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

Volume X Number 9

Whole Series No. 113

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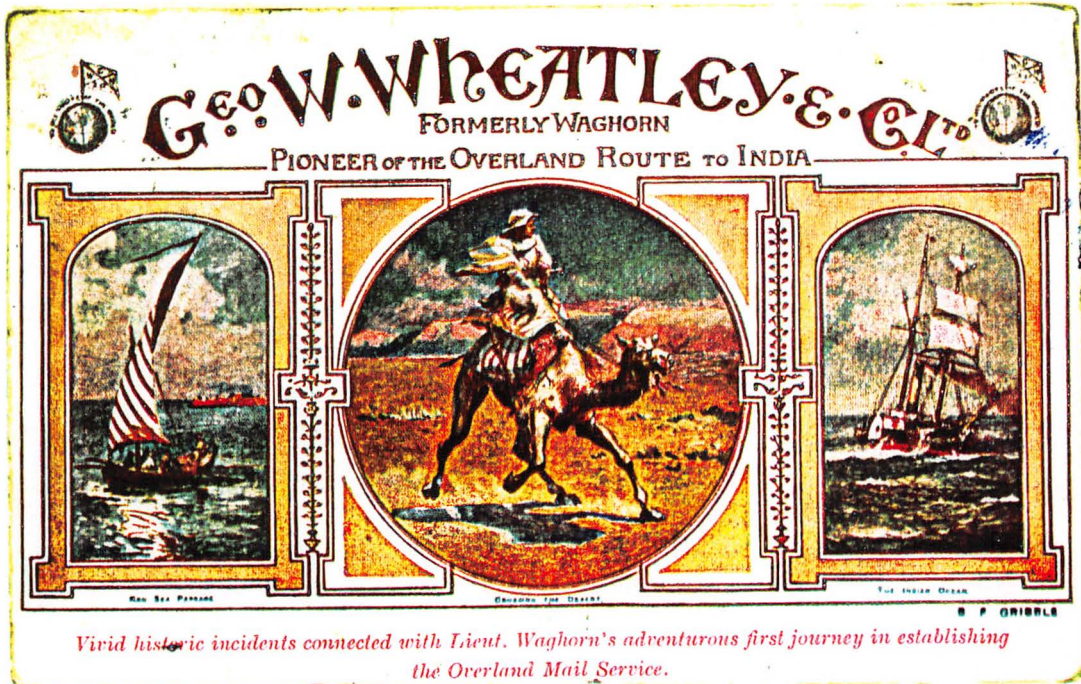
Future Meetings

1980 April 12	General.	All Members should bring items of interest on 20 sheets
	(May 6th to 14th - 'London 1980' International Exhibition at Earls Court)	
May 7	ESC Meeting at the Exhibition,	2.30 - 4.30 p.m.
May 10	ESC Social Evening at "Tournament Hotel"	4 - 8 p.m.
June 14	Provincial Meeting in Birmingham.	All Members should bring 20 sheets.

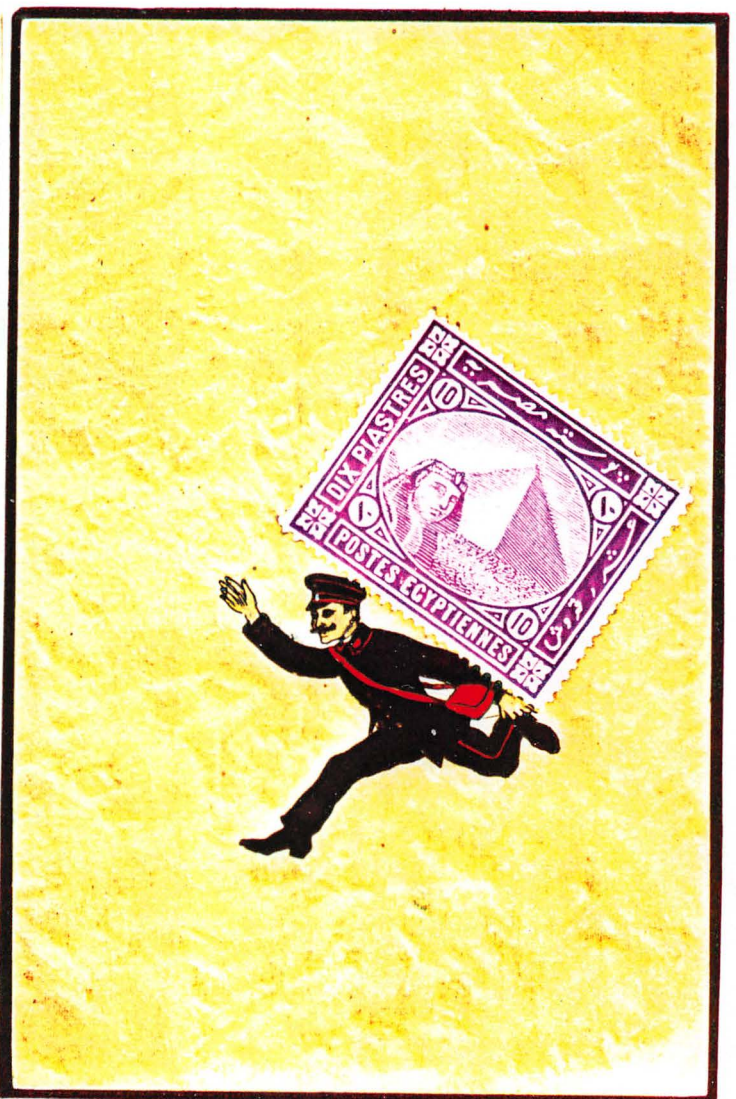
OFFICERS - 1980

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The Subscription to Egypt Study Circle for 1980 is £ 5
and is due for payment on 1st January 1980



From the collection of Mr M.R.Hewlett, Wiltshire



From the collection of Mr J.A.Grimmer, London

1800.

343, 222

Traduction d'une lettre de Mourad Bey écrite au Général de Brigade Donzelot en date de Jergah le

Siouth

Commandant en Chef l'Armée d'Orient

A son Honneur Général

Au Caire

Brigade Donzelot

cet objet au Caire; c'est ce que nous attendions de votre amitié; c'est un nouveau témoignage de celle que vous avez pour nous. Vous demandez dans votre lettre s'il y a quelque apparence que Ibrahim Bey et Hassan Bey soient unis avec les osmanlis. Donc, mon Ami, je vous fais savoir qu'ils n'ont aucune amitié pour eux et qu'ils y restent par force. Quand ils sont arrivés à Jababieh, Kiki-Pob' et Cassif Pacha les intimiderent, ils leur dirent si vous vous en retournés et si vous ne venés pas avec nous.

c. 1800. Manuscript 'Siouth' (Asyut). Translation of letter written from Girga by Mourad Bey, sent by Brig-Gen. Donzelot to the C-in-C at Cairo. (Courtesy of C.A.Parker)

Siout, 6773/4.

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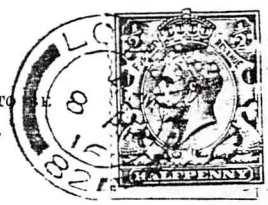
Dear Sir
 We have the pleasure to acknowledge the receipt of your Letter, of the 6th inst. advising Package for despatch to *Amibane* which is receiving our attention, and when the shipment is complete, we shall forward you *your document* and note of Charges.

We remain *Dear Sir*
Your most obedient Servants,

GEO. W. WHEATLEY & Co., Ltd.
J. M. Benjamin

ONLY THE ADDRESS TO BE WRITTEN HERE.

3345



Mrs. Joseph Stanley
Albert St. North
Pelston

London, 1916
 Reverse of the Wheatley card illustrated in the colour frontispiece.
 The 1/2d stamp has a perfin 'W & CO'
 (M.R.Hewlett collection)

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CONTRIBUTIONS CARRIED FORWARD FOR LACK OF SPACE

The Circle Members below have provided the contributions shown, in many cases involving considerable effort, which are estimated to total the equivalent of 70 pages of the Q.C. The Editor's apologies for inability to include them in the present issue and it is, of course, intended to publish them in future issues.

- | | | |
|-----------------------------|---|--|
| F.W.Benians & J.A.Firebrace | - | Civil Censorship, World War I |
| J. Boulad | - | Impossible mixed frankings on faked covers |
| D.H.Clarke | - | Express Postal Service; Circle Accounts 1979 |
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| J.A.Grimmer | - | Plating of 1905 Surcharged Postage Due |
| E. Hall | - | Report of Circle Meeting, February 1980 |
| C.F.Hass | - | Plating of 1922 OHEMS and 1924 Officials |
| M.R.Hewlett | - | 1894 Cover with multiple markings |
| E.A.Kehr | - | History of philately in Egypt |
| C.A.Parker | - | 1800 Siouth letter translation |
| F.Rowland Hill | - | Waghorn, the Nile Steamer 'Lotus' |
| Prof. P.A.S.Smith | - | Forgery of 1922 Crown Overprint, double |
| " and Maj. MacArthur | - | Dr Byam letter 1957 reviewing the Hinde sale |

M E S S A G E f r o m t h e C H A I R M A N . . .

It seems that once every 10 years, London becomes the focal point for philatelists all over the World, and it is to be hoped that London 1980 will prove no exception. Old acquaintanceships will be renewed and new friends made; we intend to facilitate and encourage this spirit.

I trust therefore that all members who are in London between May 6th and 14th will support the E.S.C. social function on Saturday 10th May; please complete and return the enclosed form to me.

As you know we have also booked a room at the Exhibition on Wednesday 7th May, 2.30 to 4.30, which I hope will provide a focal point for members on that day. H.M. The Queen visits the Exhibition later the same afternoon.

Reverting to May 10th, it is hoped to mount an informal display in 12 Frames to stimulate discussion. We are therefore looking for contributions of 9 sheets from members, please let me know if you can help in this way when returning your reservation slip.

John Sears (ESC 188) Chairman

E D I T O R I A L . . .

This is the largest issue of the Quarterly Circular ever to have been produced. It was thought right to produce a bumper issue to mark the 'London 1980' Exhibition but the emphasis is not just on volume: a strong effort has been made to cover as wide a range as possible of the subjects which attract collectors and students of Egypt philately and postal history.

The contents have, as far as possible, been set out in date order and they cover from 1800 to 1979. Included are a number of important works of lasting value and we are particularly glad to have contributions by members as distinguished as M. Jean Boulad and Ibrahim Chaftar Bey.

In addition to the pleas in a previous issue for contributions, about 25 of our longer-standing contributors were written to with requests for content, and the response has been overwhelming. One of the least pleasant editorial tasks has been to decide which contributions cannot be found space, even in this double-size issue. This decision was made partly by the calendar, as material received early on was prepared for printing, and time and space quickly became consumed. It is hoped and intended to include the unused material of this issue in future issues of the Q.C. Our appreciation to all contributors, of material used here or not; our apologies to those who have gone to great effort to produce content which has necessarily been deferred. A list of the 'deferred' material appears after the Contents on page 223.

We have discovered colour, as our frontispiece shows. The choice of subject was governed by the need for material where accurate rendering of colour shades is not important, as the Colour Xerox does not unfortunately provide great fidelity in some colours.

We are unlikely to use this particular colour process again, unless it can be cheapened and improved, but we are not necessarily going back to 'black and white'. We are experimenting with offset-litho printing in colours other than black, with the aim of adding to the value of illustrations and diagrams by a second colour.

/ Continued . . .

The cost of such colour is not much more than the cost of an extra page, but the feasibility will depend on the accuracy of registration available from the low-cost printers used for our illustration pages. We mention this because some of our printing does not come out as intended; e.g. some illustration pages have been too dark or too light to show detail clearly, while the text pages are sometimes centred, thus losing the intentionally wide binding margin at the left. However, if cheap colour printing can be done to a fair standard, and if we receive content which would benefit by colour printing, then you will have colour in future issues of the Q.C.

The International Philatelic Exhibition 'London 1980' will open at Earls Court on May 6. We in London hope to see many of the Circle's Overseas and Provincial Members. We hope also that exhibitors from the ranks of the Circle membership will gain awards corresponding with their hopes and that Egypt will be as strongly exhibited as in London's previous International, 'Phylimpia' in 1970.

A C K N O W L E D G E M E N T S

The Editor gratefully acknowledges help from Mr Roberto Luzi, of "Roberto's", Fetter Lane, London, W.C. in the translation of the Italian-language Posta Europea 1860 notice. Also from Mrs Daphne Boreham, Chelmsford, in the typing of the lists accompanying the articles on TPO's and the Walshe correspondence. Also from Mrs Dorothy Wood, Greenford, in arranging printing and other tasks. Also from Circle Members contributing to the production, especially Mr Ken Davis, Rotherham (ESC 148) who kindly has our text pages printed for the cost of material only, and Mr John Sears (ESC 188) - and his family ! - for addressing and despatching as well as help with collating and stapling.

F O R G E R I E S - Major MacArthur's Talk at the December 1979 Meeting

The word 'Forgeries' itself always causes a sense of apprehension in us, this feeling is quite natural but should not diminish our enjoyment of collecting. We have the capability and knowledge to detect nearly everything the forger and counterfeiter produce. It is not that the forgers have to deal with one person, but with the Circle. As the forgers begin to use more modern and sophisticated techniques, so do we find members who are more than their equal technically, with the added advantage to our members of knowledge and time. Above all the Circle has, in my opinion, the most knowledgeable collectors in the world, especially those who have made, or taken part in, particular studies, or are still doing so. We also have accumulated knowledge in our records and reference collections.

Firstly, the Forgers. Salama, circa 1891, is the one we have most to do with in reference to the 1866 1st issue (see LOP's 225 & 226 for Ibrahim Chaftar Bey's instructive article).

Sperati, thank goodness, did not interest himself with Egypt.

Fournier: now here is a name which we have so often heard branded as a forger. He did however produce passable imitations of stamps, notably the 1872 issue, but he openly advertised and sold these as 'space-fillers'. Apart from these I have not seen any other Fournier forgeries.

Spiro produced some quite dangerous forgeries, the most dangerous being the 2nd issue 5-piastre.

After these well-known names there are a host of anonymous fakers. Some of these produced, and are still producing, very hard-to-detect forgeries. With the near impossibility of forging any of the more modern stamps, their attention turned to the surcharges, overprints and perforations. The more sophisticated turned to on-piece and covers, adding another dimension to their efforts by producing forgeries of cancellations and directional markings.

Maj. MacArthur then passed around album pages, enlarged photographs, and other material dealing with the following groups of forgeries: (1) 1st issue; (2) stamps with superscriptions, surcharges and overprints; (3) Counterfeits, 2nd issue 5 pi; (4) "space-fillers" (5) alterations changing the appearance of perms or colour; (6) cancellations (7) pieces and covers (8) 1953 'bars'

REPORT of MEETING of EGYPT STUDY CIRCLE, "The Peacock" Maiden Lane, London W.C.2
185th Meeting held 8 December 1979

In attendance were the Chairman, Mr J. Sears, and Messrs P. Andrews, F.W.Benians, D.H.Clarke, C.E.H.Defriez, G.M.Dorman, G.P.Green, J.A.Grimmer, E.Hall, Maj. E.L.G. MacArthur, A. Smith and P.E.Whetter.

The Chairman reported that the usual room at the "Peacock" had been booked for the second Saturday of alternate months throughout 1980.

The Chairman reported that a room had been booked at the 'London 1980' Exhibition for a meeting on Wednesday 7 May 1980 from 2.30 to 4.30 p.m. A room had also been booked at a hotel for a social event on Saturday 10 May.

It was agreed that a small committee should be set up to organise both events.

Election of Officers. Mr D.H.Clarke wished to give up the post of Secretary/Treasurer and Messrs E.Hall and K. Davis were both nominated. Mr E.Hall was elected on a vote. Mr D.H.Clarke was nominated as Keeper of the Philatelic Record and this was confirmed. There had been no submissions for the Record in recent years and it was agreed that there should be publicity in the Q.C. for this. The posts of President and Chairman were retained by the present incumbents, Prof. P.A. S.Smith and Mr J.Sears.

New Membership List: it was agreed that an updated list should be published, also that Members' interests should be shown, together with a note to indicate whether Members were willing to enter into correspondence on Circle Studies etc.

The Q.C. It was agreed that the March 1980 issue should be a special one for 'London 1980' Exhibition, with more pages, a colour frontispiece and a bigger print quantity. The 'Waghorn' articles by Mr F.Rowland Hill were referred to with appreciation and Maj. MacArthur hoped that these could be extended to deal also with the Persian Gulf Route, also to deal with other Forwarding Agents, e.g. Briggs.

Wording of ESC Expert Certificates. Maj. MacArthur traced the development of the wording which used to refer to "clandestine manufacture". An important meeting was held in 1938 and the majority view then was that this should be changed to refer to "doubtful status". This wording was adopted from then for relevant cases and a letter was written to Messrs Stanley Gibbons, Robson Lowe and Harmers to draw their attention to the change. In discussion, Mr Whetter considered the present wording to be less helpful and Mr Grimmer regretted having been deterred, by the wording, from buying material in the past when it was available. It was agreed that a meeting would be devoted to this subject.

Meetings in 1980. Subjects offered were the Crown Overprints, the Gaza strip and the Australians in Egypt in World War I.

Maj. MacArthur then gave a talk on Forgeries which he considered excellent for studying because they caused collectors to study their material much more closely. It is hoped to reproduce this article in the Q.C.

CONGRATULATIONS to Mr F.W.Benians on his Bronze-Silver award at the International Exhibition "INDIA 1980" for his entry: "British and Empire Forces in Egypt in the first World War".

Mr PETER R. FELTUS (ESC 114) is making progress on his CATALOG OF EGYPTIAN REVENUES and would be pleased to hear from all who are interested. His address is now: 5709 Keith Avenue, Oakland, California 94618, U.S.A.

NEW LIST OF MEMBERS

It is hoped to publish a New List this year. The Secretary, Mr E. Hall, needs your full and correct address - including Post Code which will shortly be linked with 1st Class Post in U.K. The list will show a Member's town and country only, if he so indicates. It will also show those Members who are willing to receive and act upon correspondence from others. Please write to the Secretary (address on Title Page) - and ensure you are not omitted because of an unpaid subscription !

The conveyance of Periodicals to India was a business of great importance, second only to the mails, but all does not seem to have gone too well with them despite the claim made by Waghorn in his 'flyer' of June 1840 :-

"PERIODICALS to Bombay average thirty-seven days from the time of their despatch from London."

There is no evidence that they ever made it in 37 days, let alone averaged it. The fastest known letter took 38 days.

Miss Sankey in 'CARE OF MR. WAGHORN' page 85 quotes George Smith (son of the boss of Smith & Elder, who acted as Waghorn's London agents) reminiscing of his days as a boy working for Waghorn :-

"It seemed a great matter to get the periodicals and late parcels off to India at the last moment, and I can remember seeing a post chaise standing at the door of the shop to take parcels of the Quarterly or Edinburgh Review off to catch a fast ship . . . it was an expensive way of sending a magazine and could only pay in the sense that getting the Review to India before any other agent won for the firm a reputation for energy and enterprise."

The following extracts from the letter-book show how things went wrong :-

"Alexandria 6th Jan'y 1840

". . . the Periodicals despatched by you early in December to leave Marseille by French Steamer of 11th of that month did not reach there in time to do so. I enclose part of Mr Stubbs letters of 6th and 16th respecting them . . . those Periodicals were finally despatched on 21st ulto from Marseille & duly reached me here on 4th inst & even if they had left Marseille on the 11th Decr as you expected they would have missed the Suez Steamer because the French lines on that occasion broke down between Malta & Syra. Messrs Gowers charge us expences on same, franc 175 from Boulogne to Alexandria.

"What day did you despatch the Periodicals in question to Mr Stubbs ? was he to blame or not, for not having them at Marseille by the 11th Decr. Whether he was or not, you had better attribute the delay to the breaking down of the French steamer on that occasion - & even if the French Steamer had not broke down, they leaving Marseille on 11th could not even under most favorable circumstances have got to Alex till 24 Decr, which was the day the steamer left Suez - steamers generally leave 23 or 24th of each month."

