The Canal Zone Philatelist

Vol. 24, No. 1 First Quarter, 1988 Whole No. 86

President's Report
Richard D. Bates, Jr.
P.O. Box 40583
Palisades Station
Washington, D.C. 20016

One of the activities that has been the hallmark of the Study Group each year is the mail sale. The Sale is run by volunteers: unpaid and not professional philatelists. As such, anything that bidders and vendors can do to facilitate a smooth-running sale is very much appreciated. My purpose in this report is to summarise a few things that prospective vendors can do to ease the burden of the person putting the sale together. And, since for this year I am it, I definitely have a vested interest in spreading the word. As any member is entitled to submit material for the sale, this report is addressed to all the members. I have broken it into three sections: How to Submit Material, What Material to Submit, and When to Submit Material.

You should include an inventory with the material you submit. This makes checking in the material upon arrival much easier. Packages with an inventory are more likely to be processed early and are less likely to have material returned to the owners.

It helps to include some description of each potential lot. That way we know what you think you are sending, an especially important feature if the material is unusual. You might even include an estimate of the value if it is not listed in catalogs.

It is especially important to indicate any flaws in the material you submit. It helps no one to omit such a description. The person running the sale cannot catch everything, and your eyes play tricks on you at 1 AM after a full day in the office. The item invariably is returned by the prospective buyer, which raises the costs of running the sale through lost commissions and repeat mailings and leads to disappointed buyers, sellers, and sale organizers. The description, however, need not include grading. All material, at least of a similar nature, must be graded in a consistent manner by one person. Thus descriptions including grading are happily received with the understanding that they may have to be changed in the catalog.

A New Double Overprint
By R.H. Salz

Every so often a surprise shows up in the field of Canal Zone collecting. Maybe this is one of the reasons for the steady and continued interest in Canal Zone stamps, not to mention the steady growth in the CZSG membership.

While looking over a large number of Scott No. 32 (2¢ Type 1) in hopes of finding a Scott No. 47 (Type III, Mt. Hope printing) a particularly heavy overprint caught my eye and brought into play my 7x Bausch & Lomb magnifier. I was looking at a Scott No. 32 with a double overprint (Fig. 1!!!)

Referring to Canal Zone literature brought forth no mention of such a variety; so the next step was to send the stamp to the American Philatelic Expertization Service. In due course, the “find” was returned with a “genuine in all respects” certificate, number 60128. Of course, the APES certificate is only an opinion and for further proof, I would like to learn that another example has been found. Please examine your Scott No. 32’s and report any findings.

How did this error occur? As the second impression is as strong as the first, it seems likely that the sheet (pane) went through the press twice. Or maybe only part of the sheet received the double overprint. A comparison to Scott No. 46b, with the close together double overprint (Canal Zone Stamps, pg. 95, Fig. 7.34) is a good example of how one could easily miss the double overprint, for to the naked eye (especially my old ones) the overprint appears merely to be heavily inked.

And so concludes the exciting “find” of 1987. Though I’ve been collecting Canal Zone for over 30 years, the surprises never stop — even though the wait between discoveries does seem to grow longer.

As for the Scott No. 47’s, guess what? None!

Mail Sale No. 17

Consignments for the 17th mail sale may be sent between June 6 and July 1, 1988, to Richard D. Bates, Jr., P.O. Box 40583, Palisades Station, Washington, D.C. 20016. Certificates are required on all Scott Nos. 1, 2, 3, and 15. Please ship material insured or registered. The sale will be held in either late September or early October.

Meeting Notices
At WESTPEX '88, a regional meeting of the CZSG at the Cathedral Hill Hotel, Van Ness Avenue and Geary Boulevard, San Francisco, CA on Saturday, April 30, 1988 at 3:00 P.M. Details from Dick Salz, 60-27th Avenue, San Francisco, CA 94121. This will be the 19th annual consecutive regional meeting to be held at WESTPEX stamp shows!

There will also be a meeting of the CZSG at NAPEX in the Washington, D.C. area in late May 1988. The exact date and time (probably Saturday at 2 P.M.) will be announced later. For information please contact R.D. Bates, Jr. at (202) 687-5970 (days).

