

EGYPT STUDY CIRCLE

THE QUARTERLY CIRCULAR

VOL. II. No. 6. (Whole Series No. 18.) March 1944.

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THE QUARTERLY CIRCULAR .

Published by The Egypt Study Circle.

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VOL. II. No. 6. Page 64.

March 1944.

Whole Series. No. 16.

EDITORIAL.

In response to my appeal for suggestions regarding our research programme for 1944, (Q.C. December 1934) I received exactly one list, which came from the Chairman. This draws attention to many gaps in our knowledge and provides ample evidence that the study of Egyptian stamps and postal history is far from being complete, so that there is no reason to think its interest will be exhausted for many years to come. The possibility of over producing a complete account of the stamps and postal history of Egypt was discussed when fourteen members of the Egypt Study Circle met on the 29th. of January as guests of our Chairman and it was agreed that this was a goal beyond our reach. The opinion was expressed, however, that we had produced sufficient new information and ideas to be worthy of publication and it is hoped, therefore, that the Studies of the Circle will proceed, so that the knowledge accumulated in this way, when brought together in book form, will comprise a useful addition to the literature of Egyptian philately, without any claim to finality but offered as a help to future students and as a stimulus to their endeavours.

There is little which can compete with the writing of a book to disclose gaps in one's knowledge and to make the authors masters of their subject. To illustrate our meaning, let us turn our attention for a moment to Part 1 of the Circle's proposed book. The Introduction and Chapters 1, 2 & 10 have been drafted but by far the greater portion of this Part - The Foreign P.O.s in Egypt - has yet to be completed. Quite an appreciable amount of study has been done, yet much remains to be accomplished. We have no recorded facts about the Greek markings, rates or sea routes. We do not know whether there was a treaty between Austria and Egypt before the formation of the U.P.U. ; or when the British Post Office in Alexandria was opened ; and our ignorance of the Russian P.O. is, indeed, abysmal. Let us all, individually, strive to make some really useful contribution to the information sought by the Circle.

Little serious study or research can be achieved by a large number of members sitting round a table. At such meetings much can be planned and the research carried out by the individual members considered and co-ordinated, but serious study can only be successfully accomplished by one student working in peace with perhaps help from others, or by two or three working in close collaboration. It is along such lines that we hope the work required to make our book a possibility will proceed henceforth. The Circle, though in abeyance, will in future be kept alive and its members active by means of The Quarterly Circular and the activities of the Keeper of the Philatelic Record. All members must therefore consider themselves " corresponding members " working in the only atmosphere likely to produce results - the quiet of their own homes - either alone or in collaboration with one or possibly more members engaged on the study of the same problem. The material housed in the albums of all members of the Circle will be available to throw light on the points under consideration and the Keeper of the Philatelic Record, the Secretary and the Chairman will at times assist in any way that is possible to them. Our Editorial Committee is still in being and asserts " If members will give us the facts, we will get on with the job ".

Synopsis of the Circle's Proposed Book.

E G Y P T: Its Stamps and Postal History.

INTRODUCTION.

PART I. The Posts before the Present System was Established.

- Chap. 1. Early postal history.
2. Postal facilities in modern Egypt during the hundred years (176-1865) before the formation of the present postal administration.
3. The Development of the Overland Route through Egypt to the East.
4. The Posts of France in Egypt.
5. The Posts of Greece in Egypt.
6. The Posts of Austria in Egypt
7. The Posts of Great Britain in Egypt
8. The Posts of Russia in Egypt
9. The Posts of Italy in Egypt
10. The Posta Europea.

PART II. The Government post under the Italian Influence (1865 - 1879.)

PART III. The Government post under the British Influence (1879 - 1922.)

PART IV. The Post of the Independent Kingdom of Egypt (15th March 1922 to date.)

APPENDICES.

P R O G R A M M E O F S T U D I E S .

