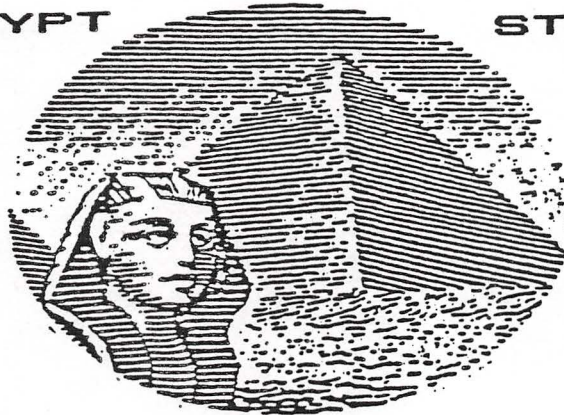


THE QUARTERLY CIRCULAR

EGYPT STUDY



CIRCLE

Volume XII

Numbers 9 & 10

MARCH & JUNE QUARTERS, 1986

Whole Series 137 & 138

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Venue for Meetings

THE VICTORY CLUB
SEYMOUR STREET
MARBLE ARCH

Featured in this Issue

Airmails

T P O's

EGYPT STUDY CIRCLE

O F F I C E R S

as at June 1986

=====

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EGYPT STUDY CIRCLE - THE QUARTERLY CIRCULAR

Volume XII Numbers 9 & 10 - March Quarter and June Quarter 1986
- Whole Series 137 and 138

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AWARDS AT EXHIBITIONS

Congratulations to the following for their achievements at exhibition :-

KOREA, 1985	Mr Samir A Fikry (ESC 305)	-	GOLD medal
AUSTRALIA, 1985	Mr Samir A Fikry	-	GOLD medal and special [prize
ROMA, 1985	Mr Samir A Fikry	-	LARGE GOLD medal
AMERIPEX, Chicago, USA, 1986	Mr Samir A Fikry	-	LARGE [GOLD medal
ditto	Prof. Peter A S Smith (ESC 74)	-	GOLD medal
ditto	Mr Ernest A Kehr (ESC 39)	-	LARGE VERMEIL [medal
ditto	Mr N Droste, Germany	-	LARGE SILVER medal
ditto	M. J Boulad d'Humieres (ESC 16)	-	[LARGE VERMEIL medal (literature)
ditto	Mr Peter R Feltus (ESC 114)	-	VERMEIL medal [(literature)

See detailed report by Mr Peter R Feltus on AMERIPEX in this issue.

The Editor is always glad to publish particulars of members' awards at exhibition. There is no better way of encouraging new people as yet non-collectors of Egypt, and non-members of Egypt Study Circle, than by publicising members' achievements. Please advise the Editor of your successes !

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APOLOGY for LATENESS

Your Editor much regrets the delay in this issue, particularly after The QC had reached a condition of punctuality with the December 1985 issue, after lateness affecting earlier issues.

My apologies to the contributors, who have had to wait longer than is reasonable to see their work, and whose expected response from other members is correspondingly delayed. By way of small recompense, the entries in the Contents list show the date when the contributors' submissions were made.

Apologies to all members for their being deprived of the help with their collections which each issue of The QC gives. I am especially mindful of the new members, for some of whom this is their first issue of this journal.

- John A Grimmer (ESC 164), Editor

Our next issue . . .

will include: list of members with addresses (not shown where members have so requested - only three so far); list of recent new members, and articles by Mr Charles F Hass, Mr Leon Balian by Prof. Peter Smith, by Mr Mike Murphy, and by others with possibly a map supplement.

Editorial . . .

This is a double issue and comprises the material which would, and ought to, have been in separate issues for March 1986 and June 1986. There has been no reduction in content: this issue, numbering fifty pages, is twice the size of a normal issue.

This says nothing of the fact that the majority of the text pages have been printed at a pitch of twelve characters to the inch which gives, theoretically, twenty per cent more text than the printing (as this page) which has only ten characters per inch !

However, quantity of printed matter is not the main concern. The quality of the content is what really matters and we have been fortunate, in my opinion, in the very high standards which have been consistently maintained throughout this journal's publishing life. Certainly there has been no reduction in standards reached by the contributors during my time as editor, quite the reverse, in fact. All the contributors are to be congratulated on the quality of their material.

The particular content of this issue makes it an "airmail issue" and this is due to the work of, firstly, Mr W C Andrews in drawing attention to the need for revising the Gilbert listing of airmail rates, especially between Egypt and the U.K., and who was the first to suggest the re-publishing of Gilbert's list; then to Mr K D Knight for his careful survey of this field, extending over eight pages. While he claims not to be an aerophilatelist, his text is so full of relevance, and general interest, that it is well worth its place; then to Mr Knight again for responding on the question of the cancellation of the airmail etiquettes and to our chairman, Mr J Sears, for replying to Mr Knight's thoughts and for his further report on that subject. The Gilbert list, and its "Diary and Summary", are reprinted in this issue: they will of course be updated again, but many members not having access to L'OP may be glad to have Gilbert's reference work, which is probably 80 % correct, rather than have no such reference.

Another contribution which lends its own authoritativeness to The QC is the updating of information on the Travelling Post Offices in Egypt by the author of the standard work on that subject, our president, Professor Peter A S Smith. Many will be as surprised as I was at finding that, already, four pages of amendments have arisen. This is a clear indication of the strength and great spread of members' interest in this subject.

Mr John Firebrace's updating and revision of the record of the Dumb Censor Marks of World War One, and its message of stimulation to members collecting in this field, are by way of tribute to the late Jim Benians, whose many specialisations included this area.

Mr J M Murphy is another substantial contributor: his painstaking extraction of information, relevant to our members' interests, from the Journal Officiel is an important record. So also is the work done by Mr C E H Defriez in regularly recording in these pages the facts as to new stamp issues, together with their special cancels.

The list of medal winners at recent exhibitions is possibly the best ever. It is particularly good to see that the best medal attainment of Egypt today is by a collector himself Egyptian. Do please report exhibition successes to me.

SECRETARY'S PAGE

Circle Meeting held at The Victory Club, London, 1st February 1986.

(1) May I extend to all our members a 'thank you' for the prompt payment of subscriptions for the 1986 period and may I on behalf of the Study Circle welcome in two more members from overseas :-

Hossain Abdel Gawad, 16 Abbasia Street, Cairo, Egypt
 Khaled Qutob, Villa Hussain, Beit Hanina, East Jerusalem,
 Israel

(2) The Study Circle was formed to produce a collation of information to enable members to form a record of the various philatelic fields and 1986 started with a good study session.

(3) The idea promoted by Pip Whetter at the 21st December 1985 meeting was to produce a record of the amount paid to mail a letter by the airmail routes from 1921 to the outbreak of World War II in 1939 from Egypt to the United Kingdom. All members were invited to bring along their material for the recording of all known flights.

(4) The Circle meeting opened at 14.30 with a good turnout of members all holding the "gems of Egyptian Air Mails". It was 17.30 when after a great deal of reference work and sifting that a halt was called on a very hushed room. The study had proved of great value and showed up gaps in the earlier collations of air mails, weight factors, price per envelope, routes and the fascinating difference between the prices for the mails via Imperial Airways and KLM, from the 1930's.

There were 'grey areas' that produced blank faces all round the table and no covers to support information taken from :-

Journal Officiel	(from 1921 - 1932)
L'Orient Philatelique	(April 1972 issue)

This will be an ongoing study and a full reports of this very interesting study will appear in subsequent issues of The QC.

Ted Grey - Secretary

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STUDY (e) " U.A.R. " ISSUES - ?

Mr C E H Defriez (ESC 172), who is Leader of this Study, has written to draw attention to the fact that the title of "U.A.R. ISSUES" is incorrect.

The name "U.A.R." applied to Egypt only from 1st February 1958 and ceased on 2nd September 1971.

Collectors are interested in the entire Republican period, which extends from 23rd November 1953 to date.

Should not this Study be entitled "REPUBLIC ISSUES" or "POST - MONARCHY ISSUES" ?

REPORT OF ESC MEETINGS IN LONDON

Meeting held 1 February 1986 at The Victory Club, London W.2

Mr J Sears (Chair) and Messrs P Andrews, W C Andrews, P R Bertram, D H Clarke, D J Davis, C E H Defriez, C E Grey, J.A.Grimmer, E Hall, J S Horesh, J M Murphy and P E Whetter.

An apology from A J Revell for absence was reported and the meeting considered two points which Mr Revell had wished to discuss. These were : (a) References to the Higgins & Gage catalogue numbers were often come across; not many members had these and he considered that ESC should issue a new list. The Chairman thought this could well form a subject for a meeting, possibly that on October 4th. (b) Mr Revell wanted a meeting to deal with Booklet collections; it was thought that this could be the meeting on June 7th.

The Chairman reminded that the next meeting would be held on March 8th, with displays by Mr Leon Balian.

The meeting then turned to a study session on Airmail.

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Meeting held 8 March 1986 at The Victory Club, London W.2

Mr J Sears (Chairman) and Messrs P Andrews, W C Andrews, L Balian (Egypt), D J Davis, C E H Defriez, P L Grech, C E Grey, J A Grimmer, C F Hass (USA), C Kelemenis (Greece), A. Ott (Sweden), A J Revell, P W Sherman and P E Whetter.

The Chairman especially welcomed the four overseas members who had been attracted to London by Stampex.

Mr C E H Defriez drew attention to the List of Studies which were inaugurated or re-vitalised, as appearing in The QC for December 1985, in particular to item 3 (e) on page 155 : "UAR issues". The UAR period, strictly, ran from 1st February 1958 to 2nd September 1971, and the study heading should more correctly be "Post-Monarchy" Issues. This was agreed.

Mr C E Grey, the secretary, distributed copies of the new ESC membership cards. These had kindly been produced by Mr P R Feltus and featured a 2nd issue stamp.

"Finds at Stampex" were reported: Mr C E Grey had a 1922 Airmail, Baghdad to Cairo, also a Civil Censor Mark 1958 period struck in red (not seen before by any member).

Stampex Award; Mr C E Grey had been awarded a bronze medal for his "British Forces in Egypt 1914-1923".

The first display was of Mr J S Horesh's collection of French Post Offices' Postal Stationery, presented by Mr A J Revell.

The feature of the day were the displays by the overseas members. Mr C F Hass had been delighted to obtain, from a private treaty list, a whole pane of proofs ex Hewitt of the 1932 surcharges as applied to the 50 pi value, which was shown.

/ Continued . . .

Meeting held 8 March 1986 at The Victory Club, London W.2

There were photographs of composite prints cut into 25 separate pieces, pinned to a cork board, for the production of the original negative plate.

A DLR essay for a 1922 Crown Overprint on a Postal Stationery 10-mills registered envelope was shown. This overprint had been judged not good enough and was never used. ("Should have been printed before being folded !" was the displayer's verdict).

Mr L Balian (Egypt) showed a specialised collection of varieties on the 1928 58th Birthday, surcharged 1932, which he had found by examining a quantity of loose singles, then plated by referring to blocks borrowed from friends. His main display was of the 10-para 3rd issue, 1872, concentrating on varieties which he had discovered and which had gone unrecognised previously. In addition to confirming as constant the "setting sun" flaw, as reported by P A S Smith in L'OP 117, April/June 1966, he showed flaws first noted and named by him such as the "Volcano" pyramid and the "antenna" flaw. These were pointed out on photographs of complete sheets of two different printings.

Mr Anatole Ott (Sweden) showed some favourites from his collection, including pre-1913 Postal Stationery, tete-beches, Postage Dues, Ship Posts etc.

It was generally agreed that the displays were excellent and that the choice of date of the Circle Meeting to co-incide with Stampex was a success and would set the pattern for the future.

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Meeting held 8 June 1986 at The Victory Club, London w.2

Mr J Sears (Chairman) and Messrs W C Andrews, P R Bertram, C E H Defriez, C E Grey, J A Grimmer, A J Revell, A Schmidt, B Sedgley and P E Whetter.

Apologies for absence were reported from Messrs D H Clarke, E Hall, J S Horesh and J M Murphy.

The present venue was confirmed as very satisfactory; the Allenby room was preferred. The choice of dates for the year 1987 was discussed at some length, eventually adopting Mr W C Andrews' suggestion for the "odd" months, (Jan, March, May etc.), and with the March date chosen to coincide with Stampex.

Mr C E Grey, secretary, reported on new member applications, dealing with their queries, etc.

The display was given by Mr A J Revell on the subject of Stamp Booklets. Little information had come to light since previous articles were published. Mr Revell's collection contained actual examples (or photographs of a very few) of every issued booklet, with the exception of the 1923 Composite Booklet which he has never been able to find.

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EGYPT at AMERIPEX
by Peter R Feltus (ESC 114)

Ameripex, this year's big international stamp exhibition, took place in Chicago in May. I offer this report of events there concerning Egyptian philately.

In general terms Ameripex must be counted a success. There were plenty of fine exhibits, society meetings, stamp dealers and auctioneers, collectors and transactions. The exhibit and bourse areas were spacious and comfortable; informal meeting and dining facilities were damnable, as usual.

For Egypt specialists the show offered exhibits, a formal meeting, plenty of conviviality with colleagues, and of course the shopping; several collectors bought lovely, expensive treasures and nobody went away emptyhanded.

Exhibits: There were four exhibits of Egyptian stamps & covers, and two Egypt books in the literature class. Regrettably there were no Sudan exhibits.

