Three-Rate Airmail Covers
by Tom Brougham

A small portion of Canal Zone foreign airmail covers, most dated in the 1930s, bear three separate rates, all paid with CZ stamps. The senders of these covers added optional airmail service beyond the more usual two-leg service to Europe. On such covers, the first rate is that set by the CZ for air transport to and through the continental US. The second rate is that continued on page 6

Discovery of Examples of a Different Type of Gutter Snipe on the Top Row of Rotary Press Stamps Overprinted Canal Zone

Two examples of a gutter snipe on the top stamps from upper panes of Scott No. 104 have been found. One is from an UL plate block with plate number 19256, as shown in Fig. 1. The second is part of the entire top row of an UL pane including the plate number 19256. The stamps in this plate block have been torn; the illustrated example in Fig. 2 is the pair from the right side of the same pane, positions 9 and 10.

Gutter snipes in the selvage above the top panes of rotary continued on page 2

Richard H. Salz

We learned just as this issue was going to press that Dick Salz passed away at the age of 94 on Sunday, March 25th, at his home in San Francisco. Dick was one of the co-authors of Canal Zone Stamps, a past President of the Canal Zone Study Group, the organizer of 42 consecutive CZSG meetings at WESTPEX, a dedicated Canal Zone collector and expert, a major promoter of collecting Canal Zone stamps for most of his life, and a personal friend of many of us. A full story about him will appear in the next issue of The Canal Zone Philatelist.

In this Issue:

Lead Articles
Three-Rate Airmail Covers ................................................................. 1, 6-7
New Type Gutter Snipe Discovery ...................................................... 1-3

Articles and Discoveries
Out of Canal Zone - Into Galapagos ................................................. 4-5
No. 6 with Straight Edge at Left ...................................................... 10-11
Gutter Snipe Summary ................................................................ 12
CZ Coll Paste-Up Pairs ................................................................ 12

Study Group Business
President’s Report ................................................................. 8
Secretary’s Report ................................................................. 8
EKU Survey on CZSG Website .................................................... 9
CZSG Meeting at StampExpo 2012 ............................................ 9
CZSG Meeting Schedule .......................................................... 9

Other
Winners ................................................................................. 8
Auctions ................................................................................. 11
Postage for The Canal Record ................................................... 11

Upcoming CZSG Meetings
WESTPEX 2012
San Francisco Airport Marriott
Saturday, April 28th, 1 PM

NOJEX 2012
Oak Plaza Hotel, Secaucus, NJ
Saturday May 26th, 1 to 3 PM

NAPEX 2012
Hilton McLean Tysons Corner, VA
Sat. June 2nd, time TBA
**New Type Gutter Snipe Discovery**

Continued from page 1

Press stamps have not previously been reported on Canal Zone stamps, though John Hotchner has described them in his series on Stamp Separation on page 477 of the September 1989 issue of *The United States Specialist*. We want to describe how they arise and why they are a different category of gutter snipe. We consider this finding significant enough to warrant a separate article, rather than incorporating it into the article summarizing known Canal Zone gutter snipes also included on page 12 of this issue of the CZP.

Gutter snipes fall in the category of freaks and oddities. They are stamps from the edge of a pane that include the adjacent selvage or gutter and have perforations on both sides of the gutter. Conventional gutter snipes are interpane gutter snipes that occur between left and right panes or between top and bottom panes from the same printed sheet. In contrast, the intersheet or cross sheet gutter snipes described in this article occur between panes of different sheets.

The places where conventional gutter snipes can occur are shown in Fig. 3. This is the upper left pane from the plate proof sheet for CZ No. C29. The gutter between the UL and UR panes is shown, as is the gutter between the UL and LL panes. When perforations are added, they are present between all pairs of adjacent stamps on the UL pane. In addition there are two rows of perforations along the horizontal gutter, one close to the stamps in the bottom row of the top pane, the other close to the top row of stamps in the bottom pane. If cutting the panes apart results in the perforated gutter being retained adjacent to the top row of stamps in the bottom pane, stamps with an interpane gutter snipe at the top are created. Similarly snipes can be created at the bottom, left, or right. In each case, the gutter involved is internal to the sheet of stamps, being present to separate the panes within the sheet.

The example shown in Fig. 3 is actually quite unusual, as C29 is a flat plate stamp. The common format for flat
plate stamps has the plate numbers in the middle of the selvage at the top of each upper pane, in the middle of the selvage at the side of each left and right pane, and in the middle of the selvage at the bottom of each lower pane. (See the figure in the glossary in Scott.) Normal flat plates have no gutters between the panes, and thus no gutter snipes can be produced. Instead they have guidelines separating the panes. The panes are cut apart to produce copies with straight edges, 19 on each pane of 100. (In later printings of some flat plate stamps, there are perforations added along the guidelines. But these still have no gutters, and thus no gutter snipes.) But C27-C31 were printed on the flat plate press, with the plate laid out like those for rotary press stamps, i.e., with the plate numbers at the four corners of the full sheet and crossed gutters separating the panes as shown in Fig. 3. Thus C27-31 have the highly unusual feature for flat plate stamps of being able to produce gutter snipes if miscut.

Stamps printed on a flat plate press cannot have gutter snipes from the top row of UL or UR panes, because flat plate press stamps are printed by feeding one sheet of paper at a time into the press. That sheet is printed, then removed, and the next sheet fed in and printed. There are no other subjects above the top row on the UL and UR panes, and there is no second row of perforations above stamps at the top.

The examples in Figs. 1 and 2 appear to be gutter snipes like others shown in the CZP, and summarized in the table in the accompanying article. But these stamps must be from an UL pane because of the presence and location of the plate number, and conventional gutter snipes cannot be created along the top row of the UL and UR panes. These gutter snipes could not have occurred in the normal way gutter snipes arise. Something else must have caused them.

