

THE QUARTERLY CIRCULAR .

Vol. IV. No. 9. September, 1955. (Whole Series, No. 45.)

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Vol. IV. No. 9. Page 111. September, 1955. Whole Series, No. 45.

CHANGE OF ADDRESS.

2. A.S. Mackenzie-Low, BROOK HOUSE, Blackboys, Sussex. Tel. HADLOW DOWN 283.

NEW MEMBERS.

87. Dott. Roberto Bocciardo, Piazza Manin 6/11 Genoa, Italy.

88. G. D. Turton, 7 Belmont Lane, Stanmore, Mddlx.

DISPLAY GIVEN BY THE EGYPT STUDY CIRCLE

TO THE ROYAL PHILATELIC SOCIETY, LONDON on 17 MARCH, 1955.

The following account of the Display is extracted from the June number of "THE LONDON PHILATELIST" by the kind permission of its Editor - Mr. Arnold M. Strange.

" The Display, which contained many unique items and rarities, was presented by the Members of the EGYPT STUDY CIRCLE.

The following is a résumé of the exhibits which has been compiled with the assistance of Martin Cabourn-Smith.

The display commenced with the early postal markings of Egypt including Arabic worded seal franks, the franks of the Posta Europea, Egyptian Transit Company and the services of Lieutenant Waghorn, with the only known Posta Europea marking from Galiub and a cover bearing the cachet " Care of Mr. Waghorn, Cossier".

Consular postal services of France, Austria, Great Britain, Greece, Italy, and Russia operating in Egypt followed. Interesting among the French items were Napoleonic covers, cachets applied in Egypt during the French occupation, 1798 - 1801. Under the Austrian Post Office appeared the only known example of the marking "Austrian Lloyd Office at Alexandria" and a cover bearing the very rare

Egypt and struck " B01 ". Under the Greek Office appeared a cover franked with two copies of 20 para 1867 from Alexandria to Syra, carried by the Egyptian mail service and franked on arrival with a Greek 20 lepta to pay for local delivery at Syra, the only known example of this service. The Italian covers included items franked with the rare markings " Piroscafi Postali Inglesi " and " Piroscafi Postali Austriaci, " and a cover franked with the Egyptian 1866 2 piastres bisected, together with an Italian stamp. A large number of very rare covers from the Russian Post Offices completed this section.

Unfortunately Circle members in Egypt were not allowed to send stamps but Ahmed Mazloum provided some excellent photographs of the adhesives used at the French offices in Egypt, illustrating the settings of the various overprints.

Essays and proofs included many unique items - of particular interest were the Pellas essays for the first issue of 1866, those designed to celebrate the inauguration of the U.P.U. in 1875, and many others for the first Fuad portrait issue of 1923-4. The first issue of 1866 clearly illustrated the various types of the 20 para the 2 and 5 piastres and contained many rare covers and blocks. Displays of the second and third issues concentrated on showing the positions of various flaws on the plates and differences between the printings: one, the " Car-wheel " flaw on the 20 para, 1867, in a large mint block.

" Egypt used abroad " included examples of the Leros and Jaffa cancellations.

Campaign markings of the British Army in Egypt in 1882 were then shown, also covers relating to the Sudan campaigns; amongst these were letters to and from General Gordon and many unusual cancellations. The postal history of the various armies operating in Egypt during the two world wars were accompanied by some interesting diagrams showing the locations of the Post Offices.

Various types and varieties of the stamps and postal markings of the Suez Canal Company were well illustrated, and with them were photographs provided by Jean Boulad of Ismailia: also a representative selection of the Egyptian Postal markings.

The original Artists' drawings in the possession of the Circle included the fourth and fifth issues, together with the complete set of approved engravers' proofs in colour for the issue of 1914.

Crown overprints were represented by errors of overprint issued normally and genuinely used postally. And there were some interesting flaws and retouches among the Fuad and Farouk portrait issues.