- STUDY I. The History of the Egyptian post Offices in Turkey, the Red Sea area and the Sudan, their duration, the stamps used in them and the postal rates and routes.
Study entrusted to :- Charles Fox, 298 West 112 Street, New York. U.S.A.
- STUDY II. The History of the Foreign Post Offices in Egypt on the lines of Study I. Study divided and entrusted to :-
- | | |
|---------------|--|
| French P.O. | E. F. Hurt, " Wingfield", Dalkeith Road, Harpenden, Herts. |
| Greek P.O. | D. R. Armstrong, 428 Strand, London W.C. 2. and
C. G. Alterskye, 7 Cannon Close, London. S.W. 20. |
| Austrian P.O. | F. S. Mumford, 174 Buxton Road, Stockport, Cheshire. |
| British P.O. | Captain G. L. Hearn, " Corey's Mount ", Stevenage, Herts. |
| Russian P.O. | W. C. Hinde, 20 Southdown Crescent, Cheadle Hulme, Cheshire. |
| Italian P.O. | Dr. W. Byam, O.B.E., 92 Harley Street, London. W. 1. |
- STUDY III. The Postal History of the Suez Canal Zone including the Egyptian Government Offices and the Canal Company's stamps, their use and the forgeries of the same.
Study entrusted to :- Lt.-Col G.R. Worthington Wilmer, D.S.O., Taylor's Close, Beaulieu, Hants, and
Mons. Jean Boulad, Cie du Canal de Suez, Ismailia, Egypt.
- STUDY IV. Pre-Stamp Egyptian Postal History in the Nineteenth century and the Postal Europe.
Study entrusted to :- A. S. Mackenzie-Low. " The Grange ", Old Town, Bexhill-on-Sea. Sussex.
- STUDY V. The History of the carriage of Egyptian Official Postal Matter and the use of Interpostal labels.
Study entrusted to :- Douglas McNeill, Army Audit Office, B.T.E., Cairo, Egypt.
- STUDY VI. The Postal Markings of Egypt, 1866 to the present day.
Study entrusted to :- R. Seymour Blomfield, R.D. 7 Knoxville, Tenn. U.S.A.
- STUDY VII. The Postal Markings of the Anglo-Egyptian Sudan from 1896 on the lines of Study VI.
Study entrusted to a sub-group of the Circle and W.C. Hinde, 20 Southdown Crescent, Cheadle Hulme, Cheshire.
- STUDY VIII. The Compilation of an extensive Check List of Egypt which shall include all postal matter.
Study entrusted to :- Mons. Georges Zeheri, 24 Avenue Fouad Ier. Cairo Egypt.
- STUDY IX. The Classification of the Essays, Proofs & Colour Trials of Egypt.
Study entrusted to :- A. S. Mackenzie-Low. " The Grange ", Old Town, Bexhill-on-Sea. Sussex.

STUDY X. The Forgeries of the stamps of Egypt.

Study entrusted to :- Dr. W. Byam, O.B.E., 92 Harley Street, London. W. 1.

STUDY XI. The perforating machines used in connection with the preparation of the stamps of Egypt.

Study entrusted to :- J. C. Besly, Lewins, Shurlock Row, Twyford, Berks.

STUDY XII. The Military Posts in Egypt.

Study entrusted to :- Brigadier G. Grylls, O.B.E., " Green Hollows ",
Bessels Green, Sevenoaks, Kent.

STUDY XIII. The second King Fouad Portrait Issue (1927 - 37.) of Egypt.

Study entrusted to :- F. S. Mumford, 174 Buxton Road, Stockport, Cheshire.

Will those members who have any information or material likely to be of use in furthering any of the above Studies kindly communicate with the responsible member whose names and addresses appear in the above programme.

E G Y P T . T H I R D I S S U E .

By J.C. BESLY.

I have just spent a very pleasant week-end with our Chairman and had the opportunity of seeing some of his unrivalled collection of Egypt as well as the privilege of listening to some of his researched into the early issues.

The third issue was discussed at length and it was decided to put some of the problems envisaged before the members of the Circle, through the medium of the Q. C., so as to obtain at least the nucleus of a suitable chapter for our book.

Taking the 1872 printing first, the following information should be sought ; some of the points are, I expect, unanswerable and some only partially capable of elucidation. The problems are numbered for easy reference during discussion.

1. Who was the artist who produced the design for the stamps ?
2. Who engraved the die ?
3. What were the steps in the production of the printing surfaces ?
4. How should varieties of paper employed be classified ?
5. What can be said about the watermark ?
6. How far should the various perforation varieties be relied on as a means of classifying the various printings ?
7. Were the different gums used for specific printings ?

8. Can the number of stamps printed be estimated and were any of the 1872 printing included in the remainders sold in 1888. ?
9. Were there any Control Marks ?
10. What were the types of postmark found genuinely used on these stamps ?

