

The Quarterly Circular

March Quarter 1991 Whole Series No. 157

Volume xiv, No. 5 - Pages 129 - 157

EGYPT STUDY



CIRCLE



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

1991

May 18th
(Committee Room)

British Forces in Egypt (1932-40)
Led by: P Whetter & W Andrews

July 13th
(Committee Room)

Maritime Mail
Led by: Edmund Hall

Sept. 14th
(Allenby Room)

("HENDRY" - J. Sears
(The E600 Series - Edmund Hall - J. DAVIS)

Oct. 15-20th

AUTUMN STAMPEX BPE

November
(date to be fixed)

The Second Issue
Led by: B. Sedgley

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EGYPT STUDY CIRCLE : OFFICERS as at 31 March 1991

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M. Jean Boulad d'Humieres, Switzerland (ESC 16)

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NOTE FROM THE SECRETARY: MEMBERS WISHING TO GO TO EGYPT IN OCTOBER
1991 AS PART OF EGYPT STUDY CIRCLE VISIT TO THE CAIRO EXHIBITION
- PLEASE NOTIFY JOHN SEARS (if not already done so).

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REPORT of the CHAIRMAN for 1990

The highlight of 1990 was of course the E.S.C. Meeting at Stamp World, London. This, and the subsequent 'social event' in the evening, were attended by approximately one-third of our membership. Over half of our members present were from abroad; three of the dozen or so who attended as guests have subsequently joined the Circle.

The Circle Meeting at the Exhibition included invited displays from a number of members. It goes without saying that the sheets displayed included many unusual, and in some cases unique, items. I must thank Lars Alund, Bill Andrews, John Davis, Dennis Clarke, Peter Feltus, Samir Fikry, John Revell and Peter Smith for agreeing to show their 15 sheet so readily. It was a rare treat.

Our other meetings in 1990 were also very successful and I must thank those who led them. Very, very gradually we are seeing some new faces at the Victory Club: if you have not yet been, please try to make the effort.

Finally, all our thanks are due to Robin Bertram for taking over as Secretary/Treasurer, and for carrying out these duties so efficiently. Also to Charlie Hass for acting as our Agent in North America - he collects all the subscriptions from members there, and remits them in one amount - a much better arrangement. John Grimmer continues to do a fine job editing the Q.C., this during a year when he has not been in the best of health. Thanks also to Ken Davis for his very valuable help with the printing of the Q.C.

As you will see from the 'Fixture List' (an innovation inspired and carried through by Robin Bertram) we have another fascinating group of meetings this year - **you ought to be there.**

- John Sears (ESC 188).

- - - - -

Auction Report - 1990

The two Auctions to which the Accounts refer showed mixed results, but it is obvious from the response we get that they are a very worthwhile feature of our activities. We tend to get up to 55 bidders, most of whom seem to get something, and between 70% and 75% of the Lots are sold.

To maintain this we need a constant supply of material and if you have anything surplus, please prepare a list and send it (the list only at this stage, please !) to Mike Murphy by 25th April for the next one.

The contribution of £190.75 from auction funds (per the Auction Account) to the London 1990 activities consisted of £60 being the hire of the room at Alexandra Palace, and the remainder towards the cost of the social event which was charged to members at £5 a head.

Many thanks to Mike Murphy and Pip Whetter who do so much to make the Auctions successful.

- John Sears (ESC 188).

EGYPT STUDY CIRCLE	-	AUCTION ACCOUNTS	
PROFIT & LOSS ACCOUNT		Covering Auctions held in:-	
		AUTUMN 1989	SPRING 1990
		=====	=====
Net sales of members' material		1,975.10	4,671.90
		=====	=====
INCOMINGS			

7.5% Commission received		147.45	350.32
Postage paid by buyers		59.18	94.47
		-----	-----
		206.63	444.79
		-----	-----
OUTGOINGS			

Copying and postage on catalogues		82.16	126.43
Postage and packaging of Lots		70.65	106.77
Sundry expenses		19.88	37.21
		-----	-----
		172.69	270.41
		33.94	174.38
		-----	-----
NET PROFIT		206.63	444.79
=====		=====	=====

AUCTIONS - BALANCE SHEET as at 31 December 1990

NET ASSETS		31 Dec 1990
=====		=====
Balance at Bank		569.13
Payments in advance :-		
Printing and Postage - next Auction		113.37

		682.50
Less: Refunds etc. due November (net)		48.65

SURPLUS of Current Assets		633.85
=====		=====
AUCTION FUND		
=====		
Amount brought forward, 31 December 1989		616.28
ADD: Profit on Auction, Autumn 1989	33.94	
" " Spring 1990	174.38	

	208.32	
DEDUCT: Contributions to Egypt Study Circle		
activities on the occasion of the		
International Stamp Exhibition,		
"Stamp World, London 90"	190.75	

		17.57

AMOUNT of FUND at 31st December 1990:		633.85
		=====

(Auction Accounts produced by John Sears)

From Mr Robin Bertram: Secretary / Treasurer, Egypt Study Circle

SECRETARY'S REPORTS

(1) Brief report on Meeting held: 12th January 1991

This meeting was held at the Victory Club, Marble Arch, and was attended by twelve members: Mr J SEARS (Chairman) and Messrs P. ANDREWS, P R BERTRAM, J M CHELLINGSWORTH, D H CLARKE, D J DAVIES, C E H DEFRIEZ, P L GRECH, E HALL, J S HORESH, G A JEYES and A J REVELL.

Apologies for absence were reported from: Mr W Andrews and Mr P E Whetter.

The subject of the meeting was FRENCH POST OFFICES IN EGYPT, and was delivered by Mr P L Grech.

(2) Report of Circle Meeting held on 2nd March 1991

This was held at the Victory Club, Marble Arch, attended by eighteen members: Mr J SEARS, Chairman, and Messrs P ANDREWS, W C ANDREWS, L BALIAN, A BATES, R BERTRAM, C F HASS, E H FRASER-SMITH, P L GRECH, J. CHELLINGSWORTH, D H CLARKE, J DAVIS, C E H DEFRIEZ, S FIKRY, M E EL HADIDI, J S HORESH, G A JEYES and A OTT.

Apologies for absence were reported from Messrs E HALL, J REVELL and P E WHETTER.

News of the death of Ken DAVIS (ESC 248) was reported by the Chairman and we observed a minute's silence.

Mr Samir Fikry and Mr Leon Balian then addressed the meeting re the planned CAIRO EXHIBITION, 1991.

The main business of the meeting was the favourite "Ten Sheets per Member" and among the subjects displayed were: First Issue Sudan on cover; First Fuad Portrait Proofs and Essays; Italian Internees; Errors on Sudan Stamps; Post Offices Abroad; New Issues.

Various members have contributed to the Cairo Exhibition: £87 collected so far.

(3) SECRETARY'S MEMBERSHIP REPORT

New Members joined since the last report (QC 155/6, pages 80/81):-

ESC 399 Dr Michael G C DAHL, 3, Adeline Gardens, Gosforth, Newcastle upon Tyne, Tyne & Wear 4JQ. Interests: Egypt to 1953 (and particularly to 1920) : Postmarks, Postal History, I. P. Seals.

ESC 400 Dr Basem T FARID, 51 Windermere Road, Tettenhall, Wolverhampton, WV6 9DF England. Dr Farid collects Egypt, Sudan and Palestine, and is a member of the Sudan Study Group.

ESC 401 Ing. Piero MACRELLI, Via Calatafini 21, C.P.180, 47037 Rimini, Italy. Is a member of the Italy and Colonies Study Circle.