Fig. 1. Scott No. 32 with double overprint.
The Canal Zone Philatelist (ISSN 0746-004 X) 
A.P.S. Affiliate No. 42 

Gary B. Weiss, Editor 
450 Blossom St. 
Webster, TX 77598

The Canal Zone Philatelist (USPS 556-140) is published quarterly for $8.00 per year which includes membership in the Canal Zone Study Group, 10,000 East Broadway, Tucson, AZ 85748. Second-class postage paid at Tucson, AZ. Send subscriptions, changes of address and complaints of non-delivery to the Secretary, John C. Smith, 406 Redwood Lane, Schaumburg, IL 60193.

Display advertising accepted from CZSG members only at the following rates per insertion:

- one column, two inches $10.00
- one column, five inches 20.00
- two columns, five inches 35.00

No larger advertisements than above are accepted. Remittance must accompany copy. Deadline for ads, first day of Mar., June, Sept., Dec. Advertising copy should be sent to William T. Moore, Advertising Manager, 1507 Lori Lane, Ogden, UT 84404.

Back issues of the journal, handbooks, and other publications can be ordered from Alfred R. Bem, 28 S. South Carolina Ave., Atlantic City, NJ 08401.

Articles and information for publication should be sent to Gary B. Weiss, Editor, 450 Blossom St., Webster, TX 77598. Manuscripts must be double-spaced typed or printed copy. Glossy photographs must be supplied for figures of stamps or covers which must show clearly against black backgrounds. Photocopies are not satisfactory. If you need help, write to 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

Final Report
Mail Sale No. 16

The 16th Mail Sale is over — except for FOUR members of the Canal Zone Study Group who have not paid for their lots! We are still owed $151.00!!

There are numerous statistics which might be of interest: There were 9 lots returned for various reasons, amounting to $443; also one lot in the amount of $420 on “hold” as it is being expertized. This lot is not included in any of the figures that follow.

Total sales amount to $87,200 which gives us $8,720 (10%) for running the sale. The expenses will be in the neighborhood of $4,000 as this year the committee did not run around the dining room table to assemble the catalogs. Instead, the printer did the honors for $250 which we think was well worth the expenditure.

There were 260 bidders of whom 190 were successful — 73%, which is about the norm. The most popular lots were: #572, 12 Type 1 precancels, 15 bids; #506, Scott Nos. 120-135, 14 bids; #296, Scott No. 88, 14 bids, and #247, Scott No. 79 13 bids. A total of 3,823 bids were made on 887 lots (there were 63 lots with no bids and 3 lots were withdrawn because of bad descriptions).

The total catalog value (including estimates) amounts to $126,546 and as the sales totaled $87,200 that is a 69% realization — another statistic that runs pretty constant in the CZSG Mail Sales.

The post office did a superb job in delivering the lots with the exception of one lost shipment to Washington, D.C. which is under investigation by the postal service.

The committee wishes to thank all bidders who sent in nice comments along with their checks. Here are a few of them which we share with you as the nice notes certainly boost the morale of the committee: “The CZSG Mail Sales are the best opportunity to get items of a broad variety for building a collection. G.S.” “Congratulations on another fine Mail Sale, and the quality of the material is just excellent. T.S.” “Thanks again for the wonderful sale! And thanks for all the hard work. I’m really proud to be a member of the CZSG. T.M.” “Needless to say I’m extremely pleased with the quality of the lots received, over and above what I consider to be the resultant excellent prices paid. To you and yours and the staff that volunteered to assist I extend my sincere gratitude. C.M.” “Terrific sale! Thanks for your diligent effort — Kudos to Maggie as well. W.M.” “I thank you for your time and effort in running the sale. I know it is a thankless task in many ways, like editing the CZP. We who sit on the sidelines and cheer don’t have to wake up in the morning with all the bruises; so it is to me all the more impressive that you and your crew have played the game more than once. J.B.”

Final figures for the mail sale will be published in the 2nd quarter CZP as part of the treasurer’s annual report.

Thanks to all participants who provided the first class material and to the bidders who certainly did some very high class bidding. And particular thanks to Mike Demski of Paterson, New Jersey who has come west for all the mail sales held in San Francisco; he is indispensable. Finally, I wish to thank the crew who is responsible for the packaging and mailing of the lots. This is a one-day job performed by Ray Erickson, Steve Schumann, Russ Samuels and their wives, and includes a lunch and dinner extravaganza put on by Maggie Salz and her KP squad. Thank you one and all.

