

EGYPT STUDY CIRCLE

THE QUARTERLY CIRCULAR

Volume VI No. 11

Whole Series No: 71

January 1969

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

Published by the Egypt Study Circle

Vol. VI No. 11 Whole Series No. 71 January 1969 Page 119

Officers

President Lt. Col. J.R. Danson, M.C., T.D.,
"Dry Close", Grasmere, Westmoreland.

Chairman J.H.E. Gilbert, "Morven", West Close,
Middleton-on-Sea, Sussex.

Keeper of the ... Charles W. Minett, "Fairmead"
Philatelic Record Bridgefield Road, Pankerton, Kent.

Secretary/Treasurer ... E. H. Proctor, 22, Chancellor House,
Mount Ephraim, Tunbridge Wells, Kent.

Editor of the ... R.A.G. Potter, 12, Middle Row,
Quarterly Circular (High Street), Maidstone, Kent.

REPORTS OF MEETINGS OF THE CIRCLE

121st Meeting of the Circle held on Saturday, 4th May 1968, at the premises of the Royal Philatelic Society, London:

Our Chairman presided and was supported by Officers and a dozen members. Apologies were received from those unable to attend, including our President - we were so sorry to hear he had been unwell and a message of sympathy and wishes for a speedy recovery were to be conveyed to him.

Mr. Gilbert had only recently returned from South Africa and stated that he had greatly enjoyed visiting and seeing the collection of Mr. Seidel in Cape Town (member No. 127).

The Treasurer reported that expenditure was now greater than income and after discussion it was agreed "That as from 1st January 1969 the annual subscription be raised to £2 or U.S.A. \$5.00."

The Editor of the Quarterly Circular lamented the lack of material reaching him particularly from the newer members and hoped that more contributions (no matter how small) might be received in order that all should play their part in helping the publication of the journal. Anything even remotely connected with Egyptian Philately was of interest and the Quarterly Circular was the best possible medium for airing knowledge and possibly creating discussion and/or correspondence.

A small Sub-Committee should be formed to discuss the "Book" and would in due course report back to the Circle.

We then came to the main part of the meeting, discussion on the Air-Mails of Egypt led by our Chairman, a report of which follows in this number. But in connection with this I would repeat some very apt lines written by David Everett between 1769 and 1813:

"Large streams from little fountains flow,
Pall oaks from little acorns grow."

I found these lines appropriate, and heartening, especially in view of Mr. Gilbert's opening remarks and what we were subsequently privileged to see. He reminded us how it all started when Dr. Byam (presiding at a Circle Meeting) turned to him and said "a volunteer is needed for the Airmails and you, John, are that volunteer".

E.L.G. MacArthur
(Member No. 125).

Details of material shown at the Circle Meeting, on the 4th May 1968.

An outline of the development of the Air Mails of Egypt was shown, which commenced with the well organised Pigeon Post Service in the days of the Mamelukes early in the 12th Century.

An interesting "Ballon Monté" letter of 1870 was shown addressed to the Costumier of the Khedive's Theatre in Cairo, in connection with the celebrations following the official opening of the Suez Canal.

Also displayed were Posters, programme, post-cards and the original vignettes used at the First Aerial Exhibition held in Heliopolis in February 1910, as well as photographs.

Lt. Marc Pourpe, the intrepid young French Pioneer Pilot's flight from Cairo to Khartoum and back was depicted by mail he carried, and also by photographs taken at the time (1914). Also his second flight from Suez to Port Said was illustrated by photographs.

At the end of the First World War the Royal Air Force planes then amassed in the Middle East proceeded to blaze the trail of possible Air-Mail routes for the future, notably from Cairo to Baghdad and then on to Basra. This gave the pilots further experience and the planes further testing.

Captain Ross Smith at the end of 1918 flew a "Handley Page" bomber from Cairo to Delhi and, with the experience gained on this trip, flew a year later from England (via Cairo and Karachi) all the way to Australia. Mail was shown carried on both these flights. Another flight by Brigadier Mackwan was made in 1919 in a Handley Page aircraft from Great Britain via Egypt to India.

During the same period and after other pioneer flights were attempted and made through Egypt to various parts of Africa and as far as the Cape. Credit was given to all the early fliers because by their spirit of adventure and enterprise in searching out the best flying routes had been made possible the modern Air-Mail services which run with such regularity and efficiency to-day.

Mail was shown carried by the 31st Wing of the Royal Air Force from Baghdad to Cairo on two dates 24.2.1919 and 11.3.1919, proving that a regular service was attempted. Mail from various trial flights was also shown.

Four covers of especial merit were marked "Civil Posts - Aerial - Iraq" which were flown from Baghdad to Cairo during various dates 1919 and 1920. As far as is known this Civil Air Post has not been recorded or mentioned before, and the Egypt Study Circle would welcome information on these unknown flights and the history behind them.

The B.E.F. Emergency Air-Mail Service of 1919 - among the first half-dozen organised Air-Mail Services in the World - came about from the middle of March until the beginning of May because of a general strike in Egypt. There was bad congestion of mail at Cairo and Alexandria and other large towns in Egypt, so the Royal Air Force helped by moving the Official Mail by their planes in hastily organised services. This mail bears three different cachets marked "Aerial Post B.E.F." which was used at different places. As the services did not run for more than six weeks - all Official mail without stamps - the covers are not common. (Less than 100 have been so far recorded).

Photographs and covers flown on the 1925 Flight from Egypt to Nigeria and back by three Royal Air Force planes were shown, and also the Cairo to Cape Town and back flight of 1926.