1874 - 5. BULAC PRINTING.

11. Were the Bulac clichés the same as used at Alexandria ?
12. Were all the various values issued together, as suggested by the existing catalogues ?
13. When were the various perforations issued, and were the perforating machines the same as used at Alexandria ?
14. Were any stamps, of either the Alexandria or Bulac printings, produced by lithography as suggested by the early writers ?

A certain amount of investigation was made during the week end.

Item 11. Over 200 copies of the 20 Para 1872 were studied and we found certain flaws on the Alexandria printings which appeared to be constant and so far have failed to find these same flaws on the Bulac stamps. In nearly all cases there is a flaw in the outer bottom frame line, which extends from right to left and starts under the third E of Khedevie to the first E of the same word. I have since found a pair in my own collection dated 18 GEN 1872 on one of which the frame line is broken and on the other there is no sign of a break.

We had some blocks of the 20 Para Bulac for comparison but in no case could we find the constant flaws referred to above or the broken frame line. This suggests to us that the clichés used at Alexandria were not those used at Bulaq. Has any member a corner block of the 20 Para 1872 (For preference N.E. Corner) ?

Item 13. Were the perforating machines identical as used at Alexandria and Bulac, we have found evidence which suggests they were, as if the perforations of the 13¼ machine be examined carefully, it will be noted the eighth perforation down from the top margin is slightly displaced to the right, we have traced this on blocks of the 5 Para and 10 Para Alexandria printing and on a block of the 2½ P.T. Bulac.

Another question did the two perforations 12½ X 13¼ and 13¼ of the Alexandria printings appear on the same date, as the catalogue suggests, viz.; January 1st. 1872, or was the 13¼ the first and the compound the latter ? Dated copies should help to settle this point. Please let me have details of all copies, of any value, dated early in 1872.

5 Para 1872: There are apparently three settings of this value, judging by the different distances from the stamps at which the coloured rule was laid down. Two settings are known with the rule vertical and one with it horizontal. We have seen the single horizontal rule 10mm. from the stamps; a double rule (vertical) 10.5 and 11.5 mm.; and a horizontal rule 10 mm. above the stamps.

These are some of the problems which present themselves and no doubt there are others, but a careful scrutiny by members of dated postmarks, of the 1872 printing especially, will be most helpful.

STATUS of the EGYPTIAN INTERPOSTALS.

When fourteen members of the Circle met at 92 Harley Street on January 29th 1944, the following letter was written to Mr. Albert H. Harris for publication in his journal.

We, the undersigned, have carefully considered the article on this subject written by Mr. Albert H. Harris and published in the Philatelic Magazine on July 16th 1943, in which he claims "full postal status" for these circular adhesives and states that they should be regarded as the first official stamps of Egypt.

The first statement made by Mr. Harris which we believe to be incorrect is that these Interpostals "are round labels found only on Egyptian official letters". Covers Nos. 3 and 4 described below by us are not official and yet they bear Interpostal seals.

The second statement with which we disagree is that the Interpostals continued in use until 1892 "when they were superseded by the rectangular perforated official label by De La Rue". We have seen 29 postmarked Interpostals clearly dated 1894, 1895, 1896 and 1897. (The rectangular "No Value" official stamp was first issued on January 1st. 1893; not in 1892 as stated by Gibbons).

The next statement is that "in 1864, or perhaps earlier, circular seals commenced to appear on the back of all official letters". Can Mr. Harris produce any evidence in support of this assertion?

What we believe to be the earliest document so far discovered, laying down rules for the handling of official mail, forms part of the archives of the Postal Administration in Egypt and is entitled "Free Postage of Government Correspondence", but unfortunately this is undated. A subsequent circular promulgating an amendment to this Order is dated March 6th, 1884, and from the wording of the original document it would appear that it was issued when the Dual Control of Egypt came into being, in 1878, to regularise the system already existing and probably in force since 1886. This document and the circular of 1884 are now deposited in the Postal Museum at Cairo. Among other things, the document lays down that "To pass free by post each item must bear the imprint of a special hand-stamp containing the official designation of the sending department, see specimen in the margin". This marking is a large circle bearing the words CORRESPONDANCES OFFICIELLES in small capitals across the centre, and around the margin MINISTERE DES FINANCES in large capital and below EN FRANCHISE.

