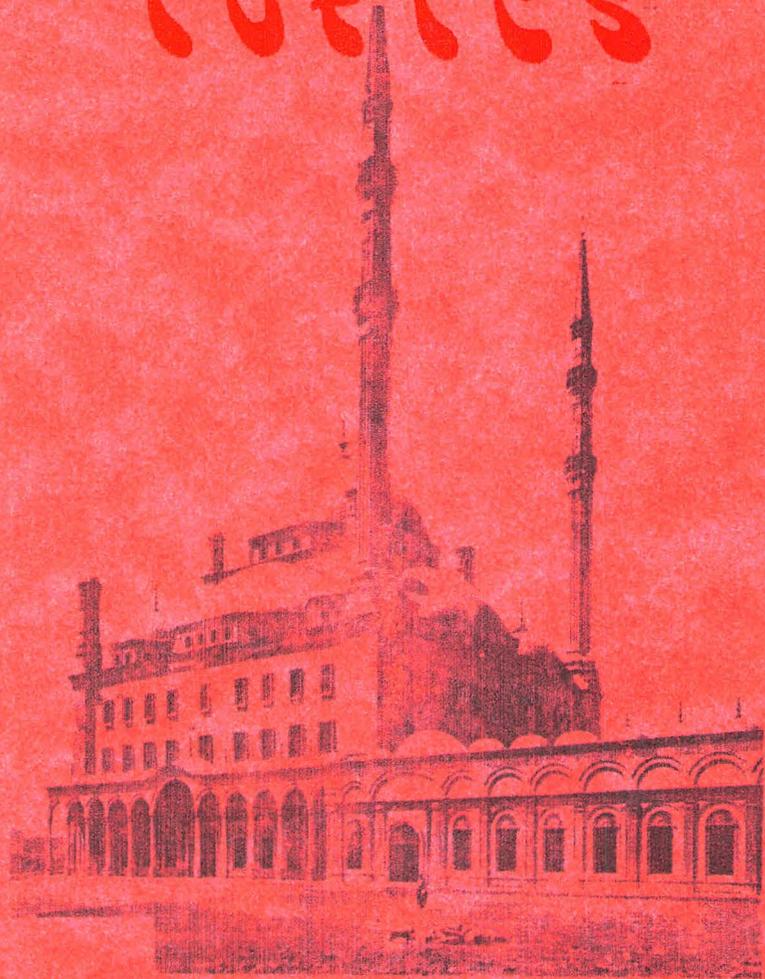


EGYPTIAN TOPICS



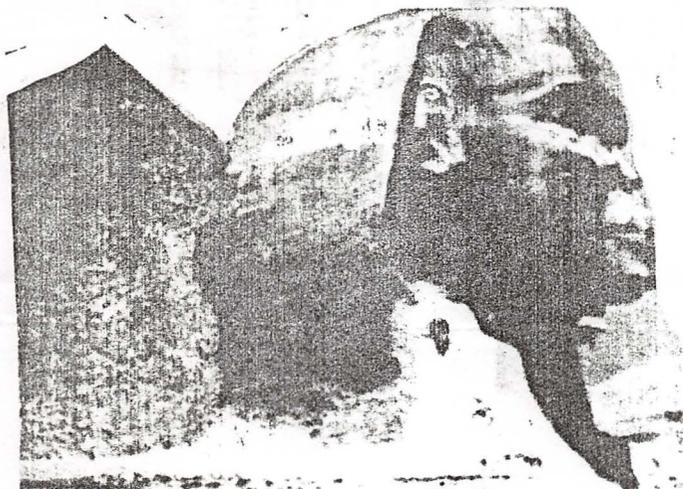
THE MOSQUE OF MOHAMED ALI

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Please send all news items and subscriptions, articles, wants and offers., to the publisher.

Dues, and matters pertaining to the Philatelic Society of Egypt should be sent directly to Dr. Smith, the American Agent whose address appears on another page in this issue.

IN MEMORIAM

CHARLES W. MINETT

Of Whitstable, Kent, England, and old and cherished friend whom we will miss. A suitable tribute will appear in our next issue. . .

with the editor

Greetings Fellow Members. We say this proudly as we begin our seventh year of publication. The ballots have been counted and we have elected the officers to guide us through our first two years of organized philately in the Egyptian/Sudanese area. Our formal new name will be "EGYPT PHILATELISTS INTERNATIONAL".

While ballots were cast for virtually all of the candidates in contention, this name received the majority of votes, with Egypt/Sudan Collectors, a very close second.

Our first President will be:

DR. PETER A. S. SMITH, well-known to most of us as the American Agent for the Philatelic Society of Egypt; a serious researcher and an indefatigable writer on matters philatelic.

Our Vice President is:

PETER R. FELTUS of Oakland, California. Likewise well-known to our members as an expert on the Second Issue of Egypt, a researcher in the area of Egyptian revenue material, a contributor to Topics and the man who handles our auctions.

Secretary-Treasurer is:

GORDON B. GARRETT, editor and publisher of Topics for the past six years with an abiding interest in Egyptian and Sudanese matters philatelic, and a sincere desire to promote our aspect of the hobby and record as much research and philatelic history as possible.

Dr. Smith has suggested that the name "EGYPTIAN TOPICS" is not truly appropriate in that it could denote many things other than philately. A sound suggestion and one that we will act on. We propose to maintain continuity with a change to "EGYPTIAN PHILATELIC TOPICS". It is not too long; it retains the original name and it clearly defines the subject we are working with. Unless there is a serious objection among our members it will appear thus as our March/April 1975 issue.

Remember, every paid subscriber to Topics is a Charter Member AND this is your magazine. This is the place to express your philatelic opinions and to share your interesting items and research. Our members in many countries share identical interests. Our goal: "Help one another" !

E. MENNE LARSON

UN FORCES IN EGYPT

THE DANOR BATTALION

The following article — in two parts, was written specially for the readers of Topics by E. MENNE LARSEN, an avid Egyptian collector and editor of the very fine Danish Stamp Journal "POST HISTORISK TIDSSKRIFT", official journal of the Postal History Society of Denmark. Mr. Larsen's thorough research in this segment of the history of the UN Forces in Egypt leaves little to be done.

MUCH HAS ALREADY BEEN WRITTEN about UNEF 1956-67 and I think the main facts which form the background of this Force are familiar to the reader. Consequently, I will only mention them when it is deemed necessary and concentrate on the philatelic aspects of the DANOR BN. in Egypt and the Gaza Strip in the years 1956 — 1967.

First of all, I think it may be of some interest to define what I mean by the words "cachet" and "postmark". Some confusion seems to prevail in this field, especially with regard to the Danish Military Post Office in Egypt/Gaza.

A cachet is, in my opinion, an administrative mark used on documents or letters, e.g., as an indication of the sender — cachets may be used by a military unit or by a post office, or by anybody else for this purpose. Fig. 1 depicts a typical DANOR military cachet.

A postmark is a cancellation device which is applied on letters by a postal authority (or person auth-

orized by a post office) to indicate the place from where the postal items were first mailed and dealt with by the post office. In modern times the purpose may be to indicate the date the items were forwarded, and to invalidate the stamps. Fig. 2. (following page) shows a typical postmark from DANOR — BATTALION.



Fig. 1 - Photo of a typical DANOR BN. cachet of the early period beginning '56.

It should be noted now that some of the postmarks used by the DANOR p.o. in GAZA were dateless. This is in full accordance with Danish postal traditions. Collectors of Danish postmarks may be familiar with the dateless "Star Can-

1956

1967

cellations", posthorn cancellations" etc., which were all applied on the mail at remote small villages or by a travelling post office which collected the mail to indicate the location where the items were originally posted. Such dateless cancellations were (if applied according to regulations), were struck beside the stamp, which was later cancelled at the superior post office by a more "regular" postmark indicating the full date.

SOME NOTES ON THE UNEF

POSTAL SYSTEM . . .

The UNEF Postal System was organized by the Canadian Postal Unit with UNEF. This unit was, of course, also in charge of the Canadian Forces post office with the UNEF. A Base Post Office (BPO) was opened at Capodichino Air Port near Naples in Italy during November 1956. As the troops began arriving in Egypt other UNEF p.o.'s were opened there. First in the Canal Zone, at Abu Suweir. After the Force had taken over Rafah, another BPO was established here (the former Abu Suweir office) and somewhat later an office opened at the UNEF Base at El Arish (Marina) and at the UNEF Headquarters in Gaza. Mail was forwarded from the Units and the post offices to the post office at Abu Suweir (later Rafah) which in turn sent the mail to Capodichino for onward transmission by the commercial air lines.

At the end of January 1958 the BPO at Capodichino was transferred to Beirut in the Lebanon. The new BPO was also served by the Canadian postal unit and functioned until 1967. I think it was opened to facilitate the transfer of the mail to the civilian channels (mail to India and Yugoslavia may have been forwarded via Cairo).

After the transfer of the BPO to Beirut UNEF operated a Supply Base at Pisa, Italy, however, no special UNEF postmark was used there.

DANOR BATTALION

DANOR is an abbreviation for DA(NMARK) and NOR(WAY). Both Denmark and Norway sent a unit to UNEF in November 1956. Originally the forces were separate units under their own national command, but at a very early stage of the operation it was decided to merge the two units under a united command. The first Commander in Chief of the DANOR BN. was the Danish Engholm (Dec. '56 - May '57) with a Norwegian officer as second in command. After the rotation in the Spring of 1957, the CIC became the Norwegian Lt. Col. Johan Berg (until Nov. '57) with a Danish officer as second in command and so forth.

(Continued on the following page).