Items of the airmail services of the country included covers carried on pioneer flights and by the emergency airmail service of 1919.

In conclusion there were displays of the express letter post, British Army Post, postage due and official stamps. Among the latter was a block of 14 of the small inscription 15 millimètres official stamp of 1922 with the error O.H.E.M.S., S.G.034. Finally an illustration of the research work on the earlier postal markings of Egypt by R. Seymour Blomfield of U.S.A.

At approximately 4.0 p.m. the President invited Dr. William Byam, Chairman of the Egypt Study Circle to say a few words about the Circle and the Display and, in doing so, expressed the pleasure of the Fellows and Members at seeing Dr. Byam here again.

Dr. Byam read out the following cablegram he had received from Mr. Ahmed Mazloum, President of the Egypt Philatelic Society :-

" Doctor William Byam, Chairman Egypt Study Circle, Royal Philatelic Society,
41 Devonshire Place, London.

Wishing sincerely every success for Circle Display.

(sgd.) Ahmed Mazloum.

President Egypt Philatelic Society, Cairo.

might, as a delicate compliment, consider issuing a series of line engraved stamps illustrating the portraits of some of the great personalities who had done so much for Egypt, notably Waghorn, De Lesseps, Muzzi, Kitchener, Cromer and possibly even Meguib.

He then gave a review of the work of the Circle and by its individual Members, outlining the developments in certain major studies. First he paid warm tribute to the pioneer work of those who had since passed on, notably that of J.C.Besly, J.J.Bramble, E.F.Hurt, Douglas McNeill, J.K.Sidebottom, R.J.C.Thompson, G.R.Worthington-Wilmer and George Zeheri; and also to those still actively engaged in the Circle's work. Although it would be invidious to mention by name every member, he wished to acknowledge the work done by John H.E. Gilbert, Vice-Chairman of the Circle, who was responsible for organising this Display and to thank the following members :- Ibrahim Chaftar who, by his researches into the postal archives in Egypt, had thrown much light on the early postal history and the way the postal services were carried out under the administration of the Italians and, subsequently, when Egypt made contact with that great firm - Messrs De La Rue & Company - researches which were of enormous value. Jean Boulad d'Humierès of the Suez Canal Company, another member, had produced great work for the Circle; of Members in the United States of America, Seymour Blomfield, Charles Fox, and Peter Smith had contributed largely to the Circle's success. C.D.Rawson had done important work concerning Napoleon's invasion of Egypt in 1798 and attention was drawn to the four entires of this era included in the display. Particularly he wished to pay tribute to the work done by a sick man - C. Minett - on the postal services in Egypt during the two World Wars, work produced by him whilst in a sanatorium; also to research work by J.R.Danson on the various campaigns in the Sudan, and many others.

Last, but by no means least, he praised the work of F.S.Mumford in connection with the Circle's "Quarterly Circular" which made public the knowledge acquired, and the devoted labours of A.S.Mackenzie-Low, Keeper of the Circle's Philatelic Record, he being one of the founder members of the Circle.

The Fellows and Members of the Royal Philatelic Society would see in this Display evidence of the many phases of the Circle's work which had been exhibited as a token of gratitude to the Society for its hospitality during the past seven years.

On behalf of the Society Mr. W. Ewart Gerrish, Vice-President, expressed thanks to the Egypt Study Circle for their fine display and also to those members of the Circle who had, this afternoon, given the Society the benefit of their combined knowledge of the Posts of Egypt from its inception.

Upon receipt of Ahmed Mazloun's cablegram, reported above, Dr. Byam sent the following reply :-

" Ahmed Mazloun, Baos, Alexandria, Egypt.

Egypt Study Circle members reciprocate fraternal greetings from you and their other friends in Egypt.

Byam. "

LETTER RECEIVED FROM Mr. El-Dib BENSHI.

