

E G Y P T   S T U D Y   C I R C L E

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

Volume IX Nos: 4/5

Whole Series Nos: 100/101

December 1976/March 1977

FUTURE MEETINGS

<u>1977</u>	9th April	...	...	General Subjects. Sale/Exchange.
	11th June	...	...	First Issue.
	13th August		...	General. Sale/Exchange.
	8th October		...	Civil Censor Marks 1914-1918 and 1939-1945.
	10th December		...	Hotel Postmarks.

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EGYPT STUDY CIRCLE

THE QUARTERLY CIRCULAR

Volume IX Nos: 4/5

Whole Series Nos: 100/101

December 1976 / March 1977

CONTENTS

	<u>Page</u>
Officers, 1977	
Reports of Meetings of the Circle:	
167th Meeting - 4th December 1976           ...	32
168th Meeting - 12th February 1977       ...	33
Membership:	
New members welcomed                   ...           ...	34
Changes of address                   ...           ...	34
Subscriptions due                   ...           ...	34
Reviving Waghorn Studies                   ...   F. Rowland Hill	35
Supplementary Check List           ...           "	37
Extracts from Letter Book of Waghorn & Co., relating to the P. & O.                   ...           "	40
Comments and Questions           ...           "	41
The Overland Route               ...           "	42
A New Kind of Fakery?                   ...           P.A.S. Smith	44
Egypt Used Abroad - Senhit, Red Sea Littoral   E. Antonini	46
Comments on the Senhit Covers       E.L.G. MacArthur	50

REPORTS OF MEETINGS OF THE EGYPT STUDY CIRCLE held at 'The Peacock'  
Maiden Lane, London WC2

167th Meeting on the 4th December 1976

Our Chairman presided and the following members were present:-  
 P. Andrews, K. Brown, D. Clarke, C. Defriez, A. Schmidt, J. Sears.

The Secretary reported that four new applications for membership had been received, and that the finances were in a healthy state. The Circle now had 103 members of whom 41 were resident overseas. During the course of the afternoon the booking of the room at 'The Peacock' for our meetings in 1977 was confirmed.

The Chairman then turned to the final part of 'official business' of the afternoon, the election of a new President to take the place of Lt. Col. Danson, and of a new Chairman - Mac having completed three years in office. Before proceeding he thanked all those who had helped him during his term particularly Stan Horesh, Ron Potter, Dennis Clarke and Ken Brown for their invaluable assistance. He went on to say that at the beginning of his chairmanship he was sheltered by the strength of Charles Minett, on his death the Circle came under great administrative pressure. He had tried to keep in touch with members as much as possible and had found them all to be a wonderful group of people. Mac referred to the project of the Book which had proved beyond our financial capabilities but the intention to produce information, albeit in a different form, is as strong as ever. A future issue of the Quarterly Circular will contain a list of leaders of studies and holders of the various sections of the Circle philatelic records. This should assist members to direct their enquiries to those best equipped to deal with them. Finally he assured us that his services will always be available to the Circle and he hoped that he would now have more time to promote articles and to continue his own studies.

Major MacArthur then proposed that Professor Peter A. S. Smith be elected President. This was carried unanomously. He then proposed that Mr. John Sears be elected Chairman, and this was also carried unanimously.

John Sears then took the Chair saying that he only hoped that he would be capable of maintaining the high standards set by his predecessors. He then paid tribute to the hard work that Mac had done, the results he had achieved and the example he had set over the past three years. A sincere vote of thanks was proposed and carried.

Cyril Defriez then showed part of his collection of Postal Stationery which prompted lively discussion and created great interest.

The meeting closed at 6 p.m..

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168th Meeting held on the 12th February 1977.

This meeting, the first of a series to be held on the second Saturday of alternate months, was attended by S. Horesh (Deputy Chairman), D.H. Clarke (Secretary), B. Blow, P. Andrews, J. Davis, C.E.H. Defriez, M. Dorman, J.A. Grimmer, J. Harroway and T. Schmidt.

The Chairman welcomed the three new members present and noted that there had been many applications for membership. He raised the question of the need for recommendations or references when considering applications. The secretary stressed too the desirability that new members should eventually contribute to the real work of the Circle - the Studies.

As the second Saturday in April fell on a Bank Holiday it was agreed that the April meeting should be held on the third Saturday, the 16th.

The secretary reported that the Forces Postal History Society had suggested a Joint Meeting with the Egypt Study Circle on the 10th June 1978 or the 8th July 1978, this was held over until the next meeting.

The secretary reported that E.L.G. MacArthur had received a letter from Peter Smith regarding additions relevant to the Postal Stationery Study.

Peter Andrews then led the study of Postal Stationery with his collection. It is hoped that a report will follow for publication in due course.

Attention was drawn to the great difficulty in finding postally used return halves of the Reply-Paid Cards.

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In the report of the 166th meeting of the Circle published on page 7 of the Quarterly Circular Volume IX (Nos. 1/3) it is regretted that the wrong paragraph was included referring to Mr. E. Kehr resigning from all philatelic societies. The minute should have read:-

'The Chairman referred to the valuable contribution Ernie Kehr had made to Egypt philately and the Egypt Study Circle over many years, and proposed that he be elected a Life Member of the Circle. The proposal was unanimously agreed.'

We apologise to Ernie for any inconvenience the error may have caused him.

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MEMBERSHIP

We welcome the following new members, since the publication of our last number:-

ESC

<u>No.</u>	212	F.J. Rowland Hill	212, Cranford Avenue, Whitefield, MANCHESTER.
	213	D.J. Davis	New Hall, Painswick, STROUD, Glos.
	214	J.E.E. Harraway	7 Little Park Drive, HANWORTH, Middlesex.
	215	B. Blow	22 East Avenue, Whetstone, LEICESTER.
	216	M. H. Ryan	15 Goobar Street, Narrabri West, N.S.W. 2391, Australia.
	217	G. Lewis	3287 Sugarberry Lane, Walnut Creek, CA 94598, U.S.A.

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The following changes of address have been received:-

157	J. A. Ford	C/o Mr. and Mrs. W. Malaczniak 2247 No. 76 Court, Elmwood Park, Illinois 60635, U.S.A.
171	Major C. Cole	5 Carlton Street, CHELTENHAM, Glos.

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In the membership list published with the last Quarterly Circular please note that Keith Pogson's address should read 35, Springhead Road, not Springfield. Sorry Keith.

SUBSCRIPTIONS

The Secretary/Treasurer wishes to remind members that subscriptions are now due for 1977, and would be pleased to receive their £4 without further prompting! He would be pleased if members who still owe for 1976 would make out their cheques and let him have them.

He also requests that members whose subscriptions are due at interim months after January make a pro rata adjustment at £1 per quarter (or part thereof) to bring all subscriptions in line and due January of each year. If receipts are required please enclose a self-addressed envelope, and stamped if in the United Kingdom.

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QC - Volume IX March 1977.

REVIVING WAGHORN STUDIES

by

F. Rowland Hill (ESC No. 212)

I have been asked to try to do something about Waghorn, indeed I have become a member of the Circle for that purpose, and the Waghorn Section of the Philatelic Record has been entrusted to my care. There seems to have been little published since Sidebottom's book except Miss Sankey's biographical study, and though Sidebottom's work looks a bit like a final definitive one, there has been a lot come to light since then, and it seems to have been scattered in articles in many different places.