The "Graf-Zeppelin" "Orient Flight" of 1929, when the air-ship flew to the borders of Egypt, dropped mail over Palestine. The cachet used depicts the Zeppelin flying over the Giza pyramid and sphinx - which in fact it did not do - and covers and post-cards of this first Air-ship trip to the Middle East were shown.

This was followed by the more important flight of the Graf Zeppelin to Egypt in April 1931. This was the occasion when a small post office was carried on board the Air-ship and mail was accepted and cancelled on board with a special cancellation. An interesting post-card was shown which had been posted on board without stamps as the Postmaster on board had run out of stamps before the Air-ship landed in Egypt. He had consequently written in manuscript on the card "Affranchissement perçu 1 RM".

Other pioneer flights mail up to the beginning of World War II were shown, including the Imperial Airways "Composite" Aircraft "MELCORRY - M/LA" with its pickaback air mail flown from Southampton to Alexandria in 1938; and the famous long distance non-stop Record Formation Flight from Egypt to Australia in November 1938 by the Royal Air Force (a test for the Wellesley bombing planes).

The 1940 - 1945 War introduced the famous "Airgraph" Service, which was to enable the 8th Army Forces to receive their mail from home so much quicker than hitherto, and also to enable news to be sent from the Troops to their homes. It was interesting to note that the first Airgraphs were sent out from Egypt, which later became the centre for the Middle East. Some of the more unusual Airgraphs were shown, and also a specimen of the messages on film on which 1700 messages weighed only $5\frac{1}{2}$ ozs..

With the improvement of flying conditions caused by the changing of the War position, the Light-Weight Air Letters superseded

the Airgraph service before the end of the War.

The display concluded with covers carried in 1952 by the first B.O.A.C. Comet Jet Airliners - surely the biggest possible contrast to the original Pigeon Air Mail carried in the days of the Mamelukes 800 years before.

I am sorry that in the time at my disposal I can only give you a brief survey of such a big subject but I am sure all will recognise the importance of Egypt as one of the World's Air-Line centres. The very fine modern airport at Cairo - almost on the same site at Heliopolis which saw the original 1910 Air meeting - is equipped to take the largest planes and handle vast quantities of Air-Mail from all parts of the World. It surely must be destined to link man-kind more intimately than ever before.

J.H.E. Gilbert,
(Member No. 50).

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NEW MEMBERS

We welcome the following new members who have joined us since publication of our last number:-

- | | | |
|-----|--------------------------|---|
| 140 | A. Hutchings | The New House, Noreuil Road,
Petersfield, Hants. |
| 141 | Mrs. Nancy E. Schaefer, | 1719 Lakeview Road, Clearwater,
Florida, 33516, U.S.A. |
| 142 | A.H.S. Humphrey, | 22, Parliament Hill, Hampstead,
London, N.W.5. |
| 143 | Mrs. H. Patricia Murray, | 5, Castle Road,
Hythe, Kent. |

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Report of the 122nd Meeting of the Circle held on Saturday the 27th July 1968 at the premises of the British Philatelic Association, London, W.C.2:

Our Chairman presided and was supported by some dozen members including Lars Alund of Sweden who we were so pleased to see again, when the main discussion for the afternoon concerned the "Handbook of the Stamps and Postal History of Egypt", which all present hoped might find its way to publication at sometime in the not too distant future.

The Chairman (John Gilbert) gave a short talk on the history of "The Book" and of the various studies carried out previously by eminent members. He stated that with our growing membership there was an ever increasing enthusiasm to have available a major work of reference and that many members had been urging for some time that the dream of our Founders should be realised.

Mr. Gilbert did not minimise the work ahead, but that to facilitate the task we had a wealth of inherited material and members with the necessary knowledge available. Chapters that had already been started would need revising and bringing up to date and this surge of investigation should bring much new information to light.

It was proposed, and unanimously agreed, that "The Book" should be produced by allocating chapters to volunteer members who would be responsible for that chapter and who would be able to call on any other member for collaboration. Mr. Gilbert would be responsible for the overall continuity and progress reports to the Circle and all matters pertaining should be reported to him direct by the member responsible for the chapter. He pointed out that there were some weaknesses in this system, which had not been overlooked, but that a final panel of Editors and eventually the circle in meeting would narrow if not eliminate the weaknesses.

Finally, before allocating chapters, the Chairman drew the attention of the meeting to the fact that there were a great many chapters and that in some fields there was duplication of interest but he was certain that to get the project started all members would understand the intention and difficulties involved and would participate in this great venture. Any chapters not allocated would be under consideration by the Chairman as the work progressed.

Much discussion ensued and a working list was made of the proposed chapters and the allocation thereof to members.

It was agreed that publicity should be given to various chapters in the Quarterly Circular as, and when, they are available; so that all members might have the chance to co-operate finally in bringing the manuscript up to date.

The meeting closed after several members had shown some of their recent acquisitions and items of interest.

123rd Meeting of the Egypt Study Circle held on
Saturday the 19th October 1968 at the offices of the
British Philatelic Association, London, W.C.2.

The meeting commenced at 2.30 p.m. with Charles Minett in the Chair in the absence of our Chairman who was in Israel for "Tabira". There were present Messrs. Andrews (acting Secretary/Treasurer), Brown, Gilders, Horesh, Potter and Turton. Apologies were received from our President (Lt. Col. Danson), our Chairman (J.H.E. Gilbert), our Secretary/Treasurer (L.H. Proctor, in Spain), F.W. Benians, J. Green, P.E. Whetter, and E.L.G. MacArthur.

Correspondence was read and included that from Lt. Col. Danson, J.H.E. Gilbert, Carl Jordan (Canada), Peter Feltus (U.S.A.), Lars Alund (Sweden), and E.L.G. MacArthur who had enclosed the minutes of our last meeting.

