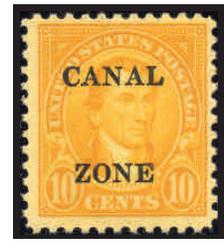




The Canal Zone Philatelist



Vol. 46, No. 1

First Quarter, 2010

Whole No. 174

President's Report

David Zemer

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After four years as our Vice President, Alan Bentz is passing the baton on to Mike Demski. It has been a pleasure working with someone who not only shares a passion for Canal Zone stamps but also swam in Balboa Pool, lived next to Sosa Hill, and went to Balboa High School. One of Alan's most important contributions to Canal Zone philately was getting our website up and running. While many of us were thinking that it would be nice if we had a website, Alan went ahead and established it and then later passed it over to our present webmaster Tom Brougham. Our website has turned into one of the most valuable research tools for Canal Zone collectors and it will be used and appreciated by philatelists far into the future.

Alan has said that he will continue working with aero-philately, including his Lindbergh collection. Maybe one day we will hear how his interest in aero-philately relates to his rubber-band-propelled Wakefield model airplane that won the prize of a round trip from Panama to Colon on PAA's daily service in 1941 at the First Annual Model Airplane Championship at Miller Field, Fort Clayton.

Alan's successor, Mike Demski, is no newcomer to the Study Group. He was part of the original group, with George Stilwell in charge, which kicked off our first Mail Sale in 1972.

Since 2006 Mike has helped revitalize the CZSG in the East Coast area where he was a member of our first local chapter, New Jersey Chapter #1,

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New Frijoles Marking

by Michael Demski

An exciting find has surfaced recently. Entwistle's *The Postal Markings of the Canal Zone* lists Frijoles as one of the scarcest towns from which to find postal markings. He indicated that only three examples of markings from Frijoles had been seen at the time of its publication in 1992 as Handbook No. 9 by the CZSG. Previous examples were all with Hs-11, like the two examples with No. 39 on piece shown in Fig. 1. These both lack the hour in the CDS. The lower example in Fig. 1, illustrated on page 77 of Tatelman's *Canal Zone Postage Stamps*, realized \$800 in the recent CZSG Mail Sale. That offering sparked this communication



Fig. 2 Pair of No. 38 tied on piece by a Frijoles Hs-11 handstamp



Fig. 1 Two examples of No. 39 tied on small piece by Frijoles Hs-11 handstamp, both lacking the hour slug

about the new find.

A favorite pastime of mine is to go through accumulations of used type I-V overprints looking for cancels and overprint varieties. I usually have several accumulations backed up for those free time or inclement weather days.

Recently I was going through one of these accumulations, but it had a slight difference: this grouping included a lot of stamps on piece. As I was separating the stamps by type, I came across the

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Two columns, five inches	35.00

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richardmurphy167@gmail.com

Articles and information for publication should be sent to the Editor. Scans are preferred for figures of stamps or covers; however enlarged high quality photocopies are sometimes acceptable. Illustrations must show clearly against black backgrounds. If you need help, write or EMAIL the Editor. The author must advise the Editor if the article has been published or is being considered for publication elsewhere.

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Canal Zone Study Group

Commonly used abbreviations

CZ Stamps=Canal Zone Stamps.
by Gilbert N. Plass, Geoffrey Brewster, and Richard H. Salz, The Canal Zone Study Group, 1986

CZP=The Canal Zone Philatelist

Entwistle=The Postal Markings of the Canal Zone, 2nd Edition, by Lawson P. Entwistle, The Canal Zone Study Group, 1992

French=Encyclopedia of Plate Varieties on U.S. Bureau-Printed Postage Stamps, by Loran C. French, Bureau Issues Association, 1979.

Scott=Scott's Specialized Catalogue of U.S. Stamps, current edition.

ABNCo=American Bank Note Company

**Secretary's Report
John C. Smith
408 Redwood Ln.
Schaumburg, IL 60193-2748
email: czarrowsjcs@aol.com**

New Members

2619 Ernest B. Thompson, CA
2620 Eric G. Hook, MI
2621 Rodney W. Rodgers, MD

Address Changes

1379 Joseph A. Webb, AL
2392 Emerson H. O'Brien, NH
2589 Ted A. Oliveira, FL

Reinstated Members

0657 Randall E. Burt, FL
1535 Albert Little, TX
2492 John Drow, CA
2539 Henry P. Dolim, CA

Resigned Members

1433 Dr. Manuel C. Preciado

Deceased Members

None

Show Schedule – 2010

Listed below are plans for future meetings at major shows. Please note that these are tentative plans for meetings, as the exact date and time of any CZSG meeting is usually determined by the show organizers close to the beginning of the show. Thus these are still subject to confirmation, and the website or other announcement of the show schedule should be consulted for details.

CZSG Meetings

WESTPEX San Francisco, CA	April 23-25, 2010 1pm Sat., Apr 24
Philatelic Show Boxborough, MA	May 1, 2010 Time TBD
NOJEX Secaucus, NJ	May 28-30, 2010 2-4pm Sat., May 29
APS StampShow Richmond, VA	August 12-15, 2010

As a sponsoring society

NOJEX Secaucus, NJ	May 27-29, 2011
WESTPEX San Francisco, CA	2014

AmeriStamp Expo 2010

A small but lively group of CZSG members met at the APS show in Riverside, CA, on February 20th. Discussion included the success of the recent Mail Sale, cover collections that include scarce APOs like San Jose Island (APO 897), and war stories.

New Frijoles Marking

continued from page 1

pair of No. 38 on piece (Fig. 2). It was folded over, so my first observation was "... oles" in the cancel. I couldn't think of what post office contained the letters "oles." I was about to put the piece in a pile for future review when I flipped the piece over and I found the registry marking of Frijoles.