My own main source of information is the Letter Book of Waghorn's Alexandria Office for the period January 1840 - February 1841. This contains the drafts of letters written from Alexandria to his London Office. I had it published by Postal History International in the issues June-September 1974, and I have placed a copy of this in the Egypt Study Circle Record. Relevant extracts follow this article.

The following topics seem to me to be worth further consideration:-

- i) The cachets themselves - the actual physical stamps - seem to have been designed in different forms for use in different places: e.g. Type 10 in Bombay, 3 in Calcutta, etc. with an 'address' Suez or Alexandria, to which the letters would be delivered in Egypt for Waghorn to forward by the quickest available method - and in the early days this could have been very nearly anything, especially going Eastwards. It does not quite work out that way as, in particular, there are two covers with Tupe 3 allegedly despatched from Bombay, and I should like to know just what the evidence is for these. There MUST be a reason for there being so many different types.
- ii) Hill and Raven, the hated rivals, became 'partners' in 1841. In view of Waghorn's character it seems unlikely that the joint firm would have become J.R. Hill & Co. unless Waghorn just HAD to go in with them - a take-over rather than an equal partnership. Hill died in 1842, and Waghorn went to Egypt in consequence, probably his last visit there.
- iii) About 1963 there was an idea of publishing a supplement to Sidebottom's list of known Waghorn covers (Quarterly Circular Volume VI Nos. 2/3 August 1963 page 31). Several collectors sent information and Auction notices were collected, but so far the list has not been published. I plodded through the information and the result is appended to this article. I have listed the arrival dates rather than the transit times as in Sidebottom, as I find adding 'x'



days to some date tiresome and I am never sure whether I have counted in the end ones or not. The dates are almost the only way of knowing whether the cover is a recorded one or not, and I think this is easier. I would like to hear of any more, and also of further details of any in the list - many have little detail as they are from Auction lists. The details are, of course, by no means always there.

- iv) I am rather interested in the 'LOTUS'. Sidebottom gives it to the P. and O., but in 1840 Waghorn was anxiously awaiting its arrival in Egypt as his knock-out blow to Hill's JACK O' LANTERN. Alas, though it was expected in October it still had not arrived the following February. Not paid for?
- v) In the original Auction catalogue in the Record, my Alexandria Letter Book was in the same lot as a second such containing letters to his clients, and a Cairo Letter Book. These must be somewhere and must contain a lot of information. If anybody knows where they are and what is in them can they please let us know? I can well imagine what has happened, as I did nothing with mine for ten years, until I retired and found the time to decipher the handwriting.
- vi) The Persian Gulf was never such a dead duck as Sidebottom implies. In 1840 letters by that route were expected in Alexandria in July; some for despatch to England under Waghorn's care. This seems to be a completely unknown matter, and contains the implication of a cachet with an Alexandria 'address' westbound, like Type 1. It was probably confined to the period of the South West Monsoon.
- vii) Does one ever believe Waghorn without some confirmation from other sources? In Sidebottom's draft for his book there is a little reference to a claim to have brought letters from Suez to London in 1837 in TEN days. This is clearly nonsense as the fast Naval vessel from Alexandria to Marseilles took 9 days. He persistently claimed thirty-five days or thereabouts as an average time from London to Bombay in 1840, but there is no evidence that it was EVER done, let alone as an average. Rather as if Pineas Fogg were to have claimed the average time for going round the world was 80 days.

There are many other points of obscurity - as usual the more one finds out the more obscure things seem to become. Anyway I should like to hear from anybody who would like to discuss these points and to supply further information. Please write to me: F.R. Hill, 12 Cranford Avenue, Whitefield, Manchester M25 7SJ.

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SUPPLEMENTARY LIST OF KNOWN WAGHORN COVERS

Abbreviations: A Alexandria      B Bombay      L London  
                   M Marseilles      P Paris      A/C Angl/Calais

All sub-types of Type 4 are included in the same group, as too many of them cannot be separated on the evidence available.

<u>WESTBOUND</u>					
	<u>From</u>	<u>To</u>	<u>Despatched</u>	<u>Received</u>	<u>Notes</u>
<u>Type 3</u>					
1	Calcutta	London	11 Jan 38	-	
2	"	Bordeaux	-	-	A 27 Mar 38
3	"	London	? May 38	9 Jul 38	
4	"	"	10 Jul 38	17 Oct 38	
5	"	"	23 Aug 38	29 Oct 38	
6	India	?	? Sep 38	-	
7	Calcutta	London	12 Nov 38	-	A 25 Dec '38
8	"	"	17 Dec 38	-	
9	"	"	18 Dec 38	13 Feb 39	P 11 Feb 39
10	"	"	4 Jan 39	9 Mar 39	A 17 Feb 39 P ? Mar 39
11	"	Bordeaux	8 Feb 39	16 Apr 39	
12	"	"	10 Feb 39	16 Apr 39	
13	"	London	10 Feb 39	18 Apr 39	Could be JKS No8
14	"	"	-	18 Apr 39	Probably NOT No10
15	Hoogly River	Bordeaux	17 Feb 39	16 May 39	
16	Calcutta	"	15 Dec 39	10 Feb 40	A 21 Jan 40
17	"	"	7 Jan 40	10 Mar 40	
18	"	London	3 Mar 40	-	
19	"	"	16 Oct 40	9 Dec 40	
20	"	Bordeaux	9 Jan 41	9 Mar 41	
<u>Type 3a</u>					
1	-	Glasgow	-	17 Nov 39	L 16 Nov 39
2	Calcutta	Bordeaux	25 Aug 39	13 Nov 39	
3	"	"	21 Sep 39	13 Nov 39	
<u>Type 5</u>					
1	Bangalore	Edinburgh	14 Jun 38	31 Oct 38	A 7 Oct 38
2	Madras	London	30 Aug 38	-	P 29 Oct 38
<u>Type 9</u>					
1	Madras	Leghorn	21 Dec 39	15 Feb 40	A 21 Jan 40



	<u>From</u>	<u>To</u>	<u>Despatched</u>	<u>Received</u>	<u>Notes</u> <sup>38</sup>
<u>Type 10</u>					
1	Bombay	London	30 Sep 36	6 Feb 37	
2	"	A lloa ?	2 Dec 36	28 Feb 37	
3	"	London	-	6 Mar 37	
4	"	"	-	22 Mar 38	A 27 Feb 38 ?
5	Agra	Poulton	27 Feb 38	-	Agra Waghorn cachet
6	"	Ireland	13 Nov 38	22 Jan 39	-do- L 20 Jan 39
7	Freanch Rocks Madras	Sterling	24 Oct 38	28 Dec 38	L 27 Dec. via B
8	Calcutta	London	4 Dec 38	27 Mar 39	'wrong' cachet per 'Colombo'
9	Scinde	"	29 Jan 39	18 Apr 39	F'd by Wooler & Co., B
10	Camp Nr ?	"	17 Dec 39	13 Mar 40	via B
11	Bombay	Paris	1 Dec 40	-	A 24 Dec 40; per 'Cleopatra' via Suez
12	Calcutta	London	13 Feb 41	9 Apr 41	'wrong' cachet
13	Bombay	Bordeaux	1 Jan 42	7 Feb 42	Latest recorded

Adding these to Sidebottom's list we have the following totals:

Type 3 - 44      Type 3a - 5      Type 5 - 5      Type 9 - 4  
Type 10 - 21.