The Chairman then drew our attention to a number of items of interest including an article on the "Pleine Mer" markings by our member Jean Boulad d'Humieres (E.S.C. No. 16) published in the Swiss magazine "Sloz", also Xerox copies of a number of pages showing Egyptian stamps with the c.d.s. of Egyptian P.O.W. Constantinople.

A new listing, in greater detail, of the chapters of "The Book" was circulated among those present and it was agreed that this new listing provided a more comprehensive approach and that the chapters listed would probably form more than one volume - but that the size of volumes could be agreed at a future meeting.

We are indebted to our members Jean Boulad and Peter Smith for drawing our attention to a large collection of Proofs and Essays which was being held for Private Treaty Sale by Messrs. Robson Lowe, and it was agreed that certain members would make a record of the material available.

A pair of 10 paras second issue on cover with Chanak Kilia seal marking in blue and showing backstamp of Constantinople was passed round, also a letter to Canada having a pair of 10 mills. stamps and manuscript "T" for tax but charge not raised. Mention was made of a "Smirne" c.d.s. on an Egyptian stamp in magenta, and also a 10 piastres 1866 issue with c.d.s. in magenta - both seen in a collection offered by Robson Lowe (Private Treaty Sale).

A number of items had been forwarded for expertisation including the following:-

Chanak Kilia seal in blue on 1 piastre second issue	(Gilbert).
Seal Marking (no name decipherable)	(Gilbert).
Graf Zeppelin overprint with "kiss" print	(Whetter).
Part Galopoli (?) c.d.s. on 5 paras second issue in greenish blue (previously seen only in black)	(Whetter).

A discussion took place regarding the watermarks found on Egyptian stamps and it was agreed that much further work could be carried out on this subject. A lengthy and very interesting discussion was also held on the perforations of various Egyptian issues and it was found that much remained to be studied on this subject. Mr. Gilders promised to see whether he could find any further information on the types of perforating machines in use at the various periods discussed.

Our congratulations were expressed to Charles Minett on receiving a Bronze Medal at the British Philatelic Exhibition and also to T. W. Benians who received a Certificate of Participation. It was suggested that any member intending to exhibit at future Exhibitions might care to bring their material to a Circle Meeting for any helpful comments that may assist their entry to succeed.

Peter Andrews (E.S.C. No.122)

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124th Meeting of the Circle held on Saturday the 18th January 1969 at the Offices of the British Philatelic Association, London.

J.H.E. Gilbert, our Chairman, presided and was supported by Charles Minett (Keeper of the Record), Peter Andrews (Acting Secretary/Treasurer, and seven members. Apologies were received from nine members some of whom were abroad.

Our Chairman welcomed Rudi Jeidel (E.S.C. No. 127) from Cape Town, South Africa, who was paying a somewhat unexpected visit to London.

The Acting Secretary reported with regret the resignation of C. A. Gilders (E.S.C. No. 134). The members present were indeed sorry to hear of this especially as Mr. Gilders had shown such a keen interest in, and helped with the work of, the Circle.

The Secretary also reported having received a request from a Mr. Hobbs of the Hounslow and Middlesex Philatelic Society who is looking for Forces Postal History material and wonders if anyone in the Circle can help him.

Peter Andrews (Acting Treasurer) reminded members that their subscriptions were now due and he would be pleased to receive same. In accordance with resolution passed at the May 1968 meeting members will recall that subscription is now £2 (U.S.A. \$5) as from January 1st 1969. Payment should be sent to him at 149, Pickhurst Lane, Hayes, Kent.

The Keeper of the Record (Charles Minett) reported that he, with others of the Circle, had been able to examine the large collection of Essays and Proofs of Egypt offered by Private Treaty (£1700), and wished to thank Messrs. Robson Lowe for this privilege. It had been agreed by several members of the Circle that some of the items not in the records be photographed. This was duly carried out at a cost of £17, and this action and expenditure was endorsed by the meeting. The photographs were shown round and all agreed that the quality of the work was very fine. Sincere thanks are here recorded to Charles and his helpers for giving up so much of their time to help the records in this way.

Progress on the "Book" was then discussed and the Chairman felt that publication of the list of chapters should be delayed until the revised chapters had been accepted by the various members in correspondence. He had this matter in hand.

The Chairman then gave us a brief account of the exhibition held in Israel (Tibira) a report of which will be found on a later page. The members present congratulated him not only on his fine award, but also on the distinction he had received in the form of a personal congratulatory letter from the Jury on his research.

The Chairman then requested Ron Potter to lead the discussion on the OFFICIAL ADHESIVES of Egypt. Much material was passed round including some complete sheets of the 1893 ("No Value") stamp. The amount of interest shown and the length of discussion that took place can be assessed by the fact that we had only time to deal with virtually two issues (to 1907). Much information was exchanged as regards the printing of the stamps, and also as regards their especial use. Potter gave his various reasons for believing that much of the written work in the records was misleading and in some cases incorrect particularly in regard to the various printings of the 1893 issue. (In view of the questions raised and necessary correspondence to be entered into it is the Editor's intention to give a preliminary report on these issues in the next number of the Quarterly Circular).

Before the meeting closed members showed some of their more recent acquisitions and items of interest - most notable among which was a "Waghorn" letter shown by R. Jeidel; and a "Marc Pourpe" letter which had been lent to J.H.E. Gilbert to show us.

The Agenda for the next meeting was agreed and would include:

- a) Continuation of discussion on the Official Adhesives.
- b) Discussion on the Identification of Forgeries with emphasis on the overprints.

From Notes dictated by E.L.G. MacArthur

(E.S.C. No.125).