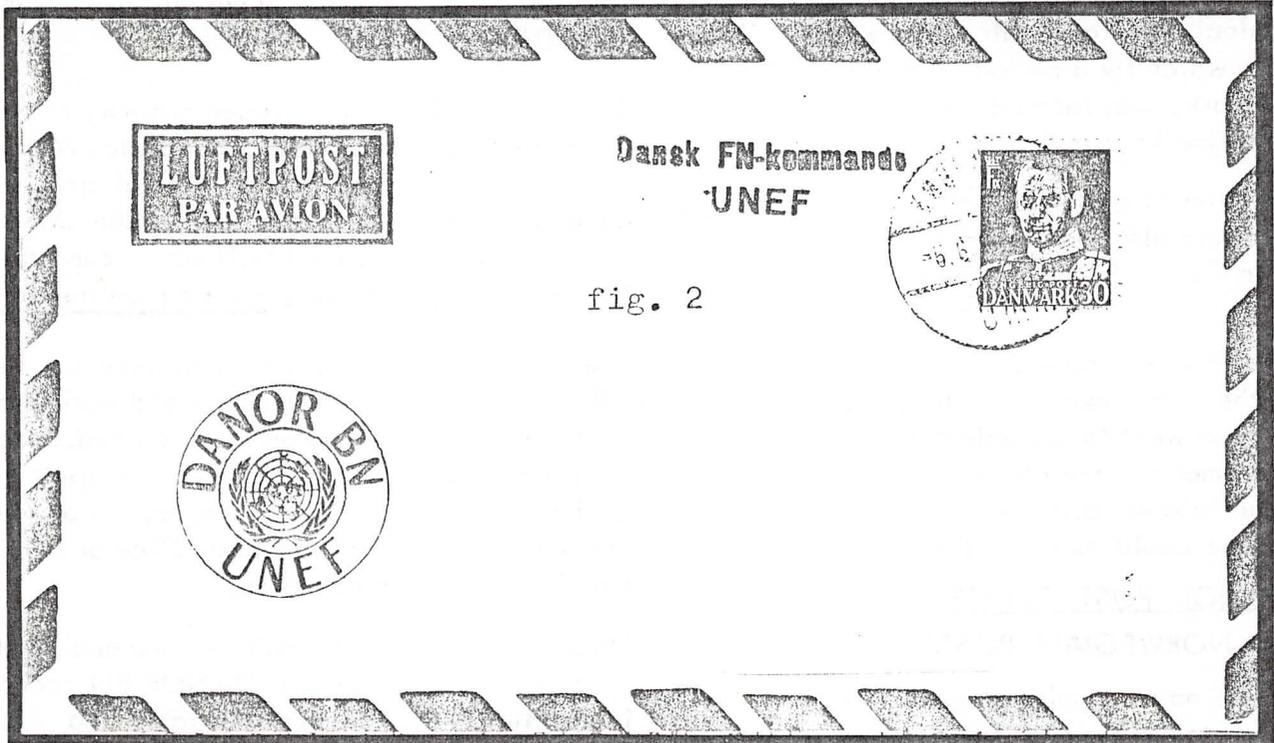


Fig. 2 - Cover from the Danish p.o., Gaza. Inland postal rate 30 øre. UNEF pmk. obliterating the franking with Kbh. Omk. arrival pmk. Also cachet to left as in Fig. 9.

THE DANOR BATTALION UNEF - 1956 - 1967 by E. MENNE LARSEN

In 1956 it was decided to reduce DANOR BN. During the winter of 1966 - '67 only a Danish Unit served with the UNEF. In April 1967 it was replaced by a Norwegian Unit which was withdrawn after the war in 1967.

LOCATION OF DANOR BATTALION

The troops assembled at Capodichino Air Port early in November '56 and on November 15th the First Danish and Norwegian units were transferred by plane to Egypt where they served in the Canal Zone, Port Said and near Suez. The Israeli withdrawal from Sinai in 1957 was followed by patrols from DANOR through the Mitla Pass, the oasis of Bir-Hasana, El-Nakhl, El-Thamed, Ras el-Nagh, and El-Kuntilla, to the ADL of 1949. During the first days of February 1957 the DANOR BN was ordered to El Arish. When the Israelis left the Gaza Strip in March 1957, DANOR BN entered as the first unit, soon followed by other units. After about two weeks in Gaza, DANOR established itself in the Strip with the task to patrol the northern part of the ADL, a stretch of twelve miles. The DANOR Hqs. and the post office were located at a point call HILL 88. The other DANOR Units were located in Coy camps near the Hqs. It should be mentioned that units were often transferred to duties in other parts of the Gaza Strip and in Sinai, such as Rafah where the military hospital, which for a period, was run by Norway and Denmark, was located. In El Arish, or at Sharm-es-Sheikh, at the southern tip of Sinai.

Small parties of personnel (often only one or two persons) were also located at Capodichino (later Pisa), in Cairo, Port Said, Beirut, or at Hqs. in Gaza.

The soldier was granted a leave of eight days. During the winter many went to spend the week in Cairo, some went to Jerusalem during the Easter. In the summer a leave center was opened in Beirut and some soldiers also went to Syria - even in Cyprus one could meet soldiers on leave.

THE DANOR POST OFFICE:**THE NORWEGIAN POSTAL SECTION:**

There were no national postmarks used by the Norwegian postal section of DANOR BN. Most mail was forwarded to Norway via the UNEF postal system. Some mail was sent via the Danish section

of the post office and Danish stamps were used. Parcels were sent to Norway via SCANAP, a special route which will be described later.

THE DANISH POSTAL SECTION:

The Danish soldier could use two postal systems. Free mail (not exceeding 10 grams) could be sent via UNEF which, from November '56 until the end of March '57, was the only postal system available for the Danish soldier. All mail from DANOR BN west during this period was sent to the UNEF BPO at Capodichino where Italian stamps were applied and cancelled by an ordinary Naples postmark. After and introduction of the free mail privilege to the Norwegian (10 Dec. '56) and Danish (1 Jan. '57) Units, most mail was cancelled by one of the special UNEF free mail postmarks. This service functioned until April 1967 when the Danish Unit was withdrawn. The Norwegian unit made use of it until it ceased functioning in June of 1967.

In March 1957, national postal facilities were introduced for the Danish soldiers to facilitate the connection between the soldiers and their homes. This service was a great improvement. It became possible to send parcels now to and from DANOR BN.

The new service also included ordinary letters exceeding 50 grams, newspapers, etc. Money orders were not permitted, but special arrangements were made with the help of the Danish Giro-system. Registered mail was accepted in the direction to the unit, but not from the unit.

The DANOR BN. p.o. was organized by the military authorities in Denmark and worked as far as the national program is concerned, under its direction and responsibility (but subject to UNEF approval) as long as the mail was not handed over to a civilian post office or an air line for onward transmission.

Under the new system mail not exceeding 50 grams was sent to and from DANOR BN according to the Danish inland postal rates and without additional air mail fee. It was forwarded by the commercial air lines. Mail exceeding

50 grams, including parcels, was also forwarded according to inland rates. Such mail was forwarded by a weekly military air route, SCANAP jointly run by the Scandinavian countries with units in Egypt.

The Danish mail was concentrated at the GPO in Copenhagen, then handed over to the army. The plane flew from Veerløse military airport outside Copenhagen to Capodichino (later Pisa). The return flight brought similar mail from DANOR BN. to Denmark. This type of mail had been forwarded from the Gaza Strip to Capodichino/Pisa by UNEF.

POSTMARKS:

To indicate the place of origin a special postmark was introduced at the DANOR BN. post office. The text reads: (See Figure 2).

Dansk FN-kommando
UNEF

The overall measurements are 37 x 9 mm.; The UNEF being 13 x 3 mm.

According to regulations the postmark had to be applied beside the stamps which were cancelled on arrival in Copenhagen by the Copenhagen Central sorting post office (Københavns Omkartteringspostkontor) which used postmarks inscribed KØBENHAVN Omk. Both handstamps and machine cancellations have been used on UNEF mail.

The postmark is usually found (fig. 2) in violet and black ink. The first mail with this postmark left DANOR BN., GAZA on March 27th, 1957 and arrived in Copenhagen on March 30th. The mail was cancelled by København Omk. on that date.

An identical postmark (Fig. 2) was available at København Omk. (Kbh. Omk.) to be used on mail arriving from Gaza without the cancellation. According to statements made to me from the Kbh. Omk. p.o. it was most likely never used, or at least very rarely. If used, the ink may have been violet.

Again, three postmarks similar to Fig. 2 were located at Copenhagen Customs p.o. (København Toldpostkontor — (Kbh. Told.) to be used on mail exceeding 50 grams and on the addressee cards (which accompanied every parcel in case the items arrived at the Kbh. Told. post office,

without the Gaza cancellation Fig. 2). It is known that the marks of the Kbh. Told p.o. have been used, and as they were never replaced like the postmark used in Gaza, one is able to identify mail (after January 25th 1962) which shows impressions of Fig. 2 as having been cancelled at the Kbh. Omk. or at the Kbh. Told. p.o. (see also below). It should be noted that the postmarks of the Kbh. Told p.o. have been used rather indiscriminately. One may find impressions which, (due to the nature of the whole process, are not made to order) of Fig. 2 on mail from the Danish unit in the Congo and Cyprus.

For reasons that are unknown to the army authorities I have asked about information, the Danish postmaster some time in 1957 (not later than Aug. 1957) on his own initiative stopped using the "authorized" postmark (fig. 2), and introduced the marks shown in Figs. 3 and 4,

with Danish and English text respectively. It has been impossible to detect the exact original purpose of these two marks (Figs. 3 & 4), but an official of the Danish army says they were cachets intended for administrative use, e.g., on mail bag labels and postal documents. We thus see cachets becoming postmarks, still found on internal UNEF mail. I have seen impressions on the reverse of covers sent from DANOR BN Hqs. in Gaza — perhaps the use of fig. 2 on such mail was intended to



Fig. 3 - Small circle, large crown.