(There follows a lengthy description of how to get the Periodicals to Marseilles by the 9th in order to catch an English Steamer on that date).

"Alexandria 25th Jan'y 1840

"I am sorry to tell you that the french Steamer arrd here yesterday did not bring . . . Periodicals altho I see by the incd rough of Mr Stubbs that they got to him but they did not get to Marseilles in time. I suppose they will come to hand by the next Steamer (french)."

"Alexandria 7 feby 1840

"The french Steamer arrd at Alex on the 4th Instant without the Periodicals of January they ought to have come here by the french Steamer, arrvg on 24th Janry but they did not neither do they now . . . in my letter to you dated 25 Janry . . . I send you an incld letter (portion of one of our Mr Stubbs) dated 6th Janry stating that the said Periodicals had come to him, but how he send them I don't know, as Gowers do not know or say a word about them in their letter to me dated Marseille of neither 11th nor 21st January therefore Stubbs never adviced Gower of sending them on . . . I think that through Stubbs neglect these Periodicals are stuck fast somewhere between Bulon & Marseille, all because he did not write to Galignanis & Gowers to see they went onward !!!!!"

"Alexa 27th Feby 40

" . . the French Steamer which came in here on 24th did not bring us the January Periodicals altho we should have recd the Feby ones by that oppty . . . the Periodicals on which so much depends stick fast. All this is very bad & will redound very much against my efforts. Observe our Registers of Letters dribbling* to nothing, so that what with the failure of Periodicals, falling off in Postages we appear to be in a regular break neck way . . "

*As usual, when Waghorn gets excited, he coins delightful neologisms.

The deplorable Mr Stubbs was duly sacked: in the 'flyer' of June 1840 the Boulogne agent was Mr Ince.

To have any hope at all of making Bombay in 37 days, communications had to be in Suez by the 23rd of the month, and the last possible day for leaving England to do this was the 2nd. The Periodicals were published at the end of the month, so they had a better chance than letters, which might be written any time. The E.I. Steamer must leave on time and make the passage in at most 15 days. What happened? December's Periodicals failed to make it, January's never arrived at all, and from letters we learn that February's were still in Egypt on 17th March, and March's arrived on 4th April. April's and May's came by the English Steamer, and came in time, but in May the Steamer from Suez went only to Aden "from whence they are to be conveyed by sailing vessel, supposed to be there."

So in six months there was only one in which there was any chance of arriving in 37 days; whether they did so is unknown.

Waghorn seemed to claim, as usual, not what was done, but what ought to be possible; and things did not improve. From June to September there was chaos with the E.I. Steamers (see my article 'More about Waghorn' in the Sept. 1978 Q.C.). The advent of the P & O in September did at last ensure that the Periodicals would be in Egypt in time, and from October they seem to have been so, though the following letters are somewhat contradictory :-

"Alexa 4 Nov 1840

" . . I wonder you have not more funds in hand those damn'd payments to Gowers for Periodicals I can't bear to hear of as they always get to India a month behind what they should do. Send them Express to Falmouth or do something through the Booksellers pay more don't let them be put in a Channel where they are delayed and we have to pay large amounts for same to Gowers."

"Alexa 5 Nov 40

" . . again & again I warn you not to send Periodicals with Fr. Steamer, they will always be a Month behind . . . send them Express to Falmouth by 'Oriental' or Great Liverpool."

"Alexa 22 Nov 40

"The 'Oriental' arrived here 18th inst, our Periodicals of Novb came to hand. Our Periodicals of Octb went forward last month to India."

But even when they reached Bombay all was not well :-

"Alexa 20 Jan 1841

"J.M.Richardson Esq., 23 Cornhill

"My dear Sir, I have before me yours of 29th full of complaints from all parties who do not get their periodicals when they expect them. The month before last they were delayed in Egypt a month . . . As for India, bulky newspapers, periodicals are incessantly delayed because Bearers cannot be got sufficient for the interior of India, at Madras even on letters . . ."

So those wretched November Periodicals failed after all ! Life was very hard.

F. Rowland Hill.

(Note: the Italian-language Notice was included as part of M. Jean Boulad's article on Posta Europea. It appears on page 133 of the June 1979 issue of the Q.C.)

POSTA EUROPEA. Charges for the carriage of Letters, Covers and Newspapers, 1860

From Alexandria to Cairo and vice-versa 1 piastre for a single letter, 60 para for a double letter, and the excess 15 para per dramme up to 3 Egyptian piastres, on posting only.

From Alexandria to Suez and vice-versa 3 piastres for a single letter, 4 $\frac{1}{2}$ for a double, and the excess 45 para per dramme on posting only.

From Alexandria to Damanur, Kafer Zajat, Tanta, Birket-el-Sab, Benha and vice-versa 1 piastre for a single letter, 60 para for a double letter, and the excess 15 para per dramme, on posting and on receiving.

From Alexandria to Zagasik, Zifta, Mihalla, Samanud and vice-versa, 60 para for a single letter, 100 para for a double letter and the excess 25 para per dramme on posting and on receiving.

From Alexandria to Mansura, Damiata and vice-versa, 2 piastres for a single letter, 3 piastres for a double letter, and the excess 30 para per dramme on posting and on receiving.

From Cairo to Suez and vice-versa, 2 piastres for a single letter, 3 piastres for a double letter, and the excess 30 para per dramme on posting only.

From Cairo to Benha, Birket-el-Sab, Tanta, Kafer Zajat, Damanur and vice-versa, 1 piastre for a single letter, 60 para for a double letter, and the excess 15 para per dramme on posting and on receiving.

From Cairo to Zagasik, Zifta, Mihalla, Samanud and vice-versa, 60 para for a single letter, 100 para for a double letter and the excess 25 para per dramme on posting and on receiving.

From Cairo to Mansura, Damiata and vice-versa, 2 piastres for a single letter, 3 piastres for a double letter and the excess 30 para per dramme on posting and on receiving.

From Suez to Benha, Birket-el-Sab, Tanta, Kafer Zajat, Damanur and vice-versa, 3 piastres for a single letter, 4 $\frac{1}{2}$ for a double letter and the excess 45 para per dramme on posting only.

From Suez to Zagasik, Zifta or Mitgamer, Mihalla, Samanud and vice-versa, 4 piastres for a single letter, 6 piastres for a double letter, and the excess 60 para per dramme on posting only.

From Suez to Mansura, Damiata and vice-versa, 4 piastres for a single letter, 7 piastres for a double letter, and the excess 60 para per dramme on posting only.

From Benha to Birket-el-Sab, Tanta, Kafer Zajat, Damanur and vice-versa, 20 para for a single letter, 30 para for a double letter and the excess 10 para on posting and on receiving.

From Benha to Zagasik and vice-versa, 30 para for a single letter, 50 para for a double letter, and the excess 10 para per dramme on posting and on receiving.

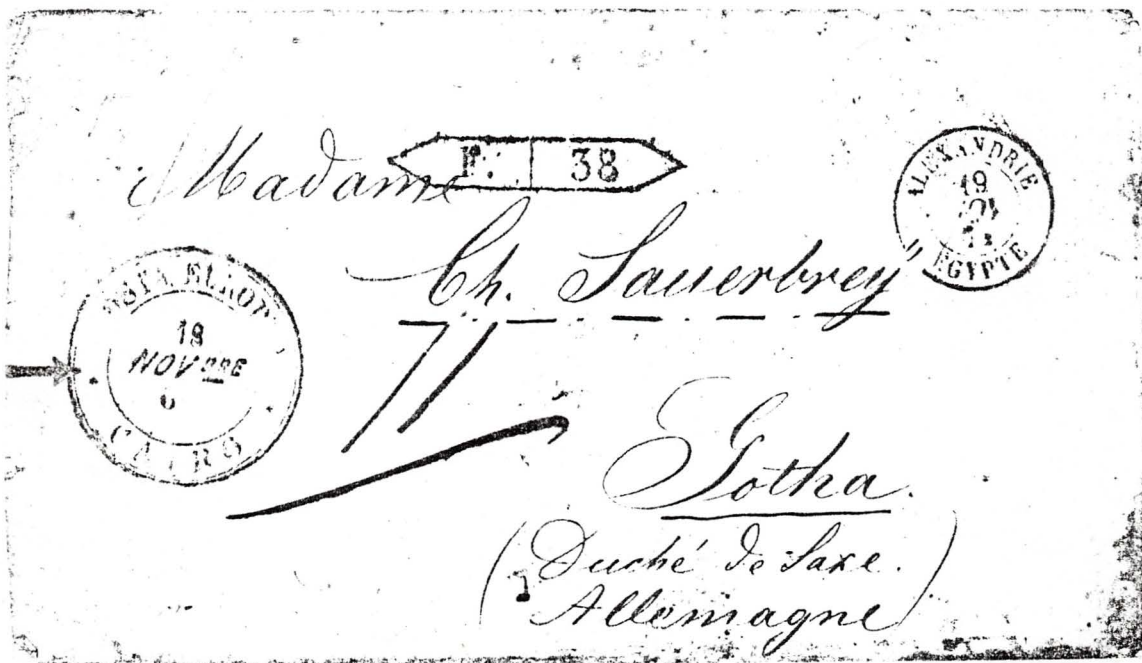
From Benha to Zifta, Mihalla, Samanud and vice-versa, 60 para for a single letter, 100 para for a double, and the excess 25 para per dramme on posting and on receiving.

From Benha to Mansura, Damiata and vice-versa, 2 piastres for a single letter, 3 pi. for a double letter, and the excess 30 para per dramme on posting and on receiving.

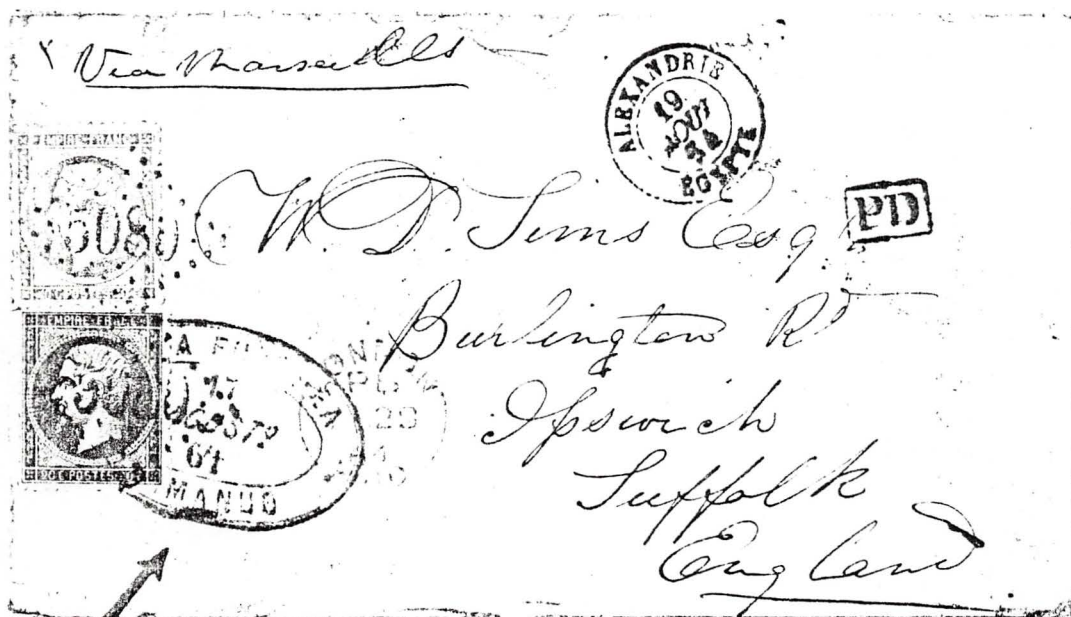
From Birket-el-Sab to Tanta, Kafer Zajat, Damanur and vice-versa, 20 para for a single letter, 30 para for a double letter, and the excess 10 para per dramme on posting and on receiving.

From Birket-el-Sab to Zagasik, Zifta, Mihalla, Samanud and vice-versa, 60 para for a single letter, 100 para for a double letter, and the excess 25 para per dramme on posting and on receiving.

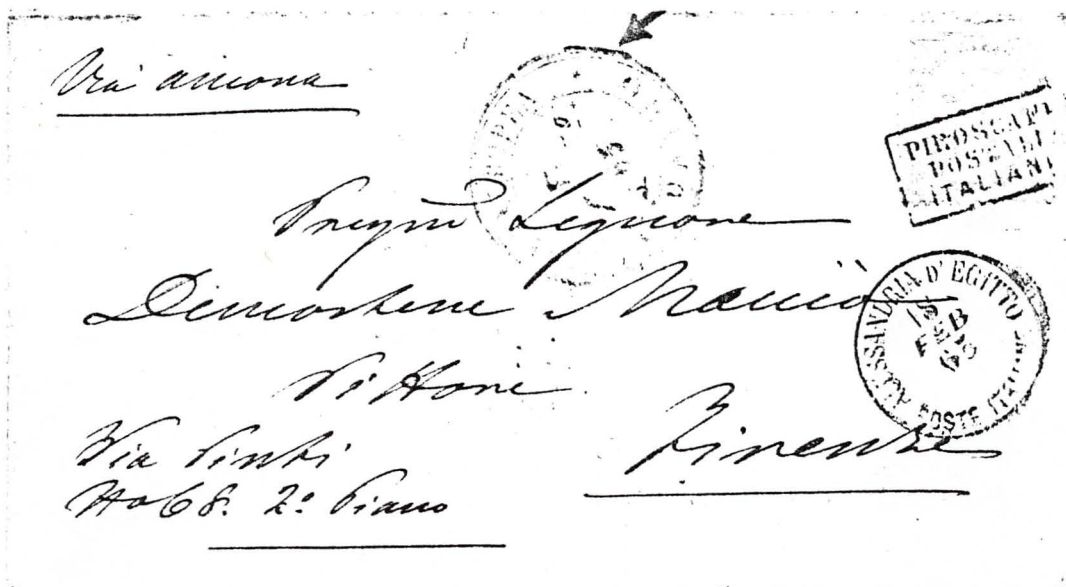
in COMBINATION with OVERSEAS POSTAL SERVICES



from Cairo
18 Nov.
1864
to
Germany
with
French
Postal
Service



From
Samanud
17 Aug 1864
to
England
with
French
Postal
Service



From Cairo
17 Feb 1865
to
Firenze
(Florence),
Italy
with
Italian
Postal
Service

From Birket-el-Sab to Mansura, Damiata and vice-versa, 2 piastres for a single letter 3 piastres for a double, and the excess 30 para per dramme on posting and receiving.

From Tanta to Kafer Zajaj, Damanur and vice-versa, 20 para for a single letter, 30 para for a double, and the excess 10 para per dramme on posting and on receiving.

From Tanta to Zifta, Mihalla, Samanud and vice-versa, 1 piastre for a single letter, 60 para for a double, and the excess 15 para per dramme on posting and on receiving.

From Tanta to Mansura, Damiata, Zagasik and vice-versa, 60 para for a single letter, 100 para for a double and the excess 25 para per dramme on posting and on receiving.

From Kafer Zajaj to Damanur and vice-versa, 20 para for a single letter, 30 para for a double letter, and the excess 10 para per dramme on posting and on receiving.

From Kafer Zajaj to Zifta, Mihalla, Samanud and vice-versa, 1 piastre for a single letter, 60 para for a double letter, and the excess 15 para per dramme on posting and on receiving.

From Kafer Zajaj to Mansura, Damiata, Zagasik and vice-versa, 60 para for a single letter, 100 para for a double letter, and the excess 25 para per dramme on posting and on receiving.

From Damanur to Zifta, Mihalla, Samanud and vice-versa, 1 piastre for a single letter, 60 para for a double letter, and the excess 15 para per dramme on posting and on receiving.

From Damanur to Mansura, Damiata, Zagasik and vice-versa, 60 para for a single letter, 100 para for a double letter, and the excess 25 para per dramme on posting and on receiving.

From Zifta to Mihalla, Samanud and vice-versa, 1 piastre for a single letter, 60 para for a double, and the excess 15 para per dramme on posting and on receiving.

From Zifta to Mansura, Damiata, Zagasik and vice-versa, 60 para for a single letter, 100 para for a double and the excess 25 para per dramme on posting and on receiving.

From Mihalla to Samanud and vice-versa, 20 para for a single letter, 30 para for a double letter, and the excess 10 para per dramme on posting and on receiving.

From Mihalla to Mansura, Damiata and vice-versa, 1 piastre for a single letter, 60 para for a double, and the excess 15 para per dramme on posting and on receiving.

From Mihalla to Zagasik* 60 para for a single letter, 100 para for a double letter, and the excess 25 para per dramme**

From Samanud to Mansura and vice-versa, 30 para for a single letter, 50 para for a double letter, and the excess 10 para per dramme on posting and on receiving.

From Samanud to Damiata and vice-versa, 1 piastre for a single letter, 60 para for a double letter, and the excess 15 para per dramme on posting and on receiving.

From Samanud to Zagasik and vice-versa, 60 para for a single letter, 100 para for a double letter, and the excess 25 para per dramme on posting and on receiving.

From Mansura to Damiata and vice-versa, 1 piastre for a single letter, 60 para for a double letter, and the excess 15 para per dramme on posting and on receiving.

From Mansura to Zagasik and vice-versa, 60 para for a single letter, 100 para for a double letter, and the excess 25 para per dramme on posting and on receiving.

From Damiata to Zagasik and vice-versa, 2 piastres for a single letter, 3 piastres for a double letter, and the excess 30 para per dramme on posting and on receiving.

Editor's Note: *Mihalla to Zagasik - the text does not say "and vice-versa"
**Mihalla to Zagasik - the text does not say "on posting and on receiving". Both these are probably unintentional omissions.

Remarks

Newspapers posted in a wrapper will be charged 5 para each for Cairo and 10 para each for any other destination, on posting only. Newspapers which are not in a wrapper will be classified as letters and will be charged according to weight.

/ Continued . . .

We will not accept samples in bulk. Small samples will be charged 5 piastres on posting only.

Registered Letters will be charged 2 piastres in addition to the normal postage, for any destination.

For bulky covers and packages, so long as it can be shown on posting that they do not contain letters, but only bills, deeds, consular papers, etc., these will have a right to a reduction of 20% on the weight.

N.B. The present Tariff (in use since 1856) has today been reduced by one third on covers exceeding the double letter with the object of helping users who have a great deal of correspondence.

Alexandria, Egypt, 1st January 1860. Signed for the Directorate, G. Muzzi

Editor's Note. In the case of all despatches from Suez, and of some from Cairo and Alexandria, the wording of the Notice is that charges are made 'on posting only' (all'impostazione soltanto). However, in most cases the charges are 'on posting and on receiving' (all'impostazione e alla recezione). This surely cannot mean that postage was charged twice, once at each end, on most mail carried by the Posta Europea. Then why not 'all'impostazione o alla recezione' ?

The Editor therefore consulted the author of the Study Report, M. Jean Boulad, who kindly replied: "Your question concerning payment on posting and on receiving is a good one and I have never paid special attention to this. Of course, the same letter would not have been charged to the sender and to the recipient. In my opinion, based on the various items I have examined, I can say that most of the charges were paid by the sender when handing mail across the counter. From about 1860, prepaid mail was sometimes struck with a cachet 'P.P.' or 'Franca', or had no special mark. In the latter case, mixed frankings have no special mark to refer to the amount paid for transmission within Egypt. The unpaid amount, where the charge was to be collected from the recipient, was marked on the front in blue or red pencil, and this procedure has been recorded as from about 1856/57."

One of the benefits of a studious article in the Q.C. is that Members are stimulated to examining their own collections afresh, resulting in discoveries. Mr Rudi Jeidel has provided the illustration of a cover in his collection showing 17 Aug '65 as an earlier date of use of the Type I-1 of Constantinople. Your Editor has a cover (also illustrated) showing the use of Type I-2-5n of Tanta on 8 June 1865. Mr Jeidel has also provided the illustration, from his collection, of the boxed "RACCOMANDATE" mark from Alexandria on 20 June 1865, the mark being much larger than that described, at 49.5 mm x 9.5 mm (see page 166, the Q.C., September 1979).