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Notes from the Keeper of the Philatelic RecordPERFORATIONS:

In 1956 a friend in Egypt sent home used examples of the then current 100 mills. and £E1. He wrote "you will note that the perforations are not too good. Actually I am told that all the perforation machinery needs replacing but the Government cannot afford it. From the look of some stamps, they will have to soon".

Rough perforations have been found on the following regular issues:-

1922 (5 mill.), 1923 (5 mill.), 1947 (30 mill.),
1952 (10 mill.), 1953 (10 mill. bars),
1953 (4 mill., 10 mill., 100 mill.);

also on the Commemorative issues:-

1951 (22 mill. Mediterranean Games),
1955 (10 mill. Rotary).

Messrs. H.R. Harmer's sale of the 7th May 1968 (lot 312) lists the 1923-4 set mint and notes the 10 mill. with rough perforations.

The 1922 and 1923 issues were produced by Messrs. Harrison of London but the remainder of those listed here were printed by the Survey Department, Cairo. From mid 1961 the Postal Authority Press carried out some of the work from their new building at El-Nasr City (previously Abassia) Cairo, the last issues to be produced by the Survey Department apparently being made in June 1962.

Given time no doubt many other examples with rough perforations could be listed.

WORLD WAR II:

Jim benians (E.S.C. No. 123) has again come forward to present to the record a copy of "The Eighth Army". Like "The Battle of Egypt" this paperback is profusely illustrated and covers the period from September 1941 to January 1943. Published in 1944 it had been prepared for the War Office, London, by the Ministry of Information and sold at 1/-d. per copy.

ARMY POST STAMPS:

I have found a vertical strip of three of the small 10 mill. Farouk stamp with inverted watermark (Type XII), it is postmarked N.Z./-1.AU.40/F.P.O.1 of the New Zealand Forces. This variety has not yet been catalogued by Zeheri although a

mint block of four with control A/40 was recorded in "L.O.P." No. 79 (July 1952 page 421). John Revell (E.S.C. No. 78) tells us he has a mint single.

NOSTALGIA:

My references to Post Offices in the Western Desert has brought from E.L.G. ("Mac") Mac Arthur (E.S.C. No.125) an interesting Air-Mail cover to England franked with 2 x 20 mill. 2nd Fuad issue cancelled by a blue SALLUM (Type XII - 1) dated 24.No.36. It was routed through Alexandria and has in manuscript on the reverse "H.A. Loutfi, o/c Solloum Radio Station, Egypt."

Does anyone know whether this was a Police or Coastguard Station?

SEA MAILS:

- Roumanian State Maritime Services.
Stanley Horesh (E.S.C. No.118) has kindly shown us a cover bearing a backstamp of the BIR.AMB/MARITIM// 6.VI.935/ CONSTANTA/ALEXANDRIA. It would be of interest to know of other examples. The record lists seven from Constanta to Alexandria and seven from Alexandria to Constanta, all between 1929 and 1939.

WANTED:

"THAMEP". The Record is short of the following numbers of Volume 1 (1957) of "The Holy Land and Middle East Philatelic Magazine" and the Keeper would be glad to acquire spare copies:-

No. 3 (April), 5 (June), 6 (July), 7 (August), and 10 (December).

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CONGRATULATIONS to our member Mr. R. Jeidel (E.S.C. No.127) on his recent success at the National Exhibition staged by the Southern African Federation at East London in October 1968.

He was awarded a Silver-Gilt for his display of six frames: these comprised Overland Mail between Europe and the Far East, including Waghorn and Egypt Transit Company, together with the Consular Offices of Austria, France, Great Britain and Italy.

Mr. Jeidel lives in Cape Town and was present at the last Egypt Study Circle meeting, held in London on January 18th 1969, at which he was, of course, most warmly welcomed.

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"TABIRA" - 1968.

"Tabira" - the National Stamp Exhibition of Israel - was held in Jerusalem from October 8th to 17th, 1968, the first of its kind to be held there since the six days of War in 1967 when the City became United Jerusalem.

It was opened by the Israel Minister of Posts to an invited audience, and the opening ceremony was broadcast and televised. Two racing pigeons were dispatched from the Exhibition to a distant Kibbutz with messages for the Speaker of the Knesset (Parliament). This carrying of messages reminded us of the early Pigeon Post which operated from here to Egypt in the days of the Mamelukes 800 years ago - a highly efficient service which carried on for about 300 years.

The Exhibition was held in a modern hall, used for concerts and Conventions, at Binyanei Ha'ooma in New Jerusalem and was well arranged in wall and standing frames with good lighting. Although there were a great many exhibits there was a feeling of spaciousness.

About 15,000 people were estimated to have attended the Exhibition. A special Post Office was set up inside the Exhibition to facilitate the sale of special stamps issued to commemorate the event: the stamps were 100 agorats and depicted the stone lions built into the old wall of the City of Jerusalem over the St. Stephen's Gate. Each day a different cancellation was applied, suitable for the occasion: for instance one day was named "British Day" and the cancellation applied was a facsimile of the Army Post Office used by General Allenby's Forces in 1918 - i.e. S.Z.44 - which was located at Jerusalem at that time.

As this was a National Exhibition the main emphasis was on the stamps and postal history of Israel, including the forerunners, the Military Administration and the British Mandate, the War of Liberation and the Six Days of War in 1967. There were 216 different entries under the various headings, which included European and other countries, Air Mail, Thematic collections, and Philatelic Literature.

A member of the Egypt Study Circle, Mr. Zwi Gans (E.S.C. No. 103) of Haifa was honoured by the well deserved award of a Gold Medal for his collection of EGYPT displayed in twelve frames. It comprised some unusual items: a Cover bearing the red crowned circle "Paid at Alexandria" used from the British Post Office 24th March 1856 and addressed to Ireland was specially noted and admired. There were also interesting Waghorn covers, one dated 1/7/1837 Type 4B Alexandria to Calcutta, and the other Type 3 dated 5th June 1839 from India to Dublin.