Dr. Byam has received the following letter from Mr. El-Dib Benshi, Secretary at The Egyptian Embassy.

EGYPTIAN EMBASSY.

75 SOUTH AUDLEY STREET,
LONDON. W.1.

Ref. 405a/11-2/21.

21st. July, 1955.

Dear Dr. Byam,

I hope you will forgive me for not writing to you sooner, but after receiving your letter of March 19th, I contacted the Authorities in Cairo concerning the queries you raised, and have since been awaiting their reply.

I am now pleased to tell you that I have heard from Cairo that the Egyptian Government has no objection whatsoever to the exporting of stamps for exhibition by the Society, on condition that all such stamps are first examined by the Commissioners for the Export and Import of Stamps so that the necessary export licence may be issued; and that on their return to Egypt they are again submitted to the Commission to ascertain that they are in fact the same stamps.

This has now been the practice for some time and various collections have already been loaned for exhibition by the various international philatelic societies.

For your information I would add that the above Commission is composed of one delegate from the Government Exchange Control, one from the Egyptian Customs Administration, and two delegates from the Egyptian Philatelic Society.

I do hope this covers all the points you raised, but should any further information be required, please do not hesitate to contact me again. Furthermore, if at any time the Egypt Study Circle needs any help, I shall be only too pleased to give whatever assistance I can.

Yours sincerely,

(signed) M. El-Dib Benshi.

Secretary.

Dr. W. Byam, O.B.E.
Cedar Hill,
Mount Durand,
Guernsey, G.I.

At a Circle meeting on 16.7.55 Mr. R.A.Potter showed an example of the small Army Stamp, three mills, green, used on 16.11.40 with an Ind. B.P.O. pmk. Addressed to India and having a Deputy Chief Field Censor mark, but not sealed and showing no arrival mark. Presumably philatelic and probably never reached India.

LIEUT. MARC POURPE. PIONEER FRENCH PILOT.

Born 17th May, 1887. Died 2nd December, 1914.

By J. H. E. Gilbert.



**POSTE AERIENNE
SUEZ PORT-
MARC POURPE**

The story behind this brave young Frenchman is as thrilling as any fiction, and is remarkable because it happened 40 years ago, when it was an achievement to fly a plane at all.

In 1914 Lieut. Marc Pourpe was on leave from Indo China, where he was serving in the French Army, and came to Egypt just before the aviation meeting to be held at Heliopolis, near Cairo, from February 19th to 22nd.

Marc Pourpe's spirit of adventure prompted him to attempt the first flight from Cairo to Khartoum and back, an enormous undertaking in those early days. He obtained the necessary permission from the French Government to make the attempt, but he had no idea of the difficulties which confronted him. The Director of the Egyptian Postal Administration showed considerable foresight and decided to entrust Marc Pourpe with the first air mail ever to be carried to the Sudan and authorised him to carry this on their behalf. The Postmaster-General at this time was General Borton Pasha - an Englishman.

Notices were prominently displayed on January 1st, 1914, announcing this fact, in the Post Offices attached to Shepherds' Hotel, the Continental & Savoy Hotel, and to the Ghezirah Palace Hotel - the hotels most frequented by Europeans. A search has been made to find one of these original printed notices, but without success, so it may be that no copy now exists.

The flight was sponsored by the " Ligue Nationale Aeriennne " which was the French Aeronautical Society, with headquarters in Paris, and specially interested in encouraging and promoting pioneer flights by French pilots. Just prior to Marc Pourpe's flight the society had offered and awarded 12,000 francs as prize money for the first airman to open up the Paris to Cairo air route.

The Egyptian Postal Administration in conjunction with the Society gave Marc Pourpe a specially made rubber hand stamp, which was to be used on the mail carried: it bore this inscription in a double circular frame 2" in diameter. " POSTE AERIENNE L.N.A. MARC POURPE 1913 - 14. CAIRE - KHARTOUM ". An inkpad was

A careful examination of all the known covers carried by Marc Pourpe on this flight, which today are very rare, has shown that this handstamp has certain characteristics, which are clearly marked on the illustration. There are other minute characteristics which can be observed.