Mr R. Jeidel has also kindly provided copies of several of his combination covers, where the Posta Europea has been used together with another postal service, and we reproduce: Cairo to Italy using the Italian Postal Service, Cairo to Germany using the French Postal Service, and Samanud to England also using the French Postal Service.

1888 5-Millieme Plate Proof

further note by Prof. P.A.S. Smith (ESC74)

In the June, 1979, issue of the Q.C. (Vol. X, No. 6), I described a plate proof in black, in a block of 4, of the 1888 5-Mill. I must now confess my embarrassment for having overlooked the almost certain origin of the item: Lot 2471 of the Robson Lowe Ltd auction of March 11th, 1977 (the John Gilbert collection and De La Rue archive material). That lot was described as "plate proof in black on glazed card, stuck on card, a block of 120 showing plate 2 (twice). ." The block was clearly two panes of 60, and thus half of the sheet of 240. Presumably the full sheet was printed; where is the other half? It is curious that this was the only lot of its kind in the sale, and no other black plate proofs have come on the market since then. I do not understand why only one value of all the De La Rue sphinx & pyramid issues should have been so treated; perhaps others will yet appear, if more of the archive material is put on the market.

Per assicurazione
 ٢١ المصور
 مطبوع حيا بالرجل ابراهيم الحنفي اقوام حيا على طهر
Anna
Mansura



Large-format boxed "RACCOMANDATE" (R.Jeidel)

below :-

New Earliest Dates

Type I-1 of Constantinople, 17 August 1865 (R.Jeidel)

and

Type I-2-5n of Tanta, 8 June 1865 (J.A.Grimmer)

The Imperial Ottoman Bank
 Constantinople








Fig. Ben. Hayek
~~*Fig. J. P. L...*~~
Mansura

In L'Orient Philatelique for April 1945 (pp. 257-61), the late Gabriel Boulad contributed an important pioneering study of the postal markings of the travelling post offices of Egypt. The interest that he stimulated resulted in a continuing increase of information, and now, nearly 35 years later, it is possible to write a much more elaborate treatment of a subject that can now be seen to be considerably more complex than was originally supposed. The first draft of a monograph that I estimate to be about 40 pages long has been completed, and the final version is expected to be ready by the end of 1979. It will be published by the Mobile Post Office Society, with the blessing of the Circle, and will be properly printed and bound. The Society will contribute a supply of copies to the Circle for its own use, and there will be an acknowledgement to the Circle in the monograph. More specific information will be given in a later issue of the Q.C.

This article is a preliminary note to stimulate interest, and to solicit any last-minute additional information that our readers may be able to supply. Please respond as promptly as you can if you have anything new to impart !

The monograph will incorporate historical details of the development of railways in Egypt, and a rationalization of the TPO routes in terms of rail services. The period covered is from 1854, when the first rail line, Alexandria-Cairo, was opened, to 1961, the date of the latest TPO marking that I have seen. Actual TPO service did not begin until 1875, however, and did not expand until the 1880's. It utilized not only the railway lines, but steamer services on canals and parts of the Nile. The "UFFIZIO NATANTE" of the Khedivial Mail Line on the Alexandria-Constantinople route may also be included. The railway system itself was (and is) of two distinct kinds: the Egyptian State Railways, in standard gauge, and the agricultural, or light, railways of narrow gauge, which operate in the Delta and in the Fayum. TPO's operated on both types of railway.

The principal part of this article is the list of known TPO routes. I have put it together from items in my collection, augmented by what I have been shown by a number of members of the Circle, or have been illustrated. The dates shown are thus the limiting dates seen on postmarks, and are not derived from official records. It is probable that all of them can be extended, perhaps by many years. The earliest dates can be limited, however, by the necessity of being consistent with the dates of completion of the requisite bit of railway line; such information will be included in the monograph.

The types of cancellation used on Egyptian TPO's are many and varied; some bear the letters TPO, some are inscribed AMB. or AMBULANT; some have "& V.V." ("and vice versa"), and some show only the names of the terminal locations, or just a number. All of the known types will be illustrated in the monograph, and it will take several pages to show them. A correlation of each type of cancellation with the routes known to have used it will also be given.

The list that follows is arranged alphabetically; the office of lowest alphabetical order is listed first, regardless of what order may have been seen in postmarks; thus, "ALEXANDRIA & CAIRO" subsumes those postmarks inscribed in the order Cairo-Alexandria. The task of putting such a list in exact alphabetical order is impossible, however, unless one uses only the Arabic version of the names, because there are so many variations of spelling in the transliterated names. For example, GALIUB, KALIUB, and QALIUB are all the same place, as are TEH EL BARUD and ITYAI EL BARUD. The spellings in the list are chosen quite arbitrarily, and have no special significance. Most, if not all, should be readily recognizable, and the few really confusing cases have a cross-reference.

Most users of this list will notice many places that are unfamiliar. These are mostly termini of routes on the agricultural railways, and are missing on all but the most detailed maps. In the monograph, all such places will be shown on a series of maps delineating all the railways of Egypt (it took a lot of detective work to track some of them down, for some no longer exist, and some of the railway lines were long ago dismantled). As a small help, the routes are identified with (L) if they ran on a light railway, and (B) if they were on boats. Unindicated routes may be assumed to be on the lines of the State Railways.

Illustrations of the earliest type, and of the latest type seen, are on page 258.

/ Continued . . .

ROUTES between	years seen
ABOU HAMMAD & ABOU KEBIR (L)	1914-24
ABOU HAMMAD & BILBEIS (L)	1915-16
ABOU HAMMAD & DIARB NIGM (L)	1910-13
ABOU HAMMAD & MINET EL GAMH	1904-12
ABOU KEBIR & IBRAHIMIA & HEHYA (L)	1902
ABOU EL MATAMIR & DAMANHUR (L)	1903-43
ABOU KEBIR & SALHIA	1887-1944
ABOU EL MATAMIR & KAFR DAWWAR (L)	1916-26
ABOU QIR & ALEXANDRIA	1910-38
ABOU EL SHEQUQ & SIMBELAWEIN	1923
(ABOU SIR EL MALAQ & ASHMANT - believed to be Rural Service,	1915-19)
ABUKSA & WASTA (via FAYUM)	1899-1940
AGA & DIARB NIGM (L)	1908
AGA & ZAGAZIG (L)	1905-36
ALEXANDRIA TPO 19	1936-37
ALEXANDRIA & CAIRO	1875-1961
ALEXANDRIA & DABAA	1910-13
ALEXANDRIA & DAMANHUR	1886-92
ALEXANDRIA & EDFINA	1908-43
ALEXANDRIA & MERSA MATRUH	1936-60
ALEXANDRIA & MEX	1904-15
ALEXANDRIA & PORT SAID	1909-14
ALEXANDRIA & RAMLEH	1888-1909
ALEXANDRIA & ROSETTA	1883-1921
ALEXANDRIA & TANTA	?
ASHMUN & TANTA	1898-1915
ASSIUT & ASWAN (B)	1883-92
ASSIUT & CAIRO	1883-1949
ASSIUT & LUXOR	1906-57
ASSIUT & MINIA	1893-1936
(ASSIUT & NAG HAMMADI ?)	
ASSIUT & SOHAG	1926
ASWAN & GUERGA (B)	1893-98
ASWAN & LUXOR	1894-1933
ASWAN & WADI HALFA (B)	1887
ATFE & DAMANHUR (L)	1904
ATFE & KAFR EL ZAYAT (B)	1881-98
BAHR CHIBIN (B)	1888-98
(BALTIM AMBULANT ?)	1893 ?
BALTIM & BIALA (L)	1915-16
BALTIM & MAHALLA (L)	1926-39
BARRAGE & QALIUB	1888-1901
BARRAGE & MANSURA (L)	1901-02
BASSIOUN & KOTOUR (L)	1899
BASSIOUN REGULATOR & KAFR EL SHEIKH (L)	1916
BELKAS & SHERBIN	1891-95
BENHA & DELTA BARRAGE (or QANATER EL DELTA) (L)	1905-15
BENHA & ISMAILIA	1909-41
BENHA & MANSURA	1903-04
BENHA & MIT BERA	1906
BENHA & MIT BERA & MIT GHAMR	1929-31
BENHA & MIT GHAMR (L)	1921-37
BENHA & SUEZ	1884-1904
BENHA & MENUF & KAFR EL ZAYAT	1940
BENHA & ZAGAZIG	1904-13
BENI SUEF & CAIRO	1900-43
BIALA & SHERBIN	1905-38
BIALA & KALLIN	1902-08
BIALA & MAHALLA (L)	1907-18
BILBES & MINET EL GAMH (L)	1916-28
BILTAN & KAFR HAMZA (L)	1909
BIRKET EL SAB & SAMANUD (L)	1923

(L) = Light Railway; (B) = on Boats

/continued ...

ROUTES between	years seen
BIRKET (EL SAB) & ZIFTA (L)	1904-11
BIRMA & KAHR EL ZAYAT (L)	1910-39
BIR SHAMS & QANATER EL DELTA (BAHR CHIBIN) (B)	1908-09
BULAK EL DAKRUR & TEH EL BARUD	1894-95
CAIRO No. 24	1925-40
CAIRO & FAYUM	1886-1940
CAIRO & GUERGA	1893-98
CAIRO & HELWAN	1890-1936
CAIRO & ISMAILIA	1894-1904
CAIRO & ITYAI (TEH) EL BARUD	1898-1951
CAIRO & LUXOR	1899-1904
CAIRO & MANSURA	1895-1939
CAIRO & MARG	1895-1935
CAIRO & MINIA	1894-1947
CAIRO & PORT SAID	1900-47
CAIRO & SOHAG	1899-1905
CAIRO & SUEZ	1889-1905
CAIRO & TANTA	1913-45
CAIRO & WASTA	1895
CAIRO & ZAGAZIG	1883
CAIRO, BENHA & ZAGAZIG	1889
CHABRAKHIT & DAMANHUR (L)	190?-43
CHABRAKHIT & TEH EL BARUD (L)	1903-15
CHALLAL & LUXOR	1900-53
CHALLAL & (WADI) HALFA (B)	1880's-1953
CHAWACHNA & FAYUM (L)	1905-16
CHIBINE EL KOM & TANTA	1883-1897
CHIBINE EL QANATER & EL MARG	1923-37
CHINE & BASSIOUN (L)	1905
CHINE & BASSIOUN & TANTA (L)	1905
CHINE & GODDABA (L)	1908-10
CHINE & TANTA & KOTOUR (L?)	1901
CHIRBIN & KALLIN	1900-39
CHIRBIN & SAMANUD	192?
DALANGAT & DAMANHUR (L)	1914
DALANGAT & TUD (L)	1909-12
DAMANHUR & EDFINA (L)	1906-13
DAMANHUR & FUWA (L?)	1916
DAMANHUR & HOSH ISA (L)	1903
DAMANHUR & HOSH ISA & KAHR DAWWAR (L)	1902-05
DAMANHUR & KAHR DAWWAR (L?)	1904-09
DAMANHUR & MINIET SALAMA (L)	1896-1916
DAMANHUR & RAHMANIYA (L?)	1892
DAMANHUR & TUD & KHIRBITA (L)	1917-22
DAMANHUR & TUD & ITYAI EL BARUD (L)	1904-16
DAMANHUR & TANTA	1900-37
DAMIATA & MANSURA	1916
DAMIATA & TANTA	1882-1960
DESUQ & TANTA	1883-1900
DIARB NIGM & MIT GHAMR (L)	1908-40
EDFINA & KAHR EL ZAYAT (B)	1893
EDWA & RODA (L)	1901-09
EDWA & TAMIYA (L)	1904-09
FAYUM TPO	1934
FAYUM & GHARAK (L)	1901-26
FAYUM & KALAMSHA (L)	1904-36
FAYUM & LAHUN (L)	1908
FAYUM & NAZLA EL WADI (L)	1905-14
FAYUM & RODA (L)	1910-34
FAYUM & SENNURIS	1900-27
FAYUM & TAMIYA (L)	1913-16
FAYUM & WASTA	1885-1914

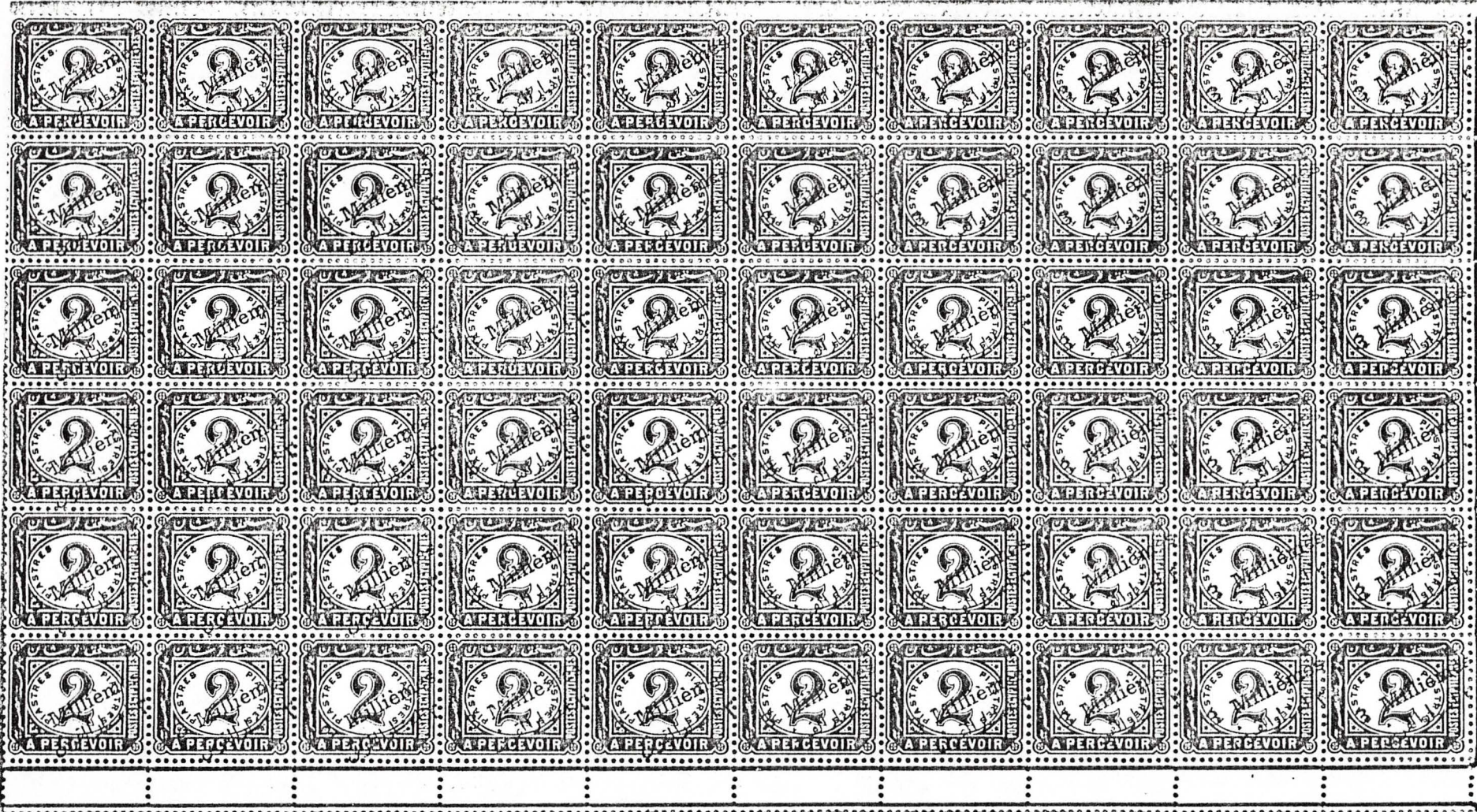
(L) = Light Railway; (B) = on Boats

/continued ...

ROUTES between	years seen
ISMAILIA & PORT SAID (B?)	1893-1911
ISMAILIA & PORT TAUFIQ	1908-40
ISMAILIA & SUEZ	1904-13
ITYAI (TEH) EL BARUD & MINIA (L)	1888-1917
ITYAI (TEH) EL BARUD & NEKLA (L)	1915-25
ITYAI (TEH) EL BARUD & TUD & DALANGAT (L)	1916-25
KAFR CHEIKH & KALLIN	1888-95
KAFR CHEIKH & MAHALLA (L)	1908-23
KAFR CHEIKH & SIDI SALEM (L)	1915-36
KAFR HAMZA & TUKH (L)	1916
KAFR SAGR & MANSURA	1916-37
KAFR SAGR & SADAQA (L)	1922
KAFR EL ZAYAT & MINUF	1932
KALLIN & MORABEIN	1898-99
KANTARA & HAIFA	1923-28
KANTARA & RAFAH	1943
KOTOUR & MAHALLA (L)	1903-24
KOTOUR & TALKHA (L)	1901
KOTOUR & TANTA (L)	1905-15
LUXOR & MINIA	1900-05
LUXOR & SOHAG	1902-37
MAHALLA & TALKHA (L?)	1901-06
MAHALLA & EL HAYATIM & TANTA	1947
MAHALLET INGHAQ & MANSURA (L)	1900-35
MAHALLA & MANSURA	1904
MANSURA TPO	1938-45
MANSURA & MANZALEH (B)	1887-99
MANSURA & MATARIA (L)	1901-40
MANSURA & MIT GHAMR (L)	1909-45
MANSURA & TANTA	1888-1946
MANSURA & ZAGAZIG	1907
MANSURA & ZEFTA BARRAGE (L)	1902
MENUF & TANTA	1892-1916
MINET EL GAMH & SAHRAGT (L)	1907-20
MINIA & SOHAG	1904-42
(MIT BERA & ZEFTA - Rural Service, not TPO)	
MIT GHAMR & SIMBELAWEIN (L)	1906-17
MIT GHAMR & ZAGAZIG	1910-30
MIT GHAMR & ZEFTA & TANTA	1905
PORT TAUFIQ TPO	1912-36
QARA & WAHAT EL KHARGA (L)	1908-11
SA EL HAGAR & TANTA (L)	1909-39
SAMANUD & ZIFTA (L)	1902-23
SANNURIS & WASTA	1906-14
SIDI SALIM & TANTA (L)	1933-42
SIMBELAWEIN & ZAGAZIG (L)	1894-1910
SUEZ AMBULANT (or TPO)	1891-1909
TALKHA & TIRA (L)	1913-27
TANTA TPO	1938-39
TANTA & ZIFTA	1887-1913
TANTA & ZAGAZIG	1914-46
TUD & ITYAI (EL BARUD) & YAHUDIYA (L)	1927

Military Travelling Post Offices:

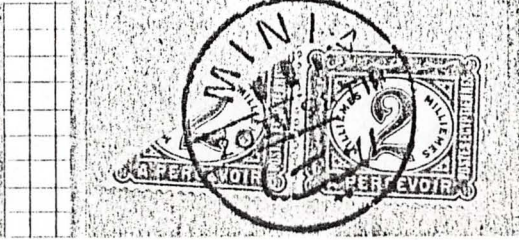
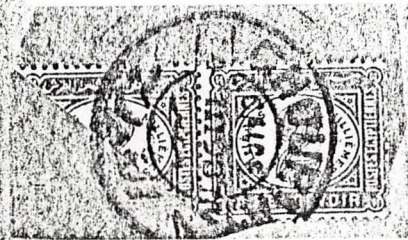
CAT or TAC TPO (Cairo & Port Said)	1916-18
KAR or RAK TPO (Kantara & El Arish)	1917
KAL or LAK TPO (Kantara & Deir el Balah?)	1917-20
UPPER EGYPT TPO (Nos. 2 & 3; Wasta & Aswan?)	1919
Z AND W TPO (Alexandria & Dabaa)	1917



State 2 - damaged in 10th column

Provisional bisection of 2 Milliemmes value

Ghouria
4 March
1898



Minia
20 April
1898

asharun al qirsh
= tenth-piastres

اعشار القرش

1. The 1898 Surcharge

Introduction.

