

EGYPT STUDY CIRCLE

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THE QUARTERLY CIRCULAR .

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EDITORIAL.

In the "Q.C." for August 1942 we stated on page 1 that " in future , twelve issues shall constitute a volume, the pages of which will be numbered consecutively throughout ". The Editor very much regrets that, when the second number of the present volume appeared in December 1942, this decision was overlooked and the pagination was carried out as hitherto. viz. Pages 1 to 16 instead of Pages 14 to 29. Will members very kindly alter the pagination of their copies of the December issue. Page 1 - the Editorial page should read page 14 and the last page containing the Minutes of the 29th. Meeting should be Page 29. The correct pagination will be used when the Index to the present volume is prepared.

Study VI. The Postal Markings of Egypt in the Nineteenth Century.

It has been decided that this Study shall be extended so as to include the post-marks of Egypt to the present day. It has, however, been thought wise that from 1880 only a general summary of the markings shall be written upon and that only those which are of special interest, as showing new services of some new happening, as for instance a change of language employed in the past, shall be illustrated.

Mr. R. Seymour Blomfield, R.D. 7 KNOXVILLE, TENN, U.S.A. who is in charge of this Study, will be pleased to hear from any members who have material likely to help the work along.

Index of the Philatelic Literature of Egypt.

Corrections. Mr. A. S. Mackenzie-Low has received a letter from Mr. F. A. Smyth pointing out the following errors that have occurred in the above compilation, Mr. Mackenzie-Low regrets these errors were due to an oversight on his part.

"Q.C." No. XI page 3. The article attributed to Jean Boulad on the Languages employed on the stamps of Egypt should be by Gabriel Boulad in L.O.P. Nos. 35 and 36. not 36 and 37.

"Q.C." No. XII pages 6, 7 & 9. The articles given under the name of F.A. Smith should be by F. A. Smyth.

THE PERFORATIONS ON THE FIRST ISSUE OF EGYPT. By. Dr. W. BYAM.

Perf.	5 Para.	10 Para.	20 Para.	I P.T.	2 P.T.	5 P.T.	10 P.T.	Error 5 P.T.	Comments.
12½	Z B	Z B	Z B	Z B	Z B	Z B	Z B	Z	
12½ X 13	Z B	Z B	Z B	Z B	Z B	Z B	Z		Can other members of the Circle add to this record?
12½ X 13 X 13 X 13			Z						The Zeheri listing of perforations for the first issue is obviously incomplete. IN the Byam collection there are twenty-eight varieties unlisted and no doubt others exist. There perforation was performed by three single line machines gauging 12½, 13 and 15. As these seem to have been used in combination in different positions it is probable that all the combinations possible do exist and may yet be found, with the exception of the 15 gauge. This last was nearly certainly a trial perforation used in preparation for the second issue.
12½ X 12½ X 13 X 13				B	Z				
12½ X 12½ X 13 X 12½	B	B	B		B	B			Not listed by Zeheri.
12½ X 13 X 12½ X 12½	B	B	B		B		X		Not listed by Zeheri.
12½ X 13 X 13 X 12½		B	B						Not listed by Zeheri.
12½ X 12½ X 12 X 12½							Z		Doubtful variety - unless the 12½ machine became damaged and was repaired.
12½ X 15		Z B			Z B	L		Z B	Hubert Lowe has 2 P.T. of this perf. Used
12½ X 12½ X 12½ X 15					Z				
13	B	Z B	B				X ZB		X 10 P.T. printed on back - Zeheri.
13 X 12½	Z B	Z B	Z B	Z B	B	B	B	Z	
13 X 12½ X 12½ X 12½	B	B	B	B		B	Z		Not listed by Zeheri.
13 X 13 X 12½ X 12½			B						Not listed by Zeheri.
13 X 13 X 13 X 12½		B	B						Not listed by Zeheri.
13 X 12½ X 12½ X 13		B		B					Not listed by Zeheri.
Imperf	Z B	Z B	Z B	Z B	Z B	Z B	X ZB	Z B	X 10 P.T. imperf. printed on back = Zeheri.
Double Perf						Z			Not of Catalogue rank.
Imperf vertically	Z	Z B	Z	Z B	Z B	Z B	Z	Z	2 P.T. bisected = Byam.
Imperf horizontally			L			L	Z B		Possibly printers' waste.
Rouletted						Z			Of doubtful status - probably a private venture

Z = Listed by Zeheri

B = In the Byam Collection.

