

XXIX

Postal Rates

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This chapter is concerned with the postal rates of the Viceroyal Post and its successor administrations. The rates charged by the *Posta Europea* are found in Chapter IV and those of the State Courier Post of Mohammed Ali in Chapter III. The special charges for Express service are included in Chapter XXVI and the special regulations affecting the franking of Official Mail are described in Chapter XXIII. The pre-UPU postal agreements with Austria, Great Britain, and Italy resulted in rates for mail from Egypt to destinations reached by the respective foreign postal services that were specific to them. For convenience, they are treated along with the other rates of those services in the chapters devoted to each. The practices for dealing with unpaid and underpaid mail are described in Chapter XXIV.

The bulk of the information on postal rates is collected in Tables 1, 2, 3, and 4, which are based on a combination of archival sources (documents in the Cairo Postal Museum, the Annual Reports of the Egyptian Post Office¹, the *Journal Officiel*, proceedings of the Universal Postal Union, and contemporary publications) with the evidence of philatelic material. The data are somewhat modified from a previous tabulation². The rates are reasonably well documented up to the 1950s, but for more recent years greater reliance has to be made on the evidence of covers. For this reason the dates on which many of the rates came into effect are uncertain.

Internal Rates

The general features of the history of the rate structure can be reviewed. The weight stage for letters began at 7.5g when the Government bought out the *Posta Europea*, but in a few months, when the first stamps were issued, it was raised to 10g. An increase to 15g took place in 1878 and a final increase to 30g was made in 1898. For domestic letters the progression of the rate with weight was always linear, the second and succeeding weight stages costing the same as the first.

A reduced rate for "local" mail first made its appearance in 1878 specifically for letters traveling only within Alexandria or within Cairo, but it was soon extended to the other post offices. Mail to and from suburbs of principal post offices also qualified as local. Except for a short interruption in 1890-91 a reduced rate for local mail was offered up to March 1915 when it was abolished.

The postage on periodicals, principally newspapers, was always the lowest of the rates. At first it was invariably paid with stamps, but the labor required led to a special arrangement between the Postal Administration and the major newspapers whereby the postage on such bulk mailings was paid in cash. Smaller periodicals, however, continued to use stamps. To qualify for the rate for periodicals an item must have been printed in Egypt and mailed by the publisher to subscribers. An initial weight stage of 40g was replaced in 1888 by 150g and in 1902 was dropped altogether, postage being assessed per item (two copies of a newspaper sent under one wrapper were considered to be two items and charged accordingly).

Non-periodical printed matter was generally charged twice the rate of postage for periodicals. When a periodical was mailed other than by the publisher to a subscriber it incurred the non-periodical rate also. The most commonly seen type of nonperiodical printed matter is the greeting card (*carte de visite*) sent in unsealed envelopes. Another classification of mail that was admitted to the printed matter rate at certain periods is "commercial papers". This includes invoices, records, and even out-dated letters that no longer constitute current correspondence.

Postcards incurred only the printed matter rate if there was no handwritten message (a signature and salutation were allowed, however); to qualify, regulation specified that the address side carry an endorsement "Imprimés", but the requirement was not always enforced.

The postal card rate of 20pa. in 1879 was applicable only to the postal stationery card; privately produced postcards franked with adhesive stamps were not admitted to the same rate and were liable to the letter rate. From 1904 picture postcards bearing a message on the left half of the address side qualified for the postcard rate.

The category "samples" applied to samples of merchandise having no significant value. This category was expanded in 1873 to include parcels and thereafter the rate for samples was identical to the parcel rate. The rate progression was not linear and the postage on heavier items became less per gram than for light ones. Unfortunately, information on parcel rates is sketchy and a comprehensive tabulation cannot be given here. In 1932 the parcel postage was 30m. for 1kg, 40m. for 3kg, and 50m. for 5kg (except for Dakhla Oasis, for which the charge for 3kg was 50m.). The rates to the Sudan were more than twice as much.

Insurance for declared value is another category of rates for which information is far from complete. The 1876 Postal Manual³ states a rate of 5pa. per 100pi. to be paid with stamps in addition to the postage and the 2pi. registration fee. For gold and silver coins ("groups") a higher rate applied: 10pa. per 100pi. for gold (minimum 10pi.) and 20pa. per 100pi. for silver (minimum 20pi.). This rate was probably constant until 1888 when para currency was replaced by milliemmes. Since the conversion of 5 paras to milliemmes was not integral (40 paras = 10 milliemmes), the charges for insurance had to be adjusted; they became 1m. per 100pi. In 1932 the insurance rate was 5m. per £E10 (minimum charge 50m.).

A postal tax to benefit the anti-tuberculosis campaign, introduced in the 1960s as I understand, has been applied to registered mail in every December. It was collected by means of ordinary stamps, unlike practices of most other countries (Fig. 1). The tax remained at 1m. for several years, but rose (in stages ?) in later years, reaching 5pi. in 1996. From the time it reached 5m., the fee was no longer paid by means of stamps, but was simply collected in cash.

On March 1st 1889 the postage on letters from soldiers on active service "at the frontier" or at Suakin was set at 5m., half the prevailing domestic rate. It was reduced again in July 1892 to 3m., more than two years after the general domestic letter rate had been reduced to 5m. The domestic rates from 1865 to 1993 are set out in Table 1.

TABLE 1 — INTERNAL POSTAL RATES

Date	Letters	PCs	Prints	Periodicals	Samples etc	Reg.	AR
1865, 31MY	1pi./7.5g		10pa./40g	5pa./40g	1pi./50g	2pi.	
1866, 1 JA	1pi./10g ^{1,2}		10pa./40g	5pa./40g ³	1pi./50g ⁴	2pi.	
1873, 1 OC	<i>see</i> ⁵			<i>see</i> ⁵	<i>see</i> ⁶		
1878, 1 AP	1pi./15g		10pa./50g	5pa./50g	1pi./50g	1pi.	1pi.
	local 20pa./15g						
1879, 1 MY	1pi./15g	20pa.	10pa./50g	5pa./50g	1pi./50g	1pi.	
1888, 1 JA		5m.	2m./50g	1m./150g	2m./50g?		1pi.
	local 5m./15g		1m./50g	1m./300g	1m./50g		
1890	5m./15g ⁷		2m./50g	1m./150g	2m./50g		
	local 5m./15g	5m.	1m./50g	1m./300g	1m./50g		
1891, 1 JA		3m.	2m./50g	1m./150g	2m./50g		
1892, 1 JA							
	local 3m./15g	3m.	1m./50g	1m./300g	1m./50g		
1898	5m./30g		2m./50g	1m./150g	2m./50g		
	local 3m./30g	3m.	1m./50g	1m./300g	1m./50g		
1899, 1 JA			2m./30g	1m./150	2m./50g		
	local		1m./30g				
1902, JA			2m/	1m./item			
1906, 1 JA						5m.	
1907, 1 JA		2m.					
19(11?)			2m./50g ⁸		2m./100g ⁹		
	local		1m./50g				
1915, MR	local rates abolished						
1916, 1 JA		3m.	2m./50g		2m./100g		
1920, 1 AP						10m.	
1921, (1 AP?)					2m./50g		
1940, 11 JY	6m./30g	4m.	3m./50g		3m./50g	15m.	10m.
194(1?)			4m./50g		4m./50g		
1943, 12 AU	10m./30g	6m.				20m.	20m.
1946				1m. or 2m. ¹⁰			
1955						25m.	
1967	20m./30g		5m./50g		5m./50g	35m.	30m.
1967, DE		10m.					
1973			10m./50g				
1975?		15m.		5m.	10m.		
1979			10m./50g			50m.	
1981, NO?	3pi./30g						
198(3?)			2pi./50g?				
1985, 1 MY	5pi./30g					100m.	
1985, 5 SE			5pi./50g?				200m.
1988							400m.
1989, 1 OC	10pi./30g		10pi./50g?			200m.	
1993, JA	15pi.		15pi./50g?			40pi.	
1997, 1 JA	20pi.		20pi./50g?			55pi.	