No Postage Due of 3 mills existed in 1898, nor had been needed. On the normal basis of doubling the unpaid amount, it would have indicated a postage rate of $1\frac{1}{2}$ mills - a ridiculous amount. However, the Sudan campaign gave rise to the service of Egyptian troops on the frontiers and in the Sudan, and it was decided that if unfranked mail from them were endorsed 'no stamps available' then the surcharge would be the unpaid amount only, i.e. 3 mills. The absence of Postage Due stamps of 3 mills denomination was met, as from 7 February 1898, by using a 2 mills plus a bisected 2 mills specially authorised; on 7 May the subject stamp was available.

Mr MacNeille appears to have been the first to study this surcharge and write about it; a more definitive article by Dr Byam appeared in the Q.C. for December 1961, No. 58. Even this falls well short of accuracy and completeness, as the following extracts show :-

"Two types of overprint can be recognised". - There are six types.

"First state: represented by one recorded sheet only . . . bears an Arabic 'two instead of three . . .'. - This is the second state. Failure to distinguish the six setting Types led to confusion as to the several states. I have seen 5 panes of this state.

We expect to find typographed overprints with 'families' of cliches from the same parent setting. In the case of the 1897 overprint for the Sudan, each horizontal row is from a different setting; in the case of the 1915 2-mills surcharge on 3 mills, the vertical columns are each from a different setting. In the case of the 1898 Due surcharge, however, the members of the six different types of setting are DISTRIBUTED AT RANDOM and have not been recognised before.

About 5 years ago I acquired a Dutch collection of Postage Dues, and this had two panes of the 1898 surcharge. Not for two years did I examine them, and then found that they were different - one had every Arabic '3' in the right-hand (10th) column damaged. The previous owner had identified on loose singles and in blocks the surcharges which were 20 mm long, as against the normal length of $19\frac{1}{2}$ mm, but had not located the 'long' variety on the complete panes. On doing this I found that there were 10 examples, in identical positions on the two panes: this strongly suggested that there were six setting of 10 members each; also that the so-called 'error' of 2 for 3 was the result of damage to a first state.

Further measuring revealed another 'family' which had the two lines of script less separated, being about 4.0 mm instead of 4.5 mm, measuring from the bottom of each line, and taking the first 'sheen' as marking the bottom of the Arabic line. Oddly, however, there were only 9 examples of this type.

It took a weekend to find the other four groups, and these were identified by peculiarities in the Arabic script, not in the French script. (Figure 2). Several cliches show damage to the European figure '3' but these affect several different setting types: to pursue this in the hope of plating is to pursue a will o' the wisp (figure 3).

I originally believed that cliché numbers 21 and 44 represented a seventh type but I now consider them to be Type F, although they hold some differences as against the other population of this Type. In the chart shown below, the different setting Types have been lettered in the order in which they first appear on the pane. The final summary shows that there are eleven examples of Type A, nine of Type D (as noted above) and ten each of all the others.

The typesetting of the French-language line also shows six different Types, but the distinctions are difficult to see except in the case of Types A, C, D. These correspond with the settings of the Arabic, so that the entire overprint, French and Arabic lines, was typeset six times. Small variations affecting some only of the members of a Type can be explained as due to damage to the Master Setting during the casting of the cliches.

2

Type A		3rd "Alef" shorter than "Lam"	
No. 30			
Type B		"3" more spaced from "Milliemes" (actually the word "Milliemes" has moved from figure and Arabic) Also: 3rd alef & lam both sloping	
No. 53			
Type C		"Alef" and "Lam" splayed also: broken join in "Sheen"	
No. 31			
Type D		Narrower gap between French and Arabic (4 millimetres, normal is 4.5) also: 2nd "Alef" constricted at join	
No. 34			
Type E		1st "Alef" slopes to left also: wide gap between "Ra" and 3rd "Alef"	
No. 41			
Type F		Dot for last curve of 1st "Sheen"	
No. 16			

2 Characteristics of French script line	3 Damage to figure '3' - not characteristic of any Setting Type	
Type A		No. 8 (Type F); 14 (A); 18 (C) 48 (B)
Type C		
Type D		No. 21 No. 24 No. 45 No. 55

The Setting Types (State 1)

	1	2	3	4	5	6	7	8	9	10		
1	A	B	C	D	E	A	C	F	D	C	10	<u>State 1</u>
11	A	A	E	A	C	F	E	C	A	C	20	No. 36 has Arabic '3' damaged.
21	F	D	A	E	F	F	C	F	D	A	30	
31	C	E	F	D	F	A	D	B	D	A	40	There is no damage to column on right (10th).
41	E	E	B	F	E	B	B	B	B	F	50	
51	D	E	B	C	C	E	D	A	B	B	60	
	51	52	53	54	55	56	57	58	59	60		

Plating of Multiples. (Figure 4)

This is unexpectedly easy, due to the random distribution of the Setting Types. Every block of 4 in the pane of 60 has a unique arrangement of Setting Types. This ought not to be surprising because, although there are 45 different possible blocks of 4, there are 1,296 different ways of assembling 6 different Types into a block. The chance of there being two identical blocks is thus less than 1 in 800.

Therefore to plate a block it is only necessary to find its pattern of Types in the chart, and the plating is complete.

Plating of loose singles.

A number will be found, on inspection, to have a substantial characteristic which makes their plating easy, although most rely upon smaller flaws. (Figures 5, 6). When plating used singles, one encounters the 'law of cussedness' which states that the particular spot you have to examine is obliterated by the postmark. Complete plating is possible and not too difficult: the only unplated loose singles left on my first attempt proved to be substituted cliches which I was not then aware of.

Further Aids to Plating.

The following aids are available :-

1. Whether a heavy or light impression. The original forme of cliches was evidently not knocked flat before printing, leading to substantial differences of depth of impression which are characteristic of the cliches.
2. Flaws in the casting of the cliches, giving bubble-holes or breaks.
3. Mechanical damage to the cliches.
4. The two dots on 'kaf' of 'kurush' give these possibilities :-

Both dots large, both small, one or the other larger, or joined.
The dots horizontal, or on the slant to left, or to right.

<u>State 1 :</u>	<u>Heavy Impressions</u>	<u>Light Impressions</u>
First Row	5, 6, 7, 9, 10	3, 4
2nd row	17, 20	13, 14, 15, 16, 18
3rd row	21, 30	22, 24, 25, 26, 27
4th row	32, 38, 40	31, 35
5th row	43, 48, 49	41, 44, 46
6th row	51, 53, 55, 59, 60	56, 57

Under-inking and over-inking are both obstacles to plating. The former is worse and produces artificial breaks in the script, although traces of albino impression should be sufficient to warn of under-inking, which is fairly common. Over-inking camouflages essential detail, but it is usually still there. Breaks close up with over-inking, but there can be seen a meniscus around all the impressed marks, and this will cross through a gap in the metal caused by a break.

Figure 7 shows a number of flaws useful in plating.

The random arrangement of Printing Types in the Pane leads to only one possible position for any multiple, thus giving the cliché numbers

4

Type A	Type B	1	2
		=	
Type A	Type A	11	12



E	B	45	46
C	E	55	56



B	B	47	48
D	A	57	58

B	B	F	48	49	50
A	B	B	58	59	60



1898 Surcharged Issue - Individual Flaws as Aids to Plating

5

Every cliché has flaws in the overprinting, some substantial, some minor. Many can be easily identified by their characteristic flaws.

Flaws in Printing Type A (Alef shorter than Lam)

				
	bubble-hole in "I" no. 12	damaged 3 no. 14	damaged 3 no. 36	

Flaws in Printing Type B (3 spaced out)

6



small serif to "s"
no. 2

"s" damaged
no. 43

"s" damaged
no. 46

Flaws in Printing Type C (Alef and Lam splayed)



missing tip to Alef
no. 7

no dots on "qaf"
no. 24

breaks in "sheen"
no. 40

Flaws in Printing Type E (1st Alef slopes to left)

7

breaks in 1st and 2nd Alef
early state



13



13

middle state

C	E	31	32
E	E	41	42



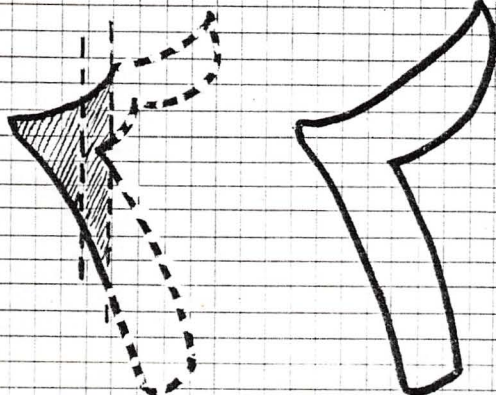
damage to "m" and "s"
no. 42



Small remnant of Alef after State 2 damage resembles

Corrective strike of Alef over Alef

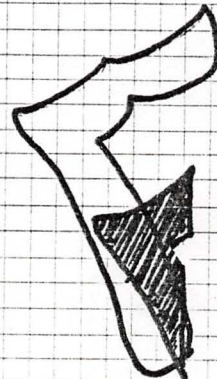
9



10



No. 20



State 2 (Damage to 10th Column)

Every cliché in the 10th column has suffered damage. All have had most of the Arabic figure '3' cut off, the residual part resembling closely a miniscule Arabic '2'. Additionally, clichés numbers 50 and 60 have suffered damage to letter 's'. It will be seen from Figure 8 that the damage follows a straight line across all six clichés, and the effect of turning '3' into '2' is shown in figure 9.

One of the uses of plating now emerges: all six damaged clichés can be positively identified as the same as in State 1. The bubble-hole in No. 20, and the pointed serif in No. 50 are particularly strong identifying factors. (Figure 8)

It will therefore be evident that State 2 is the result of mechanical damage to the original metal which produced State 1: the clichés were damaged by a hard straight-edge, at a position where they were most vulnerable to damage - at the edge.

I feel that I must digress here to criticise the wrong use of the word 'error' by our predecessors, including the most illustrious. State 2 has been described as an error several times by distinguished Circle Members in their contributions to the Q.C. and this has resulted in the adoption of the word by, e.g. Stanley Gibbons who still use this wording in SG Overseas 2: "A variety exists in which an Arabic figure " (2)" has been inserted in the surcharge in error and a correct figure " (3)" printed immediately above it. We will deal with the insertion of the correct figure below, but it is quite obvious that the ridiculously tiny remnant of metal resembling '2' was not 'inserted in error', but was formed by damage.

State 2A (Rectification of 10th column damage)

I have not seen a State 2 damaged specimen used. We have to presume that the postal authority would realise that a recipient of a non-prepaid letter bearing such a stamp would read the amount as 2 milliemes only and would therefore refuse to pay 3 mills. This had to be put right.

State 2A represents an attempt to rectify by applying another overprint, probably to an existing stock which was printed before the damage was noticed. An Arabic figure '3' has been printed close to the so-called '2' or on top of it. The ink used for this second overprint is medium grey, not black, and it looks 'wrong'. (Figure 10).

The correcting overprint shows some depth of impression in some cases, with a rounded cross-section. It was quite certainly applied by a printing press and not by hand. It is likely that a single forme of 6 clichés was used, but this needs more material than I have to establish whether the vertical spacing is constant on different blocks. I have one block of 4 which suggests that these overprints may have been applied individually. It contains Nos 50 and 60 and there are two strikes on the latter, at a slight angle (figure 11). This should have caused a second strike on No. 50 also, somewhere in the middle of the stamp, but there is no trace of such.

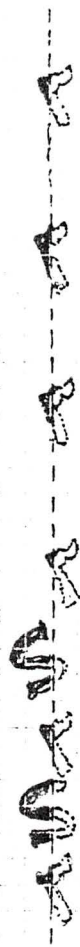
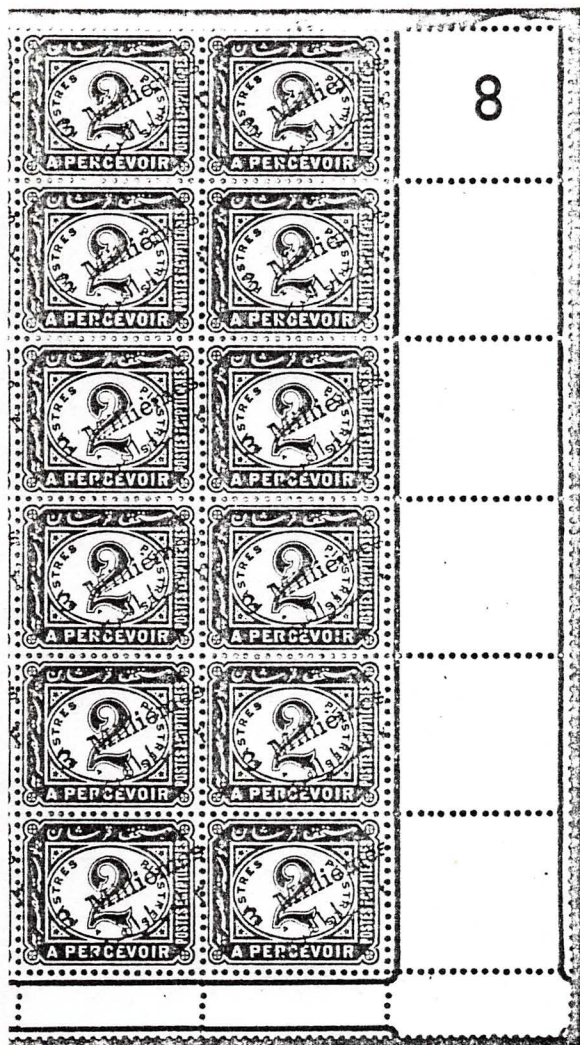
The positioning, vertically, of the second overprint is quite good, especially since the positioning of the main surcharge can vary by a few millimetres, and several State 2 10th column surcharges are into the perforations, where the miniscule '2' can scarcely be made out. Wherever the initial surcharge falls, the rectifying overprint has been positioned close by. Possibly this accuracy of positioning was deliberate, to avoid any possible mistaking of the amount of the charge for, e.g. 32 milliemes.

State 2A specimens appear fairly scarce; in used form they are very scarce and one of my two used specimens was used (philatelically?) in 1916.

My largest block of State 2A is 5 rows by 4 columns, missing the top row. It has been cancelled GHOUREIA / CAIRE / 26 IV 98, which is 11 days before the issue of the stamp.

State 3 (Replacement of 10th column clichés)

It was evident that State 2A was not regarded as satisfactory, and the actual issue of panes containing State 2A rectification may have been small. A more permanent remedy was carried out by replacing every cliché in the 10th column with a new cliché.



damage line

bubble-hole, M

20



pointed serif, M

50



No. 50

No. 60

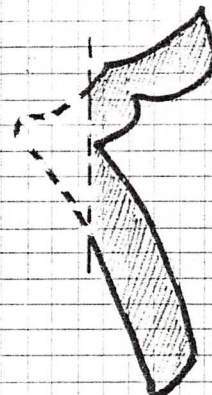
11

two strikes



Large remnant of resembles

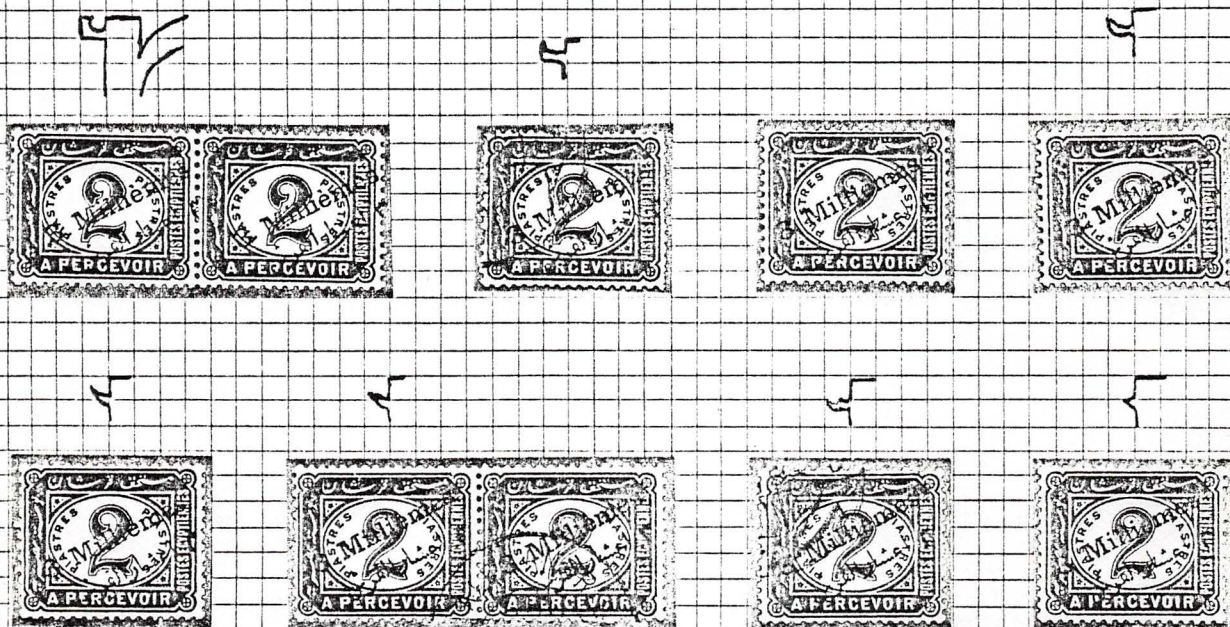
12



Old 36, with damaged (3)

13

The serif of small 'm' is weakened by a bubble-hole
Progressive wear in this serif can be seen.



Replacement of No. 36, having damaged (3) resembling (2)

14

New 36 in Block

Type F	Type F
Type F	Type B (was Type A)



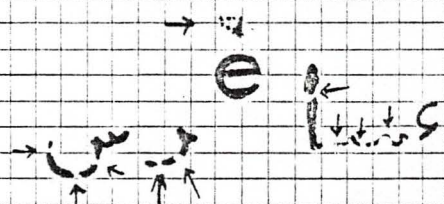
25	26
35	36 (new)

Variety

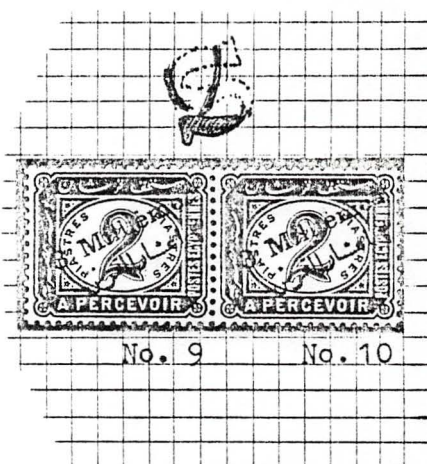
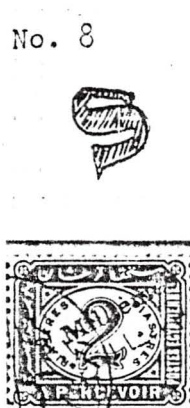
new 36 inverted



New 36 - defects



STATE 4 - Damage to Top Row while replacing No. 36 - Every 's' damaged



STATE 4
Bottom Row damage

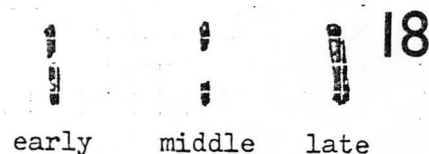
No. 57 16



STATE 4A
No. 60 damaged



States of 1st Alef, No. 13



State 3 (continued) The details of the cliches affected are :-

No. 10	-	was Type C,	new Type D
20	-	C	E
30	-	A	F
40	-	A	A (same Type, but new metal).
50	-	F	A
60		B	C

The heaviness of impression from the new cliches is, of course, different from that for State 1. Numbers 10 and 30 are about medium impression, but all the others are light impressions, especially No. 20.

Strangely, No. 36 was not replaced at the same time, and continues to show the damaged Arabic '3' as in State 1. Because the size of the broken character is virtually the same as the undamaged, it is much more likely to be misread as '2'. (Figure 12).

An interesting indicator of progressive wear is found on this cliche. The left upper serif of small 'm' has been weakened by a bubble-hole. On early prints the residual metal has its normal shape, but this degenerates into a mere bump by the time that State 3 is reached (figure 13).