L = Hubert Lowe collection (only perf not recorder by Z or B are shown here)

MAJOR JAMES JOHN BRAMBLE. O.B.E. ROYAL MARINES.

But whether its trenches, or whether it's ship,
There's the Empire's work to do,
An' they do it, the Jollies... 'Is Majesty's Jollies,
... Soldier and sailor too.

Kipling may, and does, "date" but his tribute to the Royal Marines (with a few inevitable verbal alterations) has rung true through the years.

On Tuesday the 4th May, Jim Bramble passed into the sunset following an operation rendered necessary by illness which befell him suddenly a few days previously, and philately has lost an unusually intelligent and keen devotee.

" J.J. " was born in 1882; joined the R.M.L.I. as a 2nd Lieutenant in 1902 and - the best Officer of his batch - was awarded the Sword of Honour on passing out of the R.N.C. Greenwich.

1904-05 he served during the Russo-Japanese War on the China Station and became interested in Intelligence work. 1907-09 he was attached to the Intelligence Department of the Admiralty and served in the Far East. In 1913 he was promoted Captain and in the same year was seconded to the Egyptian Army; he served with the 2nd Battalion and, after a period in Suakin where he (1914) acted as Imperial Censor and O.C. of the Garrison, he was posted to the XV Sudanese. In 1916 he was seconded from the Egyptian Army to the Sudan Government and from 1919-23 was District Commissioner in Khartoum North.

Early in 1923 he, as a Major, retired under the age clause and was struck off the strength of the Egyptian Army; at the end of 1923, however, he was re-appointed to the Sudan Government and served in an administrative capacity in Eastern Kordofan and the El Obeid district. In 1926 he became District Commissioner of Omdurman and so served until he retired from Sudan Government Service in 1935.

This brief outline of his career is of interest in that the time spent in Sudan practically covers the period of the small camel and earlier Air Mail issues. J.J. was an intensely keen and observant philatelist and his careful notes on the stamps issued during the years he spent in the Sudan may well prove to be the 1913-35 cornerstone of the future book on the stamps of Sudan: he had great affection for his stamps and would have hated the thought of his Sudan collection being disintegrated: his friends will be glad to know that it has passed into most appreciative ownership.

The Sudan was certainly J.J.'s dominant interest, and he always regretted (he had a way of expressing disapproval in no uncertain manner : his name was a gift to the innate humour of the natives who knew him far and wide as Abu Shok ... father of prickles) that the Egypt Study Circle had not had time to launch a subsidiary Sudan branch which, however, will probably develop ... in co-operation with the Egypt Circle ... when times change for the better.

Not that he was not a keen collector of Egypt: his collection is voluminous but his friends have agreed that the Egypt collection shall be dealt with by auction as it has nothing like the completeness and coherence of the Sudan.

There are some odd lacunae: stamps missing from the first two issues, for instance; but there are some noteworthy items including the Port Fouad set complete, a block of four with a copy of O 34.a., a fine a most carefully worked out collection of

the Crown overprints, and a large number of pre-stamp covers and entires of Postal History interest.

J.J. Did not give his friendship easily but those who knew him best were well aware of his staunch loyalty; of the honesty of purpose which made his work for philately so valuable. . . he never guessed . . . he never blindly accepted the written word; a problem with him remain a problem until he was in possession of real evidence: he put into his stamp collection the initiative, the vigorous personality, the organising ability which made him such an effective District Commissioner of Omdurman, the largest town in the Sudan, which owes much to the tireless work and constructive imagination of "J.J." and Mrs. Bramble.

J.J. sat with us as a full member of the Circle from the sixth meeting, which was held on the 12th. Of October 1935, and, among his many efforts to help forward our work, special mention must be made of his part in connection with the Zeheri Catalogue. He was deputed, with the Chairman, to check this catalogue and make suggestions for its revision. This work was only brought to a standstill by the war which claimed his attentions elsewhere but some of the many useful suggestions he made were forwarded to Zeheri and have already been adopted by him.

From: MODERN EGYPT by Sir Gardner Wilkinson
1843 (John Murray).

Abstracted by Dr. W. Byam.

Austrian Lloyd Steamers.

Quotes " Guide to the Levant " by Osbourne. " The vessels convey letters, goods, specie and passengers from Piraeus: the proceed to Syra, where their service is divided into two lines (1) to Constantinople via Smyrna and the Dardanelles and (ii) to Alexandria sometimes via Candia. At Syra vessels from Trieste, Constantinople and Alexandria meet, exchange their correspondence ".

