West Point in 1884 and was appointed Second Lieutenant of Engineers on January 15, 1884. He served as a commissioner on the Mexican Boundary

Survey, and during the war with Spain held the rank of Colonel of the Third United States Volunteer Engineers in Cuba and the United States during 1898 and 1899, part of the time as Chief Engineer of the District of Santa Clara in Cuba. After serving as Assistant to the Engineer Commissioner of the District of Columbia, he was appointed a member of the Isthmian Canal Commission, March 16, 1907, and served as Division Engineer of the Central Division which included the excavation of Culebra Cut, later named Gaillard Cut in his honor. He left on leave of absence on the advice of physicians on August 8, 1913, and died in Baltimore, Maryland, December 5, 1913.

### **The 15¢ Smith – Scott No. 111**



The head and shoulders of Mr. Smith appear on the 15¢ stamp on a colorless background, with “SMITH” below in small colored capitals. “CANAL ZONE POSTAGE” appears at the top in a curved line, “CENTS” in color at the bottom and “15” in color in double-lined circles in the corners.

The stamps are vertical-rectangular, 19 X 22 mm, and were engraved and recessed printed by the Bureau of Engraving and Printing, Washington, D. C., from flat plates, in sheets of 400. Color: gray.

15¢ Smith stamp was placed in use January 11, 1932.

Mr. Jackson Smith was born in South Carolina, August 25, 1864. He began railroad work on the Louisville and Nashville Railroad at the age of 17 years. He followed railroading in Ecuador, Colombia, Mexico, and Jamaica, which gave him experience in the problem of recruiting and handling labor in the tropics. He entered the service of the Isthmian Canal Commission July 18, 1905, as Assistant to the Chief Engineer. On November 19, 1906, he was made head of the department handling the labor and housing, and the subsistence of the Canal workers. He was appointed a member of the Isthmian Canal Commission March 1, 1907, and served until September 15, 1908 when he resigned. He was made Vice President and General Manager of the Oregon Direct Line Railroad with headquarters at Portland, where he resided at the time of his death on January 29, 1910.

### **The 20¢ Rousseau - Scott No. 112**



The head and shoulders of Admiral Rousseau on a colored background appear on the 20¢ stamp with “ROUSSEAU” in colored letters below. In a straight line at the top, on a colorless panel, is “CANAL ZONE POSTAGE,” at the bottom, “CENTS” in color, and in the corners, “20” in color in double-lined oblongs.

The stamps are vertical-rectangular, 19 X 22 mm, and were engraved and recessed printed by the Bureau of Engraving and Printing, Washington, D. C., from flat plates, in sheets of 400. Color: Olive Brown.

The 20¢ Rousseau stamps was placed in use January 11, 1932.

Rear Admiral Harry Harwood Rousseau, U.S. Navy, was born in Troy, New York, April 19, 1870. He was graduated from the Rensselaer Polytechnic Institute with a degree in civil engineer in 1891. He was appointed a civil engineer in the United States Navy in 1898, with the rank of Lieutenant and served as a member of the Bureau of Yards and Docks until 1903, and in the Mare Island Navy Yard, California, until 1907, when he was appointed chief of the Bureau of Yards and Docks with the rank of Rear Admiral.

He was appointed a member of the Isthmian Canal Commission March 16, 1907, by President Roosevelt and upon arrival on the Isthmus March 21, 1907, was designated as Supervising Engineer and was assigned to the staff of Colonel Goethals, Chairman and Chief Engineer. During the latter part of 1907, Admiral Rousseau was



made head of the Department of Municipal Engineering, Motive Power and Machinery, and Building Construction. On September 16, 1908, his title was changed to that of Assistant to the Chief Engineer, and he was placed in charge of the Second Division of the Canal construction organization. He served in this position until the abolition of the Isthmian Canal Commission on March 31, 1914. At the special request of Colonel Goethals, Admiral Rousseau's detached service with the Canal was extended about two years and he was directed to report to the Governor of The Panama Canal April 1, 1914, for duty in connection with the completion of the terminal facilities of the Canal, including the drydocks and calling stations. He occupied the position of Engineering and Terminal Construction until July 7, 1916, when he was relieved for duty in the United States.

After his service with the Canal, Admiral Rousseau served as a member of the commission on Navy Yards and Naval Construction and on the Advisory Committee of the Federal Oil Conservation Board as Chief Coordinator under the Director of the Budget and Director of Naval Oil Reserves. He died on July 24, 1930, on board the Panama Railroad S. S. CRISTOBAL, at sea, when returning for a visit to The Panama Canal.

### **The 50¢ Blackburn – Scott No. 114**



The vignette of the 50¢ stamp consists of the head of Senator J. C. S. Blackburn, facing front, with "BLACKBURN" in color. Acanthus leaf ornamentation extends upward at either side, from solid circles in the lower corners which contained the numerals "50." "CENTS" in a straight line at the bottom, completes the design. The words "CANAL ZONE POSTAGE" are curved around the top of the stamp similar to the 12¢ Gaillard.

The stamps are vertical-rectangular, 19 X 22 mm, and were engraved and recessed printed by the Bureau of Engraving and Printing, Washington, D. C., from flat plates, in sheets of 400. Color: lilac brown.

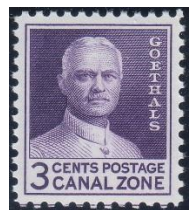
The 50¢ Blackburn stamp was placed in use July 1, 1929.

Senator Joseph C. S. Blackburn was born in Woodford County, Kentucky October 1, 1838. He was graduated from Center College, Kentucky, in 1857 and admitted to the bar the following year. He went to Chicago where he practiced law until 1860. After serving in the Army of the Confederate States of America in the Civil War, he renewed his law practice in Kentucky.

He was elected to the Kentucky State House of Representatives in 1871 where he served until elected a representative in the United States Congress in 1875 where he served for ten years when he was elected United States Senator from Kentucky. Senator Blackburn served in the Senate until 1897 and was returned to the Senate in 1901 serving until 1907.

Until April 1, 1907, he was appointed a member of the Isthmian Canal Commission and head of the Department of Civil Administration in The Canal Zone by President Theodore Roosevelt. He resigned from the Isthmian Canal Commission December 4, 1909, and returned to his home Versailles, Kentucky, where he died September 12, 1918.

### **The 3¢ Goethals – Scott No. 117**



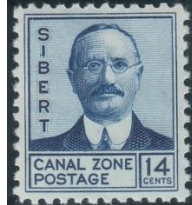
The 3¢ Goethals stamp was placed in use on August 15, 1934. This was considered an appropriate date for the first day of issue since it commemorated the 20<sup>th</sup> anniversary of the opening of The Panama Canal to commercial traffic. This stamp is not a commemorative stamp. Furthermore, although it was designed as a

provisional stamp to be used until such time as the 2¢ postage rate was restored, with the establishment of the 3¢ rate, it has supplanted the 2¢ Goethals in the permanent series.

The stamps are vertical-rectangular, 19 X 22 mm, and were engraved and recessed printed by the Bureau of Engraving and Printing, Washington, D. C., from flat plates, in sheets of 400. Color: purple.

The vignette consists of a bust of General Goethals, in tropical whites, placed off-center to the left on a solid background of color. At the extreme right is "GOETHALS" in colorless serified letters, arranged vertically, one under the other. A large numeral "3" appears in the lower left corner, and to the right, in two lines of colored block letters, is "CENTS POSTAGE- CANAL ZONE."

### **The 14¢ Sibert - Scott No. 110**



The vignette consists of a full-face portrait of General Sibert in civilian clothes, against a lightly colored background. Within the vignette to the left of the portrait is the name "SIBERT" arranged in a vertical column, solid sans-serif letters each surrounded by a colorless .5 mm frame. Below the portrait in a lozenge to the left appear the words in two lines "CANAL ZONE POSTAGE" in solid letters against a colorless background, and to the right of this in a separate framed block the numeral "14" with the "CENTS" beneath. The color is dark blue standard for the 14¢ stamps issued by the U.S. Post Office Department, but graduates to light blue shades for the background. The design is surrounded by a double line frame 1 mm wide.

The 14¢ Sibert stamp was placed in use September 27, 1937.

Major General William Luther Sibert was born October 12, 1860 in Etowah County, near Gadsden, Alabama. He attended the University of Alabama for two years, then entered the United States Military Academy, from which he was graduated in 1884. He was graduated from the Engineering School of Application in 1887. From then until 1892 he served in the Corps of Engineers and the rebuilding and replacing of the system of locks and dams in the Green and Barren Rivers in Kentucky. In 1892 he was ordered to Detroit, Michigan, where construction of the ship canal connecting the Great Lakes had been begun. He was promoted to captain and ordered to the Philippine Islands immediately following the American occupation, and was placed in charge of the reconstruction of the Manila Dagupan Railway as Chief Engineer, Eighth Army Corps.

In March 1907, President Theodore Roosevelt appointed him to the Isthmian Canal Commission, and he was ordered to report for duty on the Canal. On June 30, 1908, he was placed in charge of the Atlantic Division, which comprise the building of the Gatun Locks, Gatun Dam and Spillway, and the excavation of seven miles of canal from Gatun to the Atlantic Ocean, and the construction of a breakwater in Colon Harbor. While completing this work he was made a Lieutenant Colonel, in 1909. The locks at Gatun were ready for the passage of ships in September 1913.

In April 1914, he was sent to China by the American Red Cross as a member of a board of engineers appointed to study conditions on the Huai River Valley and to make plans for flood control. Upon returning to the United States from China he was appointed a Brigadier General, and was assigned to duty as Division Engineer with station at Cincinnati. He was promoted to Major General in the spring of 1917, and was ordered to the command of the First Division of American troops designated for overseas service, sailing in June. Shortly afterward he was ordered back to the United States and placed in charge of organizing the Chemical Warfare Service. In the spring of 1920 he was sent to Camp Gordon, Georgia to command the Fifth Division, but having already served forty years in the Army, applied for retirement.

In April 1920, he went to his Kentucky farm on the Barren River, but in 1923 became Chairman and Chief Engineer of the Alabama State Docks Commission which planned to construct the ocean terminal at Mobile, Alabama. In June 1928, he was appointed Chairman of the Board of Engineers and Geologists chosen to study the problem of building Boulder Dam in the Colorado River, and served until 1932. In 1929 he was made President

of the American Association of Port Authorities. He died at home in Bowling Green, Kentucky, on October 16, 1935, at the age of seventy-five years.

### **The 30¢ Williamson - Scott No. 113**



The vignette of the 30¢ stamp consists of a portrait of Mr. Williamson taken about 1910 during the period of the most intense activity of Canal construction work under his supervision. It is centered against a graded background of gray-black. The words "CANAL ZONE POSTAGE" are carried in a single line across the top in sans-serif type of block letters, white against a black background, within a bordered panel. Symmetrically opposed, in both the lower right and the lower left corners, the denomination 30-CENTS appears in white against a black background enclosed in small bordered panels. The Arabic numerals "30" appears centered above the word "CENTS" in sans-serif type block letters. Against the dark of the coat of the portrait between the denomination panels, white against the dark of the coat, is centered the word "WILLIAMSON." The stamp is completed by a double line border enclosing the entire composition.

The stamps are vertical-rectangular, 19 X 22 mm, and were engraved and recessed printed by the Bureau of Engraving and Printing, Washington, D. C., from flat plates, in sheets of 400. Color: black.

The 30¢ Williamson stamp was placed in use April 15, 1940, his birthday.

Colonel Sidney Bacon Williamson was born at Lexington, Rockbridge County, Virginia April 15, 1865. After he was graduated from the Virginia Military Institute in 1884 he taught mathematics in the Carolina Military Institute at Kings Mountain, North Carolina for two years.

Then he entered railway work, serving in the engineering department of the Chicago, Burlington and Northern, St. Paul and Duluth, and Northern Pacific Railways from 1886 to 1890.

He engaged in general engineering work for the United States government at Montgomery, Alabama, on Tennessee River improvements until 1900, except for a period during the Spanish-American War. After four years as Assistant engineer of fortification work at Newport, Rhode Island, he was engaged in private engineering chiefly at New York and Baltimore, from 1904 to 1907, when he was selected for service on The Panama Canal.

Appointed a member of the Isthmian Canal Commission May 10, 1907, Mr. Williamson arrived on the Isthmus of Panama May 17 of that year. He was placed in charge of lock and dam construction at Pedro Miguel and Miraflores in the Pacific section of the Canal January 2, 1908, and September 16 of the same year was made Division Engineer of the Pacific Division, which included construction of the drydock and facilities at the Pacific entrance of the Canal. When he resigned December 11, 1912, the work with which he had been charged was virtually completed.

In the United States Mr. Williamson served as Chief of Construction, U.S. Reclamation Service from December 1914 to January 1916, resigning to become consulting engineer for the Guggenheim Brothers. Later he became associated with General George W. Goethals as construction engineer for the Port of Palm Beach, Florida.

His military service included both the Spanish-American and the World War. In the former he served as Captain of a company of volunteer engineers, and he attained the rank of Colonel of Engineers; and, was awarded the Distinguished Service Medal in the World War. He was detailed as assistant to General Goethals, Chief Engineer of the First Army Corps and commanded the 55<sup>th</sup> Engineer Regiment.

After his return from France he was appointed a member of the Inter-Oceanic Canal Board which investigated and reported on the Nicaraguan and other canal routes and the enlargement of the Panama Canal. He was a member of the executive committees of the Chili Exploration Company and the Braden Copper Company. He retired from business May 1, 1935 and died at Lexington, Virginia, January 12, 1939.

### The 5¢ Stevens - Scott No. 139



The vignette of the 5¢ Stevens stamp consisted of a portrait of Mr. Stevens taken from the official photograph of him at work at his desk. The photograph was prepared and the stamp designed by Mr. Meade Bolton of the Office Engineers Division of The Panama Canal and is considered one of the finest if not the finest of all the permanent series. Across the top of the stamp is the name, "JOHN F. STEVENS" and in both lower corners the numerals "5" appear centered above the word "CENTS" in a frame, between which "CANAL ZONE" and "POSTAGE" appear in two lines. All of the above are in capital letters. The stamp is double-framed, one wide and one narrow line. They were engraved and recessed printed by the Bureau of Engraving and Printing in Washington, D. C., from flat plates, in sheets of 400. Color: blue.

The 5¢ Stevens stamp was placed in use April 25, 1946.

John F. Stevens was born in Gardiner, Maine April 25, 1853, the son of John and Harriet Stevens. In 1887 he married Harriet T. O'Brien of Dallas Texas. From 1874-1878 he was Assistant Engineer of the city of Minneapolis. He was Chief Engineer of the Sabine Pass and Northwestern Railroad for the next three years and in 1879-1880, was Assistant Engineer of the D. and R. G. Railway. He was employed in various engineering capacities for several different railroads until 1904. It was Second Vice President of the C., R. I. and P. Railway Company in 1904-5; and vice president of the New York, New Haven, and Hartford Rail Road from 1907 to 1909. He was President of the Spokane Portland, and Seattle Railway, and other Northwestern lines from 1909 to 1911. He was a member of the American Society of Civil Engineers.

Mr. Stevens was chief engineer of the Isthmian Canal Commission from 1905 to 1907. On March 4, 1907, he was appointed Chairman of the Isthmian Canal Commission replacing Mr. Theodore P. Shonts. He resigned March 31, 1907 and was succeeded by Lieutenant Colonel George W. Goethals.

### The ½¢ Davis - Scott No. 136



The vignette of the ½¢ stamp consists of a portrait of General Davis, profile facing left from the drawing by Mr. Meade Bolton. On the top of the stamp are the words, "CANAL ZONE" in large capitals and the word "POSTAGE" is on the bottom in the center. The name "DAVIS" is on the right shoulder. The denomination, ½ over the word "CENT" is in colorless, unframed rectangles, unlike the other values of the permanent issue which have frames around the denomination. The entire frame is double-lined with the colorless space between. They were engraved and recessed printed by the Bureau of Engraving and Printing in Washington, D. C., from flat plates, in sheets of 400. Color: orange.

The ½¢ Davis stamp was placed in use August 16, 1948.

Major General George W. Davis was a member of the Isthmian Canal Commission in 1904 and 1905 and Chairman of the Board of Consulting Engineers on the type of Panama Canal, in 1905-1906.

He was born in Thompson, Connecticut (July 26, 1839), the son of George and Elizabeth Grow Davis. He was educated in the Nicholas Academy in Dudley, Massachusetts and the State Normal School in New Britain, Connecticut. He served through the Civil War and was honorably mustered out in April 30, 1866. He was appointed Captain of the 14<sup>th</sup> United States Infantry the following year and in 1894 was promoted to Major in the 11<sup>th</sup> infantry. The following year he was made Lieutenant Colonel in the 14<sup>th</sup> Infantry and Brigadier General in



1898. He was honorably discharged in 1899 but was appointed Colonel in the 23<sup>rd</sup> Infantry in 1899, Brigadier General in 1901 and Major General in 1902.

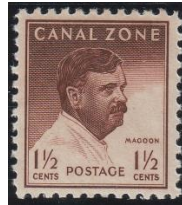
General Davis was general manager and vice president of the Nicaraguan Canal Construction Company from 1900 to 1903 in which year he was retired by law.

He married Carmen Atocha of Washington in 1870.

General Davis was the first Governor of the Canal Zone, from March 8, 1904 to May 23, 1905. He died in 1918.

Note: - The committee which nominated Davis, Magoon, and Wallace for the ½¢, 1½¢, and 25¢ values consisted of Colonel James G. Steese, Special Assistant to the Governor; Mr. C. M. Lupfer, Assistant Executive Secretary; and, Mr. Crede H. Calhoun, Director of Posts. The first two values completed the replacement of the U.S. overprints which had been in use since 1924.

### **The 1½¢ Magoon - Scott No. 137**



The vignette of the 1½¢ value shows almost a three-quarters profile of Mr. Magoon from a design made by Mr. Meade Bolton. The description of the stamp is exactly the same as the Davis stamp except the name, “MAGOON” is on the right side over the denomination on that side. Color: brown.

The 1½¢ Magoon stamp was placed in use August 16, 1948.

Charles Edward Magoon was born on a farm in Steele County, Minnesota, December 5, 1861, the son of Henry C. and Mehitable W. Clement Magoon. He attended the University of Nebraska and studied law in Lincoln where he practiced law from 1882 to 1899. During this period of his life he became interested in military affairs and served as major and judge-advocate of the Nebraska National Guard.

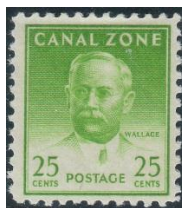
In 1899 at the insistence of Assistant Secretary of War Meiklejohn, Magoon became law-officer of the Bureau of Insular Affairs of the War Department. He specialized in matters growing out of the acquisition by the United States of Cuba, Puerto Rico, and the Philippines and also rendered many important interpretations of United States law affecting the country’s new possessions.

Magoon served as general counsel of the Isthmian Canal Commission from 1904 to 1905 and as a member of the Commission from 1905 to 1906. From May 25, 1905 until October 12, 1906 he served as Governor of The Canal Zone and for most of this period also acted as United States envoy extraordinary and minister plenipotentiary to the Republic of Panama. He was the Canal Zone’s second Governor. This title was never used again after Governor Magoon’s term.

From October 12, 1906 to January 28, 1909 he served as provincial governor of Cuba during which difficulty he won high praise from Secretary Taft who commended his administration to President Roosevelt.

Magoon never married. After his retirement he made his home in Lincoln, Nebraska and Washington, D.C. where he died suddenly after an operation for appendicitis, January 14, 1920 in the fifty-ninth year of his life.

### **The 25¢ Wallace - Scott No. 140**



The vignette of the 25¢ stamp shows a full face of Mr. Wallace, from a portrait made by Mr. Meade Bolton. The description of this stamp is exactly the same as for the Magoon stamp except for the name “WALLACE” is slightly higher and over his left shoulder. Color: green.

The 25¢ Wallace was placed in use August 16, 1948.

John Findley Wallace was born at Fall River, Massachusetts, September 10, 1852 the son of Reverend David Alexander and Martha Findley Wallace. In 1865 Wallace enrolled at Monmouth College where his father was President, although Wallace studied there until 1871 he did not graduate since he refused to take certain subjects required for a degree. He married Sarah E. Ulmer in 1871.

To help pay his college expenses he worked as a rodman on the Carthage and Burlington Railroad and as a draftsman for the Rockford, Rock Island and St. Louis. His first permanent position was that of assistant engineer in the employ of the United States Government, 1871 to 1876, working on improvements in the upper Mississippi, particularly on surveys of the Rock Islands Rapids and for a ship Canal at Keokuk, Iowa. During the next few years he engaged in private practice at Monmouth, but served also as a city engineer and county surveyor.

From 1878 to 1889 he was engaged by various railroad companies in engineering, surveying and construction work. He then re-entered consulting practice and was also for a time resident manager of the Chicago, Madison and Northern. In 1891 he began a thirteen-year connection with the Illinois Central becoming General Manager in 1901.

Wallace became interested in Panama through a visit to the Isthmus in December 1896. He was suggested for membership on the first Canal Commission but failed to receive an appointment. In June 1904, however, he was made the first Chief Engineer of the Canal in which position he served for about a year. He favored the sea-level plan but the type had not yet been decided by Congress. When the Canal Commission was reorganized in April 1905, Theodore P. Shonts as Chairman, Wallace was made a member and also retained the position of Chief Engineer. He continued, however, to feel hampered by the lack of authority and by conflicting instructions and in June 1905 resigned.

The Secretary of War, William Howard Taft, objected strongly to his resignation and a bitter controversy involving a Senatorial investigation ensued. Wallace defended his administration in a series of articles. After his withdrawal from the Canal project, he was connected with a large variety of enterprises.

He died in Washington, D. C. on January 1, 1931.

Among the professional honors accorded him was his election as first president of the American Railway Engineering and Maintenance-of-way Association; first president of the Western Society of Engineers; President of the American Society of Civil Engineers.

### **The 2¢ Roosevelt - Scott No. 138**



In August 1949, the Director of Posts announced a new 2¢ stamp to replace the 2¢ Goethals, in the following press release:

“A new two-cent ordinary postage stamp of the permanent series, bearing the likeness of former President Theodore Roosevelt, will be placed on sale at all Canal Zone post offices on October 27, the anniversary of President Roosevelt’s birth. This stamp will replace the present two-cent Goethals stamp, the supply of which has been exhausted.

“The new stamp will be approximately 19 X 22 mm in size with a full-face portrait of Mr. Roosevelt with his name placed vertically on the left-hand side. Below will be the words Canal Zone Postage in two lines with the denomination of the stamp shown in the lower right corner. The color will be carmine, the same as the stamp it replaces.

“The selection of Mr. Roosevelt for the subject of the Canal Zone permanent stamp is a departure from the previous policy of using as subjects those who actively participated in the building of the Canal on the Isthmus. It is almost entirely through his efforts while President of the United States that the construction of the Canal was made possible. He visited the Isthmus during construction and showed great interest in the progress of the work

as well as the men who were actively engaged in the job. Bronze medals bearing his likeness in relief were given to employees who work for two or more years during the period from 1904 to 1914.”

## CHAPTER 21

### Commemorative Issues

The first of the truly commemorative issues of postage stamps used on the Canal Zone was that of the Panama National Exposition which opened in the Republic of Panama in 1915. Panama issued a large series of stamps but only four values were requested by The Panama Canal which wanted to participate in the celebration. These values were the 1¢, 2¢, 5¢, and the 10¢ denominations. These stamps are described in Chapter 11. It should be remembered that the higher values of this series although similar in appearance are not of the commemorative issue.

The second commemorative series issued on the Zone, was that of the 100th Anniversary of the independence of Panama from Spain observed on the Isthmus in 1921. A complete series of stamps, booklets, and postal stationery was ordered by the Canal for this observation. The total number and description of this series will be found in Chapter 12.

#### Liberty Bell Issue - [Scott No. 96]



Five years later, in 1926, the Canal Zone received 300,000 of the Sesquicentennial stamp (U.S. No. 627) overprinted Canal Zone, for the third Canal Zone commemorative issue. This is the 2¢ “Liberty Bell.” It was printed on a flat press and is perforated eleven.

The basic U.S. stamp was issued May 10, 1926, being intended to publicize the Sesquicentennial Exposition then being held in Philadelphia, Pennsylvania from June 1st to December 1st. The occasion was of course, the commemoration of the 150th anniversary of the signing of the Declaration of Independence, July 4, 1776 to July 4, 1926. With this motif as the basis it apparently took little urging for the Canal Zone to order the stamp overprinted, the preliminary requisition being dated May 13, 1926. Following the placement of the order by the Washington office of The Panama Canal through the usual procedure of requesting permission to do so from the Third Assistant Postmaster General, this answer was received from him under the date of June 8, 1926:

“I have received your request of June 1, file R- 11233- K, for 300,000 2¢ Sesquicentennial stamps to be surcharged “Canal Zone” and beg to advise you that under ordinary circumstances this Department does not approve the surcharging of commemorative stamps. However, in view of the historical character of this stamp and the special interest which was undoubtedly been taken in the Canal Zone in the Sesquicentennial, an exception will be made in this instance and a tentative order will be drawn on the Bureau of Engraving and Printing, Washington, D.C., for the stamps requested.

“This should not be taken as a precedent in future requests for the surcharging of later issues of commemorative postage stamps.”

In due course, the shipment of 300,000 ordered were received on the Canal Zone, June 29, 1926. The stamps were issued to postmasters on July 3rd and in accordance with the information in a letter from the Director of Posts to a philatelic writer in the United States, under date of July 8, 1926, “sales were authorized as of July 4th but on account of the double holiday during which all post offices were closed it is doubtful if any sales were made until the post offices were opened for business on July 6th.” It turned out to have been otherwise however as the Postmaster at Balboa did open up especially and do business early in the morning of Sunday the 4th through a misunderstanding of instructions. Several collectors who had been duly informed made purchases and mailed covers to an estimated number of 2,000 all of which were postmarked 9 a.m. of that day.

This stamp was the first double-width U.S. stamp to be overprinted and required a specially set up overprint form, the stamps having been printed from 200-subject plates. These plates bore the standard guidelines and other

markings as on the 400-subject flat plates, the difference in number of subjects causing only a change in the position of the top and bottom plate numbers which on these plates were over or under the third vertical rows of each quarter-sheet of fifty, the size sheet in which they were issued. The spacing between words of the overprint was uniformly 5 mm and no spacing varieties have been noted. Specimens showing poor impressions have been reported in which it appears that the “C” of “CANAL” was missing on certain subjects of the lower right pane but these are not true errors.

This issue was the only United States stamp specially ordered by the Canal Zone which the local postal officials were successful in obtaining. All other special requests were denied and only orders requesting normal issues of ordinary mail and postage dues were honored thereafter.

### Twenty-Fifth Anniversary



On July 15 and August 15, 1939, the Canal issued two sets of stamps, true commemoratives. The first was in commemoration of the Tenth Anniversary of the opening of the Canal Zone air mail service and the 25<sup>th</sup> Anniversary of the opening of the Panama Canal (the air mail stamps note both incidents); and the second, the 25<sup>th</sup> Anniversary of the opening of the Canal, in ordinary mail stamps.

Stamps were engraved and printed by the Bureau of Engraving and Printing in sheets of 200 and cut into four post office sheets of fifty stamps each. They were cut through gutters between perforations so that there are no straight edges in this series, unlike the “Liberty Bell” stamp. They measure 36 X 21½ mm.

This set of stamps which has become one of the most popular series, of commemoratives in the United States and possessions group, is the result, to a great extent, of the personal interest of President Franklin D. Roosevelt. Perhaps a series would never have been issued had it not been for the President’s great interest in philately. As much a part of American history as an interesting section of Canal Zone philatelic background, the President’s influence on this series is described here exactly as taken from the official Panama Canal records.

**The letters and details may be found in *CANAL ZONE STAMPS* on pages 194-95.**



Denomina- tion	Photo No.	Caption	Color
1¢	27-G-1	Balboa-before	yellow-green
2¢	26-T-171	Balboa-after	carmine rose
3¢	38-X-9	Gaillard Cut-before	blue violet
5¢	38-X-54	Gaillard Cut-after	dark blue
6¢	49-C-1	Bas Obispo-before	red
7¢	80-E-65	Bas Obispo-after	black
8¢	519-S-2	Gatun Locks-before	sage green
10¢	43-X-18	Gatun Locks-after	blue
11¢	3-1-H	Canal Channel-before	deep green
12¢	81-D-124	Canal Channel-after	magenta
14¢	59-1-A-12	Gamboa-before	deep violet,
15¢	81-D-24	Gamboa-after	olive brown
18¢	33-L-37	P. M. Locks-before	lake
20¢	81-D-93	P. M. Locks-after	brown
25¢	502-Z-40	Gatun Spillway-before	red-orange
50¢	502-Z-88	Gatun Spillway-after	violet brown
<u>Airmail</u>			
5¢		Douglas plane over Sosa Hill	gray black
10¢		Clipper and Douglas over relief map	deep violet
15¢		Mail plane over Palms, Ft. Amador	brown
25¢		Clipper, Manzanillo I., Cristobal	ultramarine
30¢		Clipper over Cut; warships in canal	carmine rose
\$1.00		Clipper and palm scene	green

The commemoratives went on sale on two different dates: the air mails, commemorating the tenth anniversary of air mail service went on sale on July 15, 1939; and the regular mail stamps went on sale one month later, August 15, 1939.

First day sales of the air mails totaled \$13,243.60; and \$21,729.58 in ordinary stamps were sold on the first day. General sale on the 1¢ commemorative was halted on March 30, 1941 only a few hundred were left. These were all forwarded to the Philatelic Agency in Balboa Heights and reserved for inclusion in sales of full sets. The same policy was adopted on the 3¢ stamp which went off general sales in December 11, 1940. On June 4, 1940, similar action was taken for the 15¢ air mail stamp. The sale of all commemoratives was halted on February 28, 1941 and the remainders were burned April 12, 1941.

The chart following, gives the statistics on the sale of stamps in this issue:

<u>Denomination</u>	<u>Received</u>	<u>Sold</u>	<u>Destroyed</u>
1¢	1,020,000	1,019,492	518
2¢	525,000	227,065	297,935
3¢	2,525,000	2,523,733	1,267
5¢	525,000	460,213	64,787
6¢	198,650	68,290	130,360
7¢	210,000	71,235	138,765
8¢	210,000	41,576	168,424
10¢	210,000	<del>83,010</del> 83,571	126,429
11¢	195,000	34,010	160,990
12¢	210,000	63,735	146,265
14¢	300,000	37,365	262,635
15¢	313,200	105,053	208,147
18¢	210,000	39,255	170,745
20¢	205,000	100,244	104,756
25¢	105,000	34,283	70,717
50¢	105,000	91,576	13,424
<u>Airmails</u>			
5¢	175,000	88,576	86,424
10¢	175,000	117,644	57,356
15¢	335,000	833,742	1,253
25¢	200,000	82,126	117,874
30¢	270,800	121,382	149,418
\$1.00	105,000	40,051	64,949

#### Barro Colorado Anniversary



On April 17, 1948, a 10¢ commemorative ordinary mail stamp was issued to observe the 25<sup>th</sup> anniversary of the establishment of the biological and research station at Barro Colorado Island in the artificial Gatun Lake. The stamp is horizontal rectangular, commemorative size, in black. The center of the stamp shows Barro Colorado

Island and its location in degrees of latitude and longitude. Across the outline are the words “BARRO COLORADO ISLAND” and on the center of the island and taking up a little less than a third thereof, is an animal with uplifted tail, a coati-mundi, which words are also printed on the island. Across the top of the stamp, it says: “CANAL ZONE POSTAGE” and to the upper left and right of the center picture are the dates: “1923 – 1948.” Below both dates, is the denomination, a large figure 10 with the word “CENTS” beneath. Across the entire bottom of the stamp, in two lines, it states in small capitals: “25<sup>th</sup> Anniversary Establishment – Canal Zone Biological Area.”

This commemorative stamp was first suggested by Mr. A. Wetmore, Secretary of the Smithsonian Institution in a letter to Governor Joseph C. Mahaffey written September 18, 1947 and the idea was endorsed by postal and Executive Department officials. The stamp was designed by Mr. Leo Page, architect of the Office Engineering Division of The Panama Canal, together with Mr. Meade Bolton of the same office.

The area, founded April 17, 1923, comprises an entire island, the largest in the man-made Gatun Lake. It has a world-wide reputation as one of the finest sections available for the study of flora and fauna of the tropics.

The animal superimposed on the stamp, is known on the Isthmus of Panama as the “gato solo.” This animal is quite similar to the North American raccoon. It is about the size of a large Irish Terrier, has short fore legs and high hind legs and has a large hairy tail about 30 inches long. It has the familiar white mask across the eyes similar to the raccoon and rings on the tail which is prehensile, like the monkeys.

The gato solo eats berries, vegetables, leaves, fruit, meat, birds and eggs, and fish. It is particularly fond of the iguana, the large native lizard whose overall length is practically that of the coati-mundi itself. It is very clever and mischievous and can be readily tamed. However, it is far too powerful and destructive to be kept in a home after reaching maturity.

This is the second instance of an animal being shown on a Canal Zone stamp. The Buffalo which appears on the 30¢ United States overprint, Scott No. 73, was the first.

The first day sales of the Barro Colorado stamp on cover, total 22,080.

Note: By Act of Congress under review organization Plan No. 3 of 1946, the Canal Zone Biological Area was assigned for administrative purposes to the Smithsonian Institution in Washington.

At the end of the first year of sale, approximately 265,000 of the 525,000 received had been sold and Canal Zone postal officials were of the opinion that the stamp would not be taken off sale until May 1, 1950.

### Gold Rush Centennial



On June 1, 1949, the Canal issued a series of four pictorial stamps in commemoration of the discovery of gold in California and the important part played in the development of the West by the Isthmus of Panama. The stamps were issued in 3¢, 6¢, 12¢, and 18¢ denominations, measuring 19 X 22 mm and were engraved and printed by the Bureau of Engraving and Printing in Washington.

The stamps portray the arrival, transit of the Isthmus and departure of the thousands of gold seekers from the eastern part of the United States across the Panama route much of which now lies within the 10-mile strip across the Republic of Panama known as the Canal Zone.

The description of this issue, released by Mr. James Marshall, Director of Posts, The Panama Canal, may be found beginning in CANAL ZONE STAMPS on page 201.

The “Gold Rush Centennial” series was designed by Mr. Meade Bolton, Panama Canal architect, who completed this project just a few months before he retired from the service with the government. Besides the other stamps mentioned, Mr. Bolton designed the ½¢, 1½¢, 3¢, 5¢, and 25¢ value of the permanent series and the current postage dues, the last after a design submitted by Colonel F. H. Wang, Executive Secretary. The other stamps of the permanent series were designed by artists of the Bureau of Engraving and Printing in Washington,



based on photographs submitted by the Canal. First day covers processed by the philatelic agency at Balboa Heights and other Zone Post Offices totaled 25,000 and first day sales in general at all post offices, including orders for mint stamps, totaled 813,736.

## CHAPTER 22

### Air Mail Issues



The 25<sup>th</sup> anniversary issue of 1939 shows the date of July 15, 1939 as the Tenth Anniversary of the inauguration of the Canal Zone air mail service. This date was apparently picked out of a hat for all it actually observes is the 10<sup>th</sup> anniversary of the first Canal Zone air mail flight to Chili. As a matter of history this date was ill-chosen and certainly misrepresents the facts.

In the first place, the authors have in their possession a set of covers showing a round-trip flight of air mail from Cristobal, Canal Zone to San Jose, Costa Rica. The cover bears a 5¢ stamp, No. 71 which is canceled by a cachet reading: “Cristobal, C. Z. – Costa Rica” around the inside margin of the circular cachet. Then, in four lines, as follows: “Air Mail – – Jan. 2, 1925 – – 7: 00 A. M. – – First Trip.” The receipt cancellation in the smaller cachet, reads: “San Jose – – Servicio Aereo – – \*Jan. 2, 1925\* – – 1: 00 P. M. – – Recibo.” The return flight cover bears two 5¢ Costa Rican stamps canceled by a cachet reading “Correo Aereo – – Ene. 4, 1925 – – Costa Rica – Canal Zone.” The receipt cachet reads: “Costa Rica – – Canal Zone – – Cristobal, C. Z. – – Air Mail – – First Trip – – Jan. 4, 1925 – – 2:30 P.M. Received.”

As early as May 1928 the Canal Zone manufactured stamps, air mail envelopes (Chapter 25) which were available to the public the same month. The FAM 5 first flight from Miami to the Canal Zone is dated February 4, 1929 and the Colonel Lindberg return flight is dated February 10, 1929 from Cristobal on which 42,061 pieces of mail were carried.

On May 21st of the same year FAM 9 from Cristobal Canal Zone to Nicaragua, Honduras, British Honduras and Cuba was inaugurated. On June 21, 1929 on FAM 5, the first flight from Cristobal to Cartagena and Barranquilla, Colombia; and, Curacao, D. W. I. was made.

Furthermore, besides the May 1928 manufacture of air mail envelopes, the Canal began overprinting stamps for the air mail service in January 1929 when the first overprinting and surcharging of the 25¢ on a 2¢ value was accomplished at Mount Hope and by April of that year, 190,000 of that value had been prepared and 100,000 of the 15¢ on 1¢.

All of the above goes to prove that a considerable amount of air mail service had been in full swing long before July 15, 1929 which, according to Canal Zone postal officials, was the inaugural date of the Canal air mail postal service.

To confuse the matter still further, Mr. Calhoun, Director of Post, in response to a query, wrote that the Canal Zone considers the proper date for the inauguration of air mail service, as “on or about February 7, 1929.”

Explaining the choice of date, the Press Representative of The Panama Canal, Mr. J. Rufus Hardy, issued a release for local newspapers under date of February 15, 1939, as follows:

“The first air mail service between the United States and the Canal Zone was inaugurated during February 1929 and extension to points beyond the Canal Zone was made between April and August 1929. Therefore, the entire year 1939 will represent the 10<sup>th</sup> anniversary of the establishment of U.S. – – foreign air mail service to and beyond the Canal Zone.”

This was followed by another released to the press dated March 17, 1939, which explained:

“July 16, the date on which air mail service between the Canal Zone and Chile was inaugurated in 1929 has been set for the date of issue of the special Canal Zone air mail stamp series commemorating the 25<sup>th</sup> anniversary



of the opening of the Panama Canal and the 10<sup>th</sup> anniversary of air mail service to the Canal Zone, according to announcement Wednesday by C. H. Calhoun, Director of Posts. The special stamp issue will be placed on sale Saturday, July 15, at all Canal Zone post offices in order that they may be forwarded on planes leaving early the next morning. All mail bearing the new stamps will be postmarked July 16. There are four air mail planes scheduled to leave Canal Zone airports Sunday, July 16, for the United States, Central, and South America."

It seems to the authors, that the Canal picked the least appropriate date for official observance of the inauguration of air mail service on the Canal Zone. Much more appropriate would have been January 11, 1929, the date when the first surcharged air mail stamps were placed on sale; or, February 10, 1929, the date of departure of the plane piloted by Colonel Charles A. Lindbergh. By April 1, 1929, surcharged air mail stamps were being regularly used on plane service out of Cristobal to Colombia, Ecuador, Peru and Chile. For Colombia and Ecuador the rate per half ounce was .15; to Peru, .30; to Chile, .45. By July the service had been extended to Central America and the Dutch West Indies: .15 to Nicaragua, Honduras and British Honduras; .25 to Cuba; and .15 to Curaçao.