State 4 (Replacement of No. 36)

The new number 36 is Type B, as against Type A for old 36. It is readily distinguishable from any other cliche by the amount of damage: the first 'sheen' has almost vanished, ra and 2nd sheen have several breaks each, and the accent on 'e' has lost 75% of its area to the left, the remnant looking like an acute accent; (figure 14). It would have been nice to be able to show that new 36 was one of the replaced cliches in column 10, with the Arabic '3' changed; that this is not so can be seen: the 'kaf' of new 36 has more metal than either of the only possible sources from 10th column (nos. 30 or 40). They evidently had a stock of cliches.

The major event is State 4 is not, however, the replacement of No. 36, although that was its purpose: in effecting this change considerable damage was done to other cliches. In the top row, every 's' has had its 'lid' squashed inwards, (figure 15), or worse, and No. 9 has been so damaged as to be unrecognisable as an 's'. Further fuel as to the damage-v-error point made earlier comes from the write-up of State 4 number 9 in the collection, which I acquired, from a late distinguished Circle Member. It said: "The 's' has been removed and replaced by a '2'".

Damage was caused at this time also in the bottom row, where numbers 52 and 56 to 59 have had the 'hook' of 'sheen' cut flat to a greater or lesser extent (figure 16).

It is of interest that the damage caused when replacing No. 36 affects the protruding metal: letter 's' is the highest point of the overprint, and the hook of 'sheen' is the lowest point.

The printing of State 4, and of the next, State 4A, is in dull grey-black. All earlier printings are glossy black.

State 4A (the Final State)

This has minor damage to a number of cliches, but there is substantial damage to No. 60 which has lost part of both letters 'l' of 'Milliemes'. (Figure 17).

A curious effect is seen in cliche number 13 of the State 4A printing. From State 1 onwards it shows the first 'alef' broken. By State 3 the gap in the metal has increased to about 25% of the total area. However, in State 4A, first 'alef' is thicker and shows no break, but the cliche is identifiably the same as the original. The inference is that the printing surface, which contained the break, has worn down to the 'shoulder' by the time State 4A is reached, this being of solid metal giving the thicker, unbroken impression. (Figure 18)

Miscellaneous Varieties

One pane, at least, was doubly printed with the surcharge, and is an early print. The two overprints are at different angles and can be plated. (Figure 19).

/ Continued . . .

Surcharged and Unsurcharged se-tenant

19

No. 60 is
STATE 2
(damaged ✓)



traces of albino impression on No. 58 No. 59 No. 60

Double Print



No. 32

No. 42

The Printing Types on this pair are

C	E
?	E

this locates the pair as 32 / 42

Plating of incomplete surcharges can be done if there are distinguishing features

SURCHARGES MISPLACED VERTICALLY

20

No. 1

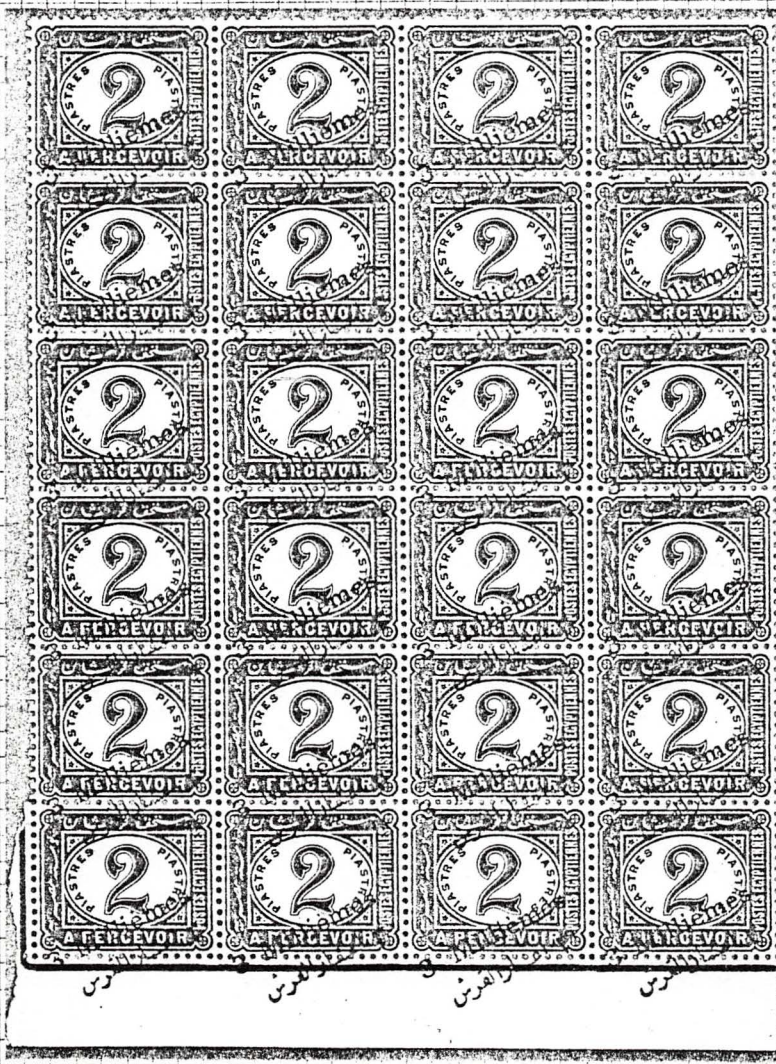
No. 11

No. 21

No. 31

No. 41

No. 51



No. 9

nick in serif to "M"



No. 11

short Alef



No. 21

short serif to "M"

part no. 37 (Type D)
+ part no. 38 (Type B)

Used No. 59



the sequence of Printing Types: D, B identified by break in 1st "L" occurs only in this position



No. 4 | part No. 5

part No. 21 | No. 22 | No. 23

No. 14 | part No. 15

part No. 31 | No. 32 | No. 33

Inverted Surcharges

No. 2



No. 1

↑ damaged s ↑
(STATE 4)

No. 7



No. 44



No. 41



No. 31

Variety

inverted
surcharge



1 | 2

11 | 12

Miscellaneous Varieties (continued)

Surcharges are found misplaced either vertically or horizontally. On loose singles one can find part only of two different cliches, and these can be plated if the portion of surcharge appearing contains identifying factors. (Figures 20,21).

Inverted surcharges are not uncommon, and those containing flaw varieties, etc., are worth seeking. (Figure 22)







Used on Cover

This is one of Egypt's rarities, but all the early Dues on cover are rare. There are faked covers with, of course, genuine surcharged adhesives, (figure 23).

Used off Cover

These are plentiful, similarly again to the case with all early Dues. Why they should be plentiful off cover, but a rarity on cover is, like the Sphinx, one of Egypt's mysteries.

1898 Surcharge - Plating Points

1	Tiny bubble hole in 'm'	31L	No serif at right, 2nd 'i'
2	Small serif to 's', flat hook to 2nd 'sheen'	32H	Break in bar, 2nd 'e'
3L	Small serif to 's', no flat	33	2 tiny nicks, 2nd 'e' at top right
4L	Tiny nick, top of 'm'	34	Break in '3', top tip
5H	Tiny hole, top r. serif 'M'	35L	Nick in '3', centre right
6H	V. small top serif to 's'	36	Damaged  - see text and figure 12
7H	Blunt tip to 	37	Nick in 'M', top serif, right
8	Flat on top serif of '3'	38H	Break in bar, 2nd 'e'
9H	Tiny nicks, top serif of 'm'	39	-
10H	Centre bar of '3' slopes down	40H	Breaks and flat on hook of 
11	Tiny nick 1st 'e'	41L	Narrow break top limb of 's', small flat, top of '3'
12	Bubble hole, 1st 'l'	42	Break, centre limb and arches, 'm'
13L	Break in 1st 'alef'	43H	Wide break, top limb of 's', no flat on '3'
14L	Bent top serif of '3', break in 2nd 'e'	44L	Bubble hole, left limb 'M'
15L	Tiny serif to 'm', left bottom	45	Vertical break, top serif of '3'
16L	Flat to top of '3'	46L	2 breaks, top of 1st 'e', thick top limb, 's'
17H	-	47	Break in top serif of '3'
18L	Protruding bar, 2nd 'e'	48H	Bent top serif '3', break in bar 2nd 'e'
19	Tiny nick bottom of 1st 'e'	49H	Nick in '3', bottom right
20H	Tiny nick, bottom r. of '3'	50	Twisted serif 'm', bottom left
21H	Damaged top serif of '3'	51H	Break in top of 2nd 'e'
22L	Tiny holes, 'm' 's'	52	Break in bar of 2nd 'e'
23	Single dot on  , breaks in 'm', 'e'	53H	Bubble hole, top of 2nd 'l'
24L	V. light dots on 'kaf' (may be missing), detached top 's', blunt tip of 	54	Pointed top serif, 'm'
25L	Small accent on 'e'	55H	Deformed centre 's', thin top serif '3'
26L	-	56L	No serif at bottom right 'i'
27L	Break in 1st arch of 'm'	57L	Closed break, centre, 's'
28	2 breaks in hook 	58	Hollow top of serif, 2nd 'l'
29	Bubble hole, bottom l. serif 'M'	59H	1st 'l' broken through near foot
30H	Rounded dot, 2nd 'i'	60H	Tiny nick, top of '3'

Notes to Plating.

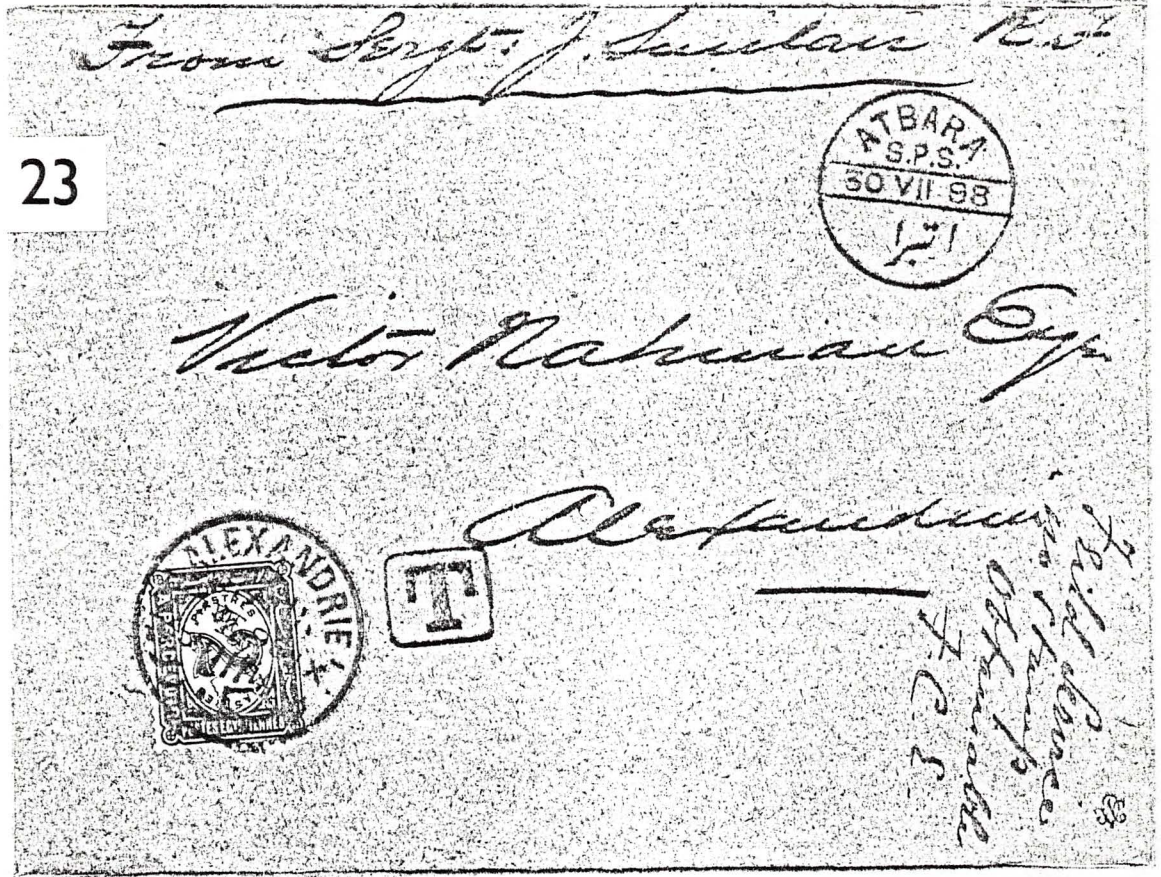
'H' = Heavy impression; 'L' = Light impression

It is only necessary to plate as between the members of any one group.

Beware of accepting breaks of under-inked surcharges.

See Text and Illustrations as to later states affecting: States 2, 2A and 3: Nos 10, 20, 30, 40, 50, 60; State 4: Nos 36, 1 to 10, 52, 56, 57, 58, 59; State 4A: No. 60

The Plating of the 1905 Surcharge will be the subject of a later article.

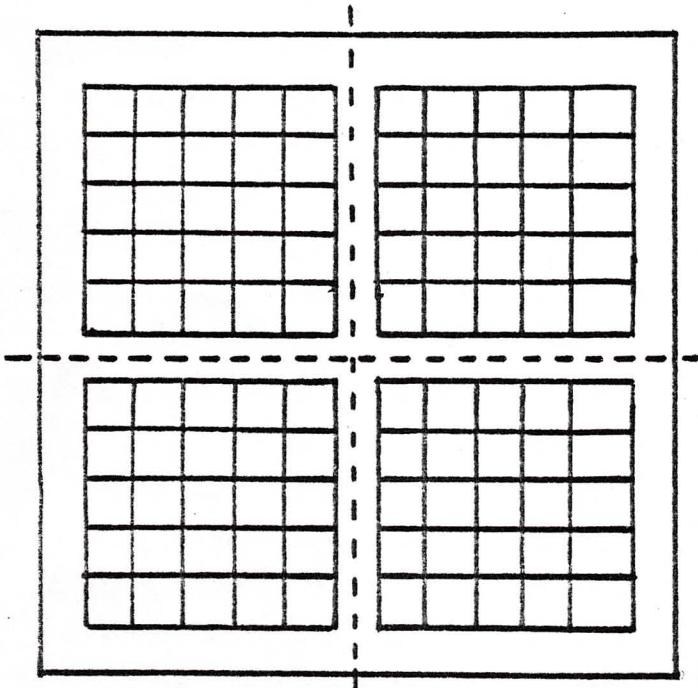


The adhesive is genuine.
Setting Type A, No. 23

Mis-spelling of
"Feild"

Fuad £E1 1st Portrait Issue (R.Harris)

Printed in sheets of 100, in 4 pages of 25 separated by gutters. P.O. Counter Sheets of 25 were produced by guillotining through the gutters.



A White Spot discovered in the top panel, right, has proved constant. The selvedge shows that this is from the top row of a Counter Sheet, but from which pane is not yet known.



Introduction.

Frederick William Henry Walshe was born on 26 July 1872. He was gazetted Second Lieutenant, Royal Artillery on 22 July 1892 and promoted to Lieutenant on 22 July 1895, to Captain on 6 April 1900 and to Major on 10 Oct. 1909.

We have had the opportunity to study 92 covers which were written from the Middle East during World War I from Gallipoli and Egypt. He later served on the Western Front. His wartime appointments and the temporary rank which went with them are noted later when his letters are considered. He was promoted to Lieutenant-Colonel on 11 Sep. 1915 and Colonel on 31 Aug. 1920.

After his appointment with 42 Division came to an end in April 1919 he saw service in both North and South Russia, as a Temporary Brigadier-General. He was in Constantinople in 1920-21 and then Mesopotamia and Iraq. He was a Colonel Commandant, Royal Artillery, in 1924.

For his services during the war, Brigadier-General Walshe was awarded the Distinguished Service Order and the Legion of Honour. He was also Mentioned in Despatches and was wounded on 29 Sep. 1917. A full-length photograph with other senior officers is contained in 42 Division's History.

The Middle East.

Major F.W.H. Walshe was appointed G.S.O. 2 of 52 (Lowland) Division, a Territorial Force Formation, on 19 February 1914 and promoted to Temporary Lieutenant-Colonel and appointed G.S.O. 1 on 5 August, the day after the order to mobilise was received. The Division's role was to be the coast defence of Scotland and it moved from the Glasgow area to Bridge of Allan, Stirling, Dunfermline and Falkirk for training.

On 5 April 1915, the Division received information that it would shortly proceed overseas and on 7 May it was warned that it would be employed in the Gallipoli peninsula. Embarkation was from Devonport and Liverpool between 18 May and 8 June. The Division went to Alexandria and Port Said, arriving between 4 and 23 June, except for most of 155 Brigade which went direct to Mudros. On 6 June the first units landed at Cape Helles and the rest of the Division was ashore by the end of the first week in July.

Walshe's first two letters, 3 and 15 June (serials 0 and 1) were from the Base Office in Alexandria and his third, on 20 June (2) from the Base Office at Mudros. Between 2 August and 28 December he wrote 21 letters (3-23) from the peninsula, all from H.Q. 52 Division except three. On 19 August (7) he wrote from A.P.O. SZ 1 at Cape Helles; on 4 September (10) and 28 December (23), his last letter, he wrote from 157 (Highland Light Infantry) Brigade, 52 Division, the last being date-stamped 16 days after writing, on 13 January 1916, having probably been carried to Egypt before posting.

52 Division evacuated Helles during the night of 7-8 Jan. 1915. After the evacuation, two letters (24, 25) from SZ 2 follow, almost certainly from Mudros. As ships became available, the troops returned to Egypt and two letters through the Base Post Office in Alexandria follow. The earlier of these (26) bears the manuscript date 2 January when Walshe was still on the peninsula. It bears no censor mark and probably followed the same course as that dated 28 December (23).

Next come five letters (28-32) through civil post offices in Cairo during which time, 31 January to 13 February, Walshe was at Shepheard's Hotel, probably on leave. His appointment in 52 Division continued and letters from 21 February to 6 April (33-42) bore the datestamp D 52. On 2 March, Divisional Headquarters was at Kantara and took over part of No. 3 Section of the Suez Canal defences under XV Corps, until 12 April 1916. All letters up to 27 February had received censor marks but these now gave way to the triangular type which was used on subsequent letters from the middle east.

XV Corps had been formed on 12 January to defend the northern end of the Canal. It ceased to exist on 12 April when the Commander and Staff were transferred to France and command at No. 3 Section devolved upon the Commander of 52 Division in addition to his own divisional responsibilities until 27 June, when the commands were separated. Walshe's letter dated 11 April (43) written from Port Said received the datestamp H 15 of XV Corps.

/ Continued . . .

Walshe vacated his appointment with 52 Division on 21 April 1916, although he clearly visited his old headquarters from time to time as two of his letters written in May bear the D 52 datestamp. His letter dated 26 April (45) bears the double-ring datestamp M.D. 1 and this datestamp is used intermittently until 29 Sep. (82).

The Australian and New Zealand ("Anzac") Mounted Division had been formed from existing mounted brigades in Egypt in March 1916, and being then the first mounted division in the middle east was given datestamp M.D. 1. Walshe's letters date-stamped 27 and 30 April (45, 46) show the earliest recorded strikes, but the earlier date is not very clear. From this date until 21 August not more than three consecutive letters bear the same datestamp; M.D. 1 predominates with eleven letters and, later, from 26 August to 29 September (82) there is a run of seven letters with this datestamp.

Between 24 April and 11 October, Walshe was Colonel, Royal Artillery, with command of the "Anzac" Mounted Division. Between 16 May and 18 July, ten letters are datestamped S.Z. 9, the Advance Base Army Post Office, Kantara. Three letters at the beginning of July are of special interest; 1 July (65) written from 5 Mounted Brigade, F.P.O. 5 Y, 5 July (67) from the "Anzac" Mounted Division Train, F.P.O. M.D.T. 1 and 7 July (68) from F.P.O. C.D.3, a thin disguise for Canal Defences No. 3 Section. On 31 July and 8 August (72, 73) his letters were handled by the Australians and bear the 1st Aust. L.H. Bde Field P.O. datestamp.