"A letter sent to an official should be addressed to him in his official capacity and should bear the signature or facsimile seal of the sender in the lower left hand corner of the cover. Specimens of facsimile seals must be deposited with the Postal Authorities for reference. An item not bearing a signature, when necessary, will be taxed as an ordinary unfranked letter.

"The handstamp will be struck in the right hand top corner of the address side of the letter.

"When possible, senders will use envelopes marked SERVICE DU GOUVERNEMENT"

These are precise instructions and would seem to prove that ALL official letters did not bear the circular adhesives, of which there is no mention throughout the document referred to.

Mr. Harris goes on to state " Distinction between official and unofficial letters was a paramount necessity ". In the document we are quoting it is laid down that " Correspondence for despatch will be handed in at the Post Office accompanied by a detailed list in duplicate. After verification the Postal Clerk will impress the date stamp on both lists and return one to the sender ". When such letters were delivered a receipt was obtained from the representative of the Department to which they were addressed. All Government correspondence was therefore, in effect, registered. No such procedure was necessary when transmitting unofficial letters.

The extract from Moen's handbook on Egypt, quoted by Mr. Harris, in part expresses our opinion of Interpostal seals. " These stamps , which economically replaced wax seals, gave no franchise to the letter: they indicated the office of origin, which had no need of a frank as the letters remained in the hands of the Post Office ". We disagree however with Moen's later comment that they " are not of great interest to the amateur ". They did undoubtedly play a part in the activities of the postal administration and are therefore worthy of study. That they should be regarded as " postage stamps ", even in the widest sense, we do not believe. The Italians, responsible for their introduction into Egypt, were too experienced in postal matters to have descended to such a clumsy device as a means of franking the small number of official letters coming from stations where only a few Government servants were employed (e.g. El Fasher or Kassala). That special " stamps " peculiar to so many towns and villages should be deemed necessary to frank individual letters during the subsequent years, while the post was under the control of the French, British and Egyptian Directors General in succession, is in our opinion highly improbable.

We have inspected four covers bearing Interpostal seals and have considered the fifth example illustrated by Mr. Harris. On none was any seal obliterated by a post-mark and we conclude therefore that the usual practice was to postmark the seals only when they were attached to containers of mails in bulk.

- (1) The earliest cover seen is dated 19 MARZ 67 and passed between Benha and Cairo. The envelope is an official one, headed REGIE POSTE EGIZIANE, with one word Servizio printed diagonally across the left lower corner. On the front are also struck the postmark of Benha and the marking RACCOMANDATE in a frame. On the reverse are five Interpostal, all of Benha, placed as though to secure complete closure of the letter. One of these seals has been touched by the Cairo arrival postmark. (Danson collection). In this instance the Interpostals were used as seals, pure and simple, and were applied to the cover in the five positions ordinarily fastened by sealing wax when a letter was registered at this date.
- (2) Is a particularly interesting letter. It is addressed to M. Henri Barriere at the Direction General of the Egyptian post at Alexandria (via Port Said). It bears on the front the circular postmark of ATFE, 29 JL 82. On the reverse DAMANHOUR 2 ? Month ? 82; CAIRE 30 JL 82; PORT SAID 2 AP 82; ALEXANDRE 3 AO 82. It is impossible to say whether the letter originated at Atfe because the left top corner of the cover has been torn away in a manner which suggests the removal of an adhesive stamp by some previous owner, as beneath the lower torn edge is a minute portion of what appears to be a postmark. The circuitous route followed was necessitated by military operations then proceeding; Alexandria having been bombarded by the British Fleet on 11th July, 1892 and the battle of Tel el Kebir being fought on 13th September of the same year. On the back of the envelope is written Arrivee ouverte a Port Said, followed by initials. Folded round the top margin of the cover is the red Interpostal for CAIRE headed POSTES EGYPTIENNES. The seal is not postmarked. It is noteworthy that some one at port Said felt obliged to endorse the letter as having " arrived open ", even though it had apparently

been previously closed by the Interpostal seal. This does not appear to be an official envelope though it was addressed to the head post office. This seal may have been used to close mail " found open in the post " or the letter may have been subject to censorship at Cairo. (Danson collection.)