The next year’s sale will be in Washington, D.C. and will be run by Dick Bates and the Potomac Valley Chapter of the CZSG. For preliminary details, see the notice elsewhere in this issue.

R.H. Salz 
For the West Coast 
Mail Sale Committee

J.C. Perry

The name J.C. Perry is well known to all Canal Zone collectors due to the number of covers addressed to him that remain available. Hugh Cassibry submits the following biographical note from the Society of the Chargny Year Book — 1912.

“JAMES CLIFFORD PERRY was born in Pasquotank County, N.C., and received a general education in the public schools of that place and at the University of North Carolina; he graduated in medicine from the University of Maryland, and served as an intern in the University hospital of Baltimore, one year, later taking post graduate courses in the New York Post Graduate School; he was commissioned a medical officer in the United States Public Health and Marine Hospital Service in 1889, and now has the rank of Surgeon in that service; he served at different United States hospitals until 1899, when he went to Hong Kong to establish a medical inspection of immigrants proceeding to the United States, and to study plague which was then prevailing in the Orient; in January, 1900, he was transferred to Manila and organized and equipped the maritime quarantine service in the Philippine Islands, returning to the United States in 1903; after studying bacteriological work in the hygiene laboratory in Washington eight months, he was ordered to Colon to investigate sanitary conditions in their bearing upon shipping from the Isthmus to the United States. He arrived on the Isthmus in February, 1904, and was transferred to the Isthmian Canal Commission for duty on the sanitary staff June 27 of the same year, serving as Quarantine Officer of Colon until January, 1905, when he was made Acting Chief Quarantine Officer, in which position he was confirmed on May 3, 1906; this position he still fills, and in addition is a member of the American Medical Association, American Public Health Association, and an ex-president of the Canal Zone Medical Association; he was one of the United States delegates to the Fifth International Sanitary Conference of American Republics, and was one of the secretaries of that conference.

It is interesting to note that in spite of his many other accomplishments, he is best remembered today as a stamp collector.

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From The Editor
By Gary B. Weiss

It is a great honor to become the second editor of The Canal Zone Philatelist. No changes are planned and it is hoped that the high standards are maintained. One area in which change is welcome, however, is the frequency of articles by the editor. As Gil Plass noted in the last issue, he has been questioned as to why so many of the articles were his. In a recent issue of the ICC Journal, Robert Karrer noted criticisms of the Philatelist featuring too many articles on fly specks. Bob also offered the explanation; only a few of the members submit articles. I wish to thank those people in advance and invite others to contribute. I will try to help new contributors in any way that I can and will use other members to help as needed.

A special vote of thanks is offered to Gil Plass, from the members for the amazing job he has done, and from me for his help in training me as an editor. His future articles and reviews are eagerly awaited. In the next issue will be his review of the 1988 Scott Specialized Catalog and I hope his commentary on the deletion of six varieties previously identified as errors. This should be interesting as the January 18, 1988 issue of Linn's Stamp News states on page 20 that these changes are based on information in Canal Zone Stamps by Plass, Brewster and Salz. In my opinion, these are still errors and the renumbering is inconvenient. In the next issue, the Auctions column will also appear. Listing in the column is limited to public auctions and sales by clubs; a second requirement is that Gil Plass or the editor must receive the catalog with prices realized.

Last, some information about the editor. My collecting interests are all of the US possessions with special interests in Canal Zone and the Ryukyu Islands. While I prefer stamps, my collection has been growing in the direction of covers, especially first day covers, first flight covers and APO covers. Parts of my collection have been exhibited and I will try to encourage more Canal Zone exhibits. My areas of expertise include official mail, first days and various fly speck areas but I am good at finding help in areas for which I am not knowledgeable. My editing experience has been limited philatelically, but I am the Ryukyu section editor for the American Air Mail Catalog. I have had extensive experience with writing and editing medical material and this will continue to be my major writing activity. Another hobby of mine is computing and editing medical material and this will continue to be my major writing activity. Another hobby of mine is computing and editing medical material and this will continue to be my major writing activity.