Marc Pourpe's plan was to fly from Heliopolis to Khartoum and back, and to follow as far as possible the Banks of the River Nile, which would act as his guide for navigation, and to reach his destination in the shortest space of time possible. He was specially authorised to receive all possible help from the postal officials en route. No mention appears to have been made about the Postal rates to be charged on this flight, so it would seem that the normal inland rate for letters and post cards used in Egypt and also in the Sudan, would be applicable.

The plane which Marc Pourpe used was a MORANE-SAULNIER monoplane which was fitted with an 80 h.p. GNOME engine.

Marc Pourpe first attempted to leave Heliopolis on December 11th, 1913, but at the start of the flight, the plane dived to the ground and was badly damaged. Marc Pourpe, himself, was fortunately uninjured.

This accident occasioned considerable delay but Pourpe eventually left Heliopolis on January 4th, 1914 early in the morning on his long journey southwards to Khartoum. Before his departure, he was handed a mailbag, which was sealed with a label on which was applied the special cachet, containing about 40 letters to be flown to

The question of refueling Maro Pourpe's plane with petrol must have caused considerable difficulties on his long journey, as well as considerable foresight. It is known that there were motor cars in Cairo in January 1914 and that there was also one car in Khartoum. The story of the flight to Khartoum would fill a chapter; it was full of excitement, unsuspected adventures and delays, but Maro Pourpe triumphed and flew on undaunted. He did not contact the Postal Authorities at either Assuit or Aswan, but he is believed to have picked up some mail at Abu-Hamâd and at Wadi Halfa.

Maro Pourpe had a wonderful ovation from the 30,000 inhabitants when he eventually landed at Khartoum, where he arrived on January 12th, 1914 and was greeted by the Governor, Sir Reginald Wingate and Lady Wingate. I have photographs of the plane landing at Khartoum and also of some of the mail being received by Sir Reginald Wingate. Other notable people, in addition to Sir Reginald and Lady Wingate and Maro Pourpe, who appear in the photographs include Colonel E. Bernard (Financial Secretary), Captain Kennedy, A.D.C., Major Rees Mogg, Captain Chester Master and Major Elderton.

On his arrival Maro Pourpe handed the mail bag intact, together with the mail picked up en route, to the Postal Authorities. Some of the mail was then marked with a "Khartoum 12th January 1914 8 p.m." date stamp and the special L.N.A. cachet was applied. This does not hold good for all the mail as, although there is not sufficient evidence to prove it, it seems possible that the mail carried in the sealed bag on the southern flight and destined for Khartoum was not franked with adhesives or otherwise, but that the mail which was intended to be flown back again by Maro Pourpe on his northern flight, or returned to Egypt and elsewhere by rail and steamship, was franked with adhesives.

It is thought that the L.N.A. cachet was applied in blue ink at Wadi Halfa and in violet ink at a place further south, but this supposition has yet to be proved.

The next few days after his arrival at Khartoum, Maro Pourpe spent overhauling his plane and being entertained at special receptions given in his honour. He also made demonstration flights from Khartoum and carried members of the Army staff as passengers. Dr. Byam, who was senior medical officer of the Khartoum district at the time, requested Maro Pourpe to fly him south to reach Captain Haled, who had been badly wounded by a lion far up the white Nile. Although Maro Pourpe kindly agreed to fly Byam to the scene of the accident, he was unable to get his plane into the air for this purpose and Byam finally went by river steamboat. On his next attempt to fly Maro Pourpe's frail machine capsized and both he and his passenger were thrown into the Nile waters; nothing daunted he tried again and eventually was ready to make his journey northwards back to Cairo. Maro Pourpe left Khartoum early in the morning of January 19th 1914 and Sir Reginald Wingate, Lord Kitchener and many other notable people were all there to give the intrepid airman a great send-off on his long return flight. Afterwards, at Lord Kitchener's special request, Maro Pourpe was asked to make a special report of his flight to Khartoum and back, which shows that Lord Kitchener realised the future potentialities of aircraft. This report may still exist but it has not been traced.