On 12 October Walshe, now a Temporary Brigadier-General, was appointed Commander, Royal Artillery 42 Division. The first two letters (83, 84) after this appointment are written from the stationary A.P.O. S.Z. 22 at Port Said and then a further letter (85) with the C.D.3 datestamp. Five letters between 6 December (86) and 21 February 1917 (91) are written from Headquarters 42 Division, interspersed with on 5 February (90) the R.A.K. T.P.O. datestamp used between Kantara and el Arish.

Towards the end of November, 42 Division occupied el Mazar, only 25 miles from el Arish and the railway had already reached el Maaden, ten miles further east, where an important railhead was constructed. Here on 20 December, 30,000 men and 18,000 camels concentrated for a surprise attack on el Arish. Walshe flew over the enemy's positions on reconnaissance, only to find that the Turks had fled. El Arish was occupied, but not by 42 Division who returned to el Mazar. 42 Division did subsequently reach el Arish on 28 January, but was now due for the Western Front and returned west of the Canal. Embarkation began on 22 February from Alexandria and the last transport left on 2 March.

Check List.

There follows a listing of an incomplete run of 92 covers from the Middle East between 3 June 1915 and 20 Feb. 1917, mostly addressed to Mrs Walshe at Castle Camps, Cambridgeshire, from where many of the letters were forwarded.

The listing is in chronological order of circular date stamps.

Key to Headings.

Column I	Serial number of the collection
II	Manuscript date on cover, probably Mrs Walshe's handwriting
III	Writer's serial number, where shown
IV	c.d.s. date
V	c.d.s., whether double or single circle
VI	Army or Field c.d.s.
VII	c.d.s. number
VIII	Censor number
IX	Castle Camps forwarding date
X	Notes

THE WALSH LETTERS - Check List

I	II	III	IV	V	VI	VII	VIII	IX	X
0	3 June		4 JU 15	D		BAPO Z	2455		A
1	15 June		17 JU 15	D		BAPO Z	2291	30 JU	B
2	20 June		20 JU 15	D		BAPO Y	2666		C
3	2 Aug		3 AU 15	D	F	D 52	2782	20 AU	
4			10 AU 15	D	F	D 52	2782?	23 AU	
5	9 Aug		11 AU 15	D	F	D 52	2782	24 AU	
6	11 Aug		12 AU 15	D	F	D 52	2782		
7	19 Aug		20 AU 15	D	A	SZ 1	2782?	1 SE	
8	24 Aug		26 AU 15	D	F	D 52	2782	8 SE	
9	31 Aug		1 SP 15	D	F	D 52	2782		
10	4 Sep		5 SP 15	D	F	157	2611		D
11	20 Sep		21 SP 15	D	F	D 52	2782	2 OC	
12	29 Sep		30 SP 15	D	F	D 52	2782	5 NO	
13	5 Oct		6 OC 15	D	F	D 52	2782		
14	8 Oct		10 OC 15	D	F	D 52	2782	6 NO	
15	22 Oct		23 OC 15	D	F	D 52	2782	5 NO	
16	22 Oct		23 OC 15	D	F	D 52	2782	5 NO	
17			7 NO 15	D	F	D 52	2782		
18	22 Nov		22 NO 15	D	F	D 52	2782	5 DE	
19	23 Nov		25 NO 15	D	F	D 52	2782		
20	13 Dec		12 DE 15	D	F	D 52	2782		
21	13 Dec		14 DE 15	D	F	D 52	2782		
22	19 Dec		19 DE 15	D	F	D 52	2782		
23	28 Dec		13 JA 16	D	F	157	2611		
24	11 Jan		13 JA 16	D	A	SZ 2	3084		
25	17 Jan		18 JA 16	D	A	SZ 2	3084		
26	2 Jan		21 JA 16	D		BAPO Z	-		
27	19 Jan		21 JA 16	D		BAPO Z	3148		
28	31 Jan		31 I 16			Shepherd's Hotel, Cairo		12 FE	E
29	29 Jan		1 II 16			- do -	2629	12 FE	E
30	6 Feb		9 II 16			- do -	2782	24 FE	E
31	12 Feb		13 II 16			Cairo B	2782	26 FE	
32	13 Feb		16 II 16			Cairo F	2782		E
33	21 Feb	51	21 FE 16	D	F	D 52	2782		
34	26 Feb	52	27 FE 16	D	F	D 52	2782		A
35	2 Mar		6 MR 16	D	F	D 52	3536	20 MR	F
36	8 Mar	55	9 MR 16	D	F	D 52	3536	20 MR	
37	14 Mar		15 MR 16	D	F	D 52	3536	28 MR	
38	19 Mar	57	20 MR 16	D	F	D 52	3536	1 AP	
39	25 Mar	58	27 MR 16	D	F	D 52	3536		
40			28 MR 16	D	F	D 52	3536		

/continued ...

THE WALSH LETTERS - Check List

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I	II	III	IV	V	VI	VII	VIII	IX	X
41	31 Mar	60	31 MR 16	D	F	D 52	3536		
42	6 Apr		8 AP 16	D	F	D 52	3536	27 AP	
43	11 Apr		13 AP 16	S	F	H 15	3452	28 AP	G
44	20 Apr		19 AP 16	D	F	D 52	3536	2 MY	
45	26 Apr		27 AP 16	D	F	MD 1 ?	3812		
46	30 Apr		30 AP 16	D	F	MD 1	3812		H
47	2 May		3 MY 16	D	F	D 52	3552		
48	8 May		9 MY 16	D	A	SZ 2	3812		
49	12 May	73	14 MY 16	D	F	MD 1	3812		
50	16 May	74	16 MY 16	S	A	SZ 9	3297		
51	23 May	76	24 MY 16	S	A	SZ 9	3297		
52	20 May	75	25 MY 16	D	F	MD 1	3812		
53	25 May		25 MY 16	D	F	MD 1	3297		
54	27 May		28 MY 16	D	F	D 52	3297		
55	2 June		2 JU 16	D	F	MD 1	3297	20 JU	
56	5 June		6 JU 16	S	A	SZ 9	3297	20 JU	
57	7 June	80	7 JU 16	S	A	SZ 9	3297	20 JU	
58	11 June		11 JU 16	D	F	MD 1	3297	26 JU	
59	13 June		13 JU 16	D	F	MD 1	3297	28 JU	
60	17 June		18 JU 16	D	F	163	3832	1 JY	
61	19 June	83	22 JU 16	S	A	?	3835	7 JY	H
62	23 June	84	25 JU 16	S	A	SZ 9	3297	7 JY	
63	27 June	85	27 JU 16	S	A	SZ 9	3297	6 JY	
64	28 June	86	-	-	-	-	3297	12 JY	J
65	30 June		1 JY 16	D	F	5 Y	3297	12 JY	
66	1 July		1 JY 16	S	A	SZ 9	3297	12 JY	
67	4 July		5 JY 16	S	F	MDT 1	3297	22 JY	
68	7 July		7 JY 16	S	F	CD 3	3297	23 JY	
69	13 July	90	13 JY 16	S	A	SZ 9	3297	25 JY	
70	15 July	91	15 JY 16	S	A	SZ 9	3297	26 JY	
71	18 July		19 JY 16	S	A	SZ 9	3297	4 AU	
72	30 July		31 JY 16	1st	AUST.L.H.BDE.	F.P.O.	3624		
73	8 Aug		8 AU 16	1st	AUST.L.H.BDE.	F.P.O.	3624		
74	11 Aug		13 AU 16	D	F	156	2746		
75	20 Aug		21 AU 16	D	F	127	3297	5 SP ?	
76	18 Aug		26 AU 16	D	F	MD 1	3297	13 SP	
77	24 Aug		29 AU 16	D	F	MD 1	3297	13 SP	
78	28 Aug		29 AU 16	D	F	MD 1	3297	13 SP	
79	2 Sep		4 SE 16	D	F	MD 1	3297	15 SP	
80	13 Sep		14 SE 16	D	F	MD 1	3297	28 SP	K
81	25 Sep		26 SE 16	D	F	MD 1	3297	11 OC	

/continued ...

THE WALSHES LETTERS - Check List

I	II	III	IV	V	VI	VII	VIII	IX	X
82	29 Sep		30 SE 16	D	F	MD 1	3297	18 OC	
83		4	22 NO 16	S	A	SZ 22	3018	11 DE	
84		5	22 NO 16	S	A	SZ 22	3018	12 DE	L
85		6	25 NO 16	S	F	CD 3	3366	11 DE	
86		9	6 DE 16	D	F	D 42	3366		
87		10	12 DE 16	D	F	D 42	3366		
88		11	17 DE 16	D	F	D 42	3366		
89		18	7 JA 17	D	F	D 42	3366		
90	4 Feb		5 FE 17	S		RAK TPO	3366 ?	1 MR	
91	20 Feb		21 FE 17	D	F	D 42	3366	7 MR	

- NOTES:
- A 4 June 1915 to 27 Feb 1916 - square censor mark
 - B Cercle Khedivial envelope
 - C The Royal Mail Steam Packet Company envelope
 - D Via double circle B.A.P.O. Y. 6 SP 15
 - E Shepherd's Hotel, Cairo, envelope
 - F 2 March 1916 to 21 Feb 1917 Triangular Censor Mark
 - G Casino Palace Hotel, Port Said, envelope
 - H Canadian Pacific Railway Company envelope
 - J No c.d.s.
 - K Via single circle B.A.P.O. T. 16 SE 16
 - L Cox's Shipping Agency Ltd., Port Said, envelope

The circular date stamps

This series of letters amplifies or adds to our knowledge of the usage of some of the F.P.O. datestamps. In considering the following, noted in chronological order, reference is also made to the works of Michael M. Sacher (M.M.S.) and Alistair Kennedy and George Crabb (K. & C.) whose type numbers are shown.

- F.P.O. P. 52 H.Q. 52 (Lowland) Division Type D 2
9 AU 15 to 10 DE 15 from Gallipoli; K & C JY 15 - DE 15
- F.P.O. 157 157 (H.L.I.) Brigade, 52 (Lowland) Division Type D 2
5 SP 15 from Gallipoli and also 13 JA 16, the latter probably taken to Egypt after having been written on 28 Dec. K & C Gallipoli SP 15 - NO 15.
M.M.S. Egypt from JA 16; K & C Egypt from MR 16.
- A.P.O. S.Z. 2 13 and 18 JA 16 from Gallipoli Campaign. K & C JU 15 - JA 16.
21 FE 16 - 28 MY 16 from Egypt. M.M.S. JA 16; K & C MY 16-FE 18.
- F.P.O. H. 15 H.Q. XV Corps, Port Said. Type 6 P 2.
Corps formed on 12 Jan and broken up on 12 April 1916. Known dates of use during its lifetime are 5 AP by the Corps Commander, 8 AP (MMS) and 11 AP (Walshes). K & C state known examples are posthumous.
- F.P.O. M.D. 1 Australian and New Zealand ("ANZAC") Mounted Division Type D 2.
27 and 30 AP 16 to 30 SE 16. K & C AU 16 - MR 17.
- F.P.O. M.D.T. 1 "Anzac" Mounted Division Train Type S B 2
5 JY 16. K & C JU 16 - FE 17. A scarce datestamp.
- F.P.O. C.D. 3 Number 3 Section, Canal Defences. Type 5 A 1.
7 JY 16 and 25 NO 16. K & C JY 16 - SP 16; MMS to 27 JA 17.

/ Continued . . .

F.P.O. D. 42 H.Q. 42 (East Lancashire) Division
6 DE 16 - 21 FE 17. K & C FE 16 - FE 17.

R.A.K. T.P.O. El Arish - Kantara. Type S L 21
5 FE 17. K & C JA 17 - MY 17. Another scarce datestamp.

Bibliography.

- The 42nd (East Lancashire) Division, 1914- 1918
Frederick P. Gibbon, London, 1920.
- The 52nd (Lowland) Division, 1914-1918
Lt-Col. R. R. Thompson, M.C., Glasgow, 1923.
- History of the Great War and Order of Battle of Divisions.
Major A.F.Becke, H.M.S.O., 1935-1945.
- Army and Field Post Offices of Egypt and the E.E.F., 1914-1920
Michael M. Sacher, London 1970.
- Postal History of the British Army in World War 1
Alistair Kennedy and George Crabb, Epsom, 1977.

J. Firebrace (ESC 71)

A POSTAL CURIOSITY - J. Boulad d'Humieres (ESC 16)

The envelope illustrated on page 258 seemed to me to deserve stopping for a moment and examining closely.

It comprises an ordinary Registered Letter sent from Suez on 27th October 1893 with the destination Rouen, France.

However, on that day, the Suez date stamp must have lost its figures of the day of month (27th) in the date-block. Further, a post clerk wrote in black ink by hand, the figures of the date (27) onto the envelope itself, in the empty places left in the two strikes of the date stamp. This produced the very curious effect which is clearly seen in the illustration.

The letter had been routed to Alexandria where it arrived the following day (date stamp on reverse).

On the following day it was put on the French Packet of Messageries Maritimes, the New York - Yokohama and Marseilles route, on No. 8 "The Melbourne", which had left Yokohama on 10th September 1893, and the postal agent on board had struck his own particular date stamp on the reverse.

At this period of time, the Paquebots from Far East called at Alexandria after passing through the Suez Canal.

The letter arrived at Rouen on 3rd November 1893 (date stamp on reverse).

It is certainly not usual to come across cases where there is a manuscript addition as part of a date stamp.

Jean Boulad d'Humieres, FRPS,L
Membre Correspondant de l'Academie de Philatelie
Paris.

THE EXPRESS POSTAL SERVICE OF EGYPT - APPEAL FOR ILLUSTRATIONS

Mr DENNIS H. CLARKE (ESC 165), Keeper of the Philatelic Record, appeals for Xerox copies of Members' Express Covers. Mr Clarke's address is on the Title Page.

SIOUTH - NAPOLEONIC COVER

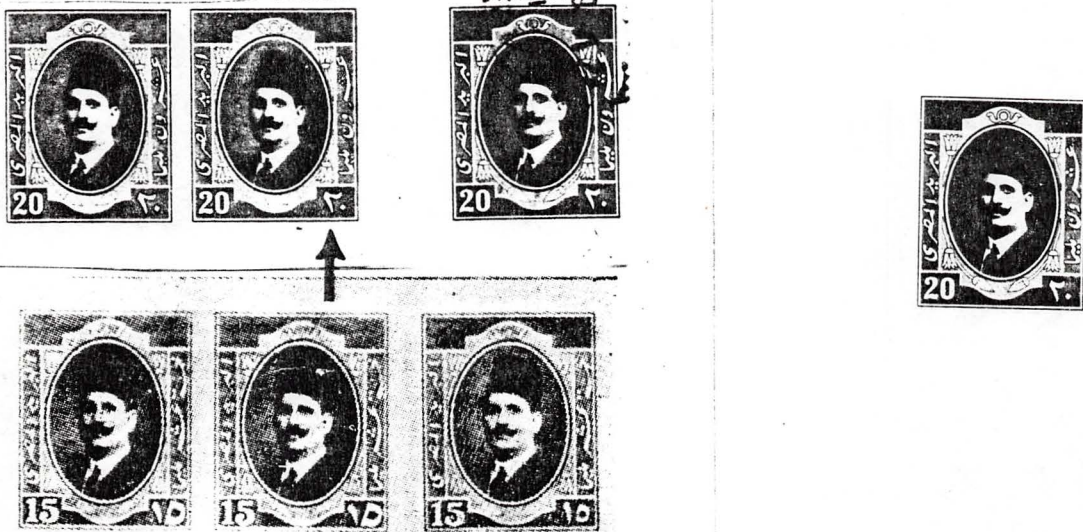
Mr C.A.Parker (ESC 117) has kindly supplied a copy of an entire from Siouth (Asyut) circa 1800, the front and part contents being illustrated on page 222. The letter is a French translation of the original Arabic and an English version will appear in our next issue.



1923 Rejected Essay - I.K.Chafar (p. 259)

Fig. 1(top) - Essay pair + single as issued
(below) - similar, 15m (already known)

Fig. 2 - amended essay, as accepted



1 No. 90 (Essai) Normal 2

T.P.O. - P.A.S.Smith (page 234)

Left: the earliest mark
Right: the latest yet seen



RETOUCHES & FLAWS

- - - - -

A LOST REJECTED ESSAY between the Coloured Plate Proofs

by Ibrahim CHAFTAR

- - - - -

When I gave out for publication the article "Retouches and Flaws 1923/1926 First Portrait Fouad Issue" in 1973 (See L.'O.P. No. 127, October 1973)*, I retained the following matter deliberately, lacking precise information.

Towards the end of 1940 I acquired from my good friend E.L. Angeloglou a left-hand border block of four, cut from a half sheet he had just put on sale, of an imperforate unwatermarked 20-mills printed in grey-green on thick paper of this 1923/26 issue. All serious collectors added some specimens to their albums, but not one of us noticed or reported the notable difference in the design of the Arabic "20" in the right-hand bottom label of the stamp, compared with the same on the issued stamp.

Then, later, I sold all my Fouad material to tackle other aspects of Egyptian philately. In April 1950 my friend Dr Oscar Wilkenstein of New York wrote me, informing me that an auction held in New York included several singles, pairs, and blocks of four, of all values, imperforate, unwatermarked, of the 1923/26 issue, including the high values to the £1. He requested that these items be included in the Zeheri Catalogue and I took note for future editions, as the 1950 edition was already on sale.**

In 1954, H.R. Harmer were the auctioneers of the Palace Collections of Egypt and part of Lot No. 350 represented a sheet of 100 units of 20 mills, deep green on thick unwatermarked paper. The "Byam's Egypt" collection sold by Robson Lowe in 1961 included as part of Lot No. 783: "20-mills block of ten, imperforate unwatermarked in issued colour".

Again, nobody noticed or reported the difference in the design !

In 1972, I found by chance, on the Alexandria market, two horizontal pairs of that precise rejected state: 20 mills grey-green on unwatermarked thick paper; I acquired the two pairs. Later on, the Alexandria stamp dealer Michel Nicolaizos showed me a left-hand border single of this same essay found during his tour in Greece.

Studying my two pairs, I noticed, to my surprise and confusion, that the Arabic value at the bottom right label of the stamps appears in a shape which is not the standard accepted shape. The design must have been rejected by the Egyptian postal authorities and the printers must have been requested to correct and prepare a new plate, and this, when submitted later, was approved and put into production.

This is proved by the series of miniature coloured sheets (12 items: 1 mill to £1) which are in the Cairo Postal Museum. I show here a photograph of the miniature sheet of the 20 mills (exact size), photograph No. 2.

In photograph No. 1, I illustrate the rejected imperforate pair and, to the right of it, a normal used specimen. Under these reproductions I show the design from the Zeheri catalogue, page 20 of the 1972 edition, of Essay No. 90 by Harrison & Sons, showing the rejected essay of the 15 mills at left, and at right the accepted and issued 15 mills. This Essay No. 90 was rejected because the Arabic "5" of "15" was bigger than would have been normal.

Very probably the 20 mills was submitted at the same date, and rejected for a similar reason, as for the 15 mills: the shape of the "2" of "20" differed from the normal standard.

Ibrahim CHAFTAR, 19 February 1980.

Editor's Notes * This article was also published in the Q.C. from Dec. 1973 to Sept. 1974, Nos 88 to 91.
 ** Mr Ibrahim Chافتar was the Editor of the 1950 and 1960 editions of the Zeheri catalogue.

AN ESSAY FOR A COMMEMORATIVE STAMP PREVIOUSLY UNKNOWN

- by Jean Boulad d'Humieres (ESC 16)

After the last War, shipping in the Suez Canal becoming denser in both directions, merchant ships passing each other posed a problem which was daily getting more difficult to resolve.

A project for dividing part of the length of the Canal into two streams, by a diversion approximately 10 Km long and perfectly straight, was studied in 1947 and executed very rapidly, to facilitate the ships passing each other and to speed up the transit time.

It was situated between Kantara and Ismailia, i.e. between Kilometres 51 and 60. One artificial island was thereby created between the two branches of the old and the new waterway (figure 1).

It was put into service on 23 July 1951.