Fig. 4 - Large circle, smaller crown. Known used as postmarks, but intended for use officially on mail bags, etc.

indicate the sender. . .

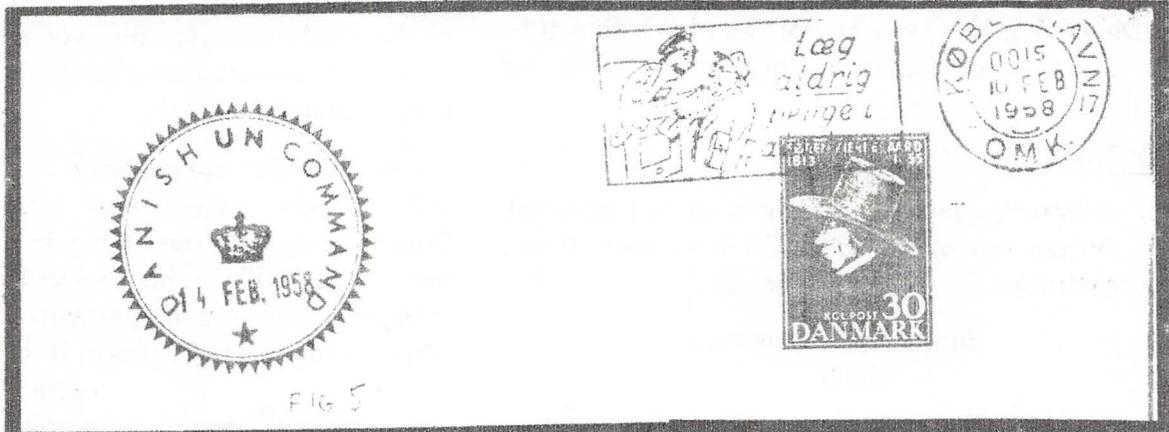
An interesting variety is known in connection with the use of the "postmarks" shown as figs. 3 and 4. In 1957 and early in 1958 some re-directed mail was cancelled in transit by these

THE DANOR BATTALION UNEF — By E. MENNE LARSEN (Continued)

marks (even a single re-directed cover showing both marks has been seen). Some of these covers were also cancelled by an additional date stamp which was applied inside the marks thus giving them an impression of being postmarks with dates. Very few covers with additional date are known, but it is beyond any doubt that the dates have been applied by another cancellation device. See figure 5 below.

Fig. 5 - Crown mark with date in circle.

Fig. 7 - Below with cachet similar to Fig. 2 but with the type larger.



Dansk FN-kommando
UNEF

Fig. 6 - Differs from Fig. 2 in size as this measures 37 x 10 mm. UNEF 13 x 4.

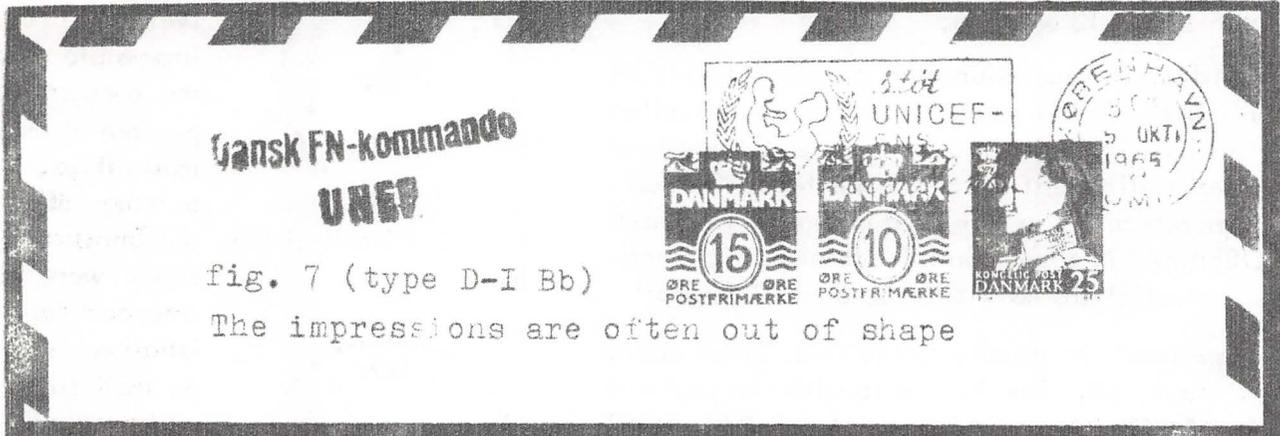


fig. 7 (type D-I Bb)

The impressions are often out of shape

The cachets (Figs. 3 & 4) were used as postmarks for more than a year. After the use of these marks had been discontinued, the postmark (fig. 2) was reintroduced and in use until about 25 Jan. 1962. On this day (or a day or two earlier) two new marks delivered from Denmark were put into use on mail with Danish stamps.

They show the same text as Fig. 2. The overall measurements are 37 x 10 mm.; the UNEF being 11 x 4 mm. (Figs. 6 & 7). One of these postmarks disappeared in April 1965, and the other one disappeared, or was withdrawn in the fall of 1965 or early in 1966. From now on the UNEF free mail postmark which at that time was used by DANOR BN p.o. also appears on mail with Danish stamps — but beside the stamps, which as hitherto, were cancelled at Kobenhavn p.o. (see fig. 7b).

It should be mentioned that the marks shown in Figs. 2, 6 and 7 appear, apparently used as cachets on some philatelic mail.

The use of Danish stamps was discontinued in April 1967 when the Danish unit was withdrawn from the UNEF.

On some mail from DANOR BN one may find a large cachet reading:

DANISH UN COMMAND
DUNC

Not a postmark, and was never intended as such. It was issued to be used only for administrative purposes, on mail bag labels, documents, etc., but it is found on philatelic mail as well as non-philatelic mail and has by some collectors been considered a postmark.

The DANOR BN. p.o. may also have had a cachet as shown in Fig. 9. This has not been definitely proven. Such a cachet is known used by the DANOR Headquarters.

DANISH UN COMMAND DUNC

Fig. 8 - Intended as administrative mark ?



Fig. 9 - Cachet possibly used by Danor Headquarters. Also see Figure 2 on page 3.

Fig 8A - Shows usage of this marking on cover, with others

Fig. 6A - Shown on a wrapper with the Kbh. Told marking of the Custom House (Center)

To be continued in our next Issue . . .

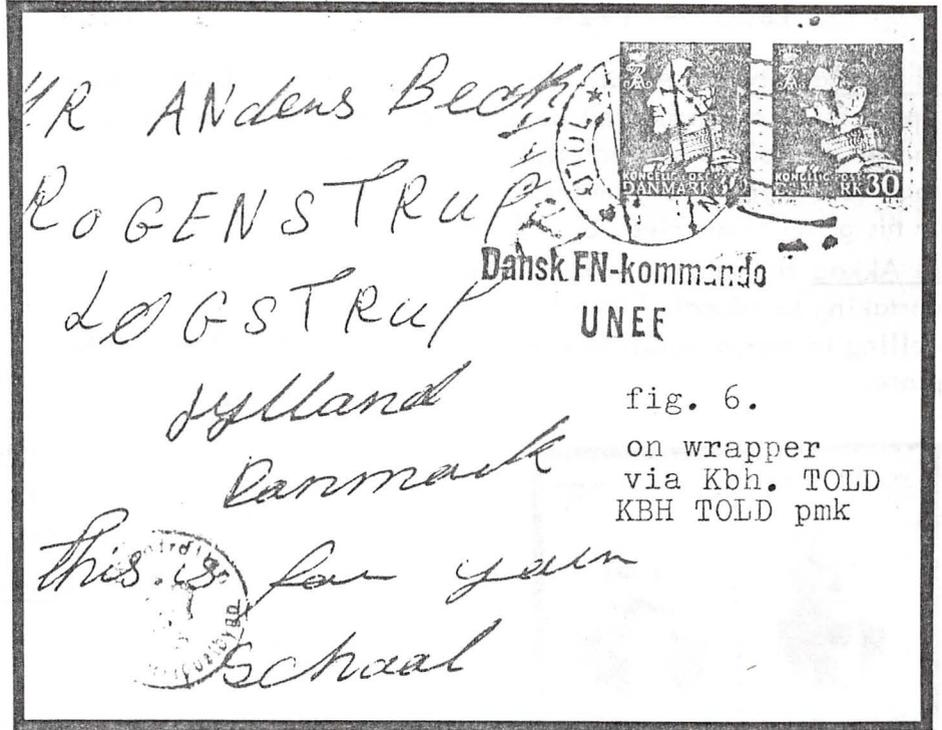
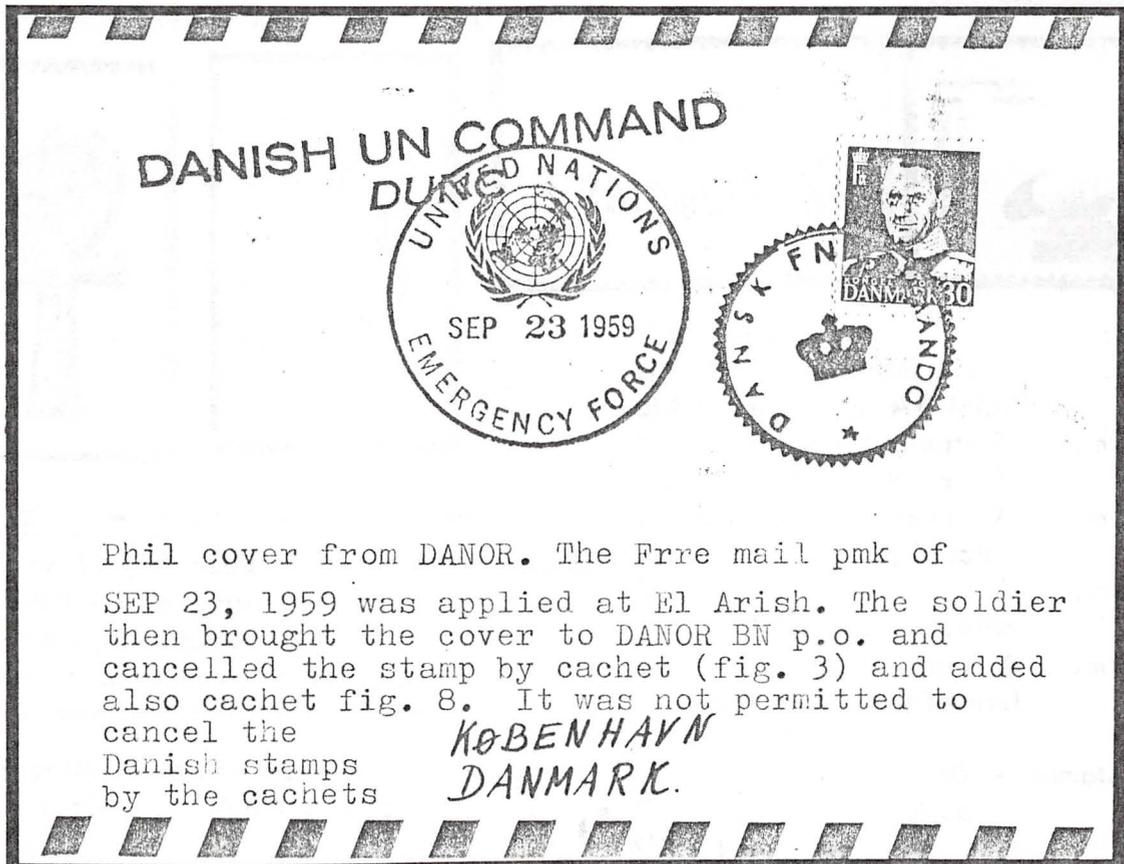


