

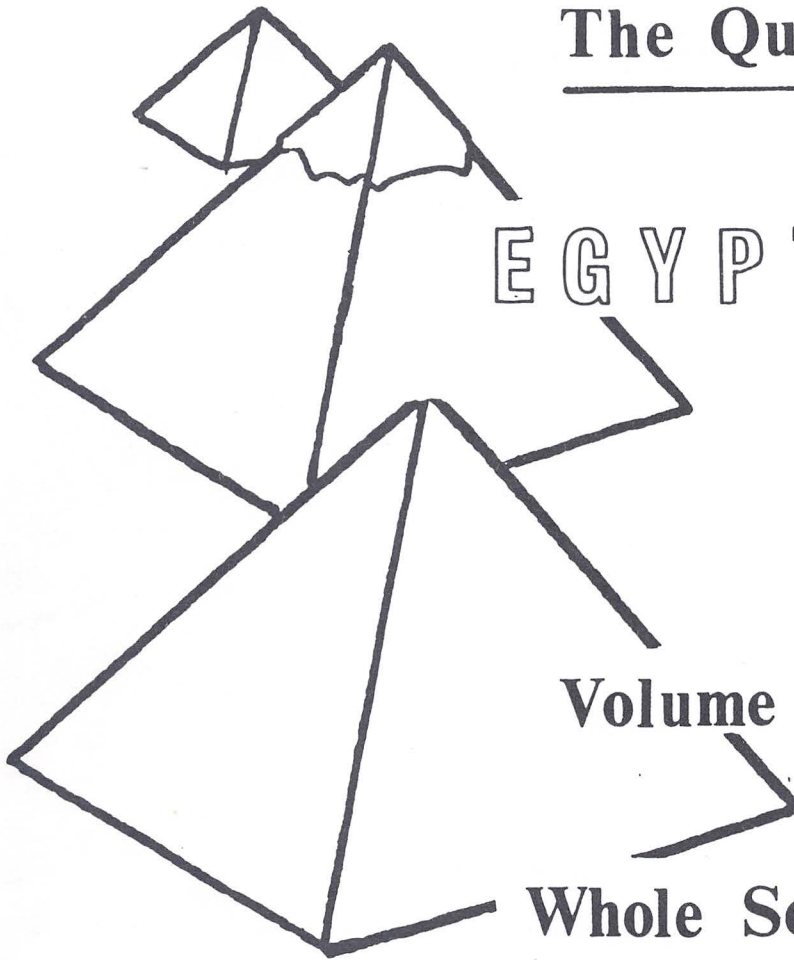
PITTPEX 1989 !!  
101st Anniversary Show of Philatelic Society  
to be held November 4-5, 1989 at Robert Morris College  
Exhibit Chairman - Richard R Notman (ESC 342)

ISSN 0269 - 252X

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# The Quarterly Circular

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## EGYPT STUDY

## CIRCLE

September Quarter 1989

Volume xiii No. 11

Whole Series No. 151

**NORMAL VENUE FOR MEETINGS: THE VICTORY CLUB, SEYMOUR STREET  
MARBLE ARCH, LONDON**

### MEETINGS DETAILS

1989

Nov 4 Gaza - to be led by Mr Edmund Hall  
Members should please bring their material !

"Stamp World London 90" - London hosts the World Stamp Exhibition  
at Alexandra Palace, 3rd to 13th May 1990.

Circle Meeting at Stamp World London 90: on Monday, May 7th, 1990,  
Room 'P', from 15.15 hrs to 17.45 hrs. This day is a Bank Holiday  
in England: leave good time for travel ! Contrary to earlier  
plans, this meeting will not be shared with the Sudan Study Group.

Note for your Diary: Egypt Study Circle - London meetings dates  
(in the Committee Room) for the year 1990 - Jan 6, Mar 17\*, May 7  
(at the Exhibition !), Jul 14, Sep 1, Nov 17. (\*= provisional).

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## EGYPT STUDY CIRCLE - THE QUARTERLY CIRCULAR

Volume XIII Number 11: September Quarter 1989: Whole Series 151

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EGYPT STUDY CIRCLE : O F F I C E R S as at 31 March 1989

PRESIDENT	Professor Peter A S Smith, Department of Chemistry, University of Michigan, Ann Arbor, Mich 48109, USA
CHAIRMAN	Mr John Sears, 496 Uxbridge Road, Pinner, Middlesex HA5 4SL
DEPUTY CHAIRMAN	Mr J S Horesh, London
SECRETARY/TREASURER	Mr C E Grey, 6 Urlwin Walk, Myatt's Fields South, London SW9 6QG
EDITOR	Mr John A Grimmer, 48 York Road, New Barnet, Barnet EN5 1LJ
LIBRARIAN	Mr D John Davis, 3 Prospect Place, Beechen Cliff, Bath, Avon

PITTPEX 1989, Pittsburg, USA 4-5 November 1989

Congratulations to USA member Richard Notman (ESC 342) for his pioneering work in putting Egypt collecting to the fore, and on his labours in the planning stages. Our best wishes for a successful and rewarding exhibition. The next issue of The QC will carry reports on this event.

APOLOGIES FOR LATENESS

The Editor much regrets the delay in preparing this issue of The Quarterly Circular and offers apologies to readers and contributors. (30 October 1989)

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From the President of Egypt Study Circle . . .

. . . a topic for discussion in Pittsburgh

## Postal Rates in Egypt

At present, information on the rates of postage in the Egyptian Postal System is scattered and incomplete, and an attempt to collate it systematically is overdue. I have compiled a tentative table of them, but there are gaps and uncertainties to be dealt with before it is ready for publication. Two representative puzzles may be mentioned. One of them is the real date for the reduction of the registration fee from its initial 2 PT to 1 PT. Les Postes en Egypte implies that the change took place on April 1st, 1878, but some covers have been seen that appear to have been registered for only 1 PT in 1877. A related question is when the requirement for five wax seals on registered letters was removed (apparently in the 1880's). The second puzzle has to do with the reduced rate for letters to Great Britain and most of the colonies and Dominions. Whereas the general UPU rate for letters had been 1PT, a special rate of 5 mills. for British destinations was instituted, purportedly in 1905, but perhaps earlier. The general UPU rate for post cards was 4 mills., and it may have been reduced to 3 mills. for British Destinations. (I have seen both 4 mills. and 3 mills. on post cards in the 1905-14 period).

Members who may be able to attend a meeting of the Circle in Pittsburgh in November are urged to bring with them any items that could throw light on the subject, or that would pose new questions. All other members are urged to check their collections for registered letters in 1877 and 1878, covers and post cards to British destinations between 1895 and 1914, and any other items that may seem relevant, and to send photocopies if possible (both sides, if possible) to me for use in the discussion. If it is not feasible to have photocopies made, please give the following information: stamps used; destination; cancellation and date; details of all backstamps, and, if the item is registered, the manuscript notation of the weight (until sometime in the 1880's, the weight was always written on the face of registered letters beneath the registry number, and was expressed in grams, thus: "12g").

This would be a good occasion to present any "problem item" having to do with rates; such items can often teach us all something, and someone might be able to provide an explanation. One does not need to have a big collection or sophisticated knowledge to provide a stimulating discussion; indeed, it is not uncommon for a previously unnoticed item to generate a breakthrough in understanding.

(Peter A S Smith, Chemistry Dept., University of Michigan, Ann Arbor, MI 48109, USA).

**Interpostal Seals**  
**Study Report - by A Schmidt**

(1) A Type VIII postal marking for Barbara

A Type VIII postmark for this Somaliland office has turned up on an 1879 20 para blue. Both the stamp and a drawing of the postmark are illustrated.