- (3) A I P.T. postal stationery envelope franked, in addition, with one adhesive 5 millièmes rose-carmine of 1888, both stamps being obliterated with the circular SERVICE-RURAL marking of TANTA dated 5. X. 90. On the front are two other markings (a) the current registration cachet, with large R in centre, and (b) a small horizontal MAH MENOUF, and the same in Arabic, enclosed in a frame. All markings are struck in black. The envelope has been slit open along the top margin. Folded round this edge is the blue TANTA Interpostal, headed POSTES EGYPTIENNES; the half which may have been attached to the back of the envelope is missing. This seal is not post-marked. There is no evidence that this envelope contained official correspondence and the stamps franking it would have been sufficient to defray both postage and registration. We are of opinion that the letter was officially cut open and subsequently closed by means of an interpostal seal. (Danson collection.)
- (4) A wreck cover from Scotland addressed to Mrs. Mackenzie-Low, Asswan, Egypt bearing a cachet " saved from the wreck of the S.S. Cairo ". This cover shows signs of damage by sea water. One of the British stamps is missing. On the reverse in the centre is the red official seal, May's type VI 6. inscribed " POSTE KHEDEVIE EGIZIANE - GABINETTO DEL VICE DIRETTORE " with star and crescent in centre. To the right of the seal are the Alexandria and Assouan postmarks dated 6.III.05 and 9.III.05 respectively. The seal is not postmarked and obviously had no franking power. (Mackenzie-Low collection).
- (5) The cover illustrated by Mr. Harris in the paper under discussion. Though the upper portion of this envelope is missing it is undoubtedly an item of official stationery, for the reason Mr. Harris gives. That it went to an official or Government office is uncertain, as the address gives no information on this point. Unlike the other covers we have described, it bears interpostals of the post offices of despatch (Birket el Sab) and receipt (Alexandria). The former seal is of the issue of 1885, the latter of 1872. The letter bears postmarks of both post offices dated 19.III.92, at a time when blank centred seals of the issue of 1888 were in general use. Alexandria being the head office of the postal system it is questionable whether a seal so many years out of date and worded in the Italian language, which had not been in use by the post since 1879, can be accepted as having been applied to this envelope in the normal way. We see no evidence to prove that this particular seal was not stuck on the letter at a later date by some one who had insufficient knowledge of the interpostals to realise that he was applying the wrong label. Such a happening would explain this unusual use of seals from two offices on a single letter. In any case, why should both post offices have considered it necessary to " frank " the letter with their own special " stamp " ? The seal of Birket el Sab may have been officially applied, but undoubtedly was not necessary to frank the letter as evidenced by the two covers we now wish to describe.
- (6) An official envelope from Wadi Halfa dated 13.AV.85, bearing the printed heading POSTES EGYPTIENNES (repeated in Arabic); addressed to Monsieur le Chef de la 3^{me} Division / Controle des paiements / Alexandrie ; marked with the circular dated postmark of Wadi Halfa and the registration mark

RACCOMANDATO, in frame (both in black). There is no interpostal on any part of the envelope, which is entire. (Danson collection).

- (7) An official envelope from Zagazig dated 30.IV.88, headed ADMINISTRATION DES POSTES EGYPTIENNES (repeated in Arabic); addressed " au Bureau Postal / Alexandrie ". The circular dated postmark of Zagazig has been struck in black inside a printed circle provided for the purpose beneath which is printed Section Caisse. There is no postmark of receipt at Alexandria and no Interpostal on any part of this cover (Byam collection ; Photo attached).

In conclusion we would like to ask if these Interpostal Seals were used as franks in a similar fashion to the " No Value " official stamp, why were they so seldom postmarked? A frank obviously ought to be cancelled to prevent it being used a second time on some official, or even unofficial, letter. And who has seen a " No Value " official, used on cover, which has escaped a postmark?

From the evidence we have given we believe Mr. Harris has failed to provide his point.

We are of the opinion that the circular adhesives known as Egyptian Interpostals

- (a) had no power to defray postage
- (b) were primarily intended to denote the office of despatch of all mail transmitted in bulk between one post office and another; but
- (c) are eminently collectable and an interesting study.

signed: W. Byam.

A. S. Mackenzie-Low.

J. R. Danson.

F. S. Mumford.

G. R. Worthington-Wilmer.

G. L. Hearn.

W. C. Hinde.

E. F. Hurt.

J. H. E. Gilbert.

J. C. Besly.

R. J. C. Thompson.

G. Hoffman.

Glyn Grylls.