The official files disclosed that the first steps towards obtaining air mail stamps by the Canal, were taken near the end of June or early July 1928 with the request to the Washington Office of The Panama Canal to requisition a supply of overprinted air mail stamps from the Bureau of Engraving and Printing. On July 16, 1928, the following letter was received by Mr. A. L. Flint, General Purchasing Officer of The Panama Canal in Washington, sent by Mr. R. S. Regar, Third Assistant Postmaster General:

**The letter is copied on page 209 of CANAL ZONE STAMPS. Also, circulars and additional letters may be found on pages 210 and 211.**

Thereupon, in rapid order, the Canal took two steps toward the development of its air mail service: furthered the use of its stamped air mail envelopes; and, in January 1929, ordered 50,000 air mail overprints prepared at Mount Hope and an additional order of the stamped air mail envelopes.

Following is a complete list of the provisional airmail stamps listed by Scott as C1 to C4 inclusive, overprinted and surcharged at the Mount Hope Press:

Date 1928	15¢ on 1¢ C-1	25¢ on 2¢ C-2 3	10¢ on 50¢ C-3 4	20¢ on 2¢ C-5 6
January		50,000		
February		20,000		
February		20,000		
March	100,000			
April		100,000		
October		100,000		
December			50,000	100,000
Date 1929	15¢ on 1¢ C-1	25¢ on 2¢ C-2 3	10¢ on 50¢ C-3 4	20¢ on 2¢ C-5 6
May			50,000	150,000
October				100,000
December				30,000
<u>1931</u>				
February				100,000
May	50,000			40,000
June			30,000	100,000
TOTAL	150,000	290,000	130,000	380,000

In March 1929, the United States Post Office Department announced that the air mail rate per half ounce between Miami and Cristobal would be .25 including postage and also announced that there would be three flights each week starting early in April.

The circulars issued by the Canal Zone Bureau of Posts governing the use each of the .25 and .15 surcharges, are as follows: [see CANAL ZONE STAMPS for circulars and letters found on pages 210 and 211.]

The overprint and surcharge on all the four provisional air mail stamps was done at the Mount Hope Press. C1 is overprinted in two lines reading, "AIR MAIL -- 15 CENTS 15," on the regular 1¢ green Gorgas, Scott No. 105. There are four plate numbers, 115180, 115181, 115182 and 115183. C3 is overprinted in two lines reading "AIR MAIL -- 25 CENTS 25." There are four plate numbers, 115184, 115185, 115186, and 115187. The overprint is on the regular 2¢ Goethals, Scott No. 106. C4-5 are overprinted in two lines reading, "AIR MAIL -- 10 c" and "AIR MAIL -- 20 c" respectively. Both of these stamps have three short bars which obliterate the numerals of the original value of the stamp on the lower left. C3 is overprinted on the 2¢ Goethals, Scott No. 106 and C4 on the 50¢ Blackburn, Scott No. 114. Plate numbers of the 10¢ values are 118119, 118120, 118121 and 118122. On the 20¢ value the plate numbers are 115184, 115185, 115186 and 115187.

The overprint on C1 and C3 is in dark blue or violet and on C4 and C5 the overprint is in black.

There are two varieties in the provisional series. The first is listed by Scott as Type II, (C2) while they list the regular stamp C1 as Type I. The reason for this is not known. C2 is a printing of C1 wherein the only difference is in the figure "5." In C2 the top of the figure "5" is curved upwards. This is the second, or March 1931, printing of 50,000. The first printing of 100,000 is the vertical serif type. However, of the second printing, 17,973 were subsequently destroyed by burning so that actually there are only 32,027 of C2.

The second variety is the "dropped 2" listed by Scott as C5a. This occurred in the first printing of this issue of 100,000 stamps, 1,000 sheets, and there are seven of this variety on each sheet, a total of 7,000. It is not believed that this variety occurred in any of the subsequent printings.

There were two burnings of the provisional overprints, the first mainly of straight edges and the second, remainders from the Philatelic Agency. A chart showing total issues, burnings, and net totals of the overprints follows:

Scott No.	Issued	Date Burned	Quantity Burned	Net Total
C1	150,000	June 3, 1932	1,124	100,000
		October 31, 1932	13,849	32,027
		(All C1a) Total.....	17,973	132,027
C2 <sup>2</sup>	290,000	June 3, 1932	1,509	
		October 31, 1932	64,611	
		Total.....	66,120	223,880
C3 <sup>4</sup>	130,000	June 3, 1932	2,352	
		October 31, 1932	10,982	
		Total.....	13,334	116,666
C4 <sup>5</sup>	650,000	June 3, 1932	4,803	
		October 31, 1932	6,802	
		Total.....	11,605	638,395

## Permanent Series



The “permanent” series of Canal Zone air mail stamps was placed on sale near the end of 1931. The stamps, horizontal rectangular, 36 x 21½ mm were designed by Mr. Meade Bolton, architect of The Panama Canal, employed by the Office Engineering Division.

The design on the entire series is exactly the same in all denominations, only the value and the color being changed. It depicts a freighter transiting the Canal in Gaillard Cut, between Gold Hill and Contractor’s Hill, and overhead, flying east, is a tri-motored plane with extended landing gear. The stamps were engraved and recessed printed from flat plates by the Bureau of Engraving and Printing in Washington. They were manufactured in sheets of 200 and are unwatermarked and perforated 11.

Between the fifth and sixth vertical rows and the tenth and the eleventh horizontal rows the 200-subject sheet is divided into four sheets of fifty stamps each by guide lines. When cut, the stamps on the borders are straight edges and of course, the margins are on two sides of each post office sheet only, top and side or bottom and side. At the top of the stamp it says: “CANAL ZONE POSTAGE” and at the bottom, “AIR MAIL.” In the corners are small boxes wherein is located the denomination of the stamps. There are no side plate numbers.

The first shipment from Washington arrived on the Isthmus on October 23, 1931, in the following denominations: 5¢, 10¢, 15¢, 20¢, 40¢ and \$1.00, and plate numbers for those denominations were respectively: 123574, 123575, 123576, 123577, 123578 and 123579. On November 11, Mr. Calhoun issued the following circular dated at Balboa Heights to all Postmasters: **[See CANAL ZONE STAMPS page 215]**

As a matter of record, the Clipper arrived from Miami on November 22 with Captain Basil L. Rowe as pilot, as Colonel Lindberg having left the plane at Colombia after piloting there from Miami. The return flight left Cristobal on Wednesday, November 25 with Captain Rowe again at the controls. Colonel Lindberg was picked up at Colombia. Among the passengers, was Igor Sikorsky, designer and builder of the plane.

The stamps are colored light green for the 5¢ value, 10¢ orange, 15¢ blue, 20¢ deep violet, 40¢ yellow, and \$1.00 black.

Three more values were issued in the permanent series, the 30¢ rose lake, the 6¢ brown, and the 4¢ violet. The 30¢ value was issued July 15, 1941. During the war, a special 6¢ air mail rate was arranged for the troops stationed on the Canal Zone and on February 15, 1946, the 6¢ yellow-brown air mail stamp went on sale at the Army and Navy posts for military service personnel only. However, when the air mail rate was reduced to 5¢ the military post offices of course returned all stocks of the 6¢ and the use of the 5¢ rate on the Zone became universal. Then once more, on January 3, 1949, the rate was increased to .06. The 4¢ stamp for use on post cards only, first one on sale January 3, 1949.

The air mail stamps issued in connection with the 25<sup>th</sup> anniversary of the opening of the Panama Canal and the 10<sup>th</sup> anniversary of the inauguration of the Canal Zone air mail service, have been covered in the section on commemorative stamp issues, Chapter 21.



A chart showing ~~a~~ Canal Zone air mail issues, follows:

Scott No.	Denomination	Date Issued	Number Sold
C1 <sup>12</sup>	.15	April 1, 1929	132,027
C2 <sup>3</sup>	.25	January 11, 1929	223,380
C3 <sup>4</sup>	.10	December 31, 1929	116,666
C4 <sup>5</sup>	.20	December 31, 1929	638,325
C4A <sup>6</sup>	.04	January 3, 1949	525,000 *
C5 <sup>7</sup>	.05	November 18, 1931	9,613,800 *
C5A <sup>8</sup>	.06	February 15, 1946	2,625,000 *
C6 <sup>9</sup>	.10	November 18, 1931	3,040,000 *
C7 <sup>10</sup>	.15	November 18, 1931	11,751,500 *
C8 <sup>11</sup>	.20	November 18, 1931	3,004,600 *
C8A <sup>12</sup>	.30	July 15, 1941	940,000 *
C9 <sup>13</sup>	.40	November 18, 1931	427,500 *
C10 <sup>14</sup>	\$ 1.00	November 18, 1931	253,000 *
C11 <sup>15</sup>	.05	July 15, 1939	86,576
C12 <sup>16</sup>	.10	July 15, 1939	117,644
C13 <sup>17</sup>	.15	July 15, 1939	883,742
C14 <sup>18</sup>	.25	July 15, 1939	82,126
C15 <sup>19</sup>	.30	July 15, 1939	121,382
C16 <sup>20</sup>	\$ 1.00	July 15, 1939	40,051

\* Indicates total received at Balboa Heights as of January 1st, 1949.

In the 10<sup>th</sup> air mail anniversary set, is the only error or variety known to the authors in the entire Canal Zone air mail series after the provisionals, and one which is likely to prove extremely valuable in time: a color variety in the 5¢ commemorative C15. So far as is known, only two sheets, 100 stamps in all exist in the rare color, a black rather than the green black of the regular issue. The color is outstandingly different and the paper seems to be not nearly as white as the rest of the issue.

The two sheets were discovered at the Philatelic Agency at Balboa Heights by the Postmaster. Rather than keep this rare item to himself, as he could easily have done, he sold them at face to individuals he knew were interested in Canal Zone stamps.

Some of the printings of the regular issue, especially C10 the 15¢ blue: and, C11 the 20¢ violet, and C13 the 40¢ yellow, show minor color varieties, corresponding to different dates of issue.

A complete discussion of official air mail stamps is contained in Chapter 24, on official stamps.

There were several big "booms" in the various denominations of the Canal Zone permanent air mail stamps. The first was in the original twenty cent rate up to December 2, 1937, when the rate to the United States was reduced to fifteen cents a half ounce. Then came the "boom" in the 15¢ stamps up to the change of rate to ten cents, on April 1, 1945. In October 1, 1946 came the reduction to five cents for each ounce which lasted until December 31, 1948. The six cent rate was first used during the war year 1946 for military personnel only at Army and Navy establishment post offices. On January 1, 1949, the six cent air mail rate was established in all Canal Zone post offices and the sale of five cent air mail stamps practically halted.

At the same time, January 3, (January 1st and 2nd were holidays) 1949, the four cent air mail stamp went on sale for the first time, mainly to handle the pictorial post cards of the Panama Canal of which so many thousands are mailed out by tourists yearly to all parts of the world.

In its first order, 525,000 were received in December 1948. The 4¢ air mail stamp is red violet.

### First Coast-to-Coast Air Mail

What is perhaps one of the earliest authorized air mail flights in postal history and what is certainly the first non-stop coast-to-coast air mail flight in this hemisphere, was made on October 18, 1918 in connection with the Fourth Liberty Bond Loan campaign of the First World War. To promote the sale of war bonds, the Liberty Loan Committee on the Canal Zone arrange the flight and prepared a quantity of No. 9 official penalty Panama Canal



envelopes on which was printed the following legend: "This envelope contained subscription to Fourth Liberty Loan, from (here followed a space in which was written the senders name and address) carried by First Nonstop Ocean to Ocean Aero Mail Service." Each cover was signed by the Director of Post, C. H. Calhoun, and by H. Roue, Chairman of the Loan Committee. The above legend was printed in large sized capitals in rust-red. Beneath, also in large capitals, "Liberty Loan Committee" and underneath in capitals and lower case, "Balboa Heights, C. Z."

Each cover, besides being numbered, was struck with two circular cancellations: the first in blue, stated "The Panama Canal – Atlantic – Pacific" around the inside of the margin. Inside the circle it said: "First Trip –Aero Mail – 9 A.M., October 19 – 1918." The second in rust-red, stated around the inside margin of the circle: "Balboa Heights, C. Z. – Received." Inside the circle it read the same except that the time was changed to 10 A.M.

Since this is a franked envelope, no postage was used on the great majority of the covers flown, 919. However, also in this flight, were 150 prepaid letters, fifteen prepaid postcards and three registered letters.

### **First Flights and Commemorative Cachets**

Following is a list of the cachets used on first flights and commemorative first flights from the Canal Zone and other commemorative events as taken from the official files. It is believed that this list is practically complete:

Colombia – Central America Air Mail Pioneer Trip. Cristobal, Canal Zone 8 Z.(ibid.) M. August 14, 1925. (Legend only) and circular double line frame.

First Commercial Flight Air Mail Panama – Canal Zone to Costa Rica Pan-American Airways, Inc. December 28, 1928. (Legend only) in rectangular double line frame, rounded corners.

Air Mail First Flight Canal Zone – U.S.A. (Dispatch on FAM 5, February 11, 1929). (Plane over ship in Canal). Vertical rectangular double line frame, sharp corners.

First flight United States and Canal Zone mails dispatch to Ecuador and Peru on FAM 5 leaving Cristobal May 17, 1929. (Map of countries). Vertical rectangular single line frame.

First flight on FAM 5 for delivery in Nicaragua, Honduras, British Honduras, and Cuba, May 21, 1929. (Map of the Caribbean area) Single line vertical rectangular frame.

First flight United States and Canal Zone mails dispatch to Buenaventura and Tumaco, Colombia one FAM 5 leaving Cristobal May 24, 1929. No picture, legend only. Double line horizontal rectangular frame.

First flight United States and Canal Zone mails on FAM 52 Cartagena and Barranquilla, Colombia and Curacao, D. W. I., leaving Cristobal June 21, 1929. (Buildings and tower). Double line vertical rectangular frame.

Twenty-fifth anniversary of establishment of the Canal Zone Postal Service, June 25, 1929. (Legend only). Single line horizontal rectangular frame.

First flight to Chile on FAM 9, July 16, 1929 from Cristobal. Volcano behind trees. Vertical rectangular single line frame. Note: The Cristobal post office affixed a different cachet to all United States mail on this flight. The cachet was horizontal rectangular with beveled corners. (Plane over mountains).

First flight United States and Canal Zone mails to Uruguay on FAM 5 leaving Cristobal January 14, 1930. Vertical rectangular double line frame. (Shield of Uruguay).

First flight to Salvador, Guatemala, Mexico and the United States via Brownsville, Texas on FAM 52 San Lorenzo, Honduras and FAM 82 destination. Vertical rectangular double line frame. (Palm tree and volcano). January 21, 1930.

United States and Canal Zone mails to Buenos Aires, Argentina on FAM 5 leaving Miami, Florida October 5, 1929 and FAM 9, first flight leaving Cristobal October 8, 1929. (Plane and statue believed to be Christ of Andes). In vertical rectangular single line frame.

First "Express" flight to Miami from Cristobal. Colonel Charles A. Lindberg pilot. May 5, 1930. Map with legend inaugurating thirty-three hour schedule in horizontal single line rectangular frame.

First flight of United States and Canal Zone mail to Venezuela on May 5, 1930. Corresponds to dispatch from Miami on May 3rd and Brownsville on May 1st and from Cristobal on May 5th. (Picture of General Simon Bolivar's statue in Plaza Bolivar, Caracas, Venezuela). In vertical rectangular frame.

Air mail first flight Canal Zone to Jamaica. (Plane flying over two coconut palm coasts with ship passing between). In horizontal rectangular single line frame. On December 4, 1930.

Air mail first flight from the Canal Zone to Miami, Florida via Jamaica and Cienfuegos, Cuba on December 3, 1930. (Map of Caribbean Islands in vertical rectangular single line frame).

Official Flight Canal Zone to La Guaira, December 4, 1930. Legend only in double line horizontal rectangular frame. First flight FAM 5. Extension from the Canal Zone to Trinidad February 12, 1931. (Map showing "Lindberg Circle" in double line vertical rectangular frame).

First flight Canal Zone to Maturin, Venezuela on February 12, 1931 on further extension of FAM 5. (Plane and legend on double line diamond frame).

First flight Canal Zone to the Guinas, Brazil, Windward and Leeward Islands February 12, 1931 on FAM 5 Extension to connect with routes FAM 6 and 10 at Port of Spain, Trinidad. (Map of Western Hemisphere in single line circular frame).

First flight American Clipper Canal Zone to the United States on November 25, 1931. Legend in single line horizontal rectangular frame. Approximately 8,500 letters dispatched.

First flight Cristobal, Canal Zone to Puerto Barrios, Guatemala on FAM 5, December 5, 1931. Legend only in horizontal rectangular frame. Approximately 200 letters dispatched.

First flight FAM 5 Cristobal, Canal Zone to Payo Obispo, Mexico on December 5, 1931. Legend only in double line horizontal oval frame. Approximately 80 letters only dispatched.

First flight Cristobal, Canal Zone to Marida, Mexico on FAM 5, December 5, 1931. Legend only in single line diamond frame. Approximately 200 letters dispatched.

First flight FAM 8 via FAM 5, Cristobal, Canal Zone to Mexico City, Mexico, April 16, 1932. Legend only in double line horizontal oval frame.

First flight Cristobal, Canal Zone to Bolivia, FAM 9, May 20, 1932. Legend only in double diamond frame.

Twentieth anniversary of the opening of the Panama Canal. Special cachet showing ship in locks, dated August 15, 1934 with facsimile of signature of Colonel George W. Goethals.

Twenty-fifth anniversary of the first lockage, September 26-27, 1913-1938 shows a tug in one of the lock chambers in profile. No frame, but heavy guidelines top and bottom.

First day of issue, 5¢ stamp, permanent series. John F. Stevens. (Ship in the Gaillard Cut in line drawing in single line rectangular frame).

First flight United States and Canal Zone to Argentina 21-hour service. From Balboa, Canal Zone October 12, 1947. (Plane and map of South America and United States Gulf area in single line vertical rectangular frame).

## **CHAPTER 23**

### **Postage Due Stamps**

#### **Scott No. J1 to J29**

Prior to the official opening of the Panama Canal on August 15, 1914 laborers employed from the West Indian islands total approximately 30,000. The amount of mail received by these people from Jamaica, Trinidad, Barbados, St. Lucia, Guadeloupe and other Caribbean islands was considerable. The families left behind were in a much poorer economic state than those who sought their fortunes digging the "big ditch." As a result, a high percentage of the mail received on the Canal Zone was in whole or in part with postage unpaid. As a consequence, each such unpaid letter was subject to a "postage due" charge.

As there were no regular postage due stamps on the Zone or in Panama either for that matter prior to 1914, postmasters resorted to the use of the regular issues which they affixed to the unpaid letters, canceled at the time of delivery and collected the amount due.

In 1908, these letters became so numerous that the postmasters conceived the idea of canceling in advance quantities of their regular stamps of the values most often needed. Although other values of the 1906 series are believed to have been thus pre-cancelled, Scott No. 22, 24 and 26 of the 1906 series are the only ones verified by the authors; and No. 30 of the 1909 series is also known to have been pre-cancelled in this matter. [Also 31, 32, 33, 34, 35]

The precancelling of the stamps was sometimes done with the regular canceling stamp and thus there is no way to distinguish these precancelled stamps from regularly used issues. At the Pedro Miguel Post Office, however, Postmaster Gerald D. Bliss made use of a single line, specially prepared rubber stamp of serified capital

letters reading, "POSTAGE DUE." The overall length of the two words is 37 mm with POSTAGE 24½ mm long and DUE 11mm long and the space between the words, 1½ mm. Each letter is 3¾ mm high.

The precancelling was usually done in a diagonal line due to the large size of the rubber stamp but some stamps exist showing part of the impression horizontally. It should always be understood that these are not official issues but simply the result of a measure of expediency on the part of a single Canal Zone postmaster to facilitate the postal service. They never had any official sanction nor do they form part of any regular Canal Zone issue.

This is, of course, a postmaster provisional postage due.

The first reference to our regular issue of postage due stamps to be found in the official records is on July 29, 1911 on which date the Canal Zone Director of Posts, Tom M. Cooke wrote from Ancon to the Third Assistant Postmaster General in Washington asking whether the United States Post Office Department could supply such stamps for Canal Zone use. Mr. Cooke specifically asked whether or not it would be possible to have the Bureau of Engraving and Printing supply such stamps through the Post Office Department in 1¢, 2¢ and 10¢ values overprinted "Canal Zone" and supplied at the regular cost of manufacture.

Director of Posts received satisfactory answers from both the Post Office Department and the Bureau of Engraving and Printing but no further action was apparently taken until more than two years later when, on December 8, 1913 a committee was appointed on the Canal Zone to report on the best method of collecting for postage due without conflicting with the postal agreement with Panama. On the last day of the year the committee reported to the head of the Department of Civil Administration. The letter, signed by Mr. Cooke, stated in part:

"... it is of course, unnecessary for me to set forth here the necessity or importance of adopting a distinctive postage due stamp for the protection of the postal revenue.

"I am of the opinion that the use of a United States postage due stamp for the purpose indicated, would not in any way violate, or conflict with, the Taft Agreement, which reads, in part, as follows:

" "All mail matter carried in the territory of the Canal Zone, to or through the Republic of Panama, to the United States and to foreign countries shall bear the stamps of the Republic of Panama properly crossed by a printed mark of the Canal Zone Government."

"The regulations prohibit the sale of postage due stamps to the public, and their use is confined to the mail matter in the post office of its destination. It will be noted that they will not be used on any matter dispatched in or from the Canal Zone."

Then, with the approval of the head of the Department of Civil Government, Mr. John K. Baxter, 100,000 each of the three values were ordered on January 19, 1914 from the Bureau of Engraving and Printing in Washington. They were received March 3, 1914 and went on sale the same month. They probably went on sale on or about March 12th for on March 11th, Mr. Cooke issued a memorandum to all postmasters related to the use of an accounting for postage due stamps and in announcing that the supply was ready for requisitioning, added: "... they should not be sold to the public, nor used for the prepayment of postage in any case."



These stamps were the regular postage due stamps of the United States of the 1910-1912 series. These are Scott Type D2 and the values used are the 1¢, 2¢, and 10¢, Scott U. S. No. J45a, J46a and J49a. They are watermarked USPS single line and are perforated 12. The color is rose carmine in all three values.

In the 1¢ and 10¢ values the so-called Star plates were used which means, of course that the two sizes of vertical gutters, 2 mm and 3 mm, exist on the same sheet. These can be collected in pairs or blocks.

The Canal Zone overprint consisted of tall, block letters. The overall measurement of the overprint is 17 mm by 3 mm. The color is black and the overprint is applied reading diagonally up. In some positions the final "E" is out of alignment. The letter is tilted to the right so that it appears in a vertical position in the diagonal overprint.

These stamps were printed by the Bureau of Engraving and Printing in Washington, from flat plates of 200 subjects which were cut into two post office sheets of 100 subjects each.

The official Panama Canal Record of March 4, 1914 (Vol. VII, No. 28, page 269) printed the following announcement:

“... Most of the mail matter from the United States comes fully prepaid, but in case of mail from the West Indies, and to some extent from Europe, the postage is only partly paid, or, in some cases, not paid at all...

“In view of the fact that this class of postage does not come under the Treaty with Panama, a supply of stamps for this purpose has been ordered from the United States government...”

Within the fortnight, Panama protested, claiming that the use of these United States overprints was a contravention of the Taft Agreement. At that time, it should be recalled, Panama herself had no postage due stamps. Many were the letters which went back and forth on this controversy. It was Mr. Cooke’s contention that: “... Panama has as little claim to the revenue derived from this source as it has to the revenue derived from money order fees or other postal revenue not covered by postage stamps.” He contended that the Taft Agreement talked only of stamps to be used for the “prepayment of postage.”

However, Mr. Baxter, Chief of Civil Affairs, in a memorandum to the Executive Secretary, Mr. C. A. McIlvaine, (and reversing his own previous approval of the ordering of the overprints), stated:

“The section of the Taft Agreement concerning the Canal Zone Postal Service, contains the following:

“ “The authorities of the Canal Zone shall purchase from the Republic of Panama such stamps as the authorities of the Canal Zone desire to use in the Canal Zone, at forty percent of their face value.”

“This is so plain and definite a statement that I do not see how we can ignore the claim of the Panamanian authorities...” Mr. McIlvaine thereupon wrote to the Panamanian Foreign Office, asserting that Panama’s claim would be upheld and that Panama would be paid forty percent of the face of the Postage Due overprints, and he said, “I presume that if this payment is made, the Republic of Panama will not object to the use of the surcharged U.S. postage due stamps until the supply is exhausted.” This was on April 25, 1914.

However, two weeks later a letter came from Panama asserting that she would not only issue a special series of postage due stamps herself but would also pay the cost of the printing of all the United States overprints. Mr. McIlvaine replied that this was satisfactory provided that the Canal Zone received the “... entire issue of these postage stamps... for its use, as... it is not desired that any sheets of the issue fall into the hands of dealers.”

An important part of the interchange of letters was the agreement made between the two administrations that the Canal Zone would destroy the remaining U.S. overprints before a committee of Americans and Panamanians when the Panama postage due were received.



On March 24, 1915 the first Panama postage dues, the entire series, was received by the Canal Zone: 50,000 each of the 1¢ and 2¢ stamps and 200,000 of the 10¢ stamps. They were placed on sale the same month.

These stamps are the postage due stamps of the Republic of Panama overprinted by the manufacturers, the American Bank Note Company. This was the first postage due stamp ever used in the Republic of Panama. The denominations used in the Canal Zone are the 1¢, 2¢ and 10¢. The color of all three values is brown. The 1¢ value is a horizontal rectangle 29½ mm by 19¼ mm. The picture in the center is [labeled] the old Spanish fort of San Lorenzo at the mouth of the Chagres River [but is actually San Geronimo]. The 2¢ and 10¢ values are vertical rectangles 19¼ mm by 29½ mm. The central figure of the 2¢ stamp is the statue of Columbus in the city of Colon. The 10¢ value is the portrait of Pedro J. Sosa, Panamanian engineer, very prominent in the French Canal construction days.

These stamps came in sheets of 100 and were perforated twelve. The sheet was perforated entirely around the outside margin and thus there are no straight edges.



The Canal Zone overprint is in two vertical lines reading up. CANAL measures 10½ and ZONE 8½ mm. The distance between the two words measures 9¼ mm. It is in appearance the same as Type II of the 1909-1910 postage series. The color of the overprint is dark blue.

Scott mentions two varieties of the 1¢ postage due: a, overprint small reading down; and, b, overprint small reading up. Contemporary writers on Canal Zone do not mention these varieties, indicating that they were a more recent “find.” The type used is similar to the 1909 postage due Type V, (Flat A) in both varieties. It is interesting to note that Type V of the overprint of the 1909 series made its appearance for the first time in 1921 [1920], long after the last of the Panama postage dues were issued (in 1919). Another feature of these “varieties” is the decidedly different shade of the basic stamp which is a blackish brown rather than the olive brown of the regular issue.

The paper is grayish instead of white. The variety reading down is even more unusual in its appearance. It has very badly damaged letters and the overprint looks smudged. This overprint is very similar to well-known Canal Zone counterfeits imitating the Flat A type of postage stamps. Both these varieties are a very suspicious issue and completely out of line, especially in view of the fact that only one shipment was prepared of J4 by the American Bank Note Company and it cannot be understood how a different variety of paper, printing and type ever got into a single printing issue. The authors do not consider these varieties as genuine.

Mr. Baxter, then Director of Post, ordered all Postmasters to turn in their obsolete United States overprints and, apparently forgetting the agreement with Panama to destroy them, recommended to Mr. McIlvaine that they be sold to the public, since, even if forty percent of their face value were turned over to Panama, “... we will still make between \$1,800 and \$1,900 on the transaction.” This unfortunate action, taken against the advice of the postal authorities in Washington who were asked by Mr. Baxter whether this act was legal, and stamp collectors and dealers voiced opinions opposing such a move, was approved by Mr. McIlvaine and the Governor on July 2, 1915. A bulletin to the public was then issued, as follows:

#### “SALE OF OBSOLETE STAMPS

“The remaining stock of the postage due stamps used in the Canal Zone from March 1914 to March 1915 and now obsolete, will be placed on sale in the Canal Zone post offices August 23rd. These stamps cannot be used for the payment of postage and are worthless except to collectors. They will be sold at their face value and canceled as sold. Not more than one hundred sets will be sold to anyone purchaser. The stock to be disposed of consist of 80,514 – 1¢, 71,818 – 2¢ and 9,603 10¢.”

Previously, a dealer had offered to buy the entire remainder at face value, approximately \$3,000 worth, and it is believed that this offer influenced Mr. Baxter to make his decision to sell the obsolete stamps. However, the sale of these stamps was exceedingly slow and Mr. Baxter ordered all postmasters that “... on and after September 1st, any of these stamps remaining on hand may be sold without limitation on sales to one purchaser.”

Meanwhile, the March 1915 issue of the “Herald” published by the United Stamp Company of Chicago, advertised unused Canal Zone postage due overprints. Mr. Baxter saw the article and wrote to the Chief Post Office Inspector in Washington and requested an investigation since the Canal Zone postmasters had been warned that these stamps were not to be sold.

The investigation disclosed that the company which advertised those stamps had only twenty-two of the 1¢ unused, having sold out the 2¢ stamps. They had never had any of the 10¢ stamps. The inspectors confiscated the unused stamps and traced the lot to New Orleans and Cristobal but the responsibility could not be placed on any one in the Canal Zone.



On September 29, 1915, a new series of postage due overprints were ordered by the Canal Zone postal officials. The overprint on the same stamps was to be in red ink with large numerals, since due to the small size of the regular numeral, many errors have been made by postal clerks in using the stamps of the first issue. Panama answered to the effect that the stamps were being sent to the United States "... for the purpose of having them surcharged." They were received by the Canal Zone on November 12, 1915, in the same quantities as the first Panama issue: 50,000 of the 1¢; 50,000 of the 2¢; and, 200,000 of the 10¢. On February 19, 1917, the Canal received 50,000 – 2¢ and 100,000 – 10¢ postage due stamps; and, on November 22, 1922, 50,000 more of the 1¢ dues were received from the American Bank Note Company. This makes a total of this issue: 100,000 – 1¢; 100,000 – 2¢; and, 300,000 – 10¢, J7 to J9.

It is not generally known, but 1,400 of the 2¢ denomination of this issue, J8, were destroyed when, on examination, it was discovered that the overprint was found inverted on fourteen sheets. Apparently none of this error got out.

The basic stamp is the same as for the previous issue. The words "CANAL" and "ZONE" are the same type and size as before. The distance between is the same. Within the space is found the denomination of the stamp in a tall, thin numeral, 9½ mm long.

The 10 cent overprint J9, is known with two settings of the numeral "10"; one with a distance of 1½ mm between the 1 and 0; and the second with a distance of 2¼ mm. Although there were two printings of this overprint, the entire second issue of 100,000 was destroyed in the burning of 1937. Therefore, both types must have come from the first printing of 200,000. The actual distribution of the stamps on the sheet is not known to the authors. However, neither type is an isolated variety since blocks of four of each type are known. Also, in a listing prepared by the firm of Spencer Anderson, there appears a pair with margin imprint on bottom, bearing both types of the overprint.

On October 9, 1915, Mr. Baxter round-robin [sic] letter to all postmasters asking how many of the obsolete postage dues [J1-J3] remained unsold and a few days later they were ordered returned to the Collector. On April 18, 1916, Mr. Crede H. Calhoun, Acting Director of Posts, recommended to the Auditor that the balance of the obsolete postage dues be destroyed "since there was little demand for these stamps."

It should be remembered that these stamps were never sold by the Post Office unused or uncanceled.

About this time a Canal Zonian wrote to Mr. Calhoun offering \$50 for the balance of the obsolete stamps but Mr. Calhoun refused to make the sale and on June 15, 1916 the following number of stamps were destroyed: 1¢ – 76,467; 2¢ – 67,688; and, 10¢ – 7,507. The burning was witnessed by Messrs. S. C. Russel, Post Office Inspector; Herbert Pearson, Auditor; and H. C. Dion of the Collector's Office. During the period of the sale of the obsoletes, only \$295.23 worth were sold to collectors and dealers.

On September 19, 1916, the Postal Director, Mr. Calhoun, once more learned of the sale of postage dues, uncanceled, in the United States and again asked the Post Office Chief Inspector to investigate. Their check revealed that at least 225 sets of the United States overprints had been purchased by dealers in the United States from unknown persons.

A semi-humorous aftermath developed in January, 1917 when the Republic of Panama claimed through its Foreign Office that since Panama paid for the printing of the U.S. overprints that she should get the proceeds of the sale to the collectors especially in view of the fact that the stamps had not been burned as agreed upon. The Canal then offered to pay Panama the cost of printing the stamps which had been sold – 8,160 stamps at \$1.365 a thousand, or a grand total of \$11.14.

Panama turned thumbs down on this offer, stating, "As the stamps – constitute a sort of property of our Republic on account of this Republic having paid the cost of their issuance, it is very plain that the surplus of such kinds as were sold to collectors in the Zone, belong to Panama, wherefore claim is made for the entire proceeds of this sale –."

It appears that following Panama's refusal to accept the offer of \$11.14 made by the Executive Secretary, Mr. C. A. McIlvaine, the matter apparently was mutually suspended by the two administrations since no record of a settlement appears in these files.

The postage due issues had clear sailing for some time thereafter except for periodic reports from the States that uncanceled postage dues were continually being offered for sale by different stamp dealers throughout the country.

## Mount Hope Printing



Some few collectors of the Canal Zone, some specialists perhaps or some lucky beginner, some child or some veteran may possess one of what the authors believe may prove to be one of the rare Canal Zone regular issues. Only 2,198 of these stamps are, or should be, in existence and their scarcity is such that their existence has never even been made the subject of query so far as can be determined. The authors have never even seen a copy, but would like to very much.

This stamp is one of two printings of J10, surcharged and overprinted by the American Bank Note Company. The common variety of J10 was surcharged and overprinted at the Mount Hope Press. There are 50,000 of the latter and, as previously stated, 2,198 of the former.

This is a regularly printed stamp and not an error and this is how this rarity came about:

On November 18, 1919, the Canal ordered 50,000 each of the 2¢ and 4¢ postage dues from Panama. The order read as follows:

“The postage due stamps should be surcharged in red ink and in addition the value of the stamp should be shown in red ink in large figures.

“I enclose one each of the one cent and ten cent postage due stamps for guidance of the printers. You will note that these stamps only show how this surcharge should be placed and that they are not the two denominations requested.”

However, eight days later, on November 26, 1919, without waiting for these postage due stamps from the American Bank Note Company to whom Panama had forwarded the order, Panama was requested to send 20,000 each of her current postage due stamps to the Canal Zone postal officials, the stamps to be overprinted and surcharged at the Mount Hope Press, the cost of such overprinting and surcharging to be paid by Panama.

Through some unexplained error, Panama sent the Canal 100,400 each of these two denominations. The Canal returned 50,000 each of the two values and forwarded 50,400 each to Mount Hope for overprinting. The extra 400 of each denomination, Panama explained, was to send to the International Postal Union, which was done.

On November 27, 1919, a request was made by Mr. Calhoun on the Mount Hope Press for surcharging and overprinting postage due stamps, as follows:

“The surcharged “Canal Zone” and the figures “2¢” and “4¢” should be printed in red ink on the respective denominations...”

These stamps were surcharge early in December and placed in service at once.

On March 29, 1920, the Canal Zone received 50,000 each of the 2¢ and 4¢ postage due stamps from the American Bank Note Company through Panama in compliance with the Canal’s order of November 18, 1919.

It never became necessary for the Canal Zone postal officials to use any of the shipment of 4¢ dues up to the abrogation of the Taft Agreement when the United States stamps overprinted Canal Zone (J12-J14) were placed in use. As a matter of fact, of the 100,000 total stamps of J11, only 35,695 were used. This indicates that 14,305 of the Mount Hope series and all of the 50,000 of the American Bank Note series, were destroyed. (See Chapter 15)

Of the 100,000 stamps of J10, 52,198 were used, indicating that all of the 50,000 Mount Hope series and 2,198 of the American Bank Note series were used. The remainder were burned.

However, it is possible that the American Bank Note Company used the same type to overprint J10 as they used to overprint J8, in which case it would be impossible to differentiate between them. But in 1919 they were using a different type face for their Canal Zone overprints than the one they used in 1915. All the authors can say in this connection is, that if any 2¢ postage due stamps are discovered different in any way from J8 and J10, then they must be of the American Bank Note Company overprint of J10.

The basic stamps of J10 and J11 are the same. The font, generally used at the Mount Hope printing plant, is similar to that used by the American Bank Note Company on J4-J6. The numerals are a heavy block type 9 mm high. There are several printing imperfections in the 4¢ values: ZONE missing; broken 4; 4 omitted; 4 and “C” of CANAL missing. These are not constant errors and appeared to be due to carelessness on the part of the printer.

### U. S. Overprints



In 1924, with the abrogation of the Taft Agreement, use of the Panama overprint postage dues was suspended and the shipment of overprinted United States postage due stamps, J12 to J14 went into service. This was on the first of July 1924. The number received in this series was: 1¢, 10,000; 2¢, 25,000; and, 10¢, 30,000.

The basic stamps are the United States postage due stamps, Scott U.S. number J61, J62b, and J65b. The 1¢ is a carmine rose color and the 2¢ and 10¢ values, a deep claret. They are printed on unwatermark paper, and are perforated 11.

The Canal Zone overprint is in two lines, identical to the so-called Flat A type overprint on the 1924 Canal Zone issues. The 10¢ value also has the Star plates and thus there are both the 2 mm and 3 mm gutter varieties. Here the authors must take exception to Scott's number sequence. In the following issues, it is felt that regardless of the numbers used, chronological order should be the governing factor at all times. On February 6, 1925, to cover a shortage in postage due stamps with the exhaustion of J12 to J14, the Director of Posts ordered Canal Zone stamps Nos. 71, 73 and 75 already overprinted CANAL ZONE overprinted “POSTAGE DUE” at the Mount Hope Press in the following quantities: 10,000 of the 1¢; 25,000 of the 2¢; and, 40,000 of the 10¢.



These stamps were delivered and used before the receipt of Scott's J18 to J21 on June 24, 1925 so they, in the authors opinion, should rightly be numbered J15 to J17 and the stamps of “Type 2” which Scott calls J15 to J17 should in fact be J18 to J20.

The Mount Hope postage due overprint on J15 to J17 is in two horizontal lines. POSTAGE measures 15½ mm long, DUE, 6½ mm long and overall height, 6½ mm. One sheet of the 10¢ denomination received the double overprint. On the same value, on one stamp of the bottom row (straight edge) the “E” of POSTAGE is missing and immediately above, only the vertical stroke of the “P” can be seen and that only very faintly. That same error appears on the above-mentioned double overprint sheet.