French Steamers for Malta via Syra leave Alexandria on 7th, 17th and 27th of every month (Syra = Syros).

French Government Steam-packet service in the Mediterranean conveying letters between Marseilles and the ports of Italy and the Levant is divided into three lines :

1. Marseilles to Malta via Leghorn, Civita-Vacchia and Naples.
2. Malta to Constantinople via Syra, Smyrna and Dardanelles.
3. Piraeus to Alexandria via Syra.

At Malta passengers and goods coming from the Levant undergo quarantine and letters are purified there. Exchange of letter bags Malta to Constantinople and from Athens to Alexandria is at Syra. From Alexandria (1843) to: and reverse :-

	Single letter.
Civita Vacchia	O Fr. 90 Cent.
Constantinople	0- 80 -
Dardanelles	0- 70 -
Leghorn	1- 00 -
Malta	0- 80 -
Marseilles	1- 00 -
Naples	0- 90 -
Piraeus	0- 70 -
Smyrna	0- 70 -
Syra	0- 70 -

Every printed sheet: Journals 4 cents. Printed documents: 5 cents. The same to all these destinations.

There is an English steamer directed from Marseilles to Malta, once a month to and from Malta, where it meets the packet coming direct from England. Leaves Marseilles on the 9th. of every month, and brings the London mail from India. Letters from Egypt via France leave Alexandria for Malta about the 23rd and reach London about the 4th: departure from Alexandria depends on the arrival of the Indian mails from Suez. Letters from Alexandria to London via Malta and Marseilles take about 11 or 12 days. Steamer direct from England to Egypt: leaves Southampton on the 1st, Falmouth 2nd, Gibraltar 6th, Malta 10th and leaves Alexandria on the 15th of each month. Messrs. Briggs and Co. Are referred to as the P. & O. agents at Alexandria, " Messrs Hill will make arrangements for the passage through Egypt ". Seven stations, now in charges of Messrs Hill (which in June 1843 will belong to the P. & O. S. N. Co.) have been established on the Suez road, distant from each other from 10 to 12 miles. No. 4 is 41 miles from Cairo - the centre station which contains a lady's room, kitchen, commodious bed chambers and stabling ". " Its large cistern is capable of holding water for a year ".

A rival French Company started early in 1842, carried passengers from Cairo to Suez: MM. Coulomb, Dumergue and Leichel :-

Letters from Egypt to England by P. & O. are separated on their arrival at Malta; those via Marseilles being taken out and sent on by packet, and those via Gibraltar continuing on board. Letters via Marseilles arrive in London 4 days earlier than those sent " Long sea " but the charge is 1/8d. For every ¼ ounce - those by " Long sea " pay only 1/0 per half ounce.

" Useless to send letters by the French stammer that leaves Alexandria on the 26th as the English packet carries them quicker by three days and at a less rate of postage.

Posts went from Malta to Alexandria by English packet.

Post leaves Alexandria for Cairo every Monday, Wednesday, Friday and Saturday at 7 p.m. and returns from Cairo on the same days and at the same hours. " It arrives on the fourth day; but the Pasha's post, which goes every day except Friday, takes 36 hours. It is only as a favour that Europeans are allowed to forward letters by this conveyance; and all those intended for Malta, and other places out of Egypt, must be inclosed to some one at Alexandria, who will forward them and pay the postage. A single letter is charged to Malta 2½ piastres. Travellers are sometimes made to pay 5 and 10 piastres for a letter from Cairo to Malta". The East India Coy's post goes from Alexandria to Cairo in 45 hours. " There is only one P.O. In Egypt (?British), which is at Alexandria. Letters to England (which need not be prepaid) can be sent to Alexandria and forwarded without difficulty; but those for Malta and other parts of the Mediterranean, which require the postage to be paid, must be sent to some one in Alexandria, who will pay them there, as this cannot be done at Cairo".

" Those for Germany, and inland places in Europe, must be sent to some house at Marseilles, in order that they may be there prepaid and forwarded, as this is not to be done in Egypt ".