29. 1. 44.

Douglas Armstrong.

THREE EGYPTIAN POSTAL DOCUMENTS.

By Dr. W. Byam.

At Christmas I received a generous gift from my old friend, Mr. Mackenzie-Low, who gave me three postal documents which I think of sufficient importance to be worthy of record.

The first is a large printed notice worded in Italian and in Arabic, signed by Muzzi Bey as Director General, and dated 7th September 1873 at Alexandria. It is headed AMMINISTRAZIONE DELLE POSTE KHEDEUIE and reads, when translated, as follows :-

NOTICE.

The Public is notified that from 1st October next the following offices in Upper Egypt will come into use :-

Ghirgheh - Sohag - Kene - Luxor - Esne - Assuan - Karosco - Wadi-Kalfe -
Dongola - Berber and Kartum (sic).

These offices will be authorised to receive and transmit ordinary mail, small parcels (Literally " sample "), printed matter and registered mail. They will also have the function of registering small parcels on request.

For the present consignments of coinage cannot be accepted for these destinations nor insured letters containing declared valuables.

From the same date the new internal regulations sanctioned by the Privy Council of His Highness the Khedive will come into force and in consequence from 30th September the current regulations will cease.

With the object of facilitating commerce and to unify, as far as possible, the postal charges it is laid down in the new regulations that the charges for ordinary letters from Lower, Middle and Upper Egypt to Assiut inclusive and vice versa, will be the same for every item, viz. 1 P.T. for 10 grammes and a further 1 P.T. for each additional 10 grammes.

From Assiut to Kartum the postage will also be 1 P.T. for the same weight, but 2 P.T. for letters coming from north of Assiut and vice versa.

The same unification of charges and weights is adopted for printed matter, i.e. 5 para for each consignment of 40 grammes as far as Assiut and double that charge to offices south of Assiut as far as Kartum, and vice versa.

Documents in manuscript and small parcels will be charged 1 P.T. for each 50 grammes, as far as Assiut and double that amount as far as Kartum or to the intervening postal authorities.

Samples or parcels of more than 2 kilos weight will not be accepted.

Charges for mail sent south of Kartum and as far as Fasougle will be at special rates to be notified at the various receiving offices.

For mail to or from Egyptian Agencies abroad the maritime charge at present in force must be added to the internal postage charge.

(This document amplifies in interesting fashion the most valuable data provided by Charles Fox and published in Q.C. No. 17 of December, 1943.)

The second document is a brief printed notice in French and Arabic, unsigned dated 20th June* at Cairo. It is headed ADMINISTRATION DES POSTES EGYPTIENNES DIRECTION LOCALE DU CAIRE and reads, when translated, as follows :-

* 1879

In consequence of the organisation of an ambulant service for the despatch of the French mail for Naples and Marseille and the English mail for Brindisi (when the sending of the latter is by the express) the offices for Registration and for International Money Orders which were hitherto closed at 4.30 p.m. will henceforth be closed :-

Registration Offices at 5.15 p.m.
Offices issuing International Money Orders at 5 p.m.

The supplementary despatches will continue to be sent by way of Boulac el Dacrour.

(This would seem to give us the date when the first travelling posts were established on the train in Egypt.)

The third document is a " Memorandum of Postage Stamps, Post cards and Postage Due Stamps no longer current and offered for sale." on 31st December 1888. As this gives an exact account of the remainders then thrown on the market for the first time, the figures are instructive.

Postage Stamps.

1st Issue (1866)	Nil.		
2nd Issue (1867)	5 para - 780; 10 para - 2160; 20 para - 2900; I P.T. - 13,840; 2 P.T. - 700; 5 P.T. - 135;		
3rd Issue (1872/74)	5 para - 56,070; 10 para - 68,850; 20 para - 14,250; I P.T. - 17,810; 2 P.T. - 21-830; 2½ P.T. - 27-970; 5 P.T. - 11,330.		

(There is no note of how many of the 5 nd 10 para values were overprinted stamps of 1879. The face value of the stamps of this issue amounted to P.T. 219,391; so there was no shortage of stamps when the contract was passed to De La Rue.)