OFFICERS' REPORTS, 1990

D JOHN DAVIS (ESC 213) - HONORARY LIBRARIAN

Hopefully, with this issue of The Q.C., those in the U.K. will receive an up to date Library List, namely List number 5. My thanks to Peter Andrews (ESC 122) for his kind offer to type and produce the list as I am currently 'between word processors' i.e. out of work !

May I take the opportunity to address U.K. members concerning the Library and crave the indulgence of overseas members while doing so. I firmly believe that apart from a few omissions the Egypt Study Circle Library is one of which we may be justifiably proud. The range of books available covers most subjects and, in particular, has been immensely strengthened recently by the addition of books covering recent political and historical background - the last two hundred and fifty years - biographies of well-known individuals and some early travelogues.

So that many more members may take advantage of the Library than hitherto - what is the point of a library without borrowers - may I make a plea for your help in one of two ways (or both).

Firstly I would welcome some reviewers because books recently acquired are seldom new books reviewed in the general or philatelic press, but books acquired by scouring second-hand book shops for anything interesting on Egypt. Having acquired over one hundred books in the last two years alone, with the best wish in the world I can only read one at a time. Please ring me if you are willing to help in this way (my telephone number: 0225 429466).

My second plea is for members to keep their eyes open for the following books which should, I believe, be acquired, particularly if being remaindered :-

- (a) Cutting the Lion's Tail - Suez through Egyptian Eyes
by Mohamed H. Heikal, published 1986 by Andre Deutsch Ltd.
- (b) Cairo in the War 1939-1945
by Artemis Cooper, published 1989 by Hamish Hamilton.

A further book I would like for the Library is out of print and, if found second-hand, should be acquired; it is :-

- (c) History of Egypt from Mohamed Ali to Nasser
(last edition up to Mubarrak) by Professor T. J. Vatikiotis.

Do members have any other suggestions for library additions ? If so, please let me know.

Lastly, I would confirm that the Indian Forces books discussed at the last meeting have now arrived as well as the Postal History of British Palestine, all by Ted Proud. The History of the British Army Postal Service series by the same author is being sought provided a heavy discount can be negotiated; Gibbons have sold out.

EGYPT STUDY CIRCLE

ACCOUNTS - YEAR TO 31 DECEMBER 1990

REVENUE ACCOUNT

=====

	1990 £	1989 £
INCOME		
Subscriptions received for current year	1,226.00	1,376.70
Late subscriptions for previous years	222.00	.00
Postage costs refunded from Auction a/c	25.00	35.00
Auction commission, less expenses	Nil	Nil
Bank interest and miscellaneous income	19.09	.00
	-----	-----
TOTAL INCOME FOR THE YEAR	1,492.09	1,411.70
	=====	=====
EXPENDITURE		
Hire of Rooms for meetings	118.75	139.00
Printing and despatching the QC, stationery, officers' expenses, etc	1,085.23	868.35
Books purchased for Circle Library	161.95	Nil
Subscription to Brit Philatelic Federation	22.00	20.00
	-----	-----
TOTAL COSTS FOR THE YEAR	1,387.93	1,027.35
	=====	=====
SURPLUS OF INCOME FOR THE YEAR	104.16	384.35
	=====	=====

BALANCE SHEET AS AT 31 DECEMBER 1990

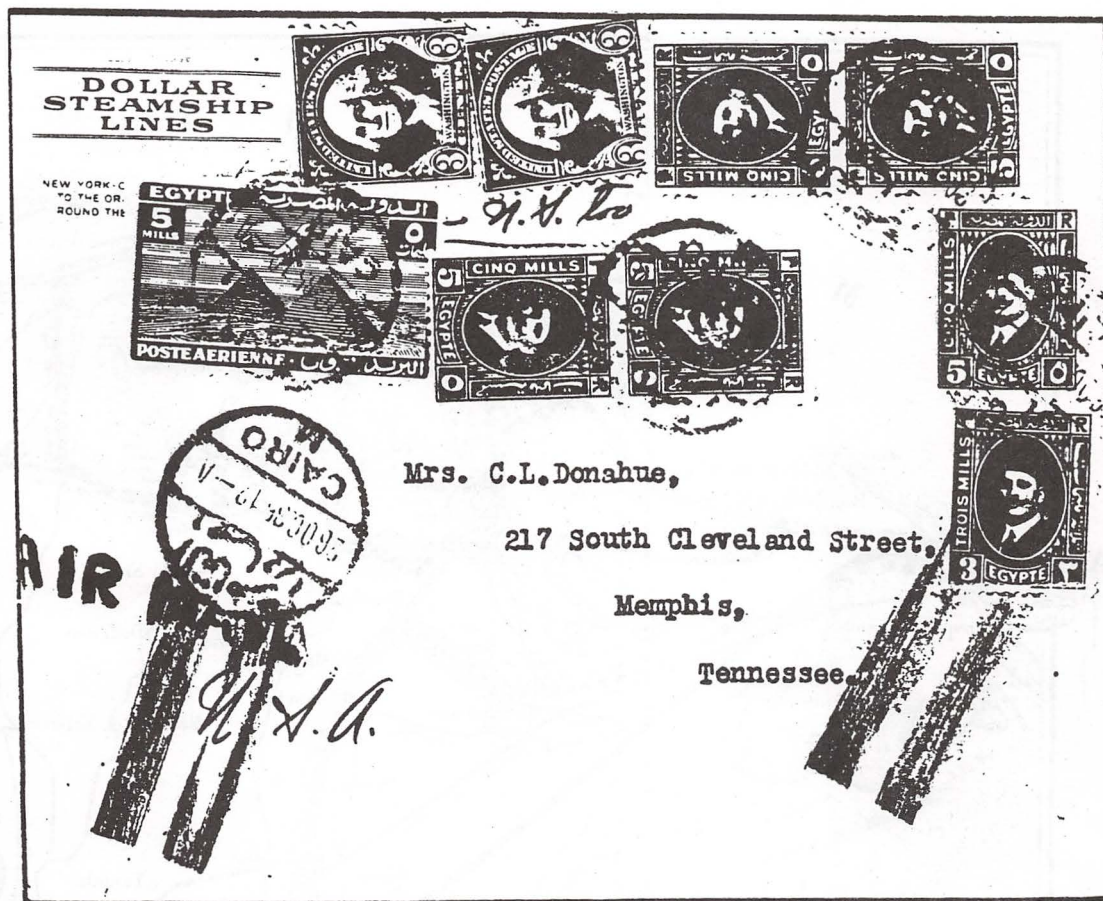
=====

	1990 £	1989 £
ASSETS		
Circle Library and Circle Records	(Valued at	£ nil)
Expenditure incurred for 1991: programmes	60.00	Nil
Cash at Bank - Current Account	775.21	894.65
- Deposit Account	509.09	Nil
	-----	-----
TOTAL ASSETS	1,344.30	894.65
	=====	=====
LIABILITIES		
Members, for next year's subscriptions received in advance	4.00	10.00
Cost of The QC, Sept/Dec quarters 1990 (incurred after year-end)	586.49	235.00
	-----	-----
TOTAL EXTERNAL LIABILITIES	590.49	245.00
	=====	=====
ACCUMULATED SURPLUS: carry to next Account	753.81	649.65
	=====	=====

Accounts prepared by John A Grimmer FCA, 3rd April 1991.

Air Mail Jottings - "Airjot 3"

Contributed by John Sears (ESC 188)



This cover to an address in the U.S.A. is franked 33 Mills, the date of the C.D.S.'s is 26 OC 35 (CAIRO M). It has an "Unofficial" Air Mail hand-stamp applied to left and right sides in pale purple; I have enhanced the former; [the right-hand mark not visible on the photocopy used to generate the illustration - Editor]. The following points are of interest :-

1. The 33 Mills is sufficient to take the letter by air to London, and thence by surface mail to its destination.
2. The cancellations of the Air Mail instruction are in red, indicating that they were applied in London.
3. The words "Airmail in the U.S. too" have been partially obscured by the 5 Mills Air Mail stamp.
4. The 2 @ 3c U.S. stamps would have paid for Air Mail from New York to Memphis (Peter Smith, ESC 74, has confirmed this for me). The letter would have travelled by sea from England to America.