Cachet Update

The article entitled "Official Postal Cachet", published in Vol. 23, No. 2, whole No. 88 on page 9, needs revision. E. Jay Wilson's 30th anniversary cachet was not used as an "Official Canal Zone Postal Service Cachet", nor was it applied by any Canal Zone post office. Mr. Wilson produced his own covers and is now known to have advertised them in Stamps magazine. In the December 1993 issue, Wilson notes: "Enclose 3¢ forwarding postage for each cover if you want them mailed from Panama as covers are forwarded by registered mail".

Several more of E. Jay Wilson's covers have been reported through the courtesy of Bob Karrer. Among them are five additional varieties of covers celebrating the 30th anniversary of the United States acquisition of the Canal Zone. All have different post marks: Panama, II; U.S.S. Constitution (see figure 1); U.S.S. Ellis; U.S.S. Bonita and the U.S.S. Reinan Mercedes. There are five cachet colors known so far: gray, blue, red, purple and magenta.

Identifying Canal Zone Booklet Stamps on Cover
By David J. Leeds

There is little to quibble about with Richard Larkin's article in the Philatelist 22: 25-27, 1986, especially in regard to the US overprinted issues and other Bureau printed issues. This is all pretty obvious once one has the effort to examine plate layout.

However, it is surprising that an important difference between the sheet and booklet stamp varieties of the Panama overprinted issues was not mentioned. The overprints were reset for all of the machine-made booklets of these issues. That is, the space between Canal and Zone is quite different for the Type IV overprints, and usually different for Types IV and V.

<table>
<thead>
<tr>
<th>Type (Scott No.)</th>
<th>Sheet Spacing</th>
<th>Booklet Spacing</th>
</tr>
</thead>
<tbody>
<tr>
<td>II, first print, 8.5mm</td>
<td>7.7mm</td>
<td></td>
</tr>
<tr>
<td>(38, 39)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>later printings</td>
<td>9.2</td>
<td></td>
</tr>
<tr>
<td>IV (52, 53)</td>
<td>9.0-9.25</td>
<td>8.5-9.0</td>
</tr>
<tr>
<td>V (55, 56)</td>
<td>9.5-9.75</td>
<td>9.0-9.5</td>
</tr>
</tbody>
</table>

Following this table will give 100% identification on the Type I, and a success rate of about 90% with Type IV or V. Of course, this should be coupled with straight edges in the proper place. Straight edges alone are not enough because many damaged stamps have been trimmed to convert a defective copy to a sound copy from a booklet pane. A trimmed edge is less likely on cover.

This information appeared in Canal Zone Stamps by Plass, Brewster and Salz. However, little information is provided on the spacing varieties in booklet stamps and no information is given as to the spacing between overprints. These areas should be suitable subjects for future research.
J18 Wrong Font on Cover
By Gary B. Weiss

In 1983, R.H. Salz reported the events surrounding his discovery of a Scott No. J18 with wrong font CANAL on cover. It is now possible to show a companion cover bearing a J18 with wrong font ZONE. Its discovery was straightforward. Eagle-eyed dealer-member Albert Chang recognized the cover immediately and after he marked it for what it was, I was able to decide immediately to purchase it.

The cover itself (Fig. 1) is remarkably similar to the cover in the Salz collection suggesting their philatelic nature. The differences are minor with this stamp cancelled September 21, 1925 while the previously illustrated item was cancelled September 26. The overprint is shown more clearly in Fig. 2. Comparison of the type for ZONE on the neighboring J19 shows the differences between the two fonts.

Fig. 1. Cover with Scott Nos. 70, J18 and J19.

Fig. 2. Scott No. J18 with wrong font ZONE and normal J19.

Aerophilately Information

A detailed listing of Canal Zone aerophilately is being prepared for possible publication in the next volume of the American Air Mail Catalog. Many collectors are involved in this project which is being coordinated by David Leeds, P.O. Box 491472, Los Angeles, CA 90049. If you have any covers that are not mentioned in either the American Air Mail Catalog or the detailed list that previously appeared in the Canal Zone Philatelist, please send a xerox of the item, front and back, to David Leeds. Such items should also be considered as possible subjects for future articles in the Philatelist.

Canal Zone Pictures

The following three pictures were all taken in 1929 by the late Jack Sexton. He was a photographer for the US Army and was stationed in the Zone for one year. It is hoped that these will be of special interest to stamp and cover collectors.

