

EGYPT STUDY CIRCLE

THE QUARTERLY CIRCULAR

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THE QUARTERLY CIRCULAR .

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EDITORIAL.

The Circle's Target.

Since March 1944, when a suggested synopsis of the Circle's proposed book - "Egypt: Its Stamps and Postal History" - was published in the "Q.C." much has been achieved by the patient and untiring labours of some ten or a dozen workers who have met at intervals on the invitation of our Chairman. One such meeting took place on July 13th last when the reports presented by members in charge of the various studies proved the excellence of the work achieved. This five-hour sitting in a hot summer's afternoon showed that there is no lack of enthusiasm for the task in hand. Besly and Byam produced a Table detailing the differences by which the two printings (Alexandria and Boulac) of the Third Issue may be differentiated. We reproduce it later in these pages as we feel sure members will concede that a very useful piece of work on a problem which, in the past, has been beset with difficulty and uncertainty, has been brought to a successful conclusion. Another valuable contribution was by Gordon Ward who described the four types of shading in the four Die-Negatives for the 5 Millièmes value of the 1927-37 issue. His contribution will also be found in the pages that follow. Mackenzie-Low, too, had much to say on the subject of the markings used in connection with Waghorn's Overland Route through Egypt to India and we are pleased to include an article from his pen on the Kena-Kossier Overland Route. Gilbert, another ardent and tireless worker, showed a number of interesting photographs depicting the arrival in Khartoum of Marc Pourpe, bearing the first aerial airmail, and his reception by the Sirdar and governor-General, Sir Reginald Wingate. It was interesting to note the reactions of the local inhabitants, many of whom appeared to think it safer to put the greatest possible distance between themselves and the " monster from the skies ".

In addition to these reports made in person, evidence was presented proving considerable activity by our members overseas. The outstanding discovery of historical postal documents in Egypt, by Ibrahim Chaftar Bey, is a good example of the progress being made by our members abroad as part of our concerted endeavour to elucidate the postal history of Egypt.

Coming now to the opening words of this editorial, it will be recalled that the original proposal was that our book should consist of four Parts, each dealing with one of the historical periods: the first covers "The Period of the Early Government Post" including the Posta Europea, Waghorn's Overland Mail, and the Foreign Post Offices in Egypt. It was planned that this particular "Part" should consist of an Introduction and eleven chapters, with a content of some forty-eight thousand words. So far, the Introduction and three chapters have been written and two of the longer Foreign Post Office reports completed in book form. This accounts for approximately half the volume. In addition, a considerable amount of work has been done on the remaining portions of Part I so that, without any great flight of imagination, we feel that this portion of our book is within measurable distance of completion. It may well be, therefore, that the time has arrived for the Circle to seriously consider whether it should go to press with each Part of its "Magnum Opus" as it is ready, or whether to await the completion of the whole work, as suggested in May 1943, by Mr. Brookman of the American Philatelic Society. We would welcome expressions of pinion on this subject from our members.

Believing that silence on the part of the members of the Circle signifies consent, a letter was sent to New York on 16th August asking whether a combined exhibit by the Egypt Study Circle would be welcomed at the Centenary celebration next May. It was explained that the exhibit would be entered hors concours. And a request was made for information as to the space which would be available for the purpose as until this is known it would be impossible to make even a tentative plan on which to build a display doing justice to the research we have carried out and, at the same time, depicting the interest of the stamps of Egypt as a whole. Dr. Byam has now received a letter from Mr. Alfred Liechtenstein in the course of which the following paragraph occurs: -

" Regarding the first issue of Egypt, up to May 1870, we could use a composite for our Court of Honor, but that only means the issued stamps from 1866 and 1867, not the 1872's. These would have to be shown in one frame and should include unused, used and used-on-cover. A page of Suez Canal would augment the showing but would have to be included in the sixteen pages of Egypt".

Dr. Byam would be pleased to hear from any members having any outstanding material of the first two issues of Egypt which they think may be suitable for inclusion and which they would be willing to loan for the purpose.

Cartographer to the Circle.

Mr. E. W. Crafer of 2, Ray Walk, Leigh-on-sea, Essex has kindly consented to act as Cartographer to members of the Egypt Study Circle. He will be pleased to draw any special maps required, showing routes, etc. in connection with any of the Studies which required illustrating in the proposed book, also, any drawings of stamps which required special illustrations.

The Circle if, indeed, fortunate to have the co-operation of Mr. Crafer, who is an artist and the original designer of many British Empire stamps. It is suggested that members should write to Mr. Crafer direct stating their requirements and he will then send an estimate giving the approximate cost according to the work involved. Mr. Crafer has very much the best interests of philately at heart and he has promised to do anything in his power to help us in our efforts to clearly illustrate our proposed book.

EGYPT. THIRD ISSUE. RECOGNITION OF THE TWO PRINTINGS. By J. C. BESLY & W. BYAM.