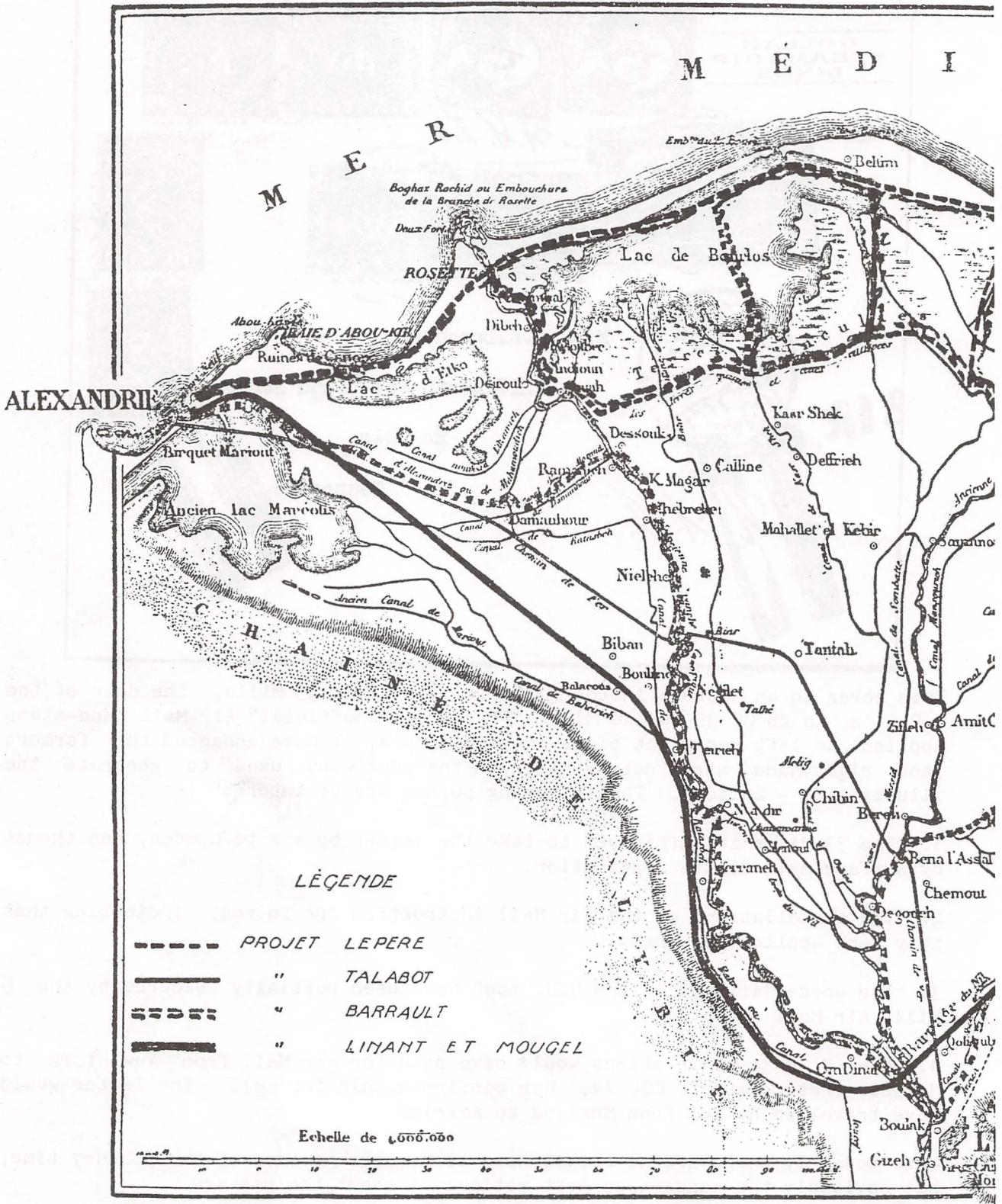
Unfortunately there are no backstamps, so we have no idea of the journey time, but obviously the sender was most meticulous about the postage.

This the first time I have seen an example of mixed franking to cover air mail within the country of destination, and presumably it would only occur when letters were sent to a very large state with an internal air mail service in being at this time. I would be interested to hear of other examples.

Editor: If you have an interesting Air item, send in an "Airjot" about it !

PLANNING the SUEZ CANAL - MAP (c.1845) SHOWING PROPOSED ROUTES

PROJETS DE LIAISON DES DE

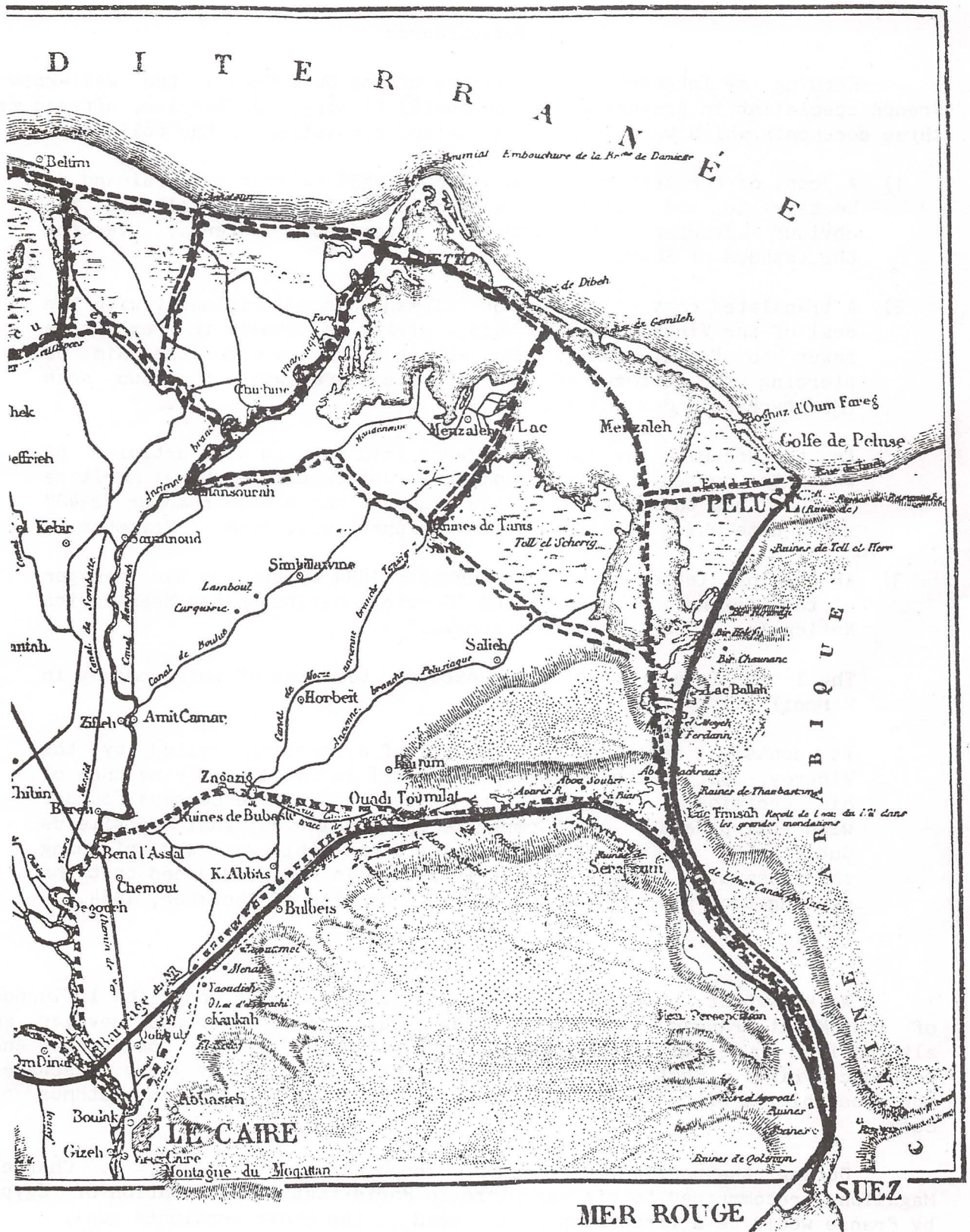


La carte et le tracé de Talabot sont empruntés à J. Charles-Roux

From the collection of Mr C. Th. J. Hooghuis

PROJECT FOR JOINING THE "TWO SEAS" (the Med. and the Red)

IAISON DES DEUX MERS.