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EASTBOUND

Type 4 (Sub-types not separated)

1	London	Bombay	1 Mar 36	7 May 36	
2	"	Calcutta	27 Mar 36	6 Jun 36	
3	"	"	26 Mar 36	19 Jul 36	
4	"	"	27 Mar 36	? Jul 36	NOT the same as the last
5	"	"	1 Apr 37	-	
6	"	"	15 Jul 37	7 Dec 37	
7	"	"	28 Oct 37	14 Jan 38	
8	-	Musserabad	7 Jul 38	10 Sep 38	via B
9	London	"	29 Sep 38	9 Dec 38	
10	"	Calcutta	31 Oct 38	10 Jan 39	
11	"	Singapore	25 Jan 39	31 May 39	
12	"	Bombay	22 Feb 39	-	

Type 6

1	Paris	Bombay	6 Dec 37	10 Feb 38	re-direct to Canton
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	<u>From</u>	<u>To</u>	<u>Despatched</u>	<u>Received</u>	<u>Notes</u>
<u>Type 7</u>					
1	London	Singapore	25 Apr 39	-	
2	"	"	25 Apr 39	-	3 strikes (not 1 ?)
3	Boston	Calcutta	10 May 39	10 Aug 39	B 26 Jul 39 USA?
4	Philadelphia	"	5 Jul 39	-	L 24 Jul A/C 26 Jul 39
5	London	"	4 Sep 39	19 Oct 39	B 10 Oct 37 days
6	"	"	3 Dec 39	-	
7	"	Madras	15 Jan 40	21 Mar 40	B 8 Mar 40
8	"	Bombay	1 Feb 40	-	
9	"	Madras	4 Aug 40	-	
10	Welford	-	29 Apr 41	-	USA ?

Type 8

1	Philadelphia	Calcutta	21 Jun 38	10 Nov 38	Liverpool 19 Jul 38 L 20 Jul A/C 22 Jul B 27 Oct 38
2	"	"	2 Aug 38	4 Nov 38	L Aug 21 38
3	Welford	Singapore	30 Jan 40	-	Liverpool ? Feb 40 L 4 Feb 40 re- directed to Java then to Macao.

Adding these to those in Sidebottom's list we have the totals:-

Type 4 - 76    Type 6 - 3    Type 7 - 18    Type 8 - 8

A cachet unrecorded by Sidebottom and stated to be one of two known examples was offered at Auction by Stangib 11th November 1972. Dated from Colombo 12 Dec 39 the cachet is

CEYLON / CARE OF MR. WAGHORN, CAIRO.

Including these two Ceylon covers this gives a total of 188 recorded.

## EXTRACTS FROM LETTER BOOK OF WAGHORN &amp; Co. ALEXANDRIA 1840

RELATING TO THE P. & O.

With the exception of the short references on 26 May and 6 August, at which time Waghorn was in London, these are all written by Waghorn himself or on his behalf.

6 Jan 1840

P.S. I have received charge of the Peninsular Steam Coys Interests in this country from 1st inst., by order of Hunter and Ross of Malta subject to the sanction of Wilcox and Anderson of St. Mary Axe and I have no doubt that their interests will be monthly on the increase. I shall address you a letter of hints for Wilcox & Anderson by English Str from here about 23rd inst.

26 May 1840

This informs you that we forward to your address by this oppty thro medium of the Peninsular St Cmpy a square deal case...

6 Aug 1840

It gives us sincere pleasure to hear that the Iron Steamer is coming out.. We expect the Oriental will bring numbers of passengers.

22 Sept 1840

(A political crisis had come to a head and there was a blockade of sorts of Alexandria by the British Fleet. The Pasha, Mehemit Ali, seems to have tried to keep relations with the English on a reasonably friendly basis, despite considerable provocation. He eventually came to terms in November. The letter is full of moans about the conduct of English officialdom).

.... Mr. Wheatley (Waghorn's partner in London) is to go to the Peninsular Steam Company and tell them the sooner they discharge Briggs & Co the better for their interest. The Pasha will protect their ship and property at my hands, they will learn from the Captain of the Ship (Oriental) how Col. Hodges and Briggs has treated their interest on this first occasion. Mr. Wheatley is to tell them that Waghorn asked the Pasha for his Steam Boat on the Nile and that both Briggs and Col. Hodges stopt him from getting it. Say Briggs have their own interest to attend to with Mehemit Ali which counterbalance their duty to the Oriental Steam Company. The parcels have not gone forward because Briggs would not get them out of the ship.... Although the Steamer has been here 36 hours we have nothing yet in our hands that was shipped in her at Southampton..... tell the Oriental Company to advise their agents to tell passengers to place themselves under Waghorn & Co's Agency on arrival at Alexandria. Capt. Grindlay sends all his people to Hill's the consequence is confusion profounded in fact a mixture of usefulness and uselessness which (abrogates?) (militates?)\* against the Company's interest and our own. I will forward a hundred passengers to Suez as quick as the mail when I get a small steamer on the Nile. I have not a line myself from the Oriental Company and Messrs. Briggs give me no information as their object is to keep me in the dark.

I advise the Company to put the whole of their interest in Egypt under  
and

\*Illegible: that it could be either of these shows what Waghorn's handwriting was like when he was excited (as he usually was).



my management wholly and solely and then all will be well for their interests, for my whole aim is a perfect steam intercourse in which all the best interests are blended and no mistake.

20 Aug 1840

...I expected to have received a letter from Mr. Wheatley dated 4th inst from London about I told him to ask Mr. Anderson for as up to this moment I possess no credentials from the Peninsular nor Oriental Companies except our conversations.

27 Sept 1840

Enclosed is my note to the Peninsular Steam Coy read, copy & seal it with a private seal.

.....

We have not yet heard where the Lotus is therefore are fearful she will not be in time for the October Passengers pr Gt Liverpool.

28 Oct 1840

...and a receipt for Mr. Gordon's things per Great Liverpool signed Kemp 2nd mate.

28 Oct 1840

The Peninsular and Oriental Compy.

Gentlemen The want of the Lotus Passage open etc.etc.etc. Thos Waghorn.

4 Nov 1840

The Mail per Great Liverpool by Falmouth and Marseilles for Alex and India was taken out at Malta.....

I sent you Gordon's effects per 'Great Liverpool' they would not give me a bill of lading (I hardly know why) so I took the second mate's receipt which I sent you in my last.

14 Nov 1840

Here is an enclosure respecting annoyances of Hill & Raven to travellers.... Send copies of same to Captain Barber & P.S.Cy....

21 Dec 1840

In future I believe the vessels are to leave Southampton instead of Liverpool & Falmouth.

27 Dec 1840

.....perhaps it is better to mislead the Oriental & Peninsular Compy about the increase of our Parcels for that Company is very nervous because we put a great many in one box; therefore to deceive them you may address the Boxes where you please and only if you deem fit as above.

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COMMENTS AND QUESTIONS

The first most obvious question is: Did Waghorn ever have any agency for the Company? Clearly he had some talks with Anderson in London but never got anything in writing: he seems to have been good at seeing things the way he wanted to. Next, there seems to have been a marked change in September. Before that, except for 26 May, there is no specific reference to Company ships - the mails came through Marseilles via French Steamer or Royal Navy Ship. Presumably some of the Company's ships were going to Alexandria before this; were 'Oriental' and 'Great Liverpool' new ships for carrying the mails? (Yes).