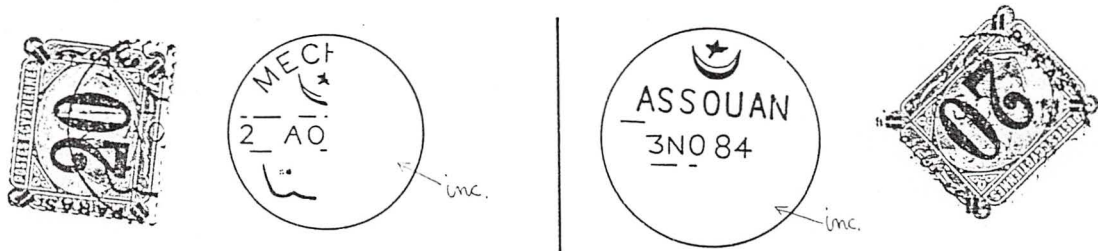
The strike is only fair but unmistakable, with a clear date of 1883 (and the month is almost certainly August).

(2) Two unrecorded Type X postal markings  
by A. Schmidt and J. Settgast

The Type X "star-and-crescent" postal marking was introduced in 1884, and it seems to be the rule that all post offices opened in that year were supplied with a Type X Cancellor. These offices are listed in the 1889 Postal Notice (L'OP 113 of April-July 1964, pp. 334-345) and Type X postal markings have been recorded for all of them except, until now, the three offices which were closed subsequently, viz :-

Kamoula	-	Closed 1885
Mechta	-	Closed 1885
Ramle (Moustafe)	-	Closed 1888

One of these three is no longer an exception. The postmark illustrated is undoubtedly that of Mechta, the Arabic spelling of the town name would be مشتا.



It is not only offices opened in 1884 that were supplied with Type X cancellers, some offices opened at later dates as well as a number of offices already existing in 1884 also received such cancellers, for example Caire / Ghouria. But until now there has been no record of such a postal marking for Assouan. The illustration shows that the style of marking is the uncommon Type X-3, so it is a great pity that the lower and presumably Arabic part of the strike falls off the stamp.

## Interpostal Seals

Study Report - by A Schmidt

(3) The two dies of Type III Interpostal Seals

This brief note is intended to clarify the position regarding the two dies of Kehr Type III interpostal seals. In his catalogue, Kehr states that "there are two distinct types of each interpostal in this series", but this is not quite correct. The true position is that all the interpostals exist in both except Alessandria (Kehr die B only) and Cairo (Kehr die A only).

In his series of articles entitled "The Interpostal Seals and the Early Postal Services of Egypt", Ibrahim Chaftar illustrated a single, random example of each Type III interpostal in L'OP 117 of April 1966 - January 1967. The illustrations which accompany this note complement those in the Chaftar article with the result that all dies of the interpostals in this series have been illustrated as proof of existence. (Illustrations on next two pages).

- - - - -

### Response to Question Time

Further Response to Q. Time 100 - Subject: "Dopo La Partenza" mark

This Q. Time item was raised by Mr P R Bertram in The Q.C. for June Quarter 1989, Vol. xiii, Whole No. 150, page 215. Attention has been drawn, first by Mr Kurt Wolfsbauer (ESC 197) in what he calls "the best article for this", to L'OP No. 121, January 1969, pages 197-201, by our President, Prof. Peter Smith (ESC 74) (who has also modestly drawn attention to his own article). Your Editor hopes to have a further note on this subject in a later QC.

Response to Q. Time 101 - by Mr J A Firebrace (ESC 71)

Subject: World War I - Military Hospital cachet (Question put by Mr C E Grey in The QC Volume xiii, Number 10, Whole Number 150, for June 1989, page 215).

The cachet is worded in three lines and reads :   COMMANDANT /  
R.A.M.C. /   NASRIEH   SCHOOLS   MILITARY   HOSPITAL.

It is known struck in red or mauve between 30 SEP 15 and 1 JU 16 with either a Cairo civil datestamp or an APO SZ 10 datestamp.

Nasrieh Boys' Schools were taken over as a military hospital in July 1915 and on 12 December 1918 the hospital became 88 British General Hospital.

Editor: grateful thanks to Mr John Firebrace for his command of the subject. Thanks also to Mr John Davis (ESC 213) who has a perfect strike of this mark on a PC dated 8 III 16, and who had surmised that the school had been requisitioned for use as a hospital. His card is to the same address, from same writer, and has same official signature. It does not have the triangular censor mark.

Study Report: Interpostal Seals - A. Schmidt

The two dies of Type III Interpostal Seals: Towns A - K



Study Report: Interpostal Seals - A. Schmidt

The two dies of Type III Interpostal Seals: Towns K - Z



## ESC Library additions 1984-88

- by D John Davis (ESC 213) - Honorary Librarian

### SECTION 1 - Catalogues & Handbooks

1. Stanley Gibbons Stamp Catalogue Part 1 - British Commonwealth 1985 edition, publ. Stanley Gibbons Publications Ltd.
2. The 'Osprey' Collection of Aviation & Airport Covers and Cards - Phillips, Nov. 1983.
3. The Royal Imperforate Printings - by F.S. Lee.
4. La Poste Maritime Francaise - by Raymond Salles (de L'Academie de Philatelie)
  - Tome II - Paquebots de la Mediterranee (in photocopy)
  - Tome V - Paquebots de l'Extreme-Orient
  - Tome VI - Paquebots de l'Ocean Indien
5. The Overland Mail - by John K Sidebottom OBE, publ. George Allen & Unwin Ltd (for the Postal History Society) 1948.
6. Murray's Handbook of Egypt, 7th Edition 1880, publ John Murray.
7. Palestine Stamp Catalogue - by K Hagopian 1987 (Gaza Egyptian Administration 1948-1967).
8. The Postal History of The British Army in World War 1 - before and after 1903 to 1929 by Kennedy & Crabb publ. G. Crabb, 1977.
9. British Army Field Post Offices 1939-1950 - by Crouch & Hill, publ LAVA (USA) 1951.
10. The British Army Postal Services during World War 1 - publ. C. Entwistle 1984.
11. United Arab Republic (Egypt) Commemorative Stamps 1952-1969 - publ. Postal Authority Cairo 1970.
12. The John Gilbert Egypt - Robson Lowe International 1977.
13. The International Stamp Exhibition London - Olympia 1970 (Philympia) - Catalogue.
14. Overseas Letter Postage from India 1854-1876 - by Martin & Blair, publ. Robson Lowe 1975.
15. A History of Wreck Covers - by Adrian Hopkins, publ. Robson Lowe 1967.
16. Fikry Collection 1987 - photostats (unbound) of Gold Medal collection.
17. Fikry Collection - 'The Nile Collection' 1986 - photostats (unbound) of Gold Medal collection.
18. Shams-el-Din (Cairo) - bound collection of photostats of Postal Stationery collection medal winner Hafnia 1987.
19. C. Th. I. Hooghuis collection 1984 - photostats (unbound) of Postal History collection.
20. British Forces in Egypt Postal Services 1932-1940 - John E. O. Hobbs FRPS,L, 2nd edition 1984, publ. the author.
21. Suez Canal Forgeries - by J. Boulad d'Humieres.

### SECTION 2 - Military

1. Australian Imperial Forces Postal History 1914-1918 - by Bob Emery, publ. the author 1984.
2. The Advance of the Egyptian Expeditionary Force under the command of General Sir Edmund Allenby GCB, GCMG - publ. The Palestine News (reprint) 1919.

### SECTION 3 - General Geographical & Historical Works

1. The Land of Egypt - by Robin Fedden, publ. Batsford 1939.

/ continued . . .