All the Consular Offices of Egypt were well represented,

including the Russian Office, with a fine selection of covers and stamps. Several combination covers were also shown in conjunction with the Italian and French Offices.

Under "Used Abroad" a cover sent on 16th June 1870 from Chios to Constantinople with a pair of 2 piastres of the second issue of Egypt cancelled with a very clear CHIOS SEAL marking certainly caught the eye. A piece with a pair of 20 paras green of the second issue (Types I and II) with a clear Alexandretta cancellation was worthy of special notice.

The first three issues of Egypt were well represented and included many varieties, also an interesting page of the Suez Canal stamps in multiples. Two Covers with blocks of four adhesives of the fourth issue sent to Alexandria were on show - one dated 3/7/1880 with 10 paras lilac rose (SG 82) and the other dated 23/3/1882 with 10 paras bluish-grey (SG 83).

From the other Israel collections the following items were of particular interest to Egyptian collectors.

Dr. Sella (of Haifa) had an interesting Napoleonic Cover with the "Le Caire" marking, dated 13th January 1801, sent to Samanud - and also a good selection of Posta Europea Covers including two Type 1: one from Cairo in black dated 8 Ott 1851 and one from Alexandria undated.

Dr. Van Doorn of the Hague, Netherlands, had a Cover posted from Safed (Israel) P.P.O./S.Z.61 on 12/2/1919 addressed to Berne. This letter was delayed in Cairo from 17/2/19*on account of the general strike in Egypt and is further confirmation that only official mail was flown by the E.E.F. Emergency Air Mail Service at that time.

*until 19/5/19.

One frame shown by Mr. G.G. Gordon of Sweden was certainly original and comprised mail from the fourteen North Bound ships which have been stranded in the Great Bitter Lake of the Suez Canal since 5th June 1967. The ships have formed themselves into "The Great Bitter Lake Association" and produced the G.B.L.A. labels. As there were no printing facilities available the labels have been hand-drawn on carbon paper and then produced on a duplicator. The first issue was on purple paper and after that the labels were hand coloured. Most issues were limited to 100 - 200 sheets and were intended for internal use between the ships, but covers were shown which have been delivered in Holland and Sweden. On the first anniversary of the ships being stranded, a special issue of labels was made in commemoration. The name of each individual ship appears on the cover. These can only be regarded as unofficial labels but, nevertheless, they portray a piece of history connected with the closing of the Suez Canal.

My own two frames consisted of "Egypt used abroad - in the Levant" and "The S.E.F. 1919 Emergency Air Mail Service used in Palestine" - both of which the Chairman of the Exhibition had specially invited me to show.

The outstanding items of the first frame were the two cancellations of "JAFRA" used on Egyptian adhesives in the Egyptian Office of that Town. One of the 1 piastre of the second issue dated 22nd January 1871, and the other the 2 piastres of the third issue dated 17th February 1872. There were no other examples of this Egyptian Office in the whole Exhibition.

The other frame was devoted to the three different cachets used in the Emergency Air Mail flown to, from, or in Palestine in 1919. This was the first time the Israeli collectors had had an opportunity of seeing these and they caused considerable interest.

(Mr. John Gilbert's exhibit was awarded a Verneil Medal with the additional congratulations of the Jury on the research involved - a most notable achievement particularly in view of the fact that he had condensed his exhibit to two frames only - Editor).

I have not mentioned the many fine collections of Israel because this short report has only been written from the viewpoint of Egyptian philatelists.

The Exhibition finally closed with a Banquet at the Knesset, the beautiful new Parliament Buildings, attended by about 400 people all of whom will certainly remember this special occasion.

The awards started with the presentation of Certificates building up to the Grand Prix - a rather happy way of doing things. Two people received special applause when they received their medals: one was a young lady in a smart uniform of a Corporal in the Israeli Army - the other an elderly man from a kibbutz; because of the communal nature of life in a kibbutz he has only a small sum of money allotted to him to purchase stamps so he has to rely on gifts and exchanges. His achievement was, therefore, particularly creditable.

I should like to pay tribute to the work of the Organising Committee under the Chairmanship of Dr. Werner Hoexter. Everything possible was done for the interest and enjoyment of the exhibitors and for the visitors from overseas. Receptions were held by the Deputy Mayor of Jerusalem (at the Israeli Museum), the Union of Israel Philatelic Societies, and - a great honour - overseas visitors were received by the President of Israel at his home. In a very fine speech of welcome he referred to the importance of the postal services to his country and internationally and laid particular stress on the value of philately in bringing together people of many countries.

Continued on Page 139.

A Short History of the Khedivial Mail Line.

by

Charles Fox (E.S.C. No. 17).

The first merchant marine in Egypt came into existence in 1856 when Said Pasha obtained from the Sultan of Turkey a Firman (dated 1 Rebi al-Awal, 1273 A.H.) granting permission to found a steam-ship company for service in the Red and Mediterranean Seas. The chief purpose of the company was to serve the coasts of Yemen and the Hejaz, as well as the ports of Kosseir, Suakin, and Massawa - and was expected to be especially useful during the seasons of pilgrimage to Mecca. The company was to be granted a thirty year concession, was to fly the Turkish flag, and was to carry government officials and mails free of charge. (See notes 1 and 2).