¹ Inland only; port-to-port 1pi. extra. ² Lower Egypt only (see Chapter III for rates to Middle and Upper Egypt). ³ 10pa./40g to Upper Egypt. ⁴ 3pi. for 50–500g. ⁵ Double rates to or from places south of Assiut. ⁶ 3pi./50–100g; 5pi./500–1000g; 10pi./1–2kg. ⁷ Same rate for Sudan. ⁸ Including “commercial papers”. ⁹ 1m./50g, 2m. Minimum; 20m./1kg; 30m./3kg; 40m. up to 4kg. ¹⁰ 1m. For newspapers printed in Egypt and mailed by the publisher to subscribers; 2m. for other periodicals.

A blank means lack of information. Note the many blanks after 1950.

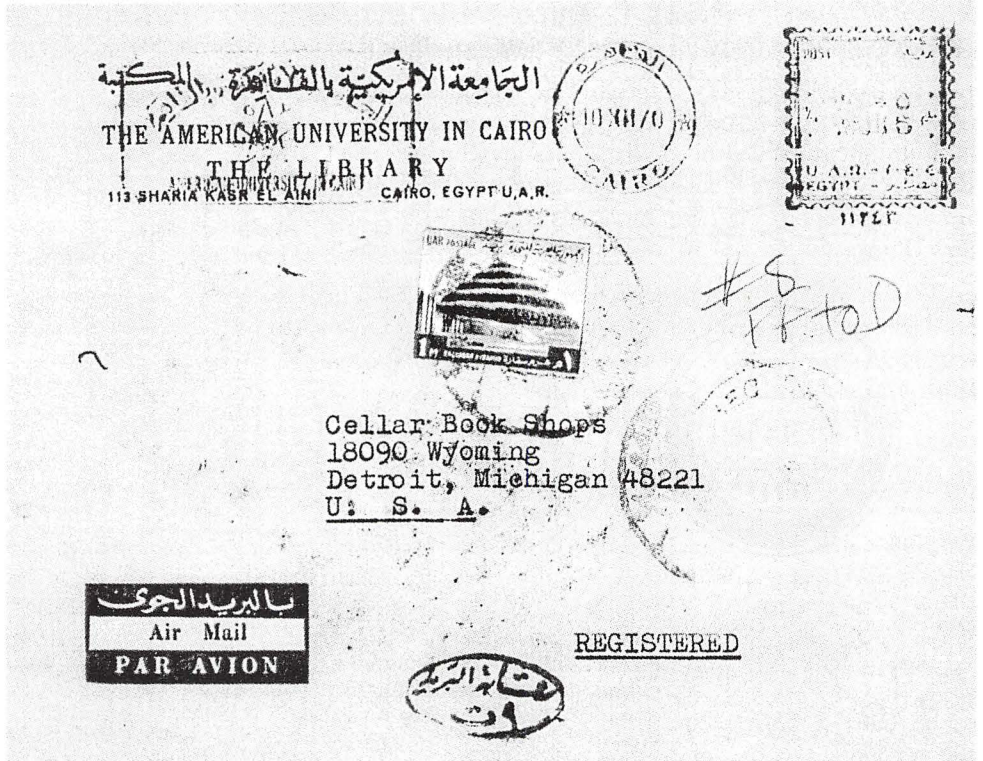


Fig. 1 Letter mailed on December 15th 1970 from the American University, Cairo, properly franked at 205m. by a meter impression, but subject to 1m. postal tax paid by additional stamp.

Rates to Other Countries

Surface Mail

Beginning on July 1st 1875 the rates for foreign (UPU) mail were set by international agreement at the UPU Congresses. For the first few years there were inconsistencies between UPU rates and domestic rates; for Egypt most of them were removed by the rate changes made on April 1st 1878. However, charges for auxiliary services, such as registration and return receipt, are not necessarily the same for internal and external mail.

All countries adhering to the UPU required the same rate on letters from Egypt until December 15th 1905 when a reciprocal agreement was reached with Great Britain⁴, Italy, and most of their Colonies, according to which the rates for letters to and from Egypt would be the internal rates (about half the normal foreign rates). Austria was included in 1908. The agreement with Austria was rescinded on May 1st 1920, that with Italy on January 31st 1921, and that with Britain in 1953 (the ostensible date is September, but rates seen on covers of Official origin imply that the reduced rate may have been rescinded as early as June 1st). There was no reduced rate for postcards until 1921. The UPU postcard rate of 4m. was raised to 10m. on April 1st, but an 8m. rate to Britain and the Empire was in effect by November 1st. However, there is uncertainty as to whether it began then or on April 1st (philatelic material seen is ambiguous)⁵.

Some countries, notably Canada (July 1st 1878), Newfoundland (January 1st 1879), and Australian States and New Zealand (October 1st 1891), did not join the UPU for some time; consequently, mail to them required rates higher than the UPU rates. Iraq and Palestine, under League of Nations Mandate, did not qualify for the reduced rates accorded to Great Britain and Colonies.

The 1875 UPU Convention set the rate at the equivalent of 25 centimes, with a variation down to 20c. and up to 32c permitted. For letters traveling over 300 miles a surcharge not to exceed 50% was *permitted*, but not applied by all countries. I do not have evidence that Egypt ever used this option and all overseas letters after 1878 that I have seen are franked 1 piaster. However, letters posted to exotic places such as Japan or Chile are so rare that examples for confirming rates are few indeed.

Initially, postal cards as issued by postal administrations were intended to carry messages on one side and the address on the other. About the turn of the century picture postcards became an international craze and since it was impractical to write a message on the picture side, the need arose to use part of the address side. Many countries began to allow the left half of the address side to be used for messages beginning about 1904, and picture postcards from Egypt to Europe thereafter were permitted to have messages on the address side. Other countries, including the USA, did not accept this practice and charged such postcards as though they were letters (Fig. 2) until June 29th 1906. The UPU approved the practice for general international use in 1907. The rates for postcards were always lower than those for letters, but it appears that the special postcard rate was abolished in Egypt, probably about 1960, as with domestic postcards. Thereafter, use of postcards dropped markedly and the few I have seen are franked at the letter rate.

