

EGYPT STUDY CIRCLE

THE QUARTERLY CIRCULAR

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THE QUARTERLY CIRCULAR .

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EDITORIAL.

Although " Egypt: Its Stamps and Postal History " is not to be published till after the war is ended, members are urged to keep in mind the need for much further research work to produce new facts and accurate data sufficient to justify the launching of a book such as we have discussed with the American Philatelic Society. At the first meeting of the Circle in the New Year it is proposed to consider what problems ought to be tackled, and if possible solved, before we are justified in going to press. Up to now our researches have followed no very definite plan but have been based on a series of Studies outlined by its founders when the Circle came into being. Then, a book on Egypt had not been contemplated and in consequence the Studies were selected to provide entertainment of a varied nature likely to hold the interest of a group of philatelists linked by a common bond, in that they collected the stamps of Egypt and wished to study them in company. Now, we are faced with a much more serious task and it is hoped therefore that all our members will give earnest thought to the problem and offer suggestions to guide our Philatelic endeavours in 1944. Please write to me, so that I may record all brain waves for consideration at our first meeting in the New Year. May your efforts ensure for you

A VERY HAPPY NEW YEAR.

AIRGRAPH LETTER FROM JEAN BOULAD.

(Dated 10th December, 1942 - received 29.12.42.)

PHILATELY IN EGYPT DURING 1940-41-42.

Postal communications between Egypt, Europe and America, and particularly with Great Britain, difficult from the beginning of the war, became worse still from June 1940. Business transactions and ordinary correspondence was rendered extremely difficult and intercourse between Egypt and England was reduced to a minimum.

Philatelists in Egypt, probably like others elsewhere, had to rely on themselves and be content with what they could find on the post. This was one of the principal causes, and perhaps the main cause, why the collecting of control numbers became a craze and created a demand which exceeded new supply of material available locally. This fashion in consequence necessitated new specialised catalogues. In June 1941 appeared a " Liste des Timbres d'Egypt en blocs de quatre ou de six avec chiffres de Controle connus, des emissions des Rois Fouad et Farouk et des omissions de la Post Aerienne, avec leur estimation approximative " by Gabriel Boulad (C.P.E. 382.)

and in December 1941 the " Premier Supplement du Catalogue des Timbres d'Egypte " by Geo. M. Zeheri (C.P.E. 79.)

These two pamphlets appeared at an interval of several months. They had several chapters in common; they certainly contribute in large part to the maintenance of philately in Egypt and stimulated a taste for research and study.

From August 1941 to February 1942 a Cairo monthly review " La Caravane ", allotted a page each month to the chronicle of the Egyptian Stamp Club, for general philatelic information and for the recording of recently discovered varieties.

The philatelic weekly " Progres Egyptien " often published short articles on the stamps of Egypt and the Sudan.

The dispersal of the archive of a large commercial house in Cairo must also be recorded as an important philatelic event. The firm had kept all its old envelopes since the first issue of Egyptian postage stamps in 1866 and this mass of material was received by amateur collectors in Cairo and Alexandria as a gift from heaven. By means of it, philatelic data can be checked, mainly with regard to the early postmarks.

The large numbers of British troops in Egypt and also those of other nationalities brought about a considerable demand for all stamps held by dealers, particularly the stamps of Egypt and this caused prices to rise above the catalogue quotations. The Egyptian stamp market became independent of the outside world and Cairo dealers in August 1942 established their own list of prices for the sets most in demand at levels which beat all previous records in Egypt.

The following are some of the prices for unused sets taken at random :

Geographical Congress	50	P.T.
Agricultural Exhibition, 1926	150	-
Railway Congress	100	-
Aviation Congress	100	-
Agricultural Exhibition, Feb. 1936..	25	-
5 mill. Royal Wedding	10	-
£E1 King Farouk Birthday	400	-
Graf Zeppelin 50 & 100 mills	125	-
100 mills on £E1.	400	-
Air Mail 27 mill. Violet	45	-
Air Mail 27 mill. brown	10	-

At the time of writing some of these prices have already been exceeded.

In addition to current transactions, on which there is no need to dwell further certain large sales were concluded in the Egyptian philatelic market.

The following items from them may be quoted :

1866. Complete set unused superb; normal perf.	£ 16.
1 P.T. <u>watermarked</u> perf 13 X 12 X 12½ X 13 ex Ferrari	50.
1867. Complete set unused, in blocks of four, perfect	65.
Complete set unused, in blocks of four, fine	45.
Complete set unused, in blocks of four, gummed on cards.	40.
1872. All the tête-bêche pairs in blocks of 9 or in larger pieces	-
2½ P.T. block of four perf 12½. X 13½ Boulac with ornamental border, superb.	-
1879. 10 paras on 2½ P.T. vertical tête-bêche pair, normal perf.	22.