Notice in the British Government Packet Office at Alexandria:-

" Mails are made up at this office only for the following port in the Mediterranean by H.M's packets, namely, Malta, Gibraltar, Syra and Marseilles; and all letters for these ports (excepting Marseilles) must be prepaid at the following rates :-

Up to	½ ounce	6d.
	1	- 1/-
	2	- 2/-
	2	- 3/- and so on. "

A notice at the P.O. In London (September 1842) " respecting the mode of sending letters from England " :-

All letters to be sent by Falmouth shall be marked via Falmouth, for otherwise they will be retained and send by the India and Malta mail, through France to Marseilles in British packets once a month. Letters to India and Alexandria via Marseilles, by the French packets, sailing from that port of the 1st, 11th, and 21st of the month, in the ordinary French mail from London, should be addressed " by the French packet ". " Letters to and from Malta, the Ionian Islands and Alexandria, are charged 1/8d each and to and from India 2/8d., newspapers 2d each ; which postage must be prepaid ".

" Since June 1842 Messrs Waghorn and Hill have disposed of their interest in the transit to the Egyptian Transit Coy, established by Mr. Robert Thurburn and the result has been a very important improvement in the system throughout. "

" The P. & O. S. N. Coy. Place at the disposal of the Egyptian Transit Coy. The means they possess in Egypt and employ that Company to pass passengers through. "

" After September 1843 packets will no longer touch at Falmouth, but go to and from Southampton direct." " The mails to Egypt and India leave England on the 1st of every month". " The overland closed mail to Malta, Egypt and India, via Marseilles, will be made up about the 4th of the month."

Murray's " Handbook for travellers in the East ", published 1843.

John Murray, Albermarle Street, London.

NOTES ON MAIL BOAT SERVICES TO AND FROM ALEXANDRIA IN 1863.

By E. F. Hurt.

Mail Boats calling at Alexandria at this time were those of the following Companies.

1. French-Messageries Imperiales.
2. Austrian-Austrian Lloyd.
3. British-Peninsular & Oriental.
4. Russian-Russian Company of Navigation & Trade.
5. Italian-Societa Italiana di Navigazione Adriatica-Orientale.
6. Papayanni Screw Steam Ships of Liverpool.

Th following services were then in existence - (the service number after each referring to the Companies listed above) -

Alexandria to Ancona via Corfu, leaving with mails on the 5th and 19th of the month.

Service 5.

Alexandria to Malta and Marseilles, leaving on 5th, 12th, 19th and 28th of the month.

Service 3.

Alexandria to Malta, Gibraltar and Southampton leaving on 11th and 27th.
Service 3.

Alexandria to Marseilles direct. Leaving on alternate Mondays. Service 1.

Alexandria to Marseilles via Malta & Messina. Leaving on 9th., 19th and 27th.
of the month. Service 1. (Ligno V).

Alexandria to Jaffa, Beyrouth, Tripoli, Latakia, Alexandretta, Mersina, Rhodes and
Smyrna. Leaving alternate Mondays. Service 1. (Ligno X).

Alexandria to Trieste. Twice monthly. Service 2.

Alexandria to Odessa. Irregular by Service 4. via Syrian ports, Cyprus, Carmania,
Smyrna and Constantinople. Weekly.

Alexandria to Malta, Gibraltar, Liverpool. Service 6.

Alexandria to Naples and Messina and also connecting at Corfu for Genoa and
Brindisi. Service 5.

The Austrian Lloyd Service from Trieste to Alexandria ran as follows :-

5th. and 20th of the month to connect with the P. & O. mails from Suez to Bombay.

12th. and 28th. of the month to connect with mails for Dutch Colonies, Calcutta,
China and Manilla.

28th. Of the month to connect with mails for Australia, Mauritius and Reunion.

These boats all called at Corfu.

The following were other sailing from Egypt to the East.

Suez to Mauritius - P. & O. 6th. Of each month via Aden.

Suez, via Aden, to Pondicherry, Singapore, Madras, Calcutta, Saigon, Hongkong,
Shanghai. Messageries Imperiales.

On account of letters from Egypt necessarily passing from one mail boat to another
according to destination, the following additional notes of service may be of interest.

1. A. Lopez & Co's Mail Steamers ran a weekly service between Cadiz, Malaga, Alicante,
Barcelona and Marseilles.

2. Messageries Imperiales ran a weekly service to Civita Vecchia from Marseilles
via Messina, Genoa and Leghorn.

Messageries Imperiales ran a direct weekly service from Marseilles via Genoa to
Leghorn and also weekly from Marseilles to Constantinople via the Piraeus.

Messageries Imperiales ran weekly -

(a) from Constantinople to Gallipoli and Salonica.

(b) from Constantinople to the Black Sea ports.