Before his departure the Postal Authorities at Khartoum handed Maro Pourpe a mail bag containing about 65 letters and postcards and amongst them were about 30 items which he had brought with him on the southern flight to Khartoum. So it appears that, if the figure given is correct, 49 letters were carried to Khartoum and 30 of them were carried to Khartoum.

The return flight was even more adventurous than the southern journey, and all kinds of difficulties were encountered. Sandstorms caused Marc Pourpe much trouble and considerable delay necessitating a complete engine overhaul which took two days before flying from Assuan. After many more adventures and difficulties, Marc Pourpe landed at Heliopolis (Cairo) on February 3rd 1914, having covered 4500 kilometres (2800 miles) during the double journey. So ended one of the epoch making flights of all time. It confirmed Marc Pourpe's faith in himself and his frairn machine and the confidence which the Director of the Egyptian Postal Administration so rightly and wisely placed in him. All the mail carried by him was delivered safely to its destination, a proof of the great possibilities of future transport of mail by air.

The mail carried through to Cairo on the return flight was handed over to the Post Office at Heliopolis Aerodrome where it received the date stamp "HELIOPOLIS 3.II.14 " and then forwarded to its destination by surface mail. This date stamp was always on Egyptian adhesives which were probably also applied on arrival at Heliopolis.

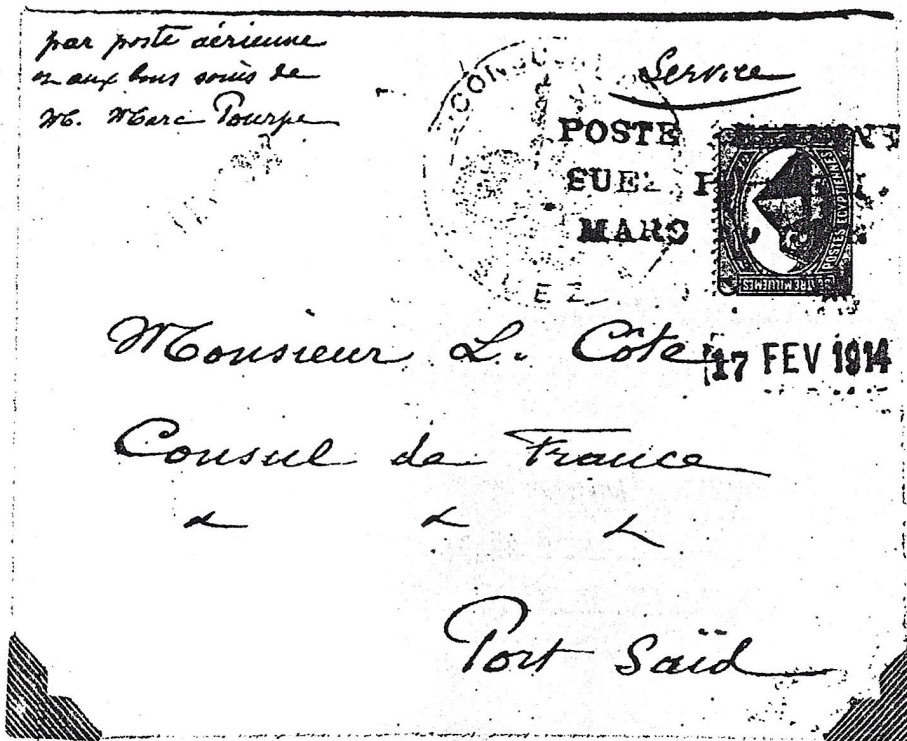
A study of the postal rates and postal markings used on the few known covers is interesting. It appears that 5 mills was the usual rate for mail despatched in the Sudan, and Sudan adhesives were applied, and sometimes cancelled, at the various stopping places where the mail was collected. The same rate seems to have been valid in Egypt where 5 mills Egyptian adhesives were applied. 4 mills seems to have been the rate for postcards. In some cases additional adhesives were affixed, probably applied but uncanceled at various stages en route. One letter and one postcard are known which carry no adhesives or postal markings at all, other than Marc Pourpe's own cachet.