Duty.	Printing.	Design.	Colour.	Perfs.	Paper.	Gum.
5 Para.	Alexandria.	Normal.	Brown-shades.	13¼ 12½ X 13¼	Dense wove Varying thickness.	Brown tinted colourless.
	Boulac.	Inverted side labels.	Brown-shades.	12½ 13¼ X 12½	Thinner rough wove to Pelure	Brown gum and Colourless.
10 Para	Alexandria.	Frame uniform in thickness.	Mauve-shades.	13¼ 12½ X 13¼	Dense wove	Brown to faintly tinted.
	Boulac.	Many have thin outer. frame: some frames split.	Grey-lilac; Slate.	12½ 13¼ X 12½	Thinner rough wove	Slightly tinted.
20 Para	Alexandria.	Plaster of Paris flaws; split bottom frame.	Blue-shades.	13¼ 12½ X 13¼	Dense wove	Brown tinted & Colourless.
	Boulac.	None of the Alex. Flaws: Frame intact.	Dull pale blue: Bluish-grey; Grey-shades.	12½ 13¼ X 12½	Thinner rough wove.	Brown tinted
1 P.T.	Alexandria.	Damaged 1 at S.E. corner on approx. quarter of copies seen.	Rose-red shades.	13¼ 12½ X 13¼	Dense wove	Brown tinted & colourless.
	Boulac.	S.E. 1 is never damaged as above.	Red- shades.	12½ 13¼ X 12½	Thinner rough wove.	Brown tinted
2 P.T.	Alexandria.	White flaw N.W. corner in inscription.	Chrome-yellow.	13¼ 12½ X 13¼	Dense wove	Brown tinted
	Boulac.	Normal.	Yellow.	12½ 13¼ X 12½ 12½ X 13¼	Thinner rough wove.	Brown tinted

Duty.	Printing.	Design.	Colour.	Perfs.	Paper.	Gum.
2½ P.T.	Alexandria.	No appreciable difference.	Violet-shades.	13¼ 12½ X 13¼	Dense wove	Brown tinted
	Boulac.	No appreciable difference.	Violet-shades.	12½ 12½ X 13¼	Thinner rough wove.	Brown tinted.
5 P.T.	Alexandria.	Vertical measurement left side not less than 19 mm N.W. corner of outer frame thick and often split.	Yellow-green,	13¼ 12½ X 13¼	Dense wove	Brown tinted & colourless.
	Boulac.	Does not exceed 19mm. and about 50% measure less. Upper frame uniform thickness and intact.	Yellow-green; Green.	12½ 12½ X 13¼	Thinner rough wove	Brown tinted.

- (1) General appearance: Alexandria: clearer and seldom showing "crust" flaws which are very frequent on Boulac stamps.
- (2) Sheet margins: Alexandria: plain coloured rule on one margin - usually the top.
Boulac: decorated margins on all sides of every sheet.
- (3) Tête Bêche pairs: Alexandria: none.
Boulac: 5 and 10 para ; 1, 2, 2½ and 5 P.T.

N.B. From the above it is obvious that the 2½ P.T. compound perf. is difficult to differentiate. The same applies to a less extent to the 5 P.T. compound perf, but here the upper frame line should be sufficient guide: in addition the Alex stamps have a small white flaw beneath the line under the 5 at the N.E. corner which only occasionally occurs on the Boulac stamps. The majority of Boulac 5 P.T. show a deformed N.E. corner of the inner coloured frame line and this is never found on the Alex stamps.

In the past much stress has been laid on the nature of the perforation holes; those made at Alexandria being clean cut. While those at Boulac are rough in outline, irregular in size and spacing and, not infrequently, blind. Although this is usually the case, the nature of the perforation holes alone is not sufficient to differentiate between stamps produced at Alexandria and Boulac.

The perforation holes may be of assistance when attempting to separate the printings of the 2½ P.T.

SOME FURTHER NOTES ON THE THIRD ISSUE. By J. C. BESLY.

As a result of a week end spent with our Chairman with me, it is suggested that the two printings of the 2 P.T. perf 12½ x 13¼ can be differentiated as under :-

On the Alexandria printing of the 2 P.T. a white flaw was found on every copy we examined. The flaw is entirely absent in the Boulac printing.

The flaw is white and will be found on the last Arabic character in the N.W. corner, it joins this letter with the two dots below.

We have assumed, correctly I believe, that the dies were sent from Alexandria to Boulac. If this is correct, then the flaw was not in the die. It couldn't have been some foreign matter on the die or it would have produced a depression in the moulds and an elevation on the cliches and so have printed in colour.

Yet it appears on all Alexandria copies; this suggests a daughter die was made from the mother die and a depression occurred on its surface before the making of the Alexandria cliches. Is this the answer?

5 P.T. Boulac Compound Perforation.

We have only two copies of this stamp recorded:-

18 Feb 1875. (Byam)

27 Aug 1878. (Besly)

In addition we know of the single and pair on cover illustrated in L.O.P. 48.

If any member has a copy of this stamp will he kindly let me have particulars for the record. J. C. Besly, Lewins, Shurlock Row, Twyford, Berks.