I immediately went to my copy of *Entwistle*. As most CZ collectors know, Frijoles is one of the scarcest CZ cancellations, in part because the office was only open for 26 weeks, from April 15, 1914 to September 30, 1914. Total stamp sales during the period were a mere \$39.49 (excluding postage due). *Entwistle's* information indicated that no registry markings from Frijoles had been reported. *Entwistle* further reported that there were a total of 22 pieces of registered mail dispatched during Frijoles' existence. *Entwistle* also speculated that a type Rg-7 registered device could have been supplied to Frijoles. Upon review of the registered marking section of *Entwistle*, the marking in Fig. 2 seems to be a match with a type Rg-13, rather than Rg-7, as the outer circle diameter is 29 mm and the inner circle diameter is 19 mm. In addition, there is a comma after FRIJOLES, a comma after CANAL ZONE, and a period after REGISTERED. These elements are a combination of type 13 and 13 a.

The new example shown in Fig. 2 also does not show the hour in the Hs-11 duplex, like the two examples in Fig. 1, nor the year in the registered marking. With the rest of the cover missing, there is no other evidence to demonstrate the item actually was registered mail. One reason is the lack of additional postage for the registration fee, though that could have been separated from this part of the cover. In addition, the 38s on the front are canceled with the regular handstamp showing the town. For registered mail, this would not be the correct canceling device; instead a mute marking of some kind would be the correct device, because the registry back stamp would indicate the office of origin. It could be with so few registered pieces being generated in the Frijoles post office, the person may not have been familiar with the correct procedure. Registered covers are known from many CZ Post Offices that do not follow the correct procedure.

Entwistle identifies Frijoles as "a

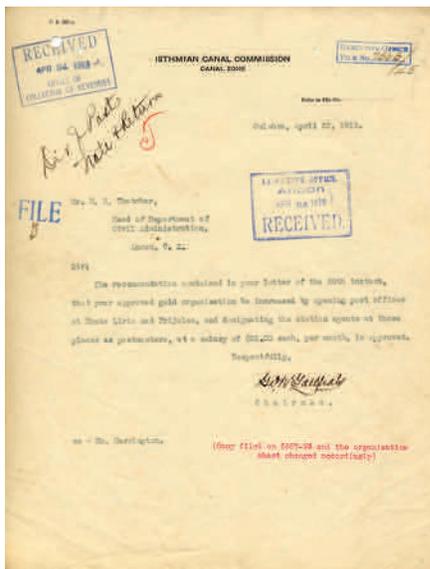


Fig. 3 Letter from George Goethals authorizing the establishment of a post office at Frijoles

station on the Panama R.R., located northwest of Gamboa.” The Brett files at the National Postal Museum include a letter, shown in Fig. 3, from George Goethals to Maurice Thatcher, approving the proposal to establish post offices at Frijoles and Monte Lirio, using the Panama R.R. station agents at those places as postmasters. The salary was to be \$25.00 per month. For perspective, a similar letter dated October 18, 1910, authorized employing a postmaster at \$50.00 per month for service at Toro Point, with a proposal to provide for an assistant postmaster at Gatun at a salary of \$1650 per year, thus increasing the number of assistant postmasters to six, five at Ancon, Culebra, Empire, and Gorgona at \$1650 per year each, and with another at Cristobal at \$1800 per year.

The Monte Lirio post office was established on May 25, 1912, not long after the date of the letter authorizing it.

The Frijoles office did not open until April 16, 1914, and it was closed less than six months later on September 30, 1914, only a bit more than two weeks after the date on the piece in Fig. 2. While photos of early CZ post offices exist and are used as illustrations in *Tatelman* and *Entwistle*, there does not seem to be one of the Frijoles building. Fig. 4 shows the Panama R.R. station in Frijoles as it existed in the 1920s. If that structure was present in 1914, it may have served to house the post office.

The contributions of Dick Bates, George Campbell, Bob Karrer, and Vicente Pascual to this article are gratefully acknowledged. The photo used in Fig. 4 was graciously provided by Vicente Pascual, and the scan used in Fig. 3 is of a document in the George Brett archives in the National Postal Museum.



Fig. 4 Railroad station at Frijoles in a photo from the 1920s

Fifteen Cent Wrong Font ZONE on Cover and Several New Earliest Dates

by Tom Brougham

Scott 90 with ZONE in the wrong font has been found on a registered cover created by R. S. Carter. This basic fifteen-cent stamp is found on a very large proportion of registered covers dated from 1926 through 1931. This is apparently the first sighting of this particular variety on cover. The whole cover and a close-up of the overprint are shown in the accompanying illustrations.



Fig. 1 Cover from R. S. Carter with No. 90 with wrong font ZONE

This cover was found in one of the portions of the Brett estate. In recent months, a number of very large Canal Zone cover lots have been offered at auction. George Brett appears to have amassed the largest quantity of Canal Zone covers ever. These lots contain a large amount of material previously accumulated by earlier Canal Zone collectors/dealers such as Frank Greene, R. S. Carter, and Judge Edward I.P. Tatelman.

Covers have also been found from the same source that push back the earliest dates of usage reported in *CZP* for four of the U.S. overprint issues.



Fig. 2 15c with wrong font ZONE

Scott 84 (2c) has been found tied on a commercial cover by a May 3, 1926 Ancon machine cancel. Scott 86 (5c) has been found tied on a commercial cover by a December 3, 1925 Cristobal machine cancel. Scott 90 (15c) has been found on a large registered cover from R.S. Carter to Frank Greene. On the reverse are registry postmarks: Balboa Heights October 6, 1925, Cristobal October 7, 1925, New Orleans October 11, 1925, and Detroit October 14, 1925. Finally, the earliest date for Scott 97 has been pushed back one day by a December 22, 1926 non-philatelic birthday greeting card. Additionally, two more covers with the previous record date of December 23 have been found.

Given the huge amount of additional Canal Zone covers suddenly available, it is very likely that many earliest-usage dates will soon be revised and re-revised. Some of these covers were created by persons who were selling or buying new issues between the two World Wars. They were close to the sources of material and information at the time and they were very keen to buy and use any new issues.

Tom Cooke: The Start of the Canal Zone Postal Service and the First and Second Series of Canal Zone Stamps

From *Mekeel's Weekly Stamp News*, March 12, 1910

by David Zemer

In late 1909 or early 1910, Tom M. Cooke, the Director of the Canal Zone Postal Service, gave a presentation to the Nebraska Association of Postmasters on his role in the establishment of the Canal Zone Postal Service. It appears that a copy of his speech was printed in the United National Association of Post Office Clerks' publication, *The Postal Clerk*, and then picked up by *Mekeel's*, which published an abridged version on page 96 of the March 12, 1910 issue. One topic Cooke covered that is still controversial more than 100 years after the event took place was the creation and use of the rubber stamp to overprint CANAL ZONE on Panama stamps for our First Series.