The postage due stamps of the “Sharp A” type, Scott No. J18 to J21 were received as follows: June 24, 1925, 30,000 – 1¢; 50,000 – 2¢; and 50,000 – 10¢; March 22, 1926, 50,000 each of the three values; September 26, 1927, 50,000 – 10¢; and, December 1, 1927, 46,600 – 2¢; and, 4,200 – 10¢. [some destroyed]



The basic stamps of this issue are the United States Scott No. J61, J62 and J65 [and J65a]. All three values are carmine rose [rose red]. They are printed on unwatermark paper, perforated 11. The Canal Zone overprint is the Sharp A variety. There are several errors in the Canal Zone overprint: all values exist with the word “CANAL” in wrong font [and ZONE]. On the 1¢ and 2¢ values, the ZONE-ZONE error on position 18 is found. The 10¢ value has a double overprint. One sheet of the 10¢ value exists wherein the overprint shifted down an entire row so that pairs are found with the upper stamp without overprint.

Toward the end of 1929 another shortage of postage due stamps appeared imminent and it was decided to surcharge 200,000 of Canal Zone No. 72, the 1½¢ stamps as follows: 50,000 – 1¢, 75,000 – 2¢ and 75,000 – 10¢. This plan was later changed to 50,000 each of 1¢, 2¢, 5¢ and 10¢ values. The surcharging was done at Mount Hope during October – November 1929. However, on November 19, 1929 the Director of Posts ordered that these overprints not be issued due to the “... extremely low visibility of the surcharge.” They were all destroyed.



The Canal then decided to overprint Scott No. 107, the “steam shovel” 5¢ stamp and surcharge it for postage due use. The work was requested from Mount Hope, on December 18, 1929 in the quantity of 50,000 each in the 1¢, 2¢, 5¢ and 10¢ denominations. On October 15, 1930, an additional 50,000 of the 10¢ value were ordered from Mount Hope.

One misprint exists on the 1¢ value due to an upward shift. This left the bottom row without the words “POSTAGE DUE” and with only the lower half of the figure “1.” The three obliterating dashes appear in the upper corner of the stamp. All other rows are similar to the above but the words POSTAGE DUE and the upper part of the “1” are on the bottom part of the stamp. There are but five specimens of the first variety and forty-five of the second.

A letter to a Canal Zonian written November 10, 1930, Mr. Calhoun stated that the sale of the unused provisional postage dues over-the-counter had not been and would not be authorized. He said that the 5¢ postage due would be issued on December 1, 1930 and announced in this letter that the Canal Zone proposed to issue a permanent postage due set about July 1, 1931 which would be sold over-the-counter unused.

In another communication later the same year, he reiterated that the provisionals would not be sold. However, on June 25, 1931, S. C. Russel, Postal Inspector, recommended reconsideration of this decision in view of the considerable leakage of the unused postage dues which were commanding great speculative prices in the United States.

“It’s a hopeless task,” said Mr. Russel, “to discover the source of supply of the uncanceled postage due issues.”

Thereupon, on June 26, 1931 Mr. Calhoun recommended the sale of postage due stamps at the Philatelic Agency at Balboa Heights after proper publication and notification. This was approved by Mr. McIlvaine the following day. An official circular to all postmasters was issued stating that effective August 1, 1931, “... the sale of uncanceled postage due stamps, Canal Zone series, will be authorized.” At the same time, it was announced that Section 161 (b) of the Canal Zone Official Postal Guide was amended to read as follows: “(Effective August 1, 1931) Sec. 161 (b) – The sale of uncanceled postage due stamps is permitted only through the Philatelic Agency at Balboa Heights under the special conditions prescribed by the Director of Posts. The sale of such stamps at other post offices will not be permitted.”

This was later amended to read, “The sale of uncanceled postage due stamps is permitted only through the Philatelic Agency, Balboa Heights, except that other post offices may comply with requests from transients or local patrons, who may wish to purchase a set to complete their collection.”

## Permanent Canal Zone Issue

The new permanent issue of postage dues was placed on sale at all post offices at 8:00 a.m. January 2, 1932 in 1¢, 2¢, 5¢ and 10¢ denominations. The 15¢ postage due went on sale April 21, 1941. The provisional overprints were withdrawn from sale on December 31, 1932 and thereafter were on sale only at the Philatelic Agency.

The permanent series was printed from flat plates of 400 subjects, cut into post office sheets of 100. The only variety known, a minor one, is the un-inked numeral "1" in the 1¢ denomination found on several sheets.

There were several burnings of postage stamps before the "big burning" of 1937. A complete statement of those early burnings will be made here as well as the final tabulation except the permanent series, which go up to 1949.

The chart which follows shows the quantities of postage dues used in the service:

<u>Scott No.</u>	<u>Denomination</u>	<u>Number Issued</u>	<u>Number Destroyed</u>	<u>Date Destroyed</u>	<u>Number Used</u>
J1	1¢	100,000	76,467	12/31/1915	23,533
J2	2¢	100,000	67,688	"	32,312
J3	10¢	100,000	7,507	"	92,493
J4	1¢	50,000	None	- - -	50,000
J5	2¢	50,000	"	- - -	50,000
J6	10¢	200,000	"	- - -	200,000
J7	1¢	100,000	39,386	1937	60,614
J8	2¢	<sup>150</sup> 100,000	<sup>47,802</sup> 1,400	<sup>1937</sup> 6/15/1916	<sup>100,778</sup> 98,600
J9	10¢	300,000	124,452	1937	175,548
J10	2¢	<sup>50,400</sup> 100,000	<del>47,802</del>	"	<sup>50,400</sup> <del>52,198</del>
J11	4¢	<sup>50,400</sup> 100,000	<sup>1</sup> 64,305	"	<sup>36,095</sup> 35,695
J12	1¢	10,000	None	- - -	10,000
J13	2¢	25,000	"	- - -	25,000
J14	10¢	30,000	"	- - -	30,000
J15	1¢	80,000	"	- - -	80,000
J16	2¢	146,600	170	10/15/1926	146,430
J17	10¢	154,200	220	"	153,980
J18	1¢	10,000	None	- - -	10,000
J19	2¢	25,000	200	10/15/1926	See below
J19	2¢	See above	3,465	6/18/1928	21,535
J20	10¢	40,000	181	6/18/1928	39,819
J21	1¢	50,000	11,347	6/3/1932	See below
J22	2¢	50,000	8,694	"	" "

J23	5¢	50,000	6,619	6/3/1932	See below
J24	10¢	100,000	6,273	"	" - "
J21	1¢	See above	2,663	10/31/1932	35,990
J22	2¢	" "	1,099	"	40,207
J23	5¢	" "	7,917	"	35,434
J24	10¢	" "	3,223	"	90,504
J25	1¢	315,000	- - -	- - -	to Jan. 1, 1949
J26	2¢	315,000	- - -	- - -	"
J27	5¢	300,000	- - -	- - -	"
J28	10¢	413,800	- - -	- - -	"
J29	15¢	105,000	- - -	- - -	"

## CHAPTER 24

### Official Stamps

The first reference to official stamps used in the Canal Zone is found in a letter written to the Executive Secretary on March 4, 1905 by Captain George R. Shenton, Chief of Police and one of President Theodore Roosevelt's old "Rough Riders." Wrote the chief:

"Sir: I have the honor to enclose herewith requisition for 100 2¢ postage stamps required by this office for use on official correspondence with persons in foreign countries." There is also on file and acknowledging receipt for "100 Panama postage stamps surcharged Canal Zone, 2 ct."

In close order, several other official agencies followed with requests for official stamps and on August 31, 1905 an order was issued by John F. Stevens to one official:

"You can get these stamps by paying for them yourself and taking a receipt for the amount paid; and get a refund by making a voucher and attaching the receipt to the voucher."

So the next time Chief Shenton sent in a requisition for stamps (on December 1, 1905), he was told the same thing since: "... they cannot conveniently be secured on requisition as a bill to cover them cannot be paid until they have been actually delivered except on payment of money for them."

Finally, on June 18, 1909, this complicated system was questioned by the Chief Quartermaster in a letter to the Chairman of the Isthmian Canal Commission. He said, in part:

"Postage stamps have been purchased in the U. S. by dispersing officers for a great many years... The stamps are required for government use, and there is no reason why private funds should be used to effect the purchase."

This argument was sustained by Colonel Goethals who, on June 23, 1909, issued the following instructions:

"Hereafter the Chief Quartermaster will distribute stamps to all who use them, and I have directed that he make a request for supplies on the Director of Posts, same to be furnished by the Canal Zone Treasurer who will bill against the Commission for the face value of the stamps sold."

### Perforated "P"

The first reference to the perforated "P" official stamps in the files is a request for Mr. Crede H. Calhoun, Director of Post, asking the Superintendent of the Palo Seco Leper Colony, on June 8, 1916, how an inmate sent a letter with "... a 2¢ Canal Zone postage stamp perforated with the letter P. As this stamp was apparently secured from the Canal Zone stock, I would be glad to have you inform me how it came into the possession of the writer..." (No answer was found in the files.)



This perforated “P” was made by a regular Panama Railroad Company ticket punch with the letters “r P r.” The two lower case letters “r’s” were burred [burnished] off the punch at the Mechanical Division machine shops in Balboa. The letter “P” was punched through the stamps by folding the stamps over and punching through several thicknesses at the same time so that it is possible to have tete-beche pairs in all different positions: the “P” with the “head” left and right; erect with the backs of the two letters together; face downwards, etc.

The earliest copies seen by the authors are on Scott No. 38 but others claim to have seen the perforated “P” on Scott No. 30. Stamps actually in the authors’ collections or known to them with the perforated “P,” include: Scott No. 38 type 2, 39 type 2 and [47] 3, 40 type 2, 36, 37, 60, 61, 62, 63, 70, 71, 72, 74, 75, 80, 84, 97, 100, 101, 105, 106, 107, 111, 116, 122, 123, C3, C9 and C14. On these stamps the letter “P” is in every possible position, vertical and horizontal. Others are no doubt in existence.

On November 30, 1928, Mr. Calhoun wrote to the Auditor and mentioned that the stamps were ordered by the General Storekeeper who did the perforating.

All official stamps were transferred to the Administration Building on April 12, 1929 and delivered to the Storekeeper there and instructions were issued by the Acting Chief Quartermaster that “... all future issues of these stamps will be made on separate stationery requisitions only.” This Supply Department store carried and dispersed the official stamps until May 7, 1931. On that date an order was issued that “In the future, Departments and Divisions will draw such postage direct from the Postmaster, Balboa Heights, on requisition...”

For the next ten years this system was used. Then, on February 7, 1941, executive secretary F. H. Wang wrote to the Director of Post as follows: “I think our official stamps should be plainly surcharge “official” rather than be perforated “PC” as at present. (The Executive Secretary was in error here since only the letter “P” was perforated.) A distinct surcharge printed on the stamp would enable postal employees to keep a much more careful check on any misuse of these stamps. Please have specimen surcharges prepared at the P. C. Press.”

As a matter of record, the first requisition for official air mail stamps was made on March 31, 1929 for twenty 25¢ air mail stamps with the “P” perforated. At that time the assistant Chief Clerk notified the Mailing Room: “The supply of air mail stamps furnished you recently are intended for emergency use on the Governor’s mail only upon special instructions by the Chief Clerk or his assistant. In each case of matter sent by air mail a confirmation copy should be sent by ordinary mail.”

On July 10, 1929 an additional requisition for forty of the 25¢ air mail stamps was filled. During the year 1930 records disclose that \$136.00 worth were used by The Panama Canal.

### Official Overprints



When the final overprints were approved for the new official stamps, the order was given on March 24, 1941 to the Panama Canal Press at Mount Hope, to surcharge the first series of ordinary stamps.

The Press prepared two forms to cover full sheets of 100 of the regular-sized stamps and sheets of 50 of the large or double-size stamps the latter represented by the 5¢ ordinary and all values of the air mail. These plates were composed of monotype cast and set lettering and from the evidence of the stamps themselves, the plates were not at first kept on hand after each printing but were broken up each time and new plates were prepared for later requisitions. This no longer holds true and the plates were now kept standing for later printings but that was the case for at least the first two printings.



The actual printing is performed on a hand-fed job press. Before printing the sheet margins always have been removed from all sheets by the Postmaster, Balboa Heights, ostensibly to permit better registry and to facilitate the overprinting. The practice was initiated by the first postmaster handling the new officials and has been carried on by his successor. While this removal of the margins may improve the printing to a certain extent, it is to be noted that these selfsame margins do not seem to bother the Press when printing precancels by the very same method. It does however eliminate any collector concern about plate number specimens as they simply do not exist.

While it was stated at the time of the first printing that the initial quantities ordered were based on estimated requirements for the next two years, this did not prove to be the case and arrangements for the next printing were made in September of 1941. This included a new value, the 30¢ air mail (first issued unoverprinted July 15, 1941), and it was soon noted that the overprint this time was a bit smaller in overall measurement than before although the type was the same. This is readily explained. It meant that in casting the type for the new plates, the monotype-casting machine was set to make a slightly smaller base than before even though the type itself was the same size. Comparison measurements on these first and second printings, follow:

<u>Ordinaries (regular-size)</u>	<u>First</u>	<u>Second</u>
OFFICIAL	11mm.	10 $\frac{1}{4}$ mm.
PANAMA	10mm.	9 mm.
CANAL	8mm.	7 $\frac{3}{4}$ mm.
Overall height	10mm.	10 mm.
<u>Air Mail and large ordinary</u>		
OFFICIAL	11mm.	10 $\frac{1}{4}$ mm.
PANAMA CANAL	19 $\frac{1}{2}$ mm.	17 $\frac{3}{4}$ mm.
Overall height	6mm.	6mm.

It may readily be ascertained from the known denominations with the narrow measurements that for all printings except the second, the standard (recommended) size base for the particular size type has been used in preparing the plates but of course there is no assurance that the spacing of the second printing or some entirely new spacing may not come out at any time in the future. The second printing comprised only the 50¢ ordinary and the 5¢, 10¢, 20¢, 30¢, and the 40¢ air mails. As the restrictions were still in effect at that time regarding the sale of these stamps to collectors, little of this printing came on the market when release was permitted, although the 5¢, 10¢, 20¢, 30¢, and 40¢ air mail stamps and the 50¢ ordinary have been noted with the characteristic canceled-to-order appearance indicative of collector sale from Balboa Heights.

A circular describing the new issues went out to all postmasters on April 8, 1941, in which Mr. Calhoun said: "ALL POSTMASTERS:

"Issue of Surcharged Stamps for Official Use

"1. The Practice of issuing perforated Canal Zone postage stamps with the letter "P" for official use has been discontinued. Hereafter all postage issued for official use will bear a surcharge reading: "OFFICIAL PANAMA CANAL."

"2. The surcharge has been printed on the stamps of the following values: Ordinary, 1¢, 3¢, 5¢, 10¢, 15¢, 20¢, and 50¢. Air Mail, 5¢, 10¢, 15¢, 20¢, 40¢ and \$1.00. The style of type is identical on all stamps but the surcharge will appear vertically on regular stamps except the 5¢, and the air mail stamps, thus:

(Regular)....	OFFICIAL PANAMA CANAL	(Air mail and 5¢ regular)....	OFFICIAL PANAMA CANAL
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“3. The use of official postage is restricted to Departments and Divisions of The Panama Canal and Panama Railroad. Postmasters having reason to suspect that such stamps have been diverted or traded in for personal use shall report the circumstances to this office. The stamps are not for sale and will be issued by the Postmaster, Balboa Heights, against official requisitions, as heretofore.”

All the perforated “P” official stamps on hand were ordered used before the new issue was put in use which was (probably) April 8, 1941 in some values and later for the others. It should always be understood that the perforated “P” official stamps were a bona fide authorize postal issue.

Mr. C. M. Lupfer, Assistant Executive Secretary of The Panama Canal, on April 30, 1942, made the first recommendation to sell canceled official stamps over-the-counter. This recommendation was strongly supported by Executive Secretary Wang, who recalled in his early reply to Mr. Lupfer that for many years the Canal Zone postal system was troubled by the question of the sale of postage due stamps. The Executive Secretary, wrote that this vexatious problem had been satisfactorily resolved by selling those stamps over-the-counter.

At this time complete sets of the official stamps, air mail and regular postage, were being advertised in philatelic publications for as exorbitant a price as \$400 or more.

As a result of the action taken by the heads of the Executive Department, it was decided to sell canceled official stamps to the public. Justifying this decision, the Director of Posts, Mr. Calhoun, said: “The speculation in these stamps reached a point where they were eventually forged as to overprints and it was apparently a situation that approximated a monopoly.” As a matter of record, counterfeit 15¢ official stamps were discovered in 1942.

From many sources this decision of the Administration was severely criticized but more than balancing these criticisms were letters of congratulations sent to the Governor and Mr. Calhoun praising this action, which many felt would eliminate an evil in the Canal Zone postal system’s philatelic policy. Just before the lifting of the ban on the sale of these stamps, Rollin E. Flower, President of the American Philatelic Society, on June 19, 1942, wrote to Postmaster General Walker in Washington protesting this contemplated decision. This letter was answered by the Governor of the Canal Zone. In his letter to Mr. Flower the Governor said, “It may be that the stamps used in the official business of the Canal have become the subject of speculation rather than collection. A number of collectors and philatelic organizations have urged that these stamps be placed on sale as proposed.”

Among the organizations congratulating the Canal on the decision to sell the official stamps canceled, were the American Stamp Dealers Association, Inc., and the American Air Mail Society.

The decision to offer these stamps for sale to all with certain restrictions was announced by the following two circulars:

#### POSTAL CIRCULAR NO. 19

**(These circulars may be found on page 252 of *Canal Zone Stamps*)**

While yet another printing had been run off composed only of the 15¢ air mail, following the first two printings before mentioned, decision to place these stamps on sale to collectors required that stocks be bolstered. This was done by the printing of June 4, 1942 requisition of May 25<sup>th</sup> 1942 comprising all values except the 15¢ air mail which stock had just been replenished. Since that time further printings have been made as stock has run low as will be noted by the table of requisitions appended hereto. All have continued to be the same type and spacing as that of the first printing.

No real errors have yet been noted and according to the two postmasters concerned as of this writing, W. H. Howard (1941-45), and, C. F. Hinz (1945 to date), only one has ever been made so as to result in destruction of the misprinted sheets, that of the 6¢ in 1949. [6¢ inverted] One or two specimens of the 1¢ have been seen, normally used, with the overprint slightly off to the right so that some of the letters appear on the next stamp. These came from mail of the American Consul at Curacao. Some variations of spacings and broken letters also have been noted. Study of the issues indicate that probably four different forms have been set up so far for each of the sizes required.

In one of the printings of the large size stamps, a peculiar alignment of the two words exist in the third horizontal row. Normally the “O” of Zone falls between the “N” and “A” of CANAL and the overprint appears to be perfectly balanced. In this case, however, a shift occurred so that the “O” falls directly under the “N” and

the overprint as a whole has an off-centered appearance. This shift is found on the third printing, that of May 25, 1942.

The current 50-subject form is interesting primarily from the standpoint of broken letters. Of these the more noticeable are listed:

No. 16. Broken right vertical stroke of “N” of “PANAMA” – has the appearance of having been repaired from earliest breaks noticed – found on 5¢ ordinary [steam shovel] and on the 5¢, 10¢, 15¢, 20¢, and 40¢ air mail.

No. 31. Break in top of “O” of “OFFICIAL” – noted on 5¢, 10¢ and 40¢ [5¢ ordinary, 6¢, 15¢, 20¢, 30¢]

No. 34. Broken right vertical stroke “N” of “PANAMA.” As first noted, the stroke was practically completely missing – seen on 5¢ ordinary and 40¢ air mail. [10¢, 15¢, 20¢]

This broken “N” was later replaced, the replacing letter being slightly raised in relation to the other letters of the word – noted on 5¢, 10¢ air mail.

No. 49. Damage to “MA” of “PANAMA” – noted on 5¢ and 10¢ air mail. [6¢, 10¢, 15¢, 20¢, 30¢, 40¢]

Normal usage of these stamps is limited in accordance with the official circulars, to departments and agencies of The Panama Canal and the Panama Railroad organizations. Applications to use them however are occasionally received from other U.S. agencies. In general these requests have been refused but covers with the return card of the Civil Aeronautics Administration of the Department of Commerce and the United States Marshall of The Canal Zone have been seen. As stated in the circulars also, the stamps sold to collectors by the Postmaster, Balboa Heights are canceled-to-order. The canceling has been uniformly done directly across each stamp by use of a package roller cancel either vertically or horizontally which repeats between two wavy lines (one on each side) the words “BALBOA HEIGHTS CANAL ZONE” (no punctuation) twice. Originally this was a standard package roller cancellor [sic] as is used by many United States post offices with a double wavy line top and bottom. For the inception of sales to collectors however, the outer lines were burnished off by at the Mechanical Division, Balboa, Canal Zone. This cancellor and this one only has been used in canceling the official stamps sold to collectors. It is not true however that this cancellor is used only for this purpose, since it also sees the normal usage for which it was originally made: canceling any and all appropriate mail, official or otherwise at the Balboa Heights post office and this is the only such roller cancellor they now have. Therefore the only indication that specimens on the market are the canceled-to-order variety is the presence of original gum on the stamp or circumstantially a very large block or sheet, or the uniformity of the application of the cancellation.

Early in 1946 The Panama Canal announced that remainders of the numeral 5¢ Steam Shovel Galliard Cut on hand after December 31, 1946 would be destroyed. The 5¢ Stevens stamp having been issued April 25, 1946, it was only natural to expect that this stamp would likewise appear with an official overprint. The 5¢ Steam Shovel officials were finally removed from sale, December 31, 1946. A requisition was placed on January 14, 1947 for overprinting 20,000 of the new 5¢ Stevens, the actual printing taking place on January 20, 1947. The new issue was formally announced by a card press release with return address of the Philatelic Agency (Balboa Heights, printed February 13, 1947) reading in part as follows:

“The five-cent Steam Shovel stamp, including those overprinted for official use, have been withdrawn from sale as of December 31, 1946, and the permanent five-cent Stevens stamp, issued April 25, 1946, overprinted in its place.”

The card also gave information as to the other official stamps available and how they would be supplied to collectors.

The supply of “official” 5¢ Steam Shovel which had been removed from sale were eventually destroyed April 14, 1947 in the amount of 5,895. This did not comprise the entire 5,000 of the third printing of this denomination plus part of the second for an unknown portion of the final printing actually were sold. Of course those that had been issued on requisition for official use were not turned back but continued to be used until exhausted.

On a requisition placed November 15, 1948, the first of the 6¢ air mail officials were overprinted in the amount of 20,000. At the same time three of the other air mail values were overprinted. This overprinting was accomplished at the Mount Hope plant on the 23<sup>rd</sup> of the month and after the work was completed, thirty sheets of the 6¢ air mail were found with the overprint inverted and one other sheet was so badly creased that the overprint appeared diagonally across the sheet. [But one was issued]

These thirty-one sheets were subsequently destroyed. This is the first such wholesale destruction of official stamps at the Mount Hope Press whose record up to this date on official stamps had been errorless. As a result, of the 20,000 stamps overprinted, only 18,450 were accepted by the Director of Post.

A check of the sheet of the 6¢ air mail officials indicates that the same plate was used for this as for the previous overprintings.

Another requisition for overprinting the official stamps was made April 20, 1949 in four values of the ordinary and six of the air mail. The same plates were used as in previous overprintings.

There follows the table of printings listed by dates of requisition:

Denomination	Requisition Date	Date	Date	Requisition Date	Requisition Date
Ordinary Mail	5/25/41	3/27/41	3/22/41	3/18/42	5/25/42
1 Cent	20,000		(17 1/4 mm)	(PTD. 3/22/42 according to Plass' dated proof.)	10,000
3 "	20,000				10,000
5 "	10,000				10,000 X
10 "		2,000			10,000
15 "		2,000			10,000
20 "		5,000			10,000
50 "		1,000	1,000 *		10,000
<u>Air Mail</u>					
5 Cent		1,000	2,000 *		10,000 X
10 "		1,000	2,000 *		10,000 X
15 "		10,000		10,000 X	
20 "		1,000	2,000 *	Does not list the O over A on this proof, however! I agree with Plass from my P.O. 11 continued by Plass' dated proof.	10,000 X
30 "			5,000 *	Plass' dated proof	10,000 X
40 "		1,000	2,000 *	also shows O over second A! (Phillips)	10,000 X
\$1.00		4,000		Does not list the O over A on this proof, however! I agree with Plass from my P.O. 11 continued by Plass' dated proof.	10,000 X
		Pos. 16, 33, 34 - Broken N's (?)		(33, 34) → 6/14/42 PTD.	My P.O. 9, 33 shows Plass' P.O. 17 O over A. Proof of 1¢ 30! has NO over A. P.O. 17 dated proof 5/25/42.
		342		O OVER N	
				P.O. 17 Broken L OFFICIAL over P.O. 4.2	



O over N Quantities		Arrows indicate the stamps that have the quantities issued 90 over N known with absolute certainty.		We must find out if Plasse took his data on his p. 21.14 (20.14) from proof sheets or from Phillen's letter or both. If from proofs, Phillen MUST be wrong.		[Plasse's proof goes with Phillen 2/19/46 but not with Phillen 2/6/46. But Phillen's data may be in error nowhere here. !]		
	MINIMUM	MAXIMUM						
5¢ Steam Shovel	1,000	1,000	←					
5¢ Air Mail	1,000	1,500						
10¢ " "	1,000	1,500						
15¢ " "	2,000	3,500						
20¢ " "	1,000	1,000	←					
30¢ " "	1,000	1,500						
40¢ " "	1,000	1,000	←					
\$1 " "	1,000	1,400						
Denomination	Date		Date		Date		Date	
Ordinary Mail	8/21/42		4/9/43		4/23/44		11/3/44	
1 Cent					10,000			
5 " "							(Steam Shovel) 5,000	
Air Mail							no other shifts; only broken Ns; Co. 16- Ns PANAMA (all Ns. attached L) Co. 33234-N & CANAL (H. Jones)	
5 Cent					5,000		5,000	
10 " "					5,000		10,000	
15 " "	10,000 X		10,000		5,000		5,000	
20 " "					5,000		5,000	
30 " "					5,000		5,000	
40 " "							5,000	
\$1.00			4,000				5,000	
O OVER N		O OVER N						

We must find out if Plasse took his data on his p. 21.14 (20.14) from proof sheets or from Phillen's letter or both. If from proofs, Phillen MUST be wrong.

Plasse confirms his data, so Phillen is wrong.

[Plasse' proof jives with Phillen 2/19/46 but not with Phillen 2/6/46. But Phillen's data may be in error somewhere!] ]

Requisition Date 2/8/46  
(Ptd. 2/19/46 according to Plasse' dated proof; & proof does not have O over N)  
our show shifts; only broken Ns; Pa. 155 Ns; PANAMA (all. diag. studies & L.) Pa. 33 & 34 - N & CANAL (17 gms)

Denomination	Requisition Date	Requisition Date	Requisition Date	Requisition Date	If this is the form, Danks calls "current": Broken N, Broken O, Another Broken N, & Broken MA.
Ordinary Mail	1/14/47	5/3/47	11/15/48	4/20/49	
1 Cent	(Ptd. 1/20/47)	10,000	(Ptd. 11/23/48)	10,000	TAT. HAS 1948? ? (Totalman in Bureau spec. 3/49 says form has: Broken O, Broken MA, & F over A. Tat. says Broken O & Broken MA also on 5/19/47 form, but F over A is new; but Plasse says F over A was on 1/14/47 form, so must not have been new if Plasse is correct. In Tat's Bu. sp. 3/49 article he says date of pty. 1948! But agreed w/1948.)
3 "	[Plasse says (via dated proof 1/23/42) broken O, O over A, Broken MA, & F over A] [Conflict of pty. dates suggests stamps ptd. on diff. dates.]			10,000	
5 "	20,000 (Stevens)				
10 "	(1/20/47)	5,000		5,000	
15 "		5,000		5,000	
20 "		5,000			
50 "		5,000			
<u>Air Mail</u>					
5 Cent	10,000		5,000	5,000	
6 "	(1/23/47)		18,450		
Also: Pos. 45 - over A proven by CO14a					

On Air Mails (next pg.):  
Pos. 31- Broken O  
Pos. 45- O over A  
Pos. 49- Broken MA  
Pos. 50- F over A

Also: Pos. 45- O over A proven by C014a

but may be cancelled & thus more known to Tat.

<u>Denomination</u> <u>Air Mail</u>	<u>Date</u> <u>1/14/47</u>	<u>Date</u> <u>5/9/47</u>	<u>Date</u> <u>11/15/48</u> (PTD. 11/23/48) TAT. has 1947!	<u>Date</u> <u>4/20/49</u>
10 Cent		10,000		5,000
15 "		5,000		5,000
20 "		5,000		5,000
30 "		5,000		5,000
40 "			2,500	5,000
\$1.00			2,500	

Pos. 31 - Broken O  
Pos. 45 - O over A  
Pos. 49 - Broken MA  
Pos. 50 - F over A

Pos. 31, 45, 49, & 50  
varieties same as  
before, i.e.  
Co 14a

\* Smaller overprint. (Types 1A and 2A).

X With shift between words; "official" directly  
over "N" of Panama.

More data: Entire plate same Col.

40¢ Lemon shade  
must be one or both of  
these pgs., as my Pos. 49  
with Broken MA on lemon  
shade proves.

Other pgs.

11/21/50

Pos. 31 - Broken O  
Pos. 45 - O over A  
Pos. 50 - F over A

[Broken O confirmed by my block  
of Co 14 perfect along guide lines,  
which cannot be earlier than this  
pg.]

NO LONGER Pos. 49 - Broken MA

[Proven by my irregular block of 3 of  
Co 14. cancelled 7/25/51.]

11/28/51

1/8/52

1¢ Ordinary only

2/16/52

4/9/52

## CHAPTER 25

### Postal Stationery

The first request for stamped envelopes was made by Executive Secretary C. A. McIlvaine on December 28, 1915 in a letter to the Foreign Minister of Panama, Mr. Ernesto T. Lafavre. In his letter, Mr. McIlvaine said:

"... The cost of surcharging these envelopes ("Canal Zone") has been estimated at from 37 cents to 40 cents a thousand. If your Government is willing to pay the cost of this surcharging...the Canal Zone will make a requisition for 10,000 each of the two denominations above mentioned."

To which Mister Lafavre answered: "... in reply I take pleasure in advising you that the Honorable Secretary of Justice, to whom your said letter was quoted, advises me that he accepts the proposal made to him by the Administration of Post of The Panama Canal to purchase 10,000 of the envelopes of each of the denominations of 1 and 2 cents, and that it also accepts to pay the cost of surcharging the envelopes with the words "Canal Zone," in order to deduct it from the payment which the Administration will make to ours for the sale of postage stamps."

On January 11th a requisition was made, not for 10,000 but for 50,000 each of the 1¢ and 2¢ stamped envelopes.



However, January 21, Mister McIlvaine again wrote to Minister Lafavre explaining that he was able to use the higher denomination envelopes of Panama since the Panama envelope was for 2½ and not 2 cents. His reference was to the embossed Panama envelopes issued in 1911. He added that due to a shortage of the 1¢ envelopes in Panama, the Republic could not spare any of that denomination. As a result, Mr. McIlvaine said, "... it is requested that there be ordered from the American Bank Note Company, 50,000 envelopes bearing 2-cent stamps each surcharged "Canal Zone" and 50,000 envelopes bearing 1-cent stamps each surcharged "Canal Zone." It is requested that these envelopes be of white paper of good quality, standard letter size (approximately 3-5/8 inches by 6½ inches) and that the seal flaps be not gummed."

The retail prices of these first stamped envelopes were established by Crede H. Calhoun, Acting Director of Posts in a circular dated April 24, 1916. This circular gave the price of stamped envelopes from one to twenty-five and for 50, 100, 250, 500, and 1,000. The prices charged for some of the amounts listed, follows:

<u>Quantity</u>	<u>1¢ Price</u>	<u>2¢ Price</u>
1	.02	.03
2	.03	.05
5	.04	.07
10	.12	.22
25	.28	.53
50	.55	1.05
100	1.10	2.10
1,000	11.00	21.00

These envelopes proved so popular that it became necessary to replenish the stock almost at once. On May 10, 1916 another order was forwarded to Panama asking for 150,000 each of the one and two cent stamped



envelopes. However, long before even the first part of the second order arrived (on September 7, 1916) all the 1¢ and 2¢ stamped envelopes of the first shipment had been sold out.

These envelopes, listed by Scott (Specialist) as U1 and U2, are exact reproduction of stamps No. 41 and 42, the first Vasco Nunez de Balboa and the second of Fernandez de Cordoba. The stamps measure 22 mm by 27 mm and the overprint, Canal Zone reading up, is the same as Type #2 of the Seventh Series. The space between is the same, 9½ mm.

However, there is one important difference: in overprinting the envelopes, the words “CANAL ZONE” were made an integral part of the die of the head of Balboa and Córdoba so that two runs through the press were all that were necessary; the first for the colored frame, and the second for the head and overprint. As a result, no matter to what side of the frame the head may be shifted, the overprint is always in the same relative position to the head. In overprinting the stamps, it will be recalled, a separate operation was necessary to overprint them with the words “CANAL ZONE.” This of course explains the envelope varieties: head and overprint only; frame only; frame double, etc.

These two stamped envelopes were used continually from 1916 until 1924 and were discontinued only with the discontinuance of the Panama overprint brought about by the abrogation of the Taft Agreement.



In October 1921, the Canal Zone placed on sale the two commemorative stamped envelopes which had been issued to celebrate the 100<sup>th</sup> anniversary of the independence of Panama from Spain. These stamped envelopes, Scott No. U3 for the 1¢ José Vallarino and the U4 for the 2¢ Land Gate, are exact reproductions of the stamps of the same denominations, Scott No. 60 and 61. The overprint however is completely different from that on the stamps but is exactly the same as the Mount Hope type used to overprint the stamps of the Fifth and Sixth Series, No. 21 to 30 inclusive.

The reason for this change in type was due to a request from the Canal to make the overprint as similar as possible to the type used in overprinting the postcard issues of UX2 (Hamilton Bank Note Company) and UX4, (American Bank Note Company.) (See section on postcards.) There was one shipment of U3 of 50,000 and two of U4: the first of 100,000 received together with the others of the commemorative issue in August and September 1921; and the second of 200,000 more were received in September 1922.

There is a notable difference in the color of the two printings, the first being red and the second carmine.



In December 1923 and January and February 1924, a shipment of 150,000 of the Coat-of-arms 1¢ stamped envelopes was received together with 250,000 of the 2¢. None of the 1¢ were ever used, all being burned in 1937. Only 46,041 of the 2¢ stamped envelopes, Scott No. U5 were sold to the public. The remaining 203,959 were also burned.

U5 is the first of the round-stamped envelopes used on the Canal Zone and is the only one with the curved overprint. The overprint actually is not printed on the stamp itself but is located in a curve in the same carmine color ink, 1½ mm under the frame of the stamp. The stamp itself in no way resembles the basic Coat-of-arms postage stamp No. 68 and 69 except that the eagle, flags and shield are similar although considerably larger than



that used in the postage stamp. The stamp on U5 has a diameter of 29 mm. These envelopes were used until the end of June 1924.

A table showing the deliveries of stamped envelopes from the American Bank Note Company, the Scott numerals and totals, follows:

<u>Date Received</u>	<u>1 Cent</u>	<u>Scott No.</u>	<u>2 Cent</u>	<u>Scott No.</u>
April 24, 1916	50,000	U1	50,000	U2
Sept. 7, 1916			25,000	U2
Sept. 13, 1916	12,500	U1	62,000	U2
Oct. 2, 1916	137,500	U1	62,500	U2
August 8, 1917			150,000	U2
March 8, 1918			112,500	U2
Nov. 17, 1918			100,000	U2
April 4, 1919			37,500	U2
April 11, 1919			162,500	U2
August 12, 1919			100,000	U2
April 9, 1920	50,000	U1	200,000	U2
March 3, 1921			125,000	U2
March 18, 1921	100,000	U1	125,000	U2
August - 1921	50,000	U3 *	100,000	U4
October 10, 1922			200,000	U4
April - 1923			200,000	U2
December 15, 1923			100,000	U5 *
January 11, 1924	100,000 (burned)		150,000	U5 *
February 7, 1924	50,000 (burned)			
* Of U3, 29,319; and, of U5, 203,950 were burned in 1937.				
Totals are as follows: U1, 350,000; U2, 1,512,000; U3, 20,381; U4, 300,000; and U5, 48,041.				

## U.S. Overprints



After the abrogation of the Taft Agreement, one shipment of stamped envelopes was received from the United States together with the first shipment of the Flat A overprints. These stamped envelope overprints of the 1¢ green Franklin (U.S. No. U420) and the 2¢ carmine Washington (U.S. No. U429) were overprinted in two lines of black type, the Flat A type exactly similar to that used in overprinting the United States stamps of the Flat A shipment. Only 50,000 of the 1¢ and 100,000 of the 2¢ were received (Scott No. U6 and U7).

These envelopes are the regular United States issues, printed on white, watermarked, (1921) wove paper. They are size No. 5 with gummed flaps. The embossed heads are in a circular frame bearing the inscription and numerals in white.

The extremely low catalog value of these two issues, U6 and U7 is more than puzzling to the authors. Compared to some of the considerably more numerous Panama overprint stamped envelopes, this issue appears to be considerably underpriced. For such a small issue it seems as though these covers should catalog much higher. However, this queer variation in prices is noted throughout all issues of the stamped envelopes and postcards. The relative number of each issue simply cannot be used as a basis for comparing prices. This is especially true of the U.S. overprints and the Mount Hope issues as compared to the Panama overprints which themselves bear no relative or comparative value, one to the other.

## Local Printings

The next series of stamped envelopes was printed by the Panama Canal Press at Mount Hope. The first issue was printed September 20, 1924 and the last on January 23, 1932. These stamped envelopes were two colors, green on the 1¢ and red for the 2¢. They were printed from type and electroplates. Besides the ordinary mail in envelope sizes No. 6 and 9, the 2¢ value was used to print the same two sizes in air mail envelopes.

The basic design of the stamps was the Canal Zone official seal in a small frame (see Chapter 13). Outside the frame and below is the denomination, and above, the words "CANAL ZONE POSTAGE" in two lines of capital letters. The frame of the stamp is made up of 42 swastikas. One of this printing of the 1¢ green, is a yellow-green.

The stamps measure 21 X 28 mm.

The entire issue of these stamps is discussed completely in the following statement and supplementary chart released by the Bureau of Post of the Canal Zone:

### CANAL ZONE SEAL TYPE STAMPED ENVELOPES



"Table showing the respective sizes and values printed by the Canal Zone Press, Mount Hope, Canal Zone, for the Canal Zone Postal Service from October 1924 to February 1932, inclusive.

"The return request envelope was discontinued July 1, 1929.

"The two cent air mail envelopes were discontinued March 22, 1930. These envelopes were designed primarily for use in connection with the first flight covers to the United States when the service was inaugurated in February 1939. The initial air mail rate to the United States was .23 a half ounce for air service plus the two

cent domestic postage rate. When the latter "tax" was dropped, there was no further need for the two cent air mail envelopes.

"There was only one printing of the one cent postal card: 25,000 manufactured during November 1934, issued to postmasters on May 1935."