ESC Library: additions 1984-88 - continuedSECTION 4 -SECTION 5 - Biographical & Memoirs

1. Ferdinand de Lesseps - by Charles Beatty publ. Eyre & Spottiswood Ltd 1956.
2. Samuel Shephard of Cairo - A portrait by Michael Bird publ. Michael Joseph 1957.
3. Eothen - by Alexander W Kinglake 1844
4. Gordon, Martyr & Misfit - by Anthony Nutting 1966 publ. The Reprint Society.
5. Bonaparte in Egypt by J. Christopher Herold publ. Hamish Hamilton 1963.
6. One thousand miles up the Nile - by Amelia Edwards, publ. in Chicago by Hooper, Clarke & Co., 1877.

SECTION 6 - Maps

1. Map of Cairo - publ. Middle East Publishing Co., 1953
2. Map of United Arabic Republic 1960 - publ. The Tourist Administration, Cairo.

SECTION 7 - Periodicals

1. The Cinderella Philatelist No. 22, April 1966 - includes an article by P R Feltus on Salt Tax stamps.
2. L'Orient Philatelique - various numbers, separate list.
3. T.P.O. and Seapost Society.
4. Camel Post.
5. Forces Postal History Society Newsletter 1984-1987.
6. Bollettino Prefilatelico e Storico Postale - numbers 29-54.

SECTION 8 - Tourist Literature (leaflets circa 1960)

1. Khan-al-Khalili (the Cairo Bazaar).
2. The Pyramids of Giza.
3. Christianity in Egypt.
4. Egyptian Museum.
5. Helwan City of Health.
6. Enjoy your Summer vacation in Egypt.

SECTION 9 - Archives: a series of ten large envelopes with articles written by Jean Boulad d'Humieres, entitled :-

1. Napoleon's Egyptian Campaign.
2. Miscellaneous Articles on Egyptian Philately.
3. Egypt: General Stamps and Postmarks.
4. Posta Europea.
5. Egypt Air Mail.
6. Hotel Postmarks.
7. Suez Canal Postal History.
8. Egyptian Post Offices Abroad.
9. Foreign Post Offices in Egypt.
10. Maritime Postmarks.

[ Our Librarian, Mr John Davis, intends to produce shortly a complete list of books held - Editor ]

# MOTOR MAIL Egypt to Baghdad 1924

by Norman J Collins

Mail by the overland route BAGHDAD to HAIFA and the various cachets, labels and imprinted envelopes have been dealt with in articles by the late Dr H H Hirst (London Philatelist Vol. 76, No. 890, page 34 and No. 891, page 60, in 1967. Also by Norman A Cohen in the Arab World Philatelist, No. 3, page 9, in 1979.

Recently I acquired a most interesting cover from ALEXANDRIA with the Egyptian "MOTOR MAIL" label on it and cancelled on the 31st of March 1924 (fig. 1). This was an entire item and imagine my surprise when I took the letter out to find it headed "SS PREISE LOTI / AT HAIFA / 30-3-24" and on MESSAGERIES MARITIMES paper (this heading is illustrated in fig. 2). As I read through the letter I found that half dealt with the trip the writer had taken with NAIRN TRANSPORT (this service carried the mail), from BAGHDAD to BEYROUTH where he caught the SS Preise Loti, for his journey home to England. The part of the letter dealing with the trip is as follows:-

"I am beginning this letter at Haifa . . . I must sleep so I will continue this later and tell you of our experiences on the desert trip - Later - Three hours sleep in th music saloon, so I feel better but still feel as if I could do with another 12 hours at least.

"Well, everything went off all right till we got 60 miles from Ramadi and then we ran into a terrific storm. My goodness how it rained and blew and the forked lightning played continually all round us. The Professor would have been scared out of his wits if he had been out in it and could not help in thinking of how he would have felt if he had been in one of the cars. In the thunderstorm we had at Haimiz one night he told us himself that he was so scared sleeping on an iron bed that he got up and stood shivering in his dressing gown for an hour in the corner of his dug-out. He said that his bed was so close to the doorway of the tent. However there we were sitting on 1,000 pounds weight of petrol in an iron car, and the lightning played all round us like an Earls Court firework display. Then we came to what the drivers called the "Mud Flat". It was simply an unbroken stretch of water three miles across . . . The track of course petered out in the mud flat and the difficulty was to pick it up on the further side. The question was should we risk crossing this flat or stay where we were. Jerry Nairn decided to push on. So we left two cars on the track to mark the direction while the other two cars tried for the crossing. It was a curious experience swishing through three miles of flood at 35 miles an hour - expecting every moment to nose dive into a hole, at least I expected it. Well we got out the other side and of course missed the tracks. We wandered about trying to pick it up - when plonk in we went up to the axles - hopelessly bogged. The second car was equally badly bogged 3/4 of a mile away. Well Freddy our driver went off to discuss the situation with Jerry Nairn and the other drivers, and also to get us a spot of dinner. There was nothing to be done except to wait till dawn, as we had completely lost our direction.

/ continued . . .

MOTOR MAIL Egypt to Baghdad 1924

by Norman J Collins

Figure 1: Envelope front and part back showing routing by Overland Mail from Haifa to Baghdad, with special Motor Mail label.

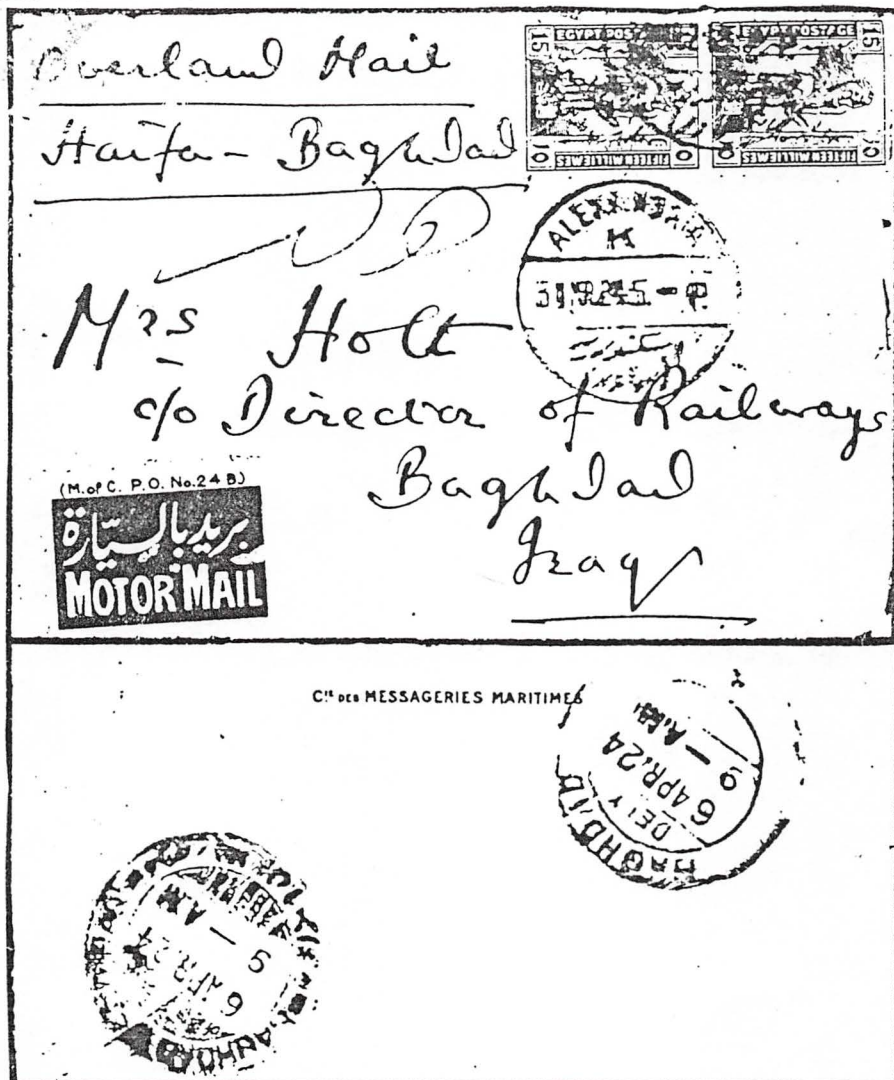
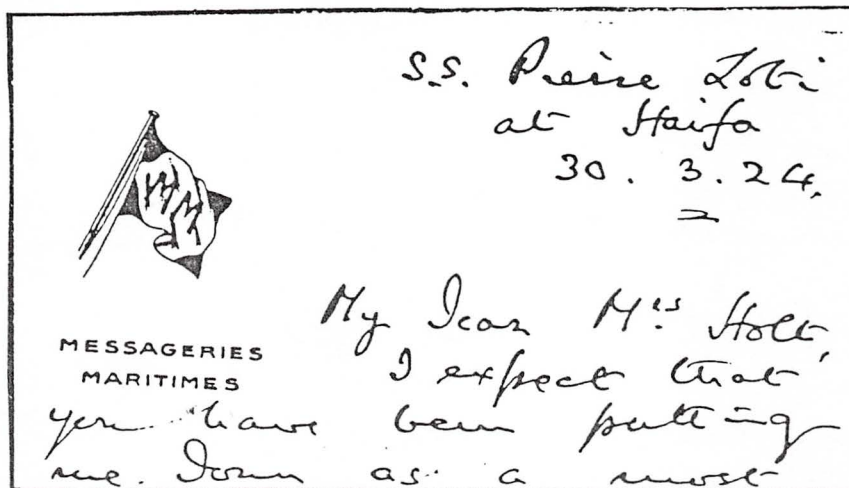