**Col. Tom Cooke, Director of Posts
September 2, 1904 – March 31, 1914**

To refresh your memories about the rubber stamp, go to pages 20-23, Chapter 2, "First Series, 1904," in *CZ Stamps*, where there is the official government version suggesting that the stamps were delivered to the Canal Zone with the overprint already applied in Panama by one or more Panamanians under the authority of the Republic of Panama. To counter this account there are contradictory versions of the surcharging by Perry, Evans, Huber, and Luck (which will be reviewed in a future issue of *CZP*) who imply that Canal Zone employees had the rubber stamp and did the overprinting.

A prior synopsis of this disagreement was published in an article by Judge Tatelman in 1968 (*CZP* 7:11-2, 15). He summarizes the official version and several contradictory versions about the rubber stamp and the overprinting, leaving readers to come to their own conclusions by ending with "Gentlemen, what is your verdict?"

I had read these different versions about the rubber stamp perhaps 20 years ago and assumed that this was all that had been published. I was surprised to find a different version in a 99-year-old copy of *Mekeel's* last summer while at the Western Philatelic Library. All of the other accounts which contradicted the Official Version were by people outside of the Canal Zone Postal System or who were long since retired. This new slant on the First Series is reprinted below, and was the first account by a person, Tom Cooke, in a high position in the Canal Zone Postal Service and who was still employed there when he said it. Cooke's experiences

during the early days of the Canal Zone postal system were interesting but because his narration of how the First Series was created disagrees with the official version, it also adds to the legend of who applied the overprints. Cooke was publicly contradicting Governor Davis, who, in 1904 in a letter to Rear Admiral John G. Walker, U.S.N., the Chairman of the Isthmian Canal Commission, had written, "None of the stamps of the Republic were ever handled by an officer of the Zone Government until they had been surcharged ..."

After reading this 1910 account I never found a rebuttal by Cooke in the next 10 years of *Mekeel's* stating that he had been incorrectly quoted. This leads me to the conclusion that Cooke was correctly quoted and both he and the Canal Zone Government found it safer to let sleeping dogs lie.

To paraphrase Judge Tatelman 41 years ago,

*Mr and Ms Philatelist you are the jury. Read the facts in **Canal Zone Stamps** and the article below. Weigh them with care and consideration.*

Mekeel's EDITORIAL – March 12, 1910

From the Canal Zone – Several months ago, the Hon. Thos. M. Cooke, Director of Posts of the Canal Zone, spoke before the Nebraska Association of Postmasters and his remarks, while of general interest to those affiliated with the postal service of the United States, will prove a revelation to philatelists.

We are grateful that through the instrumentality of a friend we have been presented with a copy of the speech. Not only have the words of Mr. Cooke their official aspect but they are singularly readable as well. Before describing the postal conditions in the Canal Zone, Mr. Cooke paid a tribute to the celerity of the mail messengers in establishing post-offices in the field of military operation or in new colonies when occasion arose some years ago. He says: "I remember eleven years ago on the island of Puerto Rico, with our troops still there and the Spanish armies encamped in the hills, of seeing a R.P. messenger dash across the road with a wagon load of mail, jump out at the first opportunity, make a canvas table, dumping his mail out on the ground, fix up a soap box divided into pigeon-holes and start a post-office in fifteen minutes. There is no mail messenger on earth but an American messenger who could have done it. Therefore, I was not surprised that within two or three weeks after my arrival on the Canal Zone, General Davis said to me that there was necessity for a post office."

* * *

First Issue – Mr. Cooke went to the Canal Zone with the purpose of taking charge of the customs department. When he received the new honor of postal chief, he had some misgivings as to how to wear it. About the time the order was issued, Mr. Cooke confesses that he did not know where to mail his own letters and he realized the propriety of installing the postal service.

Mr. Cooke at once began the organization of his department. He said: "The order was all right. It was well written; but I walked out of the room pondering where on earth I was going to find postmasters. We, however, went over to the Panamanian government and bought a thousand dollars' worth of stamps. We had an old Greek down there make a rubber stamp to mark those stamps "Canal Zone," and we staid [sic] up all one night surcharging those stamps "Canal Zone." Those were our original issue of stamps and I understand that they are very valuable now. I have none of them myself.

We then took an engine and box car and ran across the isthmus on the railway there, stopping at every station and crediting the agent a postmaster, leaving him a number of those stamps. We also had some old coin sacks and some sealing wax; and we would leave a bale or two of those sacks and some sealing wax with him. Those were our mail equipments; and our first mail to reach New York was sent in coin sacks, sealed with sealing wax; and it was real sure-enough postal system. It was handled by Americans and that was all the government wanted."

Mr. Cooke mentioned the fact that while on its own basis as an independent establishment, the postal system of the Canal

Zone was fortunate in having the sponsorship of the United States Post Office Department; and Mr. Cooke took public opportunity "to say that no parent has ever been kinder to its child" than our great institution was to its little ward.

* * *

Later Issues – We shall have to omit some of the interesting details related by Mr. Cooke and shall proceed to his reference to the first surcharged issue on the United States stamps: "Two months after the preliminary stamp issue, we received from the United States Government nine million stamps – ones, twos, fives, eights and tens – United States issue surcharged "Canal Zone." We used them until December 12, 1904, at which time under agreement with them, we purchased our stamps – postage stamps – from the Government of Panama and surcharged them "Canal Zone." That is, stamped "Canal Zone" on them, and they then became our postage stamps. We pay for those stamps forty per cent of their face value. So those of you who know what the cost of postage stamps is to the general government will know what they cost me down there when I tell you that I pay forty per cent to the Government of Panama; and still the Post Office Department of the Canal Zone is a paying institution and declares an annual "dividend."

Mr. Cooke told of the manner in which the United States settled money order balances in the Canal Zone's relation with other countries and it was made clear that the influential patronage of the department of the United States is a most helpful factor in the operations of the Canal Zone's postal administration.