It will be noticed on examination of the recorded list of covers, how scarce are the items carried on the southern flight. Mr. E.P.Barber appears to have sent items nos. 7,8,9,10 & 11 to various addresses in Yorkshire, England, mostly from Wadi Halfa on January 22nd 1914. Mr. Barber was a railway official at Abu Hamed in 1914 and comparison of his mailings show that he may have travelled up the railway as Marc Pourpe was flying northwards and handed the pilot one or two missives at each of the three stopping places on the railway line - Abu Hamed, Station 6 and Wadi Halfa - from where they were flown to Cairo.

Marc Pourpe, after a stay of 9 days in Cairo, flew off again on his homeward journey, as he planned to ship his plane at Port Said in a vessel which was due to leave for Marseilles on March 4th. He flew from Heliopolis on February 12th 1914 to Suez, a distance of 300 kilometres, where he gave exhibition flights on February 13th and 15th. Marc Pourpe left Suez on February 17th at 9.17 A.M. and arrived at Port Said at 10.43 A.M. on the same morning.

No mail is recorded as having been carried from Cairo but a complete cover and a fragment exists carried on the second stage of this flight, Suez to Port Said. Once again a special cachet was prepared with a rectangular three line wording struck in blue green ink - quite different from the one used on the Sudan flight. There are no postal markings on either the cover or fragment carried on this flight, as in both cases the special cachet obliterates the 4 mills Egyptian adhesive used.

This is a brief summary of Marc Pourpe's two mail-carrying flights in Egypt. May I appeal to any collector in the world who knows of any covers carried on either of these flights kindly to let me have full details for recording purposes and also to help complete the story of a very brave Frenchman, who made history in Airo philately. Lieut. Marc Pourpe finally gave his life for his



The above illustration is of a cover in the British Museum (Fitzgerald Collection) and the three-line cachet also appears across its back flap.

The cover illustrated on page 116 is in The Science Museum (Penn Gaskell Collection).

Ed.

References -

- "Aero Field", Oct. 1942.
- Marc Pourpe by Jaques Mortane.
- Flight, 1914.
- La Revue Aerienn 1914.

TIMETABLE OF MARC POURPE'S SOUTHERN FLIGHT FROM CAIRO TO KHARTOUM.

<u>DATE.</u>	<u>ITINERARY.</u>	<u>TIME.</u>	<u>DISTANCE IN KILOMETRES.</u>	<u>FLYING TIME.</u>
4 January 1914.	Left Heliopolis (Cairo)	9.7 a.m.		
	Arrived Menshad		467	3 hours 15 mins.
6 - -	Left Menshad			
	Arrived Luxor		200	1 - 55 -
7 - -	Left Luxor	10.15a.m.		
	Arrived Wadi Halfa	2.15 p.m.	570	4 -
8 - -	One day's delay at Wadi Halfa			
9 - -	Left Wadi Halfa	9.30a.m.		
	Arrived Abu Hamed		385	2 - 55 -
12 - -	Left Abu Hamed			
	Arrived Khartoum	2.0p.m.	580	4 - 13 -

Total distance 2,202 kilometres in 16 hours 18 minutes (Flying time).

RETURN FLIGHT NORTHWARDS FROM KHARTOUM TO CAIRO.

