

EGYPT STUDY CIRCLE.

THE QUARTERLY CIRCULAR.

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T H E Q U A R T E R L Y C I R C U L A R .

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December, 1947.

Whole Series, No. 28.

The 50th meeting of the Circle.

On Saturday, October 25th, 1947 an important milestone in the history of the Egypt Study Circle was reached when the 50th meeting was held at the residence of the Chairman, Dr. W. Byam, O.B.E., 92 Harley Street, London. W.1., the occasion being marked by the presentation to him of an 18th Dynasty carving in limestone of the head of an Egyptian official, Circa 1500 B.C. This fragment from the days of Egypt's early greatness had been artistically mounted on a black wooden panel by Messrs Spink and Sons.

In making the presentation, Brigadier Glynn Grylls spoke of his long association with the Chairman, extending some 43 years and dating from the time when they were both subalterns in Cairo. He regretted the absence of J. C. Besly, one of the most ardent workers in the Circle and G. L. Hearn, "the Hero of Stevenage". It was also a matter of regret that Mrs. Byam, who had done so much behind the scenes in providing for the comfort of Members attending the meetings, was not present but he was glad to see her two daughters, Mrs Byam-Cook and Miss Jean Byam in the room. He knew, also, the thoughts of those present would turn to Members and friends who had passed on and felt all must wish they could have been present that day to witness this happy and memorable scene. Among these were, Hubert Lowe, a regular attendant in the early days and one who always enjoyed our gatherings; R. J. C. Thompson, a great doctor, a fine philatelist and also a staunch friend of the Chairman from their student days; J. J. Bramble, another old friends of Byam's who did much for the Circle. Then we could not leave out Dr. Byam's devoted secretary who had put in so much hard work in the Circle's interest right up to her last illness, Miss Tammadge who was endeared to all members.

Referring to the Chairman, who was being honoured that day, Grylls said the whole organisation of the Circle and the lion's share of its expense had fallen on his shoulder; whilst without his unrivalled knowledge of Egyptian philately and great ability in the direction of its affairs, the present acknowledge position of the Circle in the philatelic

world could never have been achieved. He therefore had very great pleasure, on behalf of the donors, in asking Dr. Byam's acceptance of the carving and hoped it would long remind him of the affection and esteem in which he was held by all Members of the Circle and of the happy times they had spent together during many years.

Dr. Byam, when accepting the gift, said it was a very beautiful work of art and he drew attention to traces of the original colouring on it still to be seen. In the room which was to be his library at "Les Divettes" was a glazed corner cupboard, lined with black velvet, in which he hoped the carving would find a happy home, there to remind him of the good fellowship which had prevailed at our meetings and of the intensely interesting hours of study all had spent together.

That the Circle has been a success he had no doubt and he was proud to have played a part in its inception and development. Whether it was achieving valuable results in the field of philately only the future would judge but that it had proved its worth in forging bonds of International Goodwill there could be no doubt. The enthusiasm of its members who foregathered at New York, for the Centenary celebrations in May 1947, was ample evidence that the Circle was creating friendships capable of withstanding every strain and stress, and bridging the distances separating the units of which the Circle is composed. When meeting these American and Egyptian friends he realised, for the first time, how the Members assembled round the table in Harley Street were to them vivid personalities with whom they shared the quest for knowledge and a love of all things appertaining to the posts and postage stamps of Egypt, the perfection of these ancient civilisation was so clearly brought to mind by the statuette he held up for all to admire. It was not difficult to imagine that this portrait represented the Postmaster General to Moses and in any case it proved what expert technicians there were in Egypt nearly 4000 years ago. Much material for research remained for us to study because so many years and much varied happenings had provided the substance of which Egypt's postal history was made. He hoped to with us all till the end of the task and he thanked the donors for their very generous gift they had made him and the inestimable friendship of which it was a most gracious token.