* * *

Ringling Words – Mr. Cooke, after dwelling upon the growth of the Canal Zone department and sketching its present flourishing condition, said: "At present we are using the postal laws and regulations of the United States postal department. They were embodied in the laws of the Canal Zone where they were applicable. We have to carry everything in the mails down there except the mules. I do not doubt but that they will be shipping them as I get away. I have carried a repair part for a steam shovel, weighing 175 pounds, and I have carried a coffin containing the body of an American citizen, by mail; glad to do both of them – glad to facilitate the work down there. We are simply an adjunct to the building of the canal and wherever the chairman of the commission wants a post office, if it is twelve miles up the Chagres River, we will put it there, and we will pull the mail up there in a kiuka. We will get it there because we have got a lot of bright-faced young American postal clerks who are perfectly willing to do their work, and have done it for four years without a breath of scandal or the removal of an employee."

Mr. Cooke's graphic portrayal of the postal history of the Canal Zone is a welcome supplement to the recorded information on the subject, heretofore, and it is a privilege to publish it, through the kindness of Mr. Herzstock and the *Postal Clerk*.

More information about the not-fully resolved questions of how many rubber stamps there may have been, and who had them, will appear in future issues of the *CZP*.

President's Report

continued from page 1

and he looks forward to seeing you at NOJEX this May.

***Isthmian Collectors Club Journal* – now in digital format**

The *ICCJ*, one of the most interesting publications for collectors of almost anything connected to the Isthmus of Panama, has been printed, published, and mailed out since August 15, 1975, by Bob Karrer, one of our strongest supporters. He is now offering annual membership and a color pdf (digital) version, sent 9 times per year by email, for \$5. Anyone interested in collectibles, including stamps, postcards, and coins from Panama and the Canal Zone and who has a PC with an internet connection, should consider

Book Review by John E. Findling

Greene, Julie. *The Canal Builders: Making America's Empire at the Panama Canal*. New York: Penguin Press, 2009. 475pp.

While most other books on the Panama Canal celebrate the great engineering achievement of the canal or recount the controversial diplomacy that led to the acquisition of the Canal Zone, Greene's thoroughly researched and well-written book concerns itself with the more than 60,000 workers who came from the West Indies, the United States, and Europe to do the actual construction work in the face of stupendous logistical, social, and cultural difficulties.

Most of the work came under the benevolent despotism of George Goethals, the third and longest-tenured chief engineer, who was "boss" of the Canal Zone from 1907 until the completion of the canal in 1914. Greene does not, however, slight the work of Goethals' predecessors, John Wallace and John Stevens, both of whom made important contributions in the early stages of the project, but Goethals' influence was clearly the most significant.

Given the racial segregation in the United States at the time, it is not surprising that a race-based labor system was imposed in the Canal Zone. Workers were designated "gold" or "silver," a reference to the building of the railroad in Panama half a century earlier, when white workers were paid in gold, and non-whites were paid in silver. During the building of the canal, gold workers (i.e., whites from the United States) were paid more, lived better, and had many more benefits than silver workers (i.e., just about everyone else). African-Americans who were U.S. citizens occupied an uncomfortable intermediate position as second-class gold workers.

Separate chapters deal with the role of women in the Canal Zone, the administration of justice, and instances of worker discontent. Another chapter discusses the Panama-Pacific International Exposition that was held in San Francisco in 1915 to celebrate both the opening of the canal a year earlier and the recovery of the city from the devastating earthquake and fire of 1906. Although organizers presented a giant operating model of the canal to dazzle fairgoers, no mention was made at the fair of the enormous labor force that built the canal. This book is, more than anything else, a testament to that labor force, of which perhaps as many as 15,000 died during the canal's construction.

joining. Bob is happy to email you a complimentary copy of the *ICCJ*. Email him at BKarrer@comcast.net and ask for one or write to him at 17 Wentworth Street, Charleston, SC 29401-1625. The *ICCJ* is also published in a b&w paper format for an annual fee of only \$9 including mailing within the USA or \$18 air mailed overseas.

Canal Zone Exhibits

We hope to list in future issues of the *CZP* exhibits that are based on Canal Zone material and the shows at which they can be viewed, in part to encourage attendance at these shows. To get this started, please note that Dickson Preston's exhibit on "Postal Inflation in the Canal Zone 1958-1979" will be on display at Westpex in late April 2010.

Earliest and Latest Reported Usages of Censor Handstamps Used on WWII Official Business Mail

by Paul Ammons

At the beginning of WWII, official business mail was considered privileged and not subject to censorship. This status changed on January 31, 1942. Once the decision that outgoing official business mail from the Canal Zone was subject to civil censorship, there were a succession of four civil censor, or censor-like, handstamps used.

The latest reported use (LRU) I have seen of outgoing official business mail that bears no evidence of censorship was postmarked on January 16, 1942. There should be examples through the end of January 1942 when this mail started to be subjected to censorship.

The first civil censor handstamp has only recently been confirmed. It has been assigned Broderick & Mayo (B&M) catalog number S2.9, was illustrated and discussed in the 1st Q 2009 *CZP* (*CZP 45: 3*) with a follow-up in the 3rd Q 2009 *CZP* (*CZP 45: 34-35*). An example of a Feb 1, 1942 cover from the Navy Department, Balboa, is shown in Fig. 1. So far only five covers have been reported with this censor



Fig. 1 B&M S2.9 censor handstamp

marking. The earliest reported use (ERU) is January 31, 1942, and the LRU is February 3, 1942. It is believed that this temporary, two-line handstamp was used for no more than three weeks when it was replaced by the second censor handstamp.