4th Issue (1879, De La Rue.)	5 para - 293,170; 10 para - 360; 20 para - 360; I P.T. - 360; 5 P.T. - 360;		
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(The 2 P.T. stamps of this issue remained current till replaced by the 2 P.T. orange brown of 1st August 1893.)

5th Issue (Dec. 1884)	10 para - 648,780; 20 para - 3600.		
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(The 1 P.T. and 5 P.T. stamps of this issue remained in use till replaced by the corresponding stamps on chalk-surfaced paper in 1902).

Post Cards.

1st Issue (1879) 20 para - 400; I P.T. - 5000.

Postage Due Stamps.

1st Issue (1884/86: no differentiation being made between stamps on
paper with or without watermark.)
10 Para - 4800; 20 para - 270; I P.T. - 9390;
2 P.T. - 13,920; 5 P.T. - 3900.

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 63.)

After the inauguration of the railway between Zagazig and Ismailia on the 1st July 1868, the dahabiahs were suspended.

Alexandria and Port Said were connected directly and daily by means of Steam Packetboats of various marine companies.

The information on the postal services in the Isthmus, will be found in " Guide General d'Egypt published at Alexandria by Mr François Lavernay, March 1868.

- " Between Port Said and Ismailia there are steampackets which make a daily
- " service for passengers and posts, in 10 hours. Between Ismailia and Suez
- " the same service is made by dahabiahs hauled by mules in 14 hours. Between
- " Ismailia and Zagazig, the same means of transport as present, in 12 hours;
- " but we hope to announce in the near future the opening of the railway, direct
- " between Cairo and Ismailia.

- " Description of the Isthmus.
- " At Port Said Great Britain, Austria, France, Greece, Italy, Russia & Sweden
- " have consular offices.
- " The French Government has a postal agent at Cairo, Suez and Alexandria.
- " Also at Port Said, there is a post office, and telegraph office organised by
- " the Company.
- " At Ras el Ech situated at Kilo 14 of the line, there is a post & telegraph agent.
- " Kilo 34. same organisation as above.
- " Kantara included the usual installations, agent for posts.
- " Chantier de Chalouf, situated towards Kilo 72 of the sweet water canal.
- " Kilo 83. .this encampment is completely installed.

Finally, below are some extracts from letters relating to the postal services of the Company in the Isthmus in 1868.

- " Ismailia February 1868.
- " The steamboats that serve the postal requirements between Port Said and Ismailia
- " the results of the efforts of Mr Gouin and the Forges Chantiers Company of the
- " Mediterranean are excellent. The time of the journey being 10 hours and their
- " arrival and departure would make the Egyptian Railways envious.

" The dahabiahs hauled by mules, which made the postal service from Ismailia to
" Suez were successively replaced by steamboats of a special type adapted to the
" conditions of navigation draught of the Ismailia Sweet Water canal. They
" were built and designed for the purpose by Henderson Coulborn and Co of Glasgow.
" The first of their recent trails has given good results.
" Later if there is room they will be adapted on the Zagazig branch where the
" present service is made by dahabiahs hauled by mules (L'Isthme de Suez -
" Journal de l'Union des Deux Mers no 280 15th Mars 1868)
" Ismailia, 24 February 1868.
" Every day a steamer leaves Port Said at 8 a.m. arriving at Ismailia that
" evening. Each night and connecting with the boat from Port Said a covered boat
" leaves, which disembarks you the next morning at Suez. (Marquis de Raigecourt,
" reference above No 279 Ier Mars 1868) Cairo.
" In the Isthmus there is a regular night service for passengers by the Sweet
" Water Canal in 12 hours from Suez to Ismailia. At Ismailia as at Suez there
" is a comfortable hotel where travellers can spend the night and take the
" steamer the next day for Port Said. The regular journey from Suez to Port
" Said only takes two days (Reference above No 281 Ier Avril 1868.)

These services were organised in conformity with Art 7 of the Convention of 22nd February 1866: according to that article the Canal Company had

" during the construction of the Ship Canal and according to need, up to the end of 1869, the power to establish tug and tug-boat services on the Sweet Water Canal (Zagazig Ismailia Suez) for the needs of its transports or of its contractors and monopoly of goods transit from Port Said or vice versa."

It was by taking their stand on the Article that the Company established that postal and goods service across the desert to meet their own requirements.

" during the first stage of the works the Company, at the same time that it brought fresh water to the workcamps, had installed along the whole line of its stations, telegraph and daily postal service."