Ibrahim Chaftar, writing from Cairo on 27th July 1846, reports he has discovered important document in the files of the Egyptian Postal Administration. Access to these files was made possible by the courtesy of the Postmaster General in Cairo, to whom we would like to offer our grateful thanks. At the same time we wish to congratulate ourselves on the acquisition of so able a philatelic student as a member of the group now immersed in the study of the problems presented by the third issue. Chafta is proving a most helpful collaborator, and to him also we wish to express our appreciation. He, with his keen eye and enthusiasm for research, and Hinde, with his wealth of material generously placed at our service, are together assisting us in the true spirit of corporate study envisaged as the essence of the Circle's activities.

The document Chaftar has unearthed is dated at Alexandria 10th October 1874, is in Italian, and apparently was circulated to all Post Offices. The gist of the document is the information that seven values of postage stamps had been reprinted and were available for distribution on requisition. We are in correspondence with Chaftar to find out what evidence there is that all seven values of the Boulac stamps were taken into use on the same day. Chaftar has supplied information concerning the earliest dated copies inspected in Egypt, which we give below, and record noted in England, where they antedate those observed by Chaftar.

	<u>Egypt.</u>	<u>England.</u>
5 para	11-3-1875.	
10 para	? -8-1875.	
20 para	30-4-1875.	10-2-1875.
1 P.T.	19-1-1875.	
2 P.T.	? -2-1875.	4-12-1874.
2 ½ P.T.	29-1-1875.	
5 P.T.	20-2-1875.	2-11-1874.

The following are markings we have seen on Third Issue stamps, Alexandria or Boulac prints, which have apparently been used to cancel them.

Types I-1. (Gedda), I-3, I-3-I (new type), I-3-2 (new type)
 II-4, II-5
 III-1, III-2, III-3, III-4, III-5.
 IV-1, IV-1-1, IV-1-2, IV-2, IC-3, IV-4, IV-5.
 V-1, V-2, V-2-1, V-2-2, V-3, V-3-1, V-4, V-4-1, V-5, V-6, V-7, V-8,
 V-9, V-10, V-12, V-13, V-C-1.
 VI-1, Vi-2, VI-B-1.
 VII-1, VII-2, VII-3.
 A-3, A-6, A-7.
 B-1.
 C-2, C-3, C-5.
 D-2, E-1, F-1, G-2, H-1, M-10.

S U D A N. Dates of Postal History Significance.

by W. BYAM.

1896.

12th March. Dongola Expedition authorised: Egyptian garrisons were then occupying Wada Halfa, Sarras, Suakin and Tokar.

20th March. Akashar occupied by troops from Wadi Halfa.

7th June Battle of Forkett; occupation of Kosheh and advance to Sudara.

26th June Railhead reached Akasheh.

4th August Railhead reached Kosheh

19th September. Kermeh and Abu Fatmeh occupied. The railway which reached Kerkmeh in May, 1897 was not taken beyond that point.

23rd September. Dongola entered without serious fighting. Debbeh, Kerti, Kereimah and Merouwi were seized and occupied during the next month.

1897.

1st March. First Provisional Issue.

1897.

- 7th August. Abu Hamed taken by troops under Maj. Gen. Sir A. Hunter, The Desert Railway between this point and Qadi Halfa, began on the 1st. Jan. '97 was completed by the 31st of Oct. '97. A Post Office at Railhead moved forward with the construction party as it advanced from Wadi Haifa.
- 6th. September. Berber, having been evacuated by the Dervishes, was entered and by the end of the month was occupied by a considerable force. Dakhila (afterwards Atbara) became the Egyptian advanced post. Early in November '97 the Suakin-Berber route was re-opened after being closed for 13 years.
- 25th December. Kassala, which had been taken from the Dervishes by the Italians in 1894, was handed over to Egypt; the troops marching in from Suakin.

1898.

- Early in the year Fort Atbara was established; a British Brigade under Maj. Gen. Gatacre joined the Force and was concentrated at Abu Dis to which place Railhead was advanced.
- 25th. February. Railhead reached Shereik.
- 1st March. First permanent issue of Sudan stamps.
- 8th April. Battle of Atbara in which the Anglo-Egyptian Army completely routed that of Emir Mahmud.
Subsequently troops went into Summer Quarters at Atbara, Abadieh, Darmali, Selim and Berber.
- 5th. May. Railhead reached Abadieh, 12 miles N. of Berber.
- 3rd July. Whole railway from Wadi Haifa to Atbara was finished.
- 25th August. Metemmeh entered.
- 2nd September. Battle of Omdurman. Dervishes lost 11,000 killed and 16,000 wounded of their force of 52,000. Sirdar's force lost 48 killed, 382 wounded.
- 22nd September. Gedaref recaptured by a force from Kassala under Colonel Parsons.
Early in September Fashoda was evacuated by a small French force under Major Marchand, which had held it since 10th July, 1898. Fashoda renamed Kodak.
- 23rd November. Emir Abdullah finally defeated and killed near El Ghedid by a force under Sir Reginald Wingate.
Railway reached Khartoum in 1899; a branch line in Jan '96 connected Berber and Atbara with Port Sudan.

In '97 P.O.s were established at Dongola, Kermeh, Kerti and Merewi; regular bi-weekly service between these places.

By October '98 P.O. at Khartoum in full swing; in February 1901 H.Q. P.O. was transferred to Khartoum North from Wadi Haifa; in the following winter to Khartoum when Postal and Telegraph services were amalgamated.