On a rotary press the paper is fed in from a continuous roll, so that each successive pane is printed on the same roll of paper. The stamps are perforated and then cut apart into individual sheets. The yellow line in the middle of the top selvage is the sectioning guideline that is created where the plates of the cylinder were joined on the press, allowing ink to collect in the seam, and, in turn, to get printed on the roll of paper. They appear between the successive sheets as they leave the press, or, on coils, create line pairs. It is along this line that the cut to separate the sheets should be made. If the cut leaves the full gutter with perforations on both sides with the top panes of one sheet, gutter snipes at the top of the top rows can be created, as shown in red in Fig. 4. Similarly they could be created at the bottom of panes on the other sheet.

Fig. 4 shows where intersheet gutter snipes can occur at the top of stamps from the top row of a sheet of rotary press stamps. Similarly on the other side of the intersheet gutter, snipes at the bottom of the top sheet could be created, though we have no reports of any. The figure also shows the location between the two sheets of the sectioning guideline created where the two plates join when wrapped around the rotary press cylinder. These sectioning guidelines are seen in the gutters at the top of Figs. 1 and 2.

The same pane that gave rise to the intersheet gutter snipes along the entire top row as shown in Fig. 2 also produced conventional gutter snipes on some positions on the bottom row, as shown in Fig. 5. These are intersheet gutter snipes as they arise between the TL and BL panes on the particular sheet, and appear without a sectioning guideline in the center of the gutter.

The scalloped edge normally present at the bottom of the top pane of rotary press stamps (see Fig. 6) is absent here, hinting that something caused this pane to be cut apart from the panes above and below it. Damage to the roll, away from the pane, may have necessitated straight cuts (high and low) to save the pane-sheet, and the salvaged panes returned to stock with the gutter snipes included. The damage to the pane may have occurred subsequently due to poor storage by a collector, the result of the pane being taller than the typical pane from the rotary press stamps.

To the best of the knowledge of the three authors, these are the first examples of intersheet gutter snipes on Canal Zone stamps arising from the gutter between sheets rather than involving the selvage between panes on a given sheet.

The help of Jim O’Donnell of the National Postal Museum of the Smithsonian Institution in providing the image of the plate proof of C29 is gratefully acknowledged.
Out of Canal Zone - Into Galapagos
by Jeanne Stough

Editor's Note: This is part of our series of occasional articles on topics only peripherally related to CZ philately but of interest to CZ history.

The following is an account, after a bit of editing, of the experiences of my cousin James Kenealy, a native of old Cristobal, during his tour with the 6th Air Force at the end of WWII, in the Galapagos where one of his responsibilities was serving as “mail orderly” on Baltra. Bases were established on Baltra, Santa Cruz, and San Cristobal Islands as shown on the map below. Baltra (Army/Air) became APO 662. My cousin’s experiences there were after APO 662 had closed in April 1945. Navy bases became NPO 401, 701, and 8056 (construction from September 1942 to April 1943). Eventually under command of the Panama Canal Department, Quarry Heights, Canal Zone, thousands of soldiers from the mainland US, hundreds from Puerto Rico, and a few from the Canal Zone were stationed in Salinas, Ecuador, and Galapagos Islands during WWII. Ridden with active volcanoes, no good water available nor women allowed, the Galapagos was a hardship tour.

Dear Jeanne:

On August 18, 1944, I became subject to the draft. I was not able to volunteer my service to the Army Air Corps until February 1945. For six months, the Panama Canal Department and the Los Angeles draft board each wanted my body. The Canal said I was a volunteer; the Board claimed they drafted it. It was flattering to be wanted.

In February 1945 I reported for basic training at Howard Field, CZ. Obviously, word got around because in mid-May Germany surrendered. In June I was transferred to France Field.

I was assigned to the squadron of guards. I was told permanent guard duty was a prestigious position.

On August 15 Japan caved in.

At France Field in early 1945 I was appearing daily before the Personnel Officer, requesting a transfer from the guard squadron; I had determined that it was a lousy job. He told me I was wasting his time. I told him he had better get used to it. The next thing I knew I was ordered transferred to Galapagos, the “Rock.”

It was no secret that perceived malcontents were routinely transferred to that paradise. Allegedly, with the intent to confuse the enemy, the base there was referred to as Seymour Island but was actually Baltra Island. References to Galapagos as fragile, ecologically sensitive, etc., most certainly do not apply to the Rock. A rock is what it is.

In Sept 1945 in a C-47 with bucket seats and a cruising speed of 130 mph, with a stop in Salinas, Ecuador, we flew into the red dirt, cactus, stunted trees, and herds of wild goats, that made the Rock the warm wonderful place we all came to love. I remember the crew chief on the plane getting very ticked at me. I asked him what our air speed was. When he told me 130 mph, I thought he was kidding. When I found that he wasn’t, I told him I didn’t think anything flew that slow. He acted like I had insulted his plane. Touchy guy.

Relying on my faulty memory, Baltra was probably about two miles wide and four miles long. It had a very respectable runway, long enough to handle a fully loaded flying fortress (B-17) and a small US Navy base with a dock at least three or four hundred feet long.

In addition to the Navy facility and the 6th Air Force Base squadron, at the time of my arrival, the island was also occupied by a US Army Infantry battalion, regiment, or whatever they called it. I’d guess 500 to 1000 men. Seems to me they had come from Puerto Rico.

In my personnel file there was some flaky reference that I had been captain on a basketball team. Don’t know where that came from. In any event, my first assignment was as physical instruction director of the base squadron.

As per orders of the commanding officer, all enlisted personnel were to report to the baseball field, located adjacent to the squadron orderly room, at 9 AM the following day for supervised exercise. The following day, there I was. Shorts, whistle, clipboard ready to go. Out of the six or seven hundred attendees expected, three men showed up.