The chart follows:

Date of Issue	1-1-34	1-1-35	1-1-36	1-1-37	1-1-38	1-1-39
Oct-1934	25,000	50,000	25,000	25,000		
Jan-1935		50,000		25,000		
June-1935	50,000	100,000	10,000	10,000	25,000	
Dec-1935			25,000			
Mar-1936				25,000	47,000	
July-1936			25,000			
July-1936		50,000	25,000	50,000	100,000	
Nov-1937					32,000	
May-1938		91,726	53,614			
Nov-1937					77,373	
May-1938	20,000	90,000	45,725		50,000	5,000
Oct-1938	25,000		25,000		10,000	5,000
Dec-1938					45,000	
Nov-1939			25,200			10,200
July-1939		75,000				
Oct-1939	25,000	100,000	50,000			
June-1940	25,000	150,000	50,000			
Feb-1941		100,000	25,000			
Apr-1941	25,000					
Oct-1941		25,000				
Feb-1942	10,000	25,000				
Total	205,000	2,525,359	301,500	137,000	401,300	20,200

This makes the total number of the 2¢ stamped envelopes of all sizes, 2,525,359 and 205,000 of the 1¢. Not included are the 85,200 air mail 2¢ stamped envelopes. It is felt that this air mail envelope should be given a separate number or sub-number. It is considered by the authors as an important issue, if for no other reason than



that it is the first stamped air mail cover to be issued in the “United States and Possessions” group. The authors take it upon themselves to list these issues as follows:

U8 – 205,000

U9 – 1,997,858 (plus 28,000 of No. 12 and 12-A)

UC – total 85,200 air mail

UC1 – 10,000 (air mail small, with the box)

UC1 – 5,000 (air mail large, with box)

UC2 – 55,000 (air mail, small)

UC2 – 15,200 (air mail, large)

The first printing of the 2¢ stamped air mail envelopes, that of May 1928 had red, white and blue stripes horizontally across the center and a square in the lower left-hand corner with the following legend: “Via Air Mail” in large capitals in two lines; then in small capital letters in two paragraphs, the following: “Envelopes of this design to be used exclusively for air mail. Sender’s address must be shown on the envelope.”

The subsequent prints had the red, white and blue stripes only and the words “Via Air Mail” in large capitals above the blue stripe, printed in the same blue ink, on the left side of the envelope. They are ordinary white envelopes and not the thin paper in more or less general use today. Several of the different printings may be distinguished one from the other by the difference in the color of the red, white and blue stripes and also in their width.

The 2¢ stamped air mail envelopes were discontinued on March 22, 1930 in accordance with the following Circular 17 issued to all postmasters by C.H. Calhoun, on that date:

“Sale of Stamped Air Mail Envelopes to be Discontinued.

“1. Effective at once the sale of 2¢ stamped envelopes sizes 6 and 9, specifically printed for air mail use, will be discontinued by all post offices.

“3. [sic] all such envelopes shall be forwarded by registered mail to this office accompanied by Form 1148 (see section 160 of the Canal Zone Official Postal Guide) listing the number and claiming credit for their invoice value.”

Note: The number returned and their disposition, is not known.

These air mail envelopes should be recognized as true, official air mail issues and as such merit full acknowledgment in any and all catalogs.

### Canal Issues



It took almost exactly three years from the start of negotiations to the time of issue of the so-called permanent issue, the 1¢ Gorgas and the 2¢ Goethals.

In a letter to the International Envelope Corporation Dayton, Ohio of March 19, 1926 the Canal questioned the company regarding supplying of stamped envelopes for the Canal Zone Postal Service in denominations of 1¢, 2¢ and 5¢. In their reply the company asked whether “... standard paper could be used bearing U.S. Post Office Department watermark or whether on unwatermark paper which later would mean preparation of special dandy rolls at considerable expense.”

However, the company itself referred the matter to the Third Assistant Postmaster General in Washington and he replied to the Company “... that there is no objection to our making such arrangements as may be necessary to furnish stamped envelopes for the Canal Zone postal authorities.” Later the General Manager of the company wrote to the Purchasing Agent of the Panama Canal in Washington and said:



“It is my understanding that the Post Office Department not only consents, but recommends the use of its watermark paper in connection with stamped envelopes for the Canal Zone, in fact unwatermark paper would probably not be permitted in the plant, consequently the question of watermark paper is thereby determined.”

On December 11, 1930, through the Chief Quartermaster, the Director of Posts requested estimates from the Bureau of Engraving and Printing about supplying 50,000 Gorgas 1¢ and 350,000 Goethals 2¢ stamped envelopes. The Bureau replied stating that the cost of “... engraving dies and making hubs to produce stamped envelopes is \$250 each for the two denominations named in the letter, and \$12 each for the embossing dies, making a total estimated cost of \$524 for the engraving work for the 1¢ and 2¢ denominations.

“No estimate is submitted for the cost of the stock and the cost of embossing the envelopes, for the reason that this Bureau is not equipped to do embossing. It is suggested, however, that the General Purchasing Officer communicate with the International Envelope Corporation, Dayton, Ohio, which Corporation furnishes the stamped envelopes for the U.S. Post Office Department.”

However, the third Assistant Postmaster General, F. A. Tilton, at the request of the General Purchasing Officer of The Panama Canal, himself wrote to the International Envelope Corporation requesting estimates, the dies to be supplied by the Bureau of Engraving and Printing.

On March 17, 1931, the estimates were received from the International Envelope Corporation which explained that because the Canal wanted ungummed flaps the “Harris” printing combination would have to be used instead of the “Hartford” machines. Therefore, the Canal entered into correspondence with the Bureau once more to have the Bureau manufacturer the necessary dies for the Harris machine.

It wasn’t until September 16, 1931 that the requisitions were finally approved. The first called for two engraving dies and hubs, \$500.00; two embossing dies, \$24 to be manufactured by the Bureau of Engraving and Printing. The second requisition, of the same date, was to the envelope manufacturing company and requested the following envelopes:

- 30,000 Gorgas 1¢ size 5
- 250,000 Goethals 2¢ size 5
- 50,000 Goethals 2¢ size 8
- 50,000 Goethals 2¢ size 13
- 50,000 Goethals 2¢ size 7½

In February 1932 Mr. Wang sent a note to Mr. Calhoun stating:

“We have five different types of envelopes on order. In the 1¢ denomination we will have only No. 5, the ordinary correspondence size. There will be four different varieties of the 2¢ denomination. There should be a ready sale of the 1¢, type in the No. 8 size. I believe we should stock No. 5 and 8 in both 1¢ and 2¢ denominations and no other sizes. I should wait, however, and not order the 1¢ No. 8 until we have the other new envelopes from the states.”

Subsequently Mr. Wang’s recommendation as to the two sizes only in both denominations (.03 instead of .02 however) became the policy of the Panama Canal postal service, the size standardized at 13 and 8.

On April 5, 1932 the Director of Posts issued circular, No. 53, addressed to all postmasters in connection with the sale of the new stamped envelopes. After describing the envelopes and the specifying the sizes, the circular went on to say:

The retail price of the above described envelopes, will be as follows:

- “No. 5 - 1- cent, \$13.50 per thousand
- “No. 8 - 2- cent, \$23.50 per thousand
- “Nos. 5, 7½, and 13 - 2 cent, \$22.50 per thousand.

“Section 150 of the Canal Zone Postal Code is amended by substituting No. 5 for No. 8 in the first column of retail prices; the second column is amended by substituting Nos. 5, 7½ and 13 for No. 6 in the second column of retail prices; the third column is amended by substituting No. 8 for No. 9 in the last of retail prices.

“Stamped envelopes of the old type will continue to be sold until present stocks are exhausted and effort should be made to dispose of old stock before the new envelopes are sold.

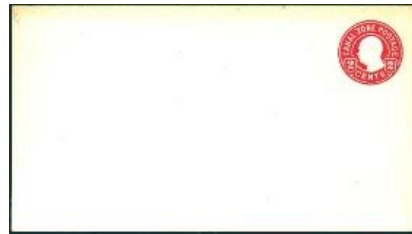
“Envelopes of the new type, all sizes and denominations, will be placed on sale at Balboa Heights not earlier than 7:45 a.m. Friday, April 8. At other post offices envelopes of the new issue will be placed on sale not earlier

than 8:00 a.m. Monday, April 11<sup>th</sup>. Requisitions for a reasonable supply of the new envelopes should be forwarded to this office at once...”

All of this of this first issue were watermarked 1929.



The 1¢ cover, listed by Scott as U10, green, is in reality a green background with a colorless profile and inscription. The profile of William Gorgas, this famous physician is in a rectangular frame with the words “CANAL ZONE POSTAGE” in large capital letters in a circle around the bust, from shoulder to shoulder. The bust faces right similar to the 1¢ stamp, 105.



The 2¢ envelope is a profile bust of Colonel Goethals, carmine, in a circular frame. The bust faces left. The words “CANAL ZONE POSTAGE” encircle the head. In U10, the denomination of the stamp is in both words and figures, “1 ONE CENT 1”, and the figures “1” are in individual frames. In all, the value of the stamp, in figures only, is on the bottom, “2 CENTS 2” with the numerals also in individual frames.

The 1¢ value measures 24½ by 28 mm, and the 2¢ denomination has a diameter of 27 mm. The one cent envelope is still in use. [1950] For the different issues to date, their specifications and watermarks, you are referred to the check list.



The stamped envelopes were considered part of the “permanent” series. In the same year, however, the first class domestic postage rate was changed from 2¢ to 3¢ and since the Canal Zone postal officials were not allowed to order immediately a new die or change the 2¢ die, since it was felt that Congress might reduce the rate to 2¢ again, it was decided to overprint some of the stock of 2¢ stamped envelopes on hand.

This was done in 1932 and again in 1934. In 1932 the figure of the overprinting, both large and small, were in sanserif type and in 1934 the numerals had serifs. Both the 2¢ “seal” and the 2¢ “Goethals” were overprinted.

Following chart is self-explanatory:

<u>Date of</u> <u>Order</u>	<u>Style of</u> <u>Envelope</u>	<u>Size</u> <u>No.</u>	<u>Width in</u> <u>Inches</u>
1. July 1932	24 Seal	9	4-1/8 X 8-1/2
2. " "	24 Crotchals	5	3-1/2 X 6-1/4
3. " "	" "	7 1/2	3-7/8 X 7-1/2
4. " "	" "	8	4-1/8 X 8-1/2
5. " "	" "	12	3-3/4 X 8-3/4
6. Jan. 17, 1934	24 Seal	6	3-3/4 X 6-1/2
7. " "	24 Crotchals	5	3-1/2 X 6-1/4
8. Jan. 18, 1934	" "	12	3-3/4 X 8-3/4
9. Jan. 23, 1934	" "	7 1/2	3-7/8 X 7-1/2

	<u>Quantity</u> <u>Ordered</u>	<u>Numeral</u> <u>Type</u>	<u>Serif or</u> <u>San-serif</u>
1.	20,000	Small 3	San-serif
2.	210,000	Large 3	"
3.	40,000	"	"
4.	40,000	"	"
5.	30,000	"	"
6.	8,000	Small 3	Serif
7.	8,000	Large 3	"
8.	12,500	"	"
9.	5,500	"	"

The ~~above~~ catalogue numbering for this group should be:

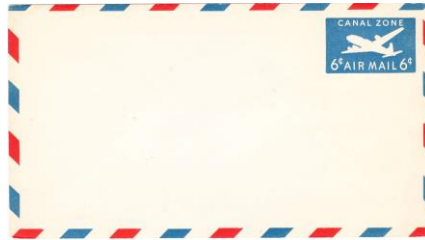
<u>Order No.</u>	<u>Date</u>	<u>Quantity</u>	<u>Type</u>
012	July-1932	20,000	Small 3 San-serif
013	"	210,000	Large 3 San-serif
014	Jan. 17, 1934	8,000	Small 3 Serif
015	Jan. 17, 18, 23, 1934	20,000	Large 3. Serif

On February 27, 1934, a requisition was sent to Washington to alter the 2¢ dies and hubs to read: “3” cents by the Bureau of Printing and Engraving at a cost of \$20.00 and at the same time 200,000 of the now 3¢ Goethals size 13 stamped envelopes were ordered.

The new 3¢ Goethals were placed on sale on the Canal Zone on Monday, June 18<sup>th</sup>, 1934. In connection with their issuance, Mr. Calhoun notified all Postmasters in a circular dated June 12, that “...the new envelopes will represent the standard size to be stocked in the future, replacing the former No. 5 size. The new 3¢ Goethals was the No. 13 size 3¼ x 8¾ inches. The 1¢ No. 5 was ordered until July 1939, after which both the 1¢ and 3¢ envelopes were standardized at No. 13 and No. 8.

For the different issues to date, their sizes and watermarks, you are referred to the check list.

### Air Post Envelope



Early in 1947 the Bureau of Posts requested the General Purchasing agent in Washington to obtain estimates from the Bureau of Engraving and Printing on the cost of preparing the dies for an embossed 5¢ air mail envelope. In April the reply was received that for the flat Hartford Press the cost for the roll and embossing die would be \$400 and for the curved Harris Press, \$410.

On June 12, 1947 the General Purchasing Officer was asked to hold up the decision on the die pending final action on the bill (HR 3519) at that time before Congress to increase the domestic air mail rate from 5¢ to 6¢ per ounce. A month later, the Quartermaster's Office in the Canal Zone notified Washington, as follows:

“Information has now been received that the 6-cent rate will be made effective on January 1, 1949. The enclosed die model, forwarded for approval by your memorandum June 2, 1947, is returned with the request that it be changed to show the denomination from 5¢ to 6¢ and re-submitted. It would also be appreciated if bids could be obtained for the manufacture of 500,000 size 13 (6¾ X 3¾ inches) white air mail envelopes with gummed flaps, having the usual red and blue diagonal border, with the background of the stamp blue in color. In connection with the gummed flaps, reference is made to your memorandum – relative to packing in waterproof cartoons and to other information concerning the use of moisture resisting adhesive on the flaps of envelopes to be used in a humid climate, which features are desired if obtainable.”

This is the first time that the Canal Zone ordered envelopes of any denomination with gummed flaps. The first order of these stamped envelopes which went on sale January 3, 1945, consisting of 500,000 size No. 13 only, watermarked 1945.

The general shape and design of the stamps is a complete departure from the regular Canal Zone air mail stamps which feature an old trimotor plane with extended landing gear flying over Gaillard Cut and which is so familiar to collectors everywhere. The 6¢ stamped envelope stamp design, drawn by Mr. Meade Bolton, shows simply a colorless embossed multi-motored plane flying from east to west in a field of blue. Above the plane are the words “CANAL ZONE” in one line and below the plane, “6¢ AIR MAIL 6¢,” all colorless. All words are in capitals. The envelopes were manufactured by the International Envelope Corporation of New York.



## REGISTRATION ENVELOPE

### Scott No. UF1



The registration envelope, UF1, is an extremely interesting cover. It is printed in two colors, carmine and black on heavy, cream paper lined with fine threads. The flap is on the narrow end and the wording on the cover is in two languages, Spanish and English.

Heavy carmine lines divide the cover into four approximately equal rectangles. In the upper left-hand quadrant, in the extreme corner, is a large carmine “R” in a carmine oval. Immediately under this, in two lines of large capital letters, it says: “Registered, no. \_\_\_\_\_”. To the right it states in smaller but black face capitals, “DIRECCION:”. Above this, in the same quadrant, in two lines of blackface capitals: “Servicios de recomendados Y de “Carta-Paquete”. Underneath a sentence reads: “Esta carta debe entregarse a un empleado de la Oficina de Correos para ser Recomendada y obtener el recibo correspondiente.” Which means in English: “Registration and package – letter service. This letter should be taken to an employee of the post office to be registered and to obtain the corresponding receipt.”

In the upper right quadrant, is a trick rectangle in black, printed half on the envelope and half on the flap, so that if the flap is opened after the stamp is a fixed, the stamp will be torn. In this rectangle are the words “Espaciopara franqueo ordinario.” or, “Space for ordinary postage.”

On the upper edge of the flap is a wide carmine bar, 3½ mm wide. Under the bar it states in two lines, “Para retirar el contenido cortese la cuierta sobre la linea roja.” This means, “To withdraw the contents, cut the envelope on the red line.” Underneath and still on the flap, is the registration stamp.

This is a rectangle 26 mm wide by 35 mm in length. The outside frame is two wavy lines and inside these is a straight line frame. In the two bottom corners are scroll designs. On the top of the stamp it says: “Recomendado” in large capital letters and under the “R” and final “O” are two more scrolls. Beneath it states, “Republic de Panama”. The center of the stamp consists of an enormous letter “R”, 16 mm by 12½ mm. On both sides of the R is a large figure 5, the original Panama value. This has been surcharged and overprinted in three lines reading up, mostly over the large carmine R, as follows: “CANAL 10 cts. ZONE”. This surcharge and overprint was done at Mount Hope as were the words “Registered No . \_\_\_\_\_” in the upper left quadrant.

The two lower quadrants have four ruled and dotted lines for the address.

There were two sizes of the registration envelopes, No. UF1, which were first issued in October, 1918. The smaller of the two measures 3¾ inches by 6½ inches, and the larger, 3-15/16 by 9-9/16 inches. The Panama Canal received 35,000 of these “inviolable envelopes” from Panama in October 1918; 10,000 of the large and 25,000 of the small. They were surcharged and overprinted at the Mount Hope Press. This surcharging was done in two printings, 1,000 of the large and 9,000 of the small in the first printing, and all the remainder in the second printing. Panama paid for the cost of this overprinting and surcharging.

All of this issue was used in the postal service.

On November 18, 1919 another order for 25,000 small and 10,000 large envelopes was placed with Panama, to be overprinted by the American Bank Note Company. These were received on December 8 1920. This new shipment was printed “10” instead of the “5” as on the first issue and also said “diez centesimos” instead of the “cinco centesimos” and the type used in the words “CANAL ZONE” is a small, block type without serifs on any of the letters (very similar to the style of the words “CANAL ZONE” on No. UX9.)

Although the frames of the printed “stamp” are the same size in both printings, the red letter “R” in the first printing measures 16 mm high by 12½ mm wide and the “R” in the second printing measures 16 mm high by

only 6½ mm wide, made narrower, no doubt, to permit the printers to set the “10” and the word “CANAL” on one side of the “R” and “ZONE” and “10” on the other, and still stay within the frame.

However, by the time the second shipment arrived, postal officials of The Panama Canal had decided against using any more of these inviolable envelopes since, they claimed, it had not reduced loss or pilferage to any appreciable extent. They offer the entire shipment to Panama for use in the Republic rather than burn them. Panama agreed to take them.

In a memorandum for the Collector of the Panama Canal, from Mr. Calhoun, dated April 9, 1921, the Director of posts said:

“It has been decided not to use in the postal service of the Canal Zone the register envelopes which have been received from the Postal Service of Panama. The Director of Posts of Panama desires to have the supply now in your hands returned to him in order that they may be surcharged “Panama” and used in that service.

“I have no objection to that arrangement and you are requested to prepare the supply on hand for return to Panama...” The shipment was returned to Panama intact within the week.

However, Panama did not surcharge the envelopes with the word “Panama” as Mr. Calhoun believed would be done. Since the “stamp” already stated “Republica de Panama” such a surcharge was not needed. What the Panamanian postal officials did was simply block out the words “Canal Zone” and “Diez Centesimos” and the two figures “10”, and, added a “5” on each side of the block out “10”, but outside the frame.

## POSTAL CARDS



The first of the postal cards used in the Canal Zone postal service, Scott No. UX1, as the carmine 2 centavos Republic of Panama issue of 1905. The cards are printed by the American Bank Note Company in New York. This stamp, showing a map of the Isthmus of Panama is identical with the stamp of the Third Series, Scott No. 10. The overprint is in two lines of large antique capitals reading up with the surcharge of "1 ct." across the center, done at Mount Hope.

In the various issues of this card, the color varies from carmine to red. The imprint of the manufacturers is beneath this stamp. This issue was used from February 1907 until June 1908 when the 1¢ green Vasco Nunez de Balboa postal card was issued. This stamp, exactly similar to stamp Scott No. 22, was overprinted at Mount Hope with the same type as above but the words are reading down. This is a Hamilton Bank Note Company issue and the basic postal card was used until the end of 1913.

The authors believe and can partially substantiate by various used and dated cards in their collections, that there were five different settings and issues of the Hamilton Bank Note Company overprint. It should always be remembered that these cards were overprinted individually from a single type form and any variety or error in spacing or type is an impossibility. Therefore, the different varieties listed by Scott for UX2 are actually different settings made to overprint the various issues of the Hamilton Bank Note Company overprintings, the type being dumped after each printing. This also includes UX3 and a still unlisted issue similar in spacing and size to the regular UX2 except that the type is not antique but square Roman and easily distinguishable. This is listed as UX2d.

Based on this study, the Hamilton Bank Note Company overprintings have been broken down into five issues including UX3 which has been given correctly an individual listing by Scott. However, in all justice to the other issues of the “Hamilton Series”, UX2b, UX2c, and UX2d should also be given an individual listing.

Strangely enough, the idea of having postal cards overprinted by the manufacturers instead of at Mount Hope apparently did not occur to anyone on the Canal Zone until years after this plan was started and established for overprinting postage stamps. Then, at last, in 1912, the suggestion to that effect was finally made.

In the report for the fiscal year ending June 30, 1912, in the section dealing with postage, the Treasurer of the Isthmian Canal Commission stated:

“Heretofore postal cards have been purchased from the Panama Government unsurcharged in lots of 40,000 and the words “Canal Zone” printed on them at the Mount Hope printing plant at an expense for the work and considerable trouble to the division, as it was necessary to have a bonded employee take them across the Isthmus and also to have one present at the time the printing was actually done to see that no loss occurred. The Director General of Post and Telegraphs (of Panama) informs this office by telephone that the postal cards are purchased from the American Bank Note Company. Inasmuch as the stamps are purchased from that company also, the Postal cards may be ordered with the stamps.”

Therefore on July 27, 1912 an order was placed with Panama for: 100,000 postal cards; 1,000,000 two cent stamps; and, 500,000 five cent stamps with the following request from Mr. Cooke:

“I attach hereto a specimen of the postal card, 2 and 5 cent stamps now used in the Canal Zone and would suggest that, if possible, no change be made in the design of the new stamps nor in the manner in which surcharged.”

The sample postcard sent was a copy of UX 2, of the Hamilton Bank Note Company, a Panama postcard which had been overprinted at the Mount Hope Press.

This order, placed with the American Bank Note Company, was faithfully carried out by that concern. A perusal of the type used in the overprint by them (on UX4) shows that it compares exactly with the Mount Hope overprint used on the Hamilton Bank Note product obtained from Panama (UX2) and the design of the stamp and the head of Vasco Nunez de Balboa is also well imitated.

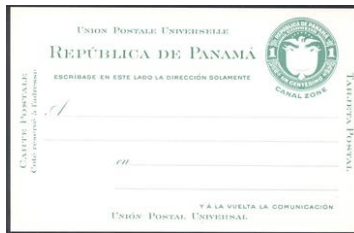
It is very important to remember this for the following reason: these American Bank Note Company stamped postal cards were received by the Canal on January 11, 1913 and were placed in service at once. This order was for 100,000 and two subsequent orders of 50,000 each were received in 1914. In 1916, the Zone ran out of stamped postal cards and as an emergency issue obtained 100,000 postal cards from the Panama post office and overprinted them at Mount Hope, according to official records.

It is the belief of the authors, that the printers at Mount Hope used the same type for this overprinting that they used on UX2 and which the American Bank Note Company used on UX4. The result is, of course, that it would not be possible to tell the American Bank Note Company overprint apart from the Mount Hope overprint. Actually, it should be possible to tell them apart for one very obvious reason. The overprint and head of Balboa were printed by the American Bank Note Company in one single operation and the relative position of the overprint to the head is exactly as illustrated by Scott as PC4 and never varies. Since the Mount Hope overprint was placed on the cards singly and in a separate operation, a variation in the position of the head and overprint is not only possible but likely. Therefore, anyone having a postal card with the overprint not precisely in the same relative position to the head as illustrated in PC4, has a copy of the Mount Hope overprint. There may even be a difference in the spacing between Canal and Zone. These cards were placed in service in February 1916.

After 1916, the Zone received several more large orders of UX4 until 1921.



In October 1921, the Canal received 50,000 of the 1¢ postal card which had been issued as part of the postal series commemorating the 1821-1921 anniversary of the independence of Panama from Spain. This postal card, Scott No. UX5, is similar to the 1¢ green Vallarino stamped envelope No. U3. All of these postal cards were used in the postal service since, it will be remembered, the Director of Posts had issued instructions to all postmasters to sell stamps, envelopes, and postal cards of this commemorative issue first.



In January and February 1924, 150,000 of UX6 were received. This postal card is similar to the 2¢ Coat-of-arms stamped envelope No. U5. With the abrogation of the Taft Agreement, the sale of the Panama postage overprints came to an end in June 1924. In 1937, with the settlement of postal accounts between The Panama Canal and the Republic of Panama, 158,000 postal cards were burned. The exact number of postal cards destroyed of each of the series, UX4 and UX6 will never be known. However, the authors figures follow, based on estimates and on the value, and scarcity or abundance due to collector interest at that time: The Canal was using approximately 10,000 postal cards a month from 1913 to 1924 in round figures. UX6 was in use 5½ to 6 months so that theoretically not more than 60,000 of UX6 were sold to the public. The remaining 90,000 of the issue plus 66,000 of UX4 (to make up the total of 156,000 stamped postal cards which were burned in 1937) were destroyed.

Following is a chart based on official Panama Canal records, showing all the pertinent data on the Panama stamped postal cards overprinted Canal Zone from 1907 to 1924:

Type	Quantity	Date	Scott No.	Total
2¢ surcharge	50,000 ✓	Feb. 9, 1907	UX 1	
"	10,000 ✓	June 23, 1907	"	
"	20,000	Jan. 2, 1908	"	80,000
1¢ gold-?	30,000	June-July, 1908	UX 2	
"	30,000	Jan. 28, 1909	"	
"	15,000	April 7, 1909	"	
"	50,000	Oct. 13, 1909	"	125,000
"	40,000 ✓	Sept. 27, 1910	UX 2b	40,000
"	40,000 ✓	March 21, 1911	UX 3	40,000
"	40,000 ✓	Nov. 17, 1911	UX 2d	40,000
"	40,000	July 10, 1912	UX 2c	40,000
American Bank Note Overprint	100,000	Jan. 11, 1914	UX 4	
"	50,000	Oct. 6, 1914	"	
"	50,000	Oct. 28, 1914	"	
Mount Hope	100,000	February 8, 1916	UX 4 ?	100,000
American Bank Note Overprint	100,000	June 5, 1917	UX 4	
"	100,000	Nov. 17, 1918	"	
"	200,000	April 9, 1920	"	
"	50,000	Feb. 24, 1921	"	
"	50,000	March 3, 1921	"	700,000
			Actually	634,000
1821-1921 Com-Memorative	50,000	October 1921	UX 5	50,000
Coat-of-arms	50,000	Jan. 11, 1924	UX 6	
"	100,000	Feb. 7, 1924	"	150,000
			Actually	60,000



## U. S. Overprints and C.Z. Originals



With the abrogation of the Taft Agreement, no further postal cards of the Republic of Panama overprinted “CANAL ZONE” were used. On July 1, 1924, the green Jefferson postal card. (U.S. No. UX27) went on sale at all Canal Zone post offices. A total of 50,000 of these cards had arrived from the United States in April 1924. They went on sale July 1, 1924. This, of course, should be Scott No. UX7 but instead Scott lists the Mount Hope manufactured postal cards as UX7 and the first of the Jefferson’s as UX8 which latter numeration the authors will follow. [not true today: the first Jefferson postal card is Scott UX7]

In November 1924, the Canal postal authorities decided to try a locally manufactured postal card and the Mount Hope Press printed 25,000 of them. The card has the exact same stamp as the green swastica-framed Canal Zone Seal on the stamped envelope, U8. However, the experiment proved to be a failure since the cost was exceptionally high and the product poor. The card is of a low-grade buff paper with many flaws. These cards were issued to the post offices in May [January] 1925 and the entire issue sold out. The same month a shipment of 100,000 postal cards was received from the United States, the second type of Jefferson overprint. This is listed as Scott No. UX9.

Subsequent shipments of UX9, were as follows:

Nov. 23, 1927, 100,000; March 3, 1928, 100,000; June 27, 1929, 100,000; May 28, 1930, 100,000; May 27, 1931, 100,000; April 22, 1932, 100,000; July 21, 1933, 100,000; total, 800,000.

The first shipment of 50,000 of the third type of the Jefferson overprint, UX10, was ordered in February 1935. Following are shipments for the next eleven years: October 1, 1935, 100,000; June 2, 1937, 100,000; June 2, 1938, 100,000; March 30, 1939, 100,000; March 22, 1940, 100,000; November 13, 1940, 100,000; June 4, 1941, 150,000; June 12, 1942, 150,000; January 22, 1943, 200,000; January 5, 1944, 200,000; July 2, 1945, 300,000; December 1946, 500,000. Total to that date 2,150,000. These cards are still in use. [1950]

The outstanding differences in the three types of Jefferson overprints are:

Type 1, UX7, large serified type. Overall distance from top to bottom of overprint, is 14½ mm. (Similar to Flat A type used on first U.S. overprint).

Type 2, UX9, heavy unserified type. Overall distance from top to bottom of overprint, is 12 mm.

Type 3, UX10, finer small serified type, smaller letters. Overall distance from top to bottom of overprint, is 12 mm.

The cards used in the different issues show a difference in color and thickness.

## CHAPTER 26

### Booklets

The first reference in the official Canal files on stamp booklets is signed by Colonel George W. Goethals himself. The Chairman of the Isthmian Canal Commission said in a letter to the Director of Posts dated July 11, 1911:

**(The entire correspondence may be found on pages 262-263 of *Canal Zone Stamps*.)**

In the process of manufacturing the booklets at the several post offices, marginal blocks of six were detached from post office sheets of 100 stamps. These sheets had margin tabs completely around the sheet which, of course, served to bind the booklet pane in the covers. From a single sheet of 100 stamps, it is possible to obtain fourteen such panes, leaving sixteen unsuitable stamps in the center, a block of four by four. There are two different shapes that the booklet pane may have: two stamps wide by three high with the margin at the top or bottom; three stamps

wide and two high, with the margin at the right or left. The proportion of one size to the other can be ten to four, either way.

This means also, that the printer at Mount Hope had to make two different shapes of covers, to fit the two different shapes of panes. The elongated cover is 49 by 101 mm; and the squat cover is 58 by 91 mm. These individual covers were cut from large sheets along gray guide lines printed thereon. The text on the cover is in black (see illustration). [page 264 of *Canal Zone Stamps*] The text changed in accordance with the value of the booklets: 25¢ for twenty-four stamps 1¢, four panes, cover lemon color; 25¢ for twelve 2¢ stamps, two panes, cover buff color; 49¢ for twenty-four 2¢ stamps, four panes, cover salmon.

It should also be mentioned that at least two completely different fonts of type are known on the covers of these early booklets, readily distinguishable.

The binding of the panes in the covers was done either by stapling or stitching in the various post offices.

The use of locally manufactured booklets continued until 1916. During this period, various types of Canal Zone overprinted stamps had been shipped by the American Bank Note Company, manufacturers of the overprinted stamps. The types used were of the Types I, IIA, and II as described in the chapter on the Seventh Series of postage stamps. The booklet panes just described were overprinted with Type I.

Booklets exist with panes made from sheets of the 2¢ stamps which had been printed with aniline dye.

It may be found that slight differences exist in the distances between the words "CANAL" and "ZONE" which are not in accordance with the correct spacing for Type I. But these are individual cases of stamps in the sheet and by no means indicate a different setting.

Toward the end of 1913 or the beginning of 1914, a new type was used in the manufacture of the booklets, Type IIA. In former writings on the subject it is asserted that only the 2¢ value was used. However, official records establish that 1¢ booklets were also manufactured. The 2¢ shipment of stamps was printed on two different kinds of paper; a yellow-white, and a grayish-white. Both were used for manufacturing booklet panes. The spacing between "CANAL" and "ZONE" in these issues was 8½ mm which distinguishes these panes from the following, designated as Type II which has a spacing of 9½ mm. Otherwise the font used in the overprint is exactly the same.

This last Type II overprint was in use the longest period, three years, 1914, 1915 and 1916. In the early shipments of these overprints, some sheets with the inverted head and overprint were included and were made into booklets. Toward the end of 1943 a full booklet of this error was advertised for sale in New York at a price of \$100.

It should always be kept in mind that individual stamps cannot be recognized as having come from a booklet. In fact, not even a margin block of six with staple holes could be positively identified as a booklet pane. Only panes bound in covers can be considered as true specimens of locally manufactured booklets. For that reason, the figures given are not too significant as a basis of value. It can only be said that such booklets are exceedingly scarce.

The first official request for booklets to be ordered by Panama from the manufacturers in the states, was made on January 14, 1916.

This request, in the form of a letter from Mr. McIlvaine to Mr. Lefevre, follows:

"It is requested that you furnish, for the use of the Canal Zone postal administration, the following books surcharged "Canal Zone" postage stamps:

"30,000 stamp books containing 24 one-cent stamps each

"30,000 stamp books containing 12 two-cent stamps each

"20,000 stamp books containing 24 two-cent stamps each

"I am enclosing herewith samples of each kind of book mentioned above, which have been made up heretofore by the Canal Zone postal administration, and it is requested that the books covered by this requisition be made in conformity with the samples. The covers of the books are to be printed in accordance with the samples, and it is requested that a wax paper suitable for tropical use be used in the manufacture of the books. Care should be taken in packing the books for shipment to avoid adhesion of the stamps to the oiled paper.

"I shall be pleased if you will have this order executed as quickly as possible."

To which Mr. Lefevre replied stating that the order had been placed on January 22, 1916. This shipment was received on May 19, 1916.

This shipment consisted of the specially printed booklets. The American Bank Note Company made a special plate with wide gutters after each third horizontal row extending the whole width of the sheet. These gutters served for attaching the pane by staples to the booklet covers. Vertically, the perforations were on every second row with the cutting being done on the non-perforated line. Horizontally, there were perforations between all stamps except on the bottom margin of each pane where the panes were cut.

It of course follows that four stamps of the pane had an outside straight edge and the two bottom stamps of the pane had both outside and bottom straight edges. All stamps of this series can therefore be differentiated from the first series as being from booklet panes, since the normal postage sheets have no straight edges.

There is only one size cover in this American Bank Note series and all the booklets are stapled.

These booklets were prepared in the same denomination and booklet values as the Isthmian Canal Commission's booklets:

25¢ for 24 1¢ stamps in four panes, cover pink and salmon;

25¢ for 12 2¢ stamps in two panes, cover grey and blue;

49¢ for 24 2¢ stamps in four panes, cover orange.

The basic stamps are the same as the former stamps, Scott No. 41 and 42 of the Panama 1909 issue. The overprints are of Type II, IV and V. However, the distance between the words "CANAL" and "ZONE" in the booklet panes are not the same as that in the regular postage stamps issues. These variations in the distance are due to individual mis-settings rather than an overall change in the setting of the entire sheet.

In September 1921, together with the commemorative postal series, 1¢ and 2¢ booklets were sent to the Canal Zone by the American Bank Note Company. Being made by the same company, details as to covers and printings are the same as for the previous series.

There were 10,000 of the 1¢ booklets of 24 stamps each; and, 25,000 of the 2¢ booklets of 12 stamps each. These stamps are the same as Scott No. 60 and 61 of the 1821-1921 commemorative series.

To complete the historical picture, in February 1924, the American Bank Note Company shipped 1¢ and 2¢ booklets of the new Panama Coat-of-arms series, Scott No. 68 and 69. However, the abrogation of the Taft Agreement in June of that year prevented the sale of any of these booklets and the entire shipment of 5,000 of the 1¢ of 24 stamps; and 30,000 booklets of the 2¢ of 12 stamps; and 5,000 of the 2¢ booklets of 24 stamps, were destroyed in 1937, together with all remainders of the Panama stamps.

### **United States Overprints**

United States stamps overprinted Canal Zone came into use July 1, 1924. However, the booklets did not arrive with the first shipments from the United States and it was not until October that they were placed on sale in the Canal Zone. All were printed and manufactured by the Bureau of Engraving and Printing in Washington.

They were made from the same type special plates as those used in the manufacture of booklets for the postal service in the United States. The early plates were flat plates for the flat bed presses and the later plates were curved for rotary presses. The flat plates were of 360 multiples, twenty horizontal by eighteen vertical. The plate has horizontal gutters after each third row.

The plate was divided into four equal sections by heavy guidelines with arrows on the outside margin. There were two plate numbers, one on the top margin over the fourteenth horizontal stamp, and on the bottom margin of the seventh stamp. However, when the sheet was cut, the outside margin was cut away, so that the arrows on both sides and the bottom, and the bottom plate number are cutaway. On the top margin, the cutting was set back a fraction to provide a tab for the upper row of panes, with the result that the tip of the arrow and the upper plate number remain on the sheet.

The sheet was perforated vertically every other row and horizontally on every row except the bottom row of each pane of three stamps deep. This gives straight edges all around the pane except that the upper pair of stamps have perforations for detachment from the tab.

The cutting was done on the vertical imperforate rows and horizontally on the bottom edge of every third stamp. If the cutting along the main guidelines was not exact, part of the lines will appear on each pane. It is therefore theoretically possible to collect the following varieties: A – plain pane; B – split arrow at right; C – split arrow at left; D – plate number pane; H – guide line at right; I – guide line at left; J – guide line at bottom; capital

K – guide line at bottom and right; L – guide line at bottom and left; M – guide line at the top; N – guide line at the top and right; O – guide line at the top and left.

The curved plates for the rotary presses are of the same general layout except that the plates have no guidelines and the plate numbers were on the side rather than the top and bottom margins and both were normally trimmed away. Only part of the plate numbers sometimes appear and then only when the cutting knife shifts badly. None of the line varieties exist.

The covers for the Bureau booklets are somewhat similar to the American Bank Note covers. The booklets were manufactured in the same three sizes as previously:

25¢ for 24 1¢ stamps in four panes, cover blue-green on pale green;

25¢ for 12 2¢ stamps in two panes, cover red on buff; and

49¢ for 24 2¢ stamps in four panes, cover red on pink.

The first booklets were overprinted with the same “Flat A” type as the regular postage issues. There is, however, a marked difference in the two shipments of the first series. The first, that of 1924, is a sharp, clear bright printing. The 1925 printing is a dull, blurred printing with several of the letters completely filled in and blotchy. These are all flat plate printings.

The later issues were overprinted with the “Sharp A” type, the first from flat plates also, perforated 11 as were the “Flat A”. Later the booklets were printed on the rotary presses, first perforated 10 x 10 and later 11 x 10½. The description of the different issues, quantities and dates of shipments and other details will be covered in the corresponding check list.

### **Permanent Series**

In 1928 the permanent series of the Canal Zone stamps were first issued. Only the 2¢ value with the portrait of Colonel Goethals was used. These booklets were issued November 5, 1928. They were printed from flat plates so that the same line varieties can be collected as on the early United States overprints.

There was little need and demand for the 1¢ booklets and no new requisition was made following the 1924-5 issue and effective September 30, 1928 the Director of Post discontinued the sale of such booklets and a few days later the remainder on hand were burned.

The following memorandum issued at Balboa Heights on September 25, 1928 and addressed to all Postmasters by the Director of Posts, C.H. Calhoun contained the order to discontinue the sale of 1¢ stamped booklets.