THE KENA - KOSSIER OVERLAND ROUTE.

By A. S. Mackenzie-Low.

The suggestion that this route should be adopted for the Overland Mail from India to Europe was made by the anonymous author of "A Vade-Mecum from India to Europe by way of Egypt" in 1827. He writes as follows: -

In consequence of the narrow and illiberal policy pursued by the East India Company, all attempts to open a communication between India and the mother country by way of Egypt, have hitherto failed. This route is therefore but little frequented, and will so remain, until ministers, opening their eyes to the vast benefit that would accrue from a passage so much more speedy than that by the Cape of Good Hope, shall establish regular intercourse by means of steam packets. From the present spirit of improvement in every branch of our commerce, it is to be hoped that this will shortly be done and that a system will be accomplished by which letters and despatches may reach their destination in six or seven weeks, instead of from four or five months.

At present, opportunities from proceeding from India to Egypt are extremely rare, ships seldom sailing to the Red Sea and hardly ever to Kosseer, the point of debarkation for those who go through Egypt.

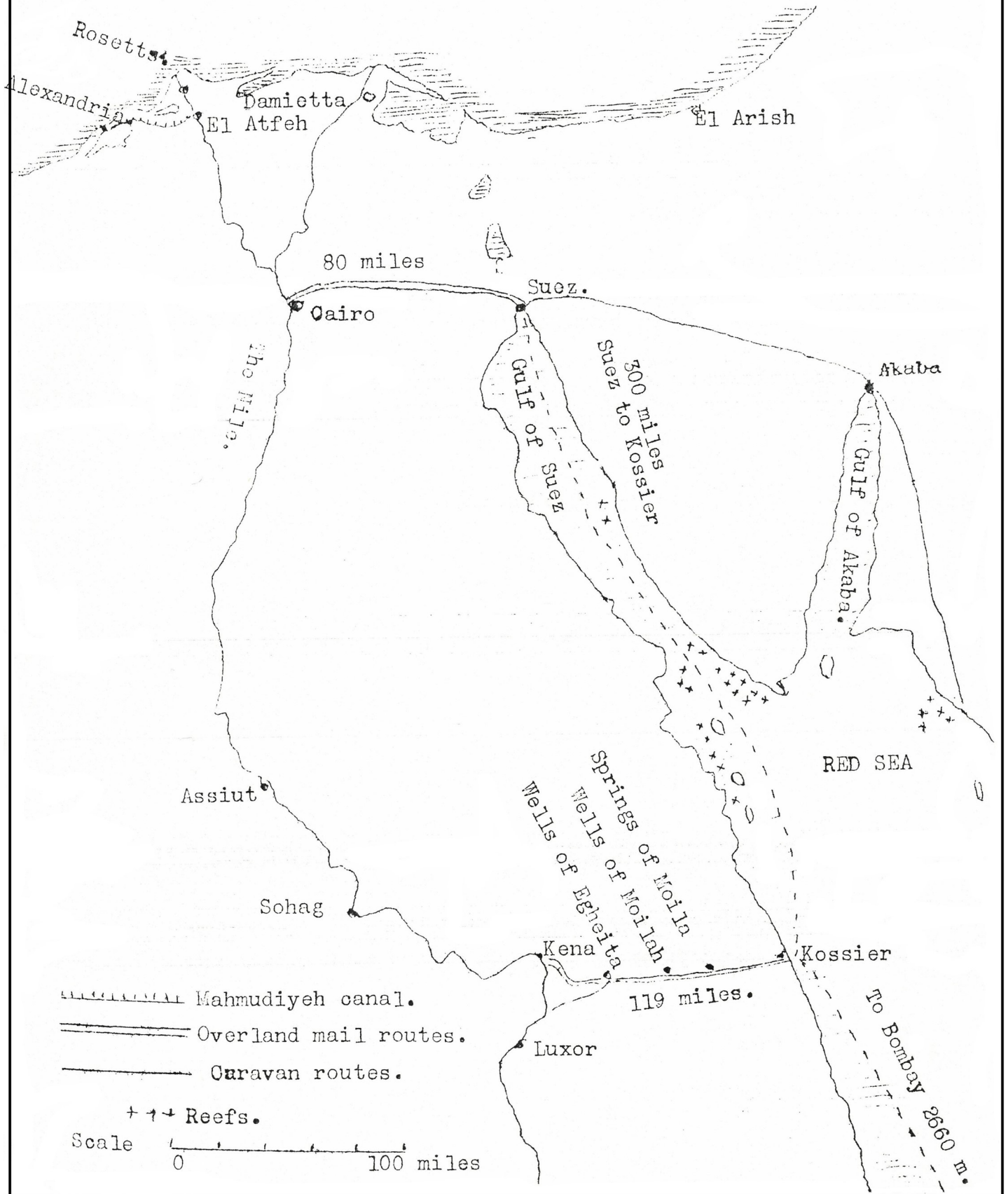
Description of the Route.