3. Papayanni Bros. Screw Steamers ran the following boats - "Agia Sofia", "Amalia", "Arcadia", "Laconia", "Macedonia", "Orentes" and "Thessalia" on the following services, from Liverpool.
 - (a) Gibraltar, Malta, Alexandria, Beyrout, Alexandretta.
 - (b) Gibraltar, Malta, Constantinople and Smyrna.
 - (c) Gibraltar, Malta, Syria, Constantinople and Salonica.
4. Societa Italiana di Navigazione Adriatica-Orientale ran the following services from Genoa -
 - (a) daily to Naples, via Leghorn.
 - (b) twice weekly to Nice.
 - (c) weekly to Ancona, Leghorn, Corfu and Bari and an alternate service to Corfu via the Adriatic Italian ports.
5. Lloyd Austriace ran the following services from Trieste-
 - (a) to Istria; Pirano, Umago, Cittanova, Parenzo, Rovigno, Pola, Cherse, Malinska (Isle of Veglia), Fiume - twice weekly.
 - (b) to Istria, Dalmatia, Albania, Pirano, Parenze, Rovigno, Pola, Lussinpiccolo, Zara, Spalate, Lesnia, Gravesa (Ragusa), Antivari, Durazzo - every Thursday.
 - (c) to Syria; Smyrna, Rhodes, Cyprus, Beyrouth, Jaffa, Alexandria - fortnightly and also an Accelerated Line.
 - (d) to Trebizond via Constantinople, Sinope, Samsun & Ordou every Saturday.

Lloyd Austriace ran a baot from -

 - (a) Varna to Constantinople every Thursday. (the Messageries Maritime Service for these ports left Varna on Tuesday)
 - (b) Constantinople to Galatz-Twice Weekly.
6. Russian Navigation Co. ran the following services from Constantinople -
 - (a) to Odessa every Tuesday.
 - (b) to Taganrog, Kertch, Caffa, every Monday.
 - (c) to Salonica, Volo, Monte, Sante, alternate Thursday.
 - (d) to Smyrna, Caramania, Cyprus, Syrian pots, Alexandria-alternate Tuesdays.
 - (e) to Marseilles once a fortnight.
 - (f) to Odessa via Syrian ports to Alexandria.
 - (g) Odessa to London monthly.
7. The Greek Oriental Mail Steamers ran from Trieste to Smyrna via Ancona, Corfu, Argostoli (Cephalonia Is.), Zante, S.Nicoli, (Cerigo), Syra and Scio, every Wednesday.
8. The Two Sicilies Steam Navigation Co. ran the following boats - "Vesuvio", "Capri", "Mongibello", "Pompei", "Sorrento", "Stromboli" on the following services -
 - (a) Marseilles to Civitavecchia and Naples via Leghorn, Palermo and Messina-weekly.
 - (b) Genoa to Leghorn & Naples-every Tuesday.
9. The following burns McIver Screw Steamers-"Kedar", "Palestine", "Atlas", "Olympus", "Stromboli", "Ostrich", "Morocco", "Hecla", "Marathon", "Balbec", "British Queen", "Sidon", "Heron", ran from Liverpool to Gibraltar, Palermo, Messina, Corfu, Ancona, Trieste, and Venice.
10. The Fluvial and Maritime Packet Co. ran a service three tiems a month from Cadiz to Gibraltar and Malaga and, also thrice monthly, from Cadiz to Lisbon, vigo, and St. Nazaire.

11. Turkish Boats left Constantinople for Breussa via Moudania and Kimlech 4 days a week. This was probably the Pirescafi Ottomani.
12. Lloyd Austriace ran every Wednesday from Trieste to the Ionian Is. calling at Corfu, Paxo, Sta.Maura, Prevesa and Salanora.

Lloyd Austriace ran an accelerated service weekly from Trieste to Cyprus, via Syra.

Lloyd Austriace ran two other services in the Black Sea from Trieste—

- (a) to Constantinople, burgas, Varna, Sulina, Tulcia, Galatz, Ibraila,
 - (b) An accelerated Service from Trieste via Kustendje, Sulina, Tulcea, Galatz and Ibraila calling at Constantinople. This was the main mail line for the Balkans and Middle Europe having its junction at Constantinople. mail for Modlau-Wallachia went by boat to Tulcea or Galatz, but that for Austria and Hungary was landed at Kustendje, sent over the railway line to Czerneveda and there passed to the Danube Steam Navigation Cos. Boats. There was in fact an understanding between the D.D.S.G. and the Kustendje-Czerneveda Railway and the Austrian Lloyd about the service between Linz and Vienna and Constantinople and the D.D.S.G. had an office in Constantinople to assist his service as well as that of the Lloyd Austriace.
-

The following additional boat names may be a useful check on inscribed covers —

D.D.S.G. boats — "Franz Joseph", "Sophia", "Albrecht", "Szecheny", each of which also had boat named postmarks.