Figure 2: Part contents, addressed from steamship at Haifa, and written on Messageries Maritimes stationery.



MOTOR MAIL Egypt to Baghdad 1924 - continued

"We had our side screens up but even so it blew with such violence that the rain got through everything at my right elbow. It was a miserable night, and sleep was impossible as I was hopelessly cramped up. It stopped raining about 2-2.30 am which was our salvation. At dawn we started scouring the desert for stones to put under the wheels. The last two cars, and the four cars of the second convoy which had caught up with us, started to skirt the lake, towed out Jerry's car, and then came to our rescue, and dragged us out by the heels - so the eight cars started off about 7.30 am. Some car of another was always getting bogged, so progress was slow and my goodness the way we skidded - fairly hair-raising at times. I was in a Cadillac - one and three-quarter tons - and much of the time we were leading. In one place we went plonk into a soft patch, bogged right up to both axles. It was a case of jacking up each wheel - piling stones under each wheel and then dragging us out. After about two hours we got here out and the convoy started off hopefully; again we were leading. We tried another track, low gears and all open - plonk - in we went again up to both axles, and the same business all over again. We made Wadi Hosan about 4 pm. A Buick got bogged leading - we searched for another crossing, found one and got safely over.

"Freddy went to bring along the other cars. The other two Cadillacs were a bit behind, missed the track, and both went right in over the axles and refused to move anyway. Then we had a conflagration. The drivers were all dog-tired, and it was decided to lie up there the night and go on in the morning with six cars leaving the two Cadillacs bogged. Then the convoy to Baghdad with 4 new 1924 Buicks came up with Norman Nairn and the latter decided to have another go at getting out the 2 bogged Cadillacs, and the tow ropes did not break as they had done previously. It was then decided that we should push on and try to catch the steamer. We started off at midnight. It was the hairiest drive imaginable. The drivers were 'done to the world' - simply slept at the wheel - pretty dangerous when we were averaging 40 miles an hour. We led and the other fellows agreed that we must keep talking to Freddy to keep him awake. So I talked without a break for four hours. Even so twice I had to nudge him and tell him he was leaving the track, and another time the car behind "honked" at him. At 4 am we called for a rest for an hour. I simply slipped off to sleep as I sat. At 5 am we moved off again, and my goodness Freddy did lick it out of his Cadillac - 55 and 60 over and over again, and once on the trip we touched 80 miles an hour.

"We got to Damascus about noon, the rest of the convoy a bit later, rested, had lunch, and got into Beirut before 6 pm. Coming over the hill our brakes got red hot and Freddy had to throw water over them. We got on board about 7 pm and here we are.

"It was a test of endurance and we all came out of it splendidly - never a murmur among the men or women, and the Nairn staff were magnificent. Always cheery, all pulling together and everyone helping the other when he was in the soup. Yes - the Nairn Transport Coy. is a splendid show - all honour to them."

(The letter above is exactly as written and only domestic sections at the beginning and end have been omitted).

/ continued . . .

MOTOR MAIL Egypt to Baghdad 1924 - continued

Though covers with the "MOTOR MAIL" label are exceptionally scarce, what really makes this one unique is that the original letter is still with it. This thus gives the multiple connections: a) written by someone who had just travelled by the OVERLAND SERVICE; b) written aboard a FRENCH ship in HAIFA harbour; c) that it did the trip from EGYPT to BAGHDAD (the reverse direction to that of the writer). Note that even with the hazardous condition of the outward journey, as described by the writer, this letter took less than 6 days to get to BAGHDAD. Posted at 5pm on 31st March 1924, it arrived at 9 am on 6th April - 5 days 16 hours to travel the distance from Egypt to Iraq. The first party of the journey would have been by rail to Haifa, then by Nairn Transport from Haifa to Baghdad.

- - - - -

From Themis Dacos . . .

(1) Celebrating the New (20th) Century

First, something not so philatelic. Enclosed are four stamps which were probably affixed to post cards wishing 'all the best' for the new century, the twentieth century, at doors. It would be more romantic if we had the post cards themselves! (Two of these loose stamps which have cancels near to, or actually on, 31st day of December in 1899 are reproduced as figure 1).

Editor: I am sorry to have to spoil your fun but you are ONE YEAR SHORT! Many people celebrated the wrong year: big excitement was whipped up - in Britain, if not elsewhere - by the newspapers, who prepared people to welcome the twentieth century on 1st January 1900. That date, however, is the commencement of the last year of the old century: not for another year did the new century start, on 1st January 1901 . . . but spoil-sports are always disregarded! There was extra fervour, late on 31st December 1899, from John o'Grouts down, to mark the new year with Hogmanay first-footing and pieces of coal to wish "lang may your lum reek!". It takes a better man than one who is only good at figures to dissuade folks from passing the bottle round faster just because 99 years don't make a century! While we wonder what will happen on 31 December 1990 let us revert to Study Circle matters! :-

(2) Star and Bridge cancels

It seems that I am getting lucky with the "Star & Bridge" dates. New finds alter the dates for ISMAILIA (new ERD\* 11 XI 07) and MANSURA (new ERD 23 V 07). Please see figure 2 for illustrations validating the new dates. \*Note: ERD = Earliest Recorded Date; LRD = Latest Recorded Date.

Referring to the updated tabulation of earliest and latest dates for all cancels of this type, we can now observe that the ERD's for the nine towns or cities, which used this kind of cancel, show that it started to be used in approximately the middle of 1907. LUQSOR is still behind, though.

/ continued . . .

Further from Themis Dacos - continued

UPDATA: STAR and BRIDGE CANCELS - provided by T Dacos (ESC 220)

TOWN	EARLIEST DATE	LATEST DATE
Aswan	.. VI -7 (JMM)	25 I 14 (JMM)
Ismailia	11 XI 07 ( TD)	15 IX 15 ( LA)
Luqsor	14 XII 08 (RSB)	8 (?) III 14 ( LA)
Mansura	23 V 07 ( TD)	21 III 19 (CWM)
Port Said	28 V 07 ( DC)	30 IV 18 (JMM)
Port Taufiq	.. VIII 07 ( LA)	3 IX 15 (JMM)
Suez	11 VII 07 (CEHD)	(.) 0 III 19 ( LA)
Tanta	24 VI 07 (JMM)	15 V 09 (CWM)
Zagazig	4 X 07 (SMV)	4 I 13 ( TD)

Further from Themis Dacos - (3) Double-line "bridge"

Some fifteen years ago I had noticed a peculiar ALEXANDRIA c.d.s. on a ppc (picture post card) which had a double-line "bridge" and the letter 'A' inside. As I had never come across any similar c.d.s., I made an announcement in L'OP (L'Orient Philatélique) at the time, but there was no response.