1879. 10 paras on 2½ P.T. block of four tête-beche, perf 12½	£ 40.
5 paras on 2½ P.T. two tête-bêche pairs with different perfs.	-
Complete set in pairs imperf. superb	-
1914. Complete set imperf. in blocks of four	40
1926. 50 P.T. block of four from the upper part of the sheet of which the top stamps are perforated 14 X 14 X 15	12
Port Fouad 50 P.T. Perf 14 X 15 X 14 vertical pair, used on piece ; rare	60
1927. Second Fouad issue—50 mills. Block of six with control A/28 A/29 (9 reversed) A/29	25
500 mill. block of four with control A/30. rare	30
Official Stamp 1922-23 15 mills (S.G. 0 34) complete sheet of 100 containing the variety O.H..E.M.S. (S.G. 034a)	150
Suez Canal. 1 c. black block of four unused	-
20 c. blue entire sheet of 120, superb	-

It is not possible to give the prices of all the lots as some were sold with others at an inclusive figure.

The majority of these fine pieces came from the collections of Cowan and Michaelidis in Alexandria, and from those of Madame Hogg and Fathy Pasha in Cairo ; the last two collections together realised well over £1000.

With the exception of Madame Hogg, who died in December, 1941, all the collectors are still alive.

The collection of S. E. Moustafa Pasha Fathy, include all the Egypt lots from the Ferrari sale.

Very soon the collection of Abdel Gwad el Ghazali, late Deputy Director of the Post Office at Alexandria, who died suddenly on 6th June, 1942, will be placed on the market by his heirs. It is very strong in blocks of four with controls from 1879 ; it contains in this state the following sets - Geographical Congress, Prince Farouk (brown centres); Postal Congress complete ; also a block of four 1 mill. King Fouad 1927 without control (unique); and 13 mil. Fouad inverted watermark, with control number ; contemporary obliterations are very well represented.

Among modern issues which are much sought after should be noted the Geographical Congress set, Agricultural Exhibition set of 1926, Railway Congress set, Aviation Congress set, Postal Congress set, Graf Zeppelin stamps, 100 mills on £1, The Port Fouad stamps, and those of Prince Farouk, with brown centres. All these have nearly disappeared from the market.

Advanced customers have sought the first three issues either for study of the obliterations or in search of unrecorded varieties. The 1923 Fouad issue is also a field for research by a good many amateurs.

It must be realised that all the discoveries revealed by this research will some day be passed on to other specialists, thus helping to complete the work already undertaken on these different subjects.

The current Farouk issue, in blocks of four with control, is favoured by another group of philatelists. Several pieces fetched record prices for stamps that had been on sale at the Post Office only a few months before; to form an idea of the state of affairs it is sufficient to consult the above mentioned two books.

I think this brief account will give a fairly complete picture of philately in Egypt during 1940 - 41 - 42.

Jean Boulad.

P.S. To conclude I should add that Mons. Gabriel Boulad and Ibrahim Chafter greatly helped me in the preparation of these notes by notifying me of the majority of the fine pieces sold with the process they fetched as recorded in the lists I have given.

ANNUAL REPORTS OF THE EGYPTIAN POST OFFICE.

Philatelic Data abstracted from copies available in the
New York Public Library.

By Charles Fox.

1874. Egypt represented at the first Postal Congress at Berne.

1878. On April 1st. the postal rates were revised, as follows :-

Class and District.	Old rates.	New rates.
Ordinary letter, Lower Egypt.	P.T.1, per 10 gm.	P.T.1, per 15 gm.
- - Upper Egypt.	P.T.2, - - -	- - -
- - Red Sea area.	- - - -	- - -
Ditto, sent and received within Cairo or Alexandria only.	P.T.1, - - -	20 paras- -
Newspapers, periodicals.		
Lower Egypt.	5 paras per 40 gm.	5 paras per 50 gm.
Upper Egypt	10 - - -	- - - -
Red Sea area.	- - - -	- - - -
Other printed matter.		
Lower Egypt.	10 - - -	- - - -
Upper Egypt	20 - - -	- - - -
Red Sea area.	- - - -	- - - -
Registration, per letter.	P.T.2.	P.T.1.
Letters for foreign countries in the U.P.U.	P.T.1½ per 15 gm.	P.T.1 per 15 gm.
Newspapers, etc. ditto.	20 paras per 50 gm.	10 paras per 50 gm.