The meeting was attended by :- W. Byam; J. R. Danson; J. H. E. Gilbert; Glynn Grylls; G. A. Hoffman; A. S. Mackenzie-Low; F. S. Mumford; E. H. Proctor; C. d. Rawson; F. S. Sillitoe; M. A. C. Smith; R. Stead; and Gordon Ward.

After the presentation, the Chairman alluded to a meeting of some Egypt Study Circle members, headed by Ernst A. Kehr, which was held in New York during the Centenary celebrations. At that meeting a proposal was made that our book should be produced in America with their help, as a loose-leaf volume. A discussion followed and, as a result, it was felt that this plan had much to recommend it, more particularly as it would enable the book to be published in parts as the various chapters are written.

In view of the fact that our Chairman has now left Harley Street and retired to Guernsey, the question of the future meeting place of the Circle was then considered. Dr. Byam thought it might be possible for the Circle to meet either at the Royal Philatelic Society's rooms, at some hotel, or under the auspices of the Anglo-Egyptian Society by the courtesy of H.E. Amr Pasha, at the Egyptian Embassy. The meeting unanimously decided in favour of the Egyptian Embassy and Dr. Byam was empowered to act.

The proceedings finished with a Display by Dr. Gordon Ward of sheets illustrating the 1927 - 37 issue of King Fouad with particular attention to the classification and varieties of this issue. The display was much admired by all and the Chairman commented that the information displayed was nearly in form for the relevant chapter of "Egypt: its Stamps and Postal History".

The next meeting of the Circle will be held on Saturday April 24th, 1948 and the place of meeting will be announced later.

The Third Issue of Egypt. 1872 and 1874 printings.

The Notes on the printings of 1872 and 1874 which appeared on pages 36-38 of the August issue of the "Q.C." and were attributed to J. C. Besly, in error, were from the pen of Dr. Byam.

SUDAN. Colour Trials, "Specimens", and Proofs, other than Die Proofs.

In the Danson collection.

(Contd. From "Q.C." Vol. III. No. 3 p. 44.)

Artists original sketch in water colour and the for 5 P.T. mounted on card with B printed in left hand top corner and July 2nd 97 in manuscript in the top right hand corner of card.

The centre is in bright blue and the frame in purple-brown.

There are various differences between this and the issued stamp: In particular, the word Sudan is spelt SOUDAN and the Arabic inscription is also quite different.

Artist's original sketch in water colour of a proposed 100 P.T. stamp for the issue of 1931. the centre vignette in green shows a scene on the Nile with a native boat sailing to the right, with the Nile bank in the background, with palm trees, etc. At the top SUDAN POSTAGE and at the bottom an Arabic inscription. The frame is in red. Top corners 100, and bottom corners, the same in Arabic. Top centre PIASTRES. Bottom centre, ditto in Arabic.

Ex. Major Bramble's collection.

Six essays for the 1931 Air Mail issue, framed in the centre of thick cards with a brown surface, the centre being cut out to form a frame for the stamp. Cards 4 7/17 X 4 inches.