fig. 6.
on wrapper
via Kbh. TOLD
KBH TOLD pmk



Phil cover from DANOR. The Free mail pmk of SEP 23, 1959 was applied at El Arish. The soldier then brought the cover to DANOR BN p.o. and cancelled the stamp by cachet (fig. 3) and added also cachet fig. 8. It was not permitted to cancel the Danish stamps by the cachets



There is NEVER a Charge for WANTS or OFFERS Listed for our Readers in EGYPTIAN TOPICS.

* * *

WANTED - EGYPT WANT LIST - MINT ONLY
The following Scott Nos. 360, 360A, 807, C78 C89, C105, O71-79, NC30. If you can help write to: ROBERT A. MEYER, c/o Mellon Bank Kittanning, Penna., 16201

WANTED - Mint copies of the following Scott Nos. - Egypt: C84, C-86, NC15, NC30, 187 362A and 362B, J11 and J44. Please contact: GENE D. PILARSKI, 24 Mary Lue Drive, Pittsburgh, Pennsylvania, 15223

WANTED - Egypt No. 7 (Mint condition), and a Mint Set of the PORT FUAD Issues with certification . . . Write to Dr. J. FRANK AUTRY, P. O. BOX 714, Corsicana, Texas, 75110

OFFER - We offer to put your ad right here free and its a good place to get rid of the things that don't fit in the auction . . . turn it into CASH!

WANTED - Egyptian Interpostal Seals. Pres. of Manchester (England) Society and collector of Egypt for over 30 years would like to contact any one with material for sale - possibly trade. Write with details to: E.C. Henderson, 31 Maple Ave. Whitefield, Manchester, England, M25 7EP . .

JERRY KEDRIERSKI, 1920 Coral Gate Drive, in Miami Beach, Florida is also interested in Inter Postal Seals. He wants to trade . . .

WANTED THE editor is looking for ALL kinds of philatelic literature; periodicals, handbooks & any special work on Egyptian aero-philately. If you have anything to dispose of contact Gordon B. Garrett, P.O. Box 3875, Torrance, Calif.

WANTED - Cancels of Austrian Post Offices in the Levant. Also cancels on the DANUBE S. N. Co. stamps: Write: R. S. Blomfield, 5107 Cayuga Drive, Knoxville, Tennessee, 37914

BUSY READERS!

We often wonder about other vocations and avocations of our readers. Philatelists seem to me to be busier than other folks. While we can always keep busy we fail to take into consideration that many people have other interest as well. A case in point is our good friend DOMENICO FACCI, of New York - artist, sculptor, translator and philatelist. Many of you will remember the excellent job of translation from the original Italian he did for us some years ago on the Suez Canal material from "Il Collezionista", written by Jean Boulad d'Humieres.

The following item concerning Dom has come to hand and we think you'll be interested too!

"Apparently Domenico Facci is twins; otherwise how could he achieve all of these assignments in in Sculpture since December 1973 (written Mar, 1974)? A bronze bust of William H. Cozen, the President of Schering-Plough Corp; an 18 foot bronze sculpture for P. S. 147 in the Bronx; and a large bust of John Beresen, Mayor of Wood Ridge (NJ); a 10 foot diameter exterior bronze for the Court of Appeals Building, at Annapolis, (Md.); a portrait head of John De Lurie, head of the Sanitation Employees Union; a half life size typical race horse for the American Racing Association; a life size bronze of St. Sebastian; a three foot statue of the Madonna for All Saints Chapel in Sewanee (Tenn.); a portrait medallion of Copernicus and "many other minor works.

Domenico has been elected a Fellow in the National Sculpture Society, President of Audubon Artists (who meet regularly at Salmagundi), Chairman of the Italia Philatelic Society, elected to the Jury of Awards, Knickerbocker Artists. He won Honorable Mention at the Painters' and Sculptures' Society. Phew! - since December?"

Little wonder that he does not have time to write for us, however, we do hear from him regularly via the Italian Philatelists' Newsletter. We believe he puts this out too? He seems almost as busy philatelically as he is with his sculpture!

CENSORSHIP ENDS IN EGYPT . . .

CAIRO, 17 Nov. 1974. President Anwar Sadat of Egypt has issued a decree abolishing censorship of mail entering or leaving the country, the Cairo daily, Al Akhbar reported yesterday.

GORDON B. GARRETTFIRST EGYPT TO INDIA FLIGHTCAPTAIN ROSS SMITH — 1918PUZZLING ASPECTS OF A RARE FLIGHT
NOT COMPLETELY EXPLAINED. . .

There has always been some confusion in our mind with regards to the flights made between November, 1918 and January, 1919 with the markings CAIRO — DELHI — 1918. Some note a single circle cachet while others describe a double circle; some say in purple while others insist it is red. We would sincerely appreciate the help of anyone who may be able to offer additional facts in plain language. From all of the accounts we have read we are left with the feeling that a different flight is being discussed or someone is entirely wrong as to the actual dates and/or the people who made these flights. That there were two, we have no doubt. It is even conceivable that there more ?

In preparation for this article we have read every article available to us. We have referred to them freely in an effort to correlate the various facts & to bring out the pertinent points. The cover illustrated is from the author's collection — ex-Byam. Shown on the following pages as Figs. 2 and 3, it was listed in the Byam sale catalog, held by Robson Lowe in October 1961 as Lot No. 926, page 117. This particular cover is unfranked, addressed to Miss Broome, c/o Major L.E. Broome, D.A.D., I.W.T., G.H.Q., TO Cairo, Egypt. It bears the signature (in red) of A. E. BORTON, Brigadier General but not that of Maj. Gen. Salmond.

The reverse side carries a purple cachet "DOUBLE RING" reading "CARRIED BY FIRST AERIAL MAIL CAIRO — DELHI / DECR. 1918 with a small ornament at the bottom. It is postmarked in a single ring circle "CAIRO/A/10JA.19 6:30A" — with Arabic inscription below. It ALSO carries a military postmark in a single ring circle "FIELDPOST OFFICE/8 (or inverted "B")/10JA/19. The SZ number at the bottom of the circle is illegible. It also carries another Egyptian cancel on the back which is illegible but different than the Cairo marking. It appears these arrival stamps were applied when the letter was returned to Cairo from India — a surface journey of approximately three weeks, accounting for the time differential.

CAIRO

TO

DELHI

1918



First Egypt to India Air Mail, 1918.