à J. Charles-Roux : L'isthme et le canal de Suez. — Planche VI.

Linant's and Mougel's intended route is the near-vertical thick line from Suez to Pelusium

SOME ASPECTS REGARDING THE HISTORY OF THE SUEZ CANAL

by C Th. J Hooghuis (ESC 126)

=====

Knowing my interest in the history of the Suez Canal, the well-known French specialist in pre-philately and postal history, J. Bergier, offered me three documents which were in his possession, consisting of the following:-

- 1) A copy of the letter of 15th November 1854 written by Ferdinand de Lesseps to the Viceroy Mohamed Said in which he explained the obvious advantages of constructing a navigable waterway piercing the Isthmus of Suez.
- 2) A translated copy of a document (firman) signed originally with the seal of the Viceroy Mohamed Said, giving de Lesseps the exclusive power to found, manage and exploit a Company with the aim of piercing the Isthmus of Suez with a canal between the two seas (Mediterranean Sea and Red Sea).

In the document the conditions were laid down in nine articles by which the company, called "Compagnie Universelle du Canal Maritime de Suez" had to function. This document has a file number "2340" and a date which is difficult to decipher, viz. 15th of November.

- 3) An original letter dated 18th December 1854 written by the manager of the Alexandria Agency of the "Services Maritimes des Messageries Nationales PAQUEBOTS Poste Francais."

The letter is addressed to M. Rostand, Director of this company in Marseilles.

It contains detailed information of a meeting called by the Viceroy, Said, with the Consuls-General in Cairo notifying them of his decision, as above, to nominate Ferdinand de Lesseps founder with full powers of the "Compagnie Universelle du Canal Maritime de Suez" with the aim of constructing a navigable waterway piercing the Isthmus of Suez. From this letter it can be deduced that the meeting took place on either the 11th or 12th of December, 1854.

=====

We know that already in the 17th and 18th centuries under the influence of its Mediterranean position, and the impulse to discover and develop an alternative route to the Far East, thus competing with its political and economical rival, England, the French politicians and strategists discussed the possibility of constructing a navigable waterway piercing the Isthmus of Suez.

During the period 1793-1797 the French Consul in Egypt, M. Charles Magallon, recommended to his superiors in Paris that the occupation of Egypt by France would be a first step on the road to the above-mentioned goal.

Napoleon knew of those reports and when he started his Egyptian Campaign (1798-1801) he took along a group of 165 French engineers, architects, scientists, artists and writers.

/ continued . . .

SOME ASPECTS REGARDING THE HISTORY OF THE SUEZ CANAL - continued

The architect Jean Baptiste Le Pere was one of the savants and he received instructions to study the possibility of constructing a canal between the Mediterranean and the Red Sea, as well as the possibility of restoring the old Pharaonic Canal, running from the Red Sea to the Nile.

Jean Baptiste Le Pere, possibly influenced by the 17th- and 18th-century writings claiming that there existed an insurmountable difference in levels between the two seas, came to the conclusion that a canal between the two seas was impossible due to the difference of level of about 30 feet. Nevertheless he proposed to restore the old canal of Pharaonic origin, but nothing came of it.

Baptiste Le Pere also figured in the commission which was instructed to draft the great survey of Egypt.

=====

In 1818 a young French engineer, M. Linant de Bellefonds, together with a committee of scientists visited Egypt. As he made a very good impression on the Viceroy, Mohamed Ali, he was contracted to serve as engineer with instructions to prepare a detailed "hydraulic map" of the Nile delta. Unfortunately, he encountered such strong opposition from a jealous administration that he had to abandon this task.

He started to travel in Egypt, Palestine and other Arab territories and returned to Egypt in 1827. One year later the Viceroy made him enter his service once more and this time with the title "Engineer-in-Chief". M. Linant was quite active and occupied himself in laying out new roads and planning new channels.

In 1845 he prepared an exploratory study related to a possible piercing of the Isthmus of Suez with a navigable channel. However, Mohammed Ali was succeeded by Abbas, who was anti-western, and especially anti-French, with the consequence that Linant fell in disgrace. Abbas however was murdered in 1845 and Mohammed Said, the son of Mohamed Ali, became Viceroy.

In 1847 M. Linant presented a complete project to a gentleman called M. Infantin, who was in agreement with the advantages of this important project and submitted it to de Lesseps, who lived in France at that time and who urged him to launch the project. In that same year M. Linant received the title of Bey.

M. Ferdinand de Lesseps served in Alexandria in diplomatic service as Vice Consul during the years 1834-35 and 1836-38, and he later became Consul-General in Cairo (1848-49).

During those years he had always maintained very good relations with the son of Mohammed Ali, who later became Viceroy Mohamed Said. De Lesseps had also built up a solid friendship with M. Linant de Bellefonds. In this way the circle was closed and they had no problem in convincing the Viceroy of the importance of the Suez Canal project.

/ continued . . .

SOME ASPECTS REGARDING THE HISTORY OF THE SUEZ CANAL - continued

Linant became Director-General of Public Works in Egypt and afterwards Chief Engineer of the Suez Canal Co., dedicating all his efforts to this great project, which ended in 1869 with the formal opening of the Canal on 17th November.

After contacting my French informant and consequently doing some investigations at the French Institute in Madrid I **came upon some new data** and possible contradictions which are quite interesting in relation to the events preceding the decision to undertake the Suez Canal project.

a) It was not the engineer, Charles Lepere, (of Encyclopoedia Britannica) who accompanied Napoleon in 1798, but the architect Jean Baptiste Lepere (of Encyclopoedia Larousse), (1761-1844) who was selected due to his travel experiences in Santa Domingo and Constantinople. According to French sources he did not receive the instruction to study the possibility of constructing a new canal between the Mediterranean and the Red Sea, but only to study the feasibility of establishing a navigable waterway between Suez and Alexandria, restoring the old Pharaonic Canal (Pharao Nechao) between Suez and the Nile.

In his letter of 15th November 1854 to Viceroy Mohamed Said, de Lesseps refers to the report of M. Jean Baptiste Lepere confirming the feasibility of this project.

Further on in his letter he refers once more to J. B. Lepere's conclusion that the possibility existed to pierce the isthmus towards the Mediterranean, but he does not specify if the location was towards the Nile, or towards the north.

b) Both de Lesseps and Linant de Bellefonds were not only familiar with the report of J. B. Lepere but were also acquainted with the activities of a small group of engineers forming a work-group studying the feasibility of a Suez Canal project. That group was composed of three engineers: M. Paulin Talabot (French), Mr Stephenson (English) and Mr Negrelli (Austrian).