"The Nile Collection of Egypt", in 8 frames, won a large gold medal for Samir A. Fikri of Cairo (ESC 305). Samir began his collection in earnest at the Antonini sale in Zurich in April 1983. He bought most of what he wanted of it - the best classic blocks and varieties - and ever since he's added much more of the same as well as fine covers to his collection. His layout and write-up hurt the display but it is indeed strong. There were Napoleonic covers, Waghorn covers, lovely and heavy covers from the European post offices in Egypt, Posta Europea covers including three registered, some early essays and proofs, and all the classics with outstanding varieties, blocks and covers. Among the best stamps shown were the 1866 1pt. mint block of 53, the unique 1866 5pt and 10pt blocks of four, large Suez Canal blocks, a lovely 1867 5pt. mint block of four, and both 1878 overprint tete-beches. Among the spectacular covers were a first issue first day cover, the 1866 5pt. block of 12 &c on front, the 1866 10pt. on a mixed cover with Italian stamps and the 1867 5pt. block and six pairs on a front. Samir has won several golds with this and will no doubt improve it and show it again.

"Egypt: the First Three Issues", in 6 frames, won a gold medal for Peter A S Smith of Michigan (ESC 74 and President). Peter has been collecting Egyptian stamps, covers and postal history knowledge for decades, and his display showed it. Though he was allotted two frames fewer than Samir was, Peter's showing was not inferior. The selection and layout and write-up were pleasing and, even more important, very instructive. He showed the classics in detail, with selected essays and proofs, and lovely varieties, blocks and covers. The various first issue perforation varieties were there with a 'chart and explanations. Many plate varieties and retouches were shown with helpful drawings and text. Rare blocks and tete-beches were there too, including the 1872 5pt. unused tete-beche pair (two exist: the other is used). Third issue stamps partly or wholly imperforate were shown; disregarding singles (which may be fiddled normal stamps) there were: 1874-75 5-para vertical pair imperforate horizontally, 5 para corner block of 6 imperforate between 3 stamps and left selvage, 20 para vertical pair imperforate between, 1pt. two horizontal pairs imperforate between, 1pt. imperforate between stamp and left selvage, 2 pt. imperforate between stamp and right selvage, 5pt. vertical pair totally imperforate, 5pt. imperforate between stamp and left selvage, 1878 5pt. overprint horizontal pair totally imperforate, and 10 para overprint imperforate between stamp and lower selvage. (If you have any such imperforates, especially if different, please report them to Peter Smith now !). And many fine covers and entires were shown, largely to show and explain the postal rates: 1866, 1872 and 1875 5-para stamps used on newspaper mastheads, 1872 20-para used on "group" mailing receipt, and various covers, some registered and some with mixed frankings, showing rates of 10 paras, 15 paras, 20 paras, 30 paras, 1pt., 1½ pt., 2pt., 2½ pt., 2pt 35 paras, 3pt., 3¼ pt., 3½ pt., 4pt., 5pt., 5pt 35 paras, 6pt., 10pt., and 12pt 15 paras.

/ Continued . . .

Among the best were an 1875 cover from Dardanelles to Chios showing two Dardanelli double-ring datestamps with three Ufficio Natante / Ales datestamps on the front, the 1875 5pt 35 paras cover from Luxor to U.S.A. bearing stamps of five colours, an 1879 cover from Alexandria bearing the 10 para inverted overprint, and an 1879 cover from Chios to Constantinople bearing a 10 para overprint block of four with fine Scio postmarks. Well done !

"Egypt, Pioneer Flown Covers and Stamps, 1910-1932", in 5 frames in the aerophilately class, won a large vermeil medal for Ernest A Kehr of New York (ESC 39). Ernie is probably the most well-known Egypt specialist in the U.S.A.; he began more than half a century ago, was the American agent for the P.S.E. in the early 1950's, has all along been a philatelic journalist (including a weekly column in the New York Herald Tribune until it folded in the 1950s) and author with many articles and small books on Egyptian stamps and interpostal seals) and judge at international exhibitions. His airmail display includes all the rare covers (Marc Pourpe, etc.) and the unique set of sheets of the 1931 Graf Zeppelin overprints.

"Art and the Culture of Old Egypt", in 5 frames in the thematic class, won a large silver medal for Norbert Droste of Germany. With stamps, postal stationery and covers, the arts and culture of Ancient Egypt are displayed. Peter Smith, who read the German-language write-up, says it was well done, and he and Charlie Hass both noticed some scarce and interesting covers in this unlikely setting.

"The Suez Canal Company" won a large vermeil medal for Jean Boulad d'Humieres of Lausanne (ESC 16). See the review of this fine book in QC's 134/135.

The "Catalogue of Egyptian Revenue Stamps" won a vermeil medal for me.

Meeting On the fifth day of the exhibition there was a meeting of Egypt and Sudan collectors at a nearby hotel. Peter Smith arranged for the room and the advance publicity, and showed slides of some covers from Egypt to U.S.A. and vice-versa. After his presentation the assembled philatelists introduced themselves in turn, and then discussed such matters as recent developments at the P.S.E. in Cairo and the need of a new Zeheri Catalogue. It was a pleasant 90 minutes, attended by 18 Egypt collectors (some of whom also collect Sudan), two Sudan collectors, an Ethiopia collector, and several dealers in Middle Eastern stamps.

The Egypt collectors were V. Andonian of California (ESC 192), L. Balian of Cairo (ESC 251), P. R. Feltus (myself) of California (ESC 114), S.A.Fikri of Cairo (ESC 305), C.F.Hass of Philadelphia (ESC 181), T. Homa of Ohio, W.H. Johnson of Washington state, T. Joseph of Michigan, P. Lenard of Wisconsin, A. Lohan of Massachusetts, E. Meyer of Connecticut, J. Morgan of Florida, T. K. Ruebush of Atlanta (ESC 179), Mrs N. Schaefer of Florida (ESC 141), W. C. Scheetz of New York (ESC 110), Peter Smith of Michigan (ESC 74), R. L. Toth Of Ohio (ESC 242) and L. Vincent of South Carolina.

The Sudan collectors were H. Mauerberger of S. Africa and K. Sloan of Chicago. The Ethiopia collector was Nachum Kaplan of Israel; his exhibit, which won a large gold medal, contained early Egyptian stamps and covers used in Massawa. The dealers attending were J. Atallah, New York, E. Kawar, Wisconsin, and me.

Six other Egypt collectors known to us were seen at Ameripex but not at our meeting: they were D. Facci of New York, E. A. Kehr of New York (with Mrs Kehr), B. Lazarus of Ohio, R. Notman of Pennsylvania, K. Qutob of Cairo and Jerusalem and L. Toutounji of Cairo (ESC 264). Also there was H. Farahbaksh of Berlin, publisher of the series of MOM hingeless albums for Middle Eastern stamps.

THE TRAVELLING POST OFFICES OF EGYPT

By
PETER A.S. SMITH



Mobile Post Office Society

1983

COVER : Essays for logos for the Egyptian State Railways

" THE TRAVELLING POST OFFICES OF EGYPT " is essential for all who study or collect TPO markings.

It is available from :-

Mr Peter R Feltus (ESC 114) P.O. Box 5339,
Berkeley, California 94705, U.S.A.

Vera Trinder Ltd,
38 Bedford Street, London W.C.2.

Mobile Post Office Society, RFD No. 1,
Box 91 Contoocook NH 03229 U.S.A.

UPDATA - THE TRAVELLING POST OFFICES OF EGYPT

New Information - by Peter A. S. Smith (ESC 74)

The appearance of a book or comprehensive review of any subject almost always stimulates further study; in fact that should be part of the purpose of a review. In the roughly three years since the appearance of the book on Egyptian TPO's, quite a few members of the Egypt Study Circle and the Mobile Post Office Society have bestirred themselves to uncover and report new bits of information, all of which help to fill in holes in the book. There have been too many contributors to acknowledge here, but one, Lars Alund, deserves special mention for having not only provided many new dates, but having discovered two unreported routes, SEMANA - ZAGAZIG and ARMANT - ISNA. Furthermore, Peter Feltus and Charles Hass found proof strikes of some TPO datestamps in the Postal Museum in Cairo, and communicated a list of them to me. Because they were without dates, and it is not known whether they were strikes made before issue or after retirement, they are indicated in parentheses in the following lists of data. We cannot be sure at present if these devices were actually issued; a fact that is especially important because some unrecorded routes are included in them.

Section VI: List of Routes

"PM proof" in the date column means that no dated example on stamp or cover has been seen

<u>ROUTE</u>	<u>Dates</u>	<u>Types of Date-stamp</u>
ABOU HAMMAD & ABOU KEBIR		(7A3.4)
ABOU el MATAMIR & DAMANHUR		(7A3.5)
ABOU el MATAMIR & Kafr dawwar		(7A3.5)
(AGAMI & FAYUM) (FLR)	PM proof	(7A3.4)
ABOU KEBIR & SALHIA		(7A3.7)
ALEXANDRIA & EDFINA		(6A1.4)
ALEXANDRIA & CAIRO		TPO-1 variety, year in two ciphers
ALEXANDRIA & MARIUT		(7A3.4)
ALEXANDRIA & RAMLEH		(7A3.4)
ARMANT & ISNA	OC '30	6A1
ASSIUT & CAIRO		(5A2.6)
ASSIUT & NAG HAMADI	'09 or '99	7A3
ASSIUT & SOHAG	VI '12	
(BENHA & KAFR EL ZAYAT)	PM proof	(7A3.4)
(BENHA & MINUF)	PM proof	(7A3.4)
BENI SUEF & LAHUN	1921-43	6A1a
BILBES & MINA EL QAMH		(7A3.4)
BIRKET EL SAB & SAMANUD		(7A3.4)
BIRKET EL SAB & ZIFTA		(7A3.4)
CAIRO & MINIA		(6A1.3)
CHABRAKHIT & DAMANHUR		(6A1.4)
CHABRAKHIT & ITYAI EL BARUD		(7A3.5)
CHAWACHNA & FAYUM		(7A3.5)
CHIBIN RL QANATER & EL BARUD	1913	
CHIRBIN & KALLIN		(7A3.7)
DALANGAT & DAMANHUR		(7A3.7)
(DALANGAT, YAHUDIYA & ITYAI) (DLR)	PM proof	(7A3.4)
DAMIATA & TANTA	II '17	

/ Continued . . .

UPDATA - TPO's of Egypt

Section VI: List of Routes

Continued

<u>ROUTE</u>	<u>Dates</u>	<u>Types of Date-stamp</u>
(DAMIATA & FARISKUR)	PM proof	(7A3.7)
DAMANHUR & EDFINA		(7A3.4)
FAYUM & LAHUN		(7A3.4)
FAYUM & SENNURIS		(7A3.5)
FUWA & TANTA	1932	7A3.4
ISMAILIA & PORT TAUFIQ		6A2, and a new type similar to 6A1.2
KAFR CHEIKH & KALLIN		(7A3.5)
KAFR HAMZA & TUKH	'0-	8A1.2
KALLIN & MORABEIN		(7A3.5)
(KENA & LUQSOR)	PM proof	(7A3.4)
KOTOUR & MAHALLA		(7A3.5)
MAHALLA & TANTA		(5A2.6)
MAHALLET INGHAC & MANSURA		(7A3)
MIT GHAMR & ZAGAZIG	1906	
SEMANA & ZAGAZIG	1932	7A3
TALKHA & TIRA		(7A3.4)
TANTA	DEC '52	

GLOSSARY OF ARABIC SPELLINGS

Aswan also spelt اسوان
 Basyun Regulator, corrected spelling تنظيم بسيون
 Biala, alternative orthography بيلا
 Galiub, corrected spelling قليوب
 Ityai el Barud, corrected spelling اتياء البارود
 Kalamsha, corrected spelling قلمشنا

Section VII: The Handstamps Used

The new dates that are listed extend the known period of use in either direction. In other cases, the new information may be a completion of the confirmed spelling.

<u>Type</u>	<u>ROUTE</u>	<u>Dates</u>	<u>Notes</u>
TPO-1 :	CAIRO - ALES	28 DIC '7(5 or 6)	Year in <u>two</u> ciphers
TPO-4A1 :	(<u>SHIBIN EL QANATER</u> - <u>BILTAN</u>)		
TPO-5A1 :	PORT SAID - ALEXANDRIA	XII '05	
TPO-5A2 :	<u>TANTA</u> - <u>DUMIAT</u> <u>ASSIUT</u> - <u>CAIRO</u>	II '17 T 125 V '16	new spelling
TPO-5A2.4:	TANTA	DEC '52	
TPO-5A2.6:	<u>CAIRO</u> - <u>ASYUT</u> (<u>TANTA</u> - <u>MAHALLA</u>)	'3(6?)	

/ Continued . . .