1. “With reference to Circular No. 3 issued by this office on September 21<sup>st</sup> you are informed that the sale of the 1¢ stamp books will be discontinued after September 30<sup>th</sup>.”
2. All “line” offices will include all such books in their transfer of United States stamps to the Balboa Heights post office on the 28<sup>th</sup> instant, and the post offices at Ancon, Balboa, Balboa Heights and Cristobal shall include them in their shipments to this office on October 1<sup>st</sup>.”

In 1932, the domestic postal rate was raised from 2¢ to 3¢. However, it was not until December of that year that the 3¢ booklets were made available in the Zone. Since the Bureau could not supply booklets immediately, the Canal Zone postal authorities authorized the local manufacture of booklets similar to those first made.

Covering this issue, the acting Director of Posts, F.H. Wang, wrote to the Postmaster at Cristobal on December 5, 1932, as follows:

“Confirming telephone conversation regarding the manufacture of 3-cent stamp books, local provisional issue, I am forwarding 5,000 sets of covers and sheets of oiled paper, by same mail, to your office, for which you will debit your postal account in the amount of \$50.00 representing the increased value of the stamps when they are prepared in book form.

“In view of proposed pending legislation regarding the restoration of this 2 cent letter rate, assembly of these books will be restricted to your office. After you have prepared sufficient for your local requirements, please notify this office, and a circular will be issued to all post offices, outlining conditions under which they may obtain books from you by the exchange of stamps or stamped paper.”

The covers referred to in Mr. Wang’s letter were printed at the Panama Canal Press at Mount Hope. They were printed on buff card board with violet ink. In the front of the books was the Canal Zone seal, the first use of the seal on booklets. The booklets contained twelve 3¢ stamps in two panes and sold for 37¢.



These booklets were made up in one size only to conform with horizontal margin blocks of six. The vertical margin blocks were not used. All blocks from the right-hand margin were inverted when bound into the covers. From the post office sheet, only five margin panes of six were possible, either from the left or right margin, depending on which post office sheet of the original 400-subject pane was used.

The stamps used were Canal Zone No. 102, the Lincoln rotary press perforated 11 x 10½. This is the U.S. No. 635 overprinted Canal Zone.

Plate numbers known in these booklets are 18831 and 18833.

On May 13, 1933, an additional 5,000 sets of the same covers were sent to the Postmaster at Cristobal to be made into booklets. The stamps used in these covers, however, Canal Zone No. 115, the Washington 3¢ rotary press perforated 11 x 10½. This is U.S. 720 overprinted Canal Zone. These booklets were made up precisely as the previous issue in all respects. The known plate numbers appearing on the margins, are as follows: 20932, 20933, 20936, 20950, 20959, 20960.

The new permanent Goethals stamp, Canal Zone No. 117 was placed on sale on August 15, 1934. However, it was not until a year later, on July 30, 1935, that the Cristobal Postmaster made a requisition on the Director of Posts for another 5,000 sets of covers for booklet panes. Which were delivered to the postmaster in early August. The covers are exactly the same in the previous two provisional issues and the only difference is the fact that the new Goethals stamps were used in their assembly.

It is known with this issue and for some time previously (but not for the Lincoln booklets), the Cristobal Post Office did not assemble all the booklets for the several post offices, but instead distributed the covers to those post offices requesting them. This is particularly true of the Balboa, Ancon, and Coco Solo post offices.

However, all these last three provisional issues supplied but a small fraction of the demand for these booklets since in 1931 and 1932 sale of booklets averaged 50,000 a year. However, the post office authorities were reluctant to authorize the local assembly of booklets because of the fact in every sheet of stamps, seventy stamps remained for sale over the counter and the fractional sheets always accumulated in the different post offices making accounting and auditing difficult; also, the time involved in manufacturing these booklets was an added feature of cost which was found excessive.

Therefore, on August 27, 1935, S. C. Russel, Post Office Inspector, recommended that the booklets be manufactured by the Bureau of Engraving and Printing to the amount of 75,000 which was estimated to be an eighteen month's supply. This recommendation was approved by the Executive Office and the order placed October 1, 1935. The Bureau's estimate, was as follows for booklets of twelve stamps, two panes of six stamps.

... engraving plate, \$85.00; preparing stamp plate, \$252.00; and making the stamps into books with the covers, \$204.00. Total \$541.00.

These 3¢ Goethals booklets were placed on sale on December 17, 1935 and are still in use. [1950] A marked decrease in popularity in the booklets became pronounced in 1942 and for some reason the public has practically ceased purchasing them. Part of the reason can readily be traced to the continued increase in the use of air mail on the part of the public. But this sudden change in postal habits is an interesting phenomenon, at least in the Canal Zone.

## **CHAPTER 27**

### **Precancelled Stamps**

Precancels, as this branch of postal service is generally labelled, was initiated on the Canal Zone as the result of the bulk shipment of packaged merchandise by the larger mail order houses of the United States to the Canal Zone. First, Wells, Fargo Company by arrangement with the Panama Railroad Steamship Line and later, Sears, Roebuck and Company and Montgomery Ward and Company, Incorporated made shipments by consolidated ocean freight from New York and Philadelphia to Cristobal, Canal Zone. These large packages or crates arriving at the Cristobal Post Office were worked by the clerks there, being opened, and the individual parcels sorted, weighed and delivered.

On July 27, 1935, the Director of Posts, Mr. Crede H. Calhoun, in a letter to Sears, Roebuck and Company at Philadelphia, approved parcel shipment for a one-month trial with the following conditions in substance: first, all parcels to be confined to United States government employees and those entitled to free entry privileges on the

Canal Zone. Second, each parcel separately wrapped with affixed postage of seven cents for the first pound and five cents for each additional pound or fraction thereof. Third, all shipments consigned to the Postmaster, Cristobal, Canal Zone. The fourth, fifth and sixth conditions related to consignment papers and the return of unclaimed parcels. The seventh condition was to the effect that the stamps used were to be purchased from the Postmaster, Cristobal in the denominations stated in earlier correspondence. These were 1¢, 2¢, 3¢, 5¢, 10¢, 12¢, 14¢, 15¢, 17¢, 20¢, 30¢ and 50¢.

Nothing ever was done until November of 1936 when Mr. Stacey Russel, Canal Zone Post Office Inspector, suggested that because of the great amount of Canal Zone stamps sent to the United States mail order houses that they be precancelled prior to shipment. It is obvious that delivery would be hastened by eliminating the work of cancelling each individual package as it was unloaded at the Cristobal Post Office.

Following the above suggestion Mr. Russel had an order placed for a rubber handstamp with The Panama Press at Mount Hope, Canal Zone.

His Idea was contained in a memorandum stating:

"...My suggestion is that we have one made in a size sufficient to cover a block of 25 stamps on which should appear the words "Cristobal, Canal Zone", and a cancellation bar or line appear above and underneath. Each stamp can be used conveniently with the stamp pads available locally and should be sufficient for the use for which prescribed...The same cancellation can be used for the current 3¢ or any other oversize stamp as the words will appear in their entirety on each of three with an overlap on each stamp which will not be objectionable."

On the morning of December 10, 1936, the precancelled 1¢ Gorgas appeared on a circular of the Pan-American Grace Airways. The Canal Zone was now definitely in the precancel field. The first sale of these precancels consisted of 3,800 1¢ Gorgas, Canal Zone No. 105, to the Panama Agency which handled Panama accounts. Sears, Roebuck and Company also placed an order for the values from the two to the thirty cent stamp for a total sale of \$2,710. The complete listing of their first amount of precancelled stamps follows:

<u>Denomination</u>	<u>Amount</u>	<u>Scott No.</u>
1¢	3,800	C. Z. 105
2¢	3,000	C. Z. 106
3¢	3,000	C. Z. 106
5¢	3,000	C. Z. 109
10¢	3,000	(C. Z. 91 (C. Z. 323
17¢	3,000	C. Z. 111
30¢	3,000	(C. Z. 93 (C. Z. 336

The 17¢ Wilson, U.S. 323 and the 30¢ Buffalo, U.S. 569, are overprinted "Canal Zone", this being done by the Bureau of Engraving and Printing at Washington, making them Canal Zone 91 and 93. With the additional "Cristobal, Canal Zone" cancellation, they are believed to be the first United States stamps [both] overprinted and precancelled. The other stamps were the current Canal Zone stamps in use.

The Pacific Press Publishing Association at Cristobal, printers for the Seventh Day Adventists, is at present the largest user of Canal Zone precancelled stamps. Their mail consists of newspapers, pamphlets, magazines and books sent to nearly all Central American and South American countries. Their precancelled stamp purchases average \$600.00 monthly. Due to their compliance with an order of the U.S. Post Office department, Sears, Roebuck and Company dated precancels, viz., "SRC Jul 1938" for July 1938 and continued to date them to this day, the war years excepted, although this is not a requirement of the Canal Zone postal authorities.

It was seen apparent that the type I or 25 subject handstamp was not satisfactory for precancelling the 5¢ Gaillard Cut issue, Scott No. 107, was of double width like the special delivery stamp.

The commemorative series of 1939 was discussed and proofs readied. To meet this situation, a second rubber handstamp or mat was ordered from The Panama Canal Press. This Type II design, was made to cancel a complete sheet of 50 of the commemorative sized stamps, five subjects wide and ten rows high. The rubber mat was glued and stapled on an ordinary wooden kitchen rolling pin, the latter the property of Mr. William D. Taylor, Postmaster of Cristobal, who stated that he was happy to contribute to the posterity of precancels and to get the thing out of the kitchen.

It has been noted that the U.S. stamps, the 17¢ Wilson and the 30¢ Buffalo were overprinted "Canal Zone" and precancelled. To these United States adhesives were added the 14¢ Indian and later the ½¢ and 1½¢ values of the presidential issue. The latter was necessitated by a change in the third-class rate of postage from 1¢ for two ounces to 1½¢. These new issues were at first precancelled with the Type I handstamp.

On September 27, 1937 the 14¢ Sibert of the permanent series was issued to replace the 14¢ Indian. There is little postal use for this value and comparatively few have been precancelled.

The twenty-fifth anniversary of the opening of the Panama Canal was philatelically celebrated with the issuance of the commemorative series of 1939. The denominations of the ordinaries precancelled were the 1¢, 2¢, 3¢, 5¢, 6¢, 7¢, 8¢, 10¢, 12¢, 14¢, 15¢, 18¢, 20¢, 25¢, and 50¢.

All are hand stamped with both the Type I and Type II precancel, except the 11¢, 14¢ and 15¢. The 14¢ has been seen with the Type II handstamp and there is a report that the 11¢ in Type I also exists.

With the growing demand and the use of the precancelled stamps by the business houses the application of the cancellation by hand was becoming quite a job. It was then decided to print the precancels and the first requisition was placed with The Panama Canal Press at Mount Hope on April 10, 1941. Because of the different sized stamps two separate forms were set up. The 100-subject for the smaller stamps and a 50-subject for the 5¢ Steam Shovel stamp. Type faces used were exactly the same as those used in the original handstamps. In Type IV (the larger) lines, top and bottom, were used instead of bars as in the handstamp Type II variety.

The first printing of Types III and IV was accomplished on April 24, 1941 and consisted of the following:

<u>Denomination</u>	<u>Amount</u>	<u>Denomination</u>	<u>Amount</u>
1¢	100,000	14¢	3,000
2¢	25,000	18¢	10,000
3¢	10,000	20¢	10,000
5¢ Type IV	10,000	50¢	20,000
10¢	10,000	50¢	20,000
12¢	10,000		

Thirty thousand of the foregoing total of 225,000 printed precancels stamps were sold the first month.

On May 3, 1943, 10,000 3¢ Gorgas stamps were purchased by the Procter and Gamble Distributing Company for use as postage on mailed envelopes advertising one of their products. These were mailed to "BOX HOLDER", Ancon, Balboa, and Margarita, etc., with the intention of reaching each person receiving mail at the Canal Zone Post Offices.

Handstamping 10,000 unevenly packaged envelopes for cancellation is laborious work. So when the agent purchased the next 2,000 stamps of 3¢ denomination for similar use, the Postmaster at Ancon decided to precancel them for affixing by the company using them.

The regular post office double wavy lined roller was used with "Ancon, Canal Zone" in capital letters between the lines. It is difficult to find complete subjects as the postmaster ingeniously ran the roller along the perforations thus precancelling twenty stamps with one long sweep.

The characteristics of the different types of precancellations, follows:

#### TYPE I

Individual subject measurements:

Overall height - 11½ mm

Letters - 2 mm high

Distance between “Cristobal” and “Canal Zone” 2 mm

CRISTOBAL - 18 mm long

CANAL ZONE - 18½ mm long with 1¾ mm between the words

Characteristics:

Inserts, doubles, diagonals, shifts and cancellations reading up and reading down are varieties found. This we know is common in the use of handstamps.

#### TYPE II

Individual subject measurements:

Overall height - 17½ mm

Letters - 2½ mm high

Distance between “Cristobal” and “Canal Zone” 1½ mm

CRISTOBAL - 22 mm long

CANAL ZONE - 28 mm long with 2½ mm between the two words

Varieties:

As the entire subject was a rubber mat stapled to a rolling pin, gaps appear in the lines at the ends where the staples cross. The usual doubles, shifts and inverts appear and some impressions exist with missing letters. This large handstamped precancel is the only “bar” type. The others have lines.

#### TYPE III

Individual subject measurements:

Overall height - 12½ mm

Letters - 2 mm high

CRISTOBAL - 10 mm long

CANAL ZONE – 1<sup>st</sup> printing – 18 mm long with 1¼ mm between CANAL and ZONE

Later printings – 18½ - 18¾ mm with 1¾ mm between words.

Varieties:

Considering that approximately a million of this Type have been printed on thirteen different printings and on stamps of thirteen different denominations, the dearth of known errors is remarkable. However, despite the vigilance of the government printers and the postal officials, a few errors have gotten out. There is a known double on the 1¢ ordinary and in addition to the shift of the first printing there also exists an upward shift on the 1½¢ Presidential overprint leaving only “CANAL ZONE” and the bottom line on the stamp. There are some broken letters and a few other of the usual minor varieties. Upward shift on the ½¢ with no upper bar.

#### TYPE IV

Individual subject measurements:

Overall height - 16¾ mm

Letters - 2½ mm high

CRISTOBAL - 21¾ mm long

CANAL ZONE - 24¾ mm long with 2 mm between “CANAL” and “ZONE”

Varieties:

This type made for the double width stamp has appeared on but one stamp to date: the 5¢ Steam Shovel. There has been but one variety noted and that is a spacing of 2¾ mm between “CANAL” and “ZONE” instead of 2 mm.



- PRINTINGS -

<u>Denomination</u>	<u>Quantity</u>	<u>Denomination</u>	<u>Quantity</u>
<u>April 24, 1941</u>		<u>September 25, 1941</u>	
1¢	100,000	1¢	50,000
2¢	20,000	2¢	30,000
3¢	10,000	5¢	20,000
5¢	10,000	10¢	10,000
10¢	10,000	15¢	10,000
12¢	10,000	15¢	10,000
14¢	3,000	20¢	10,000
15¢	10,000	20¢	10,000
20¢	10,000	50¢	10,000
30¢	20,000	<u>September 15, 1942</u>	
50¢	20,000	1¢	50,000
		2¢	50,000

<u>Denomination</u>	<u>Quantity</u>	<u>Denomination</u>	<u>Quantity</u>
<u>April 8, 1943</u>		<u>December 31, 1946</u>	
1¢	50,000	1¢	50,000
<u>December 6, 1943</u>		2¢	10,000
1¢	50,000	5¢ (stamps)	10,000
2¢	10,000	10¢	10,000
3¢	10,000	15¢	10,000
<u>September 4, 1944</u>		20¢	10,000
1¢	5,000	10¢	10,000
1¢	50,000	50¢	5,000
1¢	5,000	<u>April 28, 1947</u>	
10¢	10,000	1¢	10,000
20¢	10,000	1¢	100,000
<u>June 7, 1945</u>		11¢	10,000
1¢	50,000	<u>August 15, 1947</u>	
<u>July 26, 1945</u>		1¢	100,000
1¢	10,000	2¢	10,000
5¢	10,000	5¢	20,000
10¢	10,000	10¢	10,000
15¢	10,000	20¢	10,000
15¢	10,000	<u>December 15-16-17, 1948</u>	
20¢	10,000	1¢	100,000
20¢	10,000	2¢	20,000
<u>January 17, 1946</u>		3¢	10,000
1¢	5,000	5¢	10,000
1¢	50,000	10¢	20,000
2¢	5,000	15¢	20,000

Denomination	Quantity
<u>(cont'd) Dec. 1948</u>	
1¢	20,000
*15¢	20,000
20¢	10,000
**25¢	20,000 ← 20,000?
30¢	20,000
50¢	10,000
<u>August 23, 1949</u>	
1¢	20,000 ← ? (50,000?)

\* A double surcharge was discovered by the Postmaster, Cristobal, Canal Zone in stamp #45 of one sheet due to paper crawling and bounce of plate in the printing. The stamp above it, #35, was smudged and #46 was also a dirty printing. This sheet was returned to the Bureau of Posts, Balboa Heights for destruction.

\*\* This is the first time this 25¢ Wallace was precancelled. The first day of issue of the stamp itself with the 1½¢ Magoon and the ½¢ Davis was August 16, 1948.

Note: – 5,000 of the 5¢ Steam Shovel were withdrawn from sale on December 31, 1946 and were destroyed April 14, 1947.

## CHAPTER 28

### Counterfeits

The Canal Zone issues, with so many of its stamps surcharged and overprinted by hand and by press, were from the very first considered a profitable field by the forger and counterfeiter.

These forgeries may be divided into two general classifications: those created to defraud the government; those prepared to fleece the collector. Canal Zone counterfeits fall, for the most part, in the second group.

The history of the background of counterfeits in the First Series, has been covered sufficiently for the purpose of this book in Chapter 2. It is stressed that many stamps are believed to have been fabricated on the correct Panama stamps with the correct rubber stamp overprint and no doubt from the correct ink pad. They were never sent to the Canal Zone but went out to the philatelic market through undetermined channels in the Panama Post office. These, an indeterminable number, are indistinguishable from regularly issued stamps.

However, many counterfeits have been seen in which the stamp is correct in every way except that the ink used for the overprint is black. Most of these have been found on small pieces of brown paper “tied” with seven-barred cancellations with the words “CANAL ZONE” in the cancellation. There is usually no town or date cancellation in these forgeries. Another group nearly as large as above has been the cancellation in bright magenta. Still another group finds the overprint in ordinary blue ink. Some of these counterfeits are so poorly made that the person who made them did not even take the trouble to paste the stamp on an envelope but simply pasted it on an ordinary piece of paper. There are some with counterfeit town and date cancellations and some with the wavy-line Panama killer.

Counterfeits are found on all three values. One specimen seen by the authors is an exceptional one. The counterfeiter overprinted a fine specimen of the “PANAAM” error with the words “CANAL ZONE”. This error is from the third printing which was not issued until November 1904 and thus never was overprinted with the rubber hand stamp of the first series. The “CANAL ZONE” overprint is exceptionally good.

There is no “first glance” certainty as to the authenticity of one of these stamps. There is however one little telltale which one can look for before searching the imprint for other flaws: the middle bar or serif of the “E” of the word “ZONE”. It is the most significant difference between the average forgery and the genuine product. In the genuine stamp this serif resembles a triangle whereas in the spurious copy the center of the “E” will resemble a short horizontal bar with a triangle at the end of the bar.



Another of the more easily ascertainable differences is the heaviness of the crossbars at the tops of the letters “N” in the forgeries.

The ink used in the impression of the overprint “CANAL ZONE” was of a bluish black color. The forger in most cases didn’t bother with color much for most of those we have seen are distinctly black.

So industrious was the forger of these first Canal Zone stamps that he didn’t stop with counterfeiting stamps but even made his own cancellers. Thus one will find counterfeit stamps with genuine post office cancellations; and, spurious issues with counterfeit cancellations and sometimes, Panama Killers. The post office cancellers counterfeited were “ANCON,” “LA BOCA” and “EMPIRE” and the ink used varies with the individual who did the job; red or magenta, black or dark blue.

Even from genuine impressions made, it is quite evident that the rubber in the stamp used was soft and not of the best quality. Made in a hurry to meet an emergency, not too much attention was given to the material obtained. We mention this because of the variance of the measurements of the words “CANAL” and “ZONE” and even in the individual letters. The overall length of the two words may vary more than half a millimeter and each word as much as a full half. The vertical measurement of the letters will often differ. The acceptable scale however should closely meet the following measurements and an expert opinion sought if the variance is too great.

CANAL	9¼ mm
ZONE	7½ mm
CANAL ZONE	18 mm
Height of the letters	2½ mm
Space between words	1¼ mm

Counterfeits of the Second Series, the U.S. overprints, are not known to the authors.

In the Third Series few counterfeits have been found. Such specimens as have been examined by the authors have been exceptionally fine. Most of those seen were on the costly No. 15 and it is extremely difficult to tell the counterfeit from the good copy. However, in checking the basic Panama stamp, it was found that several of the counterfeit “CANAL ZONE” overprints with broken letters were not on the corresponding Panama stamp. It is suggested that purchasers buying any of the No. 15 with broken letters in the words “CANAL ZONE” first check them against the check list to see that the overprint is on the correct Panama stamp. Authentication by an expert is advised.

Another counterfeit in the authors’ collection is a “CANAI” on No. 20. In this job the letters “cts” have minute serifs and besides, there is no “CANAI” in this printing. Also the counterfeit is a perfect letter “I” and not a broken “L” as it should be. The numeral “8” is also counterfeit and is perfectly bisymmetrical. Another counterfeit is the “Without 8 cts” on No. 20. This was shown up by the incorrect distance between the words “PANAMA” and the bar. The correct spacing is 2½ mm and anything more than this is definitely suspect.

No further counterfeits are known until No. 31.

In the Seventh Series many counterfeits have been seen, practically all in the “error” class. Among those checked, were No. 31 “pair”, one without overprint”; No. 32, “overprint reading down”, and “pair, one without overprint; No. 33, “double overprint”. Most of these counterfeits are in the ‘Flat A’ type but their aspect, in general, is very poor and any careful collector will avoid them without too much trouble.

Although the authors have not seen any of the spurious copies, Scott lists counterfeits of No. 36b which, the catalogue states, are merely No. 36 from which the surcharge “10 cts.” has been removed with chemicals.

The authors have not seen nor have had reported any counterfeits in the pictorial series, No. 42 to 51.

In No. 67, what appears to be the Mount Hope overprint in larger type, has been seen reading down when the regular Mount Hope reads up. Also a counterfeit “CANAL” twice on No. 60 has been reported. On No. 61 the “CANAL” twice and “double overprint” have both been counterfeited. On the 10¢ and 15¢ values the overprints reading down have been counterfeited as well as the 15¢ with double overprint which is unknown among the

correct stamps. A "CANAL ZONE" overprint has been found on the 20¢ value of this pictorial series which was never used in the Canal Zone at all. Again, fortunately for collectors, these overprint counterfeits are very crude and should fool only the novice collector, who has no business purchasing overprint errors in the first place.

In the Coat-of-arms set, No. 68 and 69, a counterfeit of the 2¢ value has been seen. Also counterfeits of higher values, particularly the 5¢ and 10¢, which, it will be remembered, were never used on the Canal Zone, have also been seen.

On July 1, 1924, the abrogation of the "Taft Agreement" became effective and the Canal Zone once again reverted to the use of overprinted United States stamps. The overprinting was accomplished by the Bureau of Engraving and Printing in Washington, D.C.

With two types of overprint ranging from No. 70 to 104 in many different values, the counterfeiter thought to have himself a field day. The authors have in their collections of Canal Zone counterfeits, spurious copies of No. 71a to 71d; No. 74 with "CANAL" only, "ZONE" only, and "ZONE" inverted (none of which exists in the regular series); "ZONE-ZONE" on No. 75; "ZONE" inverted on No. 76; "ZONE" only and "ZONE-ZONE" on No. 78; and all combinations of errors repeated on No. 79. The same and a few additional errors appear in the "Sharp A" series. As can be seen from the above, most of the errors manufactured are not even known in the legitimate and the only conclusion that can be drawn from this fantastic array of spurious issues is that the counterfeiter himself did not know the difference between the "Flat A" and the "Sharp A" type. As a matter of fact, where the "ZONE" alone appears in the fake copy or a "ZONE-ZONE" combination, it is sometimes difficult to place the forgery, that is, whether the counterfeiter meant it for a "Flat A" or a "Sharp A" type, so unusual is the font used.

In these series, with their several different printings, some clean and sharp and others heavy and dirty; and, in many cases a difference in the measurement in the words "CANAL" and "ZONE", it is sometimes a little difficult to distinguish the wheat from the chaff. However, as can be seen from the description of the above counterfeits, the operator shows his hand in other manners. It should be mentioned in passing, as preposterous as it seems, that the authors have counterfeits on the 6¢, 7¢, and 13¢ values, and the 17¢ value with a black overprint.

In the air mails, counterfeits have been found on C1 and C2. In both instances the words "AIR MAIL" are very poorly printed. It appears that these values may have been counterfeited to defraud the government.

During January 1925 the postage due stamps issued on July 1, 1924 became exhausted. It therefore became necessary to breach the arrival of a new supply from the United States by creating a provisional issue. Scott No. 71, 73 and 75, the 1¢, 2¢ and 10¢ denominations of the Twelfth Series, Flat A type, were additionally surcharged "POSTAGE DUE" at the Panama Canal Press. This was done in two lines, the 1¢ and 10¢ stamps printed red and the 2¢ in black.

All of the three denominations have been found counterfeited. In some instances both the "CANAL ZONE" and the "POSTAGE DUE" overprints have been counterfeited but in most cases a good if sometimes lightly cancelled No. 75 bore the counterfeit "POSTAGE DUE" overprint. This is one of the best of all of the faked Canal Zone stamps. The dimensions of the words are almost identical. The letters in the genuine copies have a very slight serified edge which is not repeated in the counterfeit.

Danger is always present when the collector purchases overprinted or surcharged stamps. In the canal Zone issues the counterfeiter, many in the Latin American countries, has often let his imagination get the best of him, turning out preposterous fakes to the amusement of the collector. However, the collecting public is warned that many magnificent forgeries have been seen by the authors and authentication is urged whenever the collector has the slightest doubt. **Until sure, don't buy.**



## CHAPTER 29

### CHECK LIST

**[Note: This is the original 1950 Check List without the corrections or additions as found in the 2016 Check List]**

#### FIRST SERIES

These stamps were issued by Colombia for use in the Department of Panama and were overprinted by a bar and the words “PANAMA” in capitals on both sides of the stamp. The overprint in carmine was put on in Panama in 1903-1904. The words “CANAL ZONE” were overprinted on the stamps with a rubber hand stamp by postal officials of the Republic of Panama. The ink is a blue-black color. The stamps of this series are unwatermarked, perforated twelve and were in use from June 24 to July 17, 1904 inclusive.

#### No. 1

Two cent rose 2,600 issued.

Panama overprint is the third arrangement of the third issue; the words “PANAMA” read up on half the issue and down on half the issue, on the upper and lower halves of each sheet respectively. The overprint is carmine.

A- CANAL ZONE inverted. (100) This exists with all possible Panama varieties.

B- CANAL ZONE double. (Exists se-tenant with normal).

C- CANAL ZONE double, one overprint inverted.

D- CANAL ZONE double, both inverted. One copy known.

a- Left PANAMA reading down instead of up. No. 1 and 100.

b- Both words PANAMA 15 mm long. No. 6, 7, 8, 9, 10; 91, 92, 93, 94, 95.

c- PA—MA large; PA and final A large, second A is inverted V. No. 3 and 98.

d- PA---A large on both words PANAMA. No. 4 and 97.

e- PA---A large; and PA and final A large, second A inverted V. No. 5 and 96.

f- Large P. No. 49 and 52.

g- First A large; first and second A's are inverted V's. No. 42 and 59.

h- Second A large. No. 43 and 58.

i- P and second A large. No. 35 and 66.

j- First A is tall thin large A and last A large; second A inverted V. No. 44 and 57

k- First A inverted V. No. 11, 18, 83, and 90.

l- Last A inverted V. No. 14, 25, 76, and 87.

m- All three A's inverted V's. No. 27 and 74.

n- Accent on last A. No. 34, 38, 63, and 67.

o- Inverted N in PANAMA. No. 12, 40, 61, and 89.

p- Missing A's. Noted on No. 1, 40, and 57 especially, but is due to defective printing as sometimes part of the letter registers.

q- Raised MA. No. 19, 42, 59 and 82 [92].

r- Third A large. No. 21 and 80.

s- Raised N. No. 23 and 78.

z- Vertical pair, upper stamp has both words PANAMA reading up; lower stamp has both words PANAMA reading down. From fifth and sixth horizontal rows on all sheets. Exist with one overprint double or inverted. Maximum number should be 260 pairs but very few are known.

Note: - Panama errors occupy diametrically opposite positions on upper and lower halves of the sheet. Therefore the Panama errors which are found on the left when both words read up are found on the right when the words read down. The expression “large” used to describe some letters means a different font of larger size capitals. For this reason the size of the word PANAMA varies anywhere between 13 and 15 mm in length depending on the number of large letters in the word.

## **No. 2**

Five cent blue. 7,800 issued.

Panama overprint is the second printing of the fourth Panama issue. Narrow bar 3½ mm above the word PANAMA. PANAMA reads up on the left and down on the right. Heavy, blurred printing, color carmine.

A- CANAL ZONE inverted. (100) (Should include errors a and b)

B- Pair, one without overprint (10 known)

C- CANAL ZONE double.

D- CANAL ZONE diagonal (100 known)

E- CANAL ZONE double, both diagonal.

a- Space between PANAMA and bar at left 2½ mm. No. 31 and 36.

b- Colon between PANAMA and bar at right. No. 44 and 49.

## **No. 3**

Ten cent yellow. 4,946 issued.

Panama overprint is the second printing of the fourth issue. Narrow bar 3½ to 4 mm above the words PANAMA. PANAMA reads up on the left and down on the right. Color carmine.

A- CANAL ZONE inverted. (200) Should include Panama errors a-b-c)

B- Pair, one without overprint. (3 known)

a- Space between PANAMA and bar at left 2½ mm. No. 31 and 36.

b- Bar between PANAMA and bar at right. No. 5 and 10.

c- Inverted V for last A slightly dropped, in PANAMA reading down. No. 85 and 90.

## **SECOND SERIES**

Stamps of the United States of 1902, U.S. Scott No. 300, 319, 304, 306, and 307. Overprinted in black with the words CANAL ZONE at the left in one line and PANAMA at right, in small capital letters reading up. Watermarked double line USPS, perforated twelve. Overprinted in the United States by the Bureau of Engraving and Printing. This series was in use from July 18, 1904 until December 11, 1904, inclusive.

## **No. 4**

One cent green – Franklin. 43,738 issued.

## **No. 5**

Two cent carmine – Washington. 68,414 issued.

## **No. 6**

Five cent blue – Lincoln. 20,858 issued.

## **No. 7**

Eight cent violet-black – Martha Washington. 7,932 issued.

## **No. 8**

Ten cent orange-brown – Webster. 7,856 issued.

Throughout this series broken letters have been noted in various positions in all values. Most catalogues mention No. 9 [sic] with broken “I” or “CANAI” in position No. 1. However it is not considered of any greater importance by the authors than any of the other broken letters.

## **THIRD SERIES**

This series consists of a group of Panama stamps and overprints combined for the purpose of this discussion by the fact that the Canal Zone overprint is fundamentally the same. For details of the construction of this series, you are referred to Chapter 5. The different varieties of both the Panama and Canal Zone overprints will be discussed in detail under the heading of each stamp. The stages of the Canal Zone overprint will be distinguished by Roman numerals, I to VI.

## No. 9

One cent green. Issued December 12, 1904.

- I – 70,000 minus 100 misprinted and destroyed.
- II – 100,000 minus 100 misprinted and destroyed.
- III – 100,000
- IV – 50,000
- Total – 319,800.

Note: - Hereafter, the number in brackets is the total number of each variety.

- 1. Spaced A-L. (700) On I No. 41.
- 2. Broken L. (700) On I No. 4. (Also on No. 3 on some sheets. Quantity unknown)
- 3. Broken C-A-L. (700) On I No. 1.
- 4. ON below line. (not on all sheets of 700) On No. 87.
- F- Broken Z. (2,500) On II, III. IV, No. 32.
- G- Bottom bar of E missing. (2,500) On II, III. IV, No. 33.
- H- Broken L. (2,500) On II, III. IV, No. 42.
- I- Broken N in CANAL. (2,500) On II, III. IV, No. 65.
- J- Antique type ZONE. (1,500) On III and IV, No. 48. [Scott 9b]
- K- Antique type CANAL. (500) On IV, No. 26. [Scott 9a]
- L- Very faint E. (500) On IV, No. 68.
- Q- CANAL ZONE double. (Very rare—about 6 used known) On I. [Scott 9d]
- R- CANAL ZONE inverted. (Very rare—about 6 used known) On I. [Scott 9c]

Note: - There is at least one sheet where the vertical perforations are within the stamp more or less 3 mm.

## No. 10

Two cent rose. Issued December 12, 1904.

- I – 70,000 and 100,000; total 170,000 less 2,300 misprinted and destroyed.
- II – 100,000 and 100,000; total 200,000 less 200 misprinted and destroyed.
- Total 367,500.

- A- Spaced A-L. (1,700) On I No. 41.
- B- Broken L. (1,700 minimum) On I No. 4, sometimes on 3 on some sheets.
- C- Broken C-A-L. (1,700) On No. 1.
- D- ON below line. Not on all sheets of 1,700. On I No. 87.
- E- Horizontal L. (25 known copies) On I No. 68 (Note: Scott lists inverted L but the authors have never seen a copy and know nothing of its origin.) [Scott 10b]
- F- Broken Z. (2,000) On II No. 32.
- G- Bottom bar of E missing. (2,000) On Ii No. 33.
- H- Broken L. (2,000) On II No. 42.
- I- Broken N in CANAL. (2,000) On II No. 65.
- R- CANAL ZONE inverted. (about 240) On I.
- T- Missing C. Tenth vertical row of one sheet. Rest of sheet strongly shifted to left with perforations cutting into C.

## No. 11-1

Two cent rose. Issued December 30, 1905 (in Cristobal) January 1, 1906 in all other parts of the Canal Zone.

- III – Estimated 100,000.

Panama overprint is the third printing of the fourth issue. Wide bar, 3½ mm above the words PANAMA which reads up on the left and down on the right. Dull vermilion. Plate III-1.

- F- Broken Z. (1,000) No. 32.
- G- Bottom bar of E missing. (1,000) No. 33.
- H- Broken L. (1,000) No. 42.
- I- Broken N in CANAL. (1,000) No. 65.
- J- ZONE in antique type. (1,000) No. 48.
  - a- PANAMA 1½ mm below bar. (10,000) Bottom row of each sheet.

- b- PANAMA 2¾ below bar. (30,000) second, fifth and seventh horizontal row.
- f- PANAMA 16 mm long reading up (2,000) No. 25 and 30.
- i- Inverted M in PANAMA reading down. (2,000) No. 24 and 29.
- t- Inverted overprint (bar on bottom), One sheet of errors a-f-i.
- u- Horizontally shifted overprint. Number unknown but plentiful.

#### **No. 11-2**

Two cent rose. Issued January 1, 1906.

III – Estimated 50,000.

Panama overprint is the fourth printing of the fourth issue. Wide bar, 3½ mm above the words PANAMA which reads up on the left and down on the right. Dark carmine. Plate III-1.

- F- Broken Z (500) No. 32.
- G- Bottom bar of E missing. (500) No. 33.
- H- Broken L. (500) No. 42.
- I- Broken N in CANAL. (500) No. 65.
- J- ZONE in antique type. (500) No. 48.
  - a- PANAMA 1½ mm below bar. (5,000) Bottom row on each sheet.
  - b- PANAMA 2¾ mm below bar. (15,000) second, fifth and seventh horizontal row.
  - f- PANAMA 16 mm long reading up. (1,000) No. 25 and 30.
  - i- Inverted M in PANAMA reading down. (1,000) No. 24 and 29.
  - u- Horizontally shifted overprint. Number unknown.

#### **No. 12-1**

Five cent blue. Issued December 12, 1904.

I-	30,000
II-	<u>10,000</u>
Total	40,000

Panama overprint is the third printing of the fourth issue. Narrow carmine bar 3-3½ mm above the words PANAMA which read up on the left and down on the right. Plates II-1 and II-2.

- A- Spaced A-L. (300) On I No. 41.
- B- Broken L. (300) On I No. 4. (Also on No. 3 and 35 on some sheets, quantity unknown.)
- C- Broken C-A-L. (300) On No. 1.
- F-Broken Z. (100) On II No. 32.
- G- Bottom bar of E missing. (100) On No. 33.
- H- Broken L. (100) On II No. 42.
- I- Broken N of CANAL. (100) On II No. 65.
- Q- Double overprint. (100- but few known). Should include A-B-C but their existence is not established. Errors d-g-h are known.)
  - d- PANAMA at right 5 mm from bar. (600) with I No. 15 and 20.
  - g- Missing P on PANAMA reading up. Not on all sheets. With I no. 91, 93 to 96, 98 to 100.
  - h- Final A missing on PANAMA reading down. Not on all sheets. With I No. 92 and 97.
  - j- PANAAM. On very few sheets. With I and II No. 41 and 46. Very rare.
  - m- PANAMA reading up has M in wrong font, without serifs. Not on all sheets. (Never found on J) On No. 41 and 46, with I and II.
  - o- Final A raised. Very few known. On I No. 15 and 20.
  - p- Final A dropped. Very few known. On II No. 15 and 20.
  - u- Horizontally shifted surcharge. Number unknown.
  - t- or v- Bar on bottom. Number unknown but rare.

Note: - On error Q, Perry reports that the sheet was sold in the town of Paraiso in August, 1905 and most of the stamps were used on mail to Jamaica and few were recovered.



## No. 12-2

Five cent blue. Issued June 25, 1905.

II – 20,000

III – A few sheets included in a later delivery (See 12-5).

Panama overprint is the fourth printing of the fourth issue. Wide carmine-rose bar, 3½ mm above the words PANAMA which read up on the left and down on the right. Plate III-1.

F- Broken Z. (200 plus) On II and III No. 32.

G- Bottom bar of E missing. (200 plus) On II and III No. 33.

H- Broken L. (200 plus) On II and III No. 42.

I- Broken N of CANAL. (200 plus) On II and III No. 65.

J- Antique type ZONE. Extremely rare. On a few sheets of III No. 48.

a- PANAMA 1½ mm below bar instead of 3½ mm. (6,000 plus) On II and III No. 91 to 100. (Bottom row)

b- PANAMA 2¾ below bar instead of 3mm. (6,000 plus) On II and III. (second, fifth and seventh row)

f- PANAMA reading up is 16 mm long instead of 15 mm. (400 plus) On II and III No. 25 and 30.

i- Inverted M in PANAMA reading down. (400 plus) On II and III No. 24 and 29.

t- Inverted overprint (bar at bottom) – Number unknown, but rare.

u- Horizontally shifted surcharge. Number unknown.

## No. 12-3

Five cent blue. Issued August 21, 1905.

II – 20,000 (The canal Zone overprint is very light and clean).

Panama overprint is the fifth printing of the fourth issue. Wide dull vermilion bar 3½ mm above words PANAMA which read up on the left and down on the right. All these sheets have a straight edge on the bottom. The Panama overprint is a very clear impression. Plate III-2.