At least one of the persons mentioned, Mr P. Talabot, was a member of the Saint Simon sect created in France by Claude Henri de Rouvroy, Count of Saint Simon (1760-1825).

The sect of Saint Simon was based on religious and philosophical principles related to economic, industrial and financial theories which can be described as social mysticism and a forerunner of socialism.

Strangely enough, M. Saint Simon also was the originator of a scheme to unite the Atlantic and the Pacific by a navigable waterway and he developed the idea to construct a waterway from Madrid to the sea.

After the death of M. Saint Simon in 1825 the direction of this sect was taken over by M. Barthelemy Prosper Enfantin (1796-1864) who was an engineer and theorist. He developed the sect with great success, creating a number of convents and counting about 40,000 adepts, but in August 1832 the French Revolutionary Government which disliked the activities and philosophies of the Saint Simonists, took measures against it and disbanded the sect, imprisoning M. Enfantin.

SOME ASPECTS REGARDING THE HISTORY OF THE SUEZ CANAL - continued

In 1833 after his release, he went to Egypt with some disciples and one of his aims was to pursue the project of the Suez Canal. Although he did not succeed and left for France in 1837, it is clear that during his stay in Egypt he got to know both M. Ferdinand de Lesseps and M. Linant de Bellefonds.

We may assume that M. Ferdinand de Lesseps really knew about the Saint Simon project for the Suez Canal and that M. Linant de Bellefonds was even closer to the Saint Simonists. The proof of same is that he presented in 1847 his complete project to M. Enfantin who at that date must have been in France, just as de Lesseps was.

Now there exist two versions on the return of M. Ferdinand de Lesseps to Egypt in 1854 : -

- a) he returned to Egypt on his own account, or
- b) the Viceroy Mohamed Said invited him to return to Egypt.

No material is at my disposal to judge which version is the right one.

=====

c) Another problem is the date of the first act of concession by Mohamed Said in favour of Ferdinand de Lesseps.

- a) According to the Encyclopaedia Britannica this first document was signed on 30th November 1854.
- b) The translated copy of this first document (firman) has a file number "2340" and appears to be dated 15th of November.
- c) This is the same date as the letter of M. Ferdinand de Lesseps to the Viceroy Mohammed Said, explaining the arguments in favour of the Suez Canal project.

Now, this is not quite impossible due to the very close relations of the two persons involved and they might have consulted each other before writing.

There might be an indication of same, taking into account two arguments in favour of the project and used by de Lesseps :-

- 1) the glory to be obtained by the Ottoman Empire in executing the project, thus facilitating the approval of Constantinople.
- 2) the reference to the yearly pilgrimage to Mecca and how the Canal would facilitate an easy access for all the Muslims of the Middle East and North Africa.

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/ continued . . .

SOME ASPECTS REGARDING THE HISTORY OF THE SUEZ CANAL - continued

From the de Lesseps letter it also becomes clear that, from other sources also, studies were made on the feasibility of the Suez Canal project and that those were presented to the Viceroy Mohamed Said by the General of the Engineer Corps Gallice Bey, and by Mr Mongel Bey, director of the Nile Dam works. Both these studies were in favour of the project.

This article is submitted to the readers of the Egypt Study Circle Journal, the "Quarterly Circular" with the writer's wish that, if more or better information is available to them, they communicate those data to our "Quarterly Circular" in order to complete our knowledge of this very important subject.

C. Th. J. Hooghuis (ESC 126)

THE FAMOUS DE LESSEPS LETTER

The de Lesseps' letter to Mohamed Said, which was the culmination of attempts by various people in earlier years, finally triggered the go-ahead on this enormous project. The first of the two paragraphs below opens the letter; the one below it quotes from Napoleon, and the first line below that links Napoleon to the then present with the call: "The moment has arrived to realise the prediction of Napoleon . . ."

The next QC will carry two other contemporary manuscripts.

The Editor's grateful thanks to our member in Spain, Mr C. Th. J. Hooghuis, for his research work on the subject, especially as to the identity of Lepere, and our congratulations on his having acquired such important material. Our thanks to former ESC Chairman Major E L G MacArthur for helping things along.

A son Altesse Mohamed-Said.

La jonction de la mer Méditerranée et de la mer Rouge par un canal navigable est une entreprise dont l'utilité a appelé l'attention de tous les grands hommes qui ont régné en passe en Egypte: Sésostris, Alexandre, César, le conquérant et roi de Assyrie, Napoléon et Mohamed-Ali.

Napoléon, dès son arrivée en Egypte, chargea une commission d'ingénieurs de rechercher s'il serait possible de rétablir cette ancienne voie de navigation: La question fut résolue d'une manière affirmative, et, lorsque le savant M^r Lepere, lui remit le rapport de la commission, au moment de son départ pour la France, il dit: "La chose est grande, ce ne sera pas moi qui maintenant pourrai l'accomplir, mais le gouvernement aura toujours peut-être un jour la conservation et la gloire dans l'exécution de ce projet."

Le moment est arrivé de réaliser la prédiction de Napoléon

Some aspects of the HISTORY of the SUEZ CANAL - C Th. J Hooghuis

(The famous letter from Ferdinand de Lesseps)

COPY

To his Highness Mohamed-Said.

The joining of the Mediterranean Sea and the Red Sea by a navigable canal is an enterprise whose usefulness has attracted the attention of all the great men who have ruled Egypt in the past: Sesostris, Alexander the Great, Caesar, the conquering Arab Amron, Napoleon and Mohamed-Ali.

This canal communicating with the Nile has already existed in antiquity during a first period of a hundred years, until about the middle of the ninth century before the hegira; during a second period of 445 years, from the reign of the first successors of Alexander until about the 4th century before the hegira; and finally during a third period of 130 years after the Arab conquest.

Napoleon, from his arrival in Egypt, charged a commission of engineers to investigate if it would be possible to re-establish this ancient navigational route: the question was resolved in an affirmative manner, and, when the scientist Mr. Lepere(*) sent him the commission's report, at the moment of his departure for France, he said: "The subject is great: it will not now be me who will accomplish it, but the Turkish government will perhaps one day find their salvation and their glory in the carrying out of this project."

The time has come to realise the prediction of Napoleon. The work of piercing the Isthmus of Suez is certainly destined more than anything else to contribute to the preservation of the Ottoman Empire, and to demonstrate to those who were proclaiming a short time ago its decadence and ruin, that it possessed once more a fertile life and that it is capable of adding a brilliant page to the history of the civilisation of the world.

Why should the governments and the people of the West be reunited in maintaining the Grand Seigneur in the possession of Constantinople, and why should those who wish to threaten this situation have encountered the opposition force of Europe? Because the passage from the Mediterranean to the Black Sea has such importance that the European strength would then become mistress which would dominate all the others, and would have overturned an equilibrium which the whole world is interested in preserving.

What one is establishing on another point of the Ottoman Empire is a similar position and even more important; if one should make Egypt the commercial passage-way of the world by the piercing of the Isthmus of Suez, one will create there in the Orient a situation doubly unshakable; because for those who are concerned in the new passage, the Great European Powers, by the fear of seeing one or the other seize it one day, will regard as a vital question - the need of guarantee of neutrality.

* (Please see Editor's note as to "Mr", at end).

Letter from Ferdinand de Lesseps - continued

Mr. Lepere was asking, fifty years ago, for ten thousand workmen, four work armies, and 30 to 40 million francs for the construction of the Suez canal, and was coming to the conclusion of the possibility of piercing direct from the isthmus towards the Mediterranean.

Mr. Paulin Talabot, one of the three celebrated engineers chosen ten years ago by the society studying the canal of the two seas (note 1 below) had adopted the indirect course from Alexandria to Suez and getting the benefit of the barrage for traversing the Nile. He had calculated the total cost at 130 million francs for the canal and 20 million for the port and roads of Suez.