Some days ago I was looking through a lot of ppc's which I had bought recently and there was one with the same c.d.s. ! On examining the two cards, I noticed that the ALEXANDRIA 'double-bridge' strike stood as a transit point between the town of dispatch and that of destination. Details below :-

First Card - Mailed from BULKELEY on 17.6.11  
ALEXANDRIA "double bridge" on 18.6.11  
(fig. 3a) Arrived NAPOLI 23.6.11

Second Card - Mailed from Port Said on (25 or 26).8.11  
ALEXANDRIA "double bridge" on 26.8.11  
(fig. 3b) Arrived at Ibrahimieh 27.8.11

Questions arising ( Editor: this counts as:-  
Question Time 104

- a) Are there any "double-bridge" strikes in any other cities ?
- b) Is this a transit strike ?
- c) Does the "A" mean "arrived" ?
- d) Shall we start ERD and LRD for this strike ? If so, let us  
begin with the two ppc I have: ERD - 18.6.11  
LRD - 26.8.11
- e) I shall be glad to have any other comments from members.

Editor: Mr Dacos' long and welcome letter also included many earlier or later dates which he has discovered in World War I material collected over a period of years. Because of the number of changes, the Study Leader for this subject, Mr John Firebrace (ESC 71), was consulted, and he has approved them all. Details, with illustrations for record, will appear in the next Q.C.



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

	<u>SG 1682</u>	<u>SG 1683</u>
Occasion	- - Arab Personalities (Birth Centenaries) - -	
Date of Issue	- - - - - 30th December 1987 - - - - -	
Designer	Lotfy el Sawaf	M M Roushdy
Design	Selim Hassan (Archaeologist and Hieroglyphics)	Abdel H Badawi (Legislator and Jurist)
Denomination	5 piastres	5 piastres
Sheet	50 (10 X 5) No Wmk	50 (10 X 5) No Wmk
Stamp dimensions	30 x 50 mm	30 x 50 mm
Perforation	13	13
Quantity printed	500,000 (Litho)	500,000 (Litho)
Supplementary	Selim Hassan (1887-1961). He became Director of Egyptian Antiquities Administration	Abdel H Badawi (1887-1965). He was successively Minister of Finance, Minister of Foreign Affairs and Judge at the Inter- national Court of Justice

	<u>SG 1684</u>	<u>SG 1685</u>	<u>SG 1686</u>
Occasion	- - - - - Post Day - - - - -		
	- - - (Pharaohs and their Pyramids) - - -		
Date of Issue	- - - - - 2nd January 1988 - - - - -		
Designer	- - - - - Lotfy el Sawaf - - - - -		
Design	Cheops	Chephren	Mykerinos
Denomination	15 piastres	15 piastres	15 Piastres
Sheet	- - - - - No Watermark - - - - -		
Stamp dimensions	- - - - - 30 x 50 mm - - - - -		
Perforation	- - - - - 13 - - - - -		
Quantity printed	- - - - - 100,000 sets (Litho) - - - - -		
Supplementary	Printed together in se-tenant strips of three, within the sheet.		

	<u>SG 1687</u>	<u>SG 1688</u>
Occasion	30th Anniversary of Afro- Asian Organisation	20th Cairo International Book Fair
Date of Issue	*10th January 1988	**21st January 1988
Designer	I el Torky	Lotfy el Sawaf
Design	Map of Africa and Asia	Fair Emblem, Hands of Scribe, Hieroglyphs and Globe
Denomination	15 piastres	5 piastres
Sheet	50 (5 x 10) No Wmk	50 (10 x 5) No Wmk
Stamp dimensions	50 x 30 mm	30 x 50 mm
Perforation	13	13
Quantity printed	500,000 (Litho)	1,00,000 (Litho)
Supplementary	* FDC as above, but Bureau Announcement quotes 30th January	** FDC as above, but Bureau Announcement quotes 26th January



NEW ISSUES AND THEIR SPECIAL CANCELS

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



SG 1682



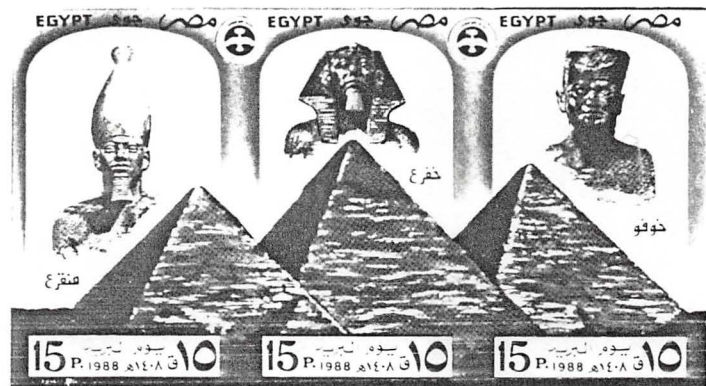
SG 1682 & 1683



SG 1683



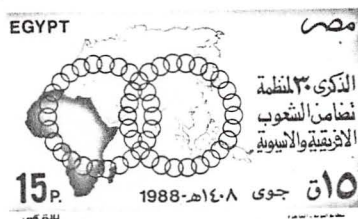
SG 1684-1686



SG 1684

SG 1685

SG 1686



SG 1687



SG 1687



SG 1688



SG 1688

## The Soldiers & Sailors Institute

by Lars Alund (ESC 105)

In The QC, Volume XI, page 119 et seq., the late Jim Benians published his definitive study of the postmarks from the Seamen's Home in Alexandria. Recently, having sorted my copies of postmarks from this Post Office, I have a little to add to Jim's Study.

The postmarks of types I to IV seem to be fairly scarce. Of type I (with the word "Port" included in the upper segment) I have only three copies and, of type IV, I have no copy at all. By far the most common is type V. This is quite natural of course as this type of postmark was used for more than twenty years. Jim has given the earliest date of use for this type as "9.AP.32". I have however a copy with a clear earlier strike of "23.MR.32".

In this connection I am wondering about another organisation, which also used a special postmark. I am thinking about the Soldiers' and Sailors' Institute in Alexandria.

The Seamen's Home was intended for civil merchant seamen. During World War I there was also a special institute in Alexandria for soldiers, and armed forces' sailors, appropriately called: "Soldiers and Sailors Institute". Like the Seamen's Home, this institute also used a postmark of its own. I do not know when this postmark was first used, nor when this institute closed down, as I have seen only one copy of this postmark, now in my collection. This scarcity seems rather peculiar as there must have been thousands of military men passing through this institute and many of them must have sent letters and postcards to relatives and friends at home.

Anyway, what I have to show is a letter from Alexandria to Guildford in Surrey. The letter was registered. It bears the legend "On Active Service" but has at the same time been franked with 14 mills in stamps. The stamps are cancelled with the special postmark of the institute. The postmark has a diameter of 26 mm, and the date-bridge is 8 mm wide. In the upper segment appears the text: "Soldiers & Sailors" (curved) "Institute" (straight). The bottom segment contains the name of the town "Alexandria". There is no Arabic text, evidently because of this institute being a British organisation only. On the cover there is also a gummed registration label containing the printed text: "R. ALEXANDRIE / No. 725". Obliquely across this label has been struck a handstamp: "S. & S. INSTITUTE".