I went into the orderly room to report the situation to the first sergeant. He accompanied me out to the field. Nobody was there. The three who had showed up were gone. The commanding officer was furious. The next day all enlisted men were ordered to be present at 9 AM at the baseball field for supervised exercise: ANY MAN WHO FAILED TO APPEAR WOULD BE COURT MARTIALED.

The following day there I was. Short pants, whistle, clipboard, the whole magisterial appearance. Nobody showed up. That was the end of the exercise shtick, and the first real notice that the war was OVER.

I was reassigned and my next job was even better. Each barrack had its own latrine. Each barracks chief was to prepare a roster identifying the soldier responsible for cleaning the latrine that day. My job was to walk through the latrines and if not satisfactorily clean, to report that fact to my buddy, the first sergeant. That was it. Enforcement or punishment were not part of my duties. Heck of a job.

Perhaps you are beginning to get the idea that there was an excess of manpower on our friendly little island. Believe it or not, my next assignment was better yet. I do not recall what it was called, mail orderly, mailman, postman, or whatever? Nor do I remember who preceded me in that position or what happened to him.

At one end of the day-room that housed a pool table, a ping pong table, a piano, a record player, and tons of records and magazines, was the private living quarters of the mail orderly. It was a large room, perhaps 15 x 20, with a private entrance and a half-door opening into the day room. This was the post office.
Facilities, as everywhere on the island, were available in a separate latrine building. Following a salt water shower, you had the luxury of pouring a helmet liner of fresh water over your head.

Regulations required that mail be handled by a non-commissioned officer, leading to my rapid advancement to the rank of corporal. The mailman’s duties required him to go to the airstrip once a week to pick up the incoming mail and return it to his quarters for distribution to the troops through the half-door to the dayroom (a one-hour work week). One of the five jeeps on the island was assigned permanently to the mailman - me. I am sure you think I am putting you on. I don’t blame you.

I was never sure as to the number of Navy personnel at the Navy facility. I don’t think it exceeded 100. Over the following months the Puerto Rican infantry troops left. Must have been by a transport using the Navy facility. I think I would have heard about it if we had flown them out. In retrospect, I wonder just where the infantry troops were billeted. Never saw them at the NCO Club, which was open to all enlisted men or the PX. Never thought about it ‘til this minute.

In February or March 1946 the situation changed dramatically. On a late afternoon, headquarters received a telegram from Quarry Heights as follows (approximately):

“Ten B17’s arriving your base at 0800 hours tomorrow. Must depart no later than 1200 hours. All personnel with ____ or more discharge points must be aboard.”

Every soldier on the base with two or more stripes, except me, had that many points. The next afternoon I had become acting squadron First Sergeant, Acting Base Sergeant Major, and acting several other hot shot positions. I was still a corporal.

One of our favorite diversions, facilitated by my possession of a motor vehicle, was to visit an ordinance area consisting of wooden 4 by 4 shacks, approximately 6 feet high, positioned approximately 100 feet apart. We would load up with 30 caliber carbine cartridges and take a position on a deserted point that was blanketed with spent shells to take a few pot shots at passing pelicans, sea gulls, surface-breaking manta rays, sharks, and whatever else had the misfortune to present itself as a target.

Perhaps it deserves mention that there were no women on the island. No nurses, no WAVES, no WACS, no employees, nor dependents. While I am discussing what there wasn’t, there was no fresh water. All was brought in by tankers and bottles. On the other hand, looking at the bright side, there was plenty of salt water.

My dermatologist today appreciates my 30 hours a week in the briefest of swim suits, walking the beaches. I followed scores of turtle tracks to their shallow depositories. Their eggs were like semi-collapsed ping pong balls. Many a time a large rock I was passing on the beach would erupt into a damn sea lion rushing for the water. Scared the heck out of me. Several times while swimming off the beach I had one of them surface right next to me. I didn’t like that either.

Wild goats, hundreds of them probably thousands, roamed freely about the island. They favored the mess hall’s garbage cans. If a herd started crossing the roadway in front of you, you could be stopped for 5 or 10 minutes. They never hurried. Over the years, house cats had reverted to the wild. They roamed about without showing any interest in human companionship. You would think they would have a tough time finding enough to eat but they all looked pretty healthy. A few were bigger than your ordinary pussy cat. I remember a really big one that didn’t look at all friendly.

Vegetation was virtually non-existent. Cactus and a few scrub trees 5 or 6 ft tall were about it. Big, fat, brown iguanas lurching along in the dirt were plentiful, as were the black marine iguanas on shoreline rocks. Neither were as attractive as the green tree iguanas in Panama.

Manta rays, great big suckers about the size of a Buick, could frequently be seen not far off shore doing belly flops. They are supposedly harmless but their size alone is scary. Although we could see large sharks passing below us, I never saw one at any beach and never heard of a shark attack.

Realizing that with all my acting big-time positions, squadron First Sergeant, Base Sergeant-Major, postman, etc., etc., that I was pretty much in control of things at squadron headquarters, a friend advised that I should see that I received a 502 MOS as an Administrative Specialist.

It was not a problem to have the commanding officer certify me as a MOS 502. He didn’t know much about what that entailed either. It likewise was no problem to get him to sign an order bypassing the time in grade limitation, and promoting me to sergeant.

Alas, in May or June 1946, when transferred from Paradise, I was ordered to report to Rio Hato, some 60 miles west of the Canal. Might as well have been 600. Dressed in my starched khakis, displaying my sergeant’s stripes, I journeyed to Albrook and presented myself to Col. Something-or-Other, Personnel Officer of the Sixth Air Force. I laid out my dismal journey: Howard Field, France Field, Galapagos, and now Rio Hato, which like the Rock was classified as an outpost station.

The Colonel was very sympathetic. I remember the meeting. Sergeant, he said, if you were anything other than a 502 MOS, I could help you, but the Colonel there has been screaming for a top administrative man and I promised to get him one. You have to go to Rio Hato and help him out.