Mr. Linant-Bey who, for thirty years habitually directed the works of canal construction in Egypt, and who had made, at the location, the study all his life of the question of the canal of the two seas, and whose opinion merits serious attention - proposes to cut the isthmus along a line nearly direct in the narrowest part, and establish a big inland port in the basin of Lake Timsah, making it accessible to the big ships from Pelusium on the Mediterranean and from Suez on the Red Sea.

The General of Engineers, Gallice-Bey, designer and director of the fortifications of Alexandria, had from his point presented to Mohamed-Ali a project of piercing the Isthmus direct, conforming with the plan proposed by Linant-Bey. Mr. Mougel-Bey, director of works of the Nile barrage, and chief engineer of bridges and roads, had equally come to Mohamed-Ali with the possibility and the utility of piercing the isthmus of Suez.

A thorough investigation will determine which of the plans is considered the best but, as the enterprise is being planned for carrying out, there is no more to do than make the choice. All the operations to contract for, whatever difficulties there are, have ceased to frighten modern means and their outcome is not able to be put in doubt any more. It is a question of money, so that the spirit of enterprise and of association does not lack resolve, if the benefits which ought to result are in keeping with the cost.

It is easy to show that the cost of the Suez Canal, in taking as an example the highest estimates, are not out of proportion with the usefulness and the profits of this great work which would shorten by more than a half the distance of the principal countries of Europe and of America in their return voyages to the (East) Indies. This result is rendered clear in the following table drawn up by the professor of Geography ('gealogie' - Editor), Mr. Cordier.

Note (1) The two other celebrated engineers were Messieurs Stephenson for England and Negrelli for Austria.

Letter from Ferdinand de Lesseps - continued

List of the ports of Europe and America		Via the Suez Canal	Via the Atlantic	Difference
		-----	-----	-----
Constantinople	Leagues	1,800	6,100	4,300
Malta	"	2,062	5,800	3,738
Trieste	"	2,349	5,960	3,620
Marseilles	"	2,374	5,650	3,276
Cadiz	"	2,224	5,200	2,976
Lisbon	"	2,500	5,350	2,850
Bordeaux	"	2,800	5,650	2,850
Le Havre	"	2,824	5,800	2,976
London	"	3,100	5,950	2,850
Liverpool	"	3,050	5,900	2,850
Amsterdam	"	3,100	5,950	2,850
Saint Petersburg	"	3,700	6,550	2,850
New York	"	3,761	6,200	2,439
New Orleans	"	3,724	6,450	2,726

When confronted with the figures, the arguments to the contrary become useless. It must be clear that all the nations of Europe, and the same for the United States of America, are equally interested in the opening of the Suez canal, and to know also of the properly rigorous and inviolable neutrality of the passage.

Mohamed-Said has already understood that he does not have the means to carry out the work which by the grandeur and utility of these results could enter in parallel with what I would propose to him. For his reign what a good title of glory ! For Egypt what an inexhaustible source of riches ! The names of the sovereigns of Egypt who had raised the Pyramids, those useless monuments of human pride, will rest ignored. The name of the Prince who will open the great maritime canal of Suez will be celebrated from century to century, up until the most remote posterity.

The pilgrimage to Mecca is assured at all times and becomes easy for all Moslems, and an immense impulse is given to steam navigation, and to the voyages of long duration; the countries which border on the Red Sea and the Persian Gulf, the East coast of Africa; India, the kingdom of Siam; Cochin China; Japan; the vast Chinese Empire which does not count less than 300 million inhabitants, the Philippine Islands, Australia, and that immense archipelago which tends to carry itself the emigration from old Europe, bring closer together the almost three thousand leagues from the basin of the Mediterranean and from the north of Europe: such are the sudden and immediate effects from the piercing of the isthmus of Suez.

Letter from Ferdinand de Lesseps - continued

It has been calculated that navigation by the Cape of Good Hope and Cape Horn would support today an annual movement of 10 millions of tonnage, and that, on the basis of one half only of this tonnage, the world's commerce would realise a benefit of 500 million francs per year, in making the ships pass by the Arabic Gulf (of Aden - Ed.). It is beyond doubt that the Suez canal will give rise to a considerable increase in navigation; but in calculating on three million tons only, it would produce another annual product of thirty million francs by the collection of ten francs per ton (2).

Note (2) It would be right that one could abate this in proportion to the increase in shipping.

In terminating this note, I believe I ought to call your Highness's attention to the preparations which are being made at this moment in America to establish immediately, between the [Atlantic] ocean and the Pacific sea, large navigational routes, and the results which there would be for the commerce of the world and therefore for the future of Turkey of the opening of these new routes, if the isthmus which separates the Mediterranean from the Red Sea and from the Indian Ocean should stay closed again for a long time to commerce and navigation.

The fundamental difference which exists between the Isthmus of Panama and the Isthmus of Suez is that the first, elevated and mountainous, would not seem able to admit of a continuous maritime canal; whereas everything in the second seems well disposed for this solution. It results in one being led to adopt, for the American isthmus, a mixed route comprised of a canal and a railway. Despite the poorer results, the estimated cost is well above what would pay for the Suez Canal, where vessels of large dimensions would be able to pass easily - and, if for the purpose of realising an imperfect solution, the most interested nations have already replied to the first appeal, if the conventions which would establish the neutrality of the American route are to be accepted without difficulty, is it not a sign that the time to deal with the question of the Isthmus of Suez has arrived? Is it not necessary to conclude in favour of this grand work, very important for the future of the world, being henceforth sheltered from all opposition, and that the attempts which there would be for a target will lead to the realisation that they will be sustained by universal approval and by the active and energetic agreement of the enlightened men of all countries?

Camp Marea, le 15 Novembre 1854
signed - Ferd. de Lesseps.

(transl. JAG)

Editor's notes.

Throughout the original six pages of handwriting, the abbreviation used for 'Monsieur' is not the present-day 'M.' but 'Mr.' - which is used here.

The "celebrated engineer" Stephenson (page 2) - could this have been father (George - The 'Rocket') or son (Robert - Menai Bridge)?

Mr Hooghuis' historical material will conclude in the next QC with copies and translations of the "Firman" from the Viceroy and a commercial letter from the French shipping line, les Services Maritimes des Messageries Nationales.

NEW ISSUES by C. E. H. Defriez

(all stamps are printed Rotogravure by Postal Printing House, A.R. Egypt, and are without watermark unless noted otherwise)

Commemorative Stamps

	<u>SG 1718</u>	<u>SG 1719</u>
Occasion	Birth Centenary of Jawaharlal Nehru (Indian Statesman)	30th Anniversary of the inauguration of the Nile Hilton Hotel
Date of Issue	10 January 1989	22nd February 1989
Designer	Ibrahim el Tahtawi	T. Mustafa and S. Abdel Aziz
Design	Portrait of Nehru	Nile Hilton Hotel
Denomination	5 piastres	5 piastres
Sheet	50 (10 x 5)	50 (5 x 10)
Stamp dimensions	30 x 50 mm	50 x 30 mm
Perforation	13	13
Quantity printed	500,000 Lithographed	500,000 Lithographed
Supplementary	Nehru was the first Prime Minister after Indian Independence in 1942	The opening in 1959 was attended by the late President Nasser and President Tito of Yugoslavia
	<u>SG 1720</u>	<u>SG 1721</u>
Occasion	Inauguration of Second Stage of Cairo Underground Railway	Restoration of TABA
Date of Issue	12th April 1989 *	15th March 1989
Designer	S. El Badrawiy	Mahmoud Roushdy
Design	Route Map and Train leaving Tunnel	Eagle and Map
Denomination	5 piastres	5 piastres,
Sheet	42 (6 x 7)	?
Stamp dimensions	40 x 40 mm	40 x 40 mm
Perforation	13	13
Quantity printed	500,000 Lithographed	500,000 Lithographed
Supplementary	The Railway is the first Underground Metro in the Middle East.	The Restoration represents the accomplishment of Sinai Territory Liberation

* SG quotes issue date as 14th March, but Bureau states issued during April, confirmed by First Day Cover datestamp - C.E.H.D.