1. Printed in black on very shiny paper - probably a photograph - upright format, 29 X 25 m.m. as follows :-
All lettering is in white on a coloured background, except the Arabic piastres which is in colour.
Across top of stamp in label, SUDAN AIR MAIL, under this at each end, the figure 2 in an inverted shield-shaped label contained in a square. Between the figures, some decoration and the word PIASTRES in a label.
On each side of the centre vignette, a decorative panel composed of shaded squares forming a pattern.
At bottom of stamp an Arabic 2 in a square in each corner and an Arabic inscription in a panel between the figures.
The centre vignette is square, with the corners cut off by the corners of the labels containing the figures of value.
In the centre is the mounted statue of Gordon, facing left, with PIASTRES in Arabic across the plinth and there are the tops of date palms on each side of the plinth. In the top right hand corner is a bi-plane flying S. W.
On the front of the brown card frame appear the following in ink.
At top centre SURFACE
bottom right 30.6.30.
on back De La Rue's rubber stamp in purple.
2. Exactly similar to the above, but printed on smooth paper in mauve. Probably also a photographic process.
On front of brown card frame -
At top centre- SURFACE in ink, struck out in pencil.
Top right hand corner Ⓐ in pencil.
Bottom right. 1. 7. 30 in ink.
On back. De La Rue's rubber stamp in purple.
In pencil - This arrangement of wording.
3. Printed in black on very shiny paper. Probably a photograph. Upright format, 29 X 25 m.m as follows :-
A somewhat similar, but more ornate design than the previous one.
At the top, a panel containing the words SUDAN AIR MAIL right across the stamp.
The centre vignette is of irregular shape outlined by an arabesque arch supported by fluted pillars on each side which stand on square labels containing the Arabic figure 2 in white. The arch has a flat top containing the word PIASTRES in white in a label and there are two projections from the sides of the arch into the centre vignette. In the spandrils, the figure 2 in white on decorated background.
At the bottom, between the Arabic figures of value, an Arabic inscription in white in a panel.
The centre vignette is the mounted statue of Gordon, facing half left, with palm trees as before and Arabic PIASTRES in black on the plinth. The bi-plane is in the upper right hand side but is flying N.W.
On front of brown card frame in ink.
At top centre. DIRECT PLATE.
Bottom right. 30. 6. 30.
On back, De La Rue's rubber stamp in purple.

4. Exactly similar essay, but in blue-green on smooth paper. Probably some photographic process.
On front of brown card frame.
At top in ink DIRECT PLATE.
Top right hand corner, B in pencil.
Bottom right hand, in ink l. 7. 30.
On back, De La Rue's rubber stamp in purple.
In pencil, Plane as in this one.
5. Exactly similar essay, but in terra cotta on smooth paper. Probably some photographic process.
On front of brown card frame.
At top, DIRECT PLATE.
Bottom right, l. 7. 30.
On back, De La Rue's rubber stamp in purple.
6. Entirely different subject. Oblong format 22 X 35 m.m.
The centre vignette, which consists of a herd of elephants running towards the left and over which is the shadow of an aeroplane, is surmounted by a narrow ornamental border. This is broken at the top centre to allow the words SUDAN which are part of the centre vignette,
AIRMAIL,
to appear, and similar words in Arabic appear in a label over the centre of the bottom border. In the top left and right hand corners of the centre vignette appear the value PT and the same in Arabic, respectively.
2
The stamp is in brown with Sudan Air Mail and the background behind these words in blue.
This appears to be a hand painted essay, though it may possibly have a photographic basis.
On front of brown card frame and top right hand corner 20th FEBRUARY 1931 in ink, and crossed out in ink.
Bottom right had corner, De La Rue's rubber stamp in purple.
On back, De La Rue's rubber stamp in purple.

In pencil, 5" and 235-ST.

" OVERLAND MAIL " - 1841 - 1842.

By E. F. Hurt.

The "Overland Mail" across Egypt is generally considered to have been designed, not so much as a means of saving time in the transit of mail to India and the East for commercial purposes, but primarily as a means of speedier communication in connection with British Forces engaged in the settlement of British troubles, largely due to the opium trade in Canton, in China in particular, which had been in the pot since about 1836 and came finally to a head late in 1839, resulting in the Opium War, in which Indian troops and the Indian Navy took part, in 1841-42. I happen to have acquired a series of six letters from a Naval officer in the China Sea in the latter period, all addressed to England and I have taken the

opportunity of dissecting theses and tabulating the known facts as below. Though in some cases data is missing it may be that, compared with data from other letters existing among members of the Circle, they may throw a little light on transit times and charges for mail send overland at the period which they cover.