The rough draft notes of 28 October are the only trace of direct communication between Waghorn and the Company. One would like to think he was making excuses for poor conveyance of passengers, but at that time in the middle of the political brouhaha his passengers, thanks to the Pasha, were the only ones who got through at all. (At least so Waghorn says). As for the Lotus, it had not arrived by the end of 1840 and Sidebottom in 'The Overland Mail' says it belonged to the P & O in 1843. At the end of the Letter Book there are copies of three tenders for such a boat, one with no addressee, one whose superscription is lost (this last page is badly battered), the third is to the Directors of the Peninsular Company.

There seems to be some confusion about the port of departure from England. In September the Oriental is stated to be out of Southampton; in December Southampton is to replace Falmouth or Liverpool 'in future'. The dates of departure are not stated; Robinson in 'Carrying British Mails Overseas' states that part of the Company's contract was to make Alexandria in 15 days; 'Oriental' arrived at Alexandria on 20th September and 18th November. The connection at Suez was supposed to be the 23rd or 24th of the month, but the East India Company's ships seem to have been pretty chaotic to put it mildly.

Hill and Raven were a rival firm about whom Waghorn can say nothing but abuse. However, in 1841, he went into partnership with them. Captain Grindlay, a London 'forwarding agent', was even further in Waghorn's doghouse.

The obscure bit of rather childish deception in the letter of 27 December seems somewhat pointless, but he seems to have been given to this sort of smart alick behaviour.

Even the name of the Company seems to vary in Waghorn's hands. I understand 'Oriental' was added to the name in December 1840 when the contract for carrying mails east of Suez was agreed; was there ever, as seems to be implied, a separate 'Oriental' Company during 1840?

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THE OVERLAND ROUTE

1840

(i) To Alexandria

- a) Direct: The Peninsular Company's ships left Falmouth on the 1st of the month and made connections with Admiralty packets at Gibraltar. With luck this took about 18 days. In apparently September the Company took over the whole run to Alexandria under contract, according to Robinson 'Carrying British Mails Overseas' in 15 days. They still arrived in Alexandria about the 18th,

possibly indicating a start about the 3rd of the month, so as to compete with the route via Marseilles. in 1841, possibly in January, the port of departure was changed to Southampton. (Letter of 21st December).

b) via Marseilles: French Steamers left Marseilles for Alexandria on the 1st, 11th and 21st taking some 13 days to Alexandria. These were subject to frequent breakdowns and in any case did not make good connections with the official departures from Suez. They returned from Alexandria about the 16th, 26th and 6th and so, for the critical date, clashed with the return of the English Steamers. A Royal Navy Steamer left Marseilles on the 9th taking about 9 days, and returned about the 24th. Presumably this was discontinued when the Peninsular Company took over in September.

(ii) From Alexandria to Suez took about 60 hours.

(iii) Suez to Bombay: East India Company Steamers left Bombay on the 1st taking about 17 days and returned from Suez about the 23rd. These were much less reliable than the other parts of the passage. Other vessels were on this run, some of them sailing ships; indeed, we find reference to the unnecessary further use of Turkish Janissaries. It was all a bit tricky.

This gives, all being well, say 18 days to Alexandria, 3 days to Suez and 17 days to Bombay, with a bit of time for transference at the ports, about 40 days, with on the whole a better chance coming into England than the other way.

The passage across France took 4 days 6 hours by the French Mails which, incidentally, were expensive. Coming towards England especially, to rush the news, the 'Times' used their own couriers as, apparently, did Waghorn until August. (Letter of the 6th August 'we note that you do not intend to run an estaffette\*\* thro France for the future'). Presumably these couriers were even more expensive. There was much prestige in beating the Government Mails home.

The Peninsular Company's Steamers were: Oriental 1673 tons 450 HP  
Great Liverpool 1540 tons 464 HP

The East India Company's Steamers were, in theory 'Berenice' 756 tons, and 'Atalanta'. Berenice ran in the even months and seems to have kept her schedule fairly well - although she arrived in Suez on the 15th June and seems to have left Bombay early, and she left Suez on the 1st November: over a week late. Atalanta was at Suez on time in March, but is otherwise not heard of.

(Concluded on page 45)

\*\*French for Courier.



A NEW KIND OF FAKERY?

by

P.A.S. Smith (ESC No. 74)

One of our members was recently offer a cover and he sent me a Xerox copy of the front, for my opinion. I hope that this copy will be reproducible so as to illustrate this note. The cover was addressed to Lenzburg, Switzerland, and was franked by a pair of the 10 piaster (sic!) of the First Issue, imperforate except for one misplaced line of vertical perforations. It bore the circular date-stamp of Alexandria. It is impossible to tell from the Xerox copy if the stamps are genuine, forgeries or proofs.

The date-stamp turned out to be identical in date to the illustration of Type 1-2 in the Egypt Study Circle Study of Cancellations prepared and distributed about three years ago. Careful examination showed that the similarity went even further, reproducing certain flaws and deviations present in the illustration, but not known in actual strikes. It was undoubtedly a direct photo-copy of the illustration! The extraordinary franking was already enough to raise eyebrows, but the nature of the date-stamp was conclusive evidence of fakery.

In 1866, it should be remembered, Egyptian stamps had no validity whatsoever beyond the bounds of the Egyptian Postal System, and were useless for overseas franking except to those offices in Turkey operated by Egypt (in 1866 these were Cos'poli, Smirne and Gedda). A letter originating in Alexandria, as this one purports to, and addressed to Switzerland, could not be franked with Egyptian stamps in any way. Franking could only have been accomplished with the stamps of one of the European Powers that maintained overseas offices in Alexandria -- Britain, France, Italy, Austria, Russia, Greece. For a Swiss destination the Austrian or French service would have been the logical choice. Such a letter would never pass through the Egyptian Post Office.

A postal rate of 10 piasters is completely unreasonable except for a heavy, and heavily insured, letter which this one clearly is not. The ordinary letter rate was 1 piaster, plus 1 piaster more for registration. Nothing about this cover makes sense. How, then, was it made?

My hypothesis is that the faker used the illustration in our study in a Xerox machine, placing the cover in the compartment normally used for the paper supply, so that it would receive the image of the date-stamp in the illustration. With careful placement the same process could be used to imprint the retta that ties the pair of stamps. Rettas, unfortunately, are easy to forge, even by older and more conventional methods, and examples of them have been known for decades. It is impossible for me to judge the nature of the retta on this cover,

but the circumstances strongly suggest that it is no more legitimate than the date-stamp.



*Mr. Dr. Tit. Luginbaur*

*Amblief  
h. G. G. G.  
G. G. G.*

*G. G. G.*

We appear to have a new form of fakery here, an application of the new technology of Xerography. Undoubtedly, more examples of this sort of thing will crop up. Now that we are alerted we can guard ourselves against them. It is good that our illustrations are hand drawn, and thus do not precisely imitate the originals. Furthermore, no Xerox copy can imitate the characteristic bite of a metal handstamp, nor the accompanying ink-squash. Incidentally, I am told that this cover turned up in Korea!

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THE OVERLAND ROUTE - 1840  
continued from page 43.

Other ships were:

'Zenobia', nee 'Kilkenny' which started out in life carrying pigs from Waterford to Bristol, and was in Suez doing the regular January run. She turns up in Tor, south of Suez, in July with her engines broken down. She was in action at Aden during an Arab attack on the 9th July.