UPDATA - TPO's of Egypt

Section VII: The Handstamps Used

Continued

<u>Type</u>	<u>ROUTE</u>	<u>Dates</u>	<u>Notes</u>
TPO-5A3 :	ASWAN - LUXOR CAIRO - PORT SAID MATARIA - MANSURA <u>ZIFTA</u> - <u>TANTA</u> <u>SUHAG</u> - <u>ASYUT</u>	MA '16 X '13 V '16 VII '14 VI '12	
TPO-5D1 :	PORT SAID - CAIRO	VIII '13	
TPO-6A1 :	<u>ARMANT</u> - ISNA BENI SUEF - <u>LAHUN</u> MANSURA - CAIRO	OC '30 XI -21 III '14 T. 154 and JU '14	appears to be TPO-6A1a
TPO-6A1.25:	<u>PORT SAID</u> - <u>ISMAILIA</u> Like TPO-6A1.2, but the English inscription is in three lines :- PORT TAUFIQ - ISMAILIA / & V. V. (T.P.O.) / (S ?) A.		A new type
TPO-6A1.3:	(<u>MINYA</u> - <u>CAIRO</u>)		
TPO-6A1.4:	(<u>ALEXANDRIA</u> - <u>IDFINA</u>) (<u>SHUBRAKHIT</u> - <u>DAMANHUR</u>)		
TPO-6A2 :	(<u>MANSURA</u> - <u>AGA</u>)		
TPO-7A3 :	PORT TAUFIQ - ISMAILIA ALEXANDRIA - DABAA ABUKSA - WASTA ALEXANDRIA - RASHID <u>ASYUT</u> - <u>NAG HAMMADI</u> <u>CAIRO</u> - <u>ASSIUT</u> <u>DAMANHUR</u> - <u>IDFINA</u> FAYUM - WASTA ISMAILIA - BENHA MARG - SHIBIN EL QANATIR MINYA - ASYUT <u>MIT GHAMR</u> - <u>EL ZAGAZIG</u> <u>MIT GHAMR</u> - <u>ZAGAZIG</u> QALLIN - SHIRBIN SEMANA - <u>EL ZAGAZIG</u> (<u>SUHAG</u> - <u>ASYUT</u>) <u>TANTA</u> - <u>DUMIAT</u>	VIII '26 II '10 VIII '17 VIII '21 XI '09 or '99 T. 85 MA '16 T. 89 '16 T. 50 AP '16 T. 147 JU '18 OC '13 T. 503 VI '13 JL '22 and OC '30 delete OC '30 VII '13 -E '32 T. 55 XII '19	new spelling variant
TPO-7A3.4:	(<u>ABU KIBIR</u> - <u>ABU HAMMAD</u>) (<u>ALEXANDRIA</u> - <u>MARIUT</u>) <u>ALEXANDRIA</u> - MEX (<u>ALEXANDRIA</u> - <u>RAMLEH</u>) <u>ASYUT</u> - <u>LUQSOR</u> (<u>BILBES</u> - <u>MINA</u> <u>EL QAMH</u>) (<u>BIRKET</u> <u>EL SAB</u> - <u>SAMANUD</u>) (<u>BIRKET</u> <u>EL SAB</u> - <u>ZIFTA</u>)	'3- -C M '40 T-63	



/ Continued . . .

UPDATA - TPO's of Egypt

Section VII: The Handstamps Used

Continued

<u>Type</u>	<u>ROUTE</u>	<u>Dates</u>	<u>Notes</u>
TPO-7A3.4:	(<u>DILINGAT</u> - <u>YAHUDIYA</u> - <u>ITYAI</u>) (<u>FAYUM</u> - <u>AGAMI</u>) (<u>IDFINA</u> - <u>DAMANHUR</u>) (<u>KAFR EL ZAYAT</u> - <u>BENHA</u>) <u>LUQSOR</u> - <u>SHALLAL</u> <u>MANSURA</u> - <u>CAIRO</u> (<u>MINUF</u> - <u>BANHA</u>) (<u>QENA</u> - <u>LUXOR</u>) (<u>SA EL HAGAR</u> - <u>TANTA</u>) <u>TANTA</u> - <u>FUWA</u>	NO '38 T. 70 JA '27 '32	
TPO-7A3.5:	(<u>ABU KIBIR</u> - <u>DIARB NIGM</u>) (<u>DAMANHUR</u> - <u>MAHMUDIA</u>) (<u>FAYUM</u> - <u>SHAWASHNA</u>) (<u>KAFR DAWWAR</u> - <u>ABU EL MATAMIR</u>) (<u>KAFR SHEIKH</u> - <u>QALLIN</u>) (<u>QOTUR</u> - <u>EL MAHALLA EL KOBRA</u>) (<u>SHABRAKHIT</u> - <u>ITYAI EL BARUD</u>)		
TPO-7A3.7:	(<u>ABU KIBIR</u> - <u>SALHIA</u>) (<u>DILINGAT</u> - <u>DAMANHUR</u>) (<u>DUMIAT</u> - <u>FARISKUR</u>)		
TPO-7A4 :	<u>CAIRO</u> - <u>TANTA</u> <u>DAMANHUR</u> - <u>TANTA</u> <u>DUMIAT</u> - <u>TANTA</u> (<u>EL FAYUM</u> - <u>LAHUN</u>)	DE '16 t. 165 I '17 spelling now complete V '16 T. 50	
TPO-8A1 :	<u>ABOU HAMMAD</u> - <u>DIARB NIGM</u> <u>MIT GHAMR</u> - <u>ZAGZIG</u> <u>SIMBELLAWAIN</u> - <u>MIT GHAMR</u>	XII '08 IV '08	
8A1a :	<u>CHALLAL</u> - <u>LUQSOR</u>	III '00	new spelling variant
TPO-8A1.2:	<u>TOUKH</u> - <u>KAFR HAMZA</u>	V '0-	
TPO-8A4 :	<u>ABUKSA</u> - <u>WASTA</u>	IV '16 T. 143	
TPO-8A6 :	<u>MORABEIN</u> - <u>KALLINE</u>	OC '9-	
TPO-8A7 :	<u>CHIBIN EL KOM</u> - <u>TANTA</u>	I '93	

SCARCITY

The newly reported routes obviously fall into the scarcest category, VI. Since the original compilation, a number of additional examples of Port Said-Alexandria have turned up, and its scarcity factor must be reduced to perhaps IV; it appears to be rarer on stamps than as a transit mark.

THE TRAVELLING POST OFFICES OF EGYPT, by PETER A. S. SMITH*

Review by J. M. Murphy, ESC 240

One of the paramount aims on the formation of the Egypt Study Circle more than half a century ago was the compilation and production of "The Book" - the definitive work on Egypt philately. Changing times and changing financial circumstances, together with the break-up of many of the great collections, seem to make such a publication sadly less likely with every year that passes.

But there is more than one way to bring a feline to an untimely demise; if, as seems likely, "The Book" is not for the immediate future, then our minds may be concentrated wonderfully by what may one day be its individual chapters, in the coming to fruition of various siblings. Just such a sibling is *The Travelling Post Offices of Egypt*, published in 1983 by our President, Peter Smith, under the auspices of the American Mobile Post Office Society; and certainly that is what the late Jim Benians and I had in mind in embarking on our *Egyptian Hotel Post Offices*. It will soon be evident just how much Jim and I owed to the inspiration of Professor Smith's trail-blazing work.

His volume of 65 pages is an ideal example of what might be done to ferret out the history of a service which, like so many others in Egypt and elsewhere, was not written down at the time simply because there was no need: it worked, it served the needs of a rapidly-growing population, it expanded naturally wherever the railway tracks went down, and it left jigsaw-piece clues to its existence with every thud of the *khitm* (hand stamp) as the express rattled along.

Fitting together those pieces has been a masterpiece of patience resulting in a fascinating picture of the growth of the service from its beginning in 1875 (though the first mails were carried in Egypt 20 years earlier). Introductory chapters deal in intimate detail with the spread of the rail system - still the basis of today's routes - not only for the Egyptian State Railways but also for the extensive light railway system which served farming in the Delta and the Fayum, the Western Desert oases service, the military TPOs, and that special factor of Egypt's TPOs, the steamer services which served the Nile and the canals.

But, detailed as those chapters are, the great boon of the work, which draws as the author acknowledges on the ESC studies of Gabriel Boulad and R. Seymour Blomfield, is the comprehensive listing of types and dates of handstamp. Each known type is drawn and coded according to markings - they total over 80 - and for each type the towns and dates of known use are recorded. It is a prodigious and fascinating work of scholarship.

The book is well supplied with maps, a rough guide to the rarity of each TPO route, most usefully a section on Arabic town names (for use on part strikes), and, remarkably, an Essay believed from the de La Rue Archive, detailing a pair of TPO handstamps corresponding most closely to type 8A1.1. Also drawn from official sources is a list of TPOs thought likely but not yet recorded on stamp or cover - an area of potentially fruitful hunting in which I believe I might have two part strikes of the Tanta-Basyun there mentioned.

Lest anyone imagine that TPO study is now a closed book, I illustrate a recent find of my own: an unrecorded Mansura-Kafr Saqr / & V.V. / T.P.O. of the type 6A1.6, on the reverse of a 1929 returned Registered cover from Bab el Luq to Burg Nur; and mention that in Cairo last year, in examining some 10,000 modern commercial covers, I came across a single TPO - Suhag-Asyut, type similar to 6A1.4, dated 17.3.58 (an error for 85), a poor strike, but unquestionable. TPOs live on! It is to be hoped that Professor Smith will honour the QC with UPDATA from this book, which sets the pattern for the way ahead in publication of "The Book".

*Peter Smith still has a few copies of the book, at £4 each (plus \$2.62 for overseas Air Mail); copies also available from the Mobile Post Office Society, RFD No 1, Box 91, Contocook, NH 03229, United States (\$6, plus 27c surface or \$2.89 air overseas); from Peter Feltus, PO Box 5339, Berkeley, Calif. 94705, United States; or Vera Trinder Ltd, 39 Bedford Street, London WC2.

" THE TRAVELLING POST OFFICES OF EGYPT " by Peter A S Smith
- discoveries reported by Mr J M Murphy in his review of this book

(above) MANSURA - KAHR SAQR / & V V / T.P.O. (type 6A1.6)
(below) T.P.O. / SUHAG - ASYUT (type similar to 6A1.4)



The DUMB MARKS of EGYPT in WORLD WAR ONE

In tribute to the late F W Benians by J A Firebrace (ESC 71)

These notes up date part of the articles on Civil Censorship which appeared recently in the Q.C *. The majority of the research and recording of the Dumb Marks was carried out by the late Jim Benians and the main reason for publishing an update at this time is to demonstrate that Jim's researches were into a very "live" subject, although the events of which these dumb marks form part occurred over sixty years ago.

The whole known range of dumb marks is now presented in chronological order irrespective of the town of use. (See chart on following page). The marks have been given new type numbers and the original E.S.C. numbers are also shown alongside. Of major importance is that three additional marks have been discovered and reported since original publication and I am pleased to say that Jim knew of the evidence of all of them.

These marks appear on covers originating from, addressed to and passing through Egypt; covers in the latter category would have formed part of Charles Minett's well-known collection succinctly called "Foreign Mails in Transit".

May I ask all members to go through their covers and see whether they can find any more new marks or extend the date brackets of those already known. I would particularly welcome clear photostats of interesting covers bearing these dumb marks especially there there are two or more on the same cover.

These notes are written on a subject particularly dear to Jim Benians and are submitted as a practical tribute to a fine philatelist and researcher and to show that his work lives on.

* See The Q.C. Vol X, whole 116, pages 325-337 and Vol XI, whole 117, pages 3-13 - Editor.










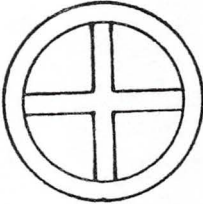
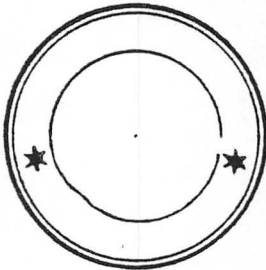




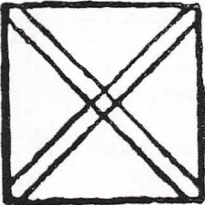
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The DUMB MARKS of EGYPT in WORLD WAR ONE

Dumb markings are known struck in the following colours: black (b), blue (bl), green (g), magenta (m), red (r) and violet (v)

Type	ESC No.	Size, mm	Colours	Town	Recorded Dates
1.	A.D. 1	16 x 15	r.	Alexandria	10 NO 14 / 10 MR 15
.
2.	A.D.2a	15 x 20	r.	Alexandria	11 AP 15 / 10 SE 15
.
3.	A.D.2b	18 x 20	b, r.	Alexandria	27 AU 15 / 11 MY 19
.
4.	A.D.2c	19 x 20	b.	Alexandria	23 AU 17 / 10 NO 19
.
5.	A.D. 3	26 x 7	r.	Alexandria	30 MR 15 / 12 MY 15
.
6.		25 x 6	r, v.	Alexandria	26 OC 15 / 2 SE 16
.
7.	A..D.5	16 x 16	b, bl, r, v.	Alexandria	19 MY 16 / 21 JU 19
.
8.	P.D. 2	17 dia	b.	Port Said	15 JU 16 / 9 SE 19
.
9.	A.D. 4	19 x 18	v.	Alexandria	9 JY 16 / 8 AU 16
.
10.	M.S. 1	27 dia	g, m, r.	Port Said	29 OC 16 / 21 DE 18
.
11.	M.3	36 dia	g.	Rafa	7 OC 17 / 4 JA 18
.
12.	P.D. 1	19 X 23	b, bl, v.	Port Said	9 JA 18 / 30 AP 19
.
13.		17 x 17	b.	Ismailia	2 MY 18 /
.
14.	M.K. 1	20 x 30	g, v.	Alexandria	16 MR 18 / 27 SE 18
.
15.		26 dia	b, bl.	Alexandria	17 MY 19 / 2 JY 19
.
16.	C.D. 1	26 x 26	b, bl, v.	Cairo	6 JU 19 / 2 OC 19

CIVIL CENSORSHIP - The DUMB MARKS of EGYPT in WORLD WAR ONE

			
1	2	3	4
			
5	6	7	8
			
9	10	11	12
			
13	14	15	16

NEW ISSUES by C. E. H. Defriez

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

<u>Commemorative Stamps</u>	<u>SG 1552</u>	<u>SG 1553</u>	<u>SG 1554</u>
Occasion	Second 'Egyptians Abroad' Conference, Cairo		30th Anniversary of Establishment of Egyptian Youth Hostels Association
Date of Issue	13th August 1984		22nd September 1984
Designer	Lotfy el Sawaf		Waheeb Farag & N A Fattah
Design	Conference Emblem		Young Man and Girl, and Associated Emblem
Denomination	3 piastres	23 piastres	3 piastres
Sheet	Each: 50 (10x5) Wmk sideways		50 (10x5) Wmk sideways
Stamp dimensions	Each: 26 x 43 mm		26 x 43 mm
Perforation	Each: 11 x 11.5		11 x 11.5
Quantity printed	Each: 1,000,000		1,000,000
Supplementary	The Conference was held at Cairo University, under the sponsorship of H.E. the President		-