The first two show Charles Lindbergh signing for mail, and his plane, the Spirit of St. Louis, at France Field. The third shows the USS Los Angeles over France Field.

G.B. Weiss

Fig. 2. Spirit of St. Louis at France Field.

Fig. 3. U.S.S. Los Angeles over France Field.
Second Time Around

The following article on the handling of air mail in the Canal Zone was prepared by Miss Oleva Hastings, Editorial Assistant on the staff of The Panama Canal Review, official publication of the Panama Canal Company and the Canal Zone Government and appeared in the March 7, 1942 issue.

"The Civil Affairs Building, referred to by Miss Hastings, is the former Air Terminal Building at Albrook Field in the Canal Zone. It was the center of commercial air traffic on the Isthmus until the opening in the Fall of 1949 of Tocumen Airport and the transfer to that point of all commercial aviation activities. Although physically located in Ancon and Tocumen, the Air Mail Field Post Office is a branch of the Balboa Post Office and has its own distinctive cancellation device inscribed "Balboa, C.Z., A.M.F." with the numeral "1" in the killer. A second device with the numeral "2" was requisitioned simultaneously with the first and was received on the Zone March 25, 1949, but the writer does not know that it has ever been placed in use [see Entwistle The Postal Markings of the Canal Zone, pg 160].

The "line" post offices referred to are those situated along the line of the Panama Railroad as it crosses the Isthmus beside the Big Ditch. (Edward) S. Conger"

The Canal Zone Air Mail Field Post Office

"All the love letters, business correspondence, family communiques, mail orders, and miscellaneous notes and cards that fly by regular air mail between Canal Zoneans and correspondents all over the world go through the Air Mail Field and Air Mail Section of the Canal Zone Postal System.

"And most of the correspondence to and from the Canal Zone is also handled at these offices.

"Last year 91 percent of the paid first class mail forwarded was dispatched by air—a proportion that has climbed steadily year after year since the first regular air mail service was established between France Field and Miami in 1929.

"In weight the air mail to and from the Canal Zone amounts to about 500 to 700 pounds every day, roughly 28,000 to 38,000 pieces of mail.

"All of it is handled by nine postal clerks, headed by Julius M. Culpepper, Clerk-in-Charge at the Airmail Field, in the Civil Affairs Building in Ancon and at Tocumen Airport.

"Together they comprise the local "Airmail Field." The term, as used in the United States postal service, means a unit of the Post Office Department at designated air terminals where mail is received and "worked out" to a certain area of the country.

"Most Goes to U.S.

"About 78 percent of the air mail dispatched from the Canal Zone goes to the United States. All of it—except on two direct flights to Los Angeles—is unloaded at Miami. From there, it is sent on the quickest direct flight to one of eight designated Air Mail Fields.

"Mail for Texas, Arizona, New Mexico, Oklahoma, or Kansas, for instance, is dispatched to the Air Mail Field at Houston. That to Georgia, Alabama, South Carolina, Missouri, Michigan, or Ohio goes to the Air Mail Field at Atlanta.

"Airmail to California, on the other hand, goes first one way then another. On Sunday and Thursday, when there are direct flights to Los Angeles, it is dispatched to that Air Mail Field. On other days, it goes to the Chicago Air Mail Field, which also handles mail for Alaska, Colorado, Idaho, Illinois (except Chicago), Iowa, Kansas, Minnesota, Montana, Nebraska, North Dakota, Oregon, South Dakota, Utah, Washington State, Wisconsin, Wyoming and Western Canada.

"Most of the airmail from the Canal Zone goes to the Atlanta and Chicago Air Mail Fields, according to the clerks of the Air Mail Section.

"Then there are a few addresses who receive so much Canal Zone airmail that they rate individual pigeonholes in the cases at the Airmail Section in which mail is sorted for destinations in the United States.

"Some Have Special Sacks

"Among them are Sears, Roebuck and Company, Kodak, for which there are so many films that the company has a special airmail sack among the group bound for various Air Mail Fields, the Government Employees Finance Company in Fort Worth, Texas and Life Study Fellowship in Noroton, Conn.

"Transatlantic mail—for Europe, Asia, and Africa—goes to the Air Mail Field at Washington, D.C. That for the Philippine Islands, New Zealand, Australia, Japan, and Hong Kong is dispatched on direct flights to Los Angeles and New York on Sunday and Thursday. On other days, that also goes to the Air Mail Field at Chicago, from which it is sent to West Coast Air Mail Field enroute to its final destination.