F- Broken Z. (200) No. 32.

G- Bottom bar of E missing. (2000) No. 33.

H- Broken L (200) No. 42.

I- Broken of CANAL. (200) No. 65.

a- PANAMA 1½ mm below bar instead of 3½mm. (2,000) No. 91 to 100. (bottom row)

b- PANAMA 2¾ below bar instead of 3mm. (6,000) On II and III. (second, fifth and seventh row)

f- PANAMA reading up is 16 mm long instead of 15 mm. (400) No. 25 and 30.

i- Inverted M in PANAMA reading down. (400) No. 24 and 29.

k- PANAMA at right reading down. (400) No. 95 and 100 (straight edge).

s- Panama overprint double. (about 50)

t- Panama overprint inverted. Number unknown.

u- Panama overprint shifted horizontally. Number unknown.

v- Panama overprint shifted vertically. Bar at bottom. (There should be forty and theoretically there should be ten with no bar but they are not known.)

## No. 12-4

Five cent blue. Issued September 23, 1905.

II – 25,000.

Panama overprint is the sixth printing of the fourth issue. Wide vermilion bar 3½ mm above words PANAMA which read up on the left and down on the right. The panama overprint is a very blurred impression. All of these sheets have a straight edge on the top. Plate III-1.

F- Broken Z. (250) No. 32.

G- Bottom bar of E missing. (250) No. 33.

H- Broken L. (250) No. 42.

I- Broken N in CANAL. (250) No. 65.

a- PANAMA 1½ mm below bar instead of 3½ mm. (2,500) No. 91 to 100. (bottom row)

b- PANAMA 2¾ mm below bar instead of 3½ mm. (7,500) (Second, fifth and seventh rows)

f- PANAMA reading up is 16 mm long instead of 15 mm. (500) No. 25 and 30.

- i- Inverted M in PANAMA reading down. (500). No. 24 and 29.
- s- Panama overprint double. (about 50).
- t- Panama overprint inverted. Number unknown.
- v- Panama overprint shifted vertically. Bar at bottom. (theoretically this stamp exists with no bar).

#### **No. 12-5**

Five cent blue. Issued November 13, 1905.

- III – 20,000 (Includes a few sheets of 12-2)
- IV – 29,200
- V – 145,800
- VI – 35,000 (estimate)
- Total – 230,000

Panama overprint is the seventh printing of the fourth issue. Wide dark carmine red bar 2½ mm above words PANAMA which read up on the left and down on the right. Plate IV-2. However, a special Panama overprinting was used for the III and IV canal Zone overprinting which does not have the typical PANAMA error of the seventh printing and the color is about half way between the bright shade and the dark shade of the seventh printing. Plate IV-1.

- F- Broken Z. (492) On III and IV No. 32.
- G- Bottom bar of E missing. (2,300) On III, IV, V, VI, No. 33.
- H- Broken L. (492) On III and IV No. 42.
- I- Broken N in CANAL. (492) On III and IV No. 65.
- J- Antique type ZONE. (2,300) On III, IV, V, VI, No. 48.
- K- Antique type CANAL. (2,100) On IV, V, VI, No. 26.
- L- Very faint E. (292) On IV, No. 68.
- M- Antique type Z. (2,158) On V and VI No. 32; and, on VI No. 45.
- N- Antique type L. (1,458) On V. No. 42.
- O- Antique type N in CANAL. (1,808) On V and VI No. 65.
- P- Antique type L and Z. (350) On VI No. 42.
- Q- CANAL ZONE double. (100) On V.
  - l- PANAMA reading up. (about 1,500) With V and VI No. 54 and 59.
  - n- Double diagonal stroke in N of PANAMA reading down. (About 1,500) With V and VI No. 53 and 58.
  - q- Middle A missing or poorly printed in PANAMA reading down. (Number unknown) With III and IV No. 95 and 100.
  - r- Middle A missing and final MA shifted over in PANAMA reading down. (Number unknown) With III and IV No. 95 and 100.
  - s- Panama overprint double. Due to full horizontal shift and overlap of one vertical row. (20 known indicating this happened on two sheets) With V.
  - u- Horizontally shifted surcharge. (Number unknown)
  - v- Vertical shift, bar at bottom. With III and V. (80)
  - w- Vertical shift, no bar. With III and V. (20).

#### **No. 12-6**

Five cent blue. Issued August 17, 1906.

- VI – 65,000 (estimated – Together with 12-5, VI, totals 100,000)
- Total 65,000

Panama overprint is the eighth printing of the fourth issue. Wide carmine vermilion bar 2½ mm above the words PANAMA which reads up on the left and down on the right. A more or less blurred printing due to liberal use of ink. Plate IV-3.

- G- Bottom bar of E missing. (not on all sheets – see footnote) No. 33.
- J- Antique type ZONE. (2,300) On III, IV, V, VI, No. 48.
- K- Antique type CANAL. (650) No. 48.
- M- Antique type Z. (1,300) No. 32 and No. 45.
- O- Antique type N in CANAL. (650) No. 65.

P- Antique type L and Z. (650) No. 42.

c- PANAMA 4 mm below bar instead of 2½ mm. (6,500) No. 11 to 20.

l- PANAMA reading up. (1,300) No. 54 and 59.

n- Double diagonal stroke of N of PANAMA reading down. (1,300) No. 53 and 58.

t- Panama overprint inverted. Number unknown.

Note: - The authors have several blocks showing No. 33 entire and no blocks with the bottom bar of the E missing. It is possible that this E was corrected during the printing of this issue and therefore G does not exist on all sheets of 12-6.

### **No. 13-1**

Ten cent yellow. Issued December 12, 1904.

I – 20,000 less 100 misprinted and destroyed.

Total – 19,900.

Panama overprint is the third printing of the fourth issue. Narrow carmine bar 3½ mm above the words PANAMA which read up on the left and down on the right. Plate II-2.

A- Spaced A-L. (200) No. 41 (See m)

B- Broken L. (200 minimum) No. 4, sometimes on 3 on some sheets.

C- Broken C-A-L. (200) No. 1.

d- PANAMA at right 5 mm from bar. (400) No. 15 and 20.

m- PANAMA reading up has M in wrong font, without serifs. (400) No. 41 and 48.

s- Panama overprint double. (50)

### **No. 13-2**

Ten cent yellow. Issued after September 23, 1905.

II – 5,000

Total 5,000

Panama overprint is the fourth printing of the fourth issue. Narrow rose-brown bar 3½ mm above the words PANAMA reading up on the left and down on the right. No Panama errors are known. Plate II-3.

F- Broken Z. (50) No. 32.

G- Bottom bar of E missing. (50) No. 33.

H- Broken L. (50) No. 42.

I- Broken N in CANAL. (50) No. 65.

### **No. 13.3**

Ten cent yellow. Issued after November 13, 1905.

III – 10,000 See 13-4.

Panama overprint is the fifth printing of the fourth issue. Orange or orange-red wide bar, 3½ mm above the words PANAMA reading up on the left and down on the right. Poorly inked, dry appearance. (It has been verified that Panama had both the fifth and sixth printing in stock when this Canal Zone requisition was filled. As no record exists as to the number of fifth and sixth printings delivered, the authors arbitrarily divided the issue equally.) Plate III-2.

F- Broken Z. (100) No. 32.

G- Bottom bar of E missing. (100) No. 33.

H- Broken L. (100) No. 42.

I- Broken N in CANAL. (100) No. 65.

J- Antique type ZONE. (100) No. 48.

a- PANAMA 1½ mm below bar. (800) No. 92 to 95, and 97 to 100.

b- PANAMA 2¾ mm below bar. (3,000) Second, fifth and seventh rows.

e- PANAMA reading up touches bar; PANAMA reading down 1½ mm below bar. (200) No. 91 and 96.

f- PANAMA reading up 16 mm long instead of 15mm. (200) No. 25 and 30.

i- Inverted M in PANAMA reading down. (200) No. 24 and 29.

k- PANAMA at right reading down. (200) No. 95 and 100. (See a)

S- Panama overprint double. (40) 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, and 5<sup>th</sup> vertical rows; including errors F, G, H, I, a, e, i, f, and i, k. These are due to a double overprint from the second to the fifth vertical rows when the printer reprinted the left half of the sheet to overprint the sixth vertical row which had not been overprinted due to a shift to the right in the original overprinting of the right half of the sheet.

#### **No. 13-4**

Ten cent yellow. Issued after November 13, 1905.

III – 10,000. See 13-3.

Total – 20,000 (13-3 and 13-4)

Panama overprint is the sixth printing of the fourth issue. Wide vermilion bar 3½ mm above the words PANAMA reading up on the left and down on the right. Heavy glossy impression. Plate III-2.

F- Broken Z. (100) No. 32.

G- Bottom bar of E missing. (100) No. 33.

H- Broken L. (1000) No. 42.

I- Broken N in CANAL. (100) No. 65.

J- Antique type ZONE. (100) No. 48.

a- PANAMA is 1½ mm below bar. (800) No. 92 to 95 and 97 to 100.

b- PANAMA 2¾ mm below bar. (3,000) Second, fifth and seventh rows.

e- PANAMA reading up touches bar; PANAMA reading down 1½ mm below bar. (200) No. 91 and 96.

f- PANAMA reading up 16 mm long instead of 15mm. (200) No. 25 and 30.

i- Inverted M in PANAMA reading down. (200) No. 24 and 29.

s- Panama overprint double. (40) Seventh, eighth, ninth and tenth vertical rows; including errors J, a, e, f and i, and i. These are due to a double overprint from the seventh to the tenth vertical rows when the printer reprinted the right half of the sheet to overprint the sixth vertical row which had not been overprinted due to a shift to the right in the original overprinting of the right half of the sheet.

#### **No. 13-5**

Ten cent yellow. Issued June, 1906.

IV and V – 10,000 each.

Total – 20,000.

Panama overprint is a special printing of the fourth issue. Wide dark carmine-red bar, 2½ mm above the words PANAMA reading up on the left and down on the right. Similar in appearance to the seventh printing but does not have panama errors. (See 12-5,1 and n). Plate IV-1.

F- Broken Z. (100) On IV No. 32.

G- Bottom bar of E missing. (200) On IV and V No. 33.

H- Broken L. (100) On IV No. 42.

I- Broken N in CANAL. (100) On IV No. 65.

J- Antique type ZONE. (200) On IV and V. No. 48.

K- Antique type CANAL. (200) On IV and V No. 26.

M- Antique type Z. (100) On V No. 32.

N- Antique type L. (100) On V No. 42.

O- Antique type N. (100) On V No. 65.

u- Horizontal shifted surcharge. Number unknown. On IV and V.

v- Vertical shift, bar on bottom. Number unknown.

#### **No. 14-1**

Eight cent on 50¢ bistre-brown. Issued December 12, 1904.

I – 19,600 less 200 misprinted and destroyed.

III – 2,500.

Total – 21,900.

Panama first special printing of the fourth issue prepared for the Canal Zone only. Narrow carmine bar 3 mm above words PANAMA which read up on the left and down on the right. For a complete discussion of the different types of the numeral “8”, see note below and chapter 5. First setting of the eight cent surcharge. Plate II-2.



The "normal" stamp has Type-1 of the figure 8. Type-2 of the figure 8 is on stamps No. 35, 40, 41, 42, 43, 44, 46, 47, 48, 49, 85, 90, 91, 92, 93, 94, 95, 97, 98, 99; Type-3 of the figure 8 is found on stamps No. 45, 50, 95, and 100. The remaining 76 stamps on the sheet are the normal type-1.

A- Spaced A-L. (194) On I No. 41.

B- Broken L. (194) On I No. 4. (Also on No. 3 and 35 on some sheets, quantity unknown.)

C- Broken C-A-L. (194) On I No. 41.

F- Broken Z. (25) On III No. 32.

G- Bottom bar of E missing. (25) On III No. 33.

H- Broken L. (25) On III No. 42.

I- Broken N in CANAL. (25) On III No. 65.

J- Antique type ZONE. (25) On III No. 48.

R- Inverted overprint. (2000 On I. With errors A, B, C, d and m.

S- CANAL ZONE omitted. Quantity unknown. Never issued.

d- PANAMA at right 5 mm from bar. (438) With I and III No. 15 and 20.

m- PANAMA reading up has M in wrong font, without serifs. (438) With I and III No. 41 and 46.

u- Horizontally shifted surcharge. Number unknown.

v- vertical shift, bar at bottom. (Either 45 or 90) With I.

v-1- Vertical shift. Bar missing. Bottom row of v. (5 or 10) With I.

#### **No. 14-2**

Eight cent on 50¢ bistre-brown. Issued after September 23, 1905.

II – 5,000

V – 1,000

Total – 6,000

Panama second special printing of the fourth issue prepared for the Canal Zone only. Narrow rose-brown bar 3 mm above the words PANAMA reading up on the left and down on the right. No Panama errors are known. First setting of the eight cent surcharge. See note after 14-1 and Chapter 5. Plate II-3.

F- Broken Z. (50) On II No. 32.

G- Bottom bar of E missing. (60) On II and V No. 33.

H- Broken L. (50) On II No. 42.

I- Broken N in CANAL. (50) On II No. 65.

J- Antique type ZONE. (10) On V No. 48.

K- Antique type CANAL. (10) On V. No. 26.

M- Antique type Z. (10) On V No. 32.

N- Antique type L. (10) On V No. 42.

O- Antique type N. (10) On V No. 65.

S- CANAL ZONE omitted. Quantity unknown. Never issued.

w- Figure 8 omitted. Possible freak. With II.

x- 8 cts. Double. (25) With II. Lower right quarter of one sheet. No Canal Zone errors but all three types of the 8 exist on x.

#### **No. 15**

Eight cent on 50¢ bistre-brown. Issued December 12, 1904.

I – 400                      Total – 400

Panama overprint is the second arrangement of the third issue. Carmine bar. Both words PANAMA read up and are 13 mm long. See note after 14-1 and Chapter 5. First setting of the eight cent surcharge.

A- Spaced A-L. (4) No. 41.

B- Broken L. (8) No. 3 and 4.

C- Broken C-A-L. (4) No. 1.

a- Left PANAMA reading down instead of up. (8) No. 1 and 51.

b- Both words PANAMA 15 mm long. (40) No. 6, 7, 8, 9, 10, 50, 57, 58, 59, 60.

c- PA—VA large on left; PA and final A large on right and second A is an inverted V. (8) No. 3 and 53.

d- PA---A large on both words PANAMA. (8) No. 4 and 54.

- e- PA—VA large on left; PA and final A large on right and second A is an inverted V. (8) No. 4 and 54.
  - f- Large P. (8) No. 49 and 99.
  - g- First A large on left; first and second A's are inverted V's on right. (8) No. 42 and 92.
  - h- Second A on right large. (8) No. 43 and 93.
  - i- P and second A on right large. (8) No. 35 and 85.
  - j- Second A is inverted V at left; first A is tall thin large A and last A large on right. (8) No. 44 and 94.
  - k- First A is inverted V on right. (16) No. 11, 18, 61 and 68.
  - l- Last A is inverted V on left. (16) No. 14, 25, 64 and 75.
  - m- All three A's are inverted V's on right. (8) No. 27 and 77.
  - n- Accent on last A on right. (16) No. 34, 38, 84 and 88.
  - o- Inverted N on right. (16) No. 12, 40, 62 and 90.
  - p- Missing A's. Noted on No. 1, 83, 84, and 89. Not on all sheets and number is unknown.
  - q- Raised MA on right. (8) No. 19 and 69.
  - r- Third A large on left. (8) No. 21 and 71.
  - s- Raised N on left. (8) No. 23 and 73.
  - t- Bar on bottom, vertical shift upwards. (80) Two half sheets.
  - u- Without bar. (20) Bottom rows of above half sheets. Straight edge on 10.
  - v- Horizontal row with one bar on top and one on bottom, the fifth horizontal row of above sheet.
- Note: - The half sheets with t, u, v have the overprint shifted to the left also.
- w- Panama shifted horizontally. A similar shift also noted on t and u.

### No. 18

Eight cent on 50¢ bistre-brown. Issued after November 23, 1905.

III — 20,000 of which 2,500 are 14-1.

Total — 17,500.

Panama overprint is the second arrangement of the third issue. Carmine bar. Both words PANAMA read up and are 13 mm long. Second setting of eight cent overprint, with period after ct.

F- Broken Z. (175) No. 32.

G- Bottom bar of E missing. (175) No. 33.

H- Broken L. (175) No. 42.

I- Broken N in CANAL. (175) No. 65.

J- Antique type ZONE. (175) No. 48.

S- CANAL ZONE omitted. Quantity unknown. Never issued.

- a- Left PANAMA reading down instead of up. (350) No. 1 and 51.
- b- Both words PANAMA 15 mm long. (1,750) No. 6, 7, 8, 9, 10; 56, 57, 58, 59 and 60.
- c- PA—MA large on left; PA and final A large on right and second A is an inverted V. (350) No. 3 and 53.
- d- PA---A large on both words PANAMA. (350) No. 4 and 54.
- e- PA---A large on left; PA and final A large on right and second A is an inverted V. (350) No. 5 and 55.
- f- Large P. (350) No. 49 and 99.
- g- First A large on left; first and second A's are inverted V's on right; (350) No. 42 and 92.
- h- Second A on right large. (350) No. 43 and 93.
- i- P and second A on right large. (350) No. 35 and 85.
- j- Second A is inverted V on left; First A is tall, thin, large A on right; (350) No. 44 and 94.
- k- First A is inverted V on right. (700) No. 11, 18, 61, 68.
- l- Last a is inverted V on left. (700) No. 14, 25, 64, 75.
- m- All three A's are inverted V's on right. (350) No. 27 and 77.
- n- Accent on last A on right. (700) No. 34, 38, 84 and 88.
- o- Inverted N on right. (700) No. 12, 40, 62 and 90.
- p- Missing A's. Noted on No. 1, 83, 84 and 90. Not on all sheets and number is unknown.
- q- Raised MA on right. (350) No. 19 and 69.
- r- Third A large on left. (350) No. 21 and 71.
- s- Raised N on right. (350) No. 23 and 73.
- t- Bar on bottom, vertical shift upwards. (40) Bottom half of sheet.

- u- Without bar. (10) Bottom row of above half sheet.
- v- Additional bar on bottom. (10)
- w- PANAMA shifted horizontally.
- x- Eight cents omitted. (50) Half sheet.

#### No. 19

Eight cents on 50¢ bistre brown. Issued after April 23, 1906.

V – 20,00 of which 1,000 are 14-2.

Total 19,000.

Panama overprint is the second arrangement of the third issue. Carmine bar. Both words of PANAMA reading up and 13 mm long. Third setting of eight cent overprint. Without period after ct.

G- Bottom bar of E damaged. (190) No. 33.

J- Antique type ZONE. (190) No. 48.

K- Antique type CANAL. (190) No. 23.

M- Antique type Z. (190) No. 32.

N- Antique type L. (190) No. 42.

O- Antique type N. (190) No. 65.

S- CANAL ZONE omitted. Quantity unknown. Never issued.

a- Left PANAMA reading down instead of up. (380) No. 1 and 51.

b- Both words PANAMA 15 mm long. (1,900) No. 6, 7, 8, 9, 10; 56, 57, 58, 59 and 60.

c- PA—MA large on left; PA and final A large on right and second A is an inverted V. (380) No. 3 and 53.

d- PA---A large on both words PANAMA. (380) No. 4 and 54.

e- PA---A large on left; PA and final A large on right and second A is an inverted V. (380) No. 5 and 55.

f- Large P. (380) No. 49 and 99.

g- First A large on left; first and second A's are inverted V's on right; (380) No. 42 and 92.

h- Second A on right large. (380) No. 43 and 93.

i- P and second A on right large. (380) No. 35 and 85.

j- Second A is inverted V on left; First A is tall, thin, large A on right; (380) No. 44 and 94.

k- First A is inverted V on right. (760) No. 11, 18, 61, 68.

l- Last a is inverted V on left. (760) No. 14, 25, 64, 75.

m- All three A's are inverted V's on right. (380) No. 27 and 77.

n- Accent on last A on right. (760) No. 34, 38, 84 and 88.

o- Inverted N on right. (760) No. 12, 40, 62 and 90.

p- Missing A's. Noted on No. 1, 83, 84 and 90. Not on all sheets and number is unknown.

q- Raised MA on right. (380) No. 19 and 69.

r- Third A large on left. (380) No. 21 and 71.

s- Raised N on right. (380) No. 23 and 73.

t- Bar on bottom, vertical shift upwards. (40) Bottom half of sheet.

u- Without bar. (10) Bottom row of above half sheet.

v- Additional bar on bottom. Very rare.

w- PANAMA shifted horizontally.

y- Eights Cents double. Theoretically there should be 10 or 50. However, this is extremely rare, early authorities acknowledging only one copy known.

#### No. 20

Eight cent on 50¢ bistre brown. Issued September, 1906.

V – 20,000 of which 400 misprinted and destroyed.

Total – 19,600.

Panama overprint is the third special printing for the Canal Zone of the fourth issue. Wide dull, dark carmine bar 2½ mm above words PANAMA which read up on the left and down on the right and are 15 mm long. Fourth setting of the eight cent overprint with period after ct. Plate IV-2.

G- Bottom bar of E damaged. (196) No. 33.

J- Antique type ZONE. (196) No. 48.

K- Antique type CANAL. (196) No. 26.

M- Antique type Z. (196) No. 32.

N- Antique type L. (196) No. 42.

O- Antique type N. (196) No. 65.

S- CANAL ZONE omitted. Quantity unknown. Never issued.

l- PANAMA reading up. (392) No. 54 and 59.

n- Double diagonal stroke in N in PANAMA reading down. (392) No. 53 and 58.

w- Eight cents omitted. (500 Right half of one sheet with errors J, K, l and n.

x- Eight cents double. (10) Sixth vertical row has the double overprint. With errors K and y.

y- Distance between 8 and cts. is 3 mm instead of 2 mm. (3,920) All of fifth and tenth vertical rows.

z- Vertical shift, bar at bottom. (40) Half sheet less the bottom row.

z-1- Without bar. (5) Bottom row of above half sheet. Straight edge.

RECAPITULATION OF QUANTITIES OF CANAL ZONE VARIETIES, THIRD SERIES, CANAL ZONE.																	
Nº	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	NET TOTAL
9	700	700	700	700		2500	2500	2500	2500	1500	500	500					319800
10	1700	1700	1700	1700	±25	2000	2000	2000	2000								367500
11						1500	1500	1500	1500	1500							150000
12	300	300	300			1242	3720	1242	1242	2950	2750		3458	1458	2458	1000	400000
13	200	200	200			350	450	350	350	400	200		100	100	100		64900
14	194	194	194			75	85	75	75	35	10		10	10	10		27900
15	4	8	4														400
18						175	175	175	175	175							17500
19							190			190	190		190	190	190		19000
20							196			196	196		196	196	196		19600

NOTE: ONLY CONSTANT VARIETIES TABULATED.  
FOR LETTERS SEE LIST OF C.Z. VARIETIES!

#### FOURTH SERIES

Overprint in black consists of two bars, one on top and one on bottom of the stamp. The words PANAMA read up on the left and down on the right in small capitals. The words CANAL ZONE are in two lines of large antique capitals, exactly the same type as the antique words and letters used in error in the Third Series. The denomination is in lower case under the word ZONE. The distances and other characteristics of each setting will be given under each number of this series. Hereafter when speaking of "upper space" the authors will mean the distance between CANAL and the upper bar; "lower space" will mean the distance between the denomination and the lower bar.

#### No. 16

One cent on 20¢ violet. Issued April, 1906.

100,000.

Upper space, 3½ to 4 mm. Lower space 1½ mm. Figure 1 with large serifs.

a- Accent on one or more A's of the words PANAMA. Twenty-four times on each sheet.

h-One or two dots between Z-O. No. 12 and 62.



- k- Two bars on bottom, none on top. Due to vertical shift upwards on lower half sheet of the 6<sup>th</sup>, 7<sup>th</sup>, 8<sup>th</sup> and 9<sup>th</sup> horizontal rows of the overprint.
- l- Bar at bottom only. Bottom row of vertical shift described in k.
- m- Two bars on bottom and one on top. This is the fifth horizontal row of above sheet.

#### **No. 16a**

One cent on 20¢ violet. Issued May, 1906.

Upper space, 1½ to 2 mm. lower space, 3 to 4 mm. Figure 1 with very small serifs.

- a- Accent on one or more A's of the words PANAMA. Sixty-eight times on each sheet.
- f- Z-O spaced, making the word 10 mm long. No. 36 and 86.
- i- Distance between 1 and ct. is 1¾ instead of 2½ mm. No. 49 and 99.

#### **No. 16b**

One cent on 20¢ violet. Issued September, 1906.

300,000.

Upper space 1½ to 2 mm. Lower space 3¼ mm. Figure 1 with large serifs.

- a- Accent on one or more A's of the words PANAMA. Seventy times on each sheet.
- b- Space between P-A in PANAMA reading down. No. 49.
- c- Last A of PANAMA reading up is inverted V. No. 7 and 57.
- d- PANAMA reading up has N inverted. No. 2 and 52.
- e- Space between C-A is 3 mm and ct. raised. No. 50. Not on all sheets.
- f- Spaced Z-O making the word 10 mm long. No. 36 and 86.
- g- CANAL 13 mm long instead of 12 mm on No. 50 and 100 of some sheets and 100 only on other sheets.
- j- Distance between 1-ct is 1½ mm on stamps No. 2 and 52, and 2 mm on No. 1 and 51 instead of the normal 2½ mm.
- k- Two bars on bottom, none on top. Due to vertical shift upwards on lower half sheet of the 6<sup>th</sup>, 7<sup>th</sup>, 8<sup>th</sup> and 9<sup>th</sup> horizontal rows of the overprint.
- l- Bar at bottom only. Bottom row of vertical shift described in k.
- m- Two bars on bottom and one on top. This is the fifth horizontal row of above sheet.
- n- Two bars at top, none on bottom. Due to vertical shift downwards on upper half sheet of the 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup> and 5<sup>th</sup> horizontal rows of the overprint.
- o- Bar on top only. First horizontal row of sheet.
- p- Two bars at top, bar on bottom. Sixth horizontal row of above sheet.

#### **No. 17**

Two cents on one peso lake. Issued March, 1906.

200,000.

Upper space 3½ to 4 mm. Lower space 1½ mm.

- a- One or more accents on A's of the word PANAMA. Twenty-four on sheet.
- h- One or two dots between Z-O. no. 12 and 62.
- k- Two bars on bottom, none on top. Due to vertical shift upwards on lower half sheet of the 6<sup>th</sup>, 7<sup>th</sup>, 8<sup>th</sup> and 9<sup>th</sup> horizontal rows of the overprint.
- l- Bar at bottom only. Bottom row of vertical shift described in k.
- m- Two bars on bottom and one on top. This is the fifth horizontal row of above sheet.

#### **No. 17a**

Two cents on one peso lake. Issued May, 1906.

200,000.

Upper space 2½ mm. Lower space 1 to 1½ mm.

- a- One or more accents on A's of the word PANAMA. Sixty-eight on each sheet.
- f- Spaced Z-O making the word 10 mm long. No. 36 and 86.

#### **No. 17b**

Two cents on one peso lake. Issued September, 1906.

50,000.

Upper space 2 mm. Lower space 3¼ mm.

- a- One or more accents on A's of the word PANAMA. Seventy on each sheet.
- c- Last A of PANAMA reading up is inverted V. No. 7 and 57.
- d- PANAMA reading up has N inverted. No. 2 and 52.
- f- Spaced Z-O making the word 10 mm long. No. 36 and 86.
- g- CANAL 13 mm long instead of 12 mm on No. 50 and 100.
- j- Distance between 2 and cts is 2 mm instead of the 3 mm. No. 1 and 2 and 51 and 52.
- k- Two bars on bottom, none on top. Due to vertical shift upwards on lower half sheet of the 6<sup>th</sup>, 7<sup>th</sup>, 8<sup>th</sup> and 9<sup>th</sup> horizontal rows of the overprint.
- l- Bar at bottom only. Bottom row of vertical shift described in k.
- m- Two bars on bottom and one on top. This is the fifth horizontal row of above sheet.
- n- Two bars at top, none on bottom. Due to vertical shift downwards on upper half sheet of the 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup> and 5<sup>th</sup> horizontal rows of the overprint.
- o- Bar on top only. First horizontal row of sheet.
- p- Two bars at top, bar on bottom. Sixth horizontal row of above sheet.
- q- Serif of figure 2 broken. No. 8 and 58.

### **FIFTH SERIES**

Engraved and printed by the Hamilton Bank Note Company in two colors, perforated twelve. The earlier issues of this series were printed on soft thick paper and the later issues on hard thin paper. Accordingly, this series will be broken down into two groups which will correspond not only to the type of paper but to chronological sequence.

The Canal Zone overprint was printed at the Isthmian Canal Commission's Printing Office in the old Administration Building in Panama City. The overprint is set up in two lines of antique type capitals reading down in all values except No. 21, which reads up.

#### **-A- Soft thick paper.**

##### **No. 21**

To cent, scarlet frame, head of Fernandez de Cordoba in black.

First issue October, 1906.

October – 20,000

November – 30,000

Total – 50,000

a- lake and black.

b- N of ZONE with broken serifs. No. 6 on October group only.

c- Additional overprint on back. Probably one sheet only.

##### **No. 22-1**

One cent, green frame, head of Vasco Nunez de Balboa in black.

First issued January 1907.

Received: End of 1906 – 100,000

First half 1907 – 300,000

Second half 1907 – 500,000

Total – 900,000

a- Horizontal pair, imperforated between. (50 pairs)

b- Imperforated very wide upper margin. (10) Top row of one sheet.

c- Double overprint. "Slurred" double overprint. (100)

d- Double overprint, one inverted. (logically 100, but very rare.

e- Bar after ZONE. Not on all sheets.

f- Broken C. No. 44 not on all sheets.

g- Broken Z. No. 45. Not on all sheets.

### **No. 23-1**

Two cent, scarlet frame, head of Fernandez de Cordoba in black.

Overprint reads down.

First issued November 1906.

Received: (about) October 1906 – 500,000

End of 1906 – 300,000

Early 1907 – 200,000

Last half 1907 – 370,000

Total – 1,370,000

a- Lake and black.

b- Vertical pair, upper stamp without overprint. (very few known.)

c- N of ZONE with broken serifs. No. 95. Note: This is the corresponding position of No. 21-b inverted.

Found only on a few sheets of the first printing.

### **No. 24-1**

Five cent, ultramarine frame, head of Justo Arosemena in black.

First issued December, 1906.

Received: End of 1906 – 200,000

Early 1907 – 200,000

Second half 1907 – 240,000

Total – 640,000

a- Pale ultramarine and black.

b- Broken E. No. 41, not on all sheets.

### **No. 25**

Eight cent, purple frame, head of Manual Jose Hurtado in black.

First issued December, 1906.

Received: End of 1906 – 50,000

Second half of 1907 – 40,000

End of 1907 – 50,000

Dec. 30, 1908 – 30,000

Total – 170,000

a- Dark violet and black.

b- Horizontal pair, imperforate between; and first vertical row and margin. First and second vertical rows of four sheets. (34 and 1-2 pairs exist as the rest were separated).

c- Spaced C-A. No. 50. (300) December 30, 1908 receipt. Scarce unused.

### **No. 26**

Ten cent, violet frame, head of Jose de Obaldia in black.

First issued December, 1906.

Received about October 1906 – 20,000

End of 1906 – 30,000

First half 1907 – 100,000

Second half 1907 – 50,000

End of 1907 – 50,000

Total – 250,000

a- Imperforate between stamp and bottom margin. At least one sheet.

b- Double overprint, one reading up.

**-B- Hard thin paper.**

**No. 22-2**

One cent, green frame, head of Vasco Nunez de Balboa in black.

Received	end of 1907 –	500,000
	January 27, 1909 –	300,000
	April 12, 1909 –	<u>300,000</u>
	Total –	1,100,000

a- Yellow-green and black.

b- Center and overprint inverted. (100) However, only about thirty are known.

c- Missing Z. No. 35. On January 27, 1909 receipt. On all sheets. (3,000) ( Reads, “CANAL ONE ”).

d- Missing C---L. No. 93 on 1,000 sheets of April 12, 1909 receipt. (1,000) Reads, “ANA ZONE “).

e- Spaced C-A. No. 50. (1,000) Scarce unused.

f- Vertical pair, imperforate between.

g- Imperforate horizontally. Pair. Top half of one sheet inclusive of margin but twenty-five stamps were sold. Probably not more than ten pair exist.

h- Double overprint. (Probably two sheets.

i- Inverted overprint (reading up). (100).

**No. 23-2**

Two cent, carmine frame, head of Fernandez de Cordoba in blue.

First issued	end of 1907 –	500,000	January 16, 1909 –	<u>500,000</u>
	Total –	1,000,000		

a- Dull lake and black. Scarce.

b- Double overprint. (believe to be one sheet only).

c- Horizontal pair imperforate between. (20 pairs known).

d- Spaced C-A. No. 50. (1,000).

e- Second A broken or missing. Scarce.

g- Broken or missing Z. No. 1. Very rare.

h- Head and overprint inverted.

i- Omitted C.

j- Additional overprint on back.

Note: - Early authorities assert that “c” resulted in five angled but good double overprints and ten pairs one stamp of which is a single and the other a double overprint. The other seventy-five stamps on the sheet have a second overprint angled across the first overprint. Some of the angled second overprint even look as though it reads, “ZONE CANAL.”

**No. 24-2**

Five cent, dull blue frame, head of Justo Arosemena in black.

First issued	end of 1907. –	450,000; 150,000 and 300,000
Received	January 27, 1908 –	<u>300,000</u>
	Total –	750,000

a- Pale blue and black.

b- Dark blue and black.

c- Double overprint. One sheet discovered February 20, 1909. Contains the variety “d”.

d- Spaced C-A. No. 50 (3,000).

e- Broken L. Not located. Number unknown.

f- Missing L. Not located. Number unknown.

g- Second A missing. No. 4 on some sheets. Number unknown.

h- Second A missing and broken L. (Sometimes CAN only). No. 71 on some sheets.

i- CANAL only, on left side of stamp. (This indicates that this is the tenth vertical row and there would be ten only. It would also follow that there should be ninety “ZONE CANAL” overprints but this error is not known to the authors.)

Note: - Varieties c to h are all on the dark blue and black type b.



## SIXTH SERIES

Engraved and printed by the American Bank Note Company in two colors with the imprint of the company below the frame of each stamp. Printed on wove paper of varying thicknesses. Perforated twelve. This series was actually in use from the end of May 1909 until November of the same year.

The Canal Zone overprint is exactly the same setting as that used in the Fifth Series and was also printed at the Isthmian Canal Commission's Printing Office in Panama City. The overprint is set up in two lines of antique type capitals reading down in all values.

### No. 27

Two cent, vermilion frame, head of Fernandez de Cordoba in black.

Received April 12 and issued May 20, 1909. Total – 500,000.

a- Spaced C-A. No. 50 (5,000).

b- Horizontal pair, one without overprint. Due to slight diagonal printing on two sheets. On one sheet, no. 10 and 91 and on the second sheet, one stamp only. Total, 3.

c- Vertical pair, lower without overprint, due to slight diagonal printing.

### No. 28

Five cent, deep blue frame, head of Justo Arosemena in black.

Received April 12 and issued May 28, 1909. Total – 200,000.

a- Spaced C-A. No. 50 (2,000).

### No. 29

Eight cent, reddish purple frame, head of Manuel J. Hurtado in black.

Received April 12 and issued May 25, 1909. Total – 50,000.

a- Spaced C-A. No. 50 (500).

b- Broken E, similar to an L. Position unknown.

### No. 30

Ten cent, purple frame, head of Jose de Obaldia in black.

Received December, 1908 and issued January 19, 1909, 50,000.

Received April 12, 1909 and issued May, 1909, 50,000. Total – 100,000

a- Spaced C-A. No. 50 (1,000).

b- Pair, one without overprint. (2 exist) Due to a slight diagonal printing. No. 10 and 91.

## THE SEVENTH SERIES

Engraved and printed by the American Bank Note Company in two colors perforated twelve. In order to avoid repeating the general description of the stamps in the many different prints of each value of this series, they are herewith described in all denominations:

One cent, green frame, head of Vasco Nunez de Balboa in black.

Two cent, vermilion frame, head of Fernandez de Cordoba.

Five cent, violet frame, head of Manuel J. Hurtado in black.

Ten cent, violet frame, head of Jose de Obaldia in black.

The imprint of the company is below the frame of each stamp. These stamps were printed in sheets of 100, perforated twelve, with the perforations and margins completely around the sheet. Therefore, any stamps of this series with straight edges, are from booklets, in the 1¢ and 2¢ values.

The Canal Zone overprint is in two lines of Roman capitals reading up in all values. There are several different type faces used in the different overprints of this series, each of which will be described in its proper order. All of the overprints were made by the manufacturers at the time of the printing of the stamps, excepting one which was done at the canal printing plant at Mount Hope. This latter overprint, incidentally, is the first Canal Zone overprint actually made at the plant situated at Mount Hope.

The type designations hereafter used coincide with those used in Scott's Specialist Catalogue. For details of individual quantities, see tables in Chapter 9.

Overprints missing entirely or in part through folding, are not listed.

**TYPE I:**

First issued in 1909-10. Overprint in boldface capitals with the following characteristics: "CANAL", 11 mm long; "ZONE", 8½ mm.

**No. 31-1**

One cent, normal spacing 10¼ mm. Issued November 8, 1909. Used four years. Total – 4,000,000.

- a- Spacing 9¼ mm.
- b- Spacing 10¾ mm.
- c- Shifted overprint.
- d- Inverted overprint. (reading down).
- e- Double overprint. Second overprint faint.

**No. 32-1**

Two cent, normal spacing 8½ mm. Issued November 8, 1909. Used four years. Total – 5,000,000.

- a- Spacing 9 mm.
- b- Spacing 9½ mm.
- c- So-called "pink back". Due to use of analine [sic] ink.
- d- Vertical pair, imperforate horizontally. Half sheet exists.

**No. 33-1**

Five cent. Spacing 8½ mm. No varieties in spacing in this value. Issued November 6, 1909. Used four years. Total – 2,500,000.

- a- Double overprint.

**No. 34-1**

Eight cent. Spacing 8½ mm. No varieties in spacing in this value. Issued march 18, 1910. This value was never again issued by the Canal in a regular issue. Total – 200,000.

- a- Vertical pair, upper stamp without overprint. Top two rows of one sheet.
- b- Bottom row with additional overprint on margin. Bottom row of above sheet.

**No. 35-1**

Ten cent. Spacing 8½ mm. No varieties in spacing in this value. Issued November 8, 1909. Total – 100,000. Used less than eighteen months.

**TYPE II-A:**

Issued in 1913 after receipt in July. Overprint in boldface capitals with the following characteristics: CANAL, 10½ mm long; ZONE, 8 mm long. Space between in all values is 8½ mm which is characteristic of this type.

**No. 38**

One cent. No varieties. Received July 2, 1913. Total – 1,000,000.

**No. 39**

Two cent. Received July 2, 1913. Total – 1,000,000.

- a- Blueish-white paper.
- b- Defective E.

**No. 40**

Five cent. No varieties. Received July 2, 1913; total, 300,000.

**TYPE II:****No. 38**

Issued 1914-15-16. Overprint exactly as type II-A, the only difference being in the spacing, as hereafter detailed.