	<u>SG 1555</u>	<u>SG 1556</u>
Occasion	50th Anniversary of Misr Travel Company	11th Anniversary of Suez Crossing
Date of Issue	27th September 1984	6th October 1984
Designer	Lotfy el Sawaf	M. Roushdy
Design	Company Emblem and sphinx	Head of Eagle
Denomination	3 piastres	3 piastres
Sheet	50 (10x5) Wmk sideways	50 (10x5) Wmk sideways
Stamp dimensions	26 x 43 mm	26 x 43 mm
Perforation	11 x 11.5	11 x 11.5
Quantity printed	1,000,000	1,000,000
Supplementary	-	-

	<u>SG 1557</u>	<u>SG 1558</u>
Occasion	2nd Anniversary of Signing of Egypt-Sudan Co-operation Treaty	United Nations Children's Fund
Date of Issue	12th October 1984	24th October 1984
Designer	M. Roushdy	N. A. Fattah
Design	Map of Nile, Sinai and Integration Bridge	Child's face within Blossom and UNICEF Emblem
Denomination	3 piastres	3 piastres
Sheet	50 (10x5) Wmk Sideways	50 (10x5) Wmk Sideways
Stamp dimensions	26 x 43 mm	26 x 43 mm
Perforation	11 x 11.5	13.5 x 12.5
Quantity printed	1,000,000	1,000,000 Off-set Litho
Supplementary	-	-

NEW ISSUES AND THEIR SPECIAL CANCELS

Please refer to the DATA SHEETS for dimensions, as not all illustrations are actual size



SG 1552



SG 1552/3



SG 1553



SG 1554



SG 1554



SG 1555



SG 1555



SG 1556



SG 1556



SG 1557



SG 1557



SG 1558



SG 1558

NEW ISSUES by C. E. H. Defriez

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

Commemorative Stamps SG 1559

Occasion Defence Equipment
Exhibition, Cairo

Date of Issue 10th November 1984

Designer M. Y. Abdel Hamid

Design Tank, Anti-aircraft gun
and Emblem

Denomination 3 piastres

Sheet 50 (10 x 5) Wmk Sideways

Stamp dimensions 26 x 43 mm

Perforation 11 x 11.5

Quantity printed 1,000,000

Supplementary Companies representing
19 countries participated
in the exhibition

SG 1560

25th Death Anniversary of
Kamel Kilany (children's
author and poet)

23rd December 1984

Waheeg Farag & Lotfy el Sawaf

Kamel Kilany and Books

3 piastres

50 (10 x 5) Wmk Sideways

26 x 43 mm

11 x 11.5

1,000,000

Kamel Kilany studied at
Al Azhar University and lived
and died in Cairo

SG 1561

Occasion 1,100th Anniversary of the
death of Ibn Tulun
(governor of Egypt)

Date of Issue 23rd December 1984

Designer Lotfy el Sawaf

Design Ibn Tulun Mosque

Denomination 3 piastres

Sheet 50 (5 x 10)

Stamp dimensions 43 x 26 mm

Perforation 11.5 x 11

Quantity printed 1,000,000

Supplementary Ibn Tulun was born in Turkey
and came to Egypt as Governor
in the year 868. He built
the great Mosque in 876.

SG 1562

29th Int. History of
Medecine Congress, Cairo

26th December 1984

Lotfy el Sawaf

Congress Emblem

3 piastres

50 (10 x 5) Wmk Sideways

26 x 43 mm

11 x 11.5

1,000,000

The Congress is held once
every two years, alternating
between various countries
of the world

SG 1563

Occasion 25th Anniversary of
Academy of Art

Date of Issue 31st December 1984

Designer H. Darwish & N.A. Fattah

Design Emblem and Spotlights

Denomination 3 piastres

Sheet 35 (5 x 7) Wmk Sideways

Stamp dimensions 40 x 40 mm

Perforation 13

Quantity printed 1,000,000 Off-set Litho

Supplementary -

SG 1564

Post Day

2nd January 1985

M. Y. Abdel Hamid

Pharaoh receiving letter
(monument), and Postal Museum

3 piastres

50 (5 x 10)

43 x 26 mm

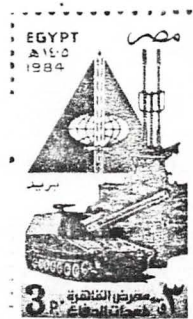
11.5 x 11

1,000,000

-

NEW ISSUES AND THEIR SPECIAL CANCELS

Please refer to the DATA SHEETS for dimensions, as not all illustrations are actual size



SG 1559



SG 1559



SG 1560



SG 1560/1



SG 1561



SG 1562



SG 1562



SG 1563



SG 1563



SG 1564



SG 1564

POSTAL RATES FROM EGYPT TO THE UNITED KINGDOM

by John H E Gilbert (rectifying the errors noted by W C Andrews)

[Editor's note: this article originally appeared in L'ORIENT PHILATELIQUE No. 129, for April 1972, and is published again now in The QC in view of its importance to Egypt Study Circle members currently involved in further studies of this subject, some of whom have no easy access to past publications.

Acknowledgements are made to the editor of that journal, and also to the Philatelic Society of Egypt whose official journal it is.

This reprint of the article is adjusted for the errors which were pointed out by W.C.Andrews (ESC 132) in The QC March 1985, Whole Series 133, p 91.]

- - - - -

Postal Rates by Surface Mail on letters (20 grammes) from Egypt to Great Britain and her Dominions and Colonies.

From about 1922	10 mills)	The special rates were cancelled by Egypt about Sept, 1953.
" 1/11/1931	15 ")	
" 15/ 8/1940	17 ")	
" -/ 9/1953	32 ")	This was the normal rate for all U.P.U. countries.
" -/12/1953	37 ")	
" / 4/1959	45 ")	
" 31/ 8/1963	60 ")	

Cost of Registration

1/ 4/1921	15 mills
1/11/1931	20 mills

The British Forces Postal Concession dated November 1st, 1932 is not included in the above. The special rates granted were as follows :

Weight	Old Rates	New Rates
1 - 20 grammes	15 mills	10 mills
21 - 40 "	28 "	20 "
41 - 60 "	41 "	30 "
61 - 80 "	54 "	40 "

and were in force until 1939.

Airgraph Services for Civilians

Service commenced	15/ 5/1942	40 mills
Rate reduced	20/12/1944	15 "
Service terminated	31/ 7/1945	

Light Weight Air Letters

		Mills
Service commenced (1st type)	20/12/1944	25
2nd Type introduced (Arabic Watermark)	-/ 7/1949	25
3rd Type introduced	22/ 9/1965	80 (Europe)
3rd Type introduced	22/ 9/1965	115 (USA)
	22/ 9/1965	140 (Australia)

"Diary and Summary of Civilian Air Mail Rates" appears on the following pages.

DAIRY & SUMMARY OF CIVILIAN AIR MAIL RATES

FROM EGYPT TO THE UNITED KINGDOM

(Incorporating correction of errors pointed out by W C Andrews)

Date	REMARKS	Surface Mail	Weight in grammes	Surcharge for Air Mail	Inclusive Rate
		Mills		Mills	Mills
10/ 4/1929	Via Alexandria to Genoa by Imperial Airways - Genoa to Basle by train - Basle to London by Air. Every Friday.	10	20	17	27
15/11/29	London by Imperial Airways via Alexandria, Crete, Athens and Central Europe.	10	20	13	23
1/10/30	Same itinerary, reduced surcharge.	10	20	10	20
14/ 3/31	London by Imperial Airways.	10	20		
			from Assouan)		
			Luxor)	25	35
			Assiut)		
			from Cairo	10	20
2/11/31	By Imperial Airways Alexandria to Brindisi - By Air and train Brindisi to Paris - Paris to London (Air)	15	20	13	28
6/11/31	Cairo - Athens - Amsterdam by KLM, Amsterdam - London by ordinary mail	15	20	25	40
1/ 5/34	Letters up to 10 grs. were carried without surcharge - an advertisement for Imperial Airways - and lasted up to 31/8/1934	15	10	Nil	15
1/ 9/34	Rates of surcharge again in force as prior to 1/ 5/1934	15	20	13	28
1/ 3/35	Via KLM, Amsterdam to London by ordinary mail	15	20	10	25
1/ 3/38 (*A1)	Weight scale reduced to 10 grammes	15	10	13	28
3/ 9/39	Outbreak of War - Air Mail cancelled	-	-	-	-

NOTE (1986) - (*A1) - Entry dated 1/3/38 queried by W C Andrews but not amended.

/ C O N T I N U E D on next page . . .

DAIRY & SUMMARY OF CIVILIAN AIR MAIL RATES - FROM EGYPT TO THE UNITED KINGDOM (Continued)
 (Incorporating correction of errors pointed out by W C Andrews)

Date	REMARKS	Surface Mail	Weight in grammes	Surcharge for Air Mail	Inclusive Rate
		Mills		Mills (and) surface) 60	Mills
3/ 9/39	Alexandria - Marseilles by Imperial Airways	15	15		
10/ 6/40	All Air Mail to Europe cancelled	-	-		-
20/ 6/40	Cairo to Durban by air thence to the United Kingdom by sea mail	15	10	30	45
15/ 5/42	Airgraph Service commenced; same surcharge as before	-	-		40
28//10/43	Cairo - Durban - U.K. Service terminated	-	-		-
21/ 6/44	Air Mail recommenced and again accepted	17	10	30	47
20/12/44	Airgraph rate reduced to 15 mills	-	-		15
31/ 7/45	Airgraph Service terminated	-	-		-
1/ 7/48	Reduction of surcharge to 10 mills	17	10	10	27
-/ 2/53	Increase in surcharge to 15 mills	17	10	15	32
31/8/53 (*A3)	Increase in weight to 20 grams and in (*A3) surface mail charge	32	20	15	47
-/12/53 (*A4)	Increase in surface mail charge to 37 mills(*A4)	37	20	15	52
-/ 4/59	Increase in Surface Mail charges	45	10	15	60
31/ 8/63	Increase in Surface Mail charges, and surcharge	60	20	up to 20	80
--/--/-- (*A2)	Increase in surcharge	60	20	up to 40	100 (*A2)
--/--/-- (*A2)	Increase in surcharge	60	30	up to 60	120 (*A2)

These lists have been compiled at the request of many Egypt Philatelists, have tried to understand the complicated surface and air mail postal rates since the 1920's from Egypt to the United Kingdom, with the upheaval caused by the Second World War.

This is an interim report and it is hoped that any inaccuracies will be pointed out to the Editor, as well as additional information and supply the missing dates, so that this first attempt at listing may be eventually brought up to date accurately.

The information and help so kindly given to Mr Mehanny Eid and Monsieur Jean Boulad has greatly facilitated the preparation of this article.

J. H. E. Gilbert

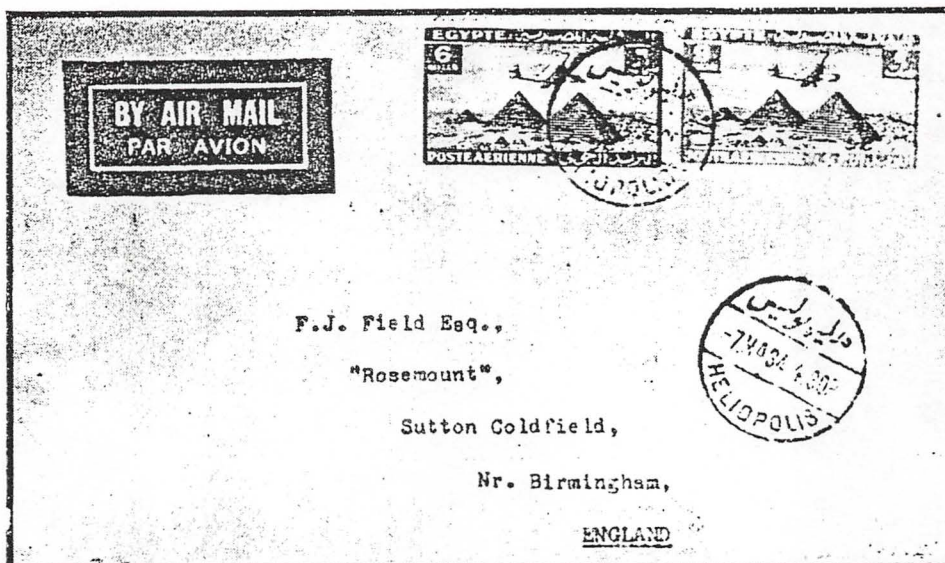
NOTES (1986) (*A2) = error rectification, Andrews' item 2 ; (*A3) ditto, Andrews' item 3 ; (*A4) item 4.