The desert route from Kena, (spelt Gheneh in the old maps and, later, Qena and Qina) to Kossier (spelt Quser in a recent Post Office Guide) has been a trade route from remote times - the entire length is 119 miles - The journey by camel takes about six days. Starting from Kean, the first night is generally spent at Bir Ambar. The large caravanserai there was erected by Ibrahim Pasha about 1840. At Lakeita, 12 hours journey from Kena, there is a small oasis with two wells, here the road leaves the plain and enters the valley of Kossier which is flanked on each side by high granite rocks.

Half way to Kossier are the wells of Meila and further on the Melia springs. About 10 miles from Kossier is Bir el Ingelzi (The well of the English). This consists of a large cistern for water, At Kossier there is a caravanserai, a two-storey building with a number of small rooms ranged round a courtyard where travellers made themselves reasonably comfortable.

On this route either was the semaphore system of signalling messages. It was established in the time of Mohammed Ali. This telegraph was probably used as in the case of the Cairo-Suez route for signalling the arrival and departure of the Indian mail at Kossier. Some of the semaphore towers still remain.

EGYPT. ROUTES OF THE OVERLAND MAIL DURING 1836 - 54.



Waghorn and the Kena - Kossier Route.

When Waghorn began to advertise his Overland Route services, he offered his clients the choice of two routes and made provision for their transport by Kossier or Suez. Before he finally adopted the Suez - Alexandria overland route he had a preference for the route from Bombay to Kossier - Kena - Alexandria, because he considered that the Red Sea between Kossier and Suez, a distance of 300 miles, dangerous for navigation owing to the narrowness of the Gulf of Suez and the existence of numerous reefs and the adverse winds. He considered also that the journey from Kossier to Kena preferable with its wells and rest houses to the waterless desert from Suez to Cairo.

For the Eastern journey it was quicker to cross from Kossier and take the river down to Cairo but, in the reverse direction, it was quicker to go by Suez as the journey upstream was very slow.

It has been stated that Waghorn contemplated establishing a regular steamer service to Kossier and a vehicular service between Kossier and Kena and a Nile steamer service from Kena and Alexandria.

A railway was at one time projected from Kift to Kossier.

Waghorn mail.

The only evidence we have of Waghorn mail being carried by the Kossier route is a cover in the J. K. Sidebottom collection bearing the Waghorn cachet inscribed "From Mr. Waghorn / Kossier" in two lines similar in type to R. Lowe's No. 5 1938 catalogue. This is the only cover known. It is dated Calcutta 23 - 11 - 1836 and addressed to London. On the cover is "Per Overland Conveyance" in Waghorn's handwriting and his initials "J. Thos. W." and N66 Rgst. N & Co. (Registered number by Waghorn agent). The Marseilles Lazaret and date stamp 22-5-1837 and the London arrival stamp, 27-5-1837.

Sidebottom suggests that this cover may have been carried by Mr. Waghorn himself as it has not Alexandria or French Packet stamps. The time in transit was 186 days as against 103 days for the "Mr. Waghorn / Alexandria" cachet western which left Calcutta on 16-11-1836. These two covers are both initialled by the same agent in India.

The East India Company ships called at Kossier in 1836 and the P. & O. steamers about 8 years later.

Since the above was written I have had some correspondence with Sidebottom on the subject of his "Alexandria" and "Kossier" covers and I agree with him in thinking that it is highly probable, though we have no evidence, that the earliest cover mentioned above went by the Kossier route and not by Suez and it is also probable that Waghorn did not adopt the Suez route for some months later. The earliest known date of the "Suez" type (in an oval) is 27th July 1837. This cachet was applied at Calcutta.

Lieut. Colonel Richard James Campbell Thompson.

C.M.G., D.S.O., M.D., M.R.C.P., F.R.P.S.I.

An appreciation by W. B.

My old friend R. J. C. is no longer with us but he has left so many happy memories to console those of us for whom he cared, that it is fitting we should put on record our recollections of one to whom all members of our Circle owe a debt of gratitude. He joined us in our infant days, making the baker's dozen. (R.J.C.'s number in the Circle was 13) when we had no corporate being and to the task of giving shape to our community he lent his fertile imagination, guided by his gift of clear thought and balanced judgement.

Above all things, R. J. C. detested humbug and ridiculed it with ready wit and caustic tongue, castigating those who posed as learned, their sonorous phrases and solemn faces merely earning his contempt. Philately to him was but a pleasant hobby, to be enjoyed, lightheadedly. He would say " My dear Sir, it is akin to medicine - an art, tempered by low cunning". And yet there was no kinder, gentler man, generous to a fault, but one whose moral courage never failed and frequently cast him for unpleasant roles, to save his fellows.

His medical career was closely linked with his beloved hospital, St. Thomas's. He trained there and it was while he was a student I first met him, now nearly half a century ago. Early (1905) he joined the Royal Army Medical Corps, soon to be seconded for service with the Egyptian Army (1910 - 1913). But before going to the valley of the Nile he had served during the South African war and it was then he acquired the disability which dogged him to the end - a leg with thrombosed veins, caused by enteric fever. This handicap prevented the athletics which had been his joy but, in spite of pain and sleepless nights, R. J. C. bravely rose above it and achieved no mean success. In the Sudan he worked alone to check the spread of sleeping sickness from the Lado Enclave when we took over that territory from Belgium, Later he joined me when cholera had broken out at Omdurman and with his merry jests and forceful manner did much to overcome the oriental prejudice of the teeming native population in that city, so that the dread disease was stamped out in record time.