In 1923-24 mail to Lebanon and Iraq, countries with close ties to Egypt, was expedited by use of an overland route as an alternative to the slower routes by sea. This

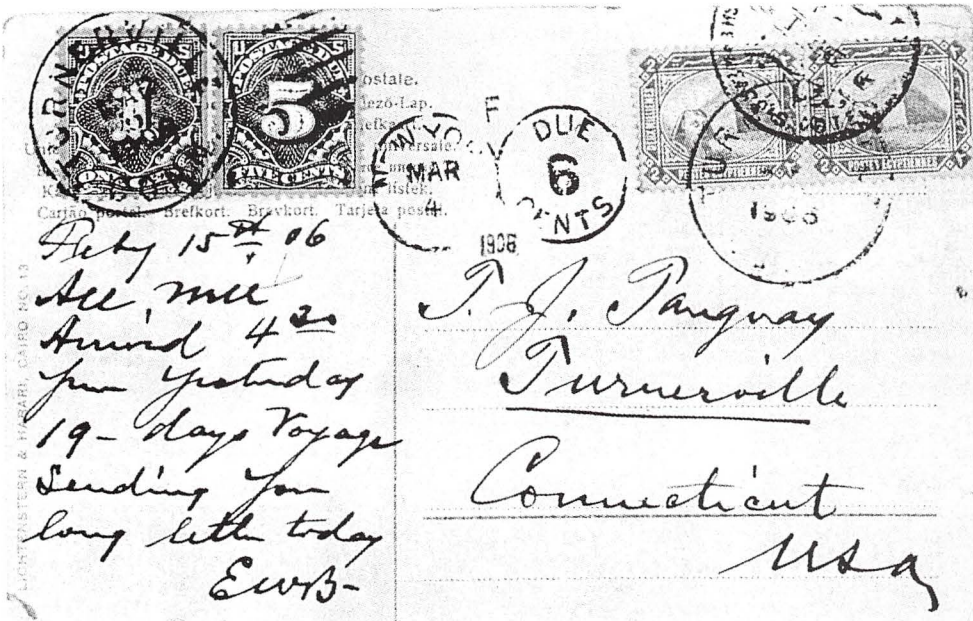


Fig. 2 A postcard sent in 1905 to the USA and charged at the letter rate.

service was more costly to operate and accordingly letters were charged an additional 5m. per 20g, at first for letters to Beyrout only, later to all of Lebanon and Syria, and an additional 15m. per 20g to Iraq. Red "Motor Mail" labels were issued to mark such letters, but until they became available a manuscript endorsement in red in the upper left corner of the envelope was required. After a permanent air mail route was established in 1925 the overland route was eventually abandoned; however, it was still functioning to Iraq and Persia at least until 1932 (the surcharge was reduced to 3m./50g).

In the 1880s the postage on letters from enlisted men to Great Britain was set at 20pa. (seen 7 FE 1885) and after 1888 at 5m.⁴. Examples are exceedingly rare. This rate remained in force until December 15th 1905 when 5m. became the general civilian rate.

Table 2 shows the principal rates up to 1951 and incomplete information after then. In general, a blank in the table means that definite information is not available to me. Some entries are not firmly established and are marked with question marks. The steady rise in rates for surface letters seems to stop in the 1960s and it is not improbable that the option of surface mail was eventually withdrawn, with all letters going by air (by 1978, at least, registered letters were not accepted for surface mail).

TABLE 2 — UPU SURFACE RATES TO OTHER COUNTRIES						
Date	Letters	2nd. wt. stage	PCs	Prints	Periodicals	Reg. AR
1875, 1 JY	1pi./20pa./10g	1pi./20pa.		20pa./50g	20pa./50g	1pi.
1876?	1pi./20pa./15g					
1878, 1 AP	1pi./15g	1pi.		10pa./50g	10pa./50g	1pi.
1879, 1 MY				20pa.		
1888, 1 JA				5m.	2m./50g	2m./50g
1899, JY				4m.		
1905, 15 DE						
to GB etc. ¹	5m./20g			4m.		1pi.
1908	1pi./20g	6m.		1m./30g?	1m./30g?	
1911				2m./50g ²	2m./50g	
1921, 1 AP	15m./20g	10m.	10m.	4m./50g	4m./50g ³	15m. 15m.
1921, 1 NO?						
to GB etc.	10m./20g	10m.	8m.	4m./50g		15m.
1926, JY				2m./50g	2m./50g	
1931, 1 NO	20m./20g	13m.	13m.	4m./50g	4m./50g ⁴	20m. 20m.
to GB etc.	15m./20g	15m.	10m.	4m./50g		20m.
1940, 15 AU	22m./20g	13m.	13m.	8m./50g ⁵	8m./50g ⁵	30m. 25m.
to GB etc.	17m./20g	17m.	10m.			30m.
1950						32m. 25m.?
to GB etc.				8m./50g		32m.
1951	32m./20g	20m.	20m.	12m./50g ⁶	12m./50g ⁶	45m.
to GB etc.				12m.		45m.
1953, NO?	37m./20g	22m.	22m.	15m.		
1959, AP	45m./30g	25m.	25m.			
1963, 31 AU	60m./30g	30m.	30m.	25m.		60m.
1967						90m.
1994						75pi.

¹. Including most colonies. ². Including commercial papers, for which a minimum of 10m.

³. Including commercial papers, for which a minimum of 15m. ⁴. For commercial papers a minimum of 20m.; for samples a minimum of 8m.; Braille for the blind: 4m./1000g.

⁵. Plus 4m. for each additional 50g. ⁶. Plus 6m. for each additional 50g.

At some time in the 1970s surface rates for letters seem to have been abolished and only air mail rates applied.

Air Mail Rates

Air mail rates are complex until about 1946 and remind one of the complexity of surface mail rates before the formation of the UPU. Charges for air mail service were determined for several decades not by the UPU, but by bilateral agreements between a country and an air line. The cost to send a letter by air varied with the destination (not necessarily the distance), the air line chosen, the date of mailing, and, of course, the weight. Most of the destinations are dealt with in this chapter; for rates to other destinations more detailed information is available in Sears⁶. Air mail to the Far East and South America was very expensive and examples are not often seen (Fig. 3).

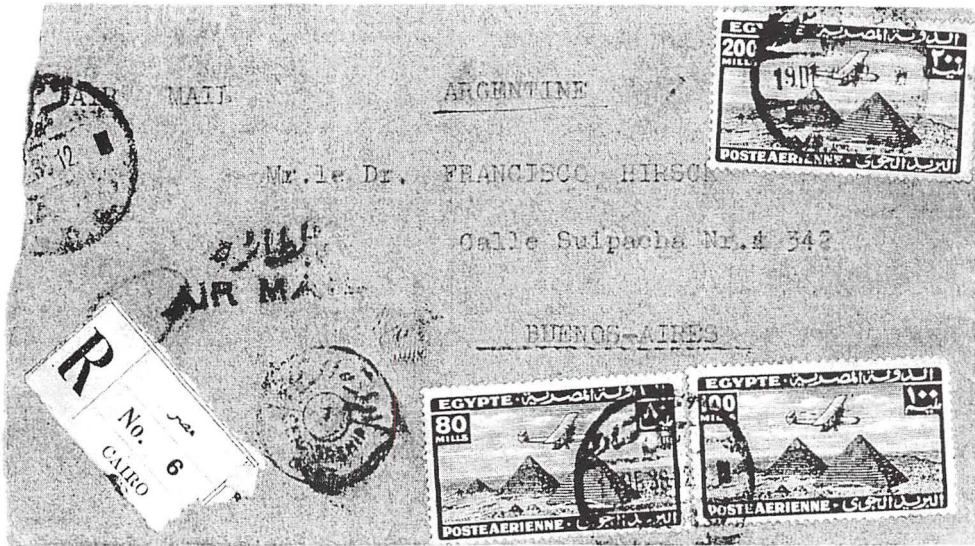


Fig. 3 A registered cover to Argentina in December 1939:
340m. air mail surcharge + 20m. registration + 20m. basic postage.