The company, known as the Medjidieh Company, was officially founded on the 1st February 1857, with H.H. Mustapha Pasha as President and Nubar Pasha as Vice-President. Although nominally a private enterprise, the company was very closely supervised by the Government and Said Pasha gave it his personal attention. The Company's first ship, the Gabary, 750 tons, arrived at Suez in July 1858; and its second ship, the Mariut, was put into service in February 1859 but was lost at sea, south of Suez, in July 1859. Two other ships, the Jedda, 750 tons, and the Hejaz, 1150 tons, were put into service in March 1859. In 1863 the Company was operating six ships: the three mentioned above and the new Nejd, all in the Red Sea; and the new ships Nil and Gaffarieh in the Mediterranean. (See note 3).

When Ismail became Viceroy he decided that the facilities of the Company were insufficient and authorised the formation of a new company. This company, known as the Egyptian Company of Steam Navigation, was founded on the 4th May 1863 and its directors included Egyptian Pashas and European bankers under the Presidency of Prince Halim. Although this company was also nominally a private enterprise, ostensibly in order to avoid the inefficiency then common in enterprises under State control, there was apparently considerable Governmental supervision, since the Government guaranteed investors in the Company a minimum return of 6% on their investments. The Government also turned over to the Company the six ships of the Medjidieh Company and new personnel for the ships was chosen from the Egyptian navy. The directors of the Company decided that six ships were inadequate so Ismail, on the 13th July 1863, authorized the Company to double its capital and he and his family subscribed over half the total capital of 800,000 francs. On the strength of an 18 $\frac{1}{2}$ % dividend, declared at the end of the first six months of business, the Company obtained, on the 7th April 1864, a monopoly of all passenger and freight service on the

Nile and the Canals, and permission to increase its capital to 2 million francs. By Firman of the Sultan, dated the 7th May 1864, the Company received an extension of the terms of its concession to 90 years, investors were guaranteed a return of 7%, and the Company was authorised to use the name "Azizieh Misri Company". (See note 5).

By 1864 the Company had apparently acquired several new ships since reference (note 7) mentions the Fayum, El Mahalla, El Neguileh, and Messir (?) as being in service in the Mediterranean in 1864. Within the next two years the Company purchased the Kaliub and Tanta, iron screw steamers 250 feet long; and the Behera, Charkieh, and Dakhalia, all built in England; and the Gharbiya and Masr, both built in France. All of these new ships, as well as the Ramanieh, Damanhour, Zagazig and Fayum are recorded as having been in service in 1865. By June 1867 the Company had fourteen ships operating on regular schedules in the Mediterranean, 10 in the Red Sea, and 29 on the Nile and canals. (See note 4, and 5).

During an insurrection in Crete in 1866 Egyptian soldiers were sent there on the following ships: Charkieh, Ramanieh, Kaliub, Fayum, Behera, Damanhur, Dakhalia, Zagazig, Tanta, Gharbiya, Nil and Mohammed Ali - the last possibly having been a naval ship. The Khedivial steam yacht Mahroussa also carried 2000 soldiers on the same expedition. (See note 5).

Reference (9) gives some data on several of the Company's ships in service at the time. The Dakhalia was a big rigged screw steamer, built in 1865 for the Company. She was fitted with new engines and boilers in 1882 and eventually sold to the Khedivial Mail Line in 1885. The Kaliub was an iron screw steamer, built in 1864. A ship which the reference calls the Chabekiek is identified as the paddle steamer Valetta, built in 1853 for the P. and O. Company and sold to the Egyptian Government in 1865. It is possible that this ship was the Charkieh, which is recorded as having been British built and purchased in 1865. (Another P. and O. Company's ship, the wooden paddle steamer Vectis was re-engined and sold in 1865 to the Egyptian Government for use as a despatch ship). The reference also mentions the *Sowakin*, property of the Company (and probably in service in the Red Sea) and the *Tour*, built in 1866 for Ismail, which may have been one of the ships mentioned above. Reference (10) mentions, among the ships at the opening ceremonies of the Suez Canal, the *Masr* - a screw steamer built in France, which was lavishly decorated and was used for the yearly sea voyage of the (Vice-Regal?) Harem.

During 1867-1868 the Company lost three ships: the *Saidieh* (the former Vice-Regal steam yacht), the *Nejd*, and the *Kaliub*, the latter having been rammed by the *Charkieh* at Chios and sunk with the loss of 36 passengers and its crew of 24. (See note 5).

The earliest reference to itineraries of the Company is found

in a postal notice dated the 3rd May 1865 which announced weekly sailings from Alexandria and Suez. Ships sailing from Alexandria to Constantinople were to go via Smyrna, Salonica, Dardanelles and Galipoli, a voyage of from three to three and a half days. A reference cited below indicates that Salonica was not actually included in the itinerary at that time which, in view of the location of Salonica, seems quite possible. The itinerary for the Red Sea was Suez to Jedda, and was to include other principal ports in the area, presumably Kosseir, Suakin, and Massawa. Various references to the service to Suakin and Massawa indicate that the projected weekly voyages to these ports were not maintained according to plan. (See note 6).

A general decline in world commerce in 1866-1867 alarmed the investors in the Company and although returns were above the guaranteed minimum they still did not satisfy the investors. Accordingly, in 1868 at the regular election of officers, Cherif Pasha was elected President and a new board of directors was chosen. Ismail by this time had obtained over half the capital of the Company and had the controlling voice in the election. The new regime made certain economies in the service and Salonica and Massawa were added to the itineraries, the Company receiving the sum of three pounds sterling per mile for carrying mails. The "Guide" of 1868 quoted in reference (11) indicates that the service to Massawa was opened possibly during late 1867, with voyages every ten days. The Company also planned extensions of its services to Marseilles and into the Black Sea but neither of these projects materialised. However, a service to Venice was actually begun in June 1869 but was discontinued almost immediately because of objections by the Venetian authorities. (See note 5).