NEW ISSUES by C. E. H. Defriez

(all stamps are printed Rotogravure by Postal Printing House, A.R. Egypt, and are without watermark unless noted otherwise)

A I R M A I L S T A M P S
Numbers SG 1722 to SG 1727 inclusive

	<u>SG 1722</u>	<u>SG 1723</u>	<u>SG 1724</u>	<u>SG 1725</u>
Date of Issue	1st April 1989	1st April 1989	1st October 1989	1st April 1989
Designer	I el Torky	I el Torky	I el Torky	M Abdallah
Design	Islamic Wooden Balcony	Islamic Lantern	Islamic Lantern	Coptic Carpet
Denomination	20 pi.	25 pi.	35 pi.	45 pi.
Sheet	- - - -	Each: 50 (10 x 5)	- - - -	- - - -
Stamp dimensions	- - - -	Each: 26 x 43 mm.	- - - -	- - - -
Perforation	- - - -	Each: 50 (10 x 5)	- - - -	- - - -
Stamp dimensions	- - - -	Each: 11 x 11.5	- - - -	- - - -
Quantity printed	- - - -	500,000	- - - -	- - - -
Supplementary	NOTE: Numbers 1728 and 1729 have been left for possible additions to the set.			

	<u>SG 1726</u>	<u>SG 1726a</u>	<u>SG 1727</u>
Date of Issue	1st April 1989	1st January 1990	1st October 1989
Designer	I el Torky	I el Torky	I el Torky
Design	Plate with Gazelle motif	Plate with fluted edge	Plate with Gazelle motif
Denomination	50 pi.	55 pi.	60 pi.
Sheet	- - - -	Each: 50 (10 x 5)	- - - -
Stamp dimensions	- - - -	Each: 26 x 43 mm.	- - - -
Perforation	- - - -	Each: 50 (10 x 5)	- - - -
Stamp dimensions	- - - -	Each: 11 x 11.5	- - - -
Quantity printed	- - - -	500,000	- - - -
Supplementary	NOTE: Numbers 1728 and 1729 have been left for possible additions to the set.		

NEW ISSUES and THEIR SPECIAL CANCELS

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



SG 1719



SG 1720



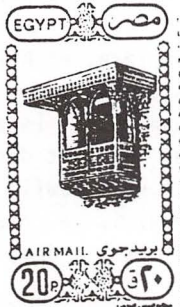
SG 1718



SG 1721



SG 1722



SG 1723



SG 1724



SG 1725



SG 1722 (20p)

SG 1723 (25p)

SG 1725 (45p)

SG 1726 (50p)



SG 1726



SG 1726a



SG 1727

SG 1724 (35p)

SG 1727 (60p)



SG 1726a (55p)



HANDBOOK OF HOLY LAND PHILATELY

Vol. I: The Foreign Post Offices in Palestine 1840-1918

by Norman J Collins, FRPSL, and Leopold Dickstein M.D.

(English Revised Edition of the original work by Anton Steichele)

Published by World Philatelic Congress of Israel,

Holyland & Judaica Societies, 1438 W. Pratt, Chicago IL 60626, USA, 1990 (195 pp.)

This book qualifies for review in the Quarterly Circular because it includes a chapter on the Egyptian Post, and it is only on this part of the book that I will concentrate.

This is a comprehensive book that shows the result of an enormous amount of effort and research. It is embellished with illustrations of postmarks and covers on almost every page. When one considers that writing a book on a specialised aspect of philately is always a labor of love, a great effort without prospect of financial reward, one hesitates to criticize it in any way. However, when there are serious errors, which can mislead collectors for many years when they are present in a work that will be considered as an authoritative work of reference for a long time, it is an obligation to point them out for the good of philately.

The chapter begins with discussion of "special free-of-postage seal labels", which are never named by the usual term, interpostal seals. Two statements about them need correction. Their function was not "to seal official mailings", but to seal postal service mailings; official mail of other than Post Office origin was franked in a different way. The statement that "they did have to be devalued or cancelled with the dated postmark of the dispatch post office" is also incorrect. Interpostal seals that have been used are at least as common without any cancellation as those with one, and many of those that bear postmarks do not bear a date-stamp, but the dateless intaglio seal type of postmark. Covers with postmarked interpostal seals are rarer than those with unpostmarked ones.

A map of Sinai is shown on the first page of the chapter, and designates Kantara, el Ariche, Tor, Hafir, and Port Taufiq, in addition to Jaffa, as locations with post offices administered by Egypt. However, although Hafir is just inside the Sinai, the only post office known for it is a Turkish one, using, of course, a Turkish postmark. The later text of the chapter does not describe any kind of postmark, Turkish or Egyptian, for this office. The inclusion of Port Taufiq as a post office in Sinai (and thus in the Holy Land as defined implicitly in this book) is a real gaffe. Even such a readily available source as the Encyclopaedia Britannica shows its proper location clearly, on the west bank of the Suez Canal, just south of Suez.

The chapter illustrates some postmarks of El Arish and Tor, but the coverage is quite incomplete. Only two are illustrated for Tor, but several more are known, including ones inscribed ENCAMPMENT TOR and GEBEL EL TOR.

The Egyptian post office at Jaffa is accorded the most thorough treatment. The postmark is accurately shown, and the dates of the 16 known examples are listed, and the sole known cover is illustrated. There is, however, a serious error in the discussion. The authors attempt to explain the fact that most of the known examples are on 1-piaster stamps, and only three on 2-piaster stamps, by the mistaken statement that "the letter rate was increased to 2 Pt from 1 Pt after 15 February 1872". In fact, there was no change whatsoever in the letter rate; it was always 1 Pt for port-to-port (e.g., Jaffa to Alexandria), and 2 Pt for inland destinations (e.g. Jaffa to Cairo). The one known cover illustrates this fact. It is franked with a Turkish stamp for carriage from Jerusalem to Jaffa, and was carried unfranked by the Egyptian service to Cairo. It was accordingly marked "4" in manuscript, to indicate 4 Pt postage due (double the normal postage).

The authors point out the sometimes confusing fact that there exists more than only location named "Ramle" ("sand"), and that the suburb of Alexandria of that name has used many postmarks, which have nothing to do with Ramle, Palestine.

A most interesting section is Appendix A, a valuation guide, compiled by George H. Muentz and Marvin Siegel. This is a very difficult subject, but at the same time, one in which there is a great interest. For covers from the Egyptian post office in El Arish, a value of \$700 is assigned. The postmark IAFFA on a loose Egyptian stamp is assigned R("from \$2500"). No valuation is given for the cancellations of Tor.

Book Review - Handbook of Holyland Philately, Vol I - continued

The other chapters of this book are devoted, respectively, to the forwarding agents, the German Post and the French Post. They appear to be thorough, and they provide information on rates, postage due practice, registration, forgeries, etc. Notwithstanding the shortcomings of the chapter on Egypt, this book is a valuable contribution to the postal history of the Middle East, and is bound to be heavily consulted.

Book Review - by John A Grimmer (ESC 164)

Stanley Gibbons: STAMP CATALOGUE Part 19: MIDDLE EAST

4th Edition, 1990

576+ pages

U.K. Retail Price £21.00

Speaking solely from the standpoint of Egypt, this is more than an update of the 1986 (3rd) edition. Egyptian Post Offices which operated at various dates between 1865 and about 1900 in the Sudan, in the Turkish Empire and the few which operated in East Africa are now the subject of a separate listing, with illustrations of their handstamp imprints with short, helpful text which includes opening/closing dates, and spelling vagaries.