It was to have been opened officially by King Farouk on 1st November 1951, and it carried his name as the "Farouk Canal". The King, coming from the north on board his private yacht, would have cut the symbolic ribbon then barring the entrance.

A commemorative postage stamp of 10 mills green was to be issued on this occasion. With this in view, the Postal Administration asked the Suez Canal Company to submit an essay for the vignette.

It was the author of this article, then attached to the Canal Company administration, who was given responsibility for the furtherance of this project, because of his knowledge of philately and postal matters.

The following steps were taken, from the 1st to 15th September 1951.

With the assistance of Mr R. Bauchet, chief of the Architect's Department of the Company, a sketch was prepared hastily (figure 2). It featured the royal yacht approaching the north entrance of the new canal (the lighthouse of which can be seen at the north end) and, inset, a portrait of the king. The size was 82 x 52 mm; the colour pale to watery green.

On signals from the maritime navigation control, the ships steered to port (left) and crossed to starboard (right), like railway trains.

To comply with the necessary postal conditions, the essay had to be submitted with the following modification and addition, as were indicated in a note which accompanied it :-

1. The king should be shown in the uniform of an Egyptian Admiral, although on the sketch he was shown as a Field-Marshal.
2. An Arabic translation of "Farouk Canal - 1 Nov 1951" should be inscribed above the French text.

After several technical retouches, which were to be carried out by the Survey Department, printers of Egyptian stamps, the future stamp needed to be submitted to the king for approval.

Following the political complications between the Palace and the Government, the projected ceremony was cancelled, the stamp issue was abandoned, and the sketch returned to its authors on 16 October 1951.

After the Revolution of 23 July 1952 and the abdication of King Farouk, the canal was prosaically named "Canal Dérivé" (i.e. the "By-Pass").

After more than 20 years* the design sketch is presented here to philatelists, with the story of its creation, for the first time.

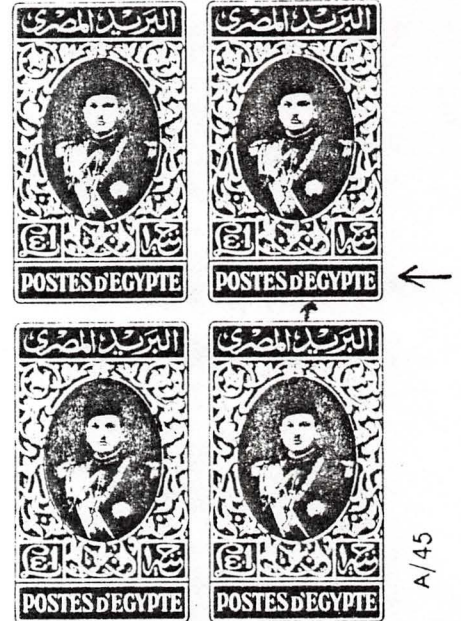
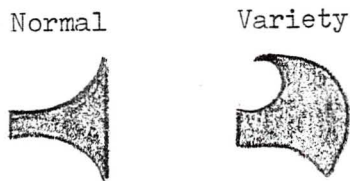
By a curious coincidence while I was preparing this article, there arrived the H.R.Harmer, New York, auction catalogue of the specialised collection of the late Mr George L. Lee, of New Jersey, U.S.A., who had died two or three years earlier.

/ Continued . . .

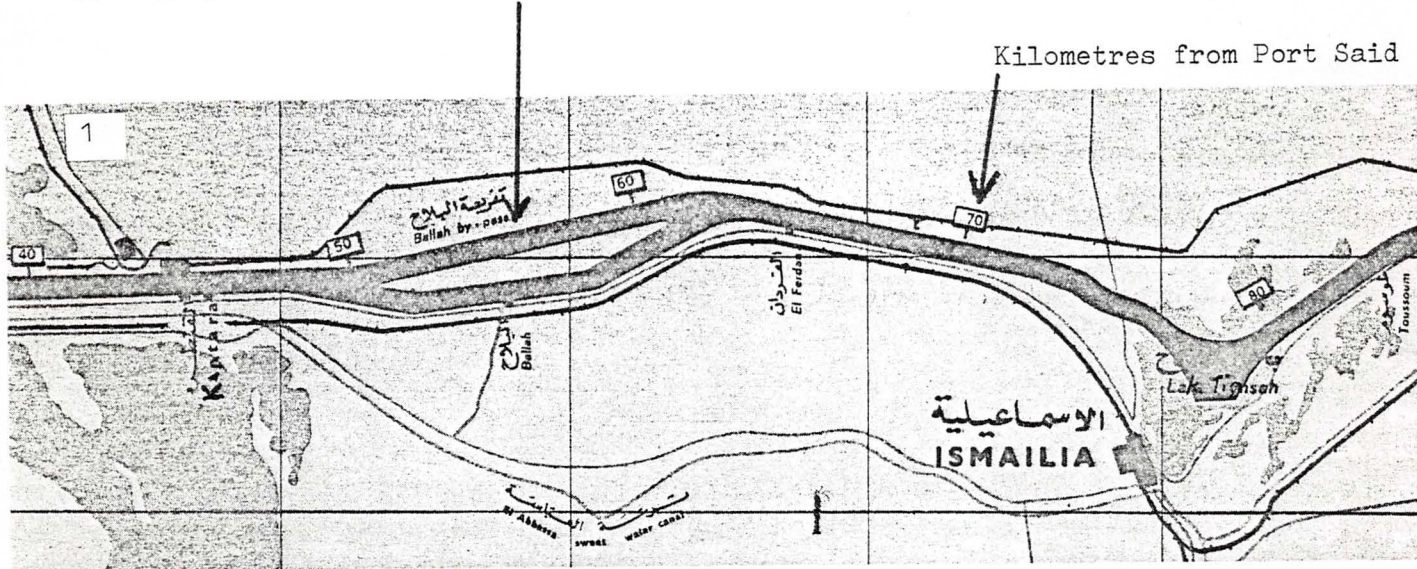
DEFORMED "E" Variety on Farouk 1939/45 £E 1 - by Gino Piperno

A constant variety can be seen on the accompanying illustration of the A/45 Control Block of 4, of the £E 1 value, Farouk 1939/45 issue.

The variety affects No. 5, Row 4. The centre bar of the first "E" of "d'EGYPTE" is deformed, as shown in the sketches below.



1951 Essay for the Farouk Canal, eventually named 'Ballah By-Pass' (J. Boulad)



2



Rough Sketch submitted by the Suez Canal Company

Finished Essay produced by Survey Dept

3



Imagine my surprise, on skimming through the catalogue, to see Lot No. 248E described thus: "1951, Proposed Farouk Canal Issue, 10m in 5 different bi-colours on watermarked paper, fine."

Thanks to the kindness of my friend, Professor Peter A. S. Smith, of Ann Arbor, Michigan, I was able to have a photograph of these essays (figure 3).

Inspired largely by the sketch described above, the Survey Dept had executed a new design for the 10-mills value, in line with the standards then applying, printed on the watermarked paper of that time - Royal Crown and Arabic letter 'F' - in five examples only, each in two colours, presented imperforate and stuck on card - as were all the essays of that time - for submission to King Farouk.

The colours are :-

Background - brown,	Portrait - violet
Background - brown,	Portrait - green
Background - green,	Portrait - blue
Background - green,	Portrait - maroon
Background - blue,	Portrait - maroon

The essay invites attention to the following comments as to the design itself :-

1. Seeing that the subject was maritime, the king needed to be depicted in the uniform of an admiral instead of that of a Field-Marshal as normally seen, as was recommended in the note attached to the sketch from the Canal Company.
2. The ship depicted is an ordinary cargo vessel, at a time when the king's personal yacht (on board which he was to inaugurate the canal given his name) would have been more suitable in the circumstances.
3. The cargo ship leaving the Farouk Canal is travelling in the wrong direction: in actual fact, as pointed out above, the shipping passes each other starboard-to-starboard. On the sketch submitted by the Canal Company this "rule of the road" had been observed.

It was probably at the time of the seizure of the collections of King Farouk that this Lot had been discovered and neatly pinched.

Cut from the presentation card, the five essays - no longer needed - passed then into the collection of Mr George L. Lee and it was his death which led to them being put up for auction. They are now in other collections.

This is part of the "Little Postal History of the Suez Canal" which had certainly been completely ignored by philatelists not knowing of the fortunate connection of the two essays for a commemorative stamp which never saw the light of day.

Jean Boulad d'Humieres, FRPS,L (ESC 16)
Membre Correspondant de l'Academie
de Philatelie, Paris.

* Editor's Note: M. Boulad's article was first published in Journal de Philatelie Suisse in October 1973.

Stanley Gibbons Ltd maintain a list of collectors of Egypt material in their Rare Stamp Department. From time to time these collectors are circulated with details of Egypt material, every item being illustrated by Xerox copying. In recent lists circulated there have been a number of items illustrated by Colour Xerox.

Circle Members who would like to receive copies of future circulations should notify the Editor (address on Title Page) who will pass on these requests to Mr Stanley Jackson, of Stanley Gibbons' Rare Stamps Department.

Mr Gino Piperno has drawn attention to a constant flaw in the 1939 Farouk £E 1 value, Row 4, Number 5. The first "E" of "d'EGYPTE" has deformity in its centre bar. This is illustrated on the preceding page.

(All stamps are printed Rotogravure by Postal Printing House, A.R.Egypt, and with watermark Multiple Eagle unless noted otherwise)

<u>Commemorative Stamps.</u>	<u>SG 1384*</u>	<u>SG 1387</u>
Occasion	Signing of Egyptian-Israeli Peace Treaty	Food Security
Date of Issue	26th May 1979	15th May 1979
Designer	Lotfy el Sawaf	N. el Hendawi
Design	Signature of President Sadat on Peace Treaty surrounded by doves	Honeycomb of Food Projects
Denomination	20 mills	20 mills
Sheet	35 (5 x 7)	35 (5 x 7)
Stamp dimensions	40 x 40 mm	40 x 40 mm
Perforation	11½	11½
Quantity printed	?	?
Supplementary	-	-

*NOTE: The two 'Peace Treaty' issues of March 1979 are re-numbered SG 1385/6

	<u>SG 1388</u>	<u>SG 1389</u>
Occasion	25th Anniversary of Egyptian Mint	50th Anniversary of Philatelic Society of Egypt
Date of Issue	1st June 1979	1st June 1979 (? 25th June)
Designer	H. A. el Dahab	I. A. el Tahtawi
Design	Coins of 1954 and 1979	Emblem of the Society and the 'Peace Treaty' stamp being examined by magnifying glass
Denomination	20 mills	20 mills
Sheet	50 (5 x 10)	50 (5 x 10) NO WATERMARK
Stamp dimensions	43 x 26 mm	50 x 30 mm
Perforation	11	11
Quantity printed	1,000,000	1,000,000
Supplementary	The Mint also supplies coins to several other countries.	The Society was founded in 1929 by a number of Egyptian and foreign philatelists to publicise and encourage the hobby.

	<u>SG 1390</u>	<u>SG MS 1391</u>	<u>SG 1392</u>
Occasion	27th Anniversary of the Revolution		Festivals 1979 (Folklore)
Date of Issue July 1979	22nd August 1979
Designer	M.N. el Hendawi	Lydia Farid	Wahib Farag
Design	Sun of Freedom, motto of Revolution & open book	Decorative inscr'n '23rd July 1952'	Musicians playing on the Rebab & an Argul
Denomination	20 mills	140 mills	10 mills
Sheet	50 (10 x 5)	Min. Sheet	100 (10 x 10)
Stamp dimensions	30 x 50 mm	50 x 62 mm	25 x 30 mm
Perforation	11	imperf.	11
Quantity printed	1,000,000	75,000	5,000,000
Supplementary	No watermark	-	No watermark

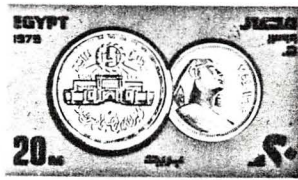
SAME DESIGN AS SG 1385/6



SG 1384



SG 1387



SG 1388



SG MS 1391



SG 1392



SG 1390

SG 1389 (50th Anniversary, P.S.E.)
The date of issue is in query.
June 1, per Egypt Phil Bureau,
Gibbons Monthly etc. but June 25
is the date on the First Day Cover



SG 1389

1979-1979

EGYPT مصر



اليوبيل الذهبي للجمعية المصرية لهواة الطوابع

FIRST DAY COVER طلاف اول يوم

VARIETIES - by C.E.H.Defriez (ESC 172)

I give details and illustrations of some uncatalogued varieties in my possession. I have not heard of the existence of other examples of these, nor do I know whether or not they are constant. If any other Member has these varieties would they please advise me, GIVING THE POSITION ON THE SHEET IF KNOWN.

1965 - Re-establishment of Egyptian Civil Airlines, "Misrair" (SG 846)

Design in deep blue on yellow background. Mint block of 4 with "extra Arabic character" on right of inscription at foot, affecting one stamp.

1968 - Seventh Fine Arts Biennale (SG 946)

Colours blue and black on white ground, i.e. blue background to head, horizontal strip at foot and feint border near perfs. Remainder black. Used example with half of blue printing omitted (the extraneous smudge-marks are part of the postmark).

1968 - 50th Anniversary of Egyptian Scouts (SG 962)

Colours ultramarine and yellow-orange and white. Short "T" in Egypt and year 1968 incomplete. This variety may be constant as 2 identical examples are shown, one in an unused block of four, and one single used.

1972 - Olympic Games, Munich (SG 1179), 55 mills value

Colours red, green and blue on white ground, i.e. blue for Olympic circles and flower symbol; red for gymnast, values and English and Arabic script; green for background to gymnast. Used example with half of red printing omitted, bearing indistinct postmark.

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AND NOW FOR A BIT OF THE OTHER . . .

by Kenneth D. Knight(ESC 150)

The "Other" I refer to in the title is the Philately of modern Egypt. I apologise if the subject does not live up to the title's salacious promise, however so few profess an interest in the stamps and postal history of modern Egypt that I had to use underhand methods in order to gain attention.

Most E.S.C. Members, myself included, concentrate their studies and their collections on the pre-stamp and classic periods, indeed many close their collections with the 1953 Bar overprints and show no interest whatsoever in the philately of the republic. It is in an effort to stimulate interest in modern Egypt that I raise the following points and queries.

a) Watermark Varieties. In recent issues of the Q.C., Mr C.E.H.Defriez has brought up to date the listing of New Issues since the last Zeheri catalogue was published in 1972. It was with much interest I noted the following stamps: SG 1245 to 1252 inclusive and SG 1257, which were described as having the multiple eagle watermark.

The examples of these stamps in my possession are unwatermarked. Were these stamps issued both with and without watermark? Am I in possession of some unique adhesives? Or is the New Issue list incorrect?

b) Printing Varieties. Printing faults apparently abound on modern Egyptian stamps. The two described below leap at the eye.

i) SG 1225: The vertical line of the "T" in POSTAGE is missing.

ii) 1264: The second "T" of TOURISTIC is smudged, or rather the ink is spread as if applied to blotting paper.

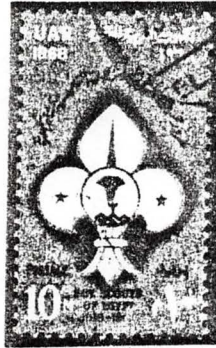
The stamps above show impressive varieties but I doubt if either are constant. (N.B. All stamp reference numbers mentioned in a) and b) are as in Mr Defriez's New Issue list).

c) A Mysterious Postmark. I should imagine all students of Egypt are familiar with the "Motor Cyclist" express post stamps issued during the reigns of Fuad and Farouk, but can any member of the Circle throw light on the use of the "Le Caire Expres" c.d.s. illustrated? (Page 268).

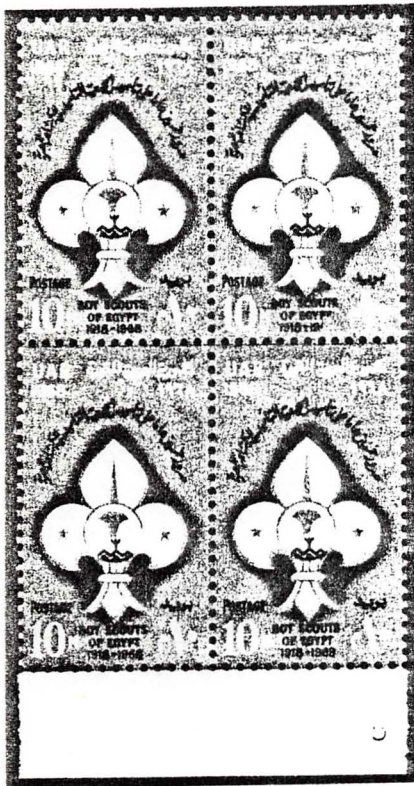
/ Continued . . .

1968 Scouts

Year incomplete on used example

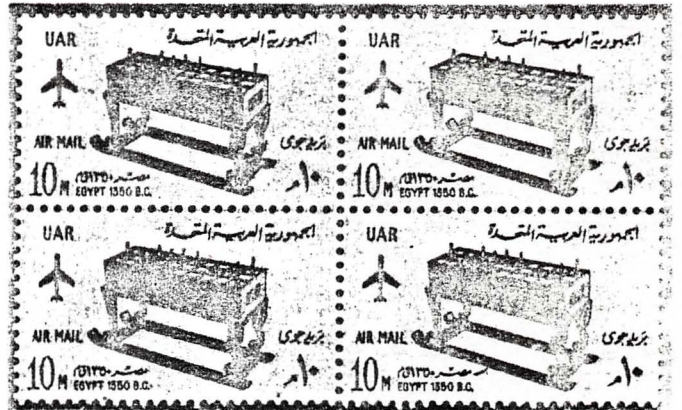


Same variety in mint block



1965 Misrair

"Extra Arabic character" variety in mint block



1972 Olympics

Half of red printing missing (including value in Arabic)

Normal

1968 Fine Arts

Half of blue printing missing

Normal



Some time ago I corresponded with Prof. P.A.S. Smith regarding this cancellation. He was of the opinion that it denotes an express delivery service operating in Cairo. However the history of the cover leads me to suspect that it could be a T.P.O. cancellation.

The cover was addressed to me from a non-philatelic acquaintance resident in Cairo. The letter was headed with the cryptic "Usual Address, Abbassia", but at the time he wrote the letter my friend was commuting daily between Cairo and Alexandria. He is certain he wrote the letter whilst entrained for Alexandria, and further states there is a better-than-even-money chance he mailed the letter in Alexandria.

The 110 millieme franking was the normal airmail rate and no excess was paid for either express sorting or delivery. A letter mailed in Alex would normally be sent to Cairo for onward forwarding to the U.K.

Was the cancellation applied en-route to Cairo? In which case it is a T.P.O. Or if applied in Cairo, why? It is only a normal airmail letter, after all.

d) Civil Censorship. Censorship of civilian mail existed in Egypt until 1974. A study of the censorship marks used during this period by Mr P. Andrews has been published in the Q.C., and some time later I was able to add further information. Even so, I am sure there is much still to be discovered. A serious in-depth study of these handstamps would prove rewarding, and it is worth bearing in mind that covers from this period are relatively unsought-after and cheap.

e) Military Handstamps/Censorship. Are there any examples of military postal markings used during recent years? I have none in my collection yet surely some must exist. There have, after all, been the 1967 and 1973 wars with Israel. Egyptian troops were also involved in the Yemen.

In issue number 125 of L'Orient Philatelique there was an article which apparently relates to censorship of mail from the Egyptian army. However, it was written in Arabic and therefore unintelligible to me. Perhaps it does not deal with the subject I imagine. Nevertheless, I for one would love to read a translation of this article. Any offers?

f) Investment Potential. Finally in one last effort to popularise the collecting of modern Egypt . . .

Stamp collectors the world over have a tendency to specialise in the issues of their own country. Imagine then an Egypt where education and affluence reaches levels similar to those of present-day Great Britain. If the same proportion of Egyptians turned to collecting the stamps of Egypt as Britons now collect G.B. issues, many modern Egyptian stamps would become minor rarities. If you doubt my words, run a check on the quantities printed and the size of Egypt's population, then make a comparison of similar figures for the United Kingdom.