Fig. 1. The "Double Circle" Cachet

Dr. Max Kronstein, in the *Airpost Journal* of Oct. 1961, Vol. 33, No. 1, offers an article entitled "The First Aeroplane Mail from Egypt to India — December 1918, in which he chronicles the flight in a Handley-Page 9 machine, powered by Rolls Royce engines. He stated that 43 covers were on board in this first mail departing from Cairo November 30th, 1918 with Capt. Ross Smith as pilot accompanied by mechanics, Sgt. Shires and Sgt. Bennett. He lists General W. G. H. Salmond and

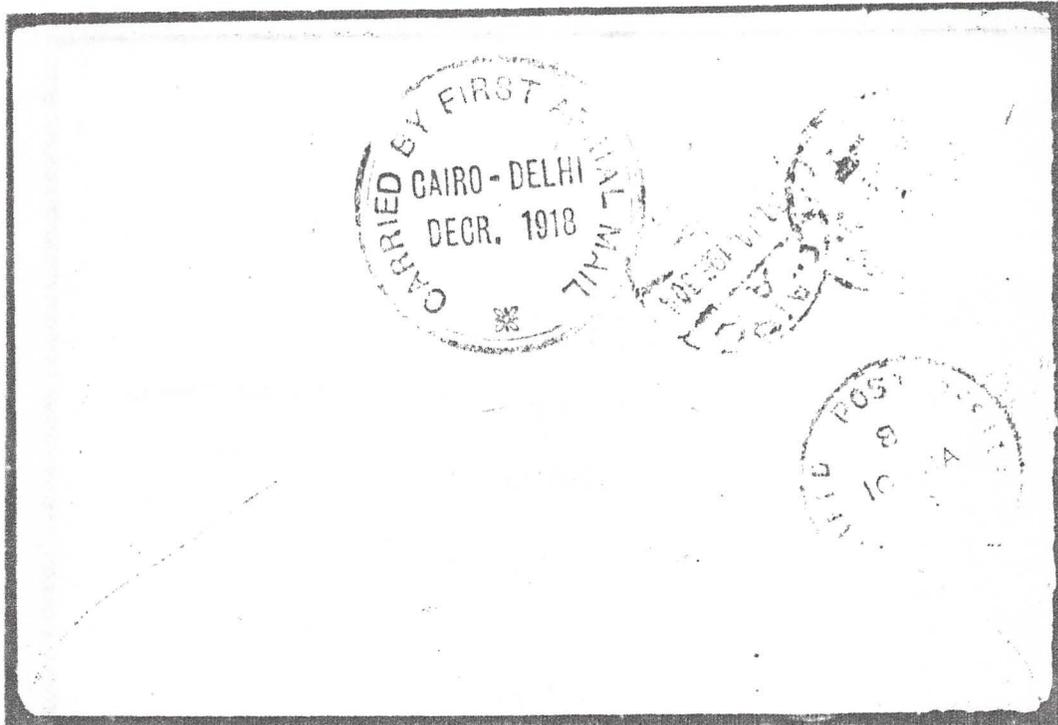


Fig. 2. Reverse of the cover carried on First Egypt - India Flight in 1918. Large (40mm. diameter) Cachet is struck in purple, double - ring. Note both Egyptian civilian and British military arrival stamps.

General A. E. Borton as passengers. Giving full credit to the "Airpost Journal" and to Dr. Krons-tein we quote from his work in the interest of clarification.

"The plane landed at Damascus 3-3/4 hours later. — After staying overnight, they left there on December 1st at 7:40 a.m. reaching Baghdad after a 510 mile non-stop flight of 6 hrs. and 50 min. After flying northeast along the Jebel Est Sharki range to Palmyra, they turned due east till the Euphrates was reached, followed the stream to Ramadie and thence flew across Baghdad. During most of this flight the route was over a waterless desert which was why the machine carried 10 days water supply and provisions for the party. The weather was perfect.

The contemporary papers were fully aware of the historical importance of the flight. One paper — the Indian Daily News of December 4, 1918 — pointed out: "The importance of the flight is that it was made along the direct route to India and the Far East. The All-Red air route must pass Egypt as the junction for India and the route of East and South Africa and there is bound to be a big air station in Egypt. The ordinary time taken

for the journey from Cairo to Baghdad is 2 or 3 weeks, which, for this flight occupied 12 hrs. 35 minutes."

"in the meantime the flight was continued from Baghdad via Basra - Bushire - Abbas - Charbar to Karachi. At Bandar Abbas some slight repairs were to be made due to previous damage on landing on rough ground. When the plane had reached Charbar (about 490 miles from Karachi), December 7th, thousands of people visited the landing ground at Karachi to wait for the arrival of the plane.

Among Indians and Europeans the interest was very great. However, bad weather delayed the flight. On December 10, 1918 at 7:40 a.m. the large plane left Charbar on the Mokran Coast and traveled to Karachi at a speed of 67 m.p.h. over the along the coast. At exactly 2 minutes past 2 p.m. the "First Aeroplane" to fly to India from Europe, reads the local report, touched Indian soil amid cheers and applause of a large crowd of spectators numbering well over 10,000, in spite of heavy rains in the morning. The great Handley-Page biplane was first sighted at 1:45 at a height of 7500 feet approaching at 60 m.p.h. A faultless

(continued on following page)

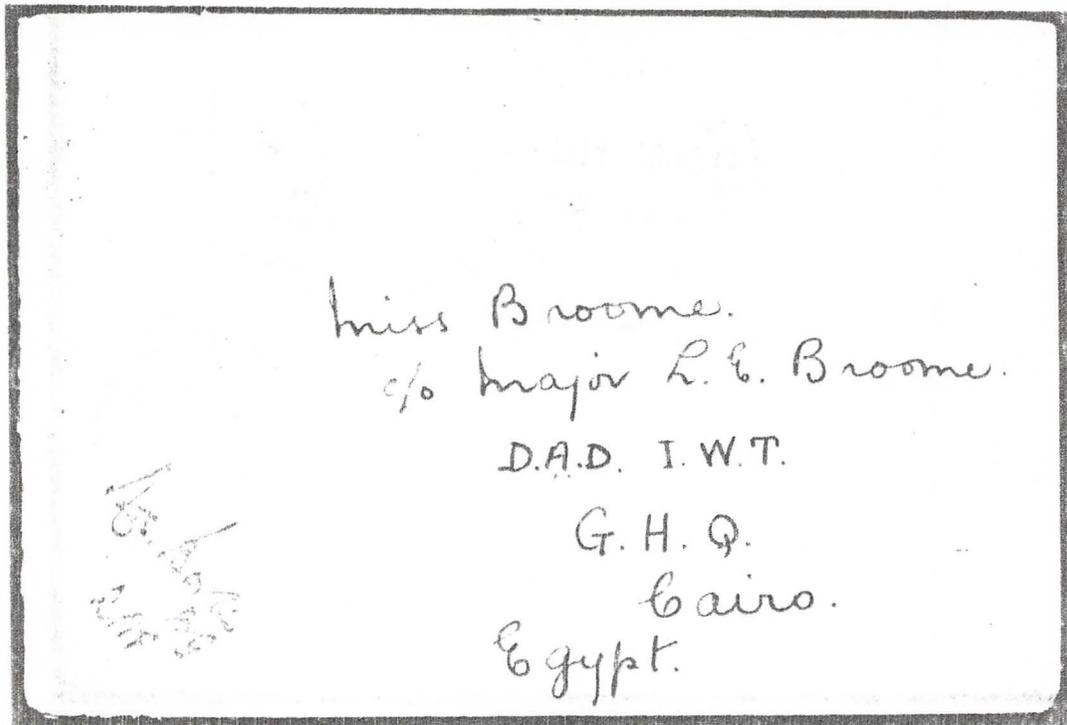


Fig. 3. Front of the unfranked cover flown to India from Cairo in 1918. It bears the signature of A. E. BORTON, B.G. (Brig. Gen.) at left.

landing was made and the huge machine taxied along the ground close to the spectators before turning towards the tents, where it came to rest.

The crowds streamed across the ground to see General Salmond and General Borton welcomed by Brig. Gen. Fowler, the commander of the Karachi Brigade. The ground on which the landing was effected was a flat plain, a couple of miles away from the zoological gardens along the Mughir Pir road. It measured 1000 by 800 yards and had been especially prepared under the supervision of Lt. Didkins of the 31st. Frontier Squadron of the Royal Air Force at Rissalpur."

On December 12, 1918 this announcement appeared in the Indian Press:

"CAIRO TO KARACHI
 "FIRST AERIAL MAIL"

Karachi, Dec. 12, 1918

45 letters and postcards were brought by aeroplane to Karachi and handed over to the Postmaster. They have been stamped with a special stamp with the wording "BROUGHT BY THE FIRST AERIAL MAIL, CAIRO TO KARACHI, 19th DECEMBER 1918". (See illustrations, Figs. 1 and 2).

THE PLANE CONTINUED ITS FLIGHT on December 11 to Nasirabad and, 230 miles further along, to Delhi. Here too, an aerodrome had been built to accommodate the plane, at the southwest end of the new cantonment. To here, the flight from Cairo to Delhi had taken 12 days, traveling 3243 miles. The flying time amounted only to 47 hrs. 20 min. averaging 68 m.p.h. — The D. Field catalogue of 1934 and the Champion of 1937 reported that there were 30 covers which received at Delhi a "DOUBLE CIRCLE" cachet, "CARRIED BY FIRST AERIAL MAIL - CAIRO - DELHI - DEC. 1918". We could not authenticate this in the Indian press.

On December 16, 1918, the flight was continued on to Allahabad, where again a large crowd greeted it on arrival. On December 17 the flight ended at Calcutta, with the Viceroy and Lady Chelmsford on the field for the occasion."

From the New Zealand Stamp Collector of August 20, 1920 (page 113) we quote the following report:

"CAIRO - DELHI AERIAL MAIL"

(Continued on the following page)

"We are indebted to Major H. O. Carroll for a sight of a rare souvenir of the First Aerial Mail from Cairo to Delhi (December 1918).

Major Carroll was in Bandar Abbas, South Persia, during the latter part of 1918 when General Sir W. Salmond, Brig. Gen. Borton* and Capt. Ross Smith, with Sergeants Bennett and Shears as mechanics, passed through on their way to India in one of the large Handley Page aeroplanes. The party halted for a day at Bandar Abbas for a general overhauling of the engines before leaving for Char Bar and Karachi. Before leaving, General Salmond offered kindly to carry any letters to friends or relatives in India. Some fifteen letters in all were sent, and these added to others he had brought with him from Cairo, Baghdad and Bushire, totaled in all some forty five.

General Salmond then wired to the Postmaster-General in India and asked for a special stamp to be arranged for, to commemorate the event, and on arrival at Delhi each letter was stamped with it and the cover were signed, some by Gen. Borton* and others by General Salmond.