	1.	2.	3.	4.	5.	6.
From.	Ningpo River.	Ningpo River.	Ningpo River.	Ningpo River.	Rugged Is.	Woosung.
Dated.	6-12-41.	10-2-42.	24-3-42.	22-4-42.	6-6-42.	25-6-42.
Catching Mail	7-12-41.	11-2-42.	24-3-42.	?	date unknown.	?
Mail by.	Naval packet "Blendel"	Troopship Rattlesnake to India,	Naval Packet.	Officer returning to India.	?Naval Tender to Hong Kong.	Naval Packet
Cover Direction.	"via Marseilles" possibly applied at Calcutta.	None	"Overland."	"Overland."	"Overland."	"Overland."
Transit marks.	Calcutta	None.	India.	India.	Hong Kong P.O. India.	None
London Arrival.	1-4-42.	None.	8-10-42.	8-19-42	9-12-42	None.
Paid in transit.	14 annas.	None.	1 Rupee.	I Rupee.	None	None.
Arrival Charge.	2/8	None.	3/6	2/-	2/6	None.
Transit time.	115 days.	?	128 days.	?168 days.	?	?

It is interesting to note that in the fifth letter, the writer advises his brother in England that if he wishes to write a bulky letter it would be better to send it by a merchantman sailing for the China Expedition (thereby going round the Cape, of course) as being cheaper and at the same time " taking little longer " to reach China than is sent by Overland Route.

Extracts from a journal by A. Dow, Esqre. Of a voyage to China
via the "Overland Route" in 1851.

contributed by J. C. Besly.

June 19th 1851.

Left Waterloo for Southampton and went aboard the P & O "Ganges".

June 20th.

Sailed 3.0 p.m.

Arrive Gibraltar June 25th.

Arrived Malta June 29th.

Arrived Alexandria July 4th.

July 4th at Alexandria.

1.0 p.m. Started from Alexandria, about 3.0 p.m. came up with the mails carried by about 120 mules and 80 men.

At 5.0 p.m. our steamer left us, the canal not being deep enough for its further progress. We were then towed by six horses with men on their backs.

July 5th.

Arrived at Atfeh at 3.0 a.m., we had to go through the lock to get to the Nile.

We started immediately on a fine steamer 150 feet long, we went below to the saloon which was excellently arranged for passing one night, large sofas all round, divided by arms, the sofas pulled out and made a capital bunk. The tiller was worked by no less than eight men.

9.0 p.m. Came in sight of the Barage which the Pacha (Abbas 1849 - 1854) is erecting on the Nile, it is thought the railway will cross here. Arrived Boulac 2.0 a.m. (July 6th, time from Alexandria 37 hours).

July 6th.

Drove to Shepherds by bus, the hotel is immense and the gardens occupy a mile of ground, Shepherd, the keeper, is a very interesting man and the Pacha has built this for him, for which he is to pay him about £500 a year. The house is unnecessary large, Halls like Streets very lofty ceilings, many of the rooms as large as the largest ballroom in Liverpool.

There were six omnibuses to convey us across the desert, the second class passengers started at 6.0 a.m.,. The carriages were very clean looking affairs containing six cushioned seats divided by elbows from each other, the carriage is on two wheels, the outside painted drab and the inside green, very good springs and driven by four capital horses, each van is driven by one man the whole distance and it also has a conductor who is changed every time you change horses. We started from Cairo at 12 (noon) exactly and proceeded at a rapid pace towards the desert. We overtook a caravan with a portion of our luggage. The heat was dreadful when we were stationary the rapid pace we travelled at made a pleasant draught. The

road for about 20 miles is very good and macadamized but beyond that distance you travel in sand. The road being marked by stones at the side, we changed horses during our journey of about 80 miles sixteen times, the horses being galloped all the time makes them unable to stand more than four or five miles at a time. We had altogether nearly 400 horses in use with our small caravan, I believe the Pacha loses annually about three or four hundred horses crossing the desert.

At about 2.30 p.m. we arrived at the first resting place and at 6:30 p.m. we arrived at the central station for dinner and stopped for three hours.

July 7th.

At 2:30 a.m. we stopped at the third station and remained an hour, we arrived at Suez at 7.0 a.m. (time from Cairo 19 hours).