First received May 2, 1914. Used five years. Total – 3,000,000.

One cent. Normal spacing, 9¼ mm.

- a- Spacing 9¾ mm.
- b- Broken lower bar of E.
- c- Only "C" of overprint on stamp No. 10 of one sheet.

### **No. 39**

First received May 2, 1914. Used four years. Total – 5,500,000.

Two cent/ Normal spacing, 9¼ mm.

a- Spacing 9 mm.

b- Spacing 9½ mm.

c- Broken lower bar of E.

d- Broken O like a capital C. No. 11. There are other broken letter O like a U in unknown position and it is not known if these are constant.

e- Broken C. No. 1.

f- Center and overprint inverted.

g- Horizontal pair, right stamp without overprint. Ninth and tenth vertical rows due to a shift to left.

h- Overprint inverted (with d).

### **No. 40**

Five cent. Spacing 9¼ mm. First received May 2, 1914. Used six years. Total – 1,500,000.

a- With head of Fernandez de Cordoba instead of Justo Arosemena.

### **No. 41**

Ten cent. Spacing 8 mm. First received February 14, 1916. Quantity, 500,000. Used until 1924. Approximately 300,000 destroyed. Total – 200,000.

### **TYPE III:**

Issued several times between 1915 and 1921 as emergency issues. The overprinting was accomplished at Mount Hope. This overprint is very similar to Type I in every aspect. The inking is finer with the bottom bars of the L and E very thin. However, in general, the printing is poor with many broken letters especially in the one cent value. The spacing in all values is 9½ mm.

### **No. 46**

One cent. Overprinted December 7, 1915. Quantity, 100,000. Destroyed on December 31, 1915 because of poor printing, 47,400, leaving 52,600. Overprinting March 8, 1921, 200,000. Destroyed 3,200. Leaving 196,800. Total 249,400.

a- Double overprint. (100).

b- ZONE double. (10).

c- Overprint reading down. (100).

### **No. 47**

Two cent. Overprinted August 18, 1920. Quantity, 200,000. Destroyed September 9, 1920, 19,000. Total - 181,000.

### **No. 48**

Five cent. Overprinted December 7, 1915, quantity 50,000. Destroyed December 31, 1915, 200, leaving 49,800. Overprinted January 4, 1920, quantity, 100,000. Destroyed February 11, 1920, 100, leaving 99,900. Total – 149,700.

NOTE: - According to official records, there is no Mount Hope overprint in the eight and ten cent values in this series.

### **TYPE IV:**

Issued in 1918, 1919 and 1920. In use until 1921. This overprint is a De Vinne series type. Outstanding characteristic is the extremely long center bar of the letter “E”, and thick bottom curve of the letter “C”.

### **No. 52**

One cent. Normal spacing 9½ mm. Issued August 12, 1918. Total – 1,000,000.

a- Spacing 9 mm.

b- Broken E.

c- Broken E. Top serif missing.

d- Inverted overprint.

e- Double overprint.

### **No. 53**

Two cent. Normal spacing 9¼ mm. Issued November 7, 1918, 1,000,000; August 12, 1912, 1,000,000; August 31, 1920, 1,000,000. Total – 3,000,000.

- a- Spacing 10 mm.
- b- Inverted overprint.
- c- Horizontal pair, right stamp without overprint. Ninth and tenth vertical rows of one sheet.

### **TYPE V:**

Issued 1921. In use until 1924. The overprint is in small block capitals. Outstanding characteristic is the flat “A”. “CANAL” is 16½ mm long and “ZONE”, 8½ mm. The height of the letters is 1½ mm and the spacing between the words is 9¾ mm. There is a variation in the centering of the word Zone below Canal. On some stamps the “Z” is directly under “C” and on others the “E” is directly under “L”. Several poor counterfeits of catalogued errors have been found in this type.

### **No. 55**

One cent. Issued April 13, 1921. Total – 1,000,000.

- a- Dropped E approximately ¼ mm.
- b- Horizontal pair, right stamp without overprint.
- c- Horizontal pair, left stamp without overprint.
- d- Inverted overprint.
- e- CANAL twice, ZONE on tab. Tenth vertical row only.
- f- Double overprint.

### **No. 56**

Two cent. Issued March 3, 1921, 1,000,000; December 15, 1923, 1,000,000. Total – 2,000,000.

- a- Dropped E approximately ¼ to ½ mm.
- b- Horizontal pair, right stamp without overprint.
- c- Horizontal pair, left stamp without overprint.
- d- Double overprint.
- e- Double overprint, one inverted.
- f- CANAL double, ZONE on tab. Tenth vertical row only.
- g- ZONE double, CANAL on tab. First vertical row only.

### **No. 57**

Five cent. Issued April 13, 1921. Total – 500,000.

- a- Dropped E approximately ¼ mm.
- b- Horizontal pair, right stamp without overprint.
- c- Horizontal pair, left stamp without overprint.

Note: - In 55e, 56f and 56g, the rest of the sheet in all cases are normal stamps. There is an error listed by Scott which the authors are unable to identify as to Type: Scott No. 31a, center and overprint inverted.

## **EIGHTH SERIES**

This series consists of two stamps of the 10¢ denomination, one of which is surcharged. They were engraved and printed by the American Bank Note Company of New York. The color is gray, perforated twelve and illustrates a map of the Isthmus of Panama. The Canal Zone overprint was printed on the stamp in two lines of small capitals reading up. The overprinting was done by the manufacturers. The 10¢ surcharge on No. 36 was accomplished at Mount Hope.

### **No. 36**

Ten cent on 13¢ gray. Issued, January 14, 1911, 500,000 of which 3, 300 were destroyed because of improper overprinting and 1,000 forwarded to the U.P.U. Total – 496,700.

- a- 10¢ omitted.
- b- 10¢ inverted. Believed to be one sheet only.

Note: - Forgeries of 36a have been reported.

### **No. 37**

Ten cent gray. Received August 22, 1911 but were not issued until January 7, 1914. Total – 200,000. No errors are known in this stamp but at least one sheet is known with the perforations shifted to the right and running diagonally down the sheet. As a result, sometimes the perforations appear between the words “CANAL” and “ZONE”. Also, at least one stamp is known reading CA--- ZONE.

### **NINTH SERIES**

The first four values of this series are a commemorative set to celebrate the Panama National Exposition in honor of the opening of the Panama Canal. The later and higher values are regular postage issues requested by the Canal and are manufactured in a similar design.

All of the stamps of this series were engraved and printed in two colors, the center in black and the frames in varying colors. The work was done by the American Bank Note Company in New York, Including the overprint. The Canal Zone overprint on the 1¢, 2¢, 5¢ and 10¢ is type II of the Seventh Series with the spacing between of 9¼ mm. The overprint is dark blue. On the 12¢, 15¢, 24¢ the overprint, also in dark blue, is the same type but the space between is 11½ mm. On the 50¢ and \$1.00 values, the overprint in black is similar to type V of the Seventh Series with the spacing between of 9½ mm.

The stamp is an oblong measuring 22 by 35 mm, perforated twelve. In the higher values the length varies from 33 to 34 mm.

### **No. 42**

One cent, dark green frame, map of Panama Canal in black. Issued March 1, 1915. Total – 100,000.

a- Spacing between 10 mm instead of 9¼. No. 61.

### **No. 43**

Two cent, carmine frame, scene of Balboa taking possession of the Pacific Ocean, in black. Issued March 1, 1915. Total – 100,000.

a- Spacing between 10 mm instead of 9¼. No. 61.

b- Vermilion frame.

### **No. 44**

Five cent, blue frame, picture of Gatun Locks in black. Issued March 1, 1915. Total – 100,000

a- Spacing between 10 mm instead of 9¼. No. 61.

### **No. 49**

Twelve cent, purple frame, with picture of S.S. PANAMA in Culebra Cut, in black. Received January 1917, 500,000; burned in 1937, 185,086. Total – 314,914.

### **No. 50**

Fifteen cent, bright blue frame, with view of S.S. PANAMA in Culebra Cut, in black. Received January 1917, 500,000. Less than 200,000 issued to the public, the balance were burned in 1937.

### **No. 51**

Twenty-four cent, yellow-brown frame, picture of S. S. CRISTOBAL in Gatun Locks, in black. Received January 1917, 500,000. Less than 220,00 issued to the public, the remainder burned in 1947.

### **No. 58**

Fifty cent, orange frame, picture of drydock at Balboa, in black. Received August 1920, 50,000. Issued to the public less than 21,000; estimated by the authors to be 6,645. The rest were burned in 1937.

### **No. 59**

One Balboa (one dollar), dark violet frame, with picture of the U.S.S. Nereus in Pedro Miguel Docks, in black. Received August 1920, 50,000. Issued to the public, 23,014. The rest were burned in 1937.

### **TENTH SERIES**

This commemorative set to celebrate the Centenary [sic] of Independence from Spain was engraved and printed by the American Bank Note Company. They are perforated twelve. The Canal Zone overprint was applied by the manufacturer and reads up and is black in all values except the five cent which is red. The type is like Type V of the Seventh Series (except the five cent value) with the different distances between the words. The one and



two cent spacing is 9¾ mm; the ten, fifteen, twenty-four and fifty cent spacing is 9 mm; and, on the five cent, the words are in large antique capitals with a spacing of 10½ between and an overall measurement including the letters of 15½ mm. There is a Mount Hope overprint on the one cent value, slightly larger type with the outstanding characteristics the sharp “A” and the “C” with serifs top and bottom. This series was issued November 13, 1921.

**No. 60**

One cent green, head of Procer Jose Vallarino. Total – 1,000,000.

a- CANAL twice (ZONE on margin). (Believed to be 10 only.)

**No. 67**

One cent green, head of Procer Jose Vallarino. 50,000 received and overprinted at Mount Hope and issued January 28, 1924.

a- ZONE CANAL reading down. (Inverted and shifted overprint) (90)

b- ZONE only A (First vertical row of above sheet) (10).

**No. 61**

Two cent carmine, picture of land gate. Total – 2,000,000.

a- CANAL twice (ZONE on margin).

b- Double overprint. (Top of sheet complete, faded out towards the bottom.)

c- Inverted overprint. (overprint reading down).

d- Pair, one without overprint.

e- ZONE only. (“ZONE CANAL” should exist, but is not known to authors).

Note: - The double overprint exists in vertical pairs with the lower stamp normal. The upper stamp is the first horizontal row.

**No. 62**

Five cent blue, statement of Simon Bolivar. Received 500,000, issued 213, 072. The balance were burned.

a- Overprint inverted (reading down).

b- Small type overprint in red.

c- Small type overprint in black.

**No. 63**

Ten cent violet, views of Panama City Municipal Palace. Received 250,000; sold about 225,000 and the balance were burned.

a- Inverted overprint (reading down).

**No. 64**

Fifteen cent light blue, monument of Vasco Nunez de Balboa. Received 100,000; unknown quantity burned.

**No. 65**

Twenty-four cent black-brown, head of Tomas Herrera. Received 50,000; unknown quantity burned.

**No. 66**

Fifty cent black, head of Jose de Fabrega. Received 25,000; sold 14,600 estimated, and the balance burned.

**ELEVENTH SERIES**

Engraved and printed by the American Bank Note Company. Perforated twelve. The design of the stamp is the Coat-of-Arms of the Republic of Panama in an elaborate frame. The Canal Zone overprint is Type V of the Seventh Series with a distance of 8½ mm between the words. These stamps were received in January and February 1924.

**No. 68**

One cent dark green. Received January 1924, 500,000; issued 24,153 and the balance burned.

a- Dropped “E” from ¼ to ½ mm.

**No. 69**

Two cent carmine. Received February 1924, 1,000,000; issued, 370,240, the balance burned.

a- Dropped “E” from ¼ to ½ mm.

b- red.

Note: - The complete series as delivered to the Canal also included the following values: 5¢ dark blue; 10¢ dark violet; 12¢ olive green; 15¢ dark ultramarine; 24¢ yellow-brown; 50¢ orange; and \$1.00 (one Balboa) black. None of these values were ever placed in circulation and all were burned except 600 of each value which were sent to the U.P.U. through Panama and somehow found their way into the hands of dealers.

### ISSUES OVERPRINTED ON U.S.

Printing and overprinting by the Bureau of Engraving and Printing, Treasury Department, Washington, D.C. Orders placed by the Director of Posts, Balboa Heights, C.Z. with the Third Assistant Postmaster General, Post Office Department, Washington, D.C., through the Chief Quartermaster at Balboa Heights and the Chief of the Washington Office, The Panama Canal, Washington, D.C. Colors used are those designated in the official U.S. Post Office Department descriptions. Quantities are net amounts taking into account all shipments and destructions found of record. For the errors the figures given are approximate numbers believed to exist and not the number issued. Plate numbers have been listed where possible in the pairs or groups of four as they were used together.

#### 1924-25 Type I Overprint ("Flat A")

Two-line horizontal black overprint (in red on ½¢), CANAL ZONE, applied to appropriate sheet sizes of the U.S. ordinary series of 1922 and 1925 (½¢, 1½¢).

CANAL – 11 mm long

ZONE – 8¾ mm long

Letters – 2 mm high

Spacing between words – 9¼ mm

Recess printing on flat-bed presses from line-engraved flat plates (200-subject, \$1; 400-subject, ½¢ to 50¢), line perforated 11; unwatermarked white wove paper; issued in sheets of 100. Designs from ½¢ to 15¢ vertical rectangular, 19 x 22 mm; 30¢ to \$1 horizontal rectangular 22 x 19 mm.

#### **No. 70**

½¢ Nathan Hale, sepia, April 15, 1925.

A. First printing (200,000), clean overprint.

Plates: 17017, 17018, 17020, 17029.

B. Second printing (199,500). Worn overprint.

Plates: 17078, 17079, 17080, 17081.

Total issued, 399,500.

#### **No. 71**

1¢ Benjamin Franklin, green, July 1, 1924.

A. First printing (985,000), clean black overprint, blue-green color.

a. Inverted overprint (approximately 50).

b. ZONE inverted (No. 30-LL) (approximately 200).

Plates: 15334, 15358, 15359, 15437, 15374, 15375, 15384, 15385.

B. Second printing (1,000,000), worn grayish overprint, yellow-green color.

a. CANAL only (20).

b. ZONE CANAL (180).

Plates: 15456, 16006, 16556, 16558, 16560, 16561.

Total issued, 1,985,000.

#### **No. 72**

1½ Warren C. Harding, light brown, April 15, 1925.

A. First printing (180,599).

Plates: 16829, 16838, 16848, 16863.

B. Second printing (entirely destroyed, see text).

Total issued, 180,599.

**No. 73**

2¢ George Washington, red, July 1, 1924.

A. First printing (1,475,000), clean overprint.

Plates: 15378, 15402, 15405, 15496, 15603, 15623, 15629, 15630, 15631, 15632.

B. Second printing (1,500,000), worn overprint.

Plates: 16721, 16722, 16723, 16724; with star in front of top No. of UR pane – 17110, 17115.

Total issued, 2,975,000.

**No. 74**

5¢ Theodore Roosevelt, blue, July 1, 1924.

One printing (500,000).

Plates: 15148, 15204, 15205, 15206.

**No. 75**

10¢ James Monroe, yellow, July 1, 1924.

One printing (60,000).

Plates: 15510, 15511, 15512, 15513.

**No. 76**

12¢ Grover Cleveland, purplish brown, July 1, 1924.

A. First printing (50,000), clean black overprint.

a. ZONE inverted (no. 30-LL) (Approximately 3).

Plates: 14404, 14405, 14406, 14407.

B. Second printing (30,000), somewhat worn gray overprint.

Plates: 15350, 15351, 15352, 15692.

Total issued 80,000.

**No. 77**

14¢ American Indian, indigo, July 27, 1925.

One printing (100,000).

Plates: 14512, 14513, 14514, 14515.

**No. 78**

15¢ Statue of Liberty, dark gray, July 1, 1924.

A. First printing (25,000), clean black overprint.

Plates: 14910, 14911, 14912, 14913.

B. Second printing (30,000), somewhat worn, gray overprint.

Plates: 14910, 14911, 14912, 14913.

Total issued 55,000.

**No. 79**

30¢ Buffalo, sepia, July 1, 1924.

One printing (40,000).

Plates: 14436, 14437, 14438, 14439.

**No. 80**

50¢ Arlington Amphitheater, lavender, July 1, 1924.

A. First printing (5,000), clean overprint, red-lilac color.

Plates: 14042, 14043, 14044, 14045.

B. Second printing (20,000), somewhat worn overprint, lilac color.

Plates: 14042, 14043, 14044, 14045.

Total issued 25,000.

**No. 81**

\$1 Lincoln Memorial, brown, July 1, 1924.

One printing (10,000).

Plate: 14268.

### **1925-1934 Type II Overprint (Sharp A)**

Two-line horizontal black overprint (in red on the 17¢), CANAL ZONE:

CANAL – 11 mm long.

ZONE – 9 mm long.

Letters – 2¼ mm high.

Spacing between words – 9 mm.

#### **1925-1930**

Stamps of the U.S. series of 1922 and 1925 (17¢) recess printed on flat-bed presses from line-engraved flat plates of 200-subject (\$1) and 400-subject (2¢ to 50¢); line perforated eleven; unwatermarked white wove paper; issued in sheets of 100. Designs, 2¢ to 15¢, vertical rectangular, 19 x 22 mm; 17¢ to \$1, horizontal rectangular, 22 x 19 mm.

#### **No. 84**

2¢ George Washington, red, September, 1926.

One printing (1,110,000), 11 mm space between words.

a. CANAL only (20).

b. ZONE CANAL (180).

c. Horizontal pair, one without overprint (paper fold).

Plates: Star below side No. of UR pane – 17814, 17842, 17890, 17892.

#### **No. 85**

3¢ Abraham Lincoln, purple, June 27, 1925.

One printing (199,200).

a. ZONE ZONE (18-LR) (Approximately 90).

Plates: 16400, 16401, 16402, 16474.

#### **No. 86**

5¢ Theodore Roosevelt. Blue, May, 1926.

A. First printing (497,500), clean overprint.

a. ZONE ZONE (18-LR) (Approximately 10). (October 1925).

Plates: 15571, 15952, 16331, 16332.

B. Second printing (845,647), worn overprint.

a. CANAL inverted (No. 7-LR) (Approximately 25).

b. Inverted overprint (70).

(1) Vertical pair, one without overprint, one with overprint inverted (10).

(2) Single with bottom margin, both with overprint inverted (10).

c. ZONE only (10).

d. ZONE CANAL (90).

e. Horizontal pair, one without overprint (paper fold).

Plates: 16333, 16363, 16335, 16366, 16391, 16392, 16393, 16394.

Total issued, 1,343,147.

#### **No. 87**

10¢ James Monroe, yellow, August 1935.

One printing (99,510).

a. ZONE ZONE (18-LR) (Approximately 5).

b. ZONE only (paper fold).

Plates: 16376, 16377, 16378, 16379.

#### **No. 88**

12¢ Grover Cleveland, purplish brown, February, 1926.

One printing (58,062).

a. ZONE ZONE (18-LR) (Approximately 4).

Plates: 15350, 15351, 15352, 15693.

**No. 89**

14¢ American Indian, indigo, December, 1928.

One printing (55,700).

Plates: 14526, 15795, 15796, 15797.

**No. 90**

15¢ Statue of Liberty, dark gray, January, 1926.

A. First printing (99,500).

a. ZONE ZONE (18-LR) (Approximately 3).

Plates: 14910, 14911, 14912, 14913.

B. Second printing (56,800).

Plates: Star below side No. of UR pane – 17430, 17431, 17432, 17433.

C. Third printing (47,838 estimated).

Plates: 18928, 18929, 18930, 19139.

D. Fourth printing (entirely destroyed ? – see text).

b. ZONE only (paper fold – Scott's No. 90b, printing not known).

Total issued, 204,138.

**No. 91**

17¢ Woodrow Wilson, bank note black, April 5, 1926.

A. First printing (85,900), worn overprint, 9 mm spacing between words.

a. CANAL only (10); also one paper fold.

b. ZONE only (20).

c. ZONE CANAL (270).

d. CANAL shifted to left; L of CANAL over Z of ZONE (No. 7 [4] -LL)

Plates: 18021, 18022, 18023, 18024, 18025, 18026, 18027, 18028.

B. Second printing (113,600), clean overprint, 7 mm spacing between words.

Plates: 18021, 18022, 18023, 18024.

Total issued, 199,500.

**No. 92**

20¢ Golden Gate, crimson, April 5, 1926.

A. First printing (50,000), worn overprint.

a. CANAL inverted (48-UR) (Approximately 5).

b. ZONE inverted (76-LL) (Approximately 5).

c. ZONE CANAL (91-LL) (Approximately 5).

Plates: 16646, 16648, 17530, 17531.

B. Second printing (109,900), clean overprint, 7 mm spacing between words.

Plates: Star below side No. UR pane – 17228, 17229, 17230, 17426, 17427, 17428, 17429.

C. Third printing (97,407 estimated).

Plates: 19134, 19468, 19648, 19872.

D. Fourth printing (2,500 estimated).

Plate: 20033.

Total issued, 214,807.

**No. 93**

30¢ Buffalo, sepia, December, 1926.

A. First printing (50,000).

Plates: 14436, 14437, 14438, 14439.

B. Second printing (104,700).

Plates: 17448, 17447, 17448, 17449.

Total issued, 154,700.



**No. 94**

50¢ Arlington Amphitheater, lavender, July, 1928.

One printing (13,533).

Plates: 14042, 14043, 14044, 14045.

**No. 95**

\$1 Lincoln Memorial, brown, April, 1926.

One printing (20,000).

Plate: 14268.

**ROTARY ISSUES**

Stamps of U.S. series of 1922 and 1932 (3¢ Washington) recess printed on rotary presses from line-engraved 400-subject curved plates, line perforated, unwatermarked white wove paper, issued in sheets of 100.

**Perforated 10 x 10**

**No. 97**

2¢ George Washington, red, January, 1927.

A. First printing (890,000).

a. Horizontal pair, one without overprint (10).

b. CANAL only (No. 97c of Scott's listed as 10 existing).

Plates: 18632, 18633.

B. Second printing (400,000 estimated), 10 mm spacing between words.

Plate: 18809.

c. ZONE only (paper fold – unknown printing)

Total issued 1,290,000.

**No. 98**

3¢ Abraham Lincoln, purple, May 9, 1927.

One printing (239,600).

Plates: 18445, 18446.

**No. 99**

10¢ James Monroe, yellow, May 9, 1927.

One printing (128,400).

Plates: 18532, 18538.

**Perforated 11 x 10½**

**No. 100**

1¢ Benjamin Franklin, green, June 28, 1927.

One printing (434,892).

a. Vertical pair, one without overprint (10).

Plates: 18730, 18731.

**No. 101**

2¢ George Washington, red, June 28, 1927.

A. First printing (600,000 est.), 10 mm spacing between words.

Plates: 18809, 18827, 18933, 18934.

B. Second printing (1,028,195).

Plates: 18985, 18986.

Total issued, 1,628,195.

**No. 102**

3¢ Abraham Lincoln, purple, February, 1931.

A. First printing (200,000).

Plates: 18126, 18803.

B. Second printing (1,050,000)

Plates: 18831, 18833.

Total issued, 1,250,000.

**No. 115**

3¢ George Washington, purple, January 14, 1933.

A. First printing (1,050,000).

Plates: 20934, 20950.

B. Second printing (525,000).

Plates: 21000, 21001.

C. Third printing (525,000).

Plates: \*

D. Fourth printing (1,050,000).

Plates (not separated): 20932, 20933, 20954, 20959, 20960.

Total issued, 3,150,000.

**No. 103**

5¢ Theodore Roosevelt, blue, December 13, 1927.

One printing (60,000 est.).

Plates: 18851, 18855.

**No. 104**

10¢ James Monroe, yellow, July, 1930.

One printing (119,800), 10 mm spacing between words.

Plates: 19234, 19235, 19256, 19257.

**No. 116**

14¢ American Indian, indigo, January 14, 1933.

One printing (104,800).

a. ZONE CANAL. (16).

Plates: 20549, 20550.

**1939-1946**

Two-line horizontal black overprint CANAL ZONE applied to sheets of 100, U.S. series of 1938:

CANAL – 12¼ mm long.

ZONE – 9½ mm long.

Letters – 2 mm high.

Spacing between words – ¾ mm.

Recess printing on rotary presses from line-engraved curved 400-subject plates; line perforated 11 x 10½; unwatermarked white wove paper; issued in sheets of 100.

**No. 118**

½ ¢ Benjamin Franklin, red orange, September 1, 1939.

A. First printing (210,000).

Plates: 21885, 21887.

B. Second printing (200,000).

Plates: \*

C. Third printing (200,000).

Plates: \*

D. Fourth printing (210,000)

Plates: Electric eye, Type III convertible – 22470, 22741.

E. Fifth printing (210,000)

Plates: Electric eye, Type III convertible – 22470, 22741; 22898, 22899.

\* Plates not separated by printings; 21888, 21889, 21899, 21900.

Total issued, 1,030,000.

**No. 119**

1½¢ Martha Washington, bistre brown, September 1, 1939.

A. First printing (210,000).

Plates: 21878, 21879, 21888, 21882.

B. Second printing (200,000).

Plates: \*  
C. Third printing (200,000).

Plates: \*  
D. Fourth printing (525,000)

Plates: Electric eye, Type III convertible – 22464, 22466; 22645, 22646, 22876, 22877.

\* Plates not separated by printings: 21877, 21884, 21934, 21937.

Total issued, 1,135,000.

### **THE FIFTEENTH SERIES (PERMANENT)**

Engraved and printed by the Bureau of Engraving and Printing in Washington, D.C. The stamps of this series are known as the “permanent” series. The stamps are all the same size, 19 x 22 mm and are recess printed from flat plates in sheets of 400 and then cut into four post office sheets of 100, so that each post office sheet has two straight edges. The sheets are unwatermarked and all stamps are perforated eleven.

There are fourteen values in this series, from ½¢ to 50¢ as follows:

½¢, orange, head of General George W. Davis.  
1¢, yellow green, head of General William C. Gorgas.  
1½¢, brown, head of Charles E. Magoon.  
2¢, carmine, head of President Theodore Roosevelt.  
3¢, violet, head of General George W. Goethals.  
5¢, blue, head of John F. Stevens.  
10¢, yellow-orange, head of General Harry F. Hodges.  
12¢, violet brown, head of Colonel David DuB. Gaillard.  
15¢, gray, head of Jackson Smith.  
20¢, olive brown, head of Admiral Harry H. Rousseau.  
25¢, green, head of John F. Wallace.  
30¢, brown black, head of Colonel Sydney B. Williamson.  
50¢, rose lilac, head of Senator Joseph C.S. Blackburn.

Obsolete values:       2¢ carmine, head of General George W. Goethals;  
                              5¢ blue, Steam Shovel (Gaillard Cut).

Biographies of the aforementioned individuals and a description of the stamps have been given in Chapter 19 and will not be repeated here.

#### **No. 105**

One cent, yellow-green, head of General George W. Davis. First issued on October 3, 1928. Quantity received to December 31, 1948, 16,460,800, in fourteen shipments.

Note: - The shade of this stamp has through succeeding printings changed from yellow-green to blue-green.

#### **No. 106**

Two cent, carmine, head of General George W. Goethals. First issued October 1, 1928. Quantity received to December 31, 1978, 8,131,600, in three shipments. (last order received October, 1930).

a – Booklet pane. Booklets total 94,920 twelves and 26,250 twenty-fours; 294,840 panes.

#### **No. 107**

Five cent, blue (steam-shovel), Gaillard Cut. First issued June 25, 1929. Withdrawn from service December 31, 1946. Total issued, 4,731,000, in seven shipments. Less 500,000 used to overprint J21 to J24 inclusive; less 25,000 used for official overprints; less 5,200 precancelled destroyed; less 63,772 destroyed. Net total, 4,187,028.

#### **No. 108**

Ten cent, yellow-orange, head of General Harry F. Hodges. First issued January 11, 1932. Quantity received to December 31, 1948, 565,000 in two shipments. (last order received December, 1941).

#### **No. 109**

Twelve cent, violet-brown, head of Colonel David DuB. Gaillard. First issued July 1, 1929. Quantity received to December 31, 1948, 766,800, in two shipments.

a – gray black instead of gray.

**No. 111**

Fifteen cent, gray, head of Jackson Smith. First issued January 11, 1932. Quantity received to December 31, 1948, 829,500, in three shipments.

**No. 112**

Twenty cent, olive-brown, head of Admiral Harry H. Rousseau. First issued January 11, 1932. Quantity received to December 31, 1948, 705,200, in two shipments.

**No. 114**

Fifty cents, rose lilac, head of Senator Joseph C.S. Blackburn. First issued July 1, 1929, first printing 295,800 issued July 1, 1929; second printing, 314,800, issued February 1930; third printing, 210,000 issued April 1944; fourth printing, 210,000 received August 1947. Total received 1,031,600 to December 31, 1948.

a – lilac (part of first printing).

b – bright purple, third and fourth printings.

(Part of first printing and entire second printing are the regular rose lilac.)

**No. 117**

Three cent, violet, head of General George W. Goethals. First issued Aug. 15, 1934. Quantity received to December 31, 1948, 20,343,400, in seven shipments.

a – bright purple.

b – perforations through centers of stamp. At least one full sheet.

c – Booklet pane, trimmed edges.

d – Booklet pane, perforated edges.

**No. 110**

Fourteen cents, blue, head of General William L. Sibert. First issued September 27, 1937. Quantity received to December 31, 1948, 710,000, in two shipments.

**No. 113**

Thirty cent, brown-black, head of Colonel Sydney B. Williamson. First issued April 15, 1940. Quantity received to December 31, 1948, 490,000, in one shipment.

**No. 139**

Five cent, blue, head of John F. Stevens. First issued April 25, 1946. Quantity received to December 31, 1948, 1,050,000, in one shipment.

**No. 136**

One-half cent, orange, head of General George W. Davis. First issued August 16, 1948. Quantity received to December 31, 1948, 1,020,000, in one shipment.

**No. 137**

One and one-half cent, brown, head of Charles E. Magoon. First issued August 16, 1948. Quantity received to December 31, 1948, 1,050,000, in one shipment.

**No. 140**

Twenty-five cent, green, head of John F. Wallace. First issued August 16, 1948. Quantity received to December 31, 1948, 1,020,000, in one shipment.

**No. 138**

Two cent, carmine, head of President Theodore Roosevelt. First issued October 27, 1949.

**COMMEMORATIVES**

As explained in the chapter on commemoratives, Chapter 21, the Panama National Exposition issue of 1915 and the Independence from Spain issue of 1921 were actually the first two true commemorative canal Zone issues. However, those stamps have been included in the check list of their respective series and will not be discussed here.

**No. 96**

**Sesquicentennial Exposition**

Issued for the one-hundred-and-fiftieth anniversary of the signing of the Declaration of the Independence and in connection with the exposition held for this purpose at Philadelphia, Pennsylvania June 1-December 1, 1926.

Stamps recess printed on flat-bed presses from line-engraved 200-subject flat plates, line perforated eleven, unwatermarked white wove paper; issued in sheets of fifty; design measures 22 X 37 mm.

2¢ Liberty Bell, red. First issued July 4, 1926.

One printing (300,000), 5 mm spacing between words.

Plates: 18570, 18577, 18582, 18583.

### **AIRMAIL ANNIVERSARY**

The Tenth anniversary of Airmail issue in six values had its initial sale on the Canal Zone July 15, 1939 and is a companion set to the Twenty-fifth Anniversary of the opening of The Panama Canal which came out a month later, August 15, 1939, in sixteen values. Both of these sets have been completely covered in Chapter 20. Sale of both issues was halted February 12, 1941 and remainders burned.

#### **No. C15**

Five cent, gray black, Plane over Sosa Hill. Received 175,000; issued 86,576.

a – Black, 100 discovered at Balboa Heights Post Office.

#### **No. C16**

Ten cent, deep violet, Map of Central America. Received 175,000; issued 117,644.

#### **No. C17**

Fifteen cent, brown, scene near Fort Amador. Received 885,000; issued 883,742.

#### **No. C18**

Twenty-five cent, ultramarine, Clipper at Cristobal Harbor. Received 200,00; issued 82,126.

#### **No. C19**

Thirty cent, carmine rose, Clipper over Gaillard Cut. Received 270,800; issued 121,382.

#### **No. C20**

One dollar, green, Pan-American Clipper Landing. Received 105,000; issued 40,051.

### **Canal 25<sup>th</sup> Anniversary**

#### **No. 120**

One cent, green, Balboa-before. Received 1,020,000; issued 1,019,482.

#### **No. 121**

Two cent, rose carmine, Balboa-after. Received 525,000; issued 227,065.

#### **No. 122**

Three cent, purple, Gaillard cut before. Received 2,525,000; issued 2,523,733.

#### **No. 123**

Five cent, dark blue, Gaillard Cut after. Received 525,000; issued 460,213.

#### **No. 124**

Six cent, red orange, Bas Obispo before. Received 198,650; issued 68,290.

#### **No. 125**

Seven cent, black, U.S.S. Houston-Bas Obispo-after. Received 210,00; issued 71,235.

#### **No. 126**

Eight cent, green, Gatun Locks -Before. Received 210,000; issued 41,576.

#### **No. 127**

Ten cent, ultramarine, Gatun Locks-After. Received 210,000; issued 83,010.

#### **No. 128**

Eleven cent, blue-green, canal Channel-Before. Received 195,000; issued 34,010.

#### **No. 129**

Twelve cent, brown carmine, Canal Channel-After. Received 210,000; issued 66,735.

#### **No. 130**

Fourteen cent, dark violet, Gamboa-Before. Received 300,00; issued 37,365.

#### **No. 131**

Fifteen cent, olive green, Gamboa-After. Received 313,200; issued 105,058

#### **No. 132**

Eighteen cent, rose pink, Pedro Miguel Locks-Before. Received 210,000, issued 39,255.



**No. 133**

Twenty cent, brown, Pedro Miguel Locks-After. Received 205,000; issued 100,244.

**No. 134**

Twenty-five cent, orange, Gatun Spillway-Before. Received 105,000; issued 34,283.

**No. 135**

Fifty cent, black, Gatun Spillway-After. Received 105,000; issued 91,576.

**Canal Zone Biological Area Commemorative**

**No. 141**

Ten cent, black, Map of Island and Coati-Mundi. First issued April 17, 1948. Received 525,000; issued 324,000 as of Jan. 31, 1950.

[unreadable words] issued to commemorate the Twenty-fifth Anniversary of the establishment of the Biological Area on Barro Colorado Island in Gatun Lake. Will probably go off sale May 1, 1950.

**Gold Rush Centennial Commemorative**

This set of four values was issued to observe the 100<sup>th</sup> Anniversary of the crossing of the 'forty-niners' from the Atlantic to the Pacific Ocean across the Isthmus, enroute to California. The set was designed by Mr. Meade Bolton from early historical documents, pictures and engravings. They were approved December, 1948. First issued June 1, 1949 and will probably be on sale two years.

**No. 142**

Three cent, blue, Arriving at Charges on the Atlantic Side. Received 500,000.

**No. 143**

Six cent, violet, up the Charges River to Las Cruces. Received 500,000.

**No. 144**

Twelve cent, green, Las Cruces Trail to Panama. Received 500,000.

**No. 145**

Eighteen cents, maroon, Leaving Panama for San Francisco. Received 525,000.

**AIRMAIL**

Provisional air mail stamps were first issued in 1929 in four values. These values were surcharged on regular stamps of the 1928 issue. The surcharge was done at the Panama Canal press at Mount Hope. The overprint is in two lines: "AIR MAIL" at the top of the stamp, and the new value on top of the old value at the bottom of the stamp, in the first two values; and in the second two values the denomination is blocked out by three short horizontal lines on the left and the letter "C" on the right with the new denomination between.

**C1 [& 2]**

15¢ on 1¢ yellow green. Surcharge in dark violet on No. 105 of the permanent series.

[C1] Type 1, issued April 1, 1929. Top stroke of the "5" is straight with vertical serif pointing up. Total issued, 100,000.

[C2] Type 2, issued April 1, 1929. Top stroke of the "5" is curved upwards and pointed and is without serif. Received 50,000. Destroyed in 1932, 17,973.

Total issued, 32,027. Total issued both types, 132,027.

Plates: 115180, 115181, 115182, 1152183.

**C3**

25¢ on 2¢ carmine. Surcharged in dark blue on No. 106 of the permanent series. First issued January 11, 1929. Quantity received in five printings, 290,000. Destroyed in 1932, 66,120. Total issued, 223,880.

Plates: 115184, 115185, 115186, 115187.

**C4**

10¢ on 50¢ lilac. Surcharged in black on No. 114 of the permanent series. First issued December 31, 1929. Quantity received in three printings, 130,000. Destroyed in 1932, 13,334. Total issued, 116,666. \

Plates: 118119, 118120, 118121, 118122.

**C5**

20¢ on 2¢ carmine. Surcharge in black on No. 106 of the permanent series. First issued December 31, 1929. Quantity received in seven printings, 650,000. Destroyed in 1932, 11,605. Total issued, 638,395.

Plates: 115184, 115185, 115186, 115187.

a- Dropped 2 in surcharge.

### **PERMANENT SERIES**

Issued 1931 to 1949 in nine values of the same design. Large size horizontal rectangular stamp picturing Gaillard Cut with ship transiting and plane flying from west to east. "CANAL ZONE POSTAGE" in capitals on top of the stamp with the words "AIR MAIL" in the center bottom of the stamp. Printed by the United States Bureau of Engraving and Printing in plates of 200-subject, issued in post office sheets of fifty. Unwatermarked, perforated eleven.

#### **C6**

Four cents, red lilac. First issued January 4, 1949. First order, 500,000.

#### **C7**

Five cent, light green. First issued November 18, 1931. Total received to December 31, 1948, 9,613,800 in eleven shipments

#### **C8**

Six cent, yellow brown. First issued February 15, 1946. Total received to December 31, 1948, 2,625,000 in three shipments.

#### **C9**

Ten cent, orange. First issued November 18, 1931. Total received to December 31, 1948, 3,040,000 in eight shipments.

#### **C10**

Fifteen cent, blue. First issued November 18, 1931. Total received to December 31, 1948, 11,751,500 in ten shipments.

#### **C11**

Twenty cent, deep violet. First issued November 18, 1931. Total received to December 31, 1948, 3,084,800 in seven shipments.

#### **C12**

Thirty cent, rose-lake. First issued November 18, 1931. Total received to December 31, 1948, 940,000 in three shipments.

#### **C13**

Forty cent, yellow. First issued November 18, 1931. Total received to December 31, 1948, 427,500 in four shipments.

#### **C14**

One dollar, black. First issued November 18, 1931. Total received to December 31, 1948, 256,000 in three shipments.

Note: - From all of the foregoing totals, the numbers used for the official stamps have not been deducted.

### **POSTAL STATIONARY**

Scott specialist catalogue numbers are being strictly adheres to in this section. In such cases where changes or substitutions are made the Scott number followed by a capital number will be used.

### **STAMPED ENVELOPES**

Note: - All stamped envelopes of the Republic of Panama overprinted Canal Zone and supplied by the American Bank Note Company, Scott No. U1 to U5 inclusive, are unwatermarked and ungummed.

#### **U1**

First issued April 24, 1916.