"Canal Zone airmail for South America is dispatched direct—one on flight down the East Coast and another down the West Coast. Mail for Jamaica is also dispatched direct twice a week, with that for the other islands in the West Indies going to Port-of-Spain or Miami for handling.

"A day in the life of a postal clerk at the Airmail Section at the Civil Affairs Building begins at 11:30 o'clock in the morning and ends—barring an extra large volume of mail—at 8:30 o'clock at night. When there is a lot of mail, the clerks stay until it is all worked—and that means 2 a.m. in the morning for some of them during the past Christmas season.

"The clerks at Tocumen Airport go to work at 8:30 o'clock and close up shop at 4:30 o'clock in the morning.

"Schedule Set by Flights

"The working schedule of the Airmail Section is arranged to fit the airmail flights. Those on which mail may be carried are designated by the Postmaster General in Washington. If an airmail flight is delayed, however, the Airmail Field is authorized to dispatch the mail on the next available flight and by the most direct route to its destination. The normal schedule flights on which mail from the Canal Zone is dispatched leave at 1:45 and 2:20 o'clock in the morning.

"Outgoing airmail starts coming into the Airmail Section at Ancon at noon—from the Pacific side post offices and off the noon train from the Atlantic side.

"A letter mailed at the Balboa Heights Post-office, for instance, between 7 o'clock at night and about noon the next day, is picked up there at noon, after having been worked into airmail "cases" and tied out in packages addressed to the appropriate Air Fields. Other pickups for the Airmail Section are made at 1, 2, 3:30, and 4 o'clock in the afternoon and at 6 and 7 o'clock at night.

"At the "line" post offices, the mail is picked up once in the morning and once in the afternoon.

"All afternoon and until the last airmail pickup at the Civil Affairs Building letter drop at 7:15 o'clock at night, the Airmail Section postal clerks work it out into the pigeonholed cases for various cities and then into big bags for various Air Mail Fields and foreign destinations.

"Mistakes Not Allowed

"Postal clerks just aren't supposed to make mistakes in getting the right piece of mail in the right pigeonhole or bag, in listing registered mail, or in anyone of a thousand other details that go into the dispatch of mail. And if they do, the large volume of work that accompanies each dispatch shows up the error and the clerk who did the deed with all the exacting detail and super sleuthing of a vast and farflung system set up to get mail to its proper destination—and no place else.

(Continued on page 7)
STaMpsSHOW '87

Recognition for the volunteer work at STaMpsSHOW held in Boston this past August was noted by Robert de Violini in his column “Our Active Affiliates” in the American Philatelist for November 1987:

“Members from a half-dozen societies were able to spend an hour or so helping at the Affiliates Table, and a few individuals dedicated the whole weekend to giving me a hand. I specifically want to thank Parker Bailey of... the Canal Zone Study Group and John Connaughton, also from the CZSG. I appreciate all the help they gave me, and the long hours they spent at the Affiliates Table at STaMpsSHOW.”

I would also like to thank these two CZSG members on behalf of the CZSG. Parker Bailey and John Connaughton are to be commended for their volunteering so many hours assisting at the Affiliates Table.

R.H. Salz

Election Committee Report

In accordance with the by-laws of the Canal Zone Study Group, the Election Committee is pleased to report the results of the 1987 election.

The full slate of nominated officers has been accepted for the 1988-89 term. There were 583 ballots cast (65% of the membership):

President, Richard D. Bates, Jr. ....... 577
Vice-pres., Richard H. Salz ............ 579
Secretary, John C. Smith ............... 575
Treasurer, Richard F. Larkin ........... 575
Director, George R. Campbell .......... 540
Director, Lawson P. Entwistle ........ 552
Director, Robert A. Reisinger .......... 528

The Election Committee wishes to express its congratulations and best wishes to the newly elected officers and directors, and its thanks to the membership for their interest and support.