Note.- Unfranked letters were taxed double the usual rate.

1879. A total of 70 domestic post offices in existence in that year.

1880. On April 15th a steamer service was established between Assiut and Aswan, a 330 mile route formerly served by couriers. Four steamers were put into

Service, recommended for passengers by the Khedieval Mail Line Co. Semi-weekly service was in operation after July 1. Before this service was established letters from Cairo to Khartoum were 28 days in transit. The steamer service reduced the transit time by three days and after October 15 the time was still further reduced by using dromedaries instead of couriers between Aswan and Korosko. Dromedaries were later used on the Korosko - Wadi Haifa route and further changes in the Sudan routes reduced the transit time from Cairo to Khartoum to 21 days.

On October 19 a steamer service was established on the branch of the Nile between Kafr-Zayat and Atf. At the same time post offices were opened at Chebrekit, Mehallet-Abu-Ali and Foua. Other localities in this district served by post offices on the steamers were :- Nekleh, Goddaba, Ramanieh, Salhager, Dessoul, Safieh and Mehalelt Malek.

Around the first half of the year a special train was put into service between Cairo and Benha, connecting, at Benha, with the Anglo-Indian mail train from Suez to Alexandria, this giving a fast service from Cairo to Brindisi.

During the year 60 new post offices were opened (making a total of 130 offices.) 32 in Lower Egypt, 15 in Middle Egypt and 13 in Upper Egypt. Of these 60 new offices 50 were admitted to only limited services, such as distribution only, and were maintained by agents of the railroad and telegraphs administration.

1881. During this year a steamer operated between Port Said and Ismailia.

In November a steamer service was established on the Bahr-es-Seghir between Manura and Menzaleh, serving Dekernes, Mudirieh and Bakahlieh. Post Offices were opened in three of the most important towns of the district and 11 localities were served by offices on the steamers.

On October 1 an internal and foreign parcel post service was established.

In July the eight post offices in Turkey were closed.

On December 31 the Greek post offices in Turkey were closed.

Ten new domestic post offices were opened, making a total of 132.

1882. During the military campaign all army mail was handled by the army post offices but after the end of this campaign, Oct. 6, all army mail was handled by the Egyptian post office.

From about July 9 to Nov. 30, the rail service for the Anglo-Indian mail was suspended and mails from Brindisi were received at Port Said. During this time a special service of the Khedieval Mail Line carried mails from Alexandria to Port Said, connecting with the steamers from Brindisi.

During the interruption of the land service between Suez and Ismailia the Government conducted a special daily service by boat, using the steamers of the Suez Canal Co.

Six new post offices were opened, total 138.

1883. During the cholera epidemic the following postal routes were suspended :- Port Said-Ismailia, Kafr Zayat-Atf, Mansura-Menzaleh. The P. & O. Steamers also suspended service to Alexandria, calling at Port Said instead. Due to the epidemic and to a reduced budget, only 2 new office were opened, total 140.

1884. Steamer service established from Damietta to Port Said, across Lake Menzaleh, to serve villages in the district.

During the year a subscription delivery service was established in Cairo and Alexandria. The cost of the service was P.T. 5, the same as the rental of post office boxes. At the end of the year there were 216 subscribers.

Branch offices were opened in Alexandria at Ras-et-Tin and Minet-el-Bassal.

Due to the evacuation of the Somali Coast by Egyptian troops, the post offices at Barbara, Zeyla and Harar were closed.

On Feb. 1 the Italian post office in Alexandria was closed.

Due to the cholera epidemics in Italy and France the following changes were made in routing of European mails :-

The Italian SS. Line temporarily abandoned calls at Catania, Messina and Naples, calling at Leghorn instead.

The French SS. Line temporarily abandoned calls at Naples and its service to Syria, and served Egypt bi-weekly instead of weekly.

The Austrian SS. Line maintained bi-weekly instead of weekly service on the Constantinople-Alexandria route.

Fifteen new offices were opened, total 155.

Postal service in the Sudan :-

Postal service with Khartoum was broken off on March 16 7 with Berber on May 2.

When it was decided to send an expedition to Suakim, M. Charteris of the Egyptian Postal Administration was sent there and, with assistants, reorganised the existing post office. During the entire expedition the troops had the use of all facilities of the Egyptian Postal Service, including money order and parcel post service. These facilities were retained by the office after Charteris and his assistants returned to Egypt in May.

After the Khartoum and Berber services has been broken off, Dongola was the only town in the Sudan still connected with the Egyptian postal service.