19 January 1914	Left Khartoum	6.45a.m.		
	Arrived Atbara		330	3 - 55 -
20 - -	Arrived Abu Hamed		220	2 - 15 -
21 - -	Arrived Railway Station No. 6.		220	2 -
22 - -	Arrived Wadi Halfa		200	3 -
23 - -	Arrived El Derr			
24 - -	Arrived Assouan (delayed)			
26 - -	Arrived Luxor (3 days delay)		250	3 -
30 - -	Arrived Nag Hamadi		150	1 - 30 -
31 - -	Arrived Assiut (delayed)		230	2 -
3 February -	Arrived Heliopolis (Cairo)	10.30a.m.	350	

CAIRO TO SUEZ FLIGHT.

12 February 1914	Left Cairo			
	Arrived Suez		300	
13 - -	(Two day Exhibition held			
15 - -	(at Suez			
17 - -	Left Suez	9.17a.m.		
	Arrived Port Said	10.43a.m.		
4 March 1914	Left Port Said by ship for Marseilles			

C.	Addressee.	Flight.	L.N.A. Cachet.	Adhesives applied.	Postal Markings.	Remarks
	The Hon. Captain Hadow, The Palazzo, Khartoum.	Southern	Yes	None	None.	Sent by Mr. Kramer of Camp of the Sirdar. C on Dec. 22nd. 1914 with " Through Mr. Marc Pourpe
	Monsieur Jacques Montaine. (Journalist) Paris. France.	Part Southern and Northern.	Yes	1 mill Sudan 5 mills Sudan (5 mills Sudan Postal Stationery)	Abou Hamed, 10.1.14. Backstamped Halifa-Khartoum T.P.O. 11-1-14.	Flown from Abu Hamed to return flight to Cairo. Marc Pourpe's own hand
	Monsieur Deloncle (Deputy) 59 Rue de la Tour Paris France. (Re-addressed)	?	Yes	5 mills Sudan 4 mills Sudan 1 Piastre Sudan	Khartoum 15.1.14. Backstamped. Paris 27.1.14.	Progress Report ? Addressee's own handwriting and printed surface mail.
	Monsieur Antoine Bianchi President de la Ligue National Aerienne Rue Ramel Square, Halmar, Le Caire.	?	Yes	3 mills Sudan 5 mills Sudan 5 mills Sudan (Postal Stationery)	Khartoum 17.1.14. Backstamped Cairo 21 Jan. 14 3.30 p.m.	Progress Report ? Addressee's Pourpe's own handwriting sent by surface mail.
	Monsieur A. Bianchi President de la Ligue National Aerienne Rue Ramel Square, Halmar, Le Caire.	?	Yes (Two) Blue on front Purple on back.	1 mill Sudan 3 mills Sudan 4 mills Sudan	Abu Hamed 21.1.14. Backstamped. Halifa-Khartoum T.P.O. 23.1.14. Shella-Halifa T.P.O. 23.1.14. Cairo 26.1.14.	Progress Report ? Problem Hamed to Wadi Halifa an mail to Cairo. " Not written on front of cover referring to normal surface in Marc Pourpe's own hand
	A.P.Coote Esq. Halifa.	Part Northern.	Yes. (Two) Both in purple, one on each side of postcard	None	None.	Possibly flown from A Railway Station. (Mr. Supply Dept. at Halifa
	Mrs E.P.Barber, Halifa Atbara Sudan "Hawkshaw", Garforth Nr. Leeds. Nr. (Re-addressed)	Part Southern and Part Northern	Yes	2-5 mills Sudan i-4 mills Sudan i-1 mill Sudan	Atbara. 18.1.14. Under Sudan adhesive, probably applied at Wadi Halifa. Khartoum 18.1.14. Over Sudan adhesives Heliopolis 3.II.14 Over Egyptian adhesives Backstamped Atbara. 18.1.14. Halifa-Khartoum T.P.O. 18.1.14. Halifa Leeds Garforth 10.2.14. 10.2.14.	As plane did not call southern flight, probably Hamed to Khartoum. D from Khartoum to Atbara ed and forwarded to W again at Wadi Halifa b flown back to Cairo, surface to U.K.
	Mrs Aitken Alderley Edge, Manchester, England.	Northern.	Yes	5 mills Sudan 4 mills EGYPT 1 mill EGYPT	Heliopolis 3.II.14. Backstamped Cairo 3.II.14 Manchester 10 FEB. 14.	Probably flown from A and then by surface m
	Mrs. J.A.Barber, Garforth Nr. Leeds, England	Northern	Yes	5 mills Sudan 4 mills EGYPT 1 mill EGYPT	Heliopolis 3.II.14. Backstamped Cairo 3.II.14. Leeds 10.FEB 14.	As No. 8. This is th in D. Field's Air Out
	Mrs J. A. Barber, Garforth Nr. Leeds, England	Northern	Yes (Postcard)	4 mills EGYPT	Heliopolis 3.II.14.	As Nos. 8 and 9. Mes Greetings by the fi The Sudan E.P.P. 22.