I enclose a photostat of this letter, here cut down to illustrate only the stamps and the registration label, also a rough drawing of the postmark. Unfortunately the photostat of the cover is very dark, the cover being made of a very coarse, rough paper, evidently "war quality".

In this connection I want to raise questions about this institute and its postmarks. Where was the institute situated? What was the period of use of this postmark? Were there other postmarks in use at this institute at different times? - I presume the answer to the last question is "no".

/ continued . . .



Editor: (1) Jim Benians' article on The Seamen's Home deserves fresh attention. It occupies pages 119 to 128 in the issue identified above, which is Whole Series number 121, for March 1982.

(2) Let us all have a fresh look at our WW1 covers - and at contemporary loose stamps? - and try to find more examples of this very rare item. Could some covers from the Soldiers' & Sailors' Institute be in collections, confused with the Seamen's Home?

(3) In a covering letter to me, Lars mentions that: "Peter Smith has just visited us and he had of course to look at various items in my collection". Amongst other things he became interested in a cover with postmarks from the "Soldiers & Sailors Institute" in Alexandria, and he suggested that this cover should be recorded in The QC. Grateful thanks to ESC President Peter Smith, and to Lars Alund for his report.

**High Noon!** - Indicating Mid-day Posting  
- Dennis H Clarke (ESC 165)

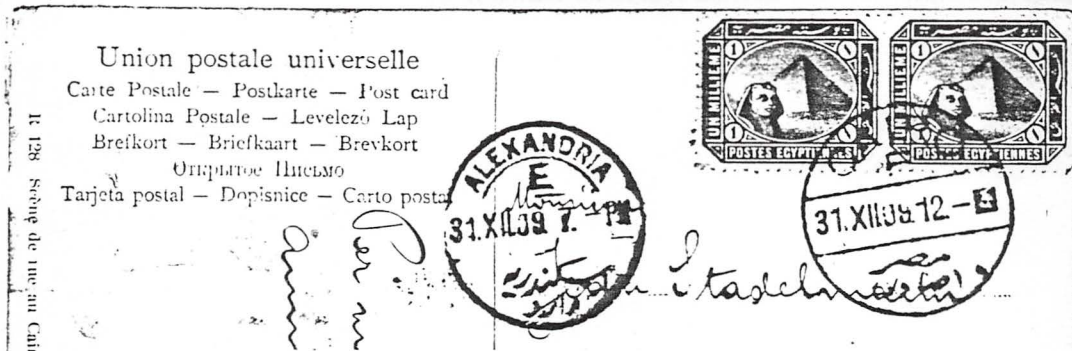
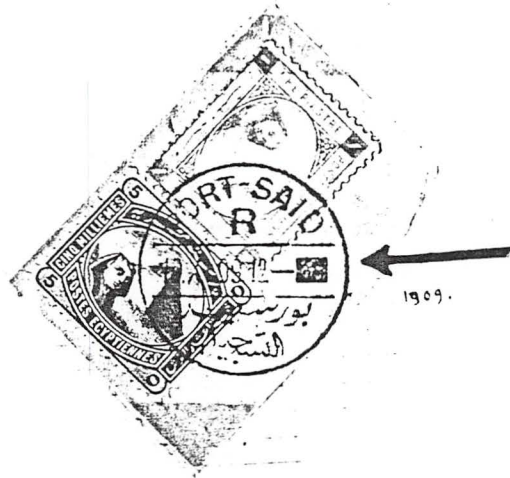
Mr Clarke considers that the Egyptian Post Office employed a unique method of indicating the midday collection. The point in the day when it was neither a.m. nor p.m., but on the meridian of noon, was indicated by "turning" the figures in the dateline, he considers.

Mr Clarke's earliest example appears as 13.1.08 12-\* struck on a loose 1908 4-mills; the latest use is on an Air Letter Sheet, appearing as 6 SE 46 12-\*\*. (NOTE: the single asterisk \* here means that the meridian indicium is a horizontal block, \*\* means a vertical block).

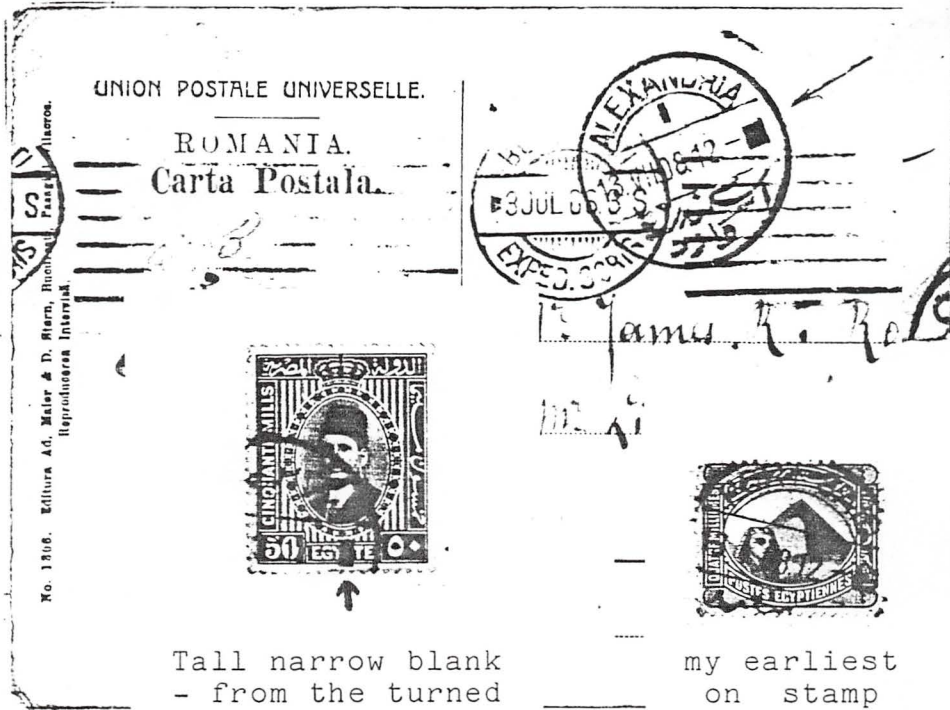
Mr Clarke has never seen any reference to this practice in any article; neither has he heard of any other country having a distinguishing feature for noon.

(Please see illustrations on next page - some of the distinguishing marks appear square - Editor].

INDICATING MIDDAY POSTING - D H Clarke



↑  
My latest  
6 SE 48  
on Air Letter



Tall narrow blank  
- from the turned

A P  
M M indicator

my earliest  
on stamp

13. 1. 1908

my latest  
on stamp

? ? 1938

K 128 Strong de me au Cairo - Types of the people in Cairo

No. 1206. Editeur A. G. Meier & D. Stern, Buchhändler, Paris, France. Reproductions interdites.

## Hotels - New and Old

- by Mr Lucien S Toutounji (ESC 264)

I have noted that there will be a meeting in September this year to discuss Hotel cancellations and wish to make a contribution based on my experience.

1. The modern Hotel cancellations are the rarest as they ran for just a few years, while the Shepheard, Savoy, Cataract, etc., were available for a very long time.
2. The scarcest of all is the "Cairo Sheraton Hotel". It is probably the scarcest of any Hotel Cancellation of Egypt, old or new. Reproduced is the corresponding stamp issued in 1970 which I had cancelled while passing through Cairo [ but not at the Sheraton ? - Editor ] on 24th September 1971. This stamp depicts the Sheraton Hotel on the right, with the old Mena House Hotel, against a background of the Pyramids, on the left. The Post Office, which has long been closed, was located in the lobby of the hotel, to the right of the main entrance, where the American Express office is now located. [ Editor: see The QC Vol.X No. 5 pp 114+ for First Day "special" cancel and later "ordinary" cancel ].
3. "Heliopolis Palace" - this is very seldom seen.
4. As will be noted from the photocopies there are two "Nile Hilton" cancellations ! On the opening of this hotel, on 22nd February 1959, the English inscription on the date-stamp is seen to be :-

HILTON NILE HOTEL POST OFFICE

This was changed a few days later to :-

NILE- HILTON POST OFFICE

- as can be seen on the post-card date-stamped 10.3.59. The Arabic text on the datestamp was correct from the start! [ Editor: there appears to be a hyphen after "Nile" in the altered version, with a space between the hyphen and the next word ].