(to be continued)

HISTORY OF CABLE COMMUNICATIONS FROM EGYPT.

By J.C.Besly.

Post and telegraph services are so linked together that no description of the former would be complete without some reference to the latter.

Inland telegraphs and connections to the outside world, (i.e. cables), can conveniently be separated as in Egypt they were both under entirely different administrations.

The laying of the first Atlantic cable in August 1858, although unsuccessful, had shown the possibilities and advantage of such means of communication and many companies were formed about this time for various projects.

Not the least of these was a scheme to link up England and India. In 1857 Mr. Lionel Gisborne obtained powers from the Turkish Government to carry a line across Egypt and lay a cable in the Red Sea; He promoted the formation of the " Red Sea & India Telegraph Company".

The proposed line of 3043 miles in length between Suez and Kurrachee was divided into two parts. The first part from Suez to Aden (1358 NM), with intermediate landings at Kosseir and Suakim was laid in 1859. The Aden Kurrachee section touching at Hallania Island and Muscat was laid the following year.

This venture was unsuccessful, faults quickly developed in all sections and the company, having neither the specially qualified men nor the necessary material for carrying out repairs, was obliged to abandon the line.

As at this time very little was known about the manufacture of cable and still less about the laying the result was not surprising.

The next cable to Egypt to be laid was the Malta-Alexandria cable touching at Tripoli and Bengazi in 1861. This cable was originally designed to connect Falmouth and Gibraltar but before manufacture had been completed it was decided to lay it between Rangoon and Singapore; but the war with China having come to an end its destination was changed a third time to Malta-Alexandria under the "Anglo-Mediterranean Telegraph Company", communication from Malta to be made via Italy to England.

Far more care was taken (with advanced knowledge) in the manufacture of this cable which proved to be a success. Being, however, laid in shallow water (roughly the 100 fathom line) between Tripoli and Alexandria it was subject to interruption, but repairs were quickly and efficiently executed.

With the successful laying of the 1866 England-American cable and the equally successful repair of the 1865 cable in 2500 fathoms much had been learnt about the manufacture and equally important laying of cables.

The 1861 Malta-Alexandria cable was constantly interrupted owing to its having been laid in shallow water and on a rocky bottom. A direct cable was laid from Malta to Alexandria in 1868, this followed by a cable from Suez to Bombay via Aden by the "Red Sea and India Telegraph Company". This cable was laid by the "Great Eastern" in 1868.

Yet a third company was formed to carry the messages overland from Alexandria to Suez known as the Alexandria-Cairo-Suez Telegraph, permission for which had been obtained from the Turkish Government by Mr. Lionel Gisborne. The date of the formation of the company has not been ascertained but I have a cover of a telegram forwarded by post from Suez to Bombay dated April 1864, but the company probably dates back to 1859.

Cable communication now having been firmly established other cables quickly followed till today cables from England have been more than quadrupled.

Other laying dates of cables from Egypt are :-

1859 Suez - Bombay.
1861 Alexandria - Malta.
1868 Alexandria - Malta.
1868 Suez - Bombay.
1869 Malta - Pozzallo.
1873 Alexandria - Crete. (Sitia)
1878 Alexandria - Cyprus. (Larnaca)
1882 Suakim - Jeddah.
1884 Suez - Suakim.

Telegraphic communication from Egypt to Syria was by Egyptian Government lines via El Arish.

These three companies "Anglo Mediterranean" "Red Sea & India" and "Alexandria

Cairo-Suez" were amalgamated into the Eastern Telegraph Company in 1872. The Eastern Telegraph Company and Marconi Telegraph Company merged into " Cable and Wireless" in 1928.

All Red Sea cables were taken into Port Sudan in 1922 and Suakim closed.

In 1925 underground lines were laid between Port Said and Suez and additional cables were laid from Alexandria to Port Said.

Telegrams to places unconnected by telegraph can always be sent routed " Post " to the nearest point. Dr. Byam has an "E.T.C." cover posted at Suez to Jedda dated 27th July, 1878, this was four years before the cable was laid.

In the early days telegrams would be posted on the interruption of a cable this will account from many interesting covers to places such as Bombay, Jedda, Cyprus, and Zanzibar from Aden.

Much of the early history of cables to and from Egypt has been culled from " Submarine Cables " by Charles Bright published in 1898.