Before the outbreak of World War II Egypt was served by several international air lines: Imperial Airways (IA), British Overseas Air Corporation (BOAC, successor to IA), Aero Espresso (AE), Ala Littoria (AL, successor to AE), Air France (AF), Koniglijke Luchtschiff Maatschappij (KLM), and Misr Airlines (MISR). In addition, there was in some situations co-operation with other air lines that did not serve Egypt directly, such as Lufthansa (LH). In 1941 Pan-American (PA) began serving Egypt and in 1946 Trans-World Airlines (TWA) began flights from Egypt. The Egyptian air line, SAIDE, succeeded Misr Airlines in 1948.

By 1950 the rates became mostly independent of the air line used and by 1957 the relation of the rate to destination had become simplified into three major groups (plus the Arab Postal Union countries). The groups were: Europe and northern Africa (more or less north of the Equator (15m./10g in 1957); southern Africa, North America, and India to China (45m./10g); and South and Central America and the Pacific Islands, including Japan and Australia (65m./10g).

In 1944 a special rate of 25m. for Aerograms (Air Letters) (Chapter XXXIII) was put into effect; its validity is stated to have been confined to those countries previously reached by Airgraph service, but there is ambiguity concerning examples addressed to

North America. Of eleven examples seen, six (1949 to 1952) bear no additional postage, three bear a supplementary 10m. stamp (1948 to 1952), one bears a 17m. stamp (Mar. 1951, presumably overfranking by convenience), and one is charged postage due (9¢ collected July 1950) (Fig. 4). Probably the correct rate was 35m., but many examples went through by oversight at 25m. There is strong evidence that the 35m. rate was extended to include letters in envelopes if the weight was less than 5g; I have seen many such letters in the 1949–58 period. In 1964, when the inclusive charge for air mail letters had risen to 80m., 115m., and 140m. for the major destination groups respectively, Aerograms in those denominations were issued (there was thus no saving of postage by using them and they were sold with a premium of 5m.). By 1971 a uniform single rate of 100m for Aerograms was established; subsequent rates were 120m. (1976?) and 210m. (1979). For Arab Postal Union countries the first Aerogram (1970) was denominated 30m., the same rate as for letters. In 1976 a rate of 45m. replaced it; an Aerogram denominated 60m., issued ca. 1984, was probably also intended for APU countries.

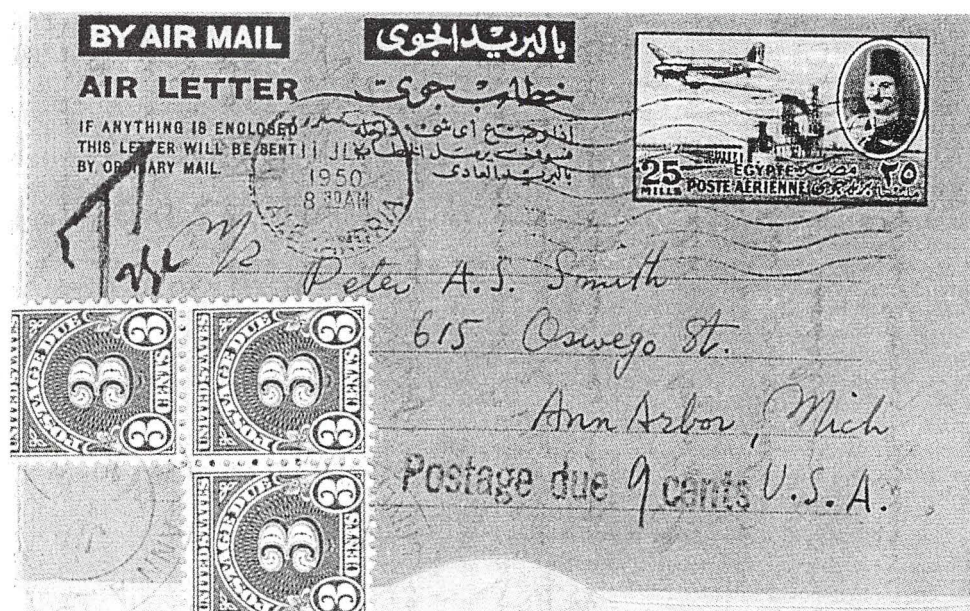


Fig. 4 A 25m. Air Letter to USA in 1950, charged 9¢ postage due because of a 10m. deficiency (25 centimes converted to 4.5¢, then doubled).

Letters sent air mail to any foreign destination did not necessarily go by air all the way. Depending on the date and air line chosen, it might go only to Athens, Sofia, Baghdad, Marseille, Rome, or Haifa, for example, then traveling by train or ship either to the destination or to an air connection farther on. Transatlantic air mail from Egypt to North America did not begin until December 1939; before then letters could be sent by air only to Great Britain or France, whence they went by sea. A transpacific service was instituted in September 1940 (BOAC, KLM, PA).

The general weight for a “single” letter was at first 20g. In 1938 this was reduced to 10g and in 1940 it was reduced further to 5g, for most destinations. Between 1947 and

1949 the weight stage was mostly raised route by route to 10g and by 1955 the 10g unit became nearly universal. However, in later years the single weight stage was raised to 20g or even 30g for selected destinations (Arab countries in particular).

Air mail postage was considered to be a surcharge, like registration and express service. The surcharges are summarized in Table 3 which covers the period up to World War II and in Table 4 which gives the post-war rates. Since the weight stages for air mail surcharges after about 1939 (for South America, after 1934) became smaller than those for surface mail, it is necessary to know both the surface mail rate and the air mail surcharge schedule in order to reckon the correct postage. For this reason the rates given in Tables 3 and 4 are the surcharges only. They must be combined with the appropriate surface rate from Table 2 to arrive at the inclusive charge. For example, let us consider a 25g letter to France in 1951:

Air mail surcharge 15m./10g = 45m.

Ordinary postage at 32m. for the first 20g plus 20m. for the weight above 20g = 52m.

Total postage = 45m. + 52m. = 97m.

Arrangement of the Air Mail Tables

Because of the complexity of the subject the air mail rates are grouped in three tables.

Table 3: Since the dates of changes in rate are different among the geographical areas, this table is subdivided into *Eastern and Southern Africa*, *Northern and Western Africa*, *The Americas*, and *Europe and the Middle East to Far East*.

The last subdivision may seem at first illogical, but the air mail routes from Europe to India, Straits Settlements, Dutch East Indies, and Australia and New Zealand were of the greatest importance and among the earliest to be developed. Egypt lies in between, athwart this route, and it seemed best to keep the route together. As this route had more frequent changes of rate than any other, it was necessary to treat part of it (Part D) differently.

BLANKS ENTRIES: no change recorded and the rate remains presumably at that of the previous entry.

NONE: indicates that there was no surcharge (i.e., the rate was the same as surface mail).

NO AIRLINE CITATION IN A HEADING: no airline has been cited (i.e., unknown) or the rate applied to all airlines (I cannot generally distinguish between these possibilities).

Table 4: From the end of World War II, air mail rates were progressively simplified; they are shown in Table 4 through 1964.

Table 5: The modern period dates from 1964, with greatly simplified rates, but unfortunately much uncertainty. These rates are shown in Table 5.