Liverpool-Gibraltar-Sicily-Ancona-Trieste line :- "Rhone", " Euphrates", "Corinthian", " Armenian", "Albanian", " Seamaner" .

Liverpool-Naples line :- "Tiber", "Frankfurt", "Clape", " Arno", "Milan", "Meander", " Albanian", "Rhone", " Euphrates", "Corinthian".

General Steam Navigation Co.s boats between Lisbon and Cadiz :- "Albatross". "Gannet", "Flacon".

London to Odessa-English boats :- "Una", "Brenda", "Eva", " Ada".

MARKET JOTTINGS.

By Dr. W. Byam.

The Dr, Cecil Rix collection of Egypt and Sudan was sold by auction on the 15th. and 16th. of February, when over £700 was realised for the Egyptian portion alone. The stamps were commented on in the last number of the " Q.C. " so it only remains to put on record the amounts obtained for the more interesting lots.

Moens Monograph. a most instructive work in French on the stamps of Egypt, published in 1880, £3-3-0.

1866. The full set of complete proofs sheet sold in one lot, £125. Mint set of the stamps, of exceptional colour and mostly well centred, £20. full S.G. Cat. value being £15-16-0, which confirms what I have written before, that well centred stamps of this issue are always a good buy. Entire bearing vertical column of four 10 para, £6-6-0. I P.T. mint block of fours, £8-15, Imperf singles of 5 para ad 10 para, both unused, £5-15-0. A very fine block of four 20 para, imperf, with large part original gum and full margins £36., compared with an estimated value of £15. A horizontal pair of the same stamp, £10-10-0. and a vertical pair the same price. 2 P.T. a horizontal pair, imperf, with part original gum and good margins on three sides, an attractive piece, £7-15-0. 5 P.T. two unused imperf copies, in

not very good condition, £5-15-0. 10 P.T. a fine unused cope, together with a genuine watermarked stamp with a forged black superscription, both imperf, £6-10-0, which is an absurdly big price. Pair of 10 para, imperf vertically but badly off centre and slightly stained though unused, £14-10-0. A perfect mint pair of the I P.T. imperf vertically, £14-10-10. 5 P.T. of brilliant colour, perf 12½ X 13 and well centred, £6-10-0. full S,G, Cat, being £8.

1867 & 1869. There was lively bidding for the sheet bearing two blocks of six of the Penasson essays in red - the central design being the lion for one block, and the pyramid with sphinx in front of it for the other. £36. This piece is probably unique. Several of the mint blocks of stamps were in perfect condition. 5 Para. block of six £8-10-0. Block of nine in a paler shade but with one stamp creased, only £6-15-0. I P.T. bright rose from Stone C, block of nine £8-5-0. 20 para, deep yellow green, block of six, £6-10-0. Two entires bearing stamps of this issue were of special interest. The first, because it carried a severed block of four of the 5 para, a very rare stamp on a letter, with a single 20 para blue green, to make up the I P.T. rate, pmk, dated 15 NOV 67 which, being an early date, suggests that we may be right in assuming that the 20 para blue green was issued before the yellow green stamps. There are yellow green stamps bearing early dates, but so far I have not seen one on a cover. The second letter, dated 2 GEN 68, was franked with two copies of the 20 para blue green and a single 2 P.T. in the pale blue shade, to make a 3 P.T. rate; apparently there must have been enclosures as this was an inland letter, Cairo to Alexandria. The first fetched £8 (the most costly cover in the sale); the second £6-6-0. (both bought by Dr. Byam)

1872 and 1874-75. There were forty five mint stamps of the Penasson printing in blocks-many with margins - and some showing the coloured rule; these averaged 13/3 a stamp. The ninety eight similar stamps of the Boulac printing, excluding all blocks showing tête-bêche varieties, except 5 para brown, average 11/7 a stamp. These prices should be compared with those realised by H.R. Harmer on 1st. December 1941. (" Q.C." No. XI, page 6) when 140 mint stamps realised £8 or less the 1/2 a stamp, and some of the blocks were bigger than any of the similar blocks in this sale. the two best prices for the Rix stamps of this issue were 2 P.T. Penasson a mint block of twelve with sheet margin at right, perf 13½, £8. And 5 P.T. (Boulac) a mint block of twelve with left bottom corner margins, perf 12½, £16. Of the tête-bêche specimens, a mint block of four of the 2 P.T. perf 13 1/3 X 12½, realised £10-10-0. (S.G. Cat £15.); 2½, P.T., perf 12½, realised £12 (S.G. Cat £12-8.)