POSTAL RATES FROM EGYPT TO THE UNITED KINGDOM

John H E Gilbert's illustrations to his article with original captions



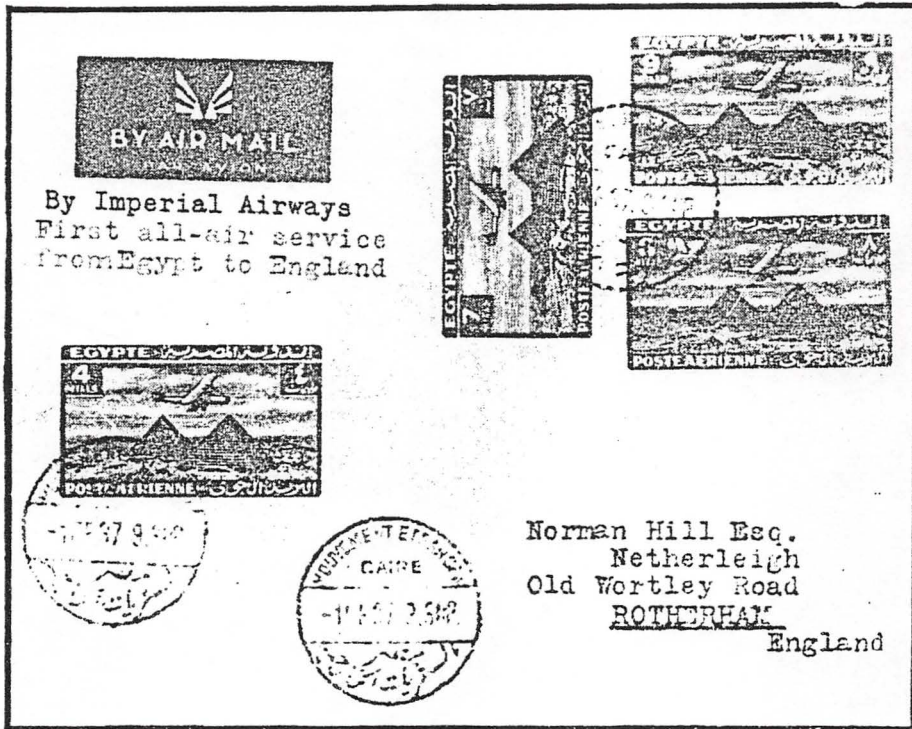
Gilbert's figure 1 with caption: 27 mills rate from 10th April 1929 until 15th November 1929.



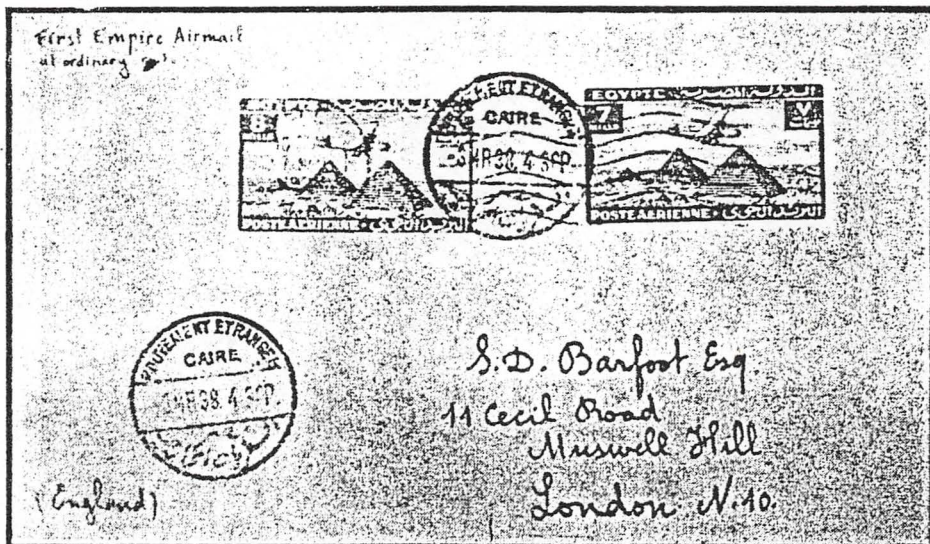
Gilbert's figure 2 with caption: 15 mills rate from 7th May 1934 until 31 Aug. 1934. See comments by W C A(ndrews) in QC 126, page 91 and by K D Knight in this issue.

POSTAL RATES FROM EGYPT TO THE UNITED KINGDOM

John H E Gilbert's illustrations to his article with original captions



Gilbert's figure 3 with caption: 28 mills rate from 1st Feb. 1937 until 1st March 1938. See comments by WCA and KDK. Note the "all-air" endorsement.



Gilbert's figure 4 with caption: 15 mills rate from 1st March 1938 until 3rd Sept. 1939. See comments by WCA and KDK. Note the "at ordinary" endorsement.

(with acknowledgements to the Philatelic Society of Egypt and L'Orient Philatelique)

J H E Gilbert's Listing of Airmail Rates between Egypt and the UK.

- COMMENTS BY KENNETH D KNIGHT (ESC 150)

Though not an 'Aerophilatelist' I can clarify most points raised in QC 133, page 91, by W C Andrews (ESC 132). I cannot be certain my comments are 100% accurate but the covers I possess (all non-'philatelic') agree with my interpretation of the listing.

The key to understanding Gilbert is to recognise that his listing contains several essentially different services which should be tabled separately; not to do so leads to confusion.

Throughout the following text when charges and weights are given, the columns, reading from left to right are: surface mail charge (per 20 grammes), airmail weight steps (in grammes), surcharge for airmail (in milliemes), and inclusive rate for a single weight airmail letter (in milliemes). These abbreviations are used: I.A. for "Imperial Airways", n.e. for "not exceeding", gm for "grammes".

1) Pre-World War II Services

Imperial Airways and KLM were different airlines which not only charged different tariffs, thereby requiring Egyptian Postal Authorities to charge different tariffs, but they also operated their services concurrently.

a) The Imperial Airways Cairo-London Service

* 10/4/29 A regular weekly London-Karachi Airmail Service began on this date. Cairo, the Clapham Junction of I.A.'s network, was an important stop on the route. The London-Cairo leg was by De Havilland DH66 aircraft London-Basle, by train to Genoa, by Short 'Calcutta' flying boat to Alexandria. (the mode of transport between Alexandria and Cairo is not known to me.

	Surface Mail charge per 20 gm	Airmail weight steps (gm)	Surcharge for airmail (mills)	Inclusive rate for single- weight airmail letter
Rates :	10	20	17	27
6 Dec 29	Route changed to go via Alexandria, Crete, Athens and central Europe. Surcharged reduced.			
Rates :	10	20	13	23
1 Oct 30	Surcharge reduced.			
Rates :	10	20	10	20
14 Mar 31	This entry does not represent a change of route or tariff, but announces the inauguration of a regular Cairo-Kisumu service. Airmail facilities were extended to staging points (Aswan, Luxor and Assiut) on the new route, and a surcharge of 25m. introduced for U.K.-bound airmail originating south of Cairo. (See Query 5 at end of this article).			

* Mr Knight is quoting Gilbert's dating system exactly. However, to American readers this date is October 4th, 1929. The (English) writer intended 10th April 1929. Recommended that months shown in alpha - Editor.

/ Continued . . .

Airmail Rates, Egypt-U.K. - Comments by K. D. Knight (continued)

	Surface Mail charge per 20 gm	Airmail weight steps (gm)	Surcharge for airmail (mills)	Inclusive rate for single- weight airmail letter
14 Mar 31 (continued)				
Rates :				
to / from Cairo	10	20	10	20
to / from Aswan, Luxor and Asyut	10	20	25	35
2 Nov 31 Increased surface mail charge and increased airmail charge. The route description given by Gilbert is ambiguous and should be read as follows: Alexandria - Brindisi (by air), Brindisi - Paris (by train), Paris - London (by air). <u>The 28m. rate introduced on this date for mail carried by I.A. remained in force until 1 Mar 38.</u>				
Rates :	15	20	13	28
20 Jan 32 A regular Croydon - Cape Town service via Cairo was inaugurated on this date. It followed the Karachi service as far as Cairo, viz : London - Paris by Handley-Page HP42W - note 2 - (an aircraft brought into service on this stage, June 11th 1931), Paris to Brindisi by train, Brindisi to Alexandria by Short 'Kent' flying boat, and thence to Cairo <u>by train.</u>				
Rates :	(unchanged)			
? May 34 (see note 2) As a special concession I.A. carried letters weighing less than 10gm without surcharge, i.e. at surface mail rates. Heavier mail, not within the concession, continued to attract a tariff of 13m. per 20gms, hence the basis surcharge did NOT change.				
Special Rates :	15	n.e. 10	--	15
Other items :	15	20	13	28
1 Sep 34 The concession introduced in May 1934 for letters weighing less than 10gm was discontinued.				
Rates :	15	20	13	28
1 Feb 37 Introduction of an "All-Air" service, Alexandria to Southampton by Short Empire 'C' class flying boat. (Notice "All-Air" endorsement, Gilbert's fig. 3)*. This is a change of route; the 13m. surcharge introduced in 1931 remained unaltered. Prior to this change of route the mail were transported overland across Europe because I.A. had been unable to negotiate suitable flyover and refuelling rights. The caption of illustration fig. 3 should be changed accordingly.				
Rates :	15	20	13	28
1 Mar 38 I.A. introduced an "All-Up" (see note 3) service on all its routes (see notes, 4,5). The charge for this service was 15 mills (about threepence-three-farthings) per half ounce (see note 6) thereby allowing mail franked as Gilbert's fig 4 to be carried by air (note confirmatory manuscript endorsement on this cover)*				

* Gilbert's figures 3 and 4 are reproduced in this issue - Editor

Airmail Rates, Egypt-U.K. - Comments by K. D. Knight (continued)

	Surface Mail charge per 20 gm	Airmail weight steps (gm)	Surcharge for airmail (mills)	Inclusive rate for single- weight airmail letter
1 Mar 38 (continued)				
Rates :	15	10	--	15
3 Sep 39	This entry should be amended as follows :-			
	Outbreak of war - "All-Up" and "All-Air" services cancelled. Route amended: Alexandria - Marseilles by air, then Marseilles to London by surface mail. In the interests of consistency the words 'and surface' appearing in the airmail surcharge column of Gilbert's list should be deleted.			
Rates :	15	15	60	75
10 Jun 40	Air Mail to Europe cancelled.			
b) <u>KLM Cairo-Amsterdam Services</u>				
	This service ran concurrently with the I.A. service and was primarily intended for mail to the European mainland, specifically Holland and the Low Countries. Therefore it was not part of British Empire preferential rates. Presumably a letter for London would only travel by KLM if so endorsed and correctly franked. Because mails carried by I.A. travelled overland from Brindisi to Paris the KLM route was probably faster, hence the reason for its existence.			
6 Nov 31	Inauguration of KLM service.			
Rates :	15	20	25	40
1 Jan 35	Reduction in surcharge. Gilbert no longer lists Athens as a refuelling stop. Possibly an indication that KLM were by this time flying Cairo-Amsterdam direct ?			
Rates :	15	20	10	25
1 Mar 38	- until cancellation of service due to World War II. Probable loss of London-bound mail traffic due to the faster 'All-Air' and cheaper 'All-Up' schemes introduced by Imperial Airways.			
Rates :	(unchanged)			
3 Sep 39	Outbreak of war. Probable rate/route change.			
? /? /?	Service cancelled due to WWII. (See note 7).			

2) Airmail Services in Wartime

Clarification of wartime services is achieved by making a separate table
for the airgraph service.

/ Continued . . .

Airmail Rates, Egypt-U.K. - Comments by K. D. Knight (continued)

2) Airmail Services in Wartime (continued)

Between 28 Oct 43, when the Durban service ceased operation, until 21 June 44, when airmail was again accepted, the airgraph service 'twixt Egypt and the U.K. was the only means of civil communication by air.

a) The Airgraph Service

The airgraph service utilised photographic techniques to miniaturise correspondence thereby facilitating the transportation of large quantities of mails.

15 May 42 Airgraph service commenced. Tariff 40 milliemes.

N.B. Gilbert states 'surcharge as before': this cannot be, because (a) it was a new service, and (b) airgraphs were never meant to be transported by surface mail, therefore no surface mail rate existed to be surcharged. However an airgraph service for military correspondence was in operation as much as a year earlier: could Gilbert be referring to the military airgraph service ?

20 Dec 44 Rate reduced to 15 mills

31 Jul 45 Service terminated.

b) Wartime Airmail Services

	Surface Mail charge per 20 gm	Airmail weight steps (gm)	Surcharge for airmail (mills)	Inclusive rate for single- weight airmail letter
Until ?/ ?/ ? Cairo - Amsterdam by KLM, then by surface mail.				
Rates :	??	??	??	??
Until 10 Jun 40 Alex- Marseilles by I.A., then overland.				
Rates :	15	15	60	75
10 Jun 40 Airmail to Europe cancelled.				
N.B. During the war years use of flying boats ceased. After their demise the point of departure for all airmail was, most probably, Cairo International.				
Rates :	-	-	-	-
20 Jun 40 New service via South Africa. Cairo to Durban by air, then by sea to the U.K.				
Rates :	15	10	30	45
15 Aug 40 Increase in surface mail charge.				
Rates :	17	10	30	47

/ Continued . . .

Airmail Rates, Egypt-U.K. - Comments by K. D. Knight (continued)

	Surface Mail charge per 20 gm	Airmail weight steps (gm)	Surcharge for airmail (mills)	Inclusive rate for single- weight airmail letter
28 Oct 43	Cairo - Durban - U.K. service terminated.			
	By this date the Mediterranean was comparatively safe for shipping and transportation of mail by sea (Alexandria to U.K.) was faster than the air service via Durban.			
21 Jun 44	Airmail services recommenced			
Rates :	17	10	30	47
3) <u>Post-War Services</u>				
	In the years following the war it became possible to fly Cairo - London direct and without refuelling, therefore it was no longer necessary to route letters via continental carriers as had been the case before the war.			
Until 30 Jun 48 :	17	10	30	47
1 Jul 48	Surcharge reduced.			
Rates :	17	10	10	27
? Feb 53	Surcharge increased.			
Rates :	17	10	15	32
31 Aug 53	Increase in letter weight allowed, and increase in surface mail charges.			
	N.B. This increase due Egypt's unilateral cancellation of special rates with the British Commonwealth.			
Rates :	32	20	15	47
? Dec 53	Increase in surface mail charges.			
Rates :	37	20	15	52
? Apr 59	Increase in surface mail charges.			
Query :	is Gilbert correct in reducing the weight step ?			
Rates :	45	10	15	60
31 Aug 63	Increase in surface mail charges, and increase in airmail surcharge.			
Rates :	60	20	20	60
? / ? / ?	Increase in surcharge.			
Rates :	60	20	40	100

/ Continued . . .