In spite of the efforts of the new directors financial returns were still considered unsatisfactory and it was decided to call upon the Government for a loan. During the ensuing investigation of the Company by the Government it was found that the Company had actually been operating at a loss and that dividends had been paid out of its capital. The Government therefore took over the Company, paid its debts, and continued to operate it (from early 1870) as a State Service under the name "Administration des Paquebots Postes Khediviaux".

Official postal documents of the time indicate that in 1870 various ports were added to the itineraries but it is quite possible that the Company's ships called at these ports before the establishment of Post Offices there in 1870 and after. According to the documents cited, the ports of call in the Mediterranean as of July 14th 1870 were: Alexandretta, Beyrout, Cavalla, Chios, Constantinople, Dardanelles, Galipoli, Jaffa, Lagos, Latakia, Mersina, Mitylene, Salonica, Smyrna, Syra, Tenedos, Tripoli, and Volo. (There was no Egyptian Post Office at Syra but the town was an important shipping centre at the time). One of the documents dated the 6th August 1872 announced the establishment of a Post Office at Rhodes, which indicates that at least from that date Rhodes was a port of call for the Company's

ships. Various travellers guides of the period 1872-1875 give itineraries listing, in general, only the more important ports of call, but from these itineraries it appears that weekly service was maintained between Alexandria and Constantinople, with some steamers sailing along the coast via Smyrna and others going via Syra, touching at other ports along the routes. One reference mentions a weekly service between Syra and Volo only and another reference (of 1873) mentions a weekly service from Alexandria via Port Said and the Syrian coast to Constantinople. Between 1873 and 1874 Leros was also, at various times, a regular port of call. A reference of 1881 includes the Islands of Santorin, Tinos and Andros and the port of the Piraeus in the weekly service to Constantinople. The same reference mentions a bi-weekly service in the Red Sea, between Suez, Jedda, Suakin and Massawa. (See note 8).

Under State control the "Khedivial Mail Line" apparently operated in a successful manner, although possibly with little or no profit, and competed not unfavourably with the older French and Austrian services in the Levant. Upon the outbreak of the Russo-Turkish War in 1877 postal service, and presumably steamer service, to Rhodes, Chios, Mitylene, Smyrna, Dardanelles, Galipoli and Constantinople (and possibly other ports) was suspended and not resumed until June 1878. (See note 6).

About 1890 receipts began to decline at a time when the Company was in great need of new ships and improved facilities, and although three new ships - the Prince Abbas, Tewfik el-Kabbani and Kahira - were purchased the Company was still in financial difficulties. Finally, negotiations for the sale of the Company began, and in 1898 it was sold to British interests, who continued to operate it under the name "Khedivial Mail and Graving Dock Company". (See note 7).

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- | <u>NOTES:</u> | <u>References:</u> |
|---------------|---|
| 1. | Recueil de Firmans Imperiaux Ottomans. |
| 2. | L'Egypte Contemporaine. Merruau, Paris 1858. |
| 3. | Notes on Suez and its Trade with the Ports of the Red Sea.
Dassy, Constantinople, 1859. |
| 4. | Lloyds Register of Shipping. 1865-1870. |
| 5. | Histoire du Regne du Khedive Ismail. Douin, Rome. 1933. |
| 6. | Musee Postale. Chaftar, L'Orient Philatelique, various dates. |
| 7. | Les Postes en Egypte. Egyptian Government, Cairo 1934. |
| 8. | Guide Books: Murray 1872-1875; Isambert 1873, 1881. |
| 9. | Mail and Passenger Steamers of the XIX Century. Macpherson. |
| 10. | A Fortnight in Egypt at the Opening of the Suez Canal.
Sir Frederick Arrow, London 1869. |
| 11. | Massawa. Mazloun - L'Orient Philatelique, July 1952. |
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Some Background "On Active Service" - 1898 and 1914.

F. W. Benians (E.S.C. No. 123) has extracted the following information and descriptions from two somewhat obscure books, which is of background interest albeit not entirely philatelic!

"With Kitchener's Army", by Owen Spencer Watkins - Published by S.W. Partridge and Company, London, 1899.

Foraging in the dusty recesses of a second hand book shop I found a copy of this book. The Author, the Rev. Owen Spencer Watkins, was an acting Wesleyan Chaplain to Her Majesty's Forces and accompanied Kitchener's Army in the reconquest of the Sudan and Khartoum. The following extracts give some interesting details of the postal arrangements and conditions in the area at the time.

"On Friday March 18th 1898 I said goodbye to my friends in the Malta Garrison, where for nearly two years I had been stationed.... From Malta we had a quick, pleasant, but uneventful voyage in the P. and O. SS "Rome", calling at Brindisi for mails, and arriving at Port Said on the evening of March 23rd.

Five days were spent in Cairo waiting for an opportunity of getting to the front....

On Tuesday night, March 29th, I boarded the mail train for Luxor, and in spite of the dust and the jolting enjoyed the twenty hours run immensely. It was a glorious country through which we passed: waving cornfields, groves of date-palms, quaint looking villages, and the teeming population engaged in their primitive methods of irrigation and cultivation, formed a picture of unending interest. But at last Luxor was reached, and the train exchanged for the more comfortable steamboat.... ...very shortly after arriving (Luxor) I was steaming South in the mail paddle-boat "Nefert-Ari" en route for Assouan.

This part of the journey, which occupied a little over two days I need not describe for in this age of cheap tours many of my readers will have become familiar with it. But few if any will have travelled at the same time of the year, when the daily heat became more intense and the Nile more shallow. During our second day on the river we ran aground at least twenty times and in one or two cases only got off again with great difficulty. From the desert a wind blew upon us like the breath from a furnace and we also experienced something of the sufferings of the ancient Egyptians, when Jehovah afflicted them with a plague of flies. In fact one is tempted to wonder if the land had ever recovered from that grievous scourge....