I was no more an admin specialist than I was a jet pilot. I spent the next couple of months watching the Colonel in Rio Hato tapping his pencil and looking across the office at me and wondering who had it in for him at Personnel. It was awful.

Not surprisingly, the vigilant Sixth Air Force headquarters ferreted out the order waiving time in grade which was necessary for my promotion to sergeant, revoked that order, which of course required that the order promoting me to sergeant also be revoked, and there I was back to being a corporal. War is hell.

I am happy to report that my three-week stay in October 1946 was on terminal leave in Albrook (Albrook Field at last) and was uneventful. I thanked the Captain who handed me the ruptured duck pin that accompanied one’s discharge papers and politely declined his kind invitation to join a Reserve of some kind. Fat chance!

Semper Fi
/s/ Jimmy K.

Bibliography:
set by the US for surface or air transportation to Europe. The third rate is one of a myriad of rates for airmail service in or beyond Europe into Asia and Africa. These third rates were often route specific and frequently changed. These routes were generally created and controlled by European powers as links to their colonies.

Most CZ covers required stamps paying only one rate. All CZ surface mail, domestic and foreign, regardless of class, bears stamps paying one all-the-way rate. These rates could have two or more “tiers” but they still represent only one rate schedule. For example, the foreign first-class surface rate from October 1, 1907 through July 14, 1951 was 5 cents for the first ounce and 3 cents for each subsequent ounce. This one rate schedule alone was sufficient to carry surface mail to any foreign destination. Additionally all airmail addressed to the Western Hemisphere and all other airmail after 1958 also required only one rate for all-the-service.

However, Canal Zone mail destined outside of the Western Hemisphere and expecting some airmail service prior to 1958 was required to pay at least two separate rates. One rate covered the transport to and through the continental US while a separate rate covered the journey beyond the US. For example, a sender wishing fastest service from the Zone to Europe from 1929 to 1939 would have had to pay both the domestic airmail rate to the US and the foreign surface mail rate. Another common example is all-the-way airmail service to Europe from April 28, 1939 to July 31, 1958; the total postage was the domestic airmail rate to the US added to the US-to-Europe airmail rate.

After the mid-1920s airmail service became increasingly available inside or between many foreign countries. Although there were gaps in the international web of air routes, by the beginning of Canal Zone airmail service to the US, there was already regular airmail service available in Europe and into Asia and Africa. By 1932 some kind of airmail service was available in nearly every part of the world and Canal Zone mailers could choose to buy this extended airmail service.

The rates for these “airmail extensions” were regularly published in the US Postal Guides and Bulletins, and were therefore available to and applied by CZ Postal Service personnel. These rates are compiled and elucidated in U.S. International Postal Rates, 1872-1996 by Wawrukiewicz and Beecher. This work and a companion volume on US domestic rates are invaluable tools for those interested in rating CZ covers.

From 1935 to 1946 each successive island jump across the Pacific had its particular additional postage. But I count any combination of the various parts of the US-operated trans-Pacific route as a single leg (the second one). A trans-Pacific CZ cover showing payment for additional airmail service in the early 1930s inside China or Australia, for example, would qualify as a three-rate. So far I have not seen any trans-Pacific three-rate covers.

Fig. 1 shows a 1936 cover to Hungary. Like a lot of pre-1939 CZ mail addressed to Europe, the sender paid 20 cents per half ounce for airmail to and through the US (first leg) and 5 cents per ounce for surface transport across the Atlantic (second leg). If that were all the sender had paid, the envelope would have then traveled by surface inside Europe. Instead, an additional 3 cents per half ounce was paid for airmail in Europe (from France to Hungary, last leg). If this optional amount had not been paid, the “Via Air Mail in Europe” handstamp would not have been applied in the Zone and any airmail markings would have been “cancelled” by two solid purple lines at the US port of dispatch. Fig. 2 shows the cover’s reverse with a Paris “Avion” machine cancel dated January 30, 1936, and a Budapest receiving mark dated January 31.

Fig. 3 shows a 1937 cover to Karachi, then part of British India. Note the blue “Par Avion/By Air Mail” label near the stamp and the “Air Mail To Karachi.” The former was probably
added in the Zone but the latter may have been added in New York or in Europe. Would the Cristobal post office have had such a handstamp?

The 40 cents in CZ postage paid the following three rates: 1) 20 cents per half ounce airmail CZ through US; 2) 5 cents per ounce surface from US to Europe; and 3) 15 cents per half ounce airmail from Amsterdam to Karachi. The blue airmail label is struck by a handstamp that reads “KARACHI/CANCELLED.” This was applied to incoming airmail that had been paid only to Karachi, so that any further transportation would be by surface. It was unnecessary for this envelope since its final destination was in Karachi but it confirms that it got there.

Fig. 4 shows a 1938 cover to Southern Rhodesia. The 80 cents in CZ postage paid the following three rates: 1) two times the 15 cent per half ounce airmail CZ through US; 2) 5 cent per full ounce surface US to Europe; 3) two times the 22 cents per half ounce airmail from London to Southern Rhodesia, with 1 cent overpayment. Regrettably there is no backstamp, which clouds this otherwise unusual cover.

Fig. 5 shows a 1940 cover to India bearing 65 cents in postage. Note the three-line handstamp which was applied in the Zone, shown in close-up in Fig. 6. By this point trans-Atlantic airmail service was available. Typical 1940 airmail covers to Europe bear 45 cents postage: 1) 15 cents per half ounce airmail CZ through US and 2) 30 cents per half ounce trans-Atlantic airmail. The additional 20 cents pays for a half ounce from Europe to and within India. There is a triangular British “PASSED/CENSOR/KARACHI” handstamp on the front and a Hyderabad (Sind) backstamp.