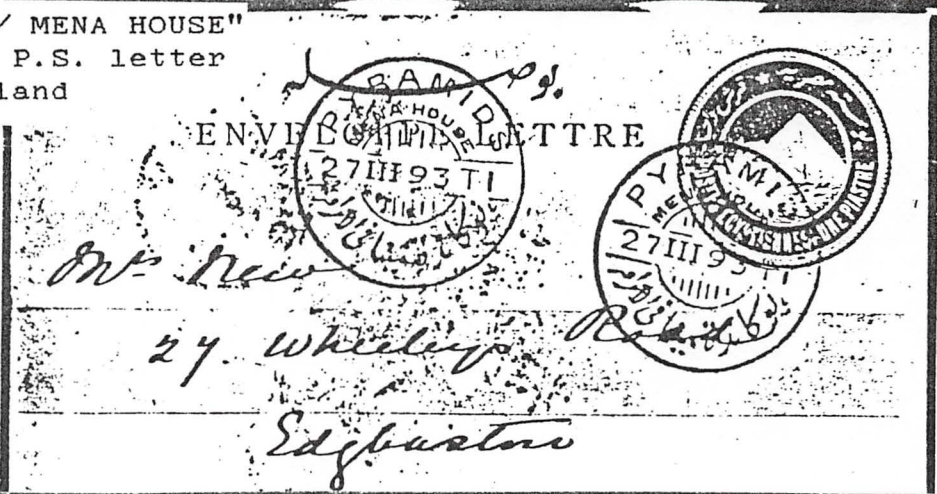
5. Of the older Hotel postmarks, the more difficult ones to find on cover are Gezireh, Semiramis and Mena House. A copy is provided of "PYRAMIDS / MENA HOUSE" dated 27 III 93 T1 on Egyptian postal stationery letter-envelope sent to England.

Does any one know the opening and closing dates of Hotel Post Offices ? Is there a catalogue ?

Editor: Hotel Post Offices (now part of the ESC study entitled "Proprietary Post Offices") were one of the many fields of specialisation of the late Jim Benians. He stimulated members to contribute their data and, with earlier members' work, published a two-part article (QC Vol. IX Nos. 7/8, Sept+Dec 1977 and Vol. X No. 2, June 1978), with later updating reports in volumes X, XI and XII. Hotel cancellations are among the many attractive by-ways of Egypt collecting.

Hotel postmarks - L S Toutounji

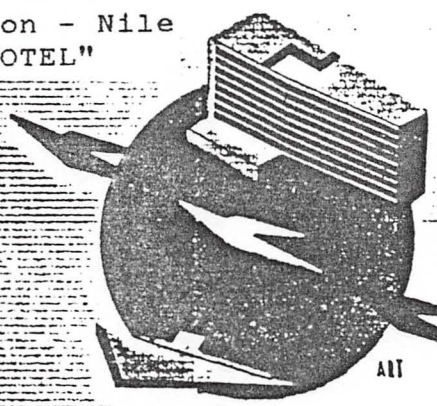
"PYRAMIDS / MENA HOUSE"  
cancel on P.S. letter  
to England



افتتاح فندق النيل - هيلتون  
٢٢ فبراير سنة ١٩٥٩

الجمهورية العربية المتحدة  
United Arab Republic

"Hilton - Nile  
HOTEL"



Opening of  
Hilton - Nile Hotel

22nd February 1959

First Day Cover

ختم اول يوم



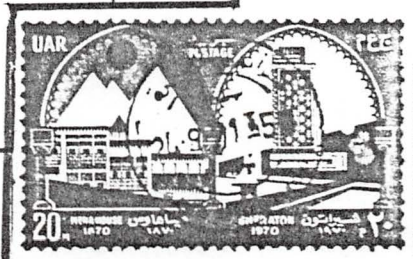
CAIRO, EGYPT • UNITED ARAB REPUBLIC  
"JEWEL OF EGYPT"—in a setting of modern  
luxury overlooking the ancient Pyramids. 400  
air-conditioned rooms, all with terraces.  
Fabulous restaurants including the Starlight  
Roof for romantic outdoor dining, dancing.



"Nile - Hilton"



1970 Stamp depicting  
CAIRO SHERATON  
and  
MENA HOUSE HOTEL



A HILTON HOTEL

PRINTED IN U.S.A.

- data from an unexpected source - Mr John Sears (ESC 188)
- Extracts from the Company's House Magazine of 1934

Jan 3rd Alexandria - On Wednesday, December 19th (1933) all the flying boats owned by the Company were at Alexandria. The "City of Stonehaven", which is being overhauled, and the "City of Swanage" were ashore close to the hangar. "Satyrus" was on the slipway, having arrived the previous evening from Corfu. The "City of Khartoum" was drawn up on a beaching chassis alongside "Satyrus", and at the mooring buoys were the "City of Alexandria" newly arrived from Assouan with Christmas mails, and "Sylvanus" and "Scipio", ready to operate the duplicated northbound service. It is believed that this is the first occasion on which all seven of these aircraft have been at one station at one time.

Assouan - A special flat for the accommodation of staff at Assouan has been completed, and is already in use. It is intended that the wireless operator and steward on the northbound services shall be accommodated in this Staff Flat, in addition to the resident staff at Assouan.

Jan 17th Alexandria - The road leading to the airport at Alexandria via the Mehella Gate, which was for some time in a very bad condition, has now been made up into a first class road. Several dilapidated buildings, which stood at the side of the road, have been pulled down and replaced by garages for the Royal cars. As a result of a gale, the sea bed on which the slipway rests was disturbed, with the result that the starboard side of the slipway dropped somewhat. Attempts to level it by digging the ground away on the port side in order to lower it to the level of the starboard side were not satisfactory. The slipway will, therefore, have to be floated and the sea bed levelled. It is estimated that this work will occupy about 14 days.

Mar 14th Cairo - The air mail handled in Cairo is now increasing rapidly, especially that carried by the India and Eastern services. Reports from Cairo state that this increase has been very noticeable in the past month, and although some of it is due, no doubt, to the extension of the service to Singapore, there are indications that an increasing use is being made of the air mail facilities on all sections of our routes.

Mar 21st Assouan - The work of filling up the depression in the north west corner of Assouan Aerodrome has commenced. The material for filling this depression is being taken from another part of the aerodrome which is rather high. 30 natives are also at work diverting the road, which runs right across the aerodrome. The road is to be diverted to the eastern side and will, when re-constructed, run about 50 yards east of the actual boundary of the Aerodrome.

Extracts from the Company's House Magazine of 1934 - cont'd.

Mar 28th Assouan - The road which formerly ran across the Aerodrome has now been diverted. At present a certain number of vehicles still fail to follow the new road, as this is edged only with a sand ridge and small stones. It is intended, however, to reinforce the edge of the road with rocks and where this has already been done it is having the required effect of keeping the vehicles to the road.

Apr 4th Cairo - On Sunday, April 1st, one of the worst Khamsin storms which have been experienced for many years raged throughout the day. A continuous watch was kept on all aircraft at Cairo, and this was successful in preventing damage by the storm to any of the aircraft. Several pieces of plant however, were blown over before they could be removed. A message from Cairo states that the Egyptian Post Office hope to introduce the 10 gramme letter weight for air mails into (?) Egypt before the end of April.

