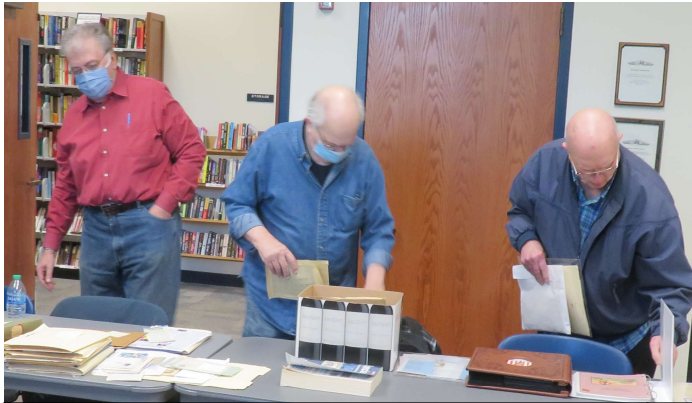


Perforations



S T A M P	<p>June 18 & 19 MSDA Chicago West IUOE Local 150 HALL 6200 Joliet Road Countryside IL</p>	S H O W S
	<p>August 13 & 14 TOSAPEX 2022 St. Francis Lions Club Community Center 3476 East Howard AVE St. Francis WI</p>	
<p>Treasures' Report: Total: \$2,960.16</p>		

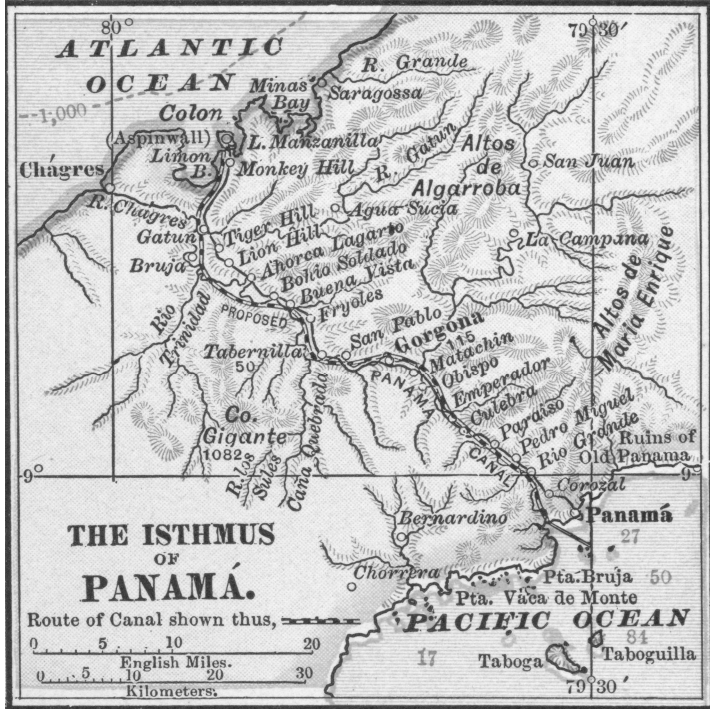
Last month, we participated in Dave Schenkel's **"How to Start a New Stamp Collection – Part II"** where we brought our 'old', orphaned', forgotten ... collections. As it turned out, there were a few adoptions and a few of us are exploring a new frontiers of collecting.

This month Bill Schultz will talk about a very long series of British stamps first seen on 1967 June 05 — **the Machin's**.



In 1513, Vasco Núñez de Balboa became the first European to cast eyes on the Pacific Ocean – opening the quest for **'The Path Between the Seas.'** His discovery that the Pacific lay only a relatively few (forty) miles from the Atlantic attracted attention worldwide, and the Isthmus was soon the preferred route for the transit of the treasures of the Spanish Americas and Asia to the Mother Country.