I realize that opinions will differ on whether this is the best organization, and that it is not easy to follow it, but other arrangements that I have tried seem at least to be no better. It does not seem possible to avoid complex tables for a complex subject.

TABLE 3 — INTERNATIONAL AIR MAIL SURCHARGES FROM 1921 TO 1944

AF = Air France, AL = Ala Littoria, BOAC = British Overseas Air Corporation, IA = Imperial Airways,
 PA = Pan American, Sab = SABENA, Q = QUANTAS
 Rates per 20g unless noted by * = per 5g, ** = per 10g, *** = per 15g

Part A: Eastern and Southern Africa

	28 FE 31	JA 32	4 JY 34	25 AU 34	FE 35	17 AU 35	3 SE 35	27 MR 36	3 AP 36	11 MY 36	JY 37	1 MR 38	23 OC 39		DE 39	
	IA	IA	IA	IA		AL + IA	IA	AL		IA	IA	IA	AL	IA	AL	IA
Br. Somaliland																
Djibuti								65m.					35m.**	45m.**		45m.**
It. E. Africa						25m.		55m.					35m.**	45m.**		45m.**
K.U.T.	30m.	35m.						50m.					30m.**	40m.**		30m.**
Madagascar					150m.				45m.							
Mozambique					100m.		70m.			70m.				45m.**		30m.**
N. Rhodesia		50m.									35m.					30m.**
Nyasaland				70m.						60m.	60m.					30m.**
S. Rhodesia						50m.				60m.	50m.					30m.**
S. Africa		65m.	85m.								50m.			30m.**		30m.**
S.W.A.		85m.										none***		30m.**		30m.**
Sudan	15m.											none***			15m.**	30m.**

Part B: Northern and Western Africa

	28 FE 31	21 NO 32	AU 35	13 FE 36	3 AP 36	20 MY 37	30 OC 37	JA 38	1 MR 38	1 JN 38	3 SE 39		23 OC 39			1 DE 39	17 AP 41
		IA		IA	IA, AF			AL	IA	AF	IA	AF	IA	AF	AL		BOAC+ Sab
Alg., Mor., Tun.						10m.											
Angola								20m.	15m.**		45m.**			20m.**		30m.**	
B. Congo									20m.**		45m.**					30m.**	
C.W.A.†	30m.	90m.	90m. ^a				35m.		15m.**		45m.**					30m.**	40m.**
Fr. Eq. Africa				20m.					10m.**	50m.**	45m.**					40m.**	40m.**
Libya									5m.**		45m.**					40m.**	40m.**
Nigeria				35m.							45m.**			10m.**			
Senegal									15m.**	35m.**	45m.**						40m.**
											45m.**		45m.**	65m.**			

^a 35m by air to Juba, 50m by air to Rhodesia.

† C.W.A. = Central West Africa (Gold Coast, Gambia, the Guineas, Ivory Coast, Sierra Leone, etc.).

Part C: The Americas

	4 JN 35 IA + LH	31 JY 37 IA+PA ^b	1 SE 37 IA ^b	1 FE 38 IA ^b	1 MR 38 IA ^b AF ^c		23 OC 39 IA ^b AF ^c		DE 39 AL+PA AF ^c		20 JA 40 AL	18 AP 40 AF ^c	16 MY 40 AF+PA KLM+PA	5 SE 40 BOAC+ KLM+PA	8 DE 40 BOAC+Q	25 MY 42 PA
Argentina, Urug.	300m.**					250m.**		340m.**		340m.**	340m.**	165m.*		160m.*	155m.*	
Br. Honduras		60m.**		40m.**	35m.**		90m.**		145m.**				75m.*			
Bolivia		140m.**		100m.**	95m.**	250m.**	145m.**	340m.**	215m.**	340m.**	340m.**	165m.*	110m.*	160m.*	155m.*	
Brazil	250m.**	175m.**		100m.**	95m.**	200m.**	145m.**	285m.**	215m.**	285m.**	285m.**	140m.*	110m.*	160m.*	155m.*	
Chile	300m.**	175m.**		100m.**	95m.**	250m.**	145m.**	340m.**	215m.**	340m.**	340m.**	165m.*	110m.*	160m.*	155m.*	
Colombia		125m.**		80m.**	75m.**		120m.**		185m.**				95m.*	145m.*	140m.*	
Cos.R., Pan., Trin.		75m.**		45m.**	40m.**		75m.**		140m.**				75m.* ^d	125m.*	115m.*	
El Sal., Guat., Nic.		60m.**		40m.**	35m.**		65m.**		130m.**				70m.*	120m.*	140m.*	
Guianas, Ecuad.		110m.**		80m.*	75m.**	250m.**	120m.**		185m.**				95m.*	145m.*	140m.*	
Hawaii		55m.**			50m.**		90m.**		155m.**				80m.*	75m.*		
Mex. & Carib.		50m.**		35m.**	30m.**		60m.**		125m.**				65m.*	115m.*	110m.*	
Peru		140m.**		80m.**	75m.**	250m.**	120m.**		185m.**	340m.**	340m.**	165m.*	95m.*	145m.*	140m.*	
USA (Canada)			30m.**				55m.**		125m.**				50m.*	100m.*	95m.*	
USA via W. Africa																75m.*
Venezuela		110m.**		70m.**	65m.**		105m.**		170m.**				85m.*	140m.*	140m.*	

^b sea from GB to USA. ^c all air via Marseille. ^d 70m. to Costa Rica.

Part D: Europe and Middle East to Far East

1921–1931

	JA 21	5 JA 22	22 DE 23	DE 29 IA	AP 30 IA	MY 30	OC 30	FE 31	NO 31	
									KLM	1A
Belgium									25m.	
Crete				6m.						
Dutch E. Indies									70m.	
France				13m.					13m.	
Great Britain				13m.			10m.	13m. ^a	25m.	13m.
Greece				10m.			6m.		9m.	9m.
India				25m.			20m.		25m.	
Iran				20m.					25m.	
Iraq	12m.	25m.	12m.		10m.		9m.		12m.	
Italy				13m.			10m.			13m.
Netherlands									25m.	
Straits									70m.	

1932–1933

	1 MY 32	30 JN 32	SE 32		OC 32		FE 33	MY 33		4 JY 33
	KLM	KLM	AE+KLM	IA	KLM	IA	IA+KLM	IA+LH	KLM	IA
Austria		20m.			9m. ^c			20m.	6m.	
Belgium					25m. ^b					
Bulgaria		13m.	13m. ^c		9m. ^c			14m.	9m. ^c	
Cyprus				5m.						
Dutch E. Indies	70m.									
France					20m.					
Germany		13m.			25m.			25m.	20m.	
Great Britain					25m. ^b					
Greece					9m.		9m.			
India (East)						45m.				40m.
Iran				22m.		25m.				
Iraq				12m.						
Italy			13m.		13m.			14m.	16m.	
Netherlands					25m.		20m.			
Romania		13m. ^d	13m. ^c		9m. ^c					
Scandinavia					25m. ^b			25m.	20m.	
Spain					20m.					
Straits	70m.									
Turkey		13m.	13m.				9m. ^c	13m.		
Yugoslavia		13m. ^d	13m. ^c		9m. ^c			16m.	9m. ^c	

1934–1935

	MY 34 ^h	7 MY 34	NO 34	JA 35	MR 35	JN 35		AU 35	28 OC 35
	IA	KLM	KLM	IA	MI	IA	KLM	IA	KLM
Austria	none	16m.	9m. ^c	20m.		13m. ^e	16m		9m. ^c
Australia/NZ				120m.					
Belgium	none	25m. ^b				13m. ^e	25m. ^b		
Bulgaria		9m. ^c				15m.	9m. ^c		
Cyprus								5m. ^g	
Dutch E. Indies				95m.					
France	none	25m. ^b	20m.			13m. ^e	25m. ^b		20m.
Germany	none	20m.							25m. ^b
Great Britain	none	25m. ^b				13m.	25m. ^b		
Greece			9m.			9m.	9m.		
Hungary		16m.	9m. ^c	18m.		13m. ^e	16m.		9m. ^c
India (K) [†]								25m.	
India (East) [†]								40–45m.	
Iraq						12m.			
Italy	none		13m.			13m. ^e			13m.
Lebanon					5m.				
Poland						25m.	25m.		