When it was decided to send an expedition to Khartoum, M. Santoni was sent to Wadi Halfa to take charge and Dongola. The postal service was extended as the army advanced and the last post office to be established was that at Korti. Until this time the Sudan post offices had only received and distributed correspondence, but now they were admitted to the money order and parcel post services.

1885. M. Santoni and his assistants left Dongola with the retiring British army about June.

Seven new post offices were established and at the end of the year there was a total of 162 offices in the service.

1886. Due to an outbreak of cholera in Italy the P. & O. Line temporarily abandoned calls at Alexandria and the Khedivial Mail Line carried mails between Alexandria and Port Said.

No new post offices were established.

1887. On April 1 a daily mail train was put into service between Aswan and Shallal, and a weekly steamer service from Shallal to Wadi Haifa.

Four new post offices were opened, at Boucha, Hawamdia, Port Tewfik and Salhia, making a total of 164 for that year.

A money order service, under control of the Egyptian postal service, was established at the following agencies of the Khedivial Mail Line :- Piraeus, Smyrna, Constantinople, Jaffa, Beyrouth, Mersina and Tripoli (Syria).

From August, the French Indo-China SS. line called at Alexandria and during November-December established bi-weekly service between Alexandria & Marseilles.

1888. The postal money order service, conducted by the Khedivial Mail Line, was extended to Mitylene and Jedda.

Steamer service established on the Bahr Chibin, with post offices on board the steamers.

On Jan 1. one piastre envelopes were issued and favourably received by the public, the sales during the year being 300,000.

In November the first Postal Guide was published.

In December the French Post Office at Suez was closed.

Seven new post offices were opened at Lac d 'Abukir, Saft-el-Melouk, Soubk, Abu-Sir, Chablanga, Beni Hussein, Dair Moes :- the total number of offices at the end of the year being 167.

At the end of the year 59 postal " stations " were begin served by travel-long post offices.

During this year retail salt merchants were authorised to sell postage stamps.

1889. By decree effective March 4, the domestic rate of 1 piastre was reduced to 5 mill. for the army on active service.

A 10 piastre stamp was issued for use of parcel post.

On April 1 a rural service was established in 170 localities. Mail carriers were authorised to receive and distribute mail and too sell stamps.

On October 1 the Austrian Post office in Alexandria was closed.

On May 1 the steamer service between Assiut and Aswan came under the control of Thomas Cook & Son.

New post offices : Kafr Battikh, Kouesna, Kaha, Tewfikieh, Mit-Gamr, Fayed, Dabroussa, El Tor.

European mail service : weekly by the Austrian and Italian lines, bi-weekly by the French line.

1890. A Khedivial decree of Jan. 25, effective March 1, reduced the domestic postal rate to 5 mill.

On March 1 free distribution of mail was inaugurated in the principal cities of Lower Egypt.

1890. New Post offices :- Baklia, Barkin, Bassandila, Bataneun, Broulos, Chin, Choubra, Ekiad, Etsa, Genefa, Ghaba, Kafr-Sakr, Matania, Vieux-Caire.

Forty new rural stations were established.

A provisional post office was opened at the pilgrimage quarantine camp at Ras Mallap, on the Red Sea coast.

The Kafr Zayat-Atf service was extended to Edfina, with stations at Fazara.

1891. During the year 17 new regular offices were opened and two new steamer traveling offices were established. 54 new rural carriers were placed in service.

The provisional office at Ras Mallap was reopened for the pilgrim season, as well as another at the Lazaret of Gabbari in Alexandria.

1892. Effective Jan. 1, the domestic rate was reduced to 3 mil. And after July the same rate applied to army letters from troops on the frontiers and at Suakim.

16 new offices and 48 stations opened, including the office at Lazaret of Gabbari.

From Jan. 1 the post offices were required to collect the salt tax for the salt administration. Special stamps were sold to retailers, the face value of which represented the value of the salt which these dealers had received from the Administration's warehouse.

1893. A special stamp was issued for use on Official mails which previously had been handled by a system of registration which was cumbersome and required much extra work for the post office.

The service of the Khedivial Mail Line in the Levant and the Red Sea were interrupted due to cholera quarantine.

Nine new post offices and 13 new stations opened.

On March 1 the railroad up the Nile was extended to Guerga, and from that date the steamer service on the Upper Nile was between Guerga and Wadi Haifa. During the winter season, boats made the trip three times per week.

The steamer service between Port Said and Ismailia was closed on Dec. 3, due to the opening of a steam tramway service by the Suez Canal Co. between these cities.

1894. Five new office and 26 new stations opened.

The system of mail distribution in use in Cairo and Alexandria was extended to Assiut and the Fayum.