The final cover presented in this article, Fig. 7, shows another nice use of the 3c Goethals near the end of World War II. This July 1945 cover is addressed to French Morocco. The first 45 cents paid for airmail service from the Zone through the US and from there to Europe. The remaining 3 cents paid for a half ounce of airmail service from France to French Morocco. The cover was censored by Free French forces.

Almost by definition, three-rate covers were sent to places where routes were still under development and where conditions were often poor for the survival of paper items. They were the product of a short stage of international airmail development. World War II quickly changed the conditions that brought about three-rate covers. During the War, normal commercial airmail service was severely curtailed. Because of the War, air plane technology and routes advanced rapidly. Old rate structures were quickly simplified after it.

On November 1, 1946, the US adopted a drastically simplified foreign airmail rate schedule, ending the possibility of any more three-rate CZ covers. Although in theory CZ three-rate covers could date from 1929 through 1946, most such covers that I’ve seen date between 1931 and 1941.

Three-rate CZ covers are few and far between today. While there are probably several hundred different possible foreign airmail rates that could have produced distinct three-rate covers, actual CZ covers apparently exist for only a small portion of them.
Greetings and a belated Happy New Year to everyone. I hope by now all members who are reading this report have received the mailing that contained the annual CZSG dues request for 2012 with attached ballot along with the CZSG Mail Sale catalog. I’m very happy to report that as of today I have received payments from 339 or 58% of our total CZSG members. The CZSG Officers, Directors, and I express our sincere thanks to all of you who have decided to continue to support our organization with your generous payments of your 2012 dues. I hope the remaining 240 CZSG members will join in sending in their payments of their annual CZSG dues for this year and perhaps for a year or more in advance if financially possible. Lastly I’d like to mention in relation to this topic of annual CZSG dues it is my goal that by the time the next annual dues requests are issued I hope to have in place a mechanism for members to pay their annual CZSG dues using PayPal. I will let everyone know when this is possible in a future report.

As of March 3, 2012 the membership of the Canal Zone Study Group is as follows: 580 members listed as members with 339 being current in payment of their dues for 2012 and in some cases for one year or more in advance.

Please join me in welcoming our six newest members of the CZSG:

Jay Armstrong, CZSG #2661
Juergen Kuseler, CZSG #2662
Mike Ludeman, CZSG #2663
Jonathan Topper, CZSG #2664
Richard J. Drake, CZSG #2665
Ronald J. Turner, CZSG #2666

We also need to welcome back as a reinstated CZSG member in good standing:

Betty Annis, CZSG # 2506

We have been notified of changes to the addresses for the following CZSG members:

Henry Hespenheide, Ph.D., CZSG #2280
Paul Sabatine, CZSG #2376
Michael Lake, CZSG #2161
Eileen Petersen, CZSG #340

The following members have formally resigned from the CZSG: Daniel Fellows, CZSG #2213 and Patrick Moore, CZSG #1739.

As always it is with great sadness and condolences to their families that we recognize the passing of our fellow CZSG members: William Johnson, CZSG #1919 and John Phoenix, CZSG #106.

As I look forward to the remainder of 2012, I hope we have an opportunity to share in the enjoyment of our hobby with each other and new members.
Earliest Known Use Survey on CZSG Website  
by Tom Brougham

With reports from many active members of the CZSG, I’ve been compiling a list of the earliest known use of CZ stamps. Recently the list has been posted on the CZSG website. Although the project is still young, already some of the data is surprising.

The vast number of CZ covers and other philatelic material accumulated by George Brett continues to shake up CZ postal history collecting. Brett’s holding included mounds of material from early Zone-based collectors and dealers such as Frank Greene, R.S. Carter, Judge Edward Tatelman, Nathan Levy and others. These figures avidly tracked and traded in new CZ issues. They created and sold many philatelic covers, and they saved large amounts of their own correspondence.

For about one third of CZ issues prior to 1930, there is currently no clearly established first day of use listed in Scott or in the CZSG Checklist. The Brett material includes a good number of letters from the above-mentioned cover creators in which they note new issues. Besides the covers themselves we have their contemporaneous letters in some cases asserting precise dates of first use. It appears that there may be sufficient data accumulating to establish some new first days. For seventeen stamps listed with only a month of issue, covers are now reported within that month.

Of the Pointed A series (Scott 84 to 95), four denominations now have earlier dates than those listed in the CZSG Checklist, Scott or the CZP. These are Nos. 84, 85, 86 and 90. For the 30c, Scott 93, which the CZSG lists as issued in “December 1926”, we now know of a December 1, 1926 cover.

It appears that Scott’s practice has been to list a price for CZ FDCs in all cases where there is both a specific issue day and where there are actual day-of-issue covers known. If that is their intent, then the project has already identified four additional issues where FDCs should now be priced: numbers 1, 10, 91 and 92.

The current posted list does not yet have postal stationery items, but they will be added eventually. Generally, I’ve not included post-1930 issues where first day cover information is well established and examples are well known. I have listed some of the later dry printing issues since the Brett material includes a number of philatelic covers from the 1950’s that seem to be FDC’s of some of the dry printing issues. The list will be expanded to include more back-of-the-book items as members report such data.

It is planned to publish the list in the CZP later this year. The list will be regularly updated on the website too. Any sightings of earlier dates can be reported at tom@canalzonestudygroup.com.

CZSG Meeting Schedule

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
<th>Location</th>
<th>Contact Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>WESTPEX 2012</td>
<td>Apr. 28th</td>
<td>San Francisco Airport Marriott</td>
<td>(650) 866-3757</td>
</tr>
<tr>
<td>NOJEX 2012</td>
<td>May 26th</td>
<td>Oak Plaza Hotel, Secaucus, NJ</td>
<td></td>
</tr>
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<td>NAPEX 2012</td>
<td>Jun. 2nd</td>
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CZSG Meeting at Stamp Expo 2012 in Atlanta

There was a small but lively meeting of CZSG members attending the APS AmeriStamp/Southeastern Stamp Expo in Atlanta, GA on January 28, 2012.