Airmail Rates, Egypt-U.K. - Comments by K. D. Knight (continued)

	Surface Mail charge per 20 gm	Airmail weight steps (gm)	Surcharge for airmail (mills)	Inclusive rate for single- weight airmail letter
?/ ?/ ?	Increase in surcharge.			
Rates :	60	30	60	120 (see note 9)
1 Mar 82	? ? ? (see note 8)			
Rates :	?	?	?	230

4) Post Card Rates (see note 10)

a) Pre-World War II

1 Aug 34 till 1 Sep 34 : Post Cards weighing
less than 10 gm. (via I.A.)

Rates : 10 -- 10

1 Mar 38 till 3 Sep 39 : ditto (do)

Rates : 10 -- 10

b) Post-World War II

31 Aug 63 (?) ? ? 60

30 Dec 72 ? ? 85
(see note 8)

5) Air Letter Sheet

The 1974 Higgins and Gage catalogue would suggest the following :-

20 Dec 44	25 m
Presumably in the 20-year gap between issuing the first and subsequent Air Letter Sheets, the original issue sheet could be used with additional adhesives affixed.	
23 Jul 44	80 m
1 Aug 71	100 m

General Notes and New Queries

At various times the weight steps for airmail changed, varying between 10gm., 15gm and 20gm. However, the weight step for surface mail remained constant at 20gm. This variance in weight steps sometimes leads to unexpected rates of franking; e.g. a letter weighing 15gm., endorsed for airmail, and posted in 1941 would be charged 17m for single-weight surface mail and 60m for double-weight airmail, a total of 77m.

/ Continued . . .

Airmail Rates, Egypt-U.K. - Comments by K. D. Knight (continued)

It would appear that some Egyptian postal staff were confused by the calculation of airmail rates. I own two covers to the U.K., one from 1937 franked 54m and one from 1952 franked 47m, which seem to have been charged the single-weight surface rate and three times the air surcharge. It could be, of course, that both covers were posted when the post office was closed and the sender used whatever stamps he/she had in his/her possession, generously overfranking so as not to incur postage due charges; but if this is so, isn't it coincidental that the frankings relate back to the listed charges in such a precise, if incorrect, manner ?

* * * *

The above notes should enable members to relate the covers illustrated by Gilbert to his listing, indeed their own covers should now check with the list. However, all is not finished, I have a few spanners of my own to drop into the works . . .

- 1) Did the 1934 concession by Imperial Airways apply to registered mail ?
- 2) Was an air parcel post available ? If so, at what rates ?
- 3) Throughout the listing Gilbert refers to 10- or 20-gramme weight divisions. Imperial Airways calculated by the ounce (28 gms). Which is correct ?
 - 3a) Is the 30-gramme weight step in the very last entry correct ?
- 4) Air France operated via the Middle East to the Orient before World War II. Surely not every mail-carrying aircraft in their fleet was routed through Damascus ? Wouldn't at least one aeroplane per week stop over in Cairo to take on mail for France ? And couldn't mail for London be endorsed "via Air France" ? And what about Lufthansa and other European-based airlines ?
- 5) When was the additional surcharge for mail originating south of Cairo discontinued ? In 1938 when Imperial Airways introduced their All-Up service ? Or before this date ?

* * * *

Notes in the text

Note 1 HP42E aircraft, sister planes of the HP42W, began operating on the Cairo-Karachi route in 1931. The HP42E is the aeroplane depicted over the pyramids on the 'long' Egypt Airmail issue of 1933. It has also been depicted on stamps from Belgium, Umm Al Qiwayn and San Marino.

Note 2 Probably 1st May 1934.

Note 3 The Imperial Airways "All-Up" scheme was extremely successful. During the short time it operated, the volume of mail increased more than four fold. In early December 1938 Imperial Airways daily transported 10 tons of Empire-bound Christmas mail. This compared with a normal weekly load of 20 tons.

/ Continued . . .

Airmail Rates, Egypt-U.K. - Comments by K. D. Knight (continued)

Note 4 The following extract is from an Almanack for 1939 which purports to reproduce part of the current British Post Office Guide :-

"Letters for countries served by the Empire Air Mail Scheme, i.e. Aden, Australia, Bahrein, Banks Islands, Burma, Ceylon, Cook Isles, Dubai, Egypt, Fanning Island, Fiji, Gilbert and Ellice Isles, India, Hong Kong, Kenya, Malaya, Mauritius, Muscat, Nauru, New Guinea, New Hebrides, New Zealand, Norfolk Island, North Borneo, Northern Rhodesia, Nyasaland, Palestine and Transjordan, Papua, Samoa, Sarawak, Seychelles, South African Protectorates, Southern Rhodesia, Straits Settlements, Sudan (Anglo-Egyptian), Tanganyika Territory, Tibet, Tonga, Uganda, Union of South Africa, Zanzibar - threehalfpence per half ounce.

"For all other places in the British Empire and British Mandated Territory, for British post offices in Morocco, H.M. ships at sea and for the United States of America (including Hawaii) - threehalfpence for the first oz., 1d per oz thereafter.

"For all other countries twopence halfpenny for first oz., threehalfpence per oz. thereafter.

"Post Cards. For British Empire, British Mandated Territories, U.S.A., Egypt and British post office in Morocco, 1d. "

Quotation of the above is not as irrelevant as it may first appear. The "Empire Air Mail Scheme" was the official name for Imperial Airways' "All-Up" service. Mail carried under this scheme from Egypt to the U.K. or any of the other destinations listed under the Empire Air Mail Scheme, would be transported at surface mail rates. Postcards were also within this scheme.

Note 5 Mail to other destinations or mail transported by carriers other than Imperial Airways was still subject to the appropriate airmail surcharge.

Note 6 A half ounce weighs just over 14 grammes

Note 7 I can confirm that KLM continued to fly into Cairo after war was declared but do not know when the service was cancelled. Whether mail for London was carried at this time is not known.

Note 8 This date is not accurate, merely the date of the earliest cover/card in my collection. It is hoped members will supply more reliable dates.

Note 9 Is 120 mills the correct rate? I have covers dated 1971 franked with 110m.

Note 10 The lists of rates for postcards and air letter sheets are embryonic in the extreme. Information wanted !

Kenneth D Knight (ESC 150)

CANCELLATION OF AIRMAIL INSTRUCTIONS
- COMMENT - Ken D Knight (ESC 150)
on article in QC 131/2 by J Sears

The following is guesswork but it makes sense to me: anyway, if I am wrong, perhaps my speculation will tempt the experts out of hiding !

I surmise that pre-WWII mail for the U.S.A. from Egypt (even when bound for the U.S. west coast) would be routed via Europe if only to take advantage of the regular, relatively fast, transatlantic liner traffic - airmail between Europe and the U.S.A. was not established until the Spring of 1939. From J.H.E.Gilbert's listing of airmail routes from Egypt to the U.K. (L'O.P. 125, amended QC 133) we can see that, prior to February 1st 1937, all airmail from Egypt to France, Germany, Holland, Belgium and the U.K., as well as to America, travelled at least part-way across Europe by surface mail. During this journey across Europe, mail for the U.S.A. could be separated from the rest and re-routed to any port in Western Europe; there it would be consigned along with any postal items from Europe to a ship bound for the United States. The most probable points of diverting mail for America would be Paris, for Cherbourg, and London, for Southampton. But we must not forget that transatlantic shipping left from other European ports besides those mentioned above: Hamburg, for instance.

Once mails for the Americas were diverted such mails ceased to be airmail: more to the point, they were forwarded along with ordinary surface mail. I suggest it is at this point that the airmail instructions were deleted. Since only a small sample of air post items have had their airmail instructions cancelled, it would appear that the post office of only one country, or perhaps of only one port of despatch, followed this procedure.

I will stick my neck out further and suggest Germany as the country where airmail instructions were deleted. My reasons for this are two-fold. Firstly, the bulk of the mail for America would go via Cherbourg or Southampton, thereby escaping the cancellation of instructions, a fact which agrees with the statistics we have. Secondly, in Germany the term "airmail" had a slightly different meaning: Zeppelins flew the Atlantic not infrequently between 1929 and 1937, and stopped only after the Hindenburg's demise at Lakehurst, New Jersey. If special stamps were necessary for carriage by airship, or an extra charge levied on mail transported by airship, mail from Egypt would be incorrectly franked, and marked accordingly.

The above reasoning may seem somewhat far-fetched but to support my case I would point out that all the covers mentioned in the article which could have been dealt with as I describe above (Nos. 1,2,4 and 5) have their airmail instructions cancelled by similar markings - parallel red bars.

Kenneth D Knight

AIRMAIL STUDY - continued from QC 131 - J Sears (ESC 188)

The previous article on this subject aroused the interest of several members who have sent me examples which differ from the ten illustrated at that time. Drawings of these appear on the following page and I have continued to number them consecutively.

11) A cross in a box measuring 36 x 69 mm (all in black) which appeared on a front from Alexandria, 9 AU 33, to Paris; stamped 33 mills, no arrival or transit stamp. (Dr A Winter, ESC 149).

12) Two parallel bars in red, each 4 x 50 mm, with 10 mm between. Cancelled Continental Savoy, Cairo, 10.IV.29, addressed to Chicago, no arrival or transit mark. Stamped 42 mills.

13) Two parallel bars in red, each 5 x 37 mm, with 10 mm between; from Cairo 26 NO 40 to Kansas City. No arrival stamp, franked 52 mills. (Dr A Winter, ESC 149).

14) Black Cross with arms 50 mm long, several examples seen, there are slight variations in the measurements.

e.g. Cairo 15 FE 33 to Paris arr. 19. II. 33, transit c.d.s. Posta Aerea Brindisi 17. 2. 33. Stamped 17 mills, flap unsealed - advertising matter ?

Cairo 20 AP 32 to Paris arr. 25. IV. 32, transit c.d.s. Posta Aerea Brindisi 24. 4. 32 - 33 mills.

Cairo 9 MR 33 to Lausanne, no arrival stamp, transit c.d.s. Posta Aerea Brindisi 12. 3. 33 - 33 mills (E. Antonini - ESC 160).

15) Parallel bars in red 55 x 5 mm with 13 mm between. Cancelled: Cairo -- SE 40 , to St Joseph, Missouri, arrival Oct 13 1940, stamped 70 mills. This cover has typed on it "Air Mail to Cape Town" ; Cape Town has been deleted and Lisbon inserted above.

16) Two pairs of parallel bars 30 x 3 mm each, crossed at right angles to each other. Cairo 13 FE 35 to Bombay, arr. 18 FE 35, stamped 60 mills. (S. Cowling ESC 263).

Apart from these marks on covers from Egypt, similar cancellations have been seen on envelopes from other routes: they are illustrated A & B.

A) Black Cross in black box 25 x 45 mm on cover from Dakar 16 NOV 34 to Geneva arr. 18 Nov 34 : we do not have a note of the franking (C Hass ESC 181).

B) Parallel bars 50 x 3 mm with 5mm between, from Lancaster, Pennsylvania, July 27, 1929 to London, stamped 7 cents. (This is a philatelic Air Display cover).

As well as these different designs, a marking similar to no. 15 has been seen on a cover from Khartoum. -- -- 40, to New York (C Hass), and one similar to no. 9 but in a purplish red on a cover bearing a 60pf W. German stamp addressed to Michigan and posted in London, 26 JY 63. This also has a T over 42 cents on a hexagon box - Postage Due, the addressee confirms it was sent surface mail (P A S Smith ESC 74).

/ Continued . . .

CANCELLATION OF AIRMAIL INSTRUCTIONS - Continued

A mark similar to no. 5 has been seen on a cover from Entebbe, Uganda, 18 MR 37, to Antigua, arr. AP 13 37.

More and more of these cancelled instructions are coming to light and the following trends have been observed :-

1. Cancels to destinations in Europe seen SO FAR have only appears as Black Crosses, sometimes boxed.
2. Cancels to transatlantic destinations are red (or purple) and in parallel bar format, EXCEPT for the type no. 6 in black only.
3. Cancels to India appear to be red, see No. 16; the writer has also seen others with parallel red bars.

I should be grateful to receive your comments on these trends. The cover with Type B emanating from USA seems to confirm that a non-black mark was favoured there.

I should now like to refer to Mr K D Knight's (ESC 150) most useful observations. Although I have no evidence to support my views, I do not think I can accept that Germany was a probable point where the cancellations were applied. After all, the usual mail carriers during the 1930's were Imperial Airways and KLM, and there would appear to be no reason for mails aboard the former to travel as far north as Germany: surely mail for the USA would travel by a British vessel across the Atlantic. As far as Imperial Airways' mail was concerned I should have thought that all transatlantic mail would have been sorted into a separate sack in Egypt and flown on from Paris to London and redirected from there. The route during the 1930's for mail to Western Europe and probably Scandinavia was by air to Brindisi via Athens, and rail to Paris, then air to London. An alternative theory might be that the cancels for mail to N. America were applied in the UK on completion of the Air Mail part of the journey.

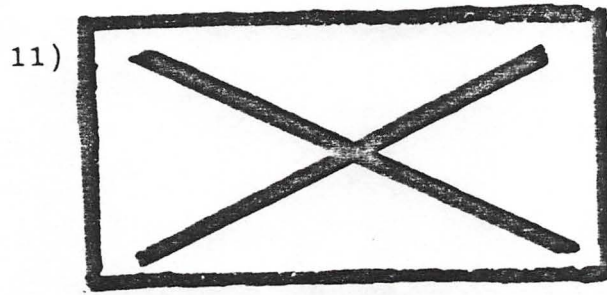
From the examples noted above it might well be said that mail for the rest of Western Europe was sorted at Brindisi, and the black cross cancellations applied there.

Now two other points emerge: first of all, no cancellations of mail apparently carried by KLM have been reported. Secondly, no reports have been received of covers with these cancels on, where the destination has been Central or Eastern Europe.