The Postal Administration opened a post office and had an exhibition of stamps and photographs, etc., at the First national Exhibition at Alexandria.

1895. The free distribution of mail was established at Damanhour and Minia, making a total of ten localities now admitted to this service.

16 new office and 30 stations opened.

1896. Free distribution of mail established in Port Said.
11 new offices and 32 stations opened.
1897. 14 new offices and 26 stations opened.
1898. 15 new offices and 66 stations opened.
1899. 23 new offices and 42 stations opened.
1900. 25 new offices and stations opened.
1901. A postal savings bank was established on March 1.
61 new offices and stations opened.
1902. 29 new offices and stations opened.
1903. In January booklets of twenty-four 5 mil. Stamps were issued, in June booklets of the 3 mil. Stamp were issued.
10 new offices and stations opened.
1904. 13 new localities served by the postal system.
1905. 56 new localities served by the postal system.
1906. A children's Postal Savings Bank was established (actually begun in February 1905). This was a special service for Cairo and Alexandria, an agent of the Postal Administration being delegated to call at the various schools on certain days to receive deposits.
168 new localities served by the postal system.
1907. Four new office and 174 stations opened.
1908. Seven new offices, 40 rural stations and four railroad travelling offices opened.

The Postal reports from 1878 to 1893 were printed by the
" Imprimerie-Lithographie V. Penasson ".

MARKET JOTTINGS.

By Dr. W. Byam.

I propose to confine my comments to the Bramble Sale of Egypt by Robson Lowe on 22-9-43., but at the same time to make comparison between some of the prices realised that afternoon and those obtained on 12-7-43, when the auction by H.R.Harmer included seventeen Egypt lots. On the latter occasion a pair of 1 mill with red crown overprint realised £8-15, whereas Bramble's single fetched £5. Though of equal rarity, his 15 mill went for £4, but the pair sold ten weeks previously brought £9-9. In July a single mint copy of 1 mill with London overprint sold for £14 and the auctioneer stated that only nine copies are on record : as I possess a mint corner block with

control and a single, and have handled several other copies, it is probable that the undoubted scarcity of this stamp is here exaggerated. Bramble possessed only a used single, and this went in his crown overprint collection of 598 stamps, which was knocked down for £26. = about 10½d. A stamp, a cheap buy as blocks of nearly all values and types of overprint are becoming difficult to find and many were included in this collection.

In July 1 mill crown overprint inverted, a mint single, sold for £6-10.; in Bramble's sale £6. The former was one of the stamps genuinely issued and found at the Continental Hotel P.O. in Cairo, the latter was only the lithographed variety which, in the opinion of the E.S.C. was fraudulently produced. Mint singles of 1 mill overprint double fetched £10 in July and £7 in September; both examples of the fraudulent production and therefore not worth the money. Until these overprint errors are properly listed by S.G. such " bargains " are likely to be made. 2 mills overprint double a mint single in July £4-15, and 4 mill mint block of four overprint inverted £12-10, in Bramble's sale, both specimens of the fraudulent type but from the genuine printing surfaces. Bramble had two singles of 50 mill inverted overprint - a mint copy of the litho type £10. and a used copy of the London overprint £13. the latter was cheap, the former not worth the money. Other Bramble items were 20 mill inverted, mint, £8; 100 mill inverted, mint £14 - both items litho overprint and neither genuinely used from a post office.

In July the 1938 Birthday £E1 mint, two singles, sold for £5-15. each; Bramble's on, £6-10. In July 41 mint Commemoratives fetched a little over 2/= a stamp whereas some of the Brambles fetched fanatic prices :- Prince Farouk set of four, mint, with the abnormal centres £16, (Cat. £7.): Port Fuad mint set of four £38. (Cat £31.), U.P.U. of 1934 mint set of thirteen £6; a similar set used £6-6.

The 1923/24, first portrait issue, fetched prices which prove the increasing popularity of these photogravure stamps, the first to be produced in Britain by this process for any country. 15 mill a pair of the plate proof, before the Arabic numerals were redrawn, £4-15., Bramble's study of the issue - 188 stamps, including a small but interesting retouch on the 200 mill, £13-10., or just over 1/5 a stamp. Two of the Perkins Bacon die proofs in colour for this issue were wrongly catalogued as 1927/37 which may have reduced the prices they fetched, one was in deep blue green the other deep violet - £4-4. each, which was too cheap.

A die proof in black, on large card, of the 1913, 10 mill sold for £4-15., although this bore no date or information re the state of the die, it was cheap.