Respectfully submitted,
/s/ Everett C. Erie
Chairman, Election Committee

Appointments

In accordance with the by-laws of the CZSG, the following appointments have been made:

Editor:
Gary B. Weiss
450 Blossom Street
Webster, TX 77598

Business Manager:
Lawson P. Entwistle
10,000 E. Broadway
Tucson, AZ 85748

Advertising Manager:
William T. Moore
1357 Lori Lane
Ogden, UT 84404

Publications Office:
Alfred R. Bew
29 S. South Carolina Ave.
Atlantic City, NJ 08401

President, CZSG

Winners

At RIPEX XXII (Rhode Island Philatelic Society) held September 19-20, 1987, at Warwick, R.I., DAVID J. SMITH received a Silver award for his exhibit "CZ Air Mail Postal Stationery" plus the UPSS second certificate.

At the Northern German regional show, GERNOT STEPHAN won a Silver award with felicitations for his exhibit "Canal Zone 1924-1979." Gernot reported that he did not get as high an award as in the last show where he exhibited, but that no overseas exhibits (classic Canada, classic USA, US Stationery and his exhibit) received awards higher than a Silver.

At AIRPEX XII (Dayton Stamp Club) held October 10-11, 1987, at Dayton, Ohio, WILLIAM GERLACH won a Vermeil award for his entry "Official Seals of the US and Possessions."

Congratulations to all the winners — great job!

R.H. Salz
Second Time Around
(Continued from page 5)

Postal clerks in the Airmail Section bear no special allegiance to that branch of the postal service, but are transferred freely from one post office to another, just as all Canal Zone postal clerks.

They all seem to develop a sixth sense which tells them where a piece of mail should be sent, sometimes in spite of rather than because of, the address.

“Sometimes with the help of a large Dictionary des Bureau de Poste published by the Union Postale Universelle, the “Bible” for postal personnel the world around, they learn to decipher — and send to the right place — letters addressed in many strange manners.

“For instance, there was one not too long ago that came through the Airmail Section addressed ‘MFS 10C.” Only a longtime postal clerk could have figured out that it was intended for Memphis, Tenn., but that was where it was sent — and rightly so.

“Incoming airmail for the Canal Zone is worked by the postal clerks at Tocumen Airport for various towns. When the clerks leave the Civil Affairs Building about 5 o’clock in the morning, they drop the airmail for Ancon at that post office. All the rest of the airmail goes to the Balboa Post office. That for the Atlantic side leaves on the morning train. The mail for Pacific side post offices is delivered by truck, getting to Howard Field — or Fort Kobbe — about 9 o’clock in the morning.”

— H.W. Cassibry and R.H. Salz

Canal Zone Picture Post Cards

by manufacturers’ numbers & description for sale.

Send for our list of pcc’s, mint & used stationery, FD’s, flight covers, obliterator on cover, also stamps, mint & used in singles & multiples.

We also fill want lists.

Give us a try.

Conroy Philatelic Company
P.O. Box 81
West Redding, CT 06896-0081
President's Report —
(Continued from page 1)

If you would like a receipt for the material you submit, you should include a return envelope (preferred) or card. This will be returned to you after receipt of the material and after checking against your inventory if you include one, but before the decision is made as to whether the material can be included in the sale or how it will be loted. In regard to what material to submit, first and foremost, please do not submit junk. Two categories of material that are often received but generally must be returned to the owner are 1) commonplace material with little distinctive character and 2) poor quality, higher value stamps. Neither sells well, and it is in the best interest of the sale not to clutter the catalog with material of low potential interest. If you strongly desire to submit material that falls into either of these categories, you should indicate whether or not you are willing to have it grouped into a larger lot. If you are not or do not indicate that you are, you face the likelihood that your material will be returned as not appropriate for the sale.

Second, most material submitted should have an expected selling price of at least $25 per lot. Material in higher grades is especially desirable and tends to be the most sought after in the sale. We try to provide something for collectors at all levels, so good sets of moderate value are good items to send. However, we try not to include too many of any one item as they do not sell well.

Third, specialist material is especially sought after and makes our sales distinctive. Even items of $5-10 value in this category are welcomed. Fourth, please do not send unsorted boxes of "stuff," as it will not get the attention it deserves.

You should ship your material so that it arrives during the time specified in The Canal Zone Philatelist. If, for some reason, you need to ship it earlier, you should check with the person running the sale before sending it. If you send it so that it arrives after the deadline, expect to get it back. Material received after the sale has been structured is generally returned unopened. If you have unusual material to send, it is best to check ahead of time. We do take the occasional license plate, but draw the line at car fenders, even if they have OG. There is an advantage to getting your material submitted early in the permitted period. Often several owners send similar or identical items. The sale needs diversity and several similar items do not do well. The early arrivals get accepted; the later arrivals generally get returned to their owners.