1934–1935 contd.

	MY 34 ^h	7 MY 34	NO 34	JA 35	MR 35	JN 35		AU 35	28 OC 35
	IA	KLM	KLM	IA	MI	IA	KLM	IA	KLM
Romania		9m. ^c		16m.		20m.	9m. ^c		
Scandinavia	none	20m. ⁱ							25m. ^b
Spain				85m.					20m. ^f
Straits									
Turkey		9m. ^c							
Yugoslavia		9m. ^c							

1936–1937

	24 AP 36	25 AU 36	16 SE 36	7 OC 36	8,11 AP 37	20 MY 37	3 JN 37	27 OC 37
	KLM	MI	MI	KLM	KLM	MI	MI	KLM
Australia/NZ					120m.			
Austria	16m. ^b			9m. ^c	16m.			9m. ^c
Belgium	25m. ^b			20m. ^b	25m. ^b			20m. ^b
Bulgaria	9m. ^c							
Cyprus		5m. ^m						
France	25m. ^b			13m.	5m.	5m. ⁿ		5m.
Germany	20m. ^b			20m. ^b	25m. ^b			13m. ^b
Great Britain	25m. ^b			20m. ^b	25m. ^b			20m. ^b
Greece	9m.							20m. ^b
Hong Kong					100m.			
Iraq			12m.					
Italy				13m.				13m.
Lebanon						5m. ^j		
Netherlands	25m. ^c			20m.	25m.			20m.
Romania	9m. ^c							
Scandinavia	20m. ⁱ			20m. ^b	20m. ⁱ			20m. ^b
Spain				13m.				13m. ^k
Turkey	9m. ^c							
Yugoslavia	9m. ^c							

^b by air to Amsterdam only. ^c by air to Athens only. ^e by air to Brindisi only.

^f by air to Marseille only. ^g by MISR, 23 AU to 19 OC. ^h 1MY to 31 Au 34 only – applied only to letters and postcards up to 10g, plus 13m. for each additional 10g; all other items surcharged 9m. per 20g as far as Athens, or 13m. per 20g by air to their destinations.

ⁱ by air to Leipzig only. ^j by air to Haifa only. ^k by air to Naples only. ^m until 30 SE.

ⁿ until 1 OC 37.

[†] India (K) = to Karachi, India (East) = beyond Karachi

1938-1939

	25JA to 28FE 38	1 MR 38	16 JN38	1 NO 38	22 DE 38	1 JN 39	3 SE 39	12 OC 39	19 OC 39	23 OC 39			1 DE 39	14 DE 39
	IA+AL	IA+AL	MI	MI	MI		AF	AF	AF	IA	AF	AL		
Australia/NZ		50m.**									30m.**	30m.**	30m.**	
Austria		5m.**												
Belgium		10m.**									30m.**	30m.**	30m.**	20m.** ^P
Bulgaria		5m.**									30m.**	30m.**	30m.**	
Cyprus		5m.** ^r									10m.**	10m.**	10m.**	
Dutch E. Indies		35m.**									30m.**	30m.**	30m.**	
France		5m.**						35m.	20m.**		30m.**	20m.**		
Germany		10m.**												
Great Britain		none***									30m.**	30m.**	30m.**	
Greece		5m.**						45m.***			30m.**	30m.**	30m.**	
Hong Kong	100m.	30m.**									45m.**	45m.**	45m.**	
Hungary		5m.**			none***									
India (K) [†]		none***							45m.***					
India (East) [†]										20-30m.**	20-30m.**	20-30m.**		
Iran		5m.**								45m.**				
Iraq		5m.**								30m.**	30m.**	30m.**	20m.**	
Italy		5m.**								30m.**	30m.**	30m.**	10m.**	15m.**
Lebanon				none**										
Netherlands														
Romania		5m.**								30m.	20m. ^P			
Scandinavia		10m.**								30m.**	30m.**	30m.**		
Spain		5m.**								20m. ^q				
Straits		5m.**								30m.**		20m.**		
Turkey		none**					45m.**			30m.**	30m.**	30m.**		
Yugoslavia		5m.**								30m.**	30m.**	30m.**		

^P by air to France only. ^q by air to Rome only. ^r until 26SE 38.

1940-1944

	JA 40	25 JA 40	18 AP 40			MY 40		3 AU 40		5 SE 40	DE 40	1 JA 41	1 FE 41
	MI	KLM	BOAC	AF	AL	MI	AF	MI	KLM	BOAC+ KLM	BOAC+ KLM	MI,BOAC +KLM	MI+KLM
Australia/NZ		10m. ^c							30m.**		45m.**		
Bulgaria						none			45m.**	50m.**			
Ceylon													60m.**
Cyprus													
Dutch E. Indies													
France			30m.**										
Great Britain			30m.**										
Greece		10m.**	30m.**		10m.**							10m.** ^s	
Hong Kong												65m.**	
India		20-30m.**						45m.**					
Iran		15m.**							30-45m.**				30-55m.**
Iraq		5m.**						30m.**					
Italy		10m.**	30m.**	20m.**				30m.**					
Lebanon	2m.?												
Portugal													
Romania		10m. ^c					15m.*						
Turkey		10m. ^c											
Yugoslavia					10m.**								

^s by air to Adana, thence by sea.

TABLE 4 — INTERNATIONAL AIR MAIL SURCHARGES FROM 1945 TO 1964
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Although the dates of introduction of the rates were mostly in January, some were in mid-year.
 AF = Air France, AI = Ala Italia, Ind = Air India, BOAC = British Overseas Air Corporation, CSA = Czechoslovak Airlines,
 SAIDE = Services Aeriennes Internationaux d'Egypte, TWA = Trans World Airlines
 Rates per 20g unless noted by * = per 5g, ** = per 10g, *** = per 15g