'Mahe', Schooner-of-war, 157 tons, bringing the December 1839 Mails from Aden, whither they had been brought from Bombay by 'Algerin' (left Bombay 6th December) managed to take 40 days to Suez, arriving 30th January. There was also 'Palinurus'. Clearly the East India Company's vessels were pretty unreliable. The P. and O. took over the Suez-Bombay run in 1842.

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QC - Volume IX March 1977.



EGYPT USED ABROAD

Senhit or Senekhit - Red Sea Littoral

by

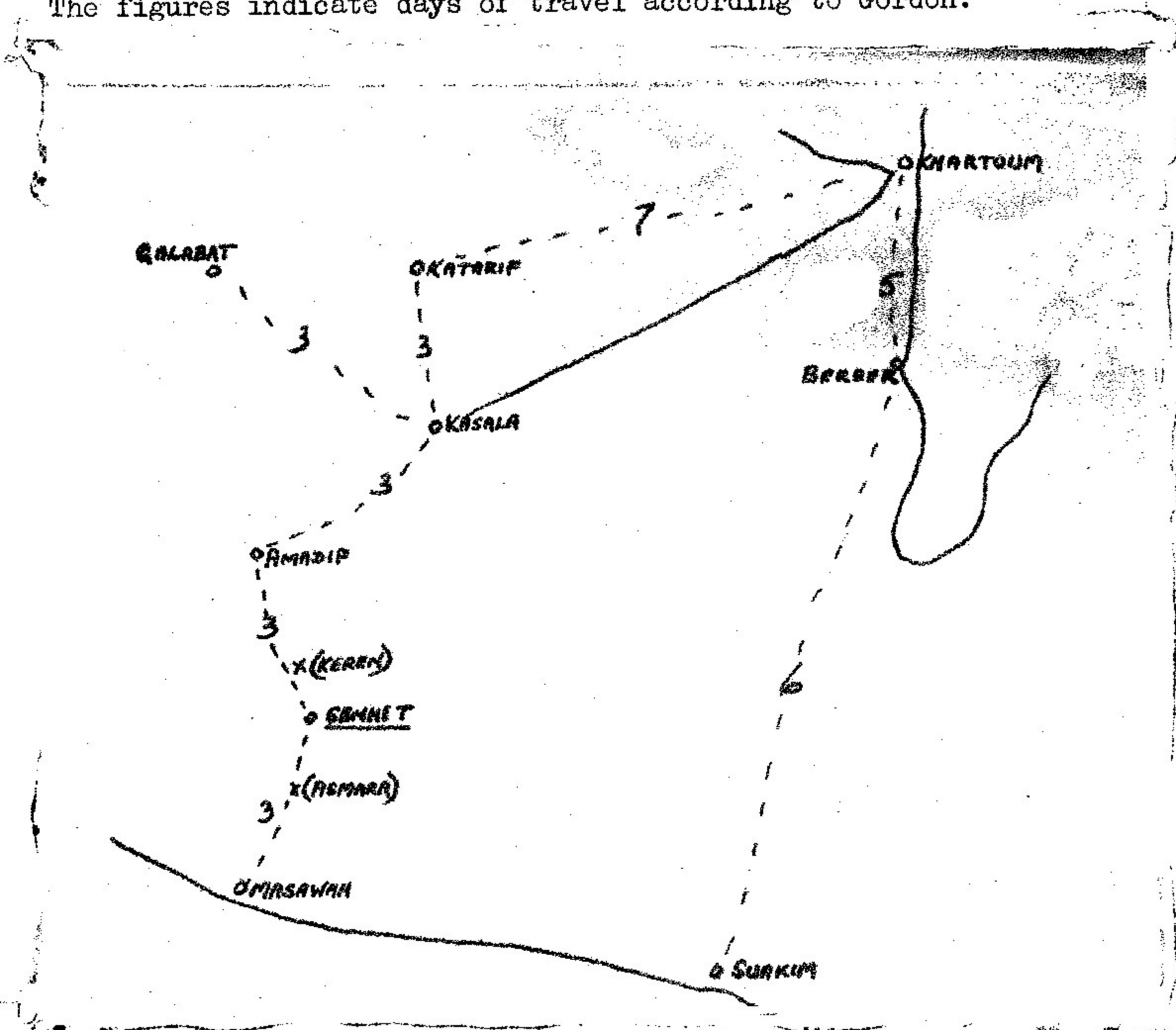
E. Antonini (ESC No. 160)

(Translated from the French and Edited by E.L.G. MacArthur)

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This Office is situated between Massawa on the Red Sea, and Kassala in the Sudan, roughly about a third of the way from Massawa.

In an article published in 'L'Orient Philatelique' October 1954, Ibrahim Chaftar produced a map, drawn by Gordon for Santoni, indicating to him the new offices he required opening. Senhit figured among these new offices, see the relevant map section sketched below. - (with the new addition of Asmara and Keren to pinpoint the location of Senhit). The figures indicate days of travel according to Gordon.



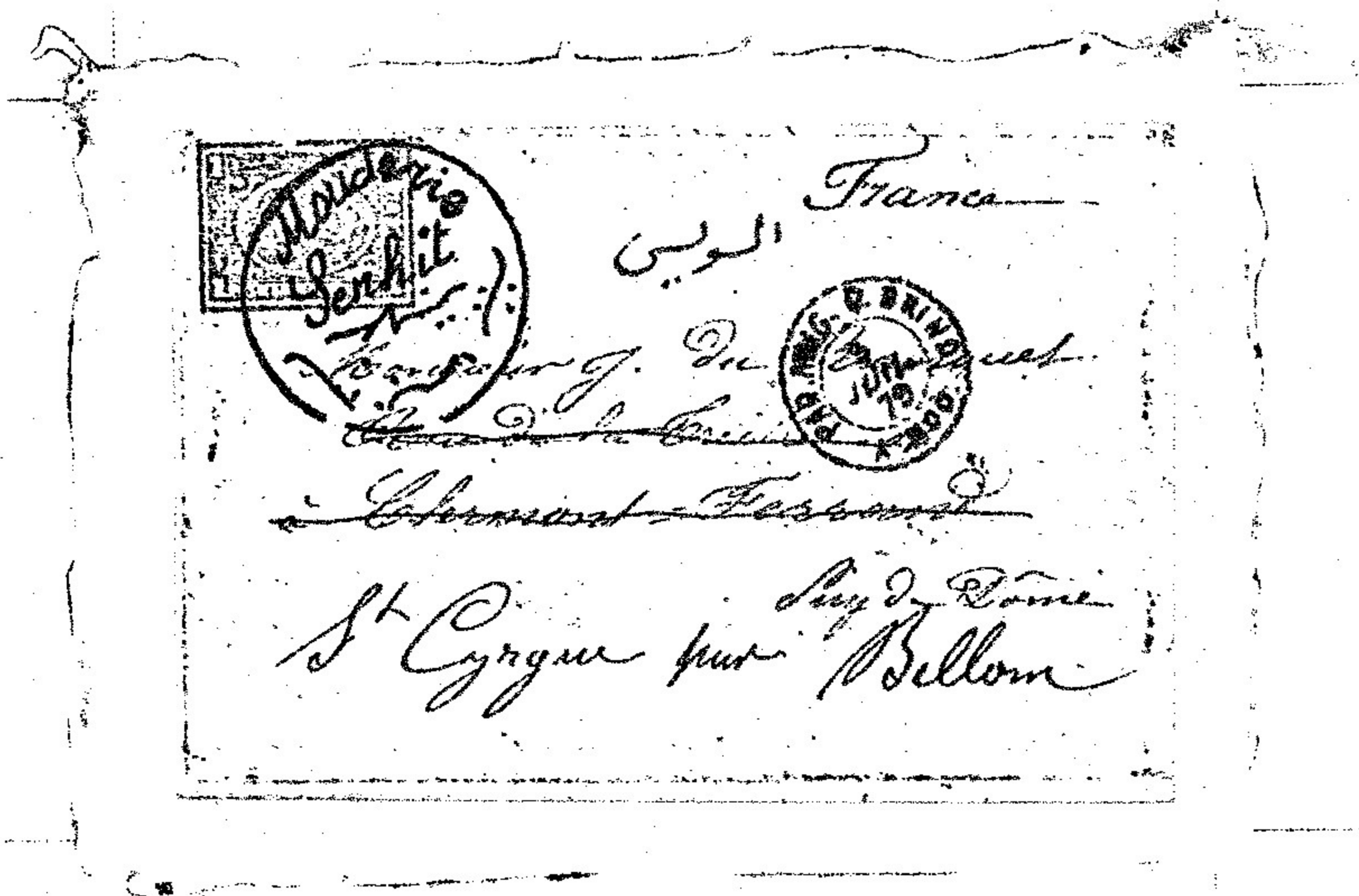
In the same article a resumé is given of Egyptian Post Offices in the Sudan from 1867 to 1896. Senhit appears in this article as follows:-