The war of 1914/18 saw him in France, first at the front and later at the base, in charge of one of our biggest hospitals. When I found him there, in 1918, he was a veritable Chieftain, whose energy and resource inspired the devoted staff he had gathered round him. For his war services he received the C.M.G. and D.S.O. Well he deserved them both.

In 1922 R. J. C. left the Army and quickly built up a practice on the Riviera. Soon, however, he returned to St. Thomas's as Secretary to the hospital and Warden of Studies. No better man could have been found to guide the embryo doctors with his sympathy and wise advice. It was in the hospital he met his end, on October 2nd of this year, having come through unhurt by all the raids that did so much to injure the fabric but not the spirit of the place. His post was there - he filled it nobly- as it he died.

As a philatelist Thompson admired most the early stamps of France, but his life in Sudan inclined him to a closer study of the stamps of that country than he gave any other group. Never an accumulator, he formed no large collection. Instead he prized items from many lands, often attracted by

the glamour of events which gave them birth, but latterly mainly because they illustrated printing problems or some freakish happening. The London School of Printing had become a favourite haunt; the Postal History Society meetings were to his taste; the labour of the Council of the Royal he made his own. On all occasions he put the interests of his fellow collectors first, striving to enlarge the views of those around him; earnestly intent on mating the professional and amateur, he joined the B.P.A. and was its Vice-Chairman when he died. Enthusiastically he gave much of his leisure to the Salters Company, of which he was master in 1941 - 43. And as mere frivolity the game of bowls drew him to the green when it was fine, there to pit his skill against that of friends who knew him as a sportsman, light of heart, upright in mind and deed, if ageing in his frame. Withal a man, a gallant fighter, staunch and true. To him we say "farewell", but we will forget.

W. B.

THE 5 MILLS OF THE 1927 - 38 ISSUE.

By Gordon Ward.

The remarks which follow must not in any way be regarded as a detailed study of this stamp but rather as a request for assistance with various outstanding problems.

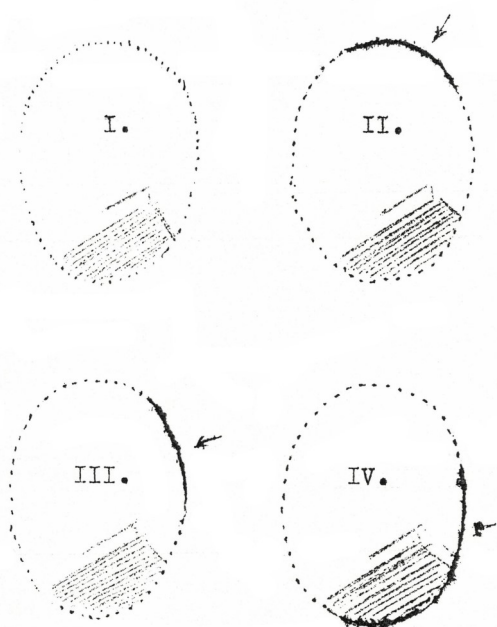
The design of this stamp consist of two main parts. In the centre is the photograph by Hanselman of Cairo which was used for the previous issue. The surround has been considerably changed. On the left-hand side are the words CINQ MILLS and on the left the same in Arabic. Below is the word EGYPTE and above the Arabic characters meaning the Kingdom of Egypt. In the top corners are the two letters F and R standing for Fouad Rex or, perhaps, Fouad le Roi. In the lower corners are the figure 5 and the same in Arabic. It should be particularly noticed that the centre photograph is separated from the rest of the stamp by a white oval, for this has an important bearing on something to be discussed presently.

This design was, of course, derived from an original which lacked the letters and figures of value. The original was photographed and the value drawn in in white. A negative was then made of this picture and this negative may properly be compared with the Die which is a first stage in stamps manufactured by processes other than photogravure. I propose to call it for convenience the Die-Negative. It is used for making the 100-subject multi-positive from which the actual cylinders are derived.

The first thing that one notices one examining a sufficiency of material (most courteously lent by members of the Egypt Study Circle) is that there were no less than four different Die-negatives used for this value, and from any quantity of used copies of this stamp one can easily pick out those which were derived from each Die-negative. The chief differences are to be seen at the junction of the background to the king's head with the white oval already mentioned. Be pleased to consider the difficulty which faced the technical assistants of the printer. The photograph of the King cut to an oval shape had to be very carefully applied to the design of the surround drawn out on card, the whole being about six by five inches square, as I suppose. It is

notoriously difficult to make photograph lie down absolutely flat so that whatever the illumination, and the heat of the illuminant, it shall show no tendency to curl. It is true that the device of a white oval frame carefully painted over the junction can do something to conceal awkwardnesses but even the white paint may cast a small shadow of its own. It is the darkening at the edge of the oval background to the king's head by which the four Die-Negatives are most easily distinguished. The first of them has no darkening, the second has darkening from about N.N.W. to N.E. , the third from N.N.E. to S.E. and the fourth from about N.E. to where it blends with the coat below.