Dick Bates spoke about recent issues of The Canal Zone Philatelist and asked attendees present to suggest things they would like to see more of in the CZP, as well as comments about areas on which there is too much coverage. He and Gary Weiss both encouraged readers to contribute articles on areas they know and would be of interest to readers. Some readers do suggest topics, and the Editor is happy to try to assist, including providing illustrations to complement the article, especially if members do the writing.

An example is the suggestion that an article on the Coach of the Red, White, and Blue Troupe, H.J. Griesler, would possibly be of interest, which would be enhanced by including a recently found photo of Coach Griesler with the Commander in Chief of US Navy, Adm. Coontz, when he visited the Zone and observed a swim meet.

Gary Weiss spoke about and illustrated some recent finds, including a copy of Scott No. 43 with an additional ghost ZONE. Dick Bates showed a second example of a ghost, an example of 91c. A future article in the CZP will explore these ghost overprints. Gary gave a lively presentation about “Border Errors” illustrated by a series of examples including stamps with an extra overprint in the margin, with a shifted overprint that puts one PANAMA in the selvage, and other varieties that occur in the margins including stray perfs and irregular perfs caused by paper folds, or that occur at the edges of booklet panes caused by miscutting.

Members present then showed examples of recent discoveries, or stamps about which they had questions. Some of these may make nice items for possible articles in the CZP.

Attendees from left: Andy Rodriguez, Dick Bates, Gary Weiss, Dick Colberg, Roger Wozniak, Judy Wozniak (guest)

For Sale

CANAL ZONE SPECIMENS

Irwin Gibbs
1699 El Camino Real, Suite 100, Millbrae, CA 94030
(650) 866-3757
Copies of No. 6 with Straight Edge at Left
by Richard D. Bates, Jr. and Gary B. Weiss

It is well known that, despite the fact that the Bureau of Engraving and Printing overprinted and shipped to the Canal Zone at least a million copies each of CZ Scott Nos. 4-8, only small numbers were actually sold in 1904 (CZ Stamps, p. 23). The validity of these stamps for postage ended in December 1904 with the Taft Agreement, which obligated the Canal Zone government to use overprinted stamps of Panama. Thus, less than six months after these overprinted US stamps first became available in the Canal Zone, they were no longer available in CZ post offices. The remainders of CZ Scott No. 4-8 were destroyed in a huge bonfire in early 1905. Two photos of the destruction were published previously in CZP 25(2):15-6 (1989).

Only stamps from the lower left panes of Nos. 4-5 and 7-8 were made available. However, for Scott No. 6, though nearly every platable example is from a LL pane, a report in the CZP 16(1): 1 (1980) indicated at least one pane from a right pane had been released. The strip of three with plate number and imprint in the selvage at the right illustrated in the 1980 article is shown here in color in Fig. 1. It demonstrates clearly that at least one right side pane was overprinted and reached the public. One question remaining in the minds of some collectors was whether the plate number strip of three contains the only examples of No. 6 that could be identified definitively as being from a right pane.

The answer to this question is no. There are other stamps from a right pane that could be identified because of 1) the presence of selvage at right attached to the stamp, or 2) the presence of a straight edge at left. (To be absolutely certain, the stamp should show a bit of the guideline along the left edge to ensure the example is not a trimmed copy.)

To date no copies with selvage at right, other than those in the plate strip of three, are known. However, several copies with SE at left are known, and these are additional examples of copies known to be from a right pane. An example, used on cover to Turkey, is shown in Fig. 2.

Whether the plate number strip of three is from an UR or LR pane was unanswered at the time of the 1980 article. This is a place where searching for fly-speck plate varieties might distinguish between UR and LR plate number strips. But despite extensive inspection of the plate proofs of both the UR and LR positions for plate 1888 for US Scott No. 304, the stamp overprinted to produce CZ No. 6, no definite layout dot, layout line, or plate variety was detected.

However, there is some circumstantial evidence that argues that the right panes reached the public and that at least many, if not all, of the known SE examples came from a LR pane or panes. The first piece of evidence has to do with straight-edge copies of No. 6 in general. Given that nearly all panes of No. 6 that were issued are LL panes, many copies with SE at top and at right were produced, as nine of each could have come from each LL pane, plus one copy with SE at both T and R. These copies with SE at T and R turn out to be relatively common.

We now know of at least eight copies of No. 6 with SE at left, which had to have come from a right pane. But there are no known copies that have a SE at bottom, which statistically would occur with equal frequency as the copies with SE at L, if there was only one pane and it was a TR pane. This circumstantial evidence implies that no UR panes entered the hands of the public.

Going back to the plate strip of three shown in Fig. 1a and comparing it very closely with the two R plate strips of three on the plate proof, there is some evidence, though rather flimsy if required to stand on its own, that supports the conclusion that it is from a LR pane. The plate proof strip of three from 1888 LR is shown in Fig. 1b. The evidence has to do with the shape of the 8s in the plate no. 1888. The second eight is slightly flattened at the lower right, which appears to match the 8 in the LR position, and not the middle 8 in the UR position. This evidence is not definitive, however, as it can arise from differences in the inking of either the plate strip of three and the plate proof, rather than a difference present on the plate itself.