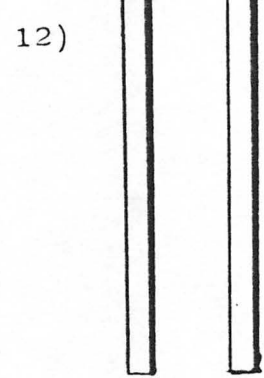
As other members have suggested, it seems that these marks could have been applied for various reasons including under-franking, non-availability of aircraft, or at the end of the air transit part of the route. After the outbreak of war, I feel the position would have been even more confused. Please let me have details of any covers you have with these AMC's (Air Mail Cancellations) on; it will be most interesting to compile Earliest and Latest Dates for the different destinations.

J Sears (ESC 188)

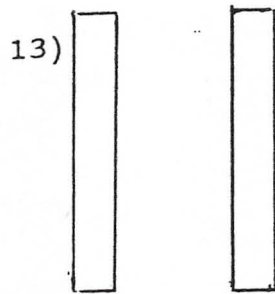
Cancellation of Airmail Instructions - Further Examples



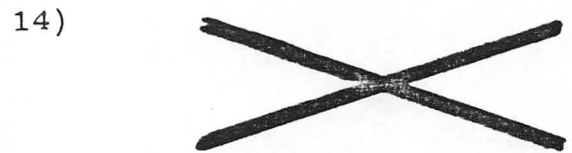
Black



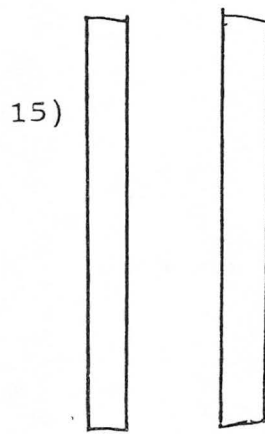
Red



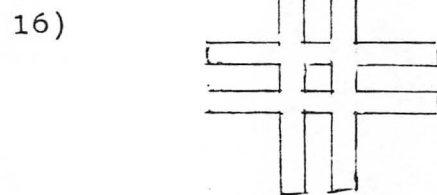
Red



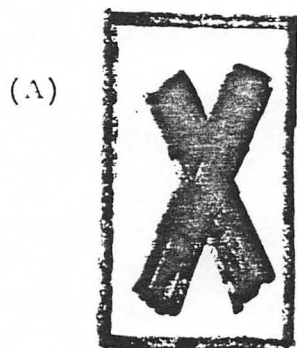
Black



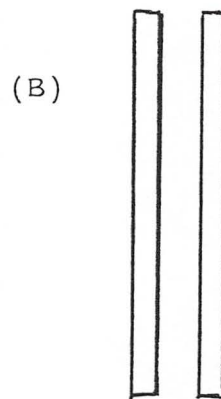
Red



Red



Black



Mauve

THE FRAMED 'O' MARKING

- P E Whetter (ESC 133)

Ever since the late Ron Potter wrote about this marking in the December 1979 issue of the QC (No. 112) I have been keeping my eyes open for an example. After six years of searching I have at last found one cover - they really are scarce.

This cover - see illustration - bears a 10 mill stamp which has been previously used and affixed with a messy red adhesive. The postmark HELIOPOLIS / T has been applied adjacent to the stamp, plus three strikes of the 'O' marking and a strike of the Tax mark. The back of the cover bears a 20-mill Postage Due cancelled Alexandria A 4 dated 14.8.58. This is the only cover I have seen where the 'O' mark has been used to draw attention to a 'previously used' stamp.

Incidentally it is interesting to speculate whether the Heliopolis postmark with a 'T' indicator is used only on letters which are to be taxed. Does anyone know?

[Envy Enhancer: the contributor mentions that he acquired this soiled but scarce cover for 15 pence !

Mr J S Horesh (ESC 118) also had a lucky find of the invalidation mark at about the same time; in his case the stamp objected to was the 1945 Ismail commemorative as out of date when used on 5 Jan 46. Both covers are illustrated on next page - Editor]

- - - - -

BLACK and WHITE PHOTOGRAPHY

A. Nunn (ESC ..)

A response to editorial comments following Question Time 62 (QC 127) may be helpful.

There are three ways in which colours of a similar density may be made to reproduce as separate shades on a black-and-white photograph. The simplest and most convenient method is to use a filter on the camera lens. E.g., a photograph of a black postmark on a dark red stamp taken with a red filter fitted over the lens would render a black postmark on an almost white stamp.

The rule is quite simple: objects which are the same colour as the filter will appear lighter in the resulting photograph.

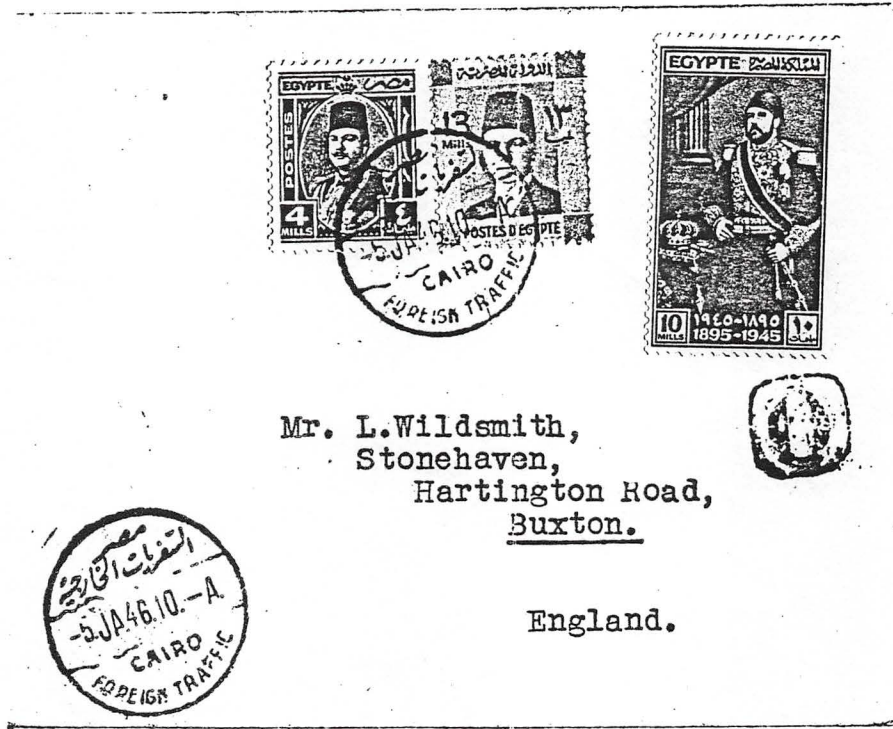
Expensive photographic filters are not essential, coloured cellophane paper will produce adequate results providing the paper has not been crumpled.

N.B. the above procedure does not work when photographing a photograph.

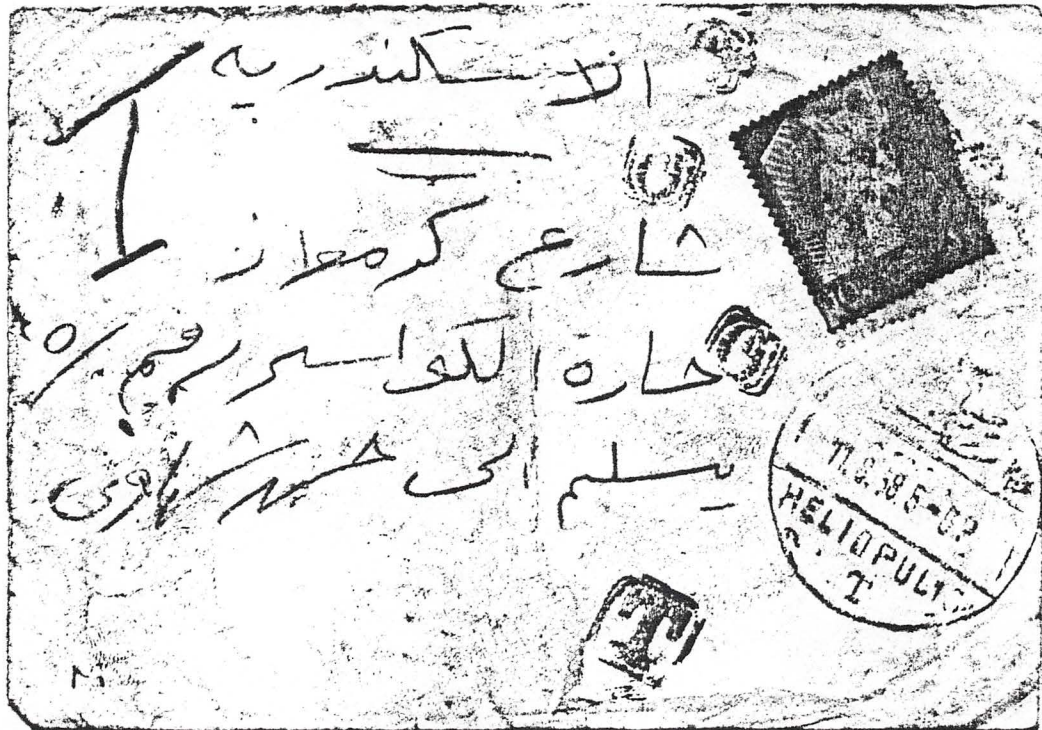
[This member did not write the notes above for publication but it is thought that several members will find them helpful. Any hints from members, or unsolved problems with producing illustrations for exhibition entries or otherwise, can be aired in the QC. My betes noirs are used monarchy overprints on the 1914 1 mill sepia, on the 1915 15 mills (either), and on the 200 mills slate - Editor].

INVALIDATION MARK (Framed '0')

1946 Applied to 1945 Ismail
 (issued 2nd March 1945, valid 3 months)



1958 Applied to an already-used current stamp
 Note the contributor's query as to
 " T " in the datestamp



JOURNAL OFFICIEL

Extracts by J M Murphy (ESC 240)

1920

1920 comment by JMM

Life becoming normal again, though newspaper censorship increased. Changes in postal tariffs, and new parcels arrangements.

Jan 1 (1,6): As rail communications north of Rafia have been re-established, parcels for Palestine will now be accepted.

Jan 8 (3,3): Ordinary and insured parcels now accepted for Germany via Italy. Postal rate 110mills for up to 5kg.

Jan 19 (6,6): Owing to disastrous fires attributed to the spontaneous combustion of celluloid films, the Swedish postal authorities require that postal parcels containing articles of celluloid must be packed in strong wooden boxes with an outer covering of planks solidly screwed and dovetailed, with suitable packing between the inner and outer coverings. The box must bear a warning that it contains celluloid films.

The Indian postal authorities advise that postal parcels for northern Persia are no longer being accepted.

Jan 22 (7,5): Ministry of the Interior Notice - No entry to Egypt without a passport. Egyptian nationals must provide written permit to enter Egypt, from the Ministry of the Interior. Signed by Allenby, C-in-C of HM Forces in Egypt.

Feb 5 (11,5): Postal parcels for Syria and Palestine frequently arrive in bad condition owing to careless packing. In view of the considerable manipulation to which such parcels are subject both in Egypt and in transit, please pack with greatest care.

Ordinary parcels (not COD) for Bulgaria, via Italy, are accepted from February 1 at a postal rate of 12 P.T. up to 5kg.

Feb 16 (15,3): The French postal authorities request that each parcel for France via Marseilles or in transit through France must have separate despatch note and Customs declaration form.

(15,5): The Postal Administration will receive tenders up till March 10 for six lots of used postage stamps, particulars concerning which may be obtained from the Dead Letter Office, GPO, Alexandria. Separate tenders should be submitted for each lot. (Unfortunately unable to trace any result).

Mar 4 (20,2): Ministry of the Interior Notice - The public is hereby notified that any inquiries concerning postal matter, etc, that may have been detained by the Censorship in Egypt, should be made to GSI (h), Commercial Section, Egyptian War Office, Cairo, before March 15.

Mar 8 (21,2): Ministry of the Interior Notice - In view of the continued publication in the Press of articles subversive of the authority of the Government and tending to provoke disturbances and acts contrary to public order and security, the censorship of the Press will assume a preventive character from March 6.
Signed by Allenby, C-in-C, HM Forces in Egypt, March 5.

Mar 25 (27,4): The Italian postal authorities have suspended the issue of Reply Coupons owing to exchange fluctuations.

Mar 29 (28,1): Law No. 19 of 1920 - The installation of aerodromes in Egypt constitutes a State monopoly. No land may be fitted out or used for the departure or landing of aircraft except by the Government or on its authority. Dated March 24.