THE FOUR TYPES OF SHADING
IN THE FOUR DIE-NEGATIVES.



There are various other differences and the four Die-Negatives can be conveniently described as follow. It will be noted that their identification clears up the rather mysterious differences in size of the printed stamps noted by Zeheri.

- I. No shading of oval. stamps always measure 18 X 22 $\frac{3}{4}$ mm. Always used with the diagonal screen. Control A/25 only.
- II. Oval shaded above. Almost every stamp shows a very minute dot or double dot at the upper right part of the Arabic symbol for 5. Stamps measure 18 X 22 $\frac{1}{2}$ mm. Used only with horizontal screen and with control A/26.
- III. Oval shaded on the right. Stamps measure 18 X 22 $\frac{3}{4}$ mm. Known only with diagonal screen and used for all the remaining cylinders except those used for booklets, see below.
- IV. Oval shaded low on right. Stamps measure 18 X 22 $\frac{1}{2}$ mm. There is a constant "tache" over and towards the righthand side of the square which contains the letter F. Found only with the diagonal screen and in booklets printed from 1930 to 1935.

We come now to some of the difficulties. In very many cases we find that a control has been cancelled and another inserted above it. This in turn has been cancelled by crossing through and a third control inserted. Whenever we find this happening, we find also that it had happened on two (and never more than two or less than two) different printing surfaces. In other words there were always the printing surfaces for two different sheets on the cylinder. The differences are often obvious in the shapes or positions of the controls and less obvious difference can also be detected. In the case of the first Die-negative the control is always A/25, so far as I know, but I have seen only two corners blocks, which are different, and it is just possible that there may be others. Unfortunately it is not possible to describe in detail the two controls that I have seen except to say that one of them seems to have had the top of the control cut off flat and the other has a dot over the right side of the moustache on stamp 92; but I do not know if these appearances are constant.

When we turn to the second Die-Negative, used with the horizontal screens only, fresh problems arise. I have seen five different versions of the control A/25 and Zeheri illustrates a sixth. Four of these are derived from the same multipositive and there are several characteristic marks to be found even on a corner block. For example, over the letter M of the word Mills, outside the frame of the stamp, there is a minute dot, on stamp 91, and this can easily be detected. In one case of the four these is a peculiarity in that the horizontal screen, usually a little tilted, is dead level. I have seen this with a large, broad, hand-cut letter A in the control. This is illustrated by Zeheri and is well known. Somewhere or other there must be another block of four from the other half of the cylinder, with the screen dead horizontal, and with a different shaped control. Has anyone seen it? I do not know what marks distinguish the multipositive from which it was printed but it should not have any sign of the dot over the letter M.

The third type of Die-Negative was used for the production of only two multipositives although nine different cylinders were derived from it. The two multipositives are quite easy to detect but it would serve no purpose to give the details here as no particular problems arise. There cannot have been any 4-sheet cylinders which, if they were ever made, for this value, must have had the control A/26.

The fourth D-Negative is easy to distinguish. So far as I can tell from an inspection of only three control booklet sheets, of six stamps each, they were all derived from the same multipositive although two different cylinders were used. This multipositive may be detected by inspecting the top right stamp of a sheet. This shows a strongly marked white slanting line joining the letters M and I of MILLS.

It will be seen that the diagonal screen was used with the first cylinder of which we have any knowledge. This was two years before these stamps were issued to the public and was almost certainly the beginning of the experimental period. The appearance of these A/25 stamps is not very good and it may be that it was for this reason that the horizontal screen had a trial. It is to be remembered that this sort of screen had not previously been employed in stamp printing whereas a diagonal screen had been used in Bavaria as far back as 1914 and was normal for other sorts of photogravure printing. It is also interesting to note that no 4-sheet cylinder can be shown to have been made, and that as technical efficiency increased it was found possible to make and preserve a multipositive which could be used unimpaired from 1927 to 1935. But I would beg anyone who has the material to let me see any

further controls of this issue, especially the earlier ones, for there are at least eight out of possible twenty-six which I have never seen.

MARKET JOTTINGS.

By W. BYAM.