To insure their safe arrival at the final destination the P. M. G. gave orders that each letter was to be sent by registered cover.

This was the first occasion on which a British aeroplane carried a mail into India with the knowledge of the Government of that great country. The special postmark prepared has the words "CARRIED BY FIRST AERIAL MAIL", in large capital letters inside an oval frame, with "CAIRO-DELHI, Decr. 1918" in the centre, the mark being in purple ink over a 1/2 anna adhesive of the current series of India.

* Gen. Artley Elmore Borton

The envelope was endorsed "On Field Service — By Aeroplane." and has only one other cancellation, that of the receiving office, Mussoorie."



Fig. 4. THE ROUTE FOLLOWED IN THE FIRST FLIGHT

Fig. 5.

Sergeants Shiers and Bennett in the cockpit of the "Carthusian" late in 1919



Spellings in the various articles differ as to names and places, however, we have reproduced them as they appear in the written chronicle without our attempt at correction. Ed.

Mr. N. C. Baldwin, writing in the "AERO FIELD" of October, 1942 (pgs. 173-4) confirms the above report with some interesting additions that we feel pertinent here:

"AIR MAILS OF EGYPT"

"The foregoing flight is often confused with a flight from Martlesham (Ipswich) to India in a large Handley Page Bomber named the "Carthusian", piloted by Sqdrn. Ldr. McLaren and Lieut. R. Halley, with

Gen. N. D. K. McEwen as passenger, which left England on December 13th, 1918, and made the first through flight to India.

This is partly because McLaren had also flown the machine that had operated the earlier flight from England to Egypt, where it was taken over by Captain Ross Smith. On this later flight mail was flown from England and also picked up at various points en route, cachets being applied in Iraq and on arrival in India, but there is no record of mail being picked up in Egypt. It is possible, however, that some was included in that stamped with the Indian arrival cachet (an unframed 3-line cachet reading "First Through Aerial Mail/ Great Britain to India/Karachi 14.1.19" with "14" of the date altered in manuscript to "17" (or 15 or 16, Ed.). See Fig. 6.

Engine trouble was experienced through out this flight, and the mail is state to have been transfer-

(Continued on following page).

FIRST FLIGHT "EGYPT TO INDIA" — "DECEMBER — 1918 (Continued)

red to a naval vessel near Charbah, although the aeroplane managed to complete the flight to India and actually arrived at Karachi before the mail. To enable mail to be identified the itinerary was as follows: Left Martlesham Dec. 13, Pisa Dec. 18, Rome Dec. 19th, Cairo, Jan. 1st; arrived at Karachi on January 17th."



Baldwin states that the machine used on the flight flown by Capt. Smith was a Handley Page twin-engined bomber, type O/400.

The West End Philatelist, Vol. 23, No. 267 of May 1926 ran an article by "Autolycus" entitled Egyptian Air Mails in which brief mention is made of this flight, the significant point being the fact that

30 letters were carried with a description of the SINGLE RING (shown above) struck in red, with a notation that a Second Type is known, a double ring cachet as illustrated in Fig. 1, and on cover.

From the Postage Stamp of September 1924, Vol. 27, No. 3, on page 54, under the title of "The Air Mail Bulletin", author unlisted although we presume it was by the editor, the late Fred Melville.

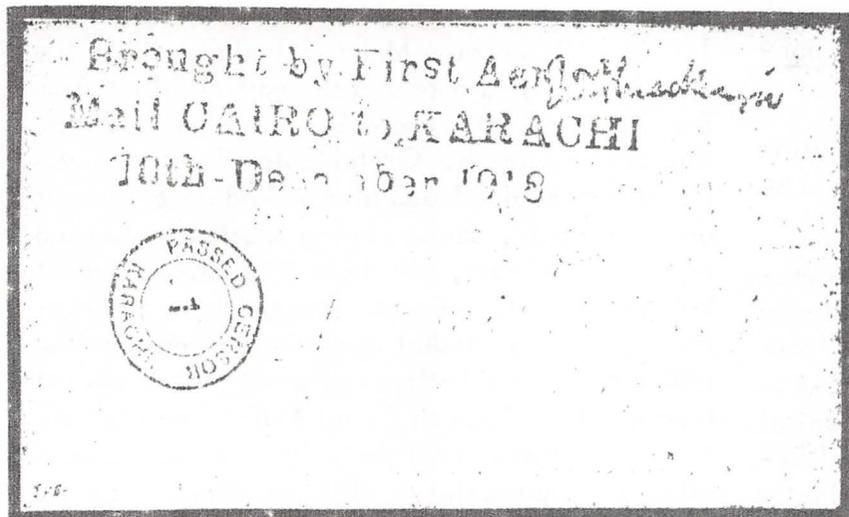


Fig. 7. The unique item mentioned by Dr. Kronstein, probably used only on the leg to Karachi. However, we are not able to make out the signature and it does not look familiar.

FIRST THROUGH AERIAL MAIL
GREAT BRITAIN TO INDIA
KARACHI 15. 1. 1919.

N. D. K. MacEwen
R.A.F.

First Great Britain Egypt India Air Mail, 1919.

Fig. 8. The cachet used on mail carried to India by MacLaren on First Through flight from Britain which followed Smith . . .

After an introductory mention that Mr. Turton has recently purchased a Cairo-Delhi "flight" cover with a cachet entirely different from either of those illustrated by Champion on pages 193 and 194 of his catalogue (although not noted we presume he refers to the 1924 edition of Champion as the 1925/30 and 37 catalogues do not show any illustrations of the marking, simply a reference that it consisted of double ring circle), and also, not being able to make the dates correspond with those listed by Champion, the piece was submitted to Air Vice-Marshal Sir Geoffrey Salmond for his remarks.

With great kindness and courtesy Sir Geoffrey Salmond has given Mr. Turton all the information at his disposal, and extracts from his letter are as follows:

"The first machine which flew from Cairo to India was the Handley Page in which were the following officers: Air Commodore A. E. Borton, Sqdrn. Leader Ross Smith (since deceased) and myself. We left Cairo early in December 1918, and completed our flight by arriving at Calcutta on December 16th, 1918."

Another Handley Page machine left England after we had departed from Cairo, and it carried the following officers: Wing Commander N. D. K. MacEwen (See Fig. 8), Sqdrn Leader A.S.C. MacLaren (now flying round)

the world), and Flight Lieutenant R. Halley. They reached Cairo in December 1918 and proceeded thence to Iraq, and on to India, arriving there some time in January, 1919."

"I cannot give you any information as to letters that were carried during the second flight, but those that were carried during the initial flight — that is, the one in which I took part — did not, I think, exceed thirty, and they were sent off at Delhi in December, 1918."

"As far as I know, no letters were despatched before we arrived in Delhi. I think I am right in saying that I signed all the envelopes under the signature of W. Salmond, Major-General."

The cachet on the cover which is the subject of these remarks reads as follows:— "Carried by First Aerial Mail, Cairo-Delhi, December, 1918" in a double line circle. It also bears the postmark of Bombay, Dec. 18th, 1918. The cover is signed "W. Salmond, Major-General".

The two cachets shown by Champion are both, of course, stages in the course of the second flight.

We understand that information on this flight is also available in D. Fields catalog of 1934 but we do not have a copy and have not been able to verify this. It is not listed in Sanabria or in the Historical Air Mail Catalogue of 1931, published by K. Lissiuk. Another brief mention is made, adding nothing to the foregoing in a monograph published as a supplement to Stamp Collecting" on May 5th, 1934, entitled Pioneer Air Posts Of

Fig. 9. Below, the Handley Page O/400 Bomber "C9681) flown on the First Egypt — India flight in 1918 by Capt. Ross Smith.

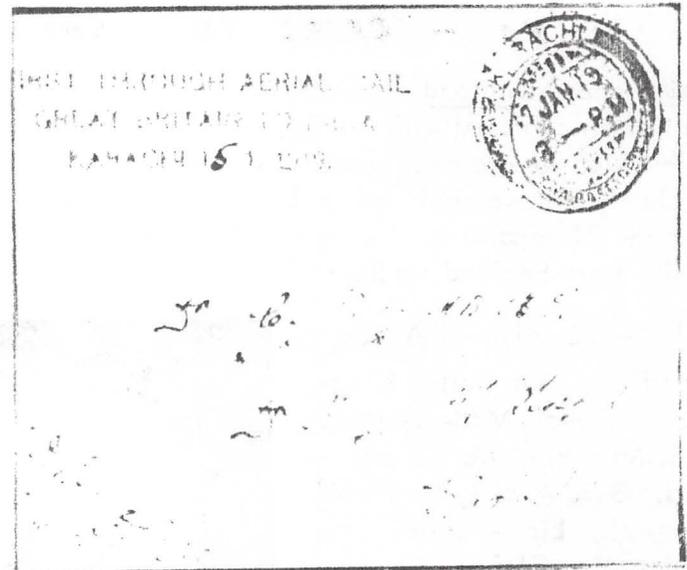
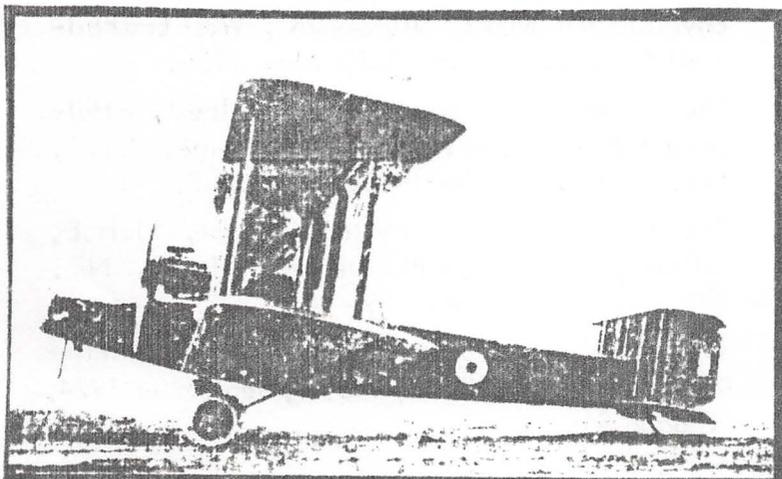


Fig. 10. Portion of a cover flown on the First run from England to India in the old "Carthusian", flown by A. S. MacLaren, Dec/Jan 1919.