At noon we went aboard the " Oriental " 1600 tons a flush deck, engines 500 h.p. (note this was apparently a paddle steamer).

Sailed about 5.0 p.m. and arrived Aden on July 12th. Left about 2.30 p.m. on July 13th and arrived Ceylon July 22nd at Point de Gaile.

WAGHORN MAIL

FROM AN ORIGINAL CIRCULAR ; 1839 (?).

INSTRUCTIONS.

(Extract)

1. Letters must be presented to one of Mr. Waghorn's representatives (AGENTS) in order to be registered by them and have the OFFICIAL stamp with " CARE OF MR. WAGHORN, ALEXANDRIA " affixed to the address, paying at the same time Mr. Waghorn's charge according to the annexed scale (see below)
2. Letters having been duly registered and stamped as above, must be taken to the Foreign Post Office from whence they will be forwarded by the regular MONTHLY service steam packets to Alexandria, on payment of the postage as below.
3. The EGYPT mail being made up on the first day of every month, letters will be in time, in taken to Mr. Waghorn's London agents anytime before five o'clock on that day.

Agents : London Smith Elder & Co., 65 Cornhill.

Falmouth George W. Wheatley, Church St.

also in : Liverpool, Manchester, Birmingham

And Glasgow.

Scale of Charges.

<u>Single letters weighing less than one ounce.</u>	s.	d.
Charges payable to Mr. Waghorn's agent	2.	3.
Postage London to Alexandria		
Payable at the Foreign Post Office	3.	2.
	<hr/>	
etc: etc :	Total.....	5. 5.X
		<hr/>

Part Text Mr. Waghorn begs to announce he has established himself in Egypt...for receiving...and expediting their transmission....

The despatches, on their arrival in Egypt, will be regularly conveyed by janissaries in his employ from Alexandria to Suez.

In the event of no immediate direct communication to India then offering, by steam or other vessel, Mr. Waghorn will provide Country boats for their conveyance down the Red Sea to MOCHA or ADEN FROM which places they will be forwarded by..... to India.

X Originally Waghorn quoted 5/- and credentally paid the Foreign Postage out of the charge.

THREE CONTRIBUTIONS from J. H. E. GILBERT.

1. A translation of an aerial pamphlet dropped by our Air Forces in Egypt in March 19119.

“ Warning to the inhabitants of the Fayoum Oasis of the South.”.

English troops have recently been fired on and English soldiers killed by Bedoin Arabs.

Every instance of firing on English soldiers will in future be met by immediate punitive proceedings by powerful land forces.

This is the final warning. Dated 20th March 1919.

2. A copy of Air Ministry Pamphlet of 1931 in connection with the contrast for a weekly Air Service between Egypt and South Africa.

AIR MINISTRY.

ENGLAND — SOUTH AFRICA CIVIL AIR TRANSPORT SERVICE.

Note by the Secretary of State for Air on the principal provisions to be embodied in a contract with Imperial Airways, Ltd., for a weekly air service between Egypt and South Africa, connecting with the existing service between England and Egypt.

EGYPT—SOUTH AFRICA AIR TRANSPORT AGREEMENT.

The agreement which it is proposed to conclude with Imperial Airways, Ltd. (who have acquired the interests of Cobham-Blackburn Air Lines, Ltd.), provides for the establishment of a regular weekly air service, in each direction, between Egypt and Cape Town, connecting with the existing London-Egypt service (see CMD.. 3143 of 1928) and constituting with that service a regular weekly service, in each direction, between London and Cape Town.

The route to be followed will pass through Khartoum, Uganda, Kisumu, Nairobi, Tanganyika, N. and S. Rhodesia, Johannesburg. The agreement provides that the service on the northern part of the route, to Kisumu (with temporary extension to Mwanza) shall commence on 1st January, 1931, or as soon thereafter as possible, and that the through service over the whole route shall be in operation by about 1st April, 1931, or possibly earlier. The agreement will run for a period of 5 years from the date of the first through service.