Early this year Harmer Rooke sold an Austro-Egyptian entire of some interest. The price realised was £36. The letter passed from Cairo to Trieste, in February 1866. In the N.E. corner of the front was affixed a single 1 P.T. of the First Issue, cancelled with the circular Type I marking of Cairo, the date being somewhat smudged. Towards the S.W. portion of the front a bisected copy of the same stamp was well tied to the letter by a similar postmark. Low on the right was a single copy of the Austrian Italy 15 soldi, brown, perf 9½, cancelled with the Austrian 22 mm. circular Alexandrien mark. The question arose, why was the internal Egyptian rate more than 1 P.T., the normal charge for a single letter between Cairo and Alexandria? That the letter was not overweight was proved by the fact that 15 soldi carried it from Egypt to Trieste, there being no evidence that any extra charge was levied by the Austrian authorities. Similar letters are to the Circle, franked 1 P.T. and 15 soldi, so the postal rates are not in doubt. Both copies of the 1 P.T. on the letter in question were from the plate in the worn state. Closer inspection showed that the upper limb of the E, in the postmark on the bisected stamp, was a trifle too long where it tied the adhesive to the letter; but it seemed possible that the obliterator might have slipped slightly. In February 1866, within two months of issue of the Egyptian stamps, there could have been no shortage of 20 para (half piastre) stamps in Cairo. At that time it was the almost invariable rule for the postal clerk to strike the obliterator of Cairo elsewhere on the front of the letter, as well as on the adhesive. This second impression of Type 1 marking of Cairo gave the forger his chance - and he took it cleverly, to the confusion of the professional buyer who was willing to part with £36. This was a good specimen spoilt. The Expert Committee of the Royal refused to accept this bisect as genuine, after finding that the bisected 1 P.T. concealed the balance of the original postmark beneath it. A bisect of the 1 P.T. of 1866 was in the Cairo exhibition early this year: did it bear any relation to the one I have described? Anyhow, this exposure of a dangerous fraud is justification for the time spent by the Circle on the study of postal history and postal markings.

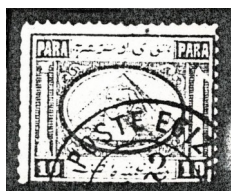
On 29th. April, 1946, H. R. Harmer sold the Egyptian stamps of Sir Ernest Hotson, in fifty-two lots. The most interesting specimen was a used horizontal tête-bêche pair of the Boulac 1 P.T. compound perf. 13¼ X 12½. With it went a mint vertical tête-bêche pair of the same stamp, perf. 12½. The S.G. price for the two pairs £8-7-0. The lot fetched £12. Seldom does a tête-bêche pair of the 1 P.T. with compound perf. come on the market and it would seem that discerning collectors are becoming aware of the fact. The four Port Fouad stamps in mint condition, guaranteed by Angeloglou, realised £90. My set cost me £15 in January 1927 and is also guaranteed by the same authority. The set of four Birthday stamps of 1929, with centres in the wrong colour, mint - estimated by Harmer to fetch £35, though priced by Gibbons at £11 - reached £48. A mint block of four of the £E1

Birthday stamp of 1939, with control A/38, went for £57-10-0. This collection was weak in the early issues.

On May 15th, 1946, Robson Lowe sold a fine collection of French covers. One I specially admired was franked by a block of six, a pair and two singles of the 1862/71 5 centimes green, obliterated 5080 at Alexandria; dated 1865. It was in a lot with eight other covers: the price realised was £9. A combined postage "front" bearing 1 P.T. of 1866 and a single 40 centimes of 1862/71, obliterated 5080, fell for £9. A combination cover franked with 1 P.T. of 1867 and a single 80 centimes of 1872/75, cancelled 5080, realised ten guineas. The interest of this piece was that the letter started from Alexandria and the stamps were cancelled at that town. Why did the writer, a Frenchman, decide to post his letter at the Egyptian P.O. and so pay a piastre more than he could have done had he gone to the French Office and posted it there? Too many of these French combination covers from Alexandria have been seen by the Circle for their authenticity to be in doubt, but the subject is worthy of our current consideration. A block of four of the 40 centimes, Bordeaux, used at Suez to France, in 1865, franked by a pair of 20 c. and a single 10 c. of 1862/71, realised £8.

There seems no doubt that the market for all Egyptian items continues strong and the large number of collectors now interested in the stamps of Egypt would seem to ensure further rise in values, for material is in short supply and few dealers' stock books repay inspection.

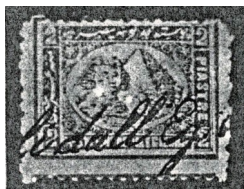
Egypt, 1869. 10 Para. "Dropped Signal" variety.



Our friends in Egypt will be interested to know that a copy of the 10 para, Second Issue in the bright mauve shade, of the 1869 printing, has recently been found in London, and we give a photograph of it above.

It is from Stone B and Die Variety III. L.O.P., No. 35, (January 1938) first reported this unusual variety.

COI POSTALI DELL EGITTO.



The above is a photograph of a copy of the 2 P.T. Third Issue, Boulac printing, Perf. 12½, bearing a portion of this marking in the Besly collection.

Brigadier Studd, who is studying Maritime cancellations, writing to J. C. Besly on the subject states :-

" I have not seen it before, but I know of a " Coi postali Francesci" which is a sea transport mark and, as such a maritime cancellation".

If any reader posses any information concerning this marking or has any material bearing it in his collection, we shall be please to hear from him.

Overprint on the 1 P.T., 1872.



We illustrate a re-joined pair of the 1 P.T., 1872, Perf 12½ X 13¼, from the Besly collection. The upper margins are equal, the perforation teeth meet and the watermark is in the same position on both stamps. There is also a similar postmark (Type V-5) on both.

This (assumed) pair bears a lithographed overprint which has been deciphered by the British Museum as " WABURAR (Vapeur) HAFEZ (Content)". The postmark, (Type V-5), was used only by small district offices (Blomfield) and it would seem reasonable to suppose therefore if " Hafez " was a steamship that it would probably have been employed on the Nile.

Can any member throw light on the over print ?.