The early De la Rue stamps, issues 1884 to 1902 (Many mint) averaged little more than 5d. each for the 115 stamps though they are by no means devoid of interest and many shades are really scare in mint blocks. The two blocks of four, mint and used, of the 10 paras, lilac-rose, of 1881 at £3 was a good buy as this stamp easily becomes grubby and this was a beautiful mint block.

The collection of the 1879 surcharges on 2½ P.T. was the lot bought at the Rix sale last February, with a few minor additions; the 52 stamps fetched £12 which represents a marked rise in seven months, as pointed out to me by Gilbert.

Of the earlier adhesive stamps there is little to say as these formed only a minor part of Bramble's collection. Twenty seven essays, mostly by Penasson, went for £3-3.; many of them were thinned. A piece of the paper for the first issue, showing two watermarks, went for 30/-.

(bought by Self)

Of the Officials, the collection of 276 stamps, sold for £13 or little more than 8d. Each. The block of four 15 mill, with the Arabic inscription in small lettering, overprinted O.H.E.M.S. And one stamp with the error " two stops after H " £17; which was a reasonable price considering the normal stamps fetch £2 each in Cairo and there are not more than six copies of the errors in existence.

The collection of British Military Seals, including 52 entries, sold for £18-10. which proves that interest of these emissions is appreciated; though the numeral handstamps on the front of the covers are more properly franks; and there seems little doubt that both they and the NAAFI seals should and must find a place in future catalogues. The seals and the franks together illustrate a unique and most intriguing chapter in the postal history of Egypt.

Of the early Postal history items, the Waghorn documents sold for £6-6.; the " To the care of / Mr. Waghorn / Suez " £10-10.; letters with the Egyptian Transit Company Suez cachet, £6, £4, and £3-10. These last three were none of them good examples of the cachet but such covers are scarce as at the period of their use the British mail from India was passed through Egypt in sealed containers and therefore the Transit Company marking is only found on letters passing to the continent or on correspondence emanating from Egypt. Only one example of the latter use (the Cairo cachet) has so far been recorded.

The covers from the foreign P.Os in Egypt fetched prices similar to those realised at auctions during the past two years and none of the items was of special interest. The collection of 125 Egyptian postal markings sold for £8-10.

This record of the collection of one of our most popular members is a tribute to a serious philatelic student of sterling worth who has been a valued friend of mine for many year's

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 41.)

PORT-FOUAD. A new town (created by the agreement of 11.10.1925 between the Canal Company and the Egyptian Government) on the Asiatic bank opposite the workshops and stores of the Company.

RAZ-EL-ECH. Situated 14 km. From Port-said, this encampment was constructed on a tiny islet of Lake Menzaleh. At first it was called " the encampment of the house-boat " because this type of boat had first served as an office to house the works clerk in this station. It was also a trial station for the first dredgers of the Company; later it was the scene of their best workshop. Today, Raz-el-Ech forms a part of the Canal embankment.

KANTARA. Situated 44km. From Port-said at the southern end of Lake Menzaleh. It was so named on account of a neighbouring bridge, " El Kantara El Khasneh " (The Bridge of Treasure) which served the route from Egypt to Syria. The crossing occurred exactly on the line chosen for the canal and was replaced by a large ferry boat. The caravans from Syria involved the yearly movement of nearly 20,000 camels and sheep. A temporary encampment was usually made at Kantara.

This place is the only encampment of the Isthmus which has been made on the Asiatic side of the Canal.

EL FERDANE. Situated at 63 Kms from Port-said, it possessed a stone quarry which produced to all the masons of the Isthmus their requirements during the work of construction of the maritime canal.

EL GUISR. Situated at 70 km. from Port-said, the highest point on the Canal. It is situated below the great cutting of 20 metres deep which was commenced by native labourers and is 16 metres above sea level. It was the headquarters of the division during the construction of the canal. An attractive station laid out with pretty gardens, El Guisr was intended to be the capital of the canal. Nothing now remains of this station.

CHANTIER VI. Between El Guisr and Ismailia, one of the most populated of the Canal stations. A portion of the original site is now occupied by the Hospital St. Vincent de Paul, the only large hospital of the Canal Company. The present town is called St. Vincent, but the natives still call it No. 6.

ISMAILIA. Capital of the Canal on the shores of Lake Timsah, situated 7 km. to the south-west of El Guisr. In 1868, the boats of the Universal Company occupied 8 hours on the journey from port-said; 3 hours from Suez; 7 hours from Cairo, and 8 hours from Alexandria were occupied on this journey to Ismailia by rail.