Another new feature, albeit on a very modest scale, is the reporting of the two types of watermark affecting issues some between 1872 and 1914, and two types are illustrated. This is certainly a welcome change from using the illustration of the quasi-watermark on the 2nd issue of 1867 to apply to all stamps until the multiple crescent and star appeared in 1921. However, the change here is really no more than an acknowledgement that there are watermark differences, but that these need further study. But have they really never heard of "Revell 1" and "Revell 2" watermarks ? Incredible ! Only a few people have their name associated with a philatelic discovery of significance, but Egypt Study Circle's Mr John Revell (ESC 78) is one of these favoured collectors. SG surely must, in time, use his name as the discoverer of watermark differences in their listings - a discovery made when nobody else thought of checking such things. The other new listed area is Stamp Booklets, with issues from January 1903 to 1954 "Defence". I wonder what effect this enhancement of the status of booklets will do to their prices !

There has been a simplification in the listing of definitive issues during the period 1888 to 1906. Once-separate listing of issues in 1892 (3m new value) and 1902 (chalk paper) are now put where they belong, in a combined list for 1888 to 1906, while shade and paper differences use sub-lettering distinction. This involves a few changes in catalogue reference number.

A generous acknowledgment to Egypt Study Circle's President clearly indicates SG's source.

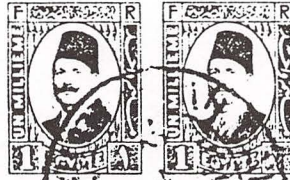
SG are to be congratulated on the clarity of their printing. The very small print (up to about 24 characters per inch) has become a virtue born of necessity. I find it very easily read, with no extra magnification needed.

Editor's note: the two "Review" pages, numbers 150 and 151, have been printed experimentally at a pitch of 15 characters per inch.

ITALIAN SHIP CANCELLATIONS on EGYPTIAN MAIL

CONCLUSION of the series from Mr A John Revell's collection

Above: Ship Cancel Type 16 - M/N (Motor Ship) CALITEA
Postmark type I - with vertical bars, cancelling pair Fuad 1-mill
Date: 2 4 36



Egregio Signor

Roberto Perullo

Via Maghraby No 9



Paquebot à moteurs « VICTORIA »
(20.000 tonn.)
Express de luxe Europe-Egypte.
(Via Venise-Trieste).

C A I R O

KIZ/OLI E. C. - V

TYPE. I

Below: Ship Cancel Type 17 - MOTONAVE POSTALE CALITEA
("MOTONAVE" in full)

Postmark type II - cancelling single Farouk 13-mill (no vertical bars)
Date: 28 9 37

*Avec mes meilleures
souhaits, je t'envoie mon
meilleur souvenir de
Paulok.
Baisers affectueux de
Yitzta Vartaniani.*

A. Zurich (Suisse)
Gravure-Incavo, Brunner & Co.

Gent^{ma} Sig^{na}

*A. Vartani
Casa della Stuc*

*Per
Italia*



TYPE. II

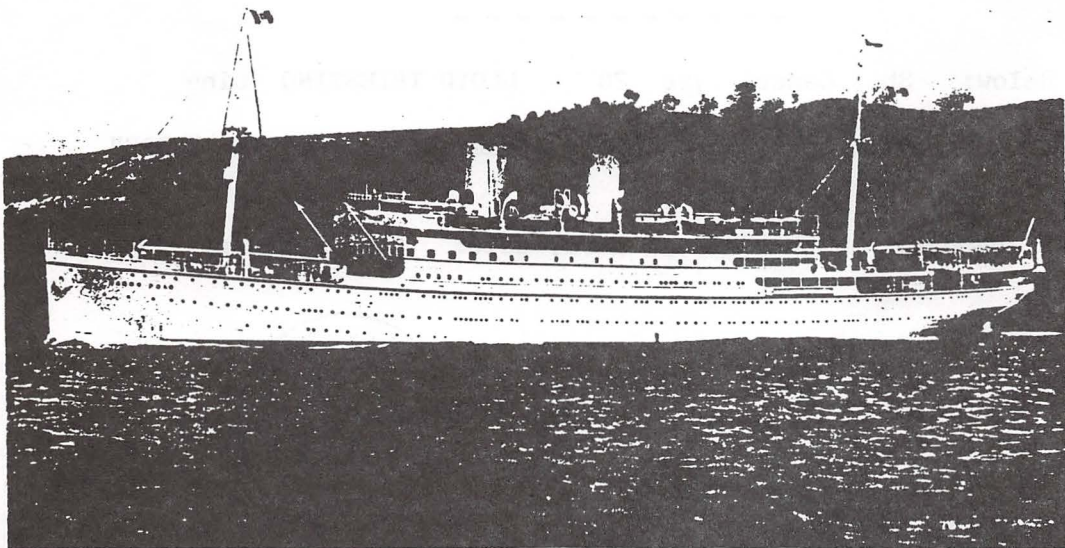
ITALIAN SHIP CANCELLATIONS on EGYPTIAN MAIL
CONCLUSION of the series from Mr A John Revell's collection

Above: Ship Cancel Type 18 - S S MARCO POLO
Postmark type I - with vertical bars, cancelling Fuad 2-mill on Post Card
Date: 9 6 36



Mr. Jean Boulad

cha



Below: Cancel: MARCO POLO - part marks not including date
but showing "no vertical bars".



ITALIAN SHIP CANCELLATIONS on EGYPTIAN MAIL
CONCLUSION of the series from Mr A John Revell's collection

Above: Ship Cancel Type 19 - PIROSCAFO ITALIA
Postmark of unusual type with double outer circle,
of which only the following word visible :-

" ??? ITALIANA ??? "

The mark also having PIROSCAFO (= steamship), the date, and ship name
in three horizontal rows inside the smaller circle.

This mark seen only on one loose stamp, so far as reported.

Can some member kindly provide a better copy for illustration, please ?



Below: Ship Cancel Type 20 - LLOYD TRIESTINO Line

P.FO. (abbreviation of Piroscrafo = Steam Ship) "CONTE VERDE"

Type I handstamp with vertical bars, date: 7th February 1938



M/n "ESQUILINO" - "ROMOLO"
"REMO" - "VIMINALE"
MEDITERRANEO - AUSTRALIA

Printed in Italy - Stamp. in Italia - Barabino & Graeue - Genova

ITALIAN SHIP CANCELLATIONS on EGYPTIAN MAIL
CONCLUSION of the series from Mr A John Revell's collection

Above: Ship Cancel Type 21 Dated: 23 4 38
Lloyd Triestino Line - PFO CONTE ROSSO
Applied on Post Card; backstamped with CAIRO machine cancellation



Monsieur Jean Boulad
2 rue Chauvigny Sacha

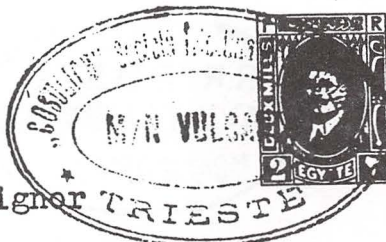
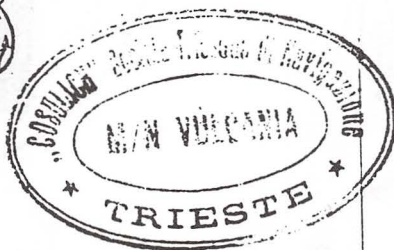
(Egitto) Le Caire



OFF. S. NICOLA S. C. - ANAG.

PRINTED IN ITALY

Below: Ship Cancel