EXTRACTS FROM THE JOURNAL OFFICIEL - continued

1920 - i i

- Mar 29 (28,2): Series of decrees (dated March 24 and taking effect April 1) changing fees for insured letters and parcels within Egypt to 5mills for each £E10 or fraction, with a minimum 50mills per item; registration fee to 10mills per item; fee for money orders within Egypt to 5mills for each £E1 or fraction, ditto to Sudan 6mills and minimum for either 15mills; parcel rates fixed within Egypt at 30mills to 1 kg, 40mills 1-3 kg, 50mills 3-5kg; and for Sudan 65mills to 1 kg, 95mills 1-3 kg, 125mills 3-5 kg.
- Apr 1 (29,7): Advertisement for writer-translator for PMG Department, Alexandria. Of office deputy manager level, salary offers £E24-28 a month, plus 60 per cent cost of living bonus, must be 20-35, fit, with perfect knowledge of English for writing/editing, as well as good knowledge of French and Arabic for translating and writing. Must have Egyptian Secondary Education Certificate or foreign diploma equivalent recognised by Egyptian Government.
- Apr 5 (30,3): At the request of the Tunisian postal authorities, money orders and COD parcels for Tunis suspended.
- Apr 19 (35,5): From May 1, the foreign postal rate of 10mills for 20 grammes or fraction will apply to Austria and all other countries which formed part of the former Austro-Hungarian Empire.
- May 13 (43,4): The public is hereby notified that the Post Office cannot continue to accept registered articles and correspondence for Cairo and Alexandria which are insufficiently addressed. In order to facilitate delivery, the address on all registered as well as ordinary mail matter should include the house number and name of the street, the Post Office Box number, or the indication "PR". These particulars are demanded as much in the interests of the public as those of the Post Office, and henceforth insufficiently addressed registered matter for Cairo and Alexandria will not be accepted for despatch unless the address is sufficient to enable prompt delivery to be effected.
- May 31 (49,3): The commission charged on British postal orders is increased from June 1 to 6mills for orders between 6d and 2s 6d, 9mills for 3s-15s, and 12mills 15/6 to 21s.
- The public is notified that the prepayment of correspondence from the United Kingdom to Egypt and the Sudan will be raised to 2d for the first ounce and 1d for each additional ounce with effect from June 1.
- Jun 7 (51,3): Examination for postmen for Cairo June 21. Salary £E4.800 a month plus 60 per cent war gratuity, totalling £E7.680. Usual conditions, age 20-24, unless already in the Postal Service or sons of present or past postal employees, in which case acceptable up to 30.
- Ordinary (unregistered) parcels for Constantinople accepted from May 15, postal fee 70mills up to 1 kg.
- Jul 1 (57,4): From July 4, Parcels Registration windows of the Delivery Office, Alexandria Post Office, will open from 9-11 (instead of 10-noon) on Sundays and holidays.
- Owing to insufficiency of address, collection orders for the more important towns of Egypt have frequently to be returned to the office of origin unpaid. It is essential that the full address be indicated, or the order will not be accepted.

EXTRACTS FROM THE JOURNAL OFFICIEL - continued

1920 - i i i

July 12 (60,5): The British Post Office gives notice that from June 22 the commission on Money Orders payable in South Africa, Rhodesia, Nyasaland, South West Africa and Mozambique is fixed at 1s 6d per complete £1; and 4d for each 4s.

The Money Order service between Egypt and Argentina is resumed.

July 22 (63,1-2): From August 1, demurrage dues will be charged on parcels, insured letters, insured boxes and specie packets:

Insured letters and specie, 20mills per day per LE 100 or fraction of insured value if not withdrawn from the Post Office within two days following the date of issue of notice of arrival. Maximum for specie 100mills per day. Day of delivery will be charged for.

Insured boxes, 5mills per day, conditions as above, no maximum.

Parcels, 10mills a day, with four days' grace, other conditions as above. Sundays and holidays not included.

Aug 2 (66,1): Conditions and regulations for Post Office account customers (Law No. 29 of 1920).

Aug 16 (70,8): In view of the present unsettled state of affairs in Poland, the Polish Post Office will not admit responsibility for registered correspondence to Poland until further notice. Such correspondence may be despatched at the risk of the sender.

Greece gives notice that registered items for Greece comprising dutiable articles will be returned, owing to the fact that a large number of such items has recently been received by the Salonika Post Office.

Aug 19 (71,1): Ministry of Communications regulations for putting into effect the system of account customers (Aug 2 above). At present confined to Cairo and Alexandria Central POs only.

Sept 2 (75,2): New prices for Postal Stationery from September 1: visiting card envelopes, 3mills each; letter cards 7½mills and 12½mills; newspaper wrappers 2mills and 3mills.

Oct 25 (90,6): The public is informed that the sender of a COD parcel for the UK, who desires to avail himself of the opportunity of asking that the parcel should be treated as abandoned or tendered to a second address is required to make and sign a declaration upon the cover of the parcel and on the back of the related Despatch Note to the effect that if the parcel is not delivered to the addressee it must be a) considered as abandoned; b) tendered for delivery to.... (the alternative not required should be cancelled). The parcel is to remain eight days at the disposal of the first addressee and seven days at the disposal of the second addressee.

In the absence of a definite request from abroad, a parcel which has not been delivered to the first addressee within eight days after the date of its arrival at the Post Office of destination will be tendered for delivery at the second addressee and, if not delivered within a further period of seven days, it will be returned to the sender at his expense without previous notification.

In the event of the second addressee not being indicated and in the absence of a definite request for abandonment, a COD parcel will remain at the disposal of the addressee during 15 days after the date of its arrival, and if not delivered, will be returned to the sender, at his expense, without previous notification.

The same process as mentioned above will, however, be followed in the case of a COD parcel from the UK for Egypt.

EXTRACTS FROM THE JOURNAL OFFICIEL - continued

1920 - iv

- Nov 8 (95,4): Notice - from January 1 1921 the annual subscription for a Post Office Box at Cairo and Alexandria only will be fixed at LE2. Subscriptions must be renewed by December 15 at the latest, or the Post Office reserves the right to dispose of the boxes in question to new subscribers from January 1.
- Nov 15 (97,6): Tenders sought for supply of GPO general stores, uniforms, tarbushes and boots, as well as the execution of certain works of stencilling mail bags etc, engraving and painting at Alexandria (Dec 15).
- Dec 27 (110,3): Customs examination of parcels for foreign destinations proves that the contents are frequently other than as declared by the senders, which necessitates their being detained until the senders have either corrected the declaration or, in the cases where export of the contents is prohibited, withdrawn the parcels. With effect from January 1, whenever parcels are detained owing to the false declaration of the contents the senders will be subject to payment of the usual demurrage dues. Such dues will be imposed prior to the despatch of the parcels or their return to senders, as the case may be.
- Dec 30 (111,7): Tenders approved (see Nov 15) for general GPO goods from 28 of 54 tenderers in the total sum of LE 21,350.179 (including H.Margosches LE 391.700). Margosches awarded the contract for engraving at Alexandria.

JOURNAL OFFICIEL

Extracts by J M Murphy (ESC 240)

1921

1921 comment by JMM

Series of decrees changing postal tariffs in line with UPU regulations: preferential rate for Britain and dependencies added as an afterthought. Postal census in May, problems with printing Reply Coupons.

- Jan 10 (3,8): Cheap letter postal rates between Italy and Egypt will be withdrawn on January 31. From February 1 the rates from Egypt and Sudan for Italy and its colonies of Benadir, Erythrea and Tripoli will be raised to the international rate of 10mills for the first unit of 20gm and 6mills for each additional unit of 20gm. As insufficiently prepaid correspondence is taxed double the amount of deficiency at destination, the public is recommended to notify their correspondents in Italy and colonies of the revised rates of postage.
- Feb 14 (15,5): British Customs complain that they cannot levy the preferential rate of duty on Empire-origin goods because certificates of origin do not come to hand with the relative parcels. It is thus suggested that senders of parcels addressed to the UK enclose the certificates in the parcels.

1921 - ii

Mar 17 (26,4): Department of Public Security Notice - Re private letters or personal documents retained, during the war, from passengers (addresses unknown). - The above papers were confiscated, during the war, by the Censorship, from passengers. After examination, they were sent back to the Customs Office, Port Said, for return to their owners. Unless these papers are claimed within two months by their owners, they will be destroyed.

Mar 31 (32,1-3): Law No. 10 of 1921 fixing new postal tariffs in line with UPU regulations and bringing-together Egypt's former piecemeal decisions into a single regulation (total of 50 previous regulations abrogated).

New tariffs include: Egypt, internal or to Sudan - letters, 5mills per 30gm; postcards 3mills (reply cards 6mills); newspapers 1mill; other printed matter, inc. visiting cards, 2mills per 50gm to maximum 2000gm; samples, 2mills per 50gm to maximum 500gm. Parcels - internal, 30mills to 1kg, 40mills 1-3kg, 50mills 3-5kg; to/from Dakhla Oasis, 40mills to 1kg, 50mills 1-3kg (maximum for this destination); to Sudan, 65mills to 1kg, 95mills 1-3kg, 125mills 3-5kg. Avis de reception 10mills, registration 10mills, Express return of undelivered parcel 10mills.

Insured letters within Egypt surcharge 5mills per LE 10 (minimum 50mills, maximum value insured LE400). Insured parcels as insured letters, but service also extends to Sudan (maximum insured value LE20). Specie surcharge 10mills per LE10 (minimum 100mills).

International (UPU regulations): letters to UPU member country, 15mills to 20gm, 10mills for each additional 20gm; postcards 10mills (20mills for reply cards); newspapers or printed matter, 4mills per 50gm to 2000gm (minimum 15mills); samples 4mills per 50gm to 350gm (minimum 8mills); registration 15mills; avis de reception 15mills at origin, 20mills if subsequent. Part-franked mail taxed double unless the tax would be less than 12mills (in which case presumably waived).

These tariffs take effect from April 1, 1921, signed at Abdin Palace March 27 by Adly Yeghen, President of the Council of Ministers, Ahmed Ziwer, Minister of Communications.

Mar 31 (32,6): Supplementary list of tariff changes announced by Egyptian Postal Administration, claiming that whereas the UPU had allowed it to raise charges by 100 per cent, it had done so for foreign letters by only 50 per cent. Changes differing from above include:

Charge for inquiry about disposal of parcel or registered article 20mills, inquiry about unregistered article 10mills; Braille material 2mills per 500mg.

NB. The rate of postage upon letters posted in Egypt for Great Britain, its Colonies and Possessions, will be 10milliemes per unit of 20 grammes or fraction of 20 grammes; for other articles of correspondence, the postage will be as indicated.

Collection orders 12mills per order; Customs house formalities 20mills per parcel; insurance 20mills per 300 francs on parcels, boxes and letters (additional charge for boxes of 8mills per 50gm will be imposed by recipient countries; minimum charge 1 fr = 40mills).

This notice repeated Apr 4 (33,4).

Apr 11 (35,8): Postal census to be taken between May 1 and May 28 inclusive of the weight of correspondence despatched to foreign countries. So the Post Office will close foreign mails an hour earlier during those 28 days. Correspondence posted in letter boxes after time will be delayed until the following mail, and during the above period no correspondence may be posted on board the mail steamers.

EXTRACTS FROM THE JOURNAL OFFICIEL - continued
1921 - i i i

May 5 (43,4): The attention of the public is drawn to the increased postal rates for correspondence posted in Egypt to foreign destinations. The rate for such letters is 15mills for 20gm with the exception of Great Britain, its Colonies and Possessions, for which the postage is 10mills. All insufficiently prepaid correspondence for abroad is taxed double the amount of the deficit on delivery to the addressee.

The Money Order service between Egypt/Sudan and British East Africa is temporarily suspended.

May 11 (45,2): MISSING PAGE (covering postal rates to Asian Turkey).

May 23 (50,2): At Brazil's request, the Egypt-Brazil Money Order service halted.

Jun 13 (56,1): The Italian Post Office notifies a 10 per cent surcharge on luxury articles entering Italy by parcel post from May 1. No detailed list of the articles in question received by Egypt.

Ordinary and registered correspondence (not insured articles) now accepted for Russia by way of London.

June 20 (58,3): The public is hereby notified that a direct service of closed parcel mails has been inaugurated between the United States of America and Egypt. The first closed parcel mail for New York will be despatched from Port Said on July 1, and weekly thereafter.

July 4 (62,7): Notice of sale of items from the Dead Letter Office after the regulation period has elapsed. Sale at the sale room of Menotti V. Piperno, 7 rue de la Gare du Caire, Alexandria. 5% buyer's premium.

July 18 (66,1): COD parcel service between Egypt and Morocco suspended.

July 21 (67,3): COD parcel service Egypt to Algeria, French East Indies, Indo-China, Madagascar, Reunion and Senegal suspended.

Oct 3 (87,2): Public notification that from November 1 the postcard rate from Egypt to Britain, colonies and dependencies will be reduced to 8mills.

Oct 17 (92,3): As usual during the cotton season, the Post Offices of Bir Shams, Nikla and Sheblanga have been admitted to the specie service.

Parcels for Italy must be accompanied by an invoice indicating value of goods contained.

Nov 28 (106,4): Results of GPO tenders include Thos. de la Rue & Co. Ltd (Whitehead Morris & Co., Egypt Ltd.) for LE 95.700; and H. Margosches.

Dec 1 (107,7): Tender - GPO seeking 4,000 kg of lead seals, with samples of six needed (Dec 10).

Tender for landing and embarking mails and parcel crates by launch and lighter from and to mail steamers at Port Taufiq and Suez for year from January 1 1922 (Dec 15).

(These contracts never notified.)

Dec 8 (109,5): Dead Letter Office parcels sale December 20.

Dec 12 (110,5): At the request of the Syrian Postal Authorities, the postal service with Cilicia has been temporarily suspended.

EXTRACTS FROM THE JOURNAL OFFICIEL - continued

1921 - iv

Dec 22 (113,2): Postal Administration notice consequent upon UP Congress in Madrid October 1921: 1, Letters and registered items from overseas will from January 1 1922 be taxed double the rate of postage for similar articles originating in Egypt for despatch, ie, 30mills for letters, Egypt having established the letter rate at 15mills per 20gm, excluding Britain, British Colonies and Possessions. If postage is insufficient, minimum amount collectable is 12mills (30 centimes).

Other decisions include: letters must not weigh more than 2kg, samples 500gm, but literature for the blind 3kg; ID cards 30mills; machine prepayment from abroad acceptable; reply coupons to cost 20mills each, pending receipt of newly-printed Reply Coupons, those of the former issue will be sold to the public at 11mills each exchangeable abroad for a stamp of 25 centimes (= 10mills).

INTERPOSTAL SEALS UPDATA

by: A. Schmidt (ESC 198) - Study Leader

ZEILA - a Type VIII Postal Marking

A type VIII marking has turned up on a type Vb interpostal seal of Zejla. The strike is only fair but clear enough, it is a pity that the date is missing.

The interpostal seal and a drawing which I have made of the marking are illustrated below.