The maximum subsidies payable, if the regular weekly service is maintained, will be on the following decreasing scale :-

	Rate per annum.
For the preliminary Egypt-Mwanza service — first three months.	£160,000
- 1st year of the through service	240,000
- 2nd. - - - - -	210,000
- 3rd. - - - - -	180,000
- 4th. - - - - -	150,000
- 5th. - - - - -	120,000

These maxima are allocated in definite proportions to various sections of the route.

It will thus be seen that the total liability under the agreement is approximately £940,000. Of this a sum of £670,00 will berecoverable from Governments through whose territories the route will pass and who have agreed accordingly to contribute to the cost of maintaining the service. The contribution from the United kingdom will be approximately £270,000, in addition to the whole of the subsidy payable to the Company under the England-India agreement in respect of the air transport service between England and Egypt.

As regards mails, the agreements provides that the rates to be paid shall be arranged between H.M. Postmaster General in the United Kingdom and the Company, within the following maxima ;

Between London and Khartoum 12. 6d per lb.

Between London and Uganda, Kenya or
Tanganyika 17. 6d per lb.

Between London and N. Rhodesia,
S. Rhodesia or S, Africa 25. 0d per lb.

The rates actually arranged should enable letters to be carried for an air mail surcharge (over the ordinary letter charge) of (e.g.) about 6d per $\frac{1}{2}$ oz. between London and the East African Colonies and of about 9d per $\frac{1}{2}$ oz. between London and Cape Town.

Without prejudice to any arrangements which the Company may reach with the Egyptian Government and the Sudan Government in regard to ground services and other matters in their respective territories, the agreement provides that the Secretary of State for Air shall use his best endeavours to secure that the respective Governments concerned shall provide and maintain landing grounds for landplanes and alighting areas for seaplanes, with other facilities, at various places named, viz.:- Alexandria, Cairo, Assiut, Luxor, Assuan, Wadi Halfa, Kareima, Khartoum, Kosti, Malakal, Shambe, Juba, Butiaba, Port Bell, Kisumu (Mwanza), Nairobi, Moshi, Dodoma, Mbeya, Mpika, Broken Hill, Salisbury, Bulawayo, Pietersburg, Johannesburg, Kimberley, Victoria West, Touws River and Cape Town. At most of these stations wireless telegraph services will be established. Hangars will be provided at Alexandria, Kisumu, Broken Hill, Salisbury, Johannesburg and Cape Town. The agreement provides that, if night flying is found to be advisable, the Secretary of State will use his best endeavours to obtain the necessary facilities and ground equipment (e.g. portable flood-lights) from the Governments concerned.

Landing and housing fees will be paid directly by the Company to the Governments concerned.

In other respects, the agreement is, in principle, similar to that of 9th March, 1929, for the England-India air service - see Cmd. 3143 of 1928.

18th October, 1930.

Cmd. 3696. Obtainable from His Majesty's Stationery Office.

Price 1d Net.

3. A copy of " Instructions regarding Air Mail & Motor Rail labels" issued by the G.P.O. at Alexandria on March 22nd, 1924.

Instructions regarding Air Mail & Motor Rail Labels.

Ministry of Communications.

General Post Office Notice.

According to the postal regulations, letters for Mesopotamia intended for dispatch either by the Service Air Mail or by Overland Rail route should bear annotations to that effect in red ink on the top left-hand corner of the envelope, in addition to the regular postage and special fees.

As such endorsements often escape notice of the postal staff owing to their illegibility or inconspicuousness, the Postmaster General announces that special gummed labels have been printed for affixing to letters destined for conveyance by the Service Air Amil or the Overland Meter route as the case may be.

The labels for Air Mail are blue, wile those for the Overland Rail Services are red. Each category is printed in Arabic and English in white bold letters, and will be supplied gratis on application to the Sale of Stamps windows.

General Post Office, Alexandria, 22nd March, 1924.

(The labels are lithographed in sheets of 132 (11 X 12)
and perforated).