There is one further set of observations that do point to the SE at L copies as being from a LR pane, or possibly more than one. Some of the copies with SE at L that show portions
of the guideline on the SE also show evidence of a faint, unerased vertical layout line between the guideline and the left edge of the design. An example is shown in Fig. 3a, with an expanded view in Fig. 3b of the lower left corner of the stamp showing the layout line between the vertical guideline

![Fig. 3a,b,c Copy of CZ No. 6 with SE at left and prominent guideline (3a), in expanded version (3b), and the plate proof for pos. LR 61 of plate 1886 (3c)](image)

at the left and the design. On the plate proofs for the plates overprinted to produce CZ No. 6, faint layout lines like this can be seen on several positions of the LR panes of 1885 and 1886 (one is shown in Fig. 3c), but are not seen on 1888. There is a hint of one on the LR pane of 1887. The UR panes are free of such layout lines, though faint ones can be seen on a few UR positions of 1885. This provides some support for a conclusion that in addition to the known plate number strip of three likely from the LR position of plate 1888, at least one other pane not with plate number 1888 but most likely from plate 1886, reached the hands of the public. Used copies indicate at least part of one pane was used for postage.

Readers are asked to report to one of us any copies of No. 6 with a SE at the bottom. The conclusion drawn here that, while nearly all copies of No. 6 that were issued came from LL panes, at least one pane, and likely two or more, from the LR position, was issued. If an example with a bottom straight edge is found, the conclusion would have to be expanded to include at least an UL or UR pane.

Thanks to Jim O'Donnell and the National Postal Museum of the Smithsonian Institution for providing access to and scans of the plate proofs.

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**Postage for The Canal Record**

The Director of Posts advises that a number of cases have come to his attention of employees and others mailing The Canal Record to their friends or relatives in the States under cover of the official penalty envelope. He desires to inform such persons that The Canal Record is personal correspondence of the sender and, as such, cannot be mailed under cover of an official penalty envelope. Anyone misusing the penalty envelope in this manner is liable to a fine of $300.

The regular rate of postage on copies of The Canal Record sent to the United States or any part of the Canal Zone, or Panama, is one cent, when the wrapper is open at both ends, and two cents when the wrapper is entirely sealed.

From The Canal Record, December 15, 1909  
Courtesy of Dick Salz

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**Auctions by Jim Crumpacker**

There were a couple of more-than-decent auctions which supported Canal Zone philately during the fourth calendar quarter, Oct. 1-Dec. 31, 2011.

The first of these was a Spink offering of quality lots, the bulk of which originally emanated from the Richard H. Salz sale back in July of 2010. The speculators (?) who purchased the material back then apparently didn’t do as well as they expected on eBay, hence this resale.

The other important grouping was served up by the firm of Robert A. Siegel and included a number of meritorious blocks, a subject on which I do not report due to the difficulty of finding comparison products in similar auctions. Other lots from that sale complete this report.

In the listings that follow, the final sale price of hammer plus commission is given first; the catalog value from the 2012 Scott Catalogue is last.

<table>
<thead>
<tr>
<th>Lot</th>
<th>Description</th>
<th>Hammer Price</th>
<th>Catalog Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>VF single on VF ppc, CZSG 1.1b w/ PANAMA’s 14.9mm long, Bohio 6/30/04 to Colon, also Crist. 6/30/04 cds $840 ($1650) Spink</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>F pair on F cover Gorgona 6/7/04 to Germany with all proper markings $390 ($n/a) Spink</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2a</td>
<td>CANAL ZONE inverted, VF on F cover (sl. reduced at left) Ancon 7/9/04 to Colon $460 ($n/a) Spink</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>VF on F cover that has great overall advertising, 7/8/04 to Germany w/ all proper markings $690 ($n/a) Spink</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3a</td>
<td>CANAL ZONE inverted, F on F cover 7/10/04 to Ancon $600 ($800) Spink</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>TG, H, barely F w/ Type B “S” (CZSG 15.4) $1150 ($2500) Siegel</td>
<td></td>
<td></td>
</tr>
<tr>
<td>22a</td>
<td>Horiz. pair, imperf between, dist. OG, H, almost VF $546 ($1100) Siegel</td>
<td></td>
<td></td>
</tr>
<tr>
<td>39e</td>
<td>inverted center and overprint reading down, OG, NH, F $230 ($550) Siegel</td>
<td></td>
<td></td>
</tr>
<tr>
<td>56f</td>
<td>ZONE double, lt. dist. OG, H, VF in top left corner margins pair w/ normal $660 ($1259) Spink</td>
<td></td>
<td></td>
</tr>
<tr>
<td>86b</td>
<td>CANAL inverted, TG, H, VF+ $460 ($950) Siegel</td>
<td></td>
<td></td>
</tr>
<tr>
<td>91a</td>
<td>ZONE only, OG, HR, F w/ bottom margin $546 ($1000) Siegel</td>
<td></td>
<td></td>
</tr>
<tr>
<td>91b</td>
<td>horiz. strip of 3 w/ plate #6703 at left. F on cover from India w/ India #79, tied, 2/14/14 , Crist. b/s 3/12/14 no backflap o/w F w/ all necessary markings $390 ($n/a) Spink</td>
<td></td>
<td></td>
</tr>
<tr>
<td>UX6</td>
<td>mint entire, XF $575 ($1050) Siegel</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The names and addresses of the auction firms presenting these lots are given below.

Robert A. Siegel Auction Galleries, Inc.  
60 East 56th St.  
New York, NY 10022  
Spink Shreves Galleries  
3100 Monticello Ave., Suite 925  
Dallas, TX 75205

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**U.S. MILITARY POSTAL HISTORY CD**

A U.S. military postal history of the Army in the Panama Canal Zone from 1910-1947. Fourteen chapters fully illustrated and a strong bibliography on a CD in PDF for $20 postpaid. $2 from each sale will go to the CZSG and $2 to the ICC.  
Contact: Wayne Worthington  
Box 2878  
Springfield, VA 22152  
waynew@erols.com

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*The Canal Zone Philatelist, 2012, Volume 48, Number 1, Whole No. 182*
Back to Canal Zone Basics:  
Summary of Known Gutter Snipes on Canal Zone Stamps  
by Richard D. Bates, Jr. and Gary B. Weiss

In the last issue of the CZP, an update of the table listing known gutter snipes on CZ Stamps was promised, as well as illustrations of any new gutter snipes not previously shown. The updated table is included at right, and scans of three previously unreported gutter snipes are shown in Fig. 1. Sometimes, but not usually, the gutter snipe shows part of the design of the adjacent stamp. An example shown in Fig. 2 is a copy of C49 with gutter snipe at right, plus part of the adjoining stamp to the right of that. Examples with both full stamps on either side of the gutter are considered errors, described as “pair, with full gutter between.” No Canal Zone stamps are known with this type of error.