"Senekhit (Senhit or Sanhit) - opened 1877/78  
closed 19.4.85"

In 'L'Orient Philatelique' of July 1953 Ibrahim Chaftar published an official Circular of the Egyptian Postal administration, dated 14.8.1878.

is gives a list of all the new post offices opened in the Sudan. Listed are eight ordinary offices, and fifteen sub post offices dependant on ordinary offices. Senhit figures in this second list as being dependant on Massawa.

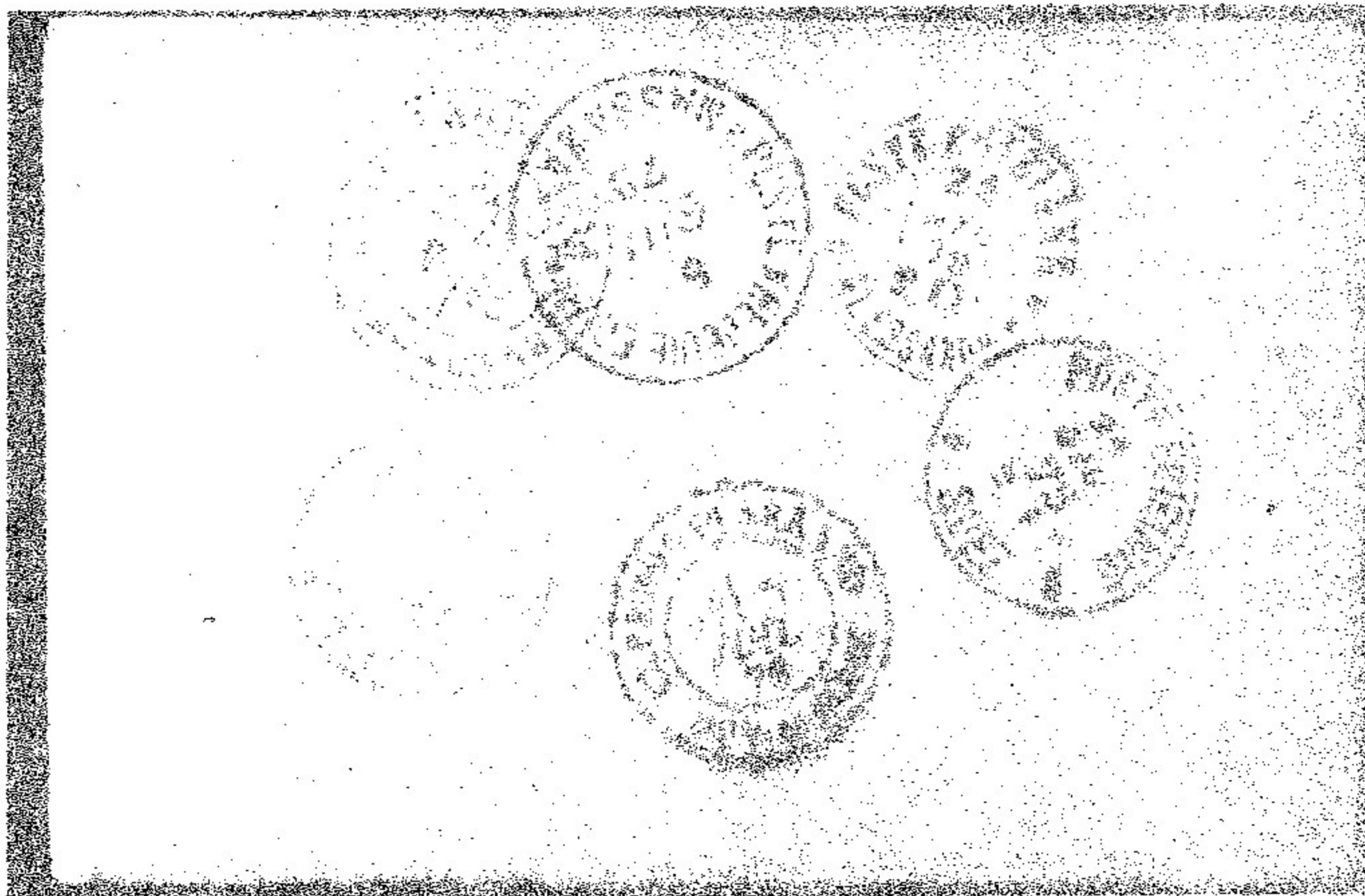
To date no evidence has come to light to show that Senhit was in use. I have, however, become the owner of two covers posted from Senhit. I hope that they reproduce satisfactorily (from photographs or photo-stats) for this article.



#### First Cover

Franked with a 1 piastre (1875 issue) cancelled by a circular hand-stamp 31.5 mms. in diameter with 'Mouderie / Senhit' in the top half, and the literal equivalent in Arabic in the bottom half.

Addressed to Clermont Ferrand in France.



The following transit date-stamps are shown in sequence on the back of the cover: Massawa 8 GIU 79, Suez 24 GIU 79 TI, Alessandria 24 GIU 79 TII (T.III? - Editor).

The cover was forwarded to France by a British Steamer as attested by the arrival date-stamp on the front 'PAQ.ANG. .... 3 JUL 79'.

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Second Cover:

Franked with a 1 piastre rose (1st April 1879 issue), cancelled by an intaglio seal 19 mms. in diameter, unfortunately illegible.