The second civil censor handstamp, B&M C2.1, was first illustrated in 1981 (*CZP 17:17, 20-21*), but there was no mention of when it was used or that it was only used on official business mail. This censor handstamp was again illustrated in the 3rd Q 2009 *CZP* article, twenty-eight years later. Many examples have been reported, both with and without an accompanying certification handstamp from



Fig. 2 B&M C2.1 censor handstamp with certification hand stamp from local sending office

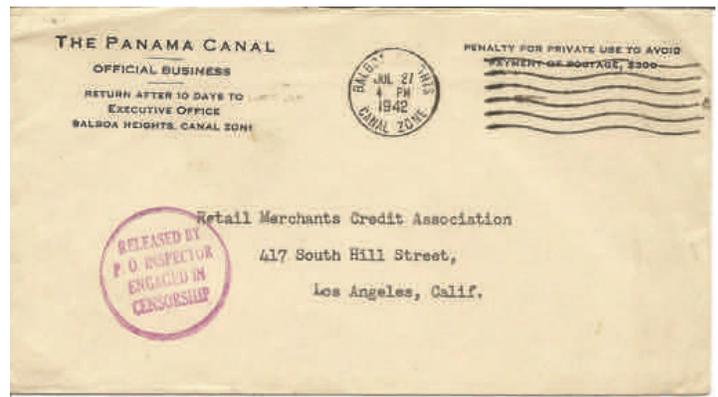


Fig. 3 Cover showing LRU for B&M C2.1 handstamp

the local, sending office, an example of which is illustrated on the ERU cover in Fig. 2. So far, the ERU is February 21, 1942, and the LRU shown in Fig. 3 is July 27, 1942. It is believed that this marking was in use for less than twenty-three weeks when it was replaced by the third censor handstamp.

The third civil censor handstamp, B&M C2.2, was first illustrated in 1981 and again in the 2009 follow-up. Again, many examples have been reported, both with and without an accompanying certification handstamp from the local, sending office. The ERU is currently August 2, 1942, and the LRU shown in Fig. 4 is October 2, 1942.

Technically, the fourth handstamp used was not a censor marking. Panama Canal offices, Panama Canal Department units (military), and U.S. government offices in the Canal Zone designated responsible individuals in their offices and units to certify outgoing official business mail using similar 'OFFICIAL MAIL' handstamps. No additional markings from Canal Zone censors, by U.S. censors upon entry into the U.S., or by censors from other countries, are reported on this mail. Several of these generic markings were illustrated in the 2009 article. The ERU is November 10, 1942, and the handstamps were used on outgoing official business mail through the end of the war in August 1945.

What is missing is a clear understanding of the transition between the third and fourth handstamps. Currently, there is a four-week gap between the LRU of the third handstamp and the ERU of the fourth handstamp. I have been unable to locate any documentation regarding the change from censor handstamp to only local certification handstamp or the effective date of this change.

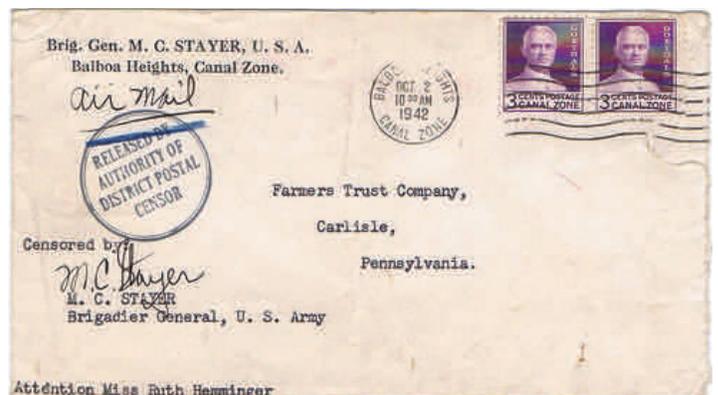


Fig. 4 Cover showing LRU for B&M C2.2



Fig. 5 Typical handstamp used to certify outgoing official business mail

Please contact me by mail at P.O. Box 1311, College Station, TX 77841 or by email at pammons@tamu.edu if you can provide scans or photocopies of official business mail to document changes to the initial ERU or LRU in this article or to provide examples of other 'Contents Official' or 'OFFICIAL MAIL' handstamps.

Mail Sale Discoveries

One thing that can occur in conjunction with the CZSG Mail Sales is the "discovery" and/or offering of previously unlisted items. The Sale last year was no exception.

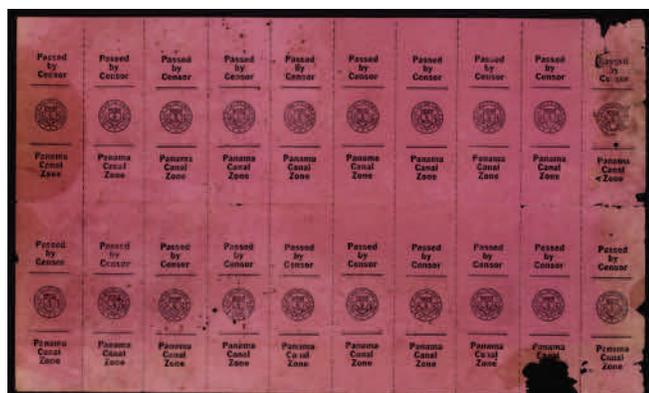
As an example, *CZ Stamps* lists as possible positions for the first printing of Scott No. 102 only UL, UR, and LR panes for plate numbers 18126 and 18803. The plate block illustrated in Fig. 1 is a LL 18126 not recorded previously.



Fig. 1 No. 102 LL 18126 Plate Block

Pink Censor Label

Following the illustration of a pink censor label used on cover in Fig. 5 of David Zemer's article on Internee Mail in the 4th Q 2009 issue (*CZP* 45: 37), member Richard Salz provided a photocopy of a full sheet of these pink censor labels, as shown in the accompanying figure.



An Elusive Variety

by Richard D. Bates, Jr.

A very collectible variety of the 5c stamp Canal Zone No. 12 is 12.11 with right PANAMA 5 mm below the bar. According to *CZ Stamps*, it arises on pos. 15 and 20 on both Stages I and II with the carmine PANAMA overprint. It is listed in *Scott* and can generally be found with a little looking.

The same position also produces a much more elusive and dramatic variety. Illustrated on page 45 of *CZ Stamps*, it is CZSG 12.21, third A raised in right PANAMA with right PANAMA 5 mm below bar. According to *CZ Stamps*, "the third A is raised by more than the height of a letter, by far the largest displacement of a raised or lowered letter on C.Z. overprints. The error exists on Pos. 15 and 20 of only early impressions of the 3P with Stage II."