One cent stamp, green frame with head of Balboa in black.

CANAL ZONE reading up is type II of the Seventh Series.

Envelope size No. 6. There are variations in the paper, due to changes in the different printings, varying from white to cream. Total issued, 350,000 in four different issues.

a – Center and overprint only.

b – Frame only.

## U2

First issued April 24, 1916.

Two cent stamp, carmine frame with head of Cordoba in black. CANAL ZONE overprint in black reading up is Type II of the Seventh Series.

Envelope size No. 6. There are variations in the paper due to changes in the different printings, varying from white to cream. Total issued, 1,512,000 in ten shipments.

a – Center and overprint only.

b – Frame only.

c – Frame double print.

Note: - In both U1 and U2 there are extreme shifts in the relative position of the head and overprint to the frame; also, there are stamp impressions in odd positions on the envelope.

## U3

First issued November 13, 1921.

One cent stamp, frame and head of Vallarino in green. CANAL ZONE overprint reading down in large type, similar to the Fifth and Sixth Series.

Envelope size No. 6, in white. Received, 50,000; burned 29,319; total issued, 20,681.

## U4

First issued November 13, 1921.

Two cent red or carmine. Picture of old land gate of Panama City. CANAL ZONE overprint reading down in large type, similar to the Fifth and Sixth Series.

Envelope size No. 6, white and light buff. Total issued in two printings, 300,000.

## U5

First issued December 15, 1923.

Two cent, carmine, Coat-of-arms of Panama embossed in circular frame. CANALZONE in carmine under the stamp.

Envelope size No. 6, white. Received 250,000; burned 203,959; issued 46,041.

Note: - All stamped envelopes mentioned hereafter as manufactured in the United States, are made with United States official watermarked paper and are manufactures by the International Envelope Corporation of New York, in their Dayton, Ohio plant.

## U6

First issued July 1, 1924.

One cent, green, head of Franklin embossed in circular frame (U.S. No. U.420). CANAL ZONE overprint type Flat A.

Envelope size No. 5, white. Watermarked U.S. 1921. Gummed flaps. Total issued, 50,000.

## U7

First issued July 1, 1924.

Two cent, carmine, head of Washington embossed in circular frame (U.S. No. U.429). CANAL ZONE overprint type Flat A.

Envelope size No. 5, white. Watermarked U.S. 1921. Gummed flaps. Total issued, 100,000.

## U8

First issued October 24, 1924.

One cent, green, seal of Canal Zone in rectangular swastika frame. Printed in Mount Hope, Canal Zone, from type and electro-plate.

Envelope size No. 6, white, unwatermarked, ungummed flaps. Total issued 205,000 in eight printings.

a – Yellow green.

## U9

First issued October 24, 1924.

Two cent, carmine, seal of Canal Zone in rectangular swastika frame. Printed in Mount Hope, Canal Zone, from type and electro-plate.

Unwatermarked, ungummed flaps. Total 1,997,658 as enumerated in the following varieties:

a – Size No. 6 envelopes, 1,069,736 less 8,000 used in surcharging U12, total 1,061,736.

b – Size No. 9 envelopes, 381,549, less 20,000 used for surcharging U12A, total 361,549.

c – Size No. 6 envelopes with blank (undated) return request. Total 137,000.

d – Size No. 6 envelope, return request with names of various post offices, total 437,373.

### **UC1, UC2**

**AIRMAIL ENVELOPES.** First issued in May, 1928. Two cents carmine, seal of the Canal Zone in rectangular swastika frame. Printed in Mount Hope, Canal Zone, from type and electro-plate. Exactly the same as U9 except for the additions as indicated below. Total 85,200, as enumerated in the following varieties.

a – Size No. 6 envelope. Horizontal red and blue with box in lower left section reading: “Via Air Mail. Envelopes of this design to be used exclusively for air mail. Senders address must be shown on envelope.” The type in this box is blue. Total 10,000.

b – Size No. 9 envelope. Otherwise exactly the same as U9a. Total 5,000.

c – Size No. 6 envelope. Exactly the same as U9a except that the box is missing and the words, “VIA AIR MAIL” in large blue capitals is above the horizontal blue bar. First printing, January, 1929, 10,000; second printing February, 1929, 45,000. Total 55,000.

d – Size No. 9 envelope. Otherwise exactly the same as U9c. First printing, January, 1929, 5,000; second printing, March, 1929, 10,200. Total, 15,200.

### **U10**

First issued April 8, 1932.

One cent, olive green, head of Colonel Goethals embossed in vertical rectangular frame, 25 X 30 mm, with rounded corners, Total issued as of December 31, 1948, 1,450,000.

Size No. 5 envelope, watermarked 1932, 50,000; watermarked 1933, 250,000; and watermarked 1937, 100,000. Total 400,000.

Size No. 8 envelope, watermarked 1933, 150,000; watermarked 1937, 150,000; and watermarked 1941, 200,000. Total 500,000.

Size No. 13 envelope, watermarked 1933, 150,000; watermarked 1937, 200,000; and watermarked 1945, 200,000. Total 550,000.

This envelope is one of the permanent series and is still in use [1950] in sizes No. 8 and No. 13 only. Currently the post office at Balboa Heights is selling No. 8 with 1941 watermark and the No. 13 with the 1945 watermark.

### **U11**

First issued April 8, 1932.

Two cent, carmine, embossed bust of Goethals in circular frame, 27 mm in diameter. Total 57,000. Watermarked 1929.

Size No. 5 envelope, 250,000 less 215,000 surcharged for U13. Total 35,000.

Size No. 7 envelope, 50,000 less 45,500 surcharged for U13. Total 4,500.

Size No. 8 envelope, 50,000 less 40,000 surcharged for U13. Total 7,500. [sic]

### **U12**

First issued July, 1932. Provisional issue of U9b, (size No. 9 envelope) surcharged with size 11 sans-serif numeral 3. Total 20,000.

### **U13**

First issued July, 1932. 3¢ on 2¢. Provisional issue of U11 surcharged with large sans-serif numeral 3, in purple over original value. Total 320,000.

Size No. 5 envelope, 210,000.

Size No. 7 envelope, 40,000.

Size No. 8 envelope, 40,000.

Size No. 13 envelope, 30,000

### **U14**

First issued January 17, 1934. 3¢ on 2¢. U9a (size 6 envelope) surcharged with small serifed numeral 3 in purple. Total 8,000.

## **U15**

First issued January 17, 1934. 3¢ on 2¢. U11 surcharged with large serifed numeral 3. Total 23,000.

Size No. 5 envelope, 5,000.

Size No. 7 envelope, 5,500.

Size No. 13 envelope, 12,500.

## **U16**

First issued June, 1934. Three cent purple. Head of Colonel George Goethals embossed in circular frame. This is identical to U11 except for the color and denomination. Total issued as of December 31, 1948, 1,000,000.

Size No. 8 envelope, watermarked 1933, 50,000; watermarked 1937, 70,000; watermarked 1941, 230,000. Total 350,000.

Size No. 13 envelope, watermarked 1933, 350,000; watermarked 1937, 400,000; watermarked 1941, 400,000; and watermarked 1945, 400,000. Total 1,550,000.

This envelope is one of the permanent series and is still in use [1950] in both sizes No. 8 and No. 13. Currently the post office at Balboa Heights is selling No. 8 with 1941 watermark and No. 13 with 1945 watermark.

## **REGISTRATION ENVELOPES**

### **UF1**

First issued October, 1918.

Ten cent surcharge on five centesimos. Cream manila envelope. Printing in black and red. The words "CANAL ZONE" and the English wording of the surcharge and the overprint were printed at Mount Hope. Issued in two sizes: size No. 6, 25,000; and, 3-15/16 X 9-9/16 inches, (practically a size 8 envelope) 10,000. Total, 35,000.

## **AIR POST ENVELOPE**

### **UC1**

First issued January 3, 1949.

Six cent blue. Embossed colorless airplane in rectangular blue background measuring 22½ X 36½ mm. The envelope border has alternate red and blue rhomboids separated by the white of the envelope. The envelope has gummed flaps and is size 13, watermarked 1945. Total received of the first issue only, 500,000.

## **POSTAL CARDS**

### **UX 1**

First issued February, 1907.

One cent on two centavos. Carmine map of the Isthmus. Printed by the American Bank Note Company and surcharged in large antique type capitals reading up, by the Isthmian Canal Commission Printing Plant. Total issued 80,000.

a – Double surcharge.

b – Triple surcharge, two on stamp and one inverted in lower left corner of card.

c – Double surcharge, one on stamp and one inverted in lower left corner of card.

d – Single surcharge inverted in lower corner of card and no surcharge correctly on stamp.

e – Shifted overprint.

### **UX 2**

First issued June, 1908.

One cent, green frame with head of Balboa in black. Printed by the Hamilton Bank Note Company and overprinted by the Commission Printing Plant. Overprint in large antique capitals reading down. Total issued, 125,000 in four printings.

a – Double overprint.

b – Period after ZONE. (40,000).

c – CANAL 16 mm long. (40,000).

d – Roman instead of antique type. (40,000).

e – Inverted overprint with overprint on lower left corner of the card and none on stamp.



Note: - The Authors believe that varieties b, c, and d, represent three entire printings and separate issues of 40,000 each, in addition to the 125,000 of the regular UX 2.

### **UX 3**

First issued March, 1911.

One cent, green frame with head of Balboa in black. Printed by Hamilton Bank Note Company. Overprint reading up in small, Roman capitals. Overprinted at Mount Hope. Total issued, 40,000.

a – Double overprint.

### **UX 4**

First issued January 11, 1914.

One cent, green frame with head of Balboa in black. Printed by the American Bank Note Company. Imprint of company at bottom of stamp. Quantity received, 700,00, in eight shipments; destroyed, 66,000; total issued, 634,000.

### **UX 4?**

First issued on or about February 8, 1916.

One cent, green frame with head of Balboa in black. Printed by the American Bank Note Company. Overprint in exactly similar type as UX4 at Mount Hope. Total issued, 100,000. (See text)

### **UX 5**

First issued October, 1921.

One cent, green frame with head of Vallarino. Printed by the American Bank Note Company as part of the 1821-1921 commemorative issue. Overprint by manufacturers. Total issued, 50,000.

### **UX 6**

First issued July, 1924.

One cent, green circular stamp with Coat-of-arms of the republic of Panama in center in relief. CANAL ZONE below the frame of the stamp, in green. Received 150,000; burned 90,000; total issued 60,000.

### **UX 7**

First issued July, 1924.

One cent, green stamp with head of Jefferson. (U.S. UX27) overprinted in Washington by the Bureau of Engraving and Printing. Flat “A” type CANAL ZONE overprint. Cream color cardboard. Total issued, 50,000.

### **UX 8**

Printed November, 1934 and first issued May, 1925.

One cent, green stamp with official seal of the Canal Zone in rectangular swastika frame. Manufactured at Mount Hope on poor grade buff colored cardboard. Total issued in one printing, 25,000.

### **UX 9**

First issued May, 1925. Similar to UX 8 but on buff cardboard. CANAL ZONE overprinted in block letters, overprinted by Bureau of Engraving and Printing in Washington on U.S. UX27. Total issued, 800,000 in eight shipments.

### **UX 10**

First issued February, 1935 and still in use [1950].

CANAL ZONE overprint in seriffed [sic] block letters by Bureau of Engraving and Printing in Washington on U.S. UX27. Light cream-buff cardboard. Total issued to December 31, 1946, 2,150,000 in thirteen shipments. This last shipment was still in stock as of December 31, 1948.

## **POASTAGE DUE**

First issued March 1914. Postage due stamps of the U.S. Scott No. J45a, J46a and J49a, watermarked single line USPS. Perforated 12. Overprinted diagonally in black with the words CANAL ZONE in capitals.

(Note: - For the hand-stamped postage due issues, see Chapter 23.)

### **J1**

One cent, rose carmine. Received 100,000; destroyed 76,467; total issued 23,533. In pairs, or blocks, a vertical space between stamps of 2 mm or 3 mm can be distinguished.

Plates: 5510, 5522, 5534.

## **J2**

Two cent, rose carmine. Received 100,000; destroyed 67,688, total issued 32,312.

Plate: 6703.

## **J3**

Ten cent rose carmine. Received 100,000; destroyed 7,507; total issued 92,493. In pairs, or blocks, a vertical space between stamps of 2 mm or 3 mm can be distinguished.

Plates: 5532, 6555.

Note: - All three values exist with the "E" tilted forward so that it actually appears vertical in the diagonal overprint.

## **PANAMA OVERPRINTS**

First issued March, 1915. Postage due stamps of the Republic of Panama overprinted CANAL ZONE by the American Bank Note Company and there was only one printing of this series.

## **J4**

One cent, olive brown, Fortress of San Lorenzo at Charges. Received 50,000.

Note: - There is catalogued an overprint of smaller type, flat "A" similar to Type 5 of the postage stamps. The overprint reads up on some and down on others. The stamp itself is a different shade, being black-brown rather than olive-brown. There is no logical reason for the existence of these stamps. It cannot be an error and must be a separate setting. However, since there was only one printing of these stamps, the authors express considerable doubt that these stamps are genuine.

## **J5**

Two cent, olive brown, Statue of Cristopher Colombus [sic] with Indian. Received 50,000.

## **J6**

Ten cent, olive brown, picture of Pedro J. Sosa. Received 200,000.

\* \* \*

First issued November, 1915. Postage due stamps of the Republic of Panama same subjects as above, overprinted CANAL ZONE, in red and large numeral between CANAL and ZONE. Overprint was done by American Bank Note Company.

## **J7**

One cent, olive brown. Received 50,000; November, 1922, received 50,000. Total 100,000. Destroyed 1937, 39,386. Total issued, 60,614.

## **J8**

Two cent, olive brown. Received 50,000; February, 1917, received 50,000. Total 100,000. Destroyed 1916, 1,400. Total issued, 98,600.

## **J9**

Ten cent, olive brown. Received 200,000. February, 1917, 100,00. Total 300,000. Destroyed 1937, 124,452. Total issued, 175,548.

a – Space of 2¼ mm between 1 and 0.

b – Space of 1½ mm between 1 and 0.

c – Both types in pairs.

\* \* \*

First issued November, 1919. Postage due stamps of the Republic of Panama overprinted CANAL ZONE in red and large block type numeral, between the words CANAL and ZONE. Overprint done at the Mount Hope Press. The 2¢ value is the same as above.

## **J10**

Two cent, olive brown. Received 50,000. Received 50,000 March, 1920 from the American Bank Note Company. Total, 100,000. Destroyed in 1937, 47,802. Total issued 52,198.

Note: - The 2,198 stamps from the American Bank Note printing, are believed to be identical to the J8 overprint and therefore should be taken in account with that issue. However, positive proof of this is lacking. (See text)

## **J11**

Four cent, olive brown, picture of the Government building in Panama City. Received 50,000; received 50,000 March, 1920 from the American Bank Note Company. Total 100,000. Destroyed in 1937, 64,305. Total issued, 35,695.

Note;- The above calculation indicates that none of the American Bank Note overprint in this series were issued.

a – ZONE omitted.

b – 4 omitted.

## **UNITED STATES OVERPRINTS**

First issued February, 1925. Regular stamps of the Canal Zone with an additional overprint “POSTAGE DUE” in capitals in two lines. Overprint was done at Mount Hope.

Issued July 1, 1924. United States regular postage dues. Scott U.S. No. J61, J62b, J65b. Unwatermarked, perforated eleven. Overprinted with the words CANAL ZONE in two lines with the “Flat A” type.

## **J12**

One cent, carmine rose. Issued 10,000. Plates: 13844, 13845.

## **J13**

Two cent, deep claret. Issued 25,000. Plates: 14026, 14027, 14028.

## **J14**

Ten cent, deep claret. Issued 30,000. Plates: 5532, 5540, 6555, 6556.

Note: - In pairs or blocks, a vertical space between stamps of 2 mm or 3 mm can be distinguished in the 10¢ denomination.

Issued June 24, 1925. United States regular postage dues. Scott U.S. No. J61, J62, J65. Unwatermarked, perforated eleven. Overprinted with the words CANAL ZONE in two lines with the “Sharp A” type.

## **J18**

One cent, carmine rose. Issued 80,000.

a – Overprinted ZONE – ZONE.

b – CANAL in wrong font.

Plates: 8214, 13844, 13845, 13847.

## **J19**

Two cent, rose carmine, received 146,600; destroyed, 170; issued 146,430.

a – Overprinted ZONE – ZONE.

b – CANAL in wrong font.

Plates: 14026, 14029, 14596, 14597, 14598, 14599.

## **J20**

Ten cent, rose carmine. Received 154,200; destroyed, 220; issued 153,980.

a – CANAL ZONE double.

b – Vertical pair, upper stamp without overprint.

Plates: 6555, 6556.

## **CANAL ZONE OVERPRINTS**

## **J15**

One cent, deep green. Canal Zone stamp No. 67. Received 10,000.

Overprint is in red. Plates: 15334, 15337, 15358, 15359.

## **J16**

Two cent, carmine. Canal Zone stamp No. 69. Received 25,000; destroyed 3,665; issued 21,335. Overprint is in black. Plates: 15629, 15630, 15631, 15632.

## **J17**

Ten cent, yellow. Canal Zone stamp No. 72. Received 40,000; destroyed, 181; issued 39,819. Overprint is in red.

a – POSTAGE DUE double.

b – E of POSTAGE missing.

c – a and b combined. There should be two copies of this double error, one straight edge.

First issued December, 1929. Regular issue of Canal Zone No. 107 overprinted in black with the words POSTAGE DUE, large numerals, and three horizontal lines obliterating the old value in the 1¢, 2¢ and 10¢ denominations. Plates: 15510, 15511, 15512, 15513.

#### **J21**

One cent on 5¢ blue. Quantity received 50,000. Destroyed June 3, 1932, 11,347; destroyed October 31, 1932, 2,663. Total issued 35,990.

a – POSTAGE DUE omitted.

b – POSTAGE DUE at bottom.

Plates: 118115, 118116, 118117, 118118.

#### **J22**

Two cent on 5¢ blue. Quantity received 50,000. Destroyed June 3, 1932, 8,694; destroyed October 31, 1932, 1,099. Total issued 40,207. Plates: same as J21.

#### **J23**

Five cent on 5¢ blue. Quantity received 50,000. Destroyed June 3, 1932, 6,619; destroyed October 31, 1932, 7,917. Total issued 35,464. Plates: same as J21.

#### **J24**

Ten cent on 5¢ blue. Quantity received 100,000. Destroyed June 3, 1932, 6,273; destroyed October 31, 1932, 3,223. Total issued 90,504. Plates: same as J21.

### **PERMANENT ISSUE**

First issued November 19, 1931. Permanent special design for the Canal Zone. Printed by the United States Bureau of Engraving and Printing. Printed on flat plates in 400-subject sheets, issued in post office panes of 100 stamps. Seal of the Canal Zone with words POSTAGE DUE on top and CANAL ZONE on bottom with denomination in separate frame at top center.

#### **J25**

One cent claret. Total received to January 1, 1949, 315,000.

Note: - A few sheets have been found with the figure "1" uninked.

Plate No. 123716.

#### **J26**

Two cent claret. Total received to January 1, 1949, 315,000.

Plate No. 123717.

#### **J27**

Five cent claret. Total received to January 1, 1949, 300,000.

Plate No. 123718.

#### **J28**

Ten cent claret. Total received to January 1, 1949, 413,800.

Plate No. 123719.

#### **J29**

Fifteen cent claret. First issued April 21, 1941. Total received to January 1, 1949, 105,000.

Plate No. 146100.

### **OFFICIAL STAMPS**

For those official stamps with the perforated "P", see text. The issues given below are still in use [1950] and the quantities include the printing of April 20, 1949. They are overprinted on the regular Canal Zone permanent issues of 1928-1948.

There are two types of the overprint:

Type 1, three lines. PANAMA, 10 mm long.

Type 1A, three lines PANAMA, 9 mm long.

Type 2, two lines, PANAMA CANAL, 19½ mm long.

Type 2A, two lines, PANAMA CANAL, 17 mm long.

## ORDINARY POSTAGE ISSUES

Regular issues of 1928-1934, overprinted in black.

### 1941-

- O1 – 1¢ yellow green, (Gorgas). Type 1. Total, 60,000.
- O2 – 3¢ deep violet, (Goethals). Type 1. Total 40,000.
- O3 – 5¢ blue (Steam Shovel). Type 2. Received 25,000; destroyed, 5,695; issued total, 19,105.
  - a – Overprint off center.
  - b – “N” of PANAMA, broken. No. 16 and 34.
- O4 – 10¢ orange, (Hodges). Type 1. Total 22,000.
- O5 – 15¢ gray (Smith). Type 1. Total 22,000.
- O6 – 20¢ olive brown, (Rousseau). Type 1. Total 20,000.
- O7 – 50¢ rose lilac, (Blackburn). Type 1. Total 19,000.
- O7A – 50¢ rose lilac, (Blackburn). Type 1A. Total 1,000.

### 1947-

- O8 - 5¢ deep blue (Stevens). Type 1. Total 20,000.

## OFFICIAL AIR POST STAMPS

Air post stamps of 1931-1946 overprinted in black.

### March, 1941 – Type 2.

- CO1 – 5¢ light green. Total 41,000.
  - a – Broken “N” in PANAMA. No. 16 and 34.
  - b – Broken “O”. NO. 31.
  - c – MA damaged. No. 49.
- CO1A – 6¢ light brown (issued November, 1948) Type 2. Total 18,450.
- CO2 – 10¢ orange. Total 41,000.
  - a – Broken “N” in PANAMA. No. 16 and 34.
  - b – Broken “O”. NO. 31.
  - c – MA damaged. No. 49.
- CO3 – 15¢ blue. Total 60,000.
- CO4 – 20¢ deep violet. Total 26,000.
  - a – Broken “N” in PANAMA. No. 16 and 34.
- CO5 – 30¢ rose lake. Total 25,000.
- CO6 – 40¢ yellow. Total 23,500.
  - a – Broken “N” in PANAMA. No. 16 and 34.
  - b – Broken “O”. NO. 31.
- CO7 - \$1.00 black. Total 25,500.

### September, 1941 – Type 2A.

- CO8 – 5¢ light green. Total 2,000.
- CO9 – 10¢ orange. Total 2,000.
- CO10 – 20¢ deep violet. Total 2,000.
- CO11 – 30¢ rose lake. Total 5,000.
- CO12 – 40¢ yellow. Total 2,000.



## STAMP BOOKLETS

It should always be remembered, that the number of booklets given in the text, while admittedly showing the importance of this service, actually are no indication of the current rarity or abundance of the individual pane or entire booklet of any particular series.

The 2¢ booklets always came in two styles, two panes and four panes to the booklet. For the information of the specialist, the letters A and B will be used to show the two different styles. For the general collector, however, it is of no consequence whether or not the booklet pane is from a small or large booklet.

The types of the “CANAL ZONE” overprint in Booklets B-1 to B-14 refer to the corresponding type numbers used in the Seventh Series of the postage stamps, Scott No. 31 and 32.

There are four types of covers which will be distinguished by Roman numerals, as follows: I – The Isthmian Canal Commission covers; II – the American Bank Note issue covers; III – Bureau of Engraving and Printing covers for the overprinted United States stamps; and IV – covers used on the 3¢ values, printed at both Mount Hope and by Bureau of Engraving and Printing.

\* \* \*

The first locally manufactured booklets were made of post office sheets of Scott No. 31 and 32 using the margins for binding. All covers are Type I. These panes can only be identified as such when bound in the covers.

### B1

First issued January 29, 1912. One cent postage stamp No. 31-1. Cover Type I, lemon color, four panes. Issued 35,000.

Note: - The normal distance between CANAL and ZONE is 10 mm but there are individual stamps in some panes which measure  $9\frac{1}{2}$  or  $10\frac{3}{4}$  mm.

### B2

First issued November, 1911. Two cent postage stamp No. 32-1. Cover Type I in two styles: A – two panes, tan color, issued 37,044; B – four panes, salmon color, issued 29,578. Total, 66,622.

a – Stamps printed in analine [sic] colors (pink back).

Note: - The normal distance is  $8\frac{1}{2}$  mm between CANAL and ZONE but there are individual stamps in some panes which measure 9 and  $9\frac{1}{2}$  mm.

### B3

First issued January, 1914. One cent postage stamp No. 38-II-A. Cover Type I, lemon color. Four panes. Issued 7,000. Copies of this booklet have not been report to date.

### B4

First issued November, 1913. Two cent postage stamp No. 39-II-A. Cover Type I in two styles: A – two panes, tan color, issued 10,500; B- four panes, salmon color, issued 3,500. Total 14,000.

a – Stamps printed on blueish white instead of yellow white paper.

Note: - On some individual stamps there is a defective “E”.

### B5

First issued July, 1914. One cent postage stamp No. 38-II. Cover Type I, lemon color. Four panes. Issued 20,000. Copies of this booklet have not been reported to date.

### B6

First issued July, 1914. Two cent postage stamp No. 39-II. Cover Type I in two styles: A – two panes, tan color, issued 30,800; B- four panes, salmon color, issued 13,250. Total 44,050.

a – Center and overprint inverted.

Note: - On some individual stamps there is a defective “E” or a defective “O”.

– Booklets Manufactured by the American Bank Note Company From Special Plates –

All covers in this group are Type II and all panes have a straight edge on three sides and each stamp has at least one straight edge.

### B7

First issued May 19, 1913. One cent postage stamp No. 38-II; however, the distance between CANAL and ZONE is  $7\frac{3}{4}$  mm instead of  $9\frac{1}{4}$  mm. Cover Type II. Four panes. Issued 30,000, Panes, 120,000.

### **B8**

First issued May 19, 1916. Two cent postage stamp No. 39-II, however, the distance between CANAL and ZONE is  $7\frac{3}{4}$  mm instead of  $9\frac{1}{4}$  mm. Cover Type II. Two panes. May 19, 1916, issued 30,000. September and October, 1917, issued 30,000. Total, 60,000. Four panes. May 19, 1916, issued 20,000. Total panes, 200,000.

### **B9**

First issued March 8, 1918. One cent postage stamp No. 52-IV, however, the distance between CANAL and ZONE is 9 mm instead of  $9\frac{1}{2}$  mm. Cover Type II. Four panes, issued 15,000. Panes, 60,000.

Note: - There are individual stamps with 8 and  $8\frac{1}{2}$  mm distances between CANAL and Zone.

### **B10**

First issued March 8, 1918. Two cent postage stamp No. 53-IV, however, the distance between CANAL and ZONE is 9 mm instead of  $9\frac{1}{4}$  mm. Cover Type II. Two panes, issued 17,000, issued 50,000, August and October, 1920. Total: 67,000. Total panes, 134,000.

Note: - There are individual stamps with 8 and  $8\frac{1}{2}$  mm distances between CANAL and Zone.

Note: - There are individual stamps with 8 and  $8\frac{1}{2}$  mm distances between CANAL and Zone.

### **B11**

First issued March 22, 1921. One cent postage stamp No. 55-V. Distance between CANAL and ZONE  $9\frac{1}{4}$  instead of  $9\frac{1}{2}$  mm. Cover Type II. Four panes, issued 25,000. Panes, 100,000.

Note: - There are individual stamps with 8 and  $8\frac{1}{2}$  mm distances between CANAL and Zone, and some stamps the NE is dropped.

### **B12**

First issued March 22, 1921. Two cent postage stamp No. 56-V. Distance between CANAL and ZONE  $9\frac{1}{4}$  instead of  $9\frac{3}{4}$  mm. Cover Type II. Two panes, issued 50,000.

Four panes, issued 10,000.

Total: 60,000. Panes 140,000.

Note: - There are individual stamps with 8 and  $8\frac{1}{2}$  mm distances between CANAL and Zone, and some stamps the NE is dropped.

### **B13**

First issued September, 1921. One cent commemorative postage stamp No. 60. Distance between CANAL and ZONE  $8\frac{1}{4}$  instead of  $9\frac{3}{4}$  mm. Cover Type II. Four panes; issued 10,000. Panes, 40,000.

Note: - Some individual stamps have a distance of  $9\frac{1}{4}$  mm.

### **B14**

First issued September, 1921. Two cent commemorative postage stamp No. 61. Distance between CANAL and ZONE  $8\frac{1}{4}$  instead of  $9\frac{3}{4}$  mm. Cover Type II. Two panes. Issued 25,000. Panes 50,000.

Note: - Some individual stamps have a distance of  $9\frac{1}{4}$  mm.

- - Booklets Manufactured by the Bureau of Engraving and Printing From Special Plates...

Flat Plate and Rotary Press Issues - -

All covers in this group are Type III and all panes have a straight edge on three sides and each stamp has at least one straight edge.

### **B15**

First issued October, 1924. One cent postage stamp No. 71; United States No. 552. Deep green. Unwatermarked, perforated eleven. Flat plate printing. Canal Zone "Flat A" type overprint. Clear, sharp impression of overprint. Distance between CANAL and ZONE is  $9\frac{1}{4}$  mm. Cover is green on pale blue-green. Four panes, issued 5,000 booklets. Total panes, 20,000.

Note: - On some individual stamps the distance between CANAL and ZONE is  $8\frac{3}{4}$  mm. Guide line varieties and plate numbers can be collected in this group.

### **B16**

First issued October, 1924. Two cent carmine postage stamp No. 73; United States No. 554. Unwatermarked, perforated eleven. Flat plate printing. Canal Zone “Flat A” type overprint. Clear, sharp impression. Distance between CANAL and ZONE is 9¼ mm. Cover is red on buff. Cover Type III in two styles: A – two panes, red on buff, issued 30,000; B – four panes, red on pink, issued 5,000. Total 35,000. Panes, 80,000.

Note: - On some individual stamps the distance between CANAL and ZONE is 8¾ mm. Guide line varieties and plate numbers can be collected in this group.

### **B17**

First issued May 15, 1925. One cent postage stamp No. 71; United States No. 552. Deep green. Unwatermarked, perforated eleven. Flat plate printing. Canal Zone “Flat A” type overprint. Heavy, smudged overprint with letters partially “filled”. Distance between CANAL and ZONE 9¼ mm.

Cover is green on pale-green. Four panes, issued 10,000.

Destroyed October 4, 1929 – 4,212

Total: 5,788 booklets

Panes, 23,152.

Note: - On some individual stamps the distance between CANAL and ZONE is 8¾ mm. Guide line varieties and plate numbers can be collected in this group.

### **B18**

First issued May 15, 1925. Two cent carmine postage stamp No. 73; United States No. 554. Unwatermarked, perforated eleven. Flat plate printing. Canal Zone “Flat A” type overprint. Heavy, smudged overprint with letters partially “filled”. Distance between CANAL and ZONE 9¼ mm.

Cover Type III in two styles: A – two panes, red on buff, issued 20,000; B – four panes, red on pink, issued 5,000. Total 25,000. Panes, 60,000.

Note: - On some individual stamps the distance between CANAL and ZONE is 8¾ mm. Guide line varieties and plate numbers can be collected in this group.

### **B19**

First issued March, 1926. Two cent carmine postage stamp No. 84; United States No. 554. Unwatermarked, perforated eleven. Flat plate printing. Canal Zone “Sharp A” type overprint. Distance between CANAL and ZONE is 11 mm. Cover type II in two styles: A – two panes, red on buff, March, 1926, 25,000; and December, 1926, 6,000. Total booklets, 31,000; B – four panes, red on pink, March, 1926, 5,000. Total booklets, 36,000. Panes, 82,000.

Note: - Guide line varieties and plate numbers can be collected in this group.

### **B20**

First issued May, 1927. Two cent carmine postage stamp No. 97; United States No. 583. Unwatermarked, perforated ten. Printed on rotary press from curved plates. Canal Zone “Sharp A” type overprint. Distance between CANAL and ZONE is 9 mm. Cover type III in two styles; A – two panes, red on buff, 19,000; B – four panes, red on pink, 5,000. Total booklets, 24,000. Panes, 58,000.

### **B21**

First issued February, 1928. Two cent carmine postage stamp No. 101; United States No. 634. Unwatermarked, perforated 11 X 10½. Printed on rotary press from curved plates. Canal Zone “Sharp A” type overprint. Distance between CANAL and ZONE, 9¼ mm. In two shipments: September 26th, and December 1, 1927. Cover Type III in two styles: A – two panes, red on buff, 33,240; B – four panes, red on pink, 6,080; destroyed 67, total, 6,013. Total booklets, 30,253. Panes, 90,532.

- Booklets Manufactured by the Bureau of Engraving and Printing from Special Plates of Permanent Canal Zone Stamps. Flat Plate Only. Also, Provisional Booklets Manufactured on the Canal Zone from Covers printed at Mount Hope and post office sheets of postage stamps. -

Covers in this group are Type II for the 2¢ value and Type IV for the 3¢ values. All panes have a straight edge on three sides and each stamp has at least one straight edge.

## B22

First issued November 5, 1928. Two cent Goethals carmine postage stamp No. 106 Unwatermarked, perforated eleven. Plate No. 115457, to 115460 inclusive. Cover Type II in two styles: A – two panes, red on buff, issued 94,920; B – four panes, 23,700. Total booklets, 118,620. Panes, 284,640.

## B23

Provisional issue. First issued December, 1932. Three cent Lincoln deep violet postage stamp No. 102; United States No. 635. Unwatermarked, perforated 11 X 10½. Printed on rotary presses from curved plates. Canal Zone “Sharp A” type overprint. Distance between CANAL and ZONE, 9¼ mm. These panes can only be identified as such when bound in the covers. Plates No. 18831 and 18833. Cover Type IV, two panes, violet on buff. Issued, 5,000 booklets.

## B24

Provisional issue. First issued January, 1933. Three cent Washington deep violet postage stamp Canal Zone No. 115; United States No. 720. Unwatermarked, perforated 11 X 10½. Printed on rotary presses from curved plates. Canal Zone “Sharp A” type overprint. Distance between CANAL and ZONE, 9¼ mm. These panes can only be identified as such when bound in the covers.

Plates: 20932, 20933, 20936, 20950, 20959, 20960.

Cover Type IV, two panes, violet on buff. Issued, 5,000.

## B25

Provisional issue. First issued August, 1935. Three cent Goethals deep violet postage stamp No. 117. Unwatermarked, perforated eleven. Printed on rotary presses from curved plates. Cover Type IV, violet on buff, two panes. Issued, 5,000. These panes can only be identified as such when bound in the covers.

## B26

First issued December, 1935. Three cent Goethals deep violet postage stamp No. 117. Unwatermarked, perforated eleven. Printed on flat plate presses from special plates made for booklet manufacture. Cover Type IV, violet on buff, two panes. Guide line varieties and plate numbers can be collected in this group.

Dates of issue in this series, are as follows:

<u>Date</u>	<u>Quantity</u>
December 1935	74,700
August 1937	51,840
June 1938	49,440
April 1938	51,840
February 1940	102,420
November 1940	157,680
May 1941	108,000
June 1941	207,000
April 1942	13,800
May 1942	264,600
October 1942	33,220 (last issue)

- PRE CANCELLED STAMPS -

1936 - 1948

1. S. Overprints

Issue of 1933-38 on U. S. Series of 1922

Flat Press, perforated 11, "Sharp A" overprint

Denomination

Types

I

II

III

IV

1 2

17¢

x ✓

30¢

x ✓

Note:- The "1" under Type III denotes the first printing, the "2" all other printings.

Issue of 1933-1937 on U. S. Series of 1922.

Rotary Press, Perforated 11 X 10½, "Sharp A" overprint

Denomination

Types

I

II

III

IV

14¢

x 0

Issue of 1933-1945 on U. S. Series of 1938

Rotary Press, perforated 11 X 10½, regular and electric Eye Plate.

Denomination

Types

I

II

III

IV

½¢

x ✓

x ✓

1½¢

x ✓

x ✓



PERMANENT DESIGNS--REVISION OF 1928

Flat Press, Perforated II

Denomination

VALUES

	<u>I</u>	<u>II</u>	<u>III</u>	<u>IV</u>
			1 2	
1¢	X ✓		X ✓ X ✓	
2¢	X ✓		X ✓ X ✓	
3¢	X ✓			
5¢ Gaillard Cut	X ✓	X ✓		X ✓
5¢ Stevens			X ✓	
10¢	X ✓		X ✓ X ✓	
12¢	X ✓		X ✓ X ✓	
14¢			X ✓ X ✓	
15¢	X ✓		X ✓ X ✓	
20¢	X ✓		X ✓ X ✓	
20¢	X ✓		X ✓ X ✓	
50¢	X ✓		X ✓ X ✓	
1½, 2, 25¢			X ✓	

COMMEMORATIVE DESIGN OF 1939

Flat Press, Perforated II.

Denomination

VALUES

	<u>I</u>	<u>II</u>	<u>III</u>	<u>IV</u>
			1 2	
1¢	X ✓	X ✓		

DenominationTYPES

	<u>I</u>	<u>II</u>	<u>III</u>	<u>IV</u>
			1 2	
2¢	X ✓	X ✓		
3¢	X ✓	X 0		
5¢	X ✓	X ✓		
6¢	X 0	X ✓		
7¢	X 0	X ✓		
8¢	X 0	X ✓		
10¢	X ✓	X ✓		
11¢	?	One claimed but not verified.		
12¢	X ✓	X ✓		
14¢	X 0			
15¢	X ✓	X ✓		
18¢		None of this denomination seen.		
20¢	X ✓	X ✓		
25¢	X ✓	X ✓		
50¢	X 0	X ✓		

Note:- This issue was precancelled with the handstamp only.

12¢ Biographical Issue Com.

X<sup>II</sup>

**OFFICIAL SEALS**

The Canal Zone postal service issued four different series of official seals. The first two series were both issued in 1907 and were made from the same cliché. The only difference between them is the spacing between clichés. The third and fourth series were issued in 1920 and 1946 respectively and both were made from the same clichés. There is also a difference in the spacing and the size of the sheet. Difference in type and color of paper can also be noticed. All four series are without gum.

**OX 2**

First issued in 1907 in sheets of eight, two by four. Perforated 11½ with straight edges around the sheet. The cliché is a horizontal rectangle 38½ by 23½ mm with rounded corners. Across the top are the words "Post Office Department" and on the bottom "Canal Zone Government". Horizontally across the center of the seal is a frame with the words, "OFFICIALLY SEALED" in capital letters and in the center in a framed oval, a picture of the head of Liberty. The space between the clichés is 1 mm. Color, ultramarine.

a - watermarked letters.

**OX 1**

The same as OX 2 except that the clichés are set 3½ mm apart and the color is blue.

a - watermarked seal of the U.S. in sheet.

### **OX 3**

First issued in 1920, in sheets of twenty-five, five by five. The individual clichés measure 44 mm by 25 mm with a spacing between of 3 mm. The horizontal rouletting is marked and the vertical rouletting is unmarked. The sheet is straight edge around all four sides. In each corner of the seal is a colorless circle apparently representing bolt or nail holes. Across the top of the seal are the words, “BUREAU OF POSTS” and across the bottom, “THE PANAMA CANAL”, both lines in capitals. Through the center is a frame with the words, “OFFICIALLY SEALED” in capitals and in the center, the seal of The Panama Canal. Color, dark violet blue.

### **OX 4**

First issued in 1946 in post office sheets of twenty, four by five. The cliché is the same as OX 3. The distance between vertical columns varies between 3½ and 4½ mm. The horizontal spacing is about 2 mm. The sheet is rouletted both horizontally and vertically with no markings. Color, dark blue.