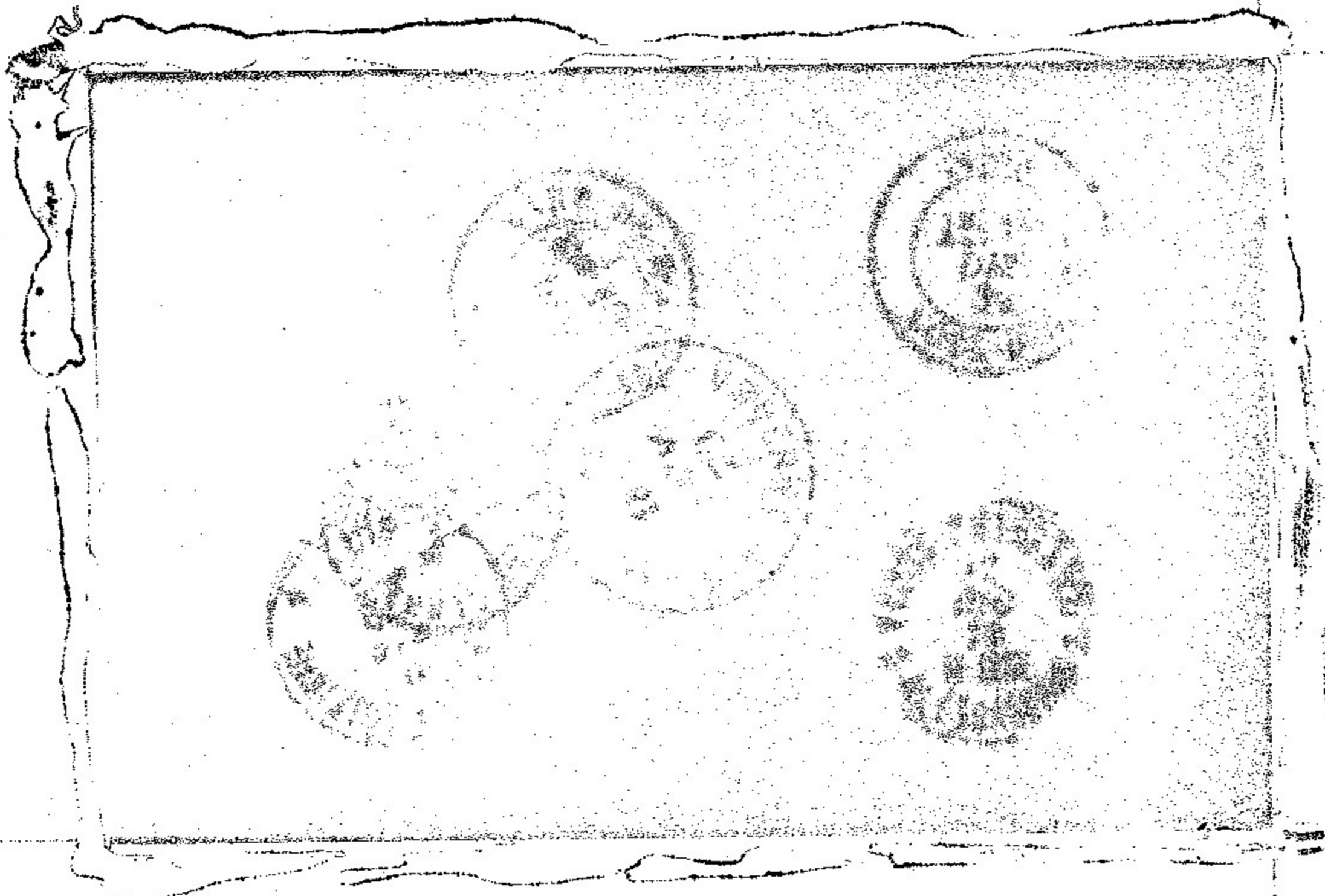
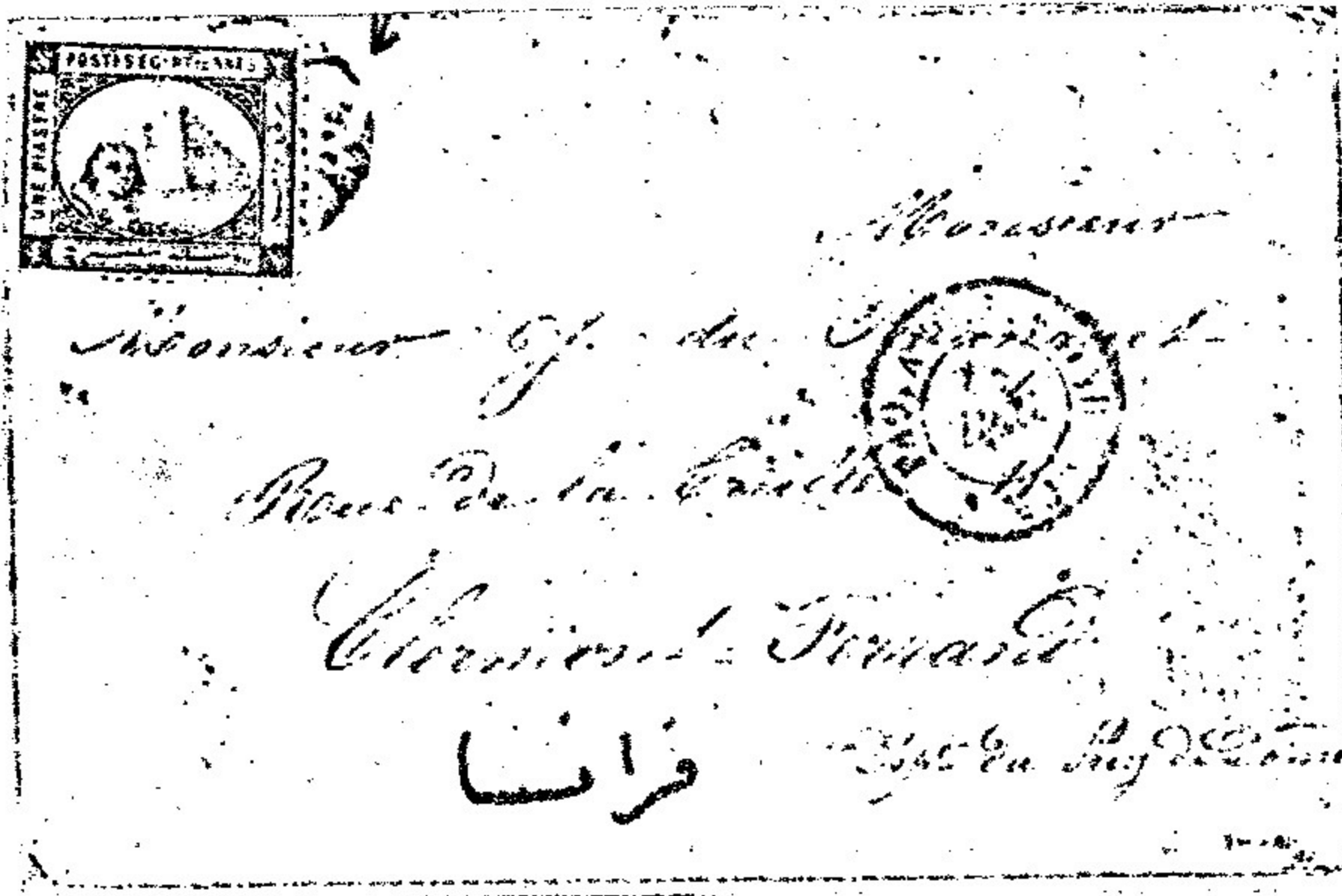
The cover is addressed as the first cover to Clermont Ferrand in France, and in the same hand-writing and followed exactly the same route:

Massawa 18 Nov 79, Suez 11 D c 79 T, Alessandria 12 Dic 79 TIII.