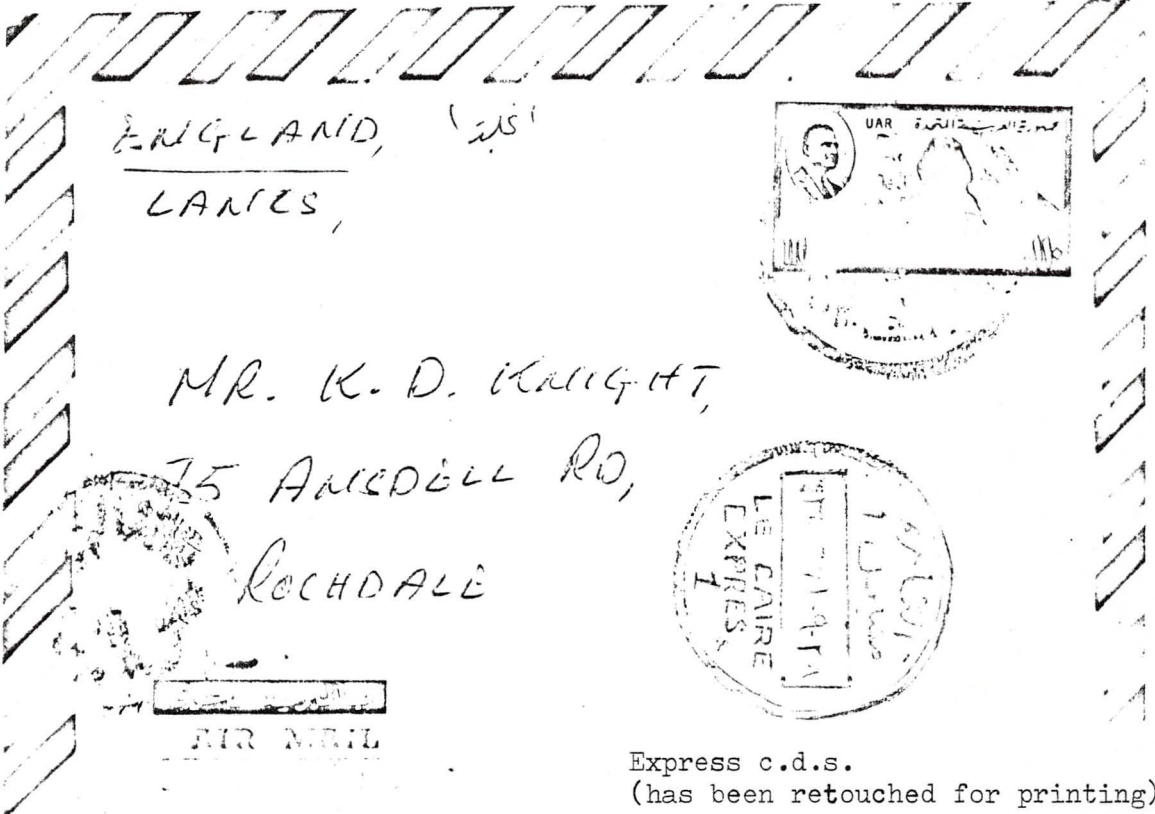
Q U E S T I O N T I M E - New Questions

Q. Time 19 - An Essay from the Republic period
Question put by Prof. P.A.S. Smith (ESC 74)

Lot No. 305 of the Stanley Gibbons Auctions Ltd sale of 31 May 1979 consisted of a somewhat enigmatically described item that is one of the few essays yet known from the post-revolutionary period. The item consists of a large piece of gummed, unwatermarked paper of stamp quality, bearing a single impression of a working surface. The impression shows a number of guide lines and many scratches resembling those made when an artist cleans his pen, in addition to three carefully finished stamp designs. All printing is in blue, with a background of light turquoise on parts of the designs. These were evidently prepared for the 1957-58 issue, but the inscriptions are in French ("POSTE, EGYPT") instead of English. All designs are denominated 10 mills. One closely resembles the issued 1 mill, another the issued 10 mill, but the third which shows a street lamp against a backdrop of minarets has never appeared on an issued stamp.

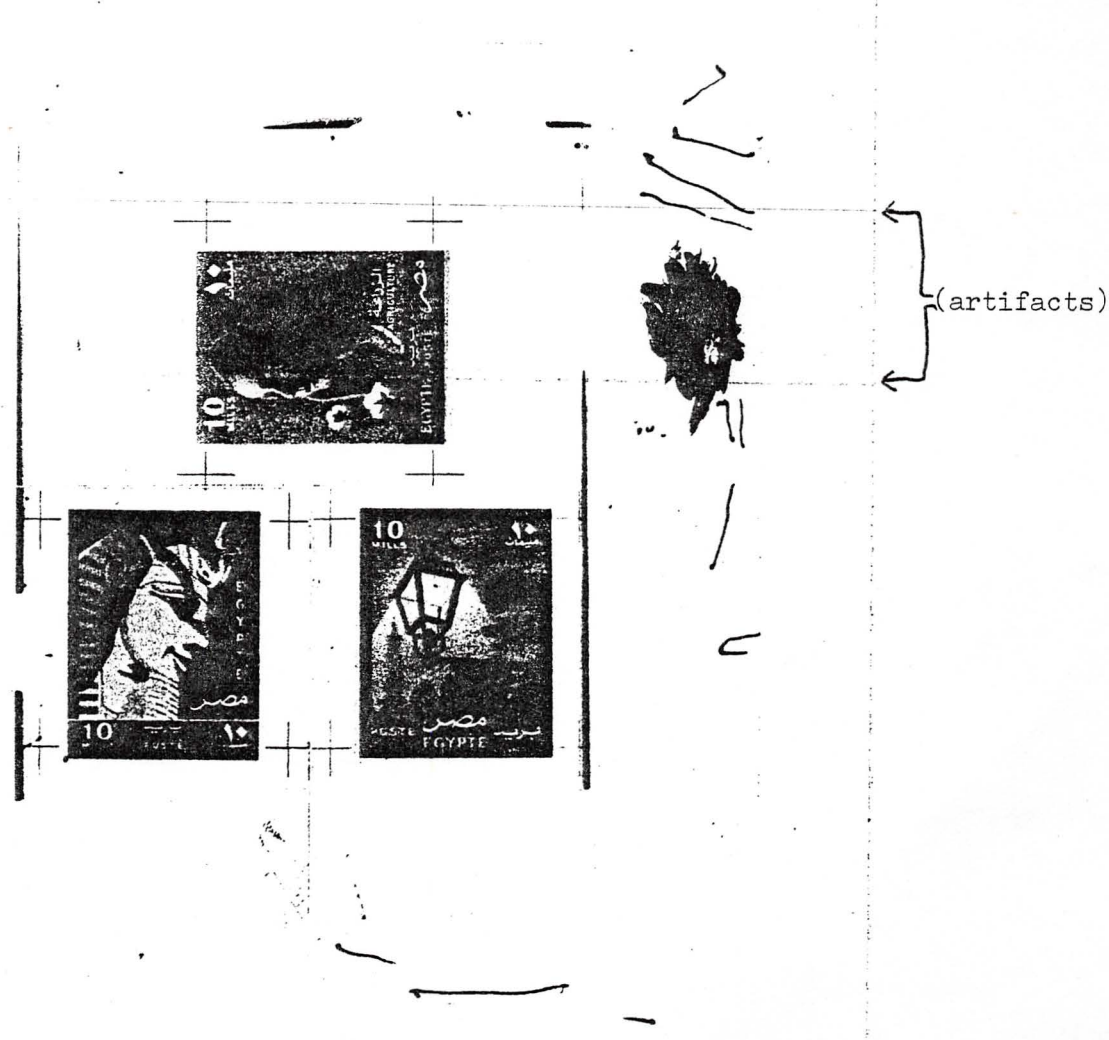
Can any Member shed light on the source of this composite essay, which seems to have been prepared in the Postal Organization printery? Are there other examples?

U.A.R. Express Service ? - See Kenneth D. Knight's para (c)



Express c.d.s.
(has been retouched for printing)

Question Time 19 - U.A.R. Essay (P.A.S.Smith)



Q. Time 20 - A Royal Free Frank ?
 Question put by Mr C.E.H.Defriez (ESC 172)

The Abdin Palace cover illustrated is postmarked 25 June 1952 and has no adhesive stamp. There is however what appears to be a Free Frank, a crown with Arabic inscription within a circle, struck in violet. The postmark is less than one month before the revolution, and the abdication of King Farouk. Does any Circle Member have any information on this Free Frank ?

Q. Time 21 - Returned Letter Service: A New Egyptian Postal Label ?
 Question put by Prof. P.A.S.Smith (ESC 74)

The pair of post cards shown in the accompanying illustration was recently offered to me. The cards announce a death, and were sent to intercept a traveler. They are interesting enough for the "BUREAU DES REBUTS" and "INTROUVABLE" markings, but the feature that inspires this note is the adhesive label covering the address on one of them. It may be seen on the lower card, and is inscribed in Italian and French. It is printed on a poor quality of yellow paper. Note that it has a handstamped "NON RECLAME", and that both "Ismailia" and "Caire" are written in manuscript across it.

Because of the languages used (or not used), one might reasonably conclude that it is an Italian label, but the card was not addressed to Italy, and the name of an Egyptian town on it seems conclusive. The absence of Arabic suggests that it is not a label of the Egyptian Postal Service, but does not prove it. The only other explanation I can think of is that it was used by a steamship or tourist agency, such as P & O or Cook's, accustomed to dealing with a large number of undeliverable items of mail.

Can anyone shed light on the matter, or report another example ?

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M E M B E R S ' R E P L I E S T O Q U E S T I O N T I M E

Q. Time 14 - Overland Postage Due mark. December 1979 Q.C. pages 218-9

Mr Denis Vandervelde states that this is an Indian mark, indicating that postage was due for the overland (Suez, France) route. The figures mean 1 anna, 6 pies.

Maj. E.L.G.MacArthur believes that the mark was applied at Aden by a department of the Indian Post Office who had a station there.

Q. Time 16 - "2 in circle" mark on card, Port Said to Belgium
 December 1979 Q.C. pages 219-220

Mr Denis Vandervelde states that this mark is a "Facteur" number, identifying the postman responsible for delivery, and usually applied where he had problems, e.g. empty house, no such person, etc. This mark is common in Belgium, also in Holland and the major cities of Italy and Germany; commonest of all in Malta. Here the mark was applied in Ostend, Belgium.

Q. Time 17 - "APRES DEPART" mark on postcard, Alexandria to France, 1900
 December 1979 Q.C. pages 219-220

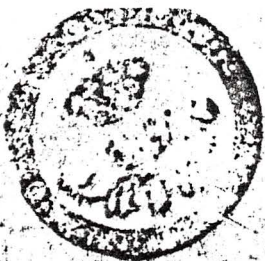
Mr Denis Vandervelde writes: "Your Q. Time 17 is new to me, but is probably Egyptian, I think, and a real find. I fancy I have a fragment on a stamp somewhere This would logically have been used when just too late for a steamer departing from Alexandria.

Q. Time 18 - "Qasr el Dubara"
 December 1979 Q.C. pages 219-220

Maj. E.L.G.MacArthur (ESC 125) believes that Qasr el Dubara is the name for the Garden City of Cairo.

M. Jean Boulad (ESC 16) refers readers to his article in L'O.P. No. 114, Oct. 1964, page 381, also to Mr F.W.Benians' article in the Q.C. Nos 103/104 (Vol. IX, Nos 6-7) 1978, page 67.

The nearest public Post Office called "Qasr el Dubara" was in the hotel building in a street between the Semiramis and the new Shepheard's Hotel. The colour, purple, of the cancellation was perhaps used at the request of the sender who may have asked for a clear strike for his collector friend; it is not normally used on ordinary mail.



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١٩٢
١٩٢



Question Time 20

Royal Free Frank

Not Called for Undelivered for reason stated
 UNION POSTALE UNIVERSELLE
 POST CARD—GREAT BRITAIN & IRELAND
 (GRANDE BRITAGNE ET IRLANDE)
 THE ADDRESS ONLY TO BE WRITTEN ON THIS SIDE.

WESTMINSTER
 ONE PENNY

INTRODUZIONE
 BUREAU POSTAL
 CAIRO
 EGYPT

Whidborne
 Cooks
 Brothers-on
 Cairo
 Egypt

2 cards 7500

Question Time 21

Returned Letter Service

UNION POSTALE UNIVERSELLE
 POST CARD—GREAT BRITAIN & IRELAND
 (GRANDE BRITAGNE ET IRLANDE)
 THE ADDRESS ONLY TO BE WRITTEN ON THIS SIDE.

POSTAGE
 ONE PENNY

WHIDBORNE
 CAIRO
 EGYPT

Al mittente
 l'Envoyeur
 Under penalty for reason stated
 NON RECLAME
 perche
 parce que

Whidborne
 Cairo
 Egypt

Mod. di n. 24-B
 (Edizione 1935)

Egyptian (?) Postal Label



Q. Time 18 (continued)

M. Boulad further states that all the stationery of the Semiramis Hotel was printed with the head of Queen Semiramis. The postal franking machine used later by this Hotel also has a reproduction of the head of the queen, to the left-hand side of the datestamp.

Mr J.F.Cousins (ESC 202) kindly supplied a map of Cairo showing the location of Qasr el Dubara south of Sh. Ismail Pasha on the east bank of the Nile. It included, among other places, the Semiramis Hotel and the British Embassy.

Mr F.A.Ford (ESC 157) quotes from the 1928 Baedeker, describing Qasr-ed-Dubara as a fashionable quarter erected on the site of the Palace of Qasr-ed-Dubara and including the residency of the British High Commissioner.

New Member Mr J.M.Murphy (ESC) writes that, whilst admitting to no specialised knowledge of the cancellation as such, he does know that Qasr el-Dubara is the area of Cairo in which the Semiramis Hotel stood until its demise in 1976. In 1929 the area also contained the former Qasr el-Nil Palace-cum-English barracks, now the Nile Hilton Hotel, and a large part of Tahrir (Victory) Square, and was bounded to the north by the Egyptian Museum, to the west by the Nile, to the south by what is now Garden City embassy suburb . . . To his knowledge there is today a branch Post Office in the western end of the Mugammah (local government offices) just across the road from where the Semiramis used to stand: perhaps this is today the Qasr el-Dubarah P.O., although since the Mugammah was built only in the early 1950's it seems likely that the P.O. in question was probably housed within the large triangular Semiramis block on the Nile bank, all of which has been cleared for the building of the two new hotels. The name itself defies translation: Qasr is Palace, and el-Dubara may mean cord or girdle, and in any event the name Qasr el-Dubara seems to be losing currency: it is not widely known among even Mr Murphy's Cairene friends.

Mr Edmund Hall (ESC), having consulted his Arabic Dictionary, reports that دُبَارَة (dubara) means string, cord, rope, etc. and so قصر الدبارة translates as "The Palace of the Cord" - but it may mean "waistband" (a nickname) as it is located approximately in the centre of Cairo.

FURTHER QUESTIONSQ. Time 22 G.W.Wheatley Post Card (Colour Frontispiece)

It is surprising to see from Mr M.R.Hewlett's postcard that the business set up by G.W.Wheatley (Waghorn's former Agent) was continuing in operation as G.W.Wheatley & Co. Ltd as long after the Waghorn era as 1916 (see reverse of card illustrated in this issue). Does any Circle Member know of the subsequent history of this company? Is it possibly still in existence?

Q. Time 23 Enlarged replicas of De La Rue 1888 issue (Colour Frontispiece)

These are printed by typography, the printing metal being very good, but not up to D.L.R. standards. The printed area is 40 x 33 mm, paper apparently chalk-surfaced exactly as the later D.L.R. printings. Perforation is 11.5, line.

The reverse is printed as a postcard with provision for addressing only. It is headed "Postkarte - Carte Postale" and the same printed smaller in about 12 other languages. Across the short side, in small print, is a club-shaped outline containing the letters O P F, "Ges. gesch - Depose" and "Imported by Kosmos Art Co., Boston"

Has any Circle Member seen similar cards, or the enlarged D.L.R. 'stamps' used elsewhere? Assuming not, what can be the explanation of the amount of trouble taken by the originator to produce these attractive items, and then not exploit them commercially?

WANTED FOR STUDY PURPOSES

To buy (or borrow) - Control Blocks of the 1933 Airmail Issue

- P.E.Whetter, Flat 1, Burrells, 25 Court Downs Road, Beckenham, Kent BR3 2TQ
Telephone 01.658 3494

FFFFF	OO	RRRR	SSSS	A	L	EEEEEE
F	O O	R R	S	A A	L	E
FFF	O O	RRRR	SSS	AAAAA	L	EEE
F	O O	R R	S	A A	L	E
F	OO	R R	SSSS	A A	LLLLL	EEEEEE

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Offered by Mr P.E.Whetter (ESC 133) Flat 1, Burrels, 25 Court Downs Road,
Beckenham, Kent BR3 2TQ (Phone 01-658 3494)

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ESSAYS	1922	Harrison	5m (Z 85):	Pair	£ 17,	Block of 4	£ 36.00
		"	15m (Z 90):	Single	£ 20	" " "	70.00
PROOFS	1914	5m	Pane of 100 from Plate 1, watermarked, some faults (Lot 324 in SG sale 4 Oct 79 -unsold)				10.00
	1923	5m	Block of 4 Wmk X				20.00
			200 m imperf proof (tiny thin)				8.00
DEFINITIVES	1867	20 para	yellow-green mint strip of 5 (reinforced) I,II				15.00
		5 para	unused CHAIN VARIETY Z 8a				25.00
	1874	5 para	mint tete-beche pair, P 13 ¹ / ₄ x 12 ¹ / ₂ Z 14ii				10.00
	1879	5 para	on 2 ¹ / ₂ pi mint P 12 ¹ / ₂ INVERTED SURCHARGE Z 21c				7.00
		10 para	on 2 ¹ / ₂ pi used CLEFT PYRAMID Z 22a				40.00
	1922	2m	green Block of 28 (7 x 4) marginal				3.00
	1923	100m	corner block of 4 CONTROL NUMBER MISSING				20.00
	1957		Shawky-Hafez IMPERF. PAIR				1.00
	1958	4m	Block of 4 IMPERF				1.00
		5m	" " " IMPERF				1.00
BOOKLETS	1937	120m	(exploded) L-H stitching, plain interleaving, Control A 40 on each pane				10.00
		210m	(exploded) L-H stitching, printed interleaving				10.00
CONTROL BLOCKS of 4	1936	POSTES	2m A 36				0.30
			15m A 36				4.00
			20m A 35				3.00
	1937	FAROUK	1m B41 A42 Perf across margin				0.04
			2m A 37 Plain margin				0.06
			3m A41 A42 Plain margin; ditto Perf margin:Each				.10
			3m A41 A42 A43 Plain margin (block of 6)				0.10
			6m A40 Perf across margin				0.16
			30m A38; A38 A44; A45; all Perf thro' marg. Each				£1.
			40m B44 Perf. across margin				0.75
			100m B44 A44 Perf. across margin (scarce)				2.00
	1927	1m	Type I A26 1st Pane				1.00
			A28 " "				0.50
		2m	A30 " "				0.45
		4m	A29				1.50
			A30 2nd Pane				0.60
		10m	A34 A35 1st Pane; ditto 2nd Pane			Each	1.50
			A27 1st Pane				0.70
		13m	A32 2nd Pane				1.00
		15m	A27 1st Pane				6.00
			A31 A32 A33 2nd Pane (Block of 6)				5.00
		20m	A33 1st Pane; A34 1st Pane			Each	7.00
			A26 1st Pane (One stamp thinned)				5.00
			A28 2nd Pane				3.50
			A30 1st Pane				3.00
		40m	A37 1st Pane; A32 1st Pane			Each	2.50
			A33 A36 1st Pane				4.00
		50m	A27 1st Pane				6.50
			A26 2nd Pane				7.50
			A29 " "				5.00
			A32 1st Pane				3.50
			A37 " "				4.50
		100m	A27 " "				12.00
			A30 " "				10.00

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