De La Rue Issues. The 1879 set imperf was split into two lots; the four lower values, all from the bottom of the sheet with margins, fetched £12; the 2 PT. and 5 P.T. in similar state and the 10 paras, lilac rose, of 1881 with side margin bearing control number, realised £10. The higher price per unit of the second lot was caused by the determination of the buyer of the first lot, who had obviously made up his mind to complete the set, and not because the material was more valuable. These imperf copies are really proofs on the watermarked paper used for the stamps. I was told by E.L. Angeloglou that only the two bottom rows of one pane of each value were sent out to the Egyptian Government, which may explain why so many of the recorded copies show the bottom sheet margin.

Feb 1884. 20 para on 5 P.T.; twenty one stamps in unused condition fetched £ 13-10.

This big price was explained by the inclusion in the lot of a mint block of fifteen with corner margins and a mint block of four with overprint inverted. This overprint was applied by lithography and the Boulac Government Printing works, being the last postal commission given to that establishment. To the best of my belief the setting of this surcharge has not yet been determined, so this block

may now enable the problem to be solved, as the two sheet margins enable it to be accurately placed for plating purposes.

SUDAN. The thirteen lots fetched £88-6-0

1897. 2 P.T. mint vertical column of six, estimated to fetch £7, brought £12-10-0.

A similar piece of the 5 P.T., £9-9-0. As already stated these are two Sudan gems. 1 Mill. with overprint inverted is a stamp of doubtful status, so it was surprising to find the mint block of four realised £10-10-0. 5 Mill. with overprint inverted, a mint single, £3-12-6.; a used copy on a piece, pmk, Debbeh, £4-10-0. This last item was the only really cheap buy in the whole sale and I congratulate Dr. Hoffman on becoming its owner. This stamp in used condition is unpriced and the existence of the specimen had probably been forgotten. It was originally discovered by Whitfield King, who found it in a job lot bought from a non-collector. The letter describing this find is in the Rix correspondence, now in my possession, together with letters from Douglas Armstrong and Dalwick, both of whom expressed the opinion that overprint and postmark are undoubtedly genuine, a verdict with which I agree.

H.R. Harmer is also to be congratulated on the success he achieved for the vendor, though I would like to put on record that the "Condition" of the Rix stamps is the finest of any to come under the hammer since I started my collection of Egypt in 1924.

One piece of which I trust our Keeper of the Philatelic Record will take note is the Egypt 1 P.T. 1872, rose red, (Penasson), se-tenant with bisected copy, cancelled GEDDA. I think this may be the first example of this "Split" used at that office. It realised £12 and I think it fell to Mr. Robert Leslie, whose collection I hope the members of our Circle may see at some not too distant date.

Barford 27-2-1943.

W. Byam.

STUDY III. THE POSTAL HISTORY OF THE SUEZ CANAL ZONE.

By Lt.-Col G.R.Worthington Wilmer & Jean Boulad.

(Continued from "Q.C." Vol. II. Page 23.)

PART II.

THE SHIP CANAL OF SUEZ.

General notes on the Isthmus and the Canal, the principal towns and work camps (Chantiers) and chronology of the important incidents.

A. General notes on the Isthmus and the Canal.

It is to the credit of France that there arose among her children a man of steadfast faith and strong initiative to translate into the realm of fact what had been the dream of so many generations, the opening of a new road, linking Orient to Occident by piercing the Isthmus of Suez.

One might say that the creation of that route had been the dream of statesmen, economists and traders of every country for many years. Thanks to Ferdinand de

Lesseps, France, who often, on other commissions has sown the seed and left the harvest for others, this time reaped the honour and profit from the undertaking.

Since 1849, Ferdinand de Lesseps had studied in all its aspects the problem of piercing the Isthmus of Suez. The question had occupied him some twenty years before when he was filling the post of French Consul in Egypt. In 1852 he had drawn up some notes giving the result of his studies and brought them to the notice of the ruler of Egypt at that time. This first step was without any result, and de Lesseps had to allow the matter to rest in abeyance and wait for a more favourable opportunity. This occurred with the accession of Mohamed Said, a friend, of his youth and one whom he had always appreciated for his open-minded intelligence.