The Empire by A. T. Waters.

The following item appears on page 22 of a fine chronology by John Stroud, entitled "Annals of British and Commonwealth Air Transport, 1919—1960. (Published by Putnam, London, 1962).

"1918 29 November — 12 December"

First Flight Egypt — India, Made by Capt. Ross Smith D. F. C., A.F.C. with Maj-Gen. W. G. H. Salmond D.S.O. and Brig. Gen. A. E. Borton and Sgts. J. M. Bennett and W. H. Shiers (mechanics). From Heliopolis (Cairo) to Karachi via Damascus, Baghdad, Bushire, Bandar Abbas and Chahbar, in the Handley Page O/400 (C9681). During December the O/400 continued to Delhi, Allahabad and Calcutta (racecourse). This aircraft had also made the first flight from England to Egypt, 28 July — 8 August."

And, concerning the second flight mentioned previously here:

"1918 — 13 December"

First England — India flight began. Made by Major A. S. MacLaren M. C. and Capt. Robert Halley D. F. C., from Martlesham to Karachi via Rome, Malta, Cairo and Baghdad in the Handley Page V1500 (J1936) H. M. A. "Old Carthusian". Arrival was on January 11, 1919. This aircraft was subsequently used in the Third Afghan War.

(Continued on the following page).

First Flight — CAIRO TO DELHI 1918 (Continued)

This second England-India flight is the one most often confused with the Egypt-India flight with which we are most concerned here. To further clarify this we again quote from Stroud's book on page 21 regarding the original flight of the 0/400 from England to Egypt.

1918 — 28 July - 8 August

First flight from United Kingdom to Egypt. Made by Maj. A. S. MacLaren M. C. and - Brig. Gen. A. E. Borton, from Cranwell, Lincolnshire, to Heliopolis, Cairo, in the Handley Page 0/400 (C9681). This aircraft was subsequently attached to No. 1 Squadron, Australian Flying Corps, and took part in the operations in co-operation with Col. T. E. Lawrence, (Lawrence of Arabia).

We have been unable to find a mention of the means of return to Egypt by any of the crew or of Generals Salmond and Borton. Quite possibly Capt. Ross Smith and General Borton remained in India as



SIR ROSS SMITH, K.B.E.

Lafayette Ltd.

Stroud's book does make the following mention:

1919 — February

Brig. Gen. A. E. Borton, with Capt. Ross Smith as staff Captain, sailed from Calcutta in R.I.M.S. Sphinx to survey the air route from India to Australia and to prepare landing grounds. The "Sphinx" caught fire and blew up just after leaving Chittagong, its first port of call. A fresh start was made in R.I.M.S. Minto, and a three months survey was made of Burma, Netherlands East Indies, Federated Malay States, Borneo and Siam.

We believe this pretty well chronicles the flights and sets them apart sufficiently. We have not found that mail was flown from England in July of 1918 by Maj. MacLaren when the 0/400 was first ferried to Egypt, however, the cachets on the two flights following, both by Smith and MacLaren are different and distinctive.

Now, back to the cover in our first illustration in the author's collection. This cover does carry the DOUBLE RING cachet on the reverse side but it does NOT carry any franking of the Indian 1/2 anna stamp as previously noted, nor does it carry any Indian postal markings. From our reconstruction

of the flight we believe it was carried from Cairo to Delhi where it received the stamp with out benefit of being posted thru the mails in India, and avoided the Indian post office c.d.s. The question seems, at least in my mind, as to how it was returned to Egypt to obtain BOTH the military c.d.s. AND the Egyptian civilian c.d.s. of Cairo without being franked either in India or in Egypt on its return. I can surmise that it was returned to Egypt by military surface transport (the time lapse factor from its arrival in Delhi approximately December 15th until it received the back-stamp in Cairo on Jan. 10th). With the handling involved and a probable three weeks in transit, this seems reasonable ?

We would be most grateful if someone is able to give us more exacting information, particularly as to how it received the various c.d.s. without benefit of franking ?

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- Egyptian Air Mails, "Autolykus", West End Philatelist, Vol. 23, No. 267, May 1926.
- The Air Mails of Egypt, J.H.E. Gilbert, in Holy Land & Middle East Philatelic Magazine, Vol. 2, No. 4, July/August 1958, pps. 395-7.
- The Air Stamps and Airmails of Egypt, J.H.E. Gilbert, The London Philatelist, Vol. 58, No. 679, June 1949, pps. 89-94.
- The Air Mail Bulletin, Fred J. Melville, in The Postage Stamp, Vol. 27, No. 3, September 1924, on page 54.

(Continued.)

BIBLIOGRAPHY — FIRST FLIGHT EGYPT — INDIA (Continued).

Flying Anzacs, by D. E. Helmuth, The Airpost Journal, Vol. VI, #4, January 1935, pps. 6-8.

An Airmail Survey of Egypt, J. H. E. Gilbert, The Aero Field, June 1948, pps. 94-98, (reprint of a display from the Postal History Bulletin).

Cairo-Delhi Aerial Mail, The New Zealand Stamp Collector, Vol. 1, No. 10, Aug. 20, 1920, p. 113

Egypt (In West End Philatelist, under Air Mail Stamps & Air Posts of the World). Listed by D. Field., Vol. 27, No. 315, May 1930, pps. 62-3.

The First Aeroplane Mail From Egypt to India.

December 1918. Dr. Max Kronstein, The Airpost Journal, Vol. 33, No. 1, October 1961, on pps. 10-11.

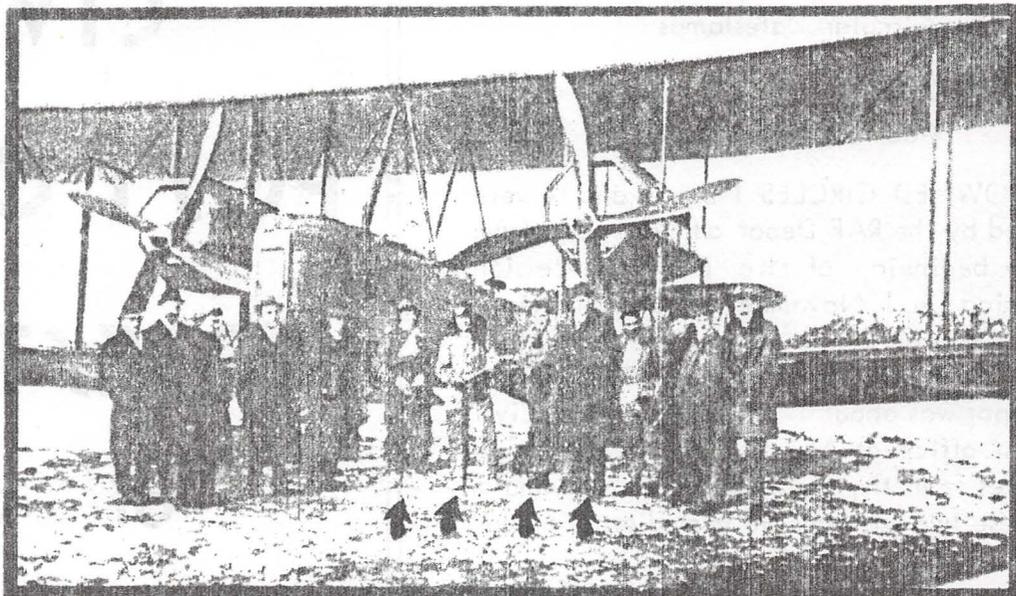
Blazing the Air Mail Trail, A. T. Waters, Supp. to Stamp Collecting, May 5, 1931, 40 pps. See Section 2, page 34.

Annals of British and Commonwealth Air Transport by John Stroud, Putnam, 1961, London, pps. 21-2, 25 and 336.

Byam's Egypt, Catalog of the Sale held by Robson Lowe on 24/25 October, 1961, in London. Pages 116-117.

Fig. 12 - Photograph taken late in 1919 in front of the Vickers Vimy Ross and his younger brother, Keith flew to Australia together with Sgts. Shiers and Bennett. Both of the Smith's were knighted by the King for this famous flight.

Arrows (left to right) point out 1. Ross Smith,
2. Keith Smith,
3. Sgt. Bennett,
4. Sgt. Shiers.

A WORD ABOUT SESCAL & EXHIBITING . . .

At the present time it is our plan to hold a special exhibition section at SESCAL in October of 1975. We have been invited by the show's General Chairman and asked for commitments for a minimum 100 frames. To date our ballots indicate about 60. Every member, regardless of his residence, is eligible to participate. Awards in our Section, donated by Topics and others interested will be a feature IN ADDITION to those offered by SESCAL. A fine opportunity for all.

Sescal frames hold 12 pages 8-1/2 X 11 inches or 9 pages 9 X 12 inches. Mounting will be under the strict supervision of Society members with excellent security. A.P.S. Accredited judges, experienced in the Egyptian area will be on the panel of Mr. Tinsley, F.R.P.S.L.

TO ALL MEMBERS OF THE PHILATELIC SOCIETY OF EGYPT . . .