The first stone was laid on April 27th. 1862, and at that time the name of that town was Timsah; it was changed to Ismailia on 6th. March 1863.

Ismailia is the headquarters of the Company; its pretty gardens have subdued the desert and the smart villas occupied by the personnel of the Company are an ornament to the Canal.

RHAMSES. The President traced at the place himself during June 1861, the principal position for the Fresh Water Canal which had to be established on the site of Tel-el-Masoonta, ancient town of Rhamses.

Before beginning the construction of the canal, the land had to be levelled and made uniform. Under the ruins of the ancient town thick walls of unbaked bricks were found and important traces of construction in baked bricks. The site had to be cleared first before these materials could be utilised. A monolith in rose granite was also found, in the middle of the débris, representing a triad worshipping a Rhamses, also the Pharaoh attended by his two sons, all three adorned by head-dresses, and royal regalia, and long lines of hieroglyphs.

(Voisin Bey, Le Canal de Suez, Vol. 6. p 216.)

SERAPEUM. Situated 14 km. To the south of Ismailia. In 1869, it was reached from Suez by rail or boat. Not far from the encampment are there ruins of an Egyptian monument in granite, called the " Serapeum ". There are indications that the canal of the Pharaohs, which connected the Nile with the red Sea, passed by the level of the waters by means of locks or overflow canals emptying into the Bitter Lakes, in order to prevent flooding or breaking of the dams.

CHALOUF. Situated 49 km. From Serapeum and, like that place, served in 1869 by the railway and the boats of the Company. Traces of the old Red Sea - Nile Canal are more apparent here than in any place in Egypt. Its width and depth can easily be estimated from the remains.

The cutting of Chalouf through hard and stony soil was executed by 6000 labourers.

SUEZ. Up to the year 1863, one might almost say that Suez existed only as a geographical point on the shores of the Red Sea. The few ships frequenting its excellent harbour found it difficult to obtain water there, the dwellers having to content themselves with a little brackish water brought at great expense on camels from Moses' spring, three leagues away, on the Asiatic coast.

The installation of the administrative personnel of the Peninsular and Oriental Steam Navigation Company resulted in a distinct increase in the population of this hamlet, but at the same time it meant a lessening of the water available for each inhabitant. It was only from January 1st, 1864, when fresh water was brought by a special canal, that Suez became the important town it is to-day.

The actual town of the Canal Company is PORT TEWFIK, situated at the very mouth of the Red Sea, built on land developed by the Canal dredgers.

THE CONSTRUCTION OF THE CANAL : CHRONOLOGY OF THE IMPORTANT INCIDENTS.

19. XI.1805. Birth of Ferdinand de Lesseps.
1854. Accession of Mohamed Said Pasha, son of Mohamed Ali Pasha.
15. XI.1854. Letter from de Lesseps to Mohamed Said Pasha concerning the projected cutting of the Isthmus of Suez.
30. XI.1854. First Act of Concession accorded to Ferdinand de Lesseps by Said Pasha for the construction of the Maritime Canal.
5. I.1856. Second Act of Concession and Constitution of the Company.
25. IV.1859. Work of construction commenced; first stroke of the pickaxe on the site of the future town of Port-said.
16. VI.1860. By this time Suez has already become an important town, work of construction progressing rapidly.
1861. The embankment of El Guisr, from El Ferdane to Lake Timsah, is divided into 6 works camps which extend for 8 kilometres, numbered 1 to 6, of which the last, (Chantier VI) is the most important.
27. IV.1862. Laying of the foundation stone of the town of Timsah, this town was destined to become a great port on the Canal.
18. XI.1862. The waters of the Mediterranean conveyed by means of an aqueduct to Lake Timsah.
18. I.1863. Death of Mohamed Said Pasha and Accession of the Khedive Ismail Pasha, son of Ibrahim Pasha and nephew of Mohamed Said.
6. III.1863. Decision of the president (M. de Lesseps) that the town of Timsah shall be called Ismailia in honour of the Khedive.
18. III.1869. At entrance to the Bitter Lakes, in the presence of Khedive Ismail, the waters of the Mediterranean enter the lakes for the first time.
15. VIII.1869. The water of the Red Sea are led into the Bitter Lakes.

- 6.X.1869. The steamer " Louise et Marie " of the Bazin Shipping Company of Marseilles, enters the Canal at Suez, and reaches Port Said the following day.
16. to 23.XI.1869. Official opening of the Suez Sea Canal (A voyage from Port Said to Ismailia, Suez and back).
- 21.XII.1926. Laying of the foundation stone of the future town of Port Fouad. (On the Asiatic shore, opposite Port Said.