Aden	1949: 5m.	1953: 15m.	1964: 20m.		
Albania	1953: 10m.**	1957: 15m.**	1964: 20m.**		
Algeria	1949: 10m.**	1951: 15m.**	1953: 20m.**	1955: 15m.**	1964: 10m.**
Argentina	1949: 45m.*	1951: 60m.*	1955: 85m.**	1957: 65m.**	1964: 80m.**
Australia					
to Darwin	1949: 35m.**	1951: 40m.**			
to Sydney	1949: 45m.**	1951: 50m.**			
to Tasmania	1949: 55m.**	1951: 55m.**			
all destinations	1953: 85m.**	1957: 65m.**	1964: 80m.**		
Bahamas	1949: 25m.*	1953: 35m.*	1955: 65m.**	1964: 80m.**	
Belgium	1949: 15m. BOAC 20m. SABENA				
Belgian Congo	1949: 35m.**	1955: 25m.**	1957: 15m.**	1964: 20m.**	
Bolivia	1949: 40m.*	1951: 50m.*	1955: 85m.**	1957: 65m.**	1964: 80m.**
Borneo	1949: 30m.**	1951: 35m.**	1953: 50m.**	1955: 45m.**	1964: 55m.**
Brazil	1949: 40m.*	1951: 60m.*	1953: 85m.**	1955: 65m.**	1964: 80m.**
British Honduras	1949: 30m.*	1951: 40m.*	1955: 65m.**	1964: 80m.**	
Brunei	1949: 30m.**	1951: 35m.**	1953: 50m.**	1955: 45m.**	1964: 55m.**
Bulgaria	1949: 5m.** CSA, SAIDE 10m.** TWA	1957: 15m.**	1964: 20m.**		
Burma	1949: 25m.**	1951: 30m.**	1953: 35m.**	1957: 45m.**	1964: 55m.**
Cameroons	1949: 20m.**	1953: 25m.**	1957: 15m.**	1964: 20m.**	
Canada	1949: 25m.**	1951: 35m.**	1955: 45m.**	1964: 55m.*	
Ceylon	1949: 20m.**	1953: 40m.**	1955: 35m.**	1957: 45m.**	1964: 55m.**
Chad	1949: 35m.* AF 20m.** BOAC	1951: 50m.**	1953: 55m.**	1955: 35m.**	1957: 45m.** 1964: 55m.
Chile	1949: 45m.**	1951: 65m.*	1955: 85m.**	1957: 65m.**	1964: 80m.**
China	1949: 90m.**	1951: 75m.**	1953: 45m.**	1964: 55m.**	

Colombia	1949: 25m.*	1951: 40m.*	1955: 65m.**	1964: 80m.**		
Costa Rica	1949: 30m.*	1951: 45m.*	1955: 65m.**	1964: 80m.**		
Cuba	1949: 25m.*	1953: 35m.*	1955: 45m.**	1954: 55m.**		
Czechoslovakia	1949: 10m.**	1951: 15m.**	1964: 20m.**			
Cyprus	1949: 5m.**	1955: 10m.**	1957: 15m.**	1964: 20m.**		
Dahomey	1949: 20m.** BOAC 35m.** AF	1951: 50m.**	1953: 55m.**	1955: 35m.**	1957: 45m.**	1964: 55m.**
Denmark	1949: 15m.**	1964: 20m.**				
Dominican Republic	same as Bahamas					
Dubai	1951: 10m.**	1953: 15m.**	1964: 20m.**			
Ecuador	same as Costa Rica					
El Salvador	same as Colombia					
Eritrea	1949: 5m.**	1953: 10m.**	1957: 15m.**			
Ethiopia	1949: 10m.**	1953: 15m.**	1964: 20m.**			
Finland	1949: 15m.**	1951: 20m.**	1955: 25m.**	1957: 15m.**	1964: 20m.**	
France	1946: 35m.** TWA	1947, MR: 20m.** TWA	1949: 10m.**	1951: 15m.**	1964: 20m.**	
Gabon	1949: 20m.**	1951: 50m.**	1953: 55m.**	1955: 35m.**	1957: 45m.**	1964: 55m.**
Germany	1951: 15m.**	1964: 20m.**				
Gibraltar	1949: 20m.**	1955: 25m.**	1957: 15m.**	1964: 20m.**		
Gold Coast	same as Cameroons					
Greece	1945: 35m.* BOAC 1946: 35m.*	1947: 5m.* MR: 5m.* TWA	1948, SE: 5m.** SAIDE ¹	1955: 10m.**	1957: 15m.**	1964: 20m.**
Guatemala	same as Colombia					
Guianas (Br. Fr.)	1949: 35m.*	1951: 50m.*	1955: 65m.**	1964: 80m.**		
Guinea	1949: 25m.** BOAC 35m. AF	1951: 50m.**	1953: 55m.**	1955: 35m.**	1957: 45m.**	1964: 55m.**
Hawaii	1951: 45m.*	1955: 65m.**	1964: 80m.**			
Hong Kong	1949: 30m.**	1953: 45m.**	1964: 55m.**			
Iceland	1949: 10m.**	1953: 15m.**	1964: 20m.**			
India (Karachi)	1949: 10m.**	1951: 10m.**				
India (interior)	1949: 35m. TWA 30m.** Ind 20m.** BOAC	1953: 30m.**	1955: 35m.**	1957: 45m.**	1964: 55m.**	
Indonesia	1951: 50m.**	1953: 75m.	1955: 45m.**	1964: 55m.**		
Ireland	same as United Kingdom					

Iran	1949: 10m.**	1957: 15m.**	1964: 20m.**			
Iraq	1949: 5m.	1964: 10m.				
Italy	1946: 35m.**?	1947, MR: 10m.* TWA	1948, SE: 5m.** SAIDE ¹	1949: 5m.** SAIDE, CSA 10m.** AI, AF, TWA	1957: 15m.**	1964: 20m.**
Ivory Coast	1949: 35m.** AF 20m.** BOAC	1951: 50m.**	1953: 55m.**	1955: 35m.**	1957: 45m.**	1964: 55m.**
Jamaica	1949: 25m.**	1951: 35m.**	1955: 65m.**	1964: 80m.**		
Japan	1949: 35m.**	1953: 65m.**	1964: 80m.**			
Jordan	same as Iraq					
Kenya	1949: 10m.**	1953: 25m.**	1957: 15m.**	1964: 20m.**		
Latvia	1949: 10m.**					
Lebanon	same as Iraq					
Libya	1949: 5m.**	1964: 10m.**				
Lithuania	same as Latvia					
Luxembourg	same as Iceland					
Madagascar	1949: 15m.**	1951: 75m.**	1953: 45m.**	1955: 35m.**	1957: 45m.**	1964: 55m.**
Malaya	1949: 30m.**	1953: 45m.**	1964: 55m.**			
Malta	1949: 5m.**	1951: 10m.**	1957: 15m.**	1964: 20m.**		
Mexico	1949: 25m.**	1951: 35m.**	1955: 65m.**	1964: 80m.**		
Muscat	same as Dubai					
Morocco	1949: 15m.**	1951: 20m.**	1955: 25m.**	1957: 15m.**	1964: 10m.**	
New Zealand	1949: 50m.**	1953: 90m.**	1955: 85m.**	1957: 65m.**	1964: 80m.**	
Mozambique	1949: 25m.**	1953: 35m.**	1957: 45m.**	1964: 55m.**		
Nicaragua	same as British Honduras					
Netherlands	same as Belgium					
Nigeria	same as Cameroons					
Norway	same as Finland					
Northern Rhodesia	1949: 25m.**	1951: 30m.**	1953: 35m.**	1957: 45m.**	1964: 55m.**	
Nyasaland	same as Northern Rhodesia					
Pakistan	1951: 10m.**	1953: 30m.**	1955: 35m.**	1957: 45m.**	1964: 55m.**	
Panama	same as Colombia					
Paraguay	1949: 40m.**	1951: 65m.**	1955: 85m.**	1957: 65m.**	1964: 80m.**	
Peru	same as Guianas					
Philippines	1949: 60m.**	1953: 55m.**	1955: 65m.**	1964: 80m.**		