Members of the Philatelic Society of Egypt wishing to renew for 1975 should remit \$3.00 to Dr. Peter A. S. Smith, Dept. of Chemistry, University of Michigan, Ann Arbor, MI., 48104.

The last issue of L'Orient Philatelique to appear is No. 127, dated October 1973, but which reached members in the United States in May of 1974. Another issue has been in the works for some time, but the difficulties of production in Egypt at this time are so great, that no prediction about when it may appear can be made. It is hoped that all members will express their support by renewing, however, all should understand that no promises can be made.

MAJOR E. C. W. STAGG

By the Author of "SUDAN" THE POSTAL
MARKINGS - 1867 - 1970

The following notes on the Civil Post Offices' circular datestamps that were used during the Postal Concession Period 1932-1939, may be of use to those studying this period, therefore I offer the notes in full.

The Postal Concession Period
1932 - 1939
Civil Post Offices
Circular Datestamps

ALEXANDRIA

ABU QIR and MAMURA

CROWNED CIRCLES Nos. 13 and 14 were used by the RAF Depot at Abu Qir from the beginning of the Postal Concession Period on 1 November 1932 until fifteen days after the issue of the Army Post Stamps on the 1st of March 1936. The RAF Depot was about 1/2 mile from the Civil post office at Abu Qir and about 1-1/2 miles from the civil post office at Mamura. These two villages lie immediately to the East of Alexandria.

Letters from the R A F Depot were first posted in the Camp Post Office where the seals were cancelled and the envelopes franked ? then taken by a post orderly to the civil post office at Mamura where they were postmarked by a civil date stamp, & sorted for transmission to Alexandria's G PO where they normally received a civil datestamp on the back of the envelope.

One month after the beginning of the Concession on 1 December 1932, arrangements were made to use the civil post office at Abu Qir as well as Mamura. Letters again being transmitted to Alexandria's GPO where they normally also received a civil datestamp on the back of the envelope.

British Forces in EGYPT 1932 - 1936

CIVIL POST OFFICE DATESTAMPS of the CONCESSION PERIOD

Letters travelling between Mamura and Alexandria and between Abu Qir and Alexandria usually were sorted on the train and can be found therefore with TPO datestamp on the back.

The use of both Mamura and Abu Qir post offices continued until the formation of MPO Abu Qir, on the 1st. March 1936. Letters from the RAF

Depot all passed through the MPO so that during the life of the MPO no examples are known bearing the Mamura or Abu Qir civil post office datestamps.

MPO Abu Qir closed on January 24th, 1937 and instructions were issued that "all correspondence for the RAF at Abu Qir will be dealt with by the civil post office at that place. For the present, the civil post office at Mamura will not be used for any correspondence, in or out. An Orderly from the RAF at Abu Qir must collect and deliver from and to the civil post office at Abu Qir . . ." This arrangement continued until the beginning of censorship.

The spelling 'Abu Qir' is that seen on datestamp, however, the more usual form of spelling is 'Aboukir'.



Fig. 1 - An example on cover of the Crowned Circle "13" with the Egyptian c.d.s. of Abu Qir, 17 DE 34. from the author's collection.

LIST OF DATESTAMPS SEEN IS AS FOLLOWS:

<u>Place</u>	<u>Military or Civil P.O.</u>	<u>Number of Datestamps</u>	<u>Earliest Date</u>	<u>Latest Date</u>
Mamura	Civil	2	24 Nov 1932	18 Jan 1936
Abu Qir	Civil	2	1 Dec 1932	27 Feb 1936
Abu Qir	Military	1	1 Mar 1936	24 Jan 1937
Abu Qir	Civil	1	10 Apr 1937	27 Aug 1939

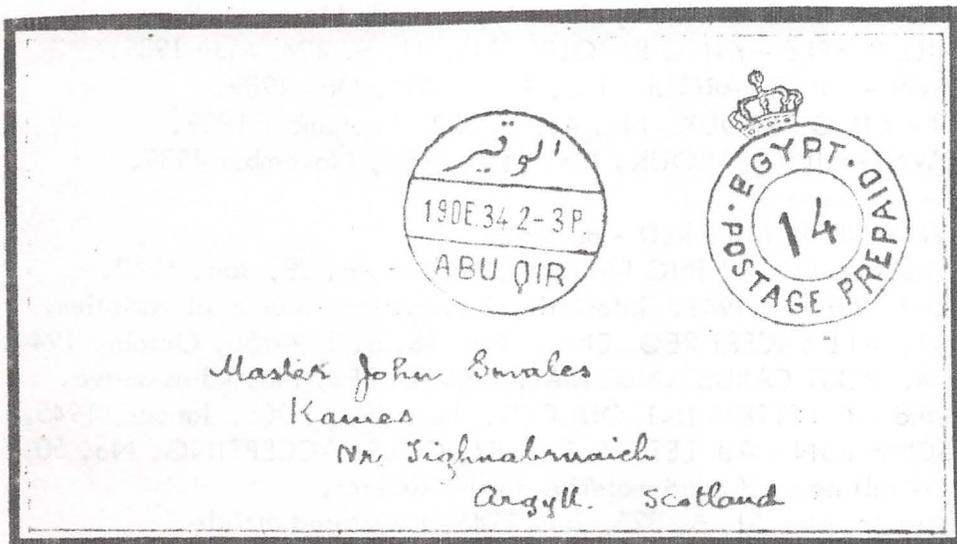


Fig. 2 - Another example of the Crowned Circle showing the number "14" from Major Stagg's collection.

Numbers 13 and 14 were used by the RAF Depot at Abu Qir from the beginning of the Postal Concession on 1 November 1932 until fifteen days following the issue of the "Army Post Stamps on 1 March 1936.

THE PHILATELIC LITERATURE OF EGYPT

"AN ANNOTATED RESEARCH BIBLIOGRAPHY"

By GORDON B. GARRETT

With Valuable Assistance From CHARLES FOX

SECTION XIII — POSTAL STATIONERY (Continued from Vol. 6, No. 7)

With the kind permission of the Keeper of the Record, Mr. Charles Minett, we have taken the following — for the major part — from his excellent work in the Quarterly Circle of the Egypt Study Circle.

L'ORIENT PHILATELIQUE: We have remarks and additional information where appropriate.

NEW ISSUE - REGULAR ENVELOPE, 15 MILL BLUE, KING FUAD (In French). No. 3, p. 11 —
A very brief notice of the issue of this item and its retail cost of 18 milliemmes. Jan. 1930.

APPEAL FOR INFORMATION - THOMPSON, G. S., No. 22, p. 21, A request for the loan of any material of this type for study preparatory to a forthcoming article. October 1934.

POSTAL STATIONERY OF EGYPT — BOULAD, Jean, No. 27, pp. 8-11. (French). A very detailed and illustrated work covering the various types of envelopes issued to Jan. 1936.

Continued: No. 28, pp. 45-50, April 1936; No. 29, pp. 91-94 (the French Offices), July 1936; No. 30, pp. 134-5, (Fr. Off. cont.); No. 31, pp. 13, addenda. An excellent work for study.

NEW ISSUE - THE SMALL ENVELOPE - 2 MILL ORANGE KING FUAD — BOULAD, J., No. 35, p. 196. (French). A brief notation of the issuance of the Fuad envelope in orange.

NEW ISSUE - THE 4 MILL WRAPPER IN GREEN, BOULAD, J. (F), No. 36, p. 259. April 1938.

VARIETY - REPLY POSTCARD OF 1929 WITH BLACK BARS — BOULAD, J., No. 39, p. 414 (F).
Notes on the 3 mills orange (Ras-el-Tin Palace) with bars on both cards.

NEW ISSUE - REGULAR ENVELOPE - 20 MILL BLUE - KING FAROUK — BOULAD, J., No. 38, p. 362. (F) Brief notes.

NEW ISSUES — BOULAD, J. (In French). All with very brief notations.

SMALL ENVELOPE - 2 MILL RED - KING FAROUK, No. 40, p. 463, March 1939.

REGULAR ENVELOPE - 15 MILL PURPLE - KING FAROUK, No. 41, p. 494, May 1939.

LETTER CARD - 5 MILL BROWN - KING FAROUK, No. 41, p. 494, May 1939.

ENVELOPE - 5 MILL BROWN - KING FAROUK, No. 43, p. 582, September 1939.

LETTER CARD - 5 MILL BROWN - KING FAROUK, No. 44, p. 603, November 1939.

WRAPPER - 1 MILL BROWN - as above.

POST CARDS - 3 MILL BROWN AND 13 MILL RED - as above.

SMALL ENVELOPE - 2 MILL VERMILION - KING FAROUK, No. 45, p. 28, Jan. 1940.

VARIETIES - No. 47, pp. 105-6, January 1941. Interesting information on unusual varieties.

NEW ISSUES AND RATES 1941. ALL EXCEPT REG. ENV. No. 48, p. 149-150, October 1944.

NEW ISSUES AND RATES 1944. POST CARDS AND SMALL ENVELOPES, No. 48 as above.

AIRGRAPH RATES REDUCED and AIR LETTERS INTRODUCED. No. 49, p. 206, January 1945.

AIRGRAPHS - DETAILED DESCRIPTION - AIR LETTERS FOR BR. COLS. ACCEPTING. No. 50, p. 242. April 1945. A full page of good material on this subject.

CAIRO AIRGRAPH C.D.S. (Arabic) No. 51, p. 325, July 1945. Illustrated article.

AIRGRAPHS - FINAL SUPPRESSION (French), No. 52, p. 340, October 1945.

REGULAR ENVELOPE - 30 MILL GREEN - INTERNAL RATE (F), No. 52 as above.

(To be continued.)