Early in the nineteenth century the Spanish colonies in America gained their freedom. As a result, Panama became part of present-day Colombia in 1821 a rather isolated province at that until in the late 1840s when the era of the railroad was at hand, gold was discovered in California and a quick and safe route was needed to exploit the newfound riches. A treaty with Columbia was quickly negotiated granting United States the right to construct a path for the "iron horse" across the Isthmus. Panama, although not the shortest route, was deemed the fastest and most secure as a mail route had been established via the Panama Isthmus to California in 1848.



Next Meeting:
7-PM on Wednesday 25 May 2022
Grayslake Library and Via ZOOM
Any Changes will be posted on: lcpshome.org



Officers:
Dave Schenkel/Tom Willer – Copresidents
Ron Bruner – Vice President
Dave Sadler – Secretary
Ed Pieklo – Treasurer

Construction of a Panama Railroad was an unhealthy (yellow fever) and expensive job, but by 1855 January 28, the two oceans were joined by a ribbon of iron. Then, in the 1880s the French attempted to dig another "Suez Canal" through the jungles and mountains of Panama — but this effort failed due to the tropical diseases and ultimately collapsed in financial scandal in the 1890s like the chagrin the Scotts suffered in 1700 with their grand dream of New Caledonia.

At this point, American interest in a canal increased, culminating in 1903 November 03 with a little background assistance by President Theodore Roosevelt and Americans on the Isthmus, a successful revolt against Colombia — nothing like a few American gun boats preventing the landing of Columbian troops

It came as quite a surprise when newly formed Republic of Panama negotiated a treaty granting the Americans the right to build and operate a canal in a strip of land which came to be known as the Panama Canal Zone a full two weeks later.

After a lengthy and heated 27 minute debate in the US Senate the Canal Zone was created in 1904 May and the French assets purchased. On 1904 June 24, the Canal Zone Postal Service was created, and the new entity began issuing its own stamps.

At first it used overprinted Columbian stamps, that were in use before the revolution in addition to a month-long period (1904 June-July) which overprinted U.S. stamps were utilized. The use of Panamanian stamps continued under the so-called Taft Agreement until it was "trashed" on 1924 June 01 and overprinted US stamps placed in use..



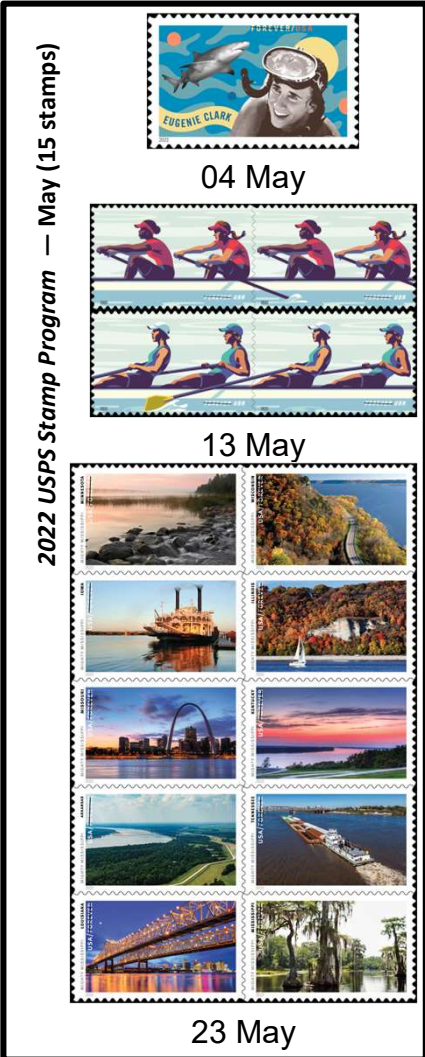
After this period, stamps with local designs were issued for all Canal Zone postal needs. Occasionally, overprinted U.S. stamps were used, the last being introduced in 1939.

On 1979 September 30, the Canal Zone ceased to exist, and its stamps are now consigned to the status of 'dead country' ending with CZ174.



CZ1-3

CZ4



04 May

13 May

23 May



CZ17-20

CZ119-122



CZ29-37 – Canal Pictorial Issue of 1920