The Isthmus of Suez may be likened to a wide sandy valley where the eastern slopes of Egypt and the first hills of Asia merge.

The route chosen for the Canal was along the middle of this valley. It was in the Bay of Pelusium, at a point 150 miles from Alexandria, that definite studies have placed the Northern end of the Canal. De Lesseps confident that a town would arise on what was then a barren sandy waste, named the place Port-Said after his august patron, Said Pasha. From Port Said the canal runs in a straight line across Lake Manzaleh, the remainder of the distance of the 55 kilometres which separates the Mediterranean from Lake Ballah - no longer existing as a lake. It passes then through the middle of the dunes of El Fernade and, describing a curve across the edge of El Guiser, ends in Lake Timsah.

From the lake, and leaving the plateau of Cheikh Enedok to the west, the Canal follows the borders of the highlands of Serapeum at the lowest point and enters the Bitter Lakes through which it winds following their twists in order to avoid unnecessary excavations. Leaving the Bitter Lakes the Canal runs Southwards to its junction with the Red Sea at Suez.

The total length of the Canal is 161 Kilometres (100 miles) without reckoning the approach channels.

The Canal enters the Mediterranean Sea at Lat. 31°17' N and the Red Sea at Lat. 29°57' N. Its general direction is North-South. Its average Longitude is 32°25' E of Greenwich.

The Kilometric distances are calculated from Port Said.

B. Thee principal towns and work camps (chantiers).

PORT SAID. At the beginning of the year 1859, the site on which Port Said now stands was occupied by a few arabs who gained a living by their fishing. In this place, today, is a busy city of more than 100,000 inhabitants.

When the engineers of the Canal commenced their operations on the narrow shore of sand, there was just enough room for the erection of a few tents.

At first, wooden houses were built on piles and the dredgings of the port and fairway leading to the Canal were employed to raise and extend the sand bank. In the beginning it was necessary to supply the town with provisions, fuel, and even water by means of the coastal boats from Damietta, 60 kilometres distant. But today Port-Said received these commodities by sea and rail from all parts of the globe and fresh water for all purposes is conveyed from Ismailia to Port-Said and intermediate points by means of a special canal, the Abbassia canal.

(to be continued)

MEETINGS of THE CIRCLE.

The THIRTIETH MEETING of the Circle was held at the residence of the Chairman, Dr. W. Byam, O.B.E., 92 Harley Street, London. W. 1. on Saturday January 30th. 1943 at 2-30 p.m. when the following members were present :- C.G.Alterskye; J.C.Besley; W. Byam; J.Gilbert; G. Grylls; G.L.Hearn; W.C.Hinde; E.F.Hurt; A.S.Mackenzie-Low and F.S.Mumford. Total 10.

Apologies for absence were received from J.R.Danson; D.B.Armstrong; G.A.Hoffman; F.S.Sillitoe; R.J.C.Thompson and G.R.Worthington-Wilmer.

The minutes of the last meeting, held on October 3rd. 1942 were signed by the Chairman as being a correct record.

Study II. Some discussion took place on the arrangement of the Interim Reports on the various Foreign P.O.s and it was ultimately decided that these Reports should be framed on the following lines :- 1. The Story of the Post. 2. The Postal Markings, and 3. The Adhesives used. (Note by the Secretary - Since this meeting a more elaborated scheme, but based on this resolution, has been worked out and this will appear in the next issue of the " Q.C. ") Some Notes on the Greek P.O. sent by Mr. Armstrong to the Secretary were read by Mr. Alterskye and he, Captain Hearn and E.F.Hurt then reported upon the progress they had made. Mr. Hinde could do nothing with the Russian portion of the Study at the moment but would get on with it after then end of February.

Report on the correspondence with the American Philatelic Society. The Secretary read the correspondence which had passed between Mr. Brookman and himself and it was decided that a precis of the letters should appear in the next " Quarterly Circular". It was also agreed that we should send Mr. Brookman drafts of "The Introduction" and Chapters 1 and 3 with a note on the suggested illustration.

Display. After tea, a short display on the Austrian Post Offices in Egypt was given by F.S. Mumford.

The next issue of the "Q.C."

It is hoped to publish the next issue of the "Q.C." during the month of August. In it will appear a precis of the correspondence with the American Philatelic Society, by which time it is hoped that a reply to the Secretary's last letter will have been received.

It is also proposed that Dr. Byam's article on " The Essays of Egypt" shall be completed