Apr 25th Cairo - The first regular service to make a night landing at Cairo arrived according to the new schedule on April 16th, and the service left Cairo again on the 17th, reaching Brindisi the same day. The night flying of the flying boats on the Nile, necessitated by the accelerated schedules, attract a considerable number of spectators who line the banks of the River. The lighting arrangements provided for the actual alighting and for the disembarkation of passengers and freight have proved quite satisfactory, both from the pilots' and traffic staff's points of view.

May 9th Cairo - The Egyptian Postmaster General has agreed to introduce a 10 gramme air mail rate as from May 1st. 1934. The new rates will, therefore be as follows :-

	<u>1st 10 gms</u>	<u>Each addn 10 gms</u>
Great Britain	15 m	13 m
British Dominions & Colonies	15 m	13 m
All other countries in Europe	20 m	13 m

Special air mail leaflets have been printed which will be given wide circulation and it is fully expected that the quantity of air mail ex Cairo and Alexandria will be increased considerably.

(Note - these are not Air Mail surcharges, but the full rate. They were only applicable until 31st August, 1934, the rates then reverted to the basic surface charge plus Air Mail surcharge, i.e. 15 m plus 13 m for the first two types of destination, and 20 m plus 13 m for the third. This was not reported in this House Magazine)



IMPERIAL AIRWAYS IN EGYPT

Extracts from the Company's House Magazine of 1934 - cont'd

- May 9th Alexandria - On the completion of the Khedivial Mail buildings the existing gate to the air port will be closed, and a new gate made at the north west corner of our area.
- May 16th Luxor - From now on Luxor will be used, southbound as an alternative refuelling halt to Assouan and Assiut, northbound as a night stop instead of Assouan. The calls at Assiut and Assouan will be omitted except when it is necessary to refuel, and the day's flight will be reduced by approximately 1½ hours.
- May 16th Cairo - A Public Telephone box has now been installed in the Passengers' Waiting Room at Cairo. Permission has been obtained from the Postmaster General in Egypt to advertise the new air mail rates by supplying special notices to be exhibited in all Post Offices and also to be displayed upon the Postal vans in Egypt.
- Jun 13th Alexandria - There is a big demand in Alexandria for blue air mail labels. A consignment of envelopes over printed "By Air Mail" has been received in Alexandria, and the envelopes are being distributed to Hotels and business houses.
- Jun 13th Luxor - Additional comforts are being provided at the Hotel in Luxor (the Luxor Hotel) for passengers who spend the night at that station. A number of fans have been dispatched to Luxor from Assuan and Cairo in order that every passengers's room may be equipped with a fan during the hot season. To enable a supply of cool drinking water to be available at all hours during the night, vacuum flasks have been provided for each passenger, into which specially cooled water is placed before they retire for the night. Great interest is shown at Luxor on every occasion that air liners arrive or depart from the aerodrome.
- Jun 27th Luxor - A new wind stocking, which was delivered by a flight of three R.A.F. aircraft which landed at Luxor recently, has been erected on the edge of the aerodrome.
- Jul 4th Luxor - The new night stop at Luxor is proving very popular with passengers, who take advantage of the opportunity to see the Valley of the Kings, and the Temples of Luxor and Karnak. Certain incidental expenses arise in connection with such sight seeing tours, and the Imperial Airways system of currency coupons is proving extremely popular in this connection.
- Jul 18th Alexandria - The lay out of the moorings at Alexandria has been re-arranged. This will give more room for flying boats approaching the inner mooring for re-fuelling. The installation of a wireless direction finding apparatus at the air port was completed early this month, and tests are now being carried out between aircraft in flight and the new Direction Finder.

IMPERIAL AIRWAYS IN EGYPT

Extracts from the Company's House Magazine of 1934 = cont'd.

- Sep 12th Alexandria - Owing to the exceptional flooding of the Nile the service between Alexandria and Cairo is being temporarily operated with Hannibal class aircraft instead of the Scipio flying boats, the changeover to flying boats being made at Alexandria instead of at Cairo. The flooding of the Nile is greater this year than at any period since 1887, and inundations are reported from many places. The current is steadily increasing, until it is now flowing at over 8 miles an hour.
- Sep 19th Alexandria - The Aerodrome Authorities at Dekheila now permit us to draw our aircraft up near the Club House. This facility is much appreciated by passengers, who are able to sit in comfort on the verandah during the time needed for Customs and Passport formalities. A floodlight is being installed on the roof of the passengers' Waiting Room to facilitate the work of dealing with passengers and load when a service arrives after dark.
- Oct 3rd Cairo - The appearance of the Company's offices at Heliopolis has been greatly improved by the laying out of gardens. Work by the Station Superintendent, aided by the Royal Air Force Camp gardener, has been rewarded by a pleasing and colourful display. An attempt was also made to plant grass for borders from the Gezira Sporting Club, but owing to the presence of salt in the underlying sand, the grass did not progress. The sand has been replaced by soil and better results are now being obtained. The cool weather has now set in and the managers of the local hotels are anticipating a record tourist season in Cairo, and are making preparations to ensure a successful winter. Shepherds Hotel will be opening for the season on November 15th.
- Nov 7th Cairo - With the arrival of Service A.S. 191 at Cairo, Imperial Airways resumed alighting on the Nile. The special type offloating flares used on the Nile have been reconditioned, and night operations were carried out. Reconstruction of the outer Traffic Office is about to take place. This will make for greater comfort of passengers, as it will allow the lounge to be enlarged. The Passport and Customs Officials will be better placed so that a quicker and more efficient service will be given. The approach to Imperial Airways office has been much improved by the lining of the roads with a special kind of dark red sand, which gives a most attractive appearance.
- Nov 21st Luxor - Two hours rain in the morning and an hour in the evening at Luxor on November 6th. gave the town the appearance of a small European city in winter time rather than an Egyptian tourist centre. The native huts are constructed of mud, and, fearing the destruction of their homes, crowds of natives were running in the streets shouting prayers for a cessation of rain.

IMPERIAL AIRWAYS IN EGYPT

Extracts from the Company's House Magazine of 1934 - cont'd

Nov 28th Luxor - While the aircraft refuels on southbound services, passengers assemble on the rest house balcony. At the time the aircraft arrives at Luxor on this service, the sun has already had time to heat up, and so a matting awning has been constructed to hang down in front of the balcony. The road to the aerodrome is gradually deteriorating. It is now so bad that it is practically impossible for our taxis to travel at more than 10 miles per hour. The Station Officer has approached the Mamur of Luxor, who has agreed to have the road levelled by a squad of convicts.

Dec 12th Luxor - The Winter Palace Hotel has opened for the season and our passengers will, in future, be accommodated at this hotel instead of at the Luxor Hotel.

Dec 19th Luxor - Mr Badrutt of the Winter Palace Hotel has kindly consented to allow Imperial Airways to use the counter in the main hall of the Winter Palace Hotel. This was formerly the Post Office and cloakroom. In consequence the room used in the Luxor Hotel for an office has been vacated. Extra supplies of publicity matter have been received from Cairo for the attractive adornment of the counter. Passengers on a recent northbound service expressed a desire to see Karnak on Monday morning before the departure of the service for Cairo. The departure of the passenger cars from the hotel was therefore arranged for a quarter of an hour earlier than usual, and this enabled the passengers to circle Karnak Temple before proceeding to the air port.

[Mr Sears' extracts from Imperial Airways' House Magazine for the year 1935 will appear in a next issue of The QC - Editor].

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### Contact Wanted

Any member who is starting a study of Suez Postal History circa 1879-1900, has studied it, or contemplates doing so - please contact Mr Peter Bottrill, Grange Farm, Church Street, Brierley, Near Barnsley S72 9HT.