With all this in mind, I wish you good luck if you decide to submit material, or if you bid. Buyers and sellers make the sales. The people who run the sale just help it to happen, but they do appreciate a little help from the participants.

Earliest Reported Dates

CZSG members continue to do an excellent job reporting "earliest dates" as the following list demonstrates.

Tom Sautloff writes that he has found two new early usages: UPSS No. 2a, April 23, 1917; UPSS No. 48, July 24, 1934.

John Smith found two postage stationery lots in the recent CZSG Mail Sale that were not identified in the sale as earliest dates: UPSS No. 3 (Lot #563), April 22, 1922; and UPSS No. 33 (Lot #632), August 3, 1932. This is great work and shows how easily earliest dates may be missed.

The September 1987 Isthmian Collectors Club Journal reports: UPSS No. 10, November 7, 1924; UPSS No. 52, December 1, 1950; and UPSS No. 59c, February 29, 1908.

Ken Flagg reports a UPSS No. A8 with a December 8, 1956 cancel. This is an important find and represents the earliest known use of CZ postal stationery with the watermark dated 1949.

There are many more earliest reported dates to be found; keep hunting. The number of new reports is starting to slow down. For those who have not been keeping their postal stationery catalog up-to-date, we hope to print a table listing all of these dates next year. We would also like to give the dates for many of the stamps where FDCs are not known.

R.H. Salz and G.B. Weiss

Panama Exposition Series

10mm Spacing

By David J. Leeds

The four values of the Panama Exposition series printed by the American Bank Note Company in 1915 (i.e., 1c, 2c, 5c, and 10c, Scott Nos. 42-45), had a nominal spacing of 9.25mm between CANAL and ZONE. An abnormal spacing of 10mm exists at position 61 for all four values; these varieties are moderately difficult to find.

The additional "special request" denominations of the Panama Exposition series (more properly called the ninth series of definitives), issued in 1917 by the Canal Zone and a year later by Panama with slightly changed colors, have a spacing of from 11.25 to 11.5mm between CANAL and ZONE. No spacing varieties of these denominations have been reported.

The final values of the set (50c and B/1, Scott Nos. 58-59), again special request denominations, were issued by both Panama and the Canal Zone more or less concurrently in late 1920. The spacing between CANAL and ZONE varies from the previous settings, with 9.5mm being the norm for these higher values; the overprint is in a different type. The B/1 exists with 10mm spacing and this variety was first reported in the Philatelist in 1983 with Del Parker finding the variety in an unused block of four. Its position in the sheet is not known nor whether the 10mm spacing occurs more than once in the sheet. A large used block of 20 (4 horizontal by 5 vertical) was exhibited at AMERIPEX. It shows the 10mm spacing in the fourth column, second row from the bottom. This precludes the location from being position 61, an unlikely coincidence if it had been the location. There is no selvage on the block, so all that can be said is that this 10mm variety can be anywhere from positions 34-40, 44-50, 64-60, 64-70, 74-80, or 84-90. The AMERIPEX exhibit also contained a used single. Examination of approximately 140 copies by the author, including those in the exhibit, has yielded just the single and the copy in the block of 20 that were displayed. The author has not seen the unused discovery block.

Since the 50c stamp was apparently overprinted from the same setting, the 10mm variety should exist, but it is unreported in Canal Zone Stamps by Plass, Brewster and Salz. However, a copy has surfaced (Steve Ivy Philatelic Auctions, March 12-15, 1987, Lot #1974). The author has not personally examined the item although the spacing has been checked by both James E. Kloetzke of the Ivy firm, who states that it measures 10mm and by a second disinterested philatelist. A second, unused example appeared in the 1987 CZSG Mail Sale (Lot #203). An examination of approximately 45 copies has yet to yield another with 10mm spacing. This would be consistent with only a single variety (or perhaps two) per sheet. If the 10mm variety occurs in just one position, only 64 copies can exist. Readers should check their copies of Scott Nos. 58 and 59 to look for the variety; position pieces without the variety will help to locate its position.

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