At the time *CZ Stamps* was published in 1986, the authors added that "the third A raised is rare since only three copies, all used, are on record."



Fig. 1 No.12 with PANAMA 5 mm below bar and dropped 3rd A in right Panama on right stamp



Fig. 2 Expanded view of right PANAMA on right stamp, color adjusted to make red ink more visible

They go on to add "the early authors report Pos. 15 and 20 also exist with the third A dropped but this variety is not on record today and evidently does not exist." Figure 1 demonstrates this variety does indeed exist, showing an example with such variety as the right stamp in a pair. It has the third A dropped, though it is a bit hard to see. To aid the reader, Fig. 2 shows the right PANAMA on the right stamp with the color adjusted to make the red ink more visible. It was given certificate 89673 by APES in 1994 with the opinion that it is a "pair, Pos. 19-20 with the 3rd A of right PANAMA dropped and right PANAMA 5mm below bar, unused, HR, genuine in all respects." Thus this elusive variety listed in early check lists has been found, and should find its way into the CZSG Check List from the back of *CZ Stamps* when it is updated.

Auctions by Jim Crumpacker

The last calendar quarter, Oct. 1-Dec. 31, 2009, lacked any vigor regarding Canal Zone offerings of philatelic material. A few of the better varieties sold but overall activity was slow.

Shown below are a few of the limited results. The first price given is hammer plus commission and is followed by the catalog price, in parentheses, from the *2009 Scott Specialized Catalogue*.

- 2 F-VF strip of 3, La Boca and Cristobal 7/2/04 to Colon on cover with minor stains and open 3 sides, o/w F \$702 (\$1500)
RegencySuperior
- 15 VF, OG (sl. disturbed) \$1989 (\$2600) RegencySuperior
- 46 VF, OG, NH, 1st. printing \$234 (\$160) RegencySuperior
- 52g double overprint on booklet single, used, a tear o/w VF \$2124 (\$3000)
HR Harmer

- 67a ZONE CANAL reading down, OG, NH, (hinged in selva)
VG-F \$351(\$850)
RegencySuperior
- 157a silver (bridge) omitted, OG, NH, VF margin copy
\$9945 (\$7500) RegencySuperior
- UX1a (S1a) double surcharge, mint entire, a sm. wrinkle and few toning spots o/w VF \$604 (\$1500) Rumsey

Here are the names and addresses of the auction houses which offered these lots:

H. R. Harmer Auctions
18061 Fitch
Irvine, CA 92614

Regency Superior Galleries
P.O. Box 8277
St. Louis, MO 63156-8277

Schuyler J. Rumsey Philatelic Auctions
47 Kearny St.
San Francisco, CA 94108

Report on Results of Elections

The official CZSG election results are as follows:

- | | |
|------------|-------------------|
| President | David T. Zemer |
| | 328 votes |
| Vice Pres. | Michael Demski |
| | 328 votes |
| Secretary | John C. Smith |
| | 329 votes |
| Treasurer | Richard F. Larkin |
| | 327 votes |
| Directors: | Paul F. Ammons |
| | 296 votes |
| | Richard Spielberg |
| | 300 votes |
| | Gary B. Weiss |
| | 307 votes |
- Congratulations to those elected.
John Smith

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#13

Stages II & III

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Editorial

Probable Effect of the Brett Hoard on CZ Prices

by Gary B. Weiss and Richard D. Bates, Jr.

George W. Brett was a philatelist's philatelist. His death in 2005 was a major loss to CZ collecting (see obituary in *CZP* 41:3) in 2005. His collection was much larger than any of us had imagined; material has appeared in sales at many of the larger auction houses and these sales have included many large lots. Roger Brody describes the extent of the Brett accumulation (*USS* 81:9-11). There were 284 bankers boxes of stamps and covers as well as 374 boxes (eight and one-half tons) of philatelic literature. The amount of Canal Zone material, while unspecified, was huge. One of the large lots is described here in another article. A single lot, the 30c Bison double transfer, was pulled out of a large lot by Jacques Schiff, and listed separately. It was also the subject of a recent article (*CZP* 45:13,18).

To our knowledge, no CZ specialist reviewed all of the large lots in the various auctions. Many items worthy of individual listing were included in large lots. We hope that the buyers will consider writing up the better material hidden in the large lots and providing more information on the items present in quantities.

For most better material, there should be little effect on the market. Unique items remain unique, were generally lotted separately, and their prices should be unaffected. The market happily absorbed this new influx of great material. Inexpensive items were present in huge numbers (thousands of used examples of the 1c and 2c Panama overprints). As most serious CZ collectors already own these (and they are not being sold as single items), it is hoped that these may help attract new collectors to this remarkable collecting area.

The biggest problem is the intermediately priced items (\$3.00-400.00). Information is uncertain about which items now exist in much larger quantities than previously believed. Not only are the quantities within some lots unknown but there was duplication across lots and auction firms. Dealers reselling the material on eBay have been reticent to share information about the lots they purchased and did not allow collectors access to the lots. In the face of uncertainty, prudence requires buyers to lower the price they are willing to pay, or to risk disappointment as more examples appear on the market.

Some areas are of special concern. The number of Type III overprints in the large lots of used singles will not be known until the new owners have a chance to carefully review their purchases. The quantity of Scott No. 47 on cover will rise significantly. We expect used 47s on and off cover to fall in value. Certain booklets have been offered in quantity, and some drop in the catalogue value will likely follow. Some postal stationery was present in complete post office boxes; we do not know which UPSS varieties (dies and knives) were present. These are being offered as large lots (smaller than the original lot) and did not sell as the original offerings.

The market will be watched closely and we will try to share information as we obtain it. Reports from the new owners would be appreciated.

The New Panama Canal

by Irwin J. Gibbs

In 1977, President Carter signed a treaty with Panama to put the Panama Canal under Panama jurisdiction and return the Canal Zone to Panama. Terms of the treaty put joint control of the Canal in both parties' hands effective September 30, 1979, and total control to Panama on December 30, 1999.

Many people, and particularly the U.S. Senate, felt that the U.S. had made a gift to Panama and there was no way that Panama could run the Canal efficiently and profitably.

As it has turned out the Panama Canal Authority has done a great job. Container transit has gone from 200,000 in 1995 to 4,500,000 in 2009. Transit time has been reduced from 28/30 hours to below 24 hours. Transits have increased from 13,000 per year to over 14,000. In the 10 years since Panama took control the project has made a \$4.5 billion profit.

But in the last few years container ships, oil carriers, and bulk carriers have become bigger and by 2007 only 57% of the worlds' container ships could fit into the canal. Ships originally were built to fit the dimensions of the canal locks. Maximum allowance for a ship's length was 965 feet and the maximum beam was 106 feet. All the lock chambers have the same dimensions. The earliest U.S. air craft carriers, the Saratoga and Lexington, were designed to just fit into the locks.

After a 2006 referendum in early 2007, the Panama Canal Authority decided to increase the size of the locks to accommodate larger ships. Locks were to be 60% wider and 40% longer. The project should be finished in 2014, the 100th anniversary of the opening of the Canal, at a cost of \$5.25 billion. Funds will come from retained earnings, the Japan Bank for International Cooperation, the European Investment Bank, and the InterAmerican Investment Bank.

An international consortium led by Spain's construction giant Sacyr Vallehermosa SA and Italy's Impregilo SpA won the contract to build new locks for the Canal, beating out some of the biggest names in the engineering sector (*Wall Street Journal*, 7/10/09, page B3). Dredging started in 2007.

The project is on budget both financially and time-wise. The work consists of dredging the existing Canal and blasting an access channel to the new set of larger locks. The new channel will be parallel to the existing Miraflores locks.

The Panama Canal Authority forecasts, thanks to the extension, total tonnage will rise from 280 million tons to 510 million in 2025. Container traffic will triple. A wider canal will also be able to handle larger cruise ships, which will also bolster tourism.

It is expected that the new canal will have a major effect on the Panamerican economy, by providing jobs, tourism, and investment. Some of the innovative items involved in the new canal are rolling lock gates, which allow for easier maintenance, and water-saving basins that can recycle water.

Miscellaneous Tidbit:

The largest force in the Canal's history, 40,159 persons, was at work on the Canal and railroad at the end of November 1912. The personnel figure included 3,499 men employed by the contractors on the lock gates and similar work.

From *The Panama Canal Review* of November 2, 1962, page 12, Canal Zone History in the George Brett files, National Postal Museum.

The George Brett Postage Due Hoard by Gary B. Weiss

The December 9-11, 2009 auction at the Robert A. Siegel Auction Galleries contained a large lot of great interest to me, lot 3119. As a serious collector and exhibitor of Canal Zone postage dues, I felt that I had to view this lot. I hoped that I did not “have to” buy it as better dues covers had been sold at a previous auction including several Bliss provisionals. The lot description read:

Canal Zone Postage Due Cover Accumulation from the Brett Estate. More than 800 covers, approximate numbers by issue are 1914 Issue (100), 1915 Blue Ovppt. Issue (37), 1915 Red Numeral Ovppt. Issue (38), 1924-25 Issues (500, incl. 13 x No. J12 plate blocks and 4 x No. J13 plate blocks) and 1929-41 Issues (120), although most are typical philatelic “to order” covers (valued as such in Scott), quite a few are either commercial or more unusual with frankings from other countries, some have faults or are fronts only, overall excellent condition, the total Scott value (\$81,000.00+) would probably be significantly less if this massive hoard of covers had been circulating for the past 60-90 years, our conservative estimate reflects the value of the scarcer usages and the reality of a new supply-and-demand ratio.

Work did not allow me to attend the sale, but I was able to fly in for a brief viewing (See fig.1). The viewing was shorter

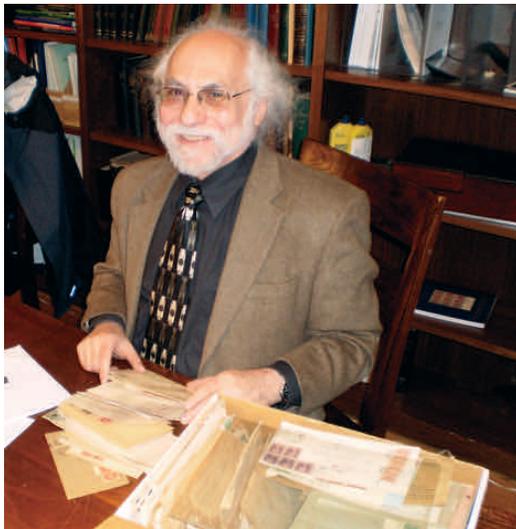


Fig. 1 Gary Weiss examining lots at Siegel's

than planned as my flight was an hour late due to snow. Fortunately, the heavy duplication of philatelic covers made evaluation of the lot easier and I finished with enough time to view the other lots. The non-philatelic covers included many that were worthy of individual lotting. My favorites were a pair of first issue covers with South African origin and 6c due paid with six Scott J1s or three J2s (Fig. 1). My exhibit had lacked covers from this continent.



Fig. 2 Postage due cover from South Africa with three copies of J2



Fig. 3 Philatelic cover with plate block of J13

The list of good/great covers was enough to convince me to try and buy the lot, and I was successful. With various rates and frankings and origins, there was little obvious

The Provisional Panama Guard Detachment by Wayne Worthington

In other articles about the U.S. Army postal history in the Canal Zone, I have written about the War Department's plans for defending the Canal, its physical plant, and U.S. interests on the Isthmus. Beginning with WWI and continuing through WWII, the Canal was considered the first defense priority only surpassed by the continental homeland itself. The ground defense plans were built around long-range coastal artillery, three infantry regiments, and an array of non-combat arms supporting units.

WWI saw the Army experimenting with a variety of organizations primarily due to its inexperience with simultaneously managing a variety of forces in different



Fig. 1 Jun 2, 1942 cover with Corozal postmark and PPGD return address

George Brett Postage Due Hoard

continued from page 10

duplication of the commercial covers. All such covers are at least difficult to obtain and some are quite rare. Origins included Jamaica, Barbados, Grenada, Saint Lucia, India, Great Britain, Ireland, New Zealand, Australia, Canada, France, Greece, and Japan.

I am currently working on a small exhibit of CZ advertised mail. A faulty 1936 cover from France included a block of four of Scott J26 and a lovely Ancon advertised marking. It will be included in the exhibit.

Even the philatelic covers included some spectacular items. Brett obviously enjoyed them and one example (Fig. 3) is shown. All of these plate number blocks on cover appear to be commercial at a quick glance, but all are the same date, lack dues markings, have rates that do not compute, and dates of mailing are not all consistent with the date of arrival cancel. The number of plate blocks listed in the auction description was higher than I found in the lot with only seven examples of J12. Plate blocks (or plate number position pieces) are hard to find for J12 and 13. For example, only 100 sheets of J12 were printed; with four plate numbers, only 25 examples of any number/position ever existed. These covers are part of the reason that mint plate blocks are so rare and have such a high catalog value.

The lot description raised the question of its effect on

catalog values (See also accompanying editorial on page 9). They suggest that these values would probably be significantly less if this massive hoard had been known. It is my belief that the decrease in value will be limited to a few issues and knowledge of what was in the hoard should limit the effect. For example, for J21-24, only one commercial cover was present (J24) and no other examples of J23 or J24 were present in the lot. Similarly, there were no examples of J3, J10, J11, or J14, and few of the Panama-overprinted dues. These values should not change.

Larger quantities of covers bearing J1, J16, J18, and J19 were present, which will require price reductions in the next *Scott Specialized Catalogue*. They will be searched carefully for minor varieties before being offered to collectors. There was also a small quantity of FDCs of J25 and J26. Looking at the stamps involved, almost all of the philatelic covers used low denomination stamps. Many seem to have been prepared prior to mailing with stamps and dues placed on covers at the same time (by Carter). The number of plate number singles is higher than would be expected from random removal from sheets of stamps and suggests help from post office workers.

With extra time to view material, I also reviewed lot 3118. This included a number of interesting covers and very few contrived covers. Several will be the subjects of future articles.

Provisional Panama Guard Detachment

continued from page 10

overseas locations on a continuing basis. These first area commands were created for Alaska, Hawaii, Puerto Rico, the Antilles, and the Panama Canal. The commands were named for the areas they defended and were given the organizational structure of Department. Hence 1917 saw the creation of the Panama Canal Department (PCD) whose mission was to consolidate command of all Army and Air Corps forces assigned to the Canal Zone.

As the US prepared for involvement in WWII on a global scale, it was recognized that the PCD's mission would become broader and more complex than just commanding Army ground forces. In fact, Title X of the U.S. Code at the time provided that, in the Canal Zone and only by Executive Order, the Commanding General of the PCD would take command of the Panama Sea Frontier (Navy), Panama Air Task Force (Air Corps), the Panama Coastal Command, and the Panama Canal (Panama Canal Zone-Panama Canal Operations-Panama Railroad).

To be able to handle these expanded missions, two additional commands were created. The Panama Mobile Force (PMF) was created to direct all ground force units responsible for land defense of the Canal. The PMF thus became the principal tactical ground command, but since all Army units were under strength, it became apparent that the fighting units could not prepare to defeat an enemy attack and guard the vital canal installations at the same time. Thus a Security Command was formed on May 1, 1942.

The Security Command would relieve the PCD and PMF of non-combat missions such as Alien Detention, Anti-

sabotage defenses, Military Police roles, Fire-fighting, and Vital Installations Guards. This latter role is the subject of this article.

The situation had been that the Infantry Regiments detailed soldiers to guard the locks, Madden Dam, and other installations supporting canal operations. These details were rotated on a regular basis so infantrymen could train with their units and perform as guards on a minimal basis.

This situation was deemed unsatisfactory, so when the Security Command was formed, a 300-man guard company was also formed and stationed at Corozal. Because this was not a true "Company" organization, it was structured as a provisional unit. It was designated as the Provisional Panama Guard Detachment (PPGD) (see Figure 1) and its officers and enlisted men were re-assigned from other units. This left regular units time to train and soldiers assigned to the PPGD had a permanency that reduced the need to learn guard responsibilities each time. While the PPGD headquarters and barracks were at Corozal, the soldiers were transported to their sites. The guards took up fixed positions along with other teams assigned with searchlight, barrage balloon, and smoke generator teams. The work was usually described as boring, but the details they performed were as vital as the installations they protected.

Bibliography:

U.S. Army AG Historical Section, *Panama Canal Department, Panama Mobile Force & Security Command*, Panama Canal Zone: 1946.

U.S. Army AG Historical Section, *History of the Panama Canal Department, Volumes I-IV*, United States Army, 1947

Hand-Drawn Cachets

by John C. Smith

Pictured here are a few examples of hand-drawn Canal Zone First Day Cover Cachets. They are one of a kind. These FDCs were created on or very close to the original day the stamps were issued by the Canal Zone Post Office. One could consider them original works of art. Based on past eBay sales, they could bring very hefty prices.

The cachets pictured here were drawn by two well-known artists. They are Judge Edward I.P. Tatelman with typical ant design in Fig. 1, a second Tatelman design in Fig. 2, and an example by Herman Maul in Fig. 3.



Fig. 1 Hand-drawn cachet by Judge Tatelman for Barro Colorado Biological Area stamp



Fig. 2 Hand-drawn Tatelman design

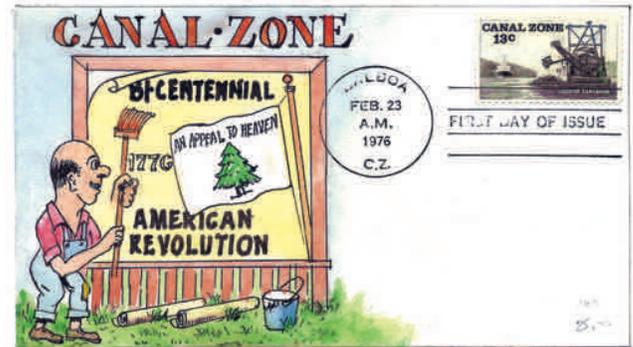


Fig. 3 Hand-drawn cachet by Herman Maul for Scott No. 163

Collectors should be aware that there are add-on cachets that have been applied long after the actual first day.

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