NOTE: The " Louise et Marie " was the first sea-going vessel to pass through the Canal from one sea to another.

III. THE PRIVATE POSTAL SERVICE OF THE CANAL
COMPANY, ITS ESTABLISHMENT, ADMINISTRATION
OFFICES and TARIFFS.

At the commencement of the work in 1859, communication between Cairo (or Alexandria) and Port Said was made by Railway to Samanoud, via Tantah, thence by the Nile in Dahabias, as far as Demietta, and then by Camel to Lake Menzaleh and finally by boats on Lake Menzaleh to Port Said.

Communication between Alexandria, Cairo, and Suez was made by railway opened for traffic in 1858.

In the interior of the Isthmus, communication between the various " Workcamps " (Depots) was made by camel.

At this time the Company had agents, at Alexandria, Cairo, Suez, Damietta, Samanoud, Zagazig, Menaieh (to the south of Lake Menzaleh) Awzdet (Railway station between Cairo and Suez (and the principal workcamps, their duties being the to facilitate transport, transshipment, customs, warehousing provisions, and the receiving of merchandise etc, utilising the transport service organised by the Company.

The postal service for the interior of Egypt was assured by a regular private service the " Posta Europea " authorised and recognised by the Egyptian Government.

On 7th April, 1860, the Suez Canal Company signed an agreement with the Posta Europea by the terms of which this private enterprise undertook for an annual payment of 6000 francs the transport of the Company's mail in Egypt. This contract ceased on 31st. December, 1865 when the Posta Europea was purchased by the Government.

In the interior of the Isthmus transport was continued by camel.

The transports of the Sweet Water Canal from L'Ouady, which connected the desert with Zagazig, head of the railway and from there with Cairo and Alexandria, functioned regularly from August 1862.

In the last months of 1864, the Company had only charge of the transports on their canals.

The Company then decided to establish regular services for passengers & goods traffic both on the Canal Maritime as well as on the Sweet Water Canal.

A regular service of " Passenger Barges " to serve all the stations of the Isthmus commenced to function on the 1st. of January 1865 for the transport of * merchandise on the three waterways leaving Ismailia for Zagazig, Port Said & Suez.

In fact the mixed service of passengers and merchandise by barges, was able to complete about 16 voyages. The barges were hauled by mules relayed every 20 kilos and travelled at the rate of 4 kilos per hour.

The slowness of the postal service, carried by runners on the banks and camels in the desert hindered the Company and cast reflections on the postal service.

The necessity for a more rapid means of transport was soon felt, owing to the progress of the work. Also the Company undertook to start on the 5th August 1865, on the three routes from Ismailia to Port Said, Zagazig and Suez (omitting all the intermediate stations) a new service called " Express " for the transport of Postal matter and 1st Class passengers. This service was made by means of small Dahabiahs which were hauled by mules at the rate of 8 kilos per hour. The intermediate stations omitted were the following :-

Route Zagazig to Ismailia : Abou-Ahmed, (actually Abu-Hammad), Tel El Kebir, Kassasine and Rhamses.

Route Ismailia to Port Said: El Guisr, Kil 59, Kantara, Kil 20, Ras El Ech.

Route Ismailia to Suez: Serapeum, Chalouf, Kilo 83.

The Service Timetable recapitulated below only mentions the three towns of Zagazig, Ismailia, and Port Said.

Zagazig	dep. 6 p.m.	Port Said.	dep. 4 p.m.
Ismailia	arr. 8 a.m.	Ismailia	arr. 5.45 a.m.
	dep. 4 p.m.		dep. 3 p.m.
Port Said	arr. 6.30 a.m.	Zagazig	arr. 6 a.m.

On the Canal Maritime the haulage by mules was replaced by a service of boats, dedicated to the " posts " and Travellers. It was at first organised from Port Said to Kilo 20 in June-July 1866, then from 1st August it was extended as far as El Ferdane, finally, from the 1st September, it was extended as far as Ismailia. The time of passage from Port Said to Ismailia was thus reduced by 8 hours.

On the Sweet Water Canal from Ismailia to Zagazig, the haulage by mules was replaced by a boat for the posts and travellers service. This line, the advantages of which were not commensurate with the expenditure involved, was suppressed on the 15th April 1868.

Starting from 16th April 1868, there was a private enterprise by MM. A. d'Aubonne and Rougieres, who exploited this service which was in connection at Ismailia with the line from Port Said. It had a daily " Post Express " service, which took 14 hours and an omnibus service that took 24 hours to connect Ismailia with Zagazig.

(to be continued)

* Insert - Passengers and.