From Assouan I took the train to Shellal, about six miles journey, which brought me above the Cataract, where I found a small Egyptian Government steamer waiting for the mails and myself. Almost as soon as I was on board we cast off from the quay and continued our journey south - the next station being Wadi Halfa...."

Describing life in the summer camp at Atbara, the writer goes on to say:

".... In speaking of the things which helped to make bearable the monotony of our life, one must not forget the bi-weekly mail, which brought the exiles letters and newspapers from distant friends. Nobody can realise the full worth of a letter, or the high value set upon the latest newspaper, unless they have been in a similar situation to ours. Mail days were the days of the week, and when the bugle sounded "There's a letter from your Mother, Joey! Joey! Joey!" a great cheer would go up from the men which told those who had not heard the bugle what had happened, and straight away there was a general scamper to the place of distribution.

The Army was encamped at Wad Hamed poised for the final attack on Khartoum.

The camp at Wad Hamed was a model one of its kind, compact, and yet no lack of room. Though in it there were close on 20,000 men we presented only a mile of front protected by a zareba of mimosa thorn, whilst in our rear was the river from which no attack could come. As far as comfort went we were, for active service, well off: after the first day having fresh bread, baked by the Army Service Corps in their field ovens, and thanks to the enterprise of a Greek trader, could even purchase soda-water at a not too exorbitant price - in such a thirsty land that was an unspeakable boon."

And surely that Greek trader was the forerunner of the NAAFI's and Sally Ann's yet to come! -----

World War I had been declared and the Territorials had been called up for Active Service with an undertaking that they would not be required for duty beyond their native shores. The East Lancashire Regiment "volunteered" for over-seas duties and there was an uproar in parliament and the press. However, they soon found themselves quartered in the Citadel, Cairo, where their training commenced.

An Officer of the East Lancashire Regiment recounts how they received the battalion orders for the posting and censorship of their mail:

"Make me a Soldier". by Lt. A.F. Behrend, "C" Company, 1/4 East Lancashire Regiment. Published by Eyre and Spotliswoode, London, 1961.

"We had caught up with the war at last it seemed, for now we were

permitted to frank our letters "O.A.S. - On Active Service" and, so the Battalion order ran "post them unstamped in a locked regimental post-box in the Orderly Room for censorship by the Commanding Officer." No letter, we were warned, was to contain any reference to the place from which it was written or to give any information as to the number or movement of troops, and for those smart Aecs who thought they could beat the band there was the further warning that letters posted in the town would be destroyed. In the same Order, under pregnant heading "Information (Spies)" and to remind us the War was that much closer, all ranks were cautioned against persons who sought to gain information as to the position or movement of troops.

* The East Lancs later took up guard duties on the Suez Canal, and served in the Gallipoli Campaign, and France, with distinction."

*NOTE by Charles W. Minett (E.S.C. No. 77):

The 4th Battalion of the 1st Lancashire Regiment belonged to the 126th Infantry Brigade of the 42nd (East Lancashire) Division - originally known as the East Lancashire Division (T.F.).

The above (*) is a little unfair to the Division! According to the "Official History of the War - Military Operations - Egypt - Palestine" after initial training in Egypt the Division served in Gallipoli, then on the Canal Defences before taking part in the advance across Sinai. It was withdrawn for transfer to France just before the first battle of Gaza. (Before Gallipoli only the Division Artillery served on the Canal, the rest remained in training).

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"TABIRA" - 1968. (Conclusion)
(Continued from page 132).

As on all occasions where philatelists come together from all parts of the World there had been many expressions of friendship and understanding, and we all departed to our homes with the farewell word "Shalom" (Peace be with you) ringing in our ears.

May it be so!

John H. E. Gilbert (E.S.C. No.50).

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EGYPT STUDY CIRCLEAccounts for Year to 30th June, 1968.

<u>INCOME</u>	£. s. d.	<u>EXPENDITURE</u>	£. s. d.
Subscriptions	63. - . - .	Cost and Distribution of Quarterly Circulars	48. 5. 6.
Sale of back numbers (QC's and LOP's)	9.12. - .	Meetings: Rent of Room	10. 9. - .
Expertisation Fees	<u>5. 6. - .</u>	Notices and Postages	13. 10. 6.
	77.18. - .	Subscription: Philatelic Congress of Great Britain	2. 2. - .
		Sundry disbursements	<u>2. 17. 4.</u>
			77. 4. 4.
Balance brought forward 30/7/67	<u>77. - . 2.</u>	Balance in hand carried forward	<u>77. 13.10.</u>
	£154.18. 2.		£154. 18. 2.

TREASURER'S REPORT:

Members will note that our income now only just covers expenditure allowing no margin for ever increasing costs or for a small reserve to be built up to provide for the initial expenses which will arise in connection with the publication of our book.

We are only a small society of 70 members some of whom are in arrears with their subscriptions and these, I hope, will now react suitably! Further, whilst this matter is fresh in all your minds, please send your subscriptions for 1969.

Our Annual Subscription has been a very low one for many years and we feel sure that members will agree with the Resolution passed on the 4th May last when it was increased to £2 or $\frac{1}{5}$ per annum from the 1st January 1969. We have also decided that Expertisation Fees shall be increased to 15/- or $\frac{1}{2}$ for a genuine item, and 10/6 or $\frac{1}{2}$ for a forgery. Back numbers of publications are now 7/6 or $\frac{1}{2}$ per copy.

E.H. Proctor (E.S.C. No. 64).
Hon. Treasurer.

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