Poland	same as Czechoslovakia					
Portugal	same as Denmark					
Romania	1949: 5m.** CSA, SAIDE 10m.** TWA	1955: 25m.**	1957: 15m.**	1964: 20m.**		
St Lucia	same as Costa Rica					
Saudi Arabia	1949: 5m.**	1953: 15m.**	1955: 10m.**	1957: 5m.**	1964: 10m.**	
Senegal	same as Ivory Coast					
Sierra Leone	1949: 35m.**	1951: 50m.**	1953: 55m.**	1955: 35m.**	1957: 45m.**	1964: 55m.**
Somaliland	1949: 10m.**	1953: 15m.**	1964: 20m.**			
South Africa	1949: 20m.**	1953: 35m.**	1957: 45m.**	1964: 55m.**		
Southern Rhodesia	1949: 20m.**	1951: 30m.**	1953: 35m.**	1957: 45m.**	1964: 55m.**	
Spain	same as Denmark					
Sudan	1949: 5m.**	1953: 10m.**	1957: 5m.**	1964: 10m.**		
Surinam	1949: 35m.**	1953: 45m.**	1955: 65m.**	1964: 80m.**		
Switzerland	1946: 35m.**	1947, MR: 15m. TWA	1948: 10m.**	1957: 15m.**	1964: 20m.**	
Syria	same as Iraq					
Tanganyika	1949: 15m.**	1953: 25m.**	1957: 15m.**	1964: 20m.**		
Thailand / Siam	1949: 25m.**	1953: 40m.**	1955: 35m.**	1957: 45m.**	1964: 55m.**	
Togo	same as Chad					
Tunis	1949: 10m.**	1951: 15m.**	1955: 10m.**	1957: 15m.**	1964: 10m.**	
Turkey	1949: 5m.** CSA, SAIDE 10m.** TWA	1951: 10m.**	1955: 25m.**	1957: 15m.**	1964: 20m.**	
USSR	1949: 10m.** CSA 15m.** SAIDE	1951: 20m.**	1955: 10m.**	1957: 15m.**	1964: 20m.**	
United Kingdom	1945: 30m.**	1948, AU?: 10m.**	1953: 15m.**	1964: 20m.**		
USA	1945: 35m.*	1947: 25m.*	1949: 20m.**	1951: 30m.**	1955: 45m.**	1964: 55m.**
Uruguay	1949: 40m.**	1951: 70m.**	1955: 85m.**	1957: 65m.**	1964: 80m.**	
Venezuela	same as Costa Rica					
Yugoslavia	1949: 10m.**	1953: 15m.**	1955: 10m.**	1957: 15m.**	1964: 20m.**	
Yemen	1953: 15m.**	1964: 10m.**				
Zanzibar	1949: 10m.**	1951: 20m.**	1953: 25m.**	1957: 15m.**	1964: 20m.**	

¹ No air surcharge from 23 August to 6 September 1948.

It should be borne in mind that there remains some uncertainty about the air mail surcharges during wartime (1939–45) as routes and rates had to be changed frequently and on short notice; surviving records seem not to be complete. In particular, the effect of the “Horseshoe Route” (Chapter XXV) was profound.

A fundamental change was introduced on March 1st 1938 for letters sent to countries of the British Empire (with some exceptions, such as Australasia and Hong Kong) if carried by Imperial Airways or Ala Littoria. Under the new scheme, known as “All Up”, all letters were carried by air at the ordinary surface rates without a surcharge unless the



Fig. 5 Cover page of a booklet of airmail labels.

weight scale required it (Fig. 5). The weight scale was in units of 15g for which the postage was 15m. (postcards 10m.). Sudan was a special case: 5m. per 15g, postcards 3m. On July 29th 1938 the scheme was extended to include Australasia and the Pacific islands. In just over eleven months the entire “All Up” scheme was abandoned (September 3rd 1939) and air mail surcharges were reimposed.

The same surcharges applied to postcards as to letters until 1964, when for the Arab Postal Union countries it was reduced to 5m.. Eventually, surface mail by sea having dwindled as the number of passenger ships declined, surface mail to overseas countries was apparently abolished, probably in the 1970s, and only air mail was offered.

A special arrangement applied to letters to countries of the Arab Postal Union. The surcharge was only 5m. from 1949. From 1964 the basic postage required was the internal Egyptian rate, including its weight stages of 30g, to which an air surcharge of 10m. was added, and for postcards, 5m. In 1980 the surcharge for letters was raised to 20m.

It can be seen from Table 4 that the rates by 1964 were in four groups: North Africa and Near East (10m. surcharge); Europe and central Africa (20m.); North America, southern Africa and India to Malaya (55m.), and South America and the Far East (80m.). The three latter tiers were replaced in the 1970s (or earlier?) by a geographically uniform rate.

After 1968 rates at first fell slightly; from 1971 to late 1977 the *inclusive* charge for the first weight stage to USA was 110m. Rates then rose substantially as a consequence of the devaluation of the Egyptian pound. By November 1977 the inclusive rate to USA was 140m, by 1981 it was 230m., by 1985 it had risen to 300m (30pi.), by 1988 to 55pi.(?), by Oct. 1989 to 60pi., by 1992 it was 70pi., by 1993, 80pi, and in 1998, £E1.

The *inclusive* rate to Europe appears to have risen from 80m. in 196(4?) eventually to become the same as the rate to more distant places, such as North America. Arab Postal Union rates rose from 45m. in 1977, to 60m. in 1981, to 150m. on May 1st 1985, to 250m. in 1988, and to 350m. on September 1st 1989 (the rate seems to have become 45pi. and then 55pi. by 1993, but information is vague).

Wawrukiewicz and Beecher⁷ show a postcard rate of 115m. from 15 MR 65 to 5 AP 68 (i.e., the same as for letters); it was then reduced to 85m. (surcharge 55m. + 30m. postcard rate). I cannot confirm or refute this rate.

The surcharge for Cyprus through 1953 was 5m, in 1955 it was 10m, and thereafter the rate became the same as for European countries.

TABLE 5 — INCLUSIVE AIR MAIL RATES FROM 1967
(Geographically uniform)

	APU*	Others	PC's		APU*	Others	PC's
1967	30m.	115m.		1989	45pi.?	60pi.	
1971		110m.	85m.	1991	55pi.?	70pi.	
mid				1993		80pi.	
1977	45m.	140m.	110m.	1994		85pi.	
1978			115m.?	1997		100pi.	
1981	60m.	230m.	185m.				
1985	150m.	300m.					
1988	250m.	50pi.	45pi.				
mid-OC							
1988	350m.	55pi.					

* Arab Postal Union rates applied to letters exceeding 10g., which were accepted at internal rates.

It should be noted that these rates are *inclusive*, and are not surcharges as in Tables 3 and 4. They are presumed to be for weights up to 15g. The rates in this table have many uncertainties as well as gaps due to lack of knowledge, and are presented only as a starting point from which the subject requires much fleshing out. They are largely derived from covers seen, but there are examples that do not fit in. Some of these are due to convenience franking, but others are too low, and may be due to oversight (or to a printed matter rate not explicitly indicated?). The effective dates are likewise uncertain (exceptional uncertainty is indicated by a question mark).

I have almost no information on air mail printed matter rates or parcel rates.

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