PAQ. ANG. on front and French circular date-stamps on back.

Arrival circular date-stamp on Clermont Ferrand 18 Dec 79.





It seems that by December 1879 the post office at Senhit made, or obtained, an obliterator so as to avoid using that of the Mouderie. Let us hope that one day another letter will come to our attention with the seal marking distinct, and so add even more to our knowledge.



Comments on the Senhit Covers

by

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

We congratulate Emile Antonini on his discovery and acquisition of the two most interesting covers to come to light for a few decades. I thought them important enough to warrant some research and, therefore, obtained the views of Ibrahim Chaftar Bey, Professor Peter Smith, Charles Fox and Major Stagg. I have tried to embody their remarks in the following.

Both covers are genuine in all respects. They were both posted outside Massawa, otherwise the stamps would have been cancelled with the Massawa cds, and not have them on the back of the cover as transit markings. The use of the 1875 1 piastre late in 1879 is not unknown. Mazloum Pasha ('L' Orient Philatelique No. 90, April 1955) reported a 1 piastre 1872 cancelled in 1879 at Kassala.

The cancellor on the first cover is perplexing. It is certainly not an official post office cancellor, but appears to have been accepted at the Massawa post office and forwarded without comment. The word 'Mouderie' (French version) applies to the Provincial Headquarters of the Governor, which was at Massawa. Senhit never did enjoy this distinction, but was a 'Maamourie' - that is, the headquarters of the official in Charge of that area; this official would well know the distinction. The general shape and wording of the cancellor at first suggests that it was hand-drawn, but on examination it proves to have been handstruck. Another question is also posed, why did not Senhit have the necessary official equipment to cancel stamps? Do not forget that this is about a year after the post office list which included Senhit; and much more than that when Gordon intimated to Santoni that he wished Senhit to be included in his lines of communication. It is most likely that there was just enough traffic to justify an official being there, and that the headman of the village was entrusted with the forwarding of mail to Massawa.

The Intaglio seal marking on the second letter is indecipherable. It is not unreasonable to suppose that this letter also emanated from Senhit, but it is not safe to assume this as a fact. It is not improbable that the writer was moving about; what would an educated European be doing for five months in Senhit? Was the writer on his way to Kassala or Gedaref, by way of Senhit? If so the second letter could have emanated from one of these places. The fact that the stamp is cancelled by an intaglio seal of the type used by Egyptian post offices suggests that it was mailed at a place that had a proper office. Kassala regularly used a circular date-stamp, and no intaglio seal for it has yet been recognised, so Kassala is not a probable point, but not impossible. Gedaref, on the other hand, is not known to have had a date stamp but did have an intaglio seal. We have not

seen or heard of any covers from Kassala or Gedaref, perhaps none have survived. However, an overland route to Massawa, following known trade routes might have been quicker than the long journey across the desert and down the Nile.

In 1866 the Khedive Ismail obtained possession, by Firman of the Sultan of Turkey, of a strip of territory extending from Suakin along the coast of the Red Sea and the Gulf of Aden to Cape Guardafui. This entire territory was made a Governorate, and a resident Governor was sent to Massawah in November 1867. For some five years Egyptian control was effective only in the vicinity of Suakin and Massawah; petty sultans controlled much of the remaining coast. The French had purchased the port of Obuk as far back as 1862, and the right of the Sultan of Turkey to dispose of Zeila and the territory east of that town was disputed by Great Britain. However, between 1872 and 1877 the town of Berbera was built up and improvements were made in the port. In 1874 the town of Harar was formally annexed by the Khedive. The small towns of Tajura and Bulhar were also formally annexed about this time and, because of the dispute mentioned above, it was necessary for Egypt to purchase the port town of Zeila from the Sultan of Turkey in 1875.

Upon the outbreak of the rebellion of the Mahdi, Egyptian control of the southern part of the area collapsed; the port of Tajura was sold to the French by local chieftains in 1883. Great Britain occupied the towns of Zeila, Bulhar and Berber in 1884 and Harar in early 1885. The final loss to Egypt was Massawah, which was occupied by Italy in February 1885. A Condominium was established with the Egyptian authorities which lasted until 2nd December 1885, when the Egyptian garrison returned to Egypt. The Egyptian post office, however, continued to operate for several weeks after that date. (Extract from the Quarterly Circular Volume IV No. 11 page 141 by C. Fox).

Senhit is situated in the former Italian colony of Eritrea, due west of Massawah. It lies on the edge of the high tableland overlooking the foothills and plains below, where the town of Keren is situated. The two are now joined by a magnificent Italian built road, which was constructed over some of the most difficult and precipitous country I have ever seen. At first I could not find Senhit on any known map. It was only by chance that I had the opportunity to question an official from the Customs Office in Asmara, who was visiting London a few months back, and he pinpointed it for me. I was amazed at this information, for I find that I have photographs of myself both outside Senhit and Keren!

The tableland was (is) inhabited by the Boges, a pastoral/agricultural people, not averse to border raiding, and even intertribal raiding, as a sideline. They played both sides off one against the other, paying tribute to both Egypt and Abyssinia, and claiming protection from one side or the other, when indignant reprisal parties were sent after them. These people never seemed to accept complete sovereignty by any one



party, and this seems to appertain to the present day.

Colonel Charles Gordon (later promoted to General) was induced, in January 1877, to return to the employment of Khedive Tewfik of Egypt. He was appointed Governor General of the Sudan, and part of his efforts were to be devoted to setting up lines of communication; to this end he was sent in January 1878, a very able postal administrator, an Italian gentleman named Licurgo Santoni.

The first we hear of Senhit is in October 1877. Gordon was at Dongola when he heard of a threatened Abyssinian invasion of the Sudan. He went back to Khartoum, and then via Kassala to Senhit; here he met with Walad el Michael (who had previously given trouble on the frontier). This meeting was so unsatisfactory that Gordon went on to Massawa and tried to communicate with King John.

In 1878 Gordon intimated to Santoni places at which he would like to see post offices or sub post offices, and drew a map to this effect including Senhit (see page 46).

In 1879 the Khedive Tewfik induced Gordon to undertake a mission to Abyssinia to prevent, if possible, an impending war with that country. Gordon went, saw King John at Debra Tabor but could not get a satisfactory understanding, and was abruptly dismissed. On his way to Kassala he was made prisoner by King John's men and taken to Garramudhiri, a mountain stronghold. He eventually escaped and made his way to the Red Sea, reaching Massawa on the 8th December 1879.

Dr. Abdallah Mishrick has a letter written by Gordon in captivity addressed to Massawa. In this letter Gordon has drawn a map of his prison, and in the letter indicates to his rescuers the weak points to attack. As we know there was no rescue attempted, and when he discovered this on his return he handed in his resignation.

The writer of the Senhit letters seems to have been on the spot on the two most important occasions. When Gordon was entering Abyssinia to see King John, and again on his escape. Was he one of Gordon's party, posting a letter before the adventure, and one again on his return? Was he one of Gordon's party left behind at a base camp at Senhit? Was he of Gordon's party as far as Senhit, where he posted his first letter and then went back to the Sudan: returned to Senhit in November, having posted his letter in the Sudan, and carried the mail to Massawa? Or was Senhit, by November 1879, supplied with a 'seal'? Who can supply the answer?

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Kent.