see.	Flight.	L.N.A. Cachet.	Adhesives applied.	Postal Markings.	Remarks.
Barber Mr. Leeds.	Northern	Yes (postcard)	4 mills Egypt.	Heliopolis 3.II.14.	Identical with No. 10 w
g, y Gdns. ... (?)	?	Yes. Blue Fragment only	5 mills Sudan 5 mills Egypt	Heliopolis 3.II.14	Not sufficient evidence to surmise
Esq. Court, y Hotel, ondon.	Northern.	Yes	5 mills Egypt.	Heliopolis 3.II.14	Copy of photograph publis newspaper (The Daily Mirr Present owner untraced. redrawn for reproduction. from all covers so far ex from Khartoum to Heliopol Pourpe # (caption)
Gregori (address)	?	Yes Five cachets on front of cover	5 mills Sudan 4 - - 3 - - 2 - - 1 - -	None.	Addressed in Maro Pourpe cachets used as obliterations. Not sufficient evidence t
sed.	Not Flown.	Yes, one on front and one on back of postcard	None	None.	This postcard (a view of autographed by Marc Pourpe souvenir to Mr. A.S.Maacke Shepherd's Hotel, Cairo, to Khartoum.
sett. ospital, hill,	Northern	Yes. (Violet)	4 mills Egypt 1 mill Egypt	Heliopolis 3.II.14. Backstamped Cairo 3.II.14 London 10 FE.14.9.45 A.M.	Flown from Wadi Halifa to by surface mail to London letter written at Wadi-Ha (error of date ?) Note th adhesives.
Ma Gaddis ante	Part Southern and Northern	Yes. Two cachets one on front & one on back of postcard.	2 mills Sudan (Postal stationery)	Khartoum 12 Jan 14 8 p.m.	Flown from Wadi Halifa to Wadi Halifa. Message in En also a message in Arabic, of arrival in Wadi Halifa

MARC POURPE'S SECOND FLIGHT

SUEZ TO PORT SAID.

Côte ance the consular Suez)	Suez to Port Said	Complete cover with special three line cachet in blue green ink on front & back.	4 mills EGYPT.	None. Except hand date stamp (unofficial ?) 16 FEB 1914 17 FEB 1914 Adhesive is obliterated by special cachet.	Flown from Suez to Port S in top left hand corner en aux bons soues de M. M Bears French consular oir
(O.C. uez)	Suez to Port Said	Fragment only special cachet as above.	4 mills Egypt.	As a fragment we have not story. Possibly sent fro at Suez to the Chief of P	

CATALOGUE, 1950 EDITION.

s a limited number of copies of the 1950 edition of Zeheri
al to Circle members at 7/6 each postage paid.
ould be made to Mr. Gilbert, 28 Stone Park Avenue, Beckenham,
s who desire copies.