Previously gutter snipes have been the subject of several reports in this journal: CZP 34(3):26 (1998); CZP 36(1):7 (2000); CZP 44(4):48 (2008), and CZP 47(4):48 (2011). New examples shown here include No. 119 with gutter snipe at bottom in Fig. 1a, No. 148 with gutter snipe at B in Fig. 1b, and C52 with gutter snipe at right in Fig. 1c. (See also the article on p. 1 of this issue.)

Thanks to George Campbell for sending a scan of the stamp in Fig. 1c. Reports of additional examples continue to be encouraged.

### Table 1. Known Gutter Snipes on Canal Zone Stamps

<table>
<thead>
<tr>
<th>Press</th>
<th>Scott #</th>
<th>Illustration</th>
<th>Position of Gutter</th>
</tr>
</thead>
<tbody>
<tr>
<td>rotary</td>
<td>99</td>
<td>Fig. 1 in CZP 44:48 (2008)</td>
<td>bottom below stamp</td>
</tr>
<tr>
<td>rotary</td>
<td>100</td>
<td>Fig. 1 in CZP 36:7 (2000)</td>
<td>top above stamp</td>
</tr>
<tr>
<td>rotary</td>
<td>103</td>
<td>Fig. 2 in CZP 44:48 (2008)</td>
<td>top above stamp</td>
</tr>
<tr>
<td>rotary</td>
<td>104</td>
<td>Fig. 3 in CZP 36:7 (2000)</td>
<td>bottom below stamp on Carter first flight cover</td>
</tr>
<tr>
<td>rotary</td>
<td>104</td>
<td>Fig. 1,2 in CZP 48:1 (2012)</td>
<td>top above stamps in UL pane</td>
</tr>
<tr>
<td>rotary</td>
<td>115</td>
<td>Fig. 2 in CZP 34:26 (1998)</td>
<td>top above stamps in pair</td>
</tr>
<tr>
<td>rotary</td>
<td>115</td>
<td>Fig. 4 in CZP 36:7 (2000)</td>
<td>bottom below stamp</td>
</tr>
<tr>
<td>rotary</td>
<td>115</td>
<td>Fig. 1a in CZP 47:48 (2011)</td>
<td>to right of stamp</td>
</tr>
<tr>
<td>rotary</td>
<td>116</td>
<td>Fig. 1 in CZP 34:26 (1998)</td>
<td>to left of stamp</td>
</tr>
<tr>
<td>rotary</td>
<td>116</td>
<td>Fig. 2 in CZP 36:7 (2000)</td>
<td>top above stamps in pair</td>
</tr>
<tr>
<td>rotary</td>
<td>119</td>
<td>Fig. 1b in CZP 47:48 (2011)</td>
<td>to right of stamp</td>
</tr>
<tr>
<td>rotary</td>
<td>119</td>
<td>Fig 1a in this article</td>
<td>bottom below stamp</td>
</tr>
<tr>
<td>rotary</td>
<td>148</td>
<td>Fig. 1b in this article</td>
<td>bottom below stamp</td>
</tr>
<tr>
<td>rotary</td>
<td>152</td>
<td>Fig. 1c in this article</td>
<td>to right of stamp</td>
</tr>
<tr>
<td>rotary</td>
<td>152</td>
<td>Fig. 1d in CZP 47:48 (2011)</td>
<td>bottom below stamp</td>
</tr>
<tr>
<td>Giori</td>
<td>157</td>
<td>Fig. 3 in CZP 34:26 (1998)</td>
<td>top above stamp</td>
</tr>
<tr>
<td>Giori</td>
<td>165</td>
<td>Fig. 4 in CZP 34:26 (1998)</td>
<td>to right on stamps in vertical pair</td>
</tr>
<tr>
<td>flat</td>
<td>C29</td>
<td>Fig. 5 in CZP 34:26 (1998)</td>
<td>bottom below stamp</td>
</tr>
<tr>
<td>Giori</td>
<td>C43</td>
<td>Fig. 5 in CZP 36:7 (2000)</td>
<td>to right of stamp – used</td>
</tr>
<tr>
<td>Giori</td>
<td>C49</td>
<td>Fig. 1e in CZP 47:48 (2011)</td>
<td>to right of stamp</td>
</tr>
<tr>
<td>Giori</td>
<td>C52</td>
<td>Fig. 1c of this article</td>
<td>to right of stamp</td>
</tr>
</tbody>
</table>

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### CZ Coil Paste-Up Pairs
by Gary B. Weiss

A paste-up pair is a pair of coil stamps joined together by a paste-up. Pasting strips of stamps together created the rolls of flat plate coils; paste-up pairs were common in these early coils occurring every 20 stamps. No flat plate coils were issued for the Canal Zone. Rotary coils were printed onto large paper rolls; as these rolls were much longer than 20 stamps, paste-ups were much less frequent but are still seen on many US coils. All of the Canal Zone coils were printed on the rotary press.

Paste-ups could exist on any of the coils but to date, only Scott No. 154 is known. It was recently sold on eBay with the appropriate description. As the CZ experts are inexperienced with this variety, the pair will be brought to StampShow in August so that it can be seen by the US coil experts and a decision made on submitting to APES. The cost of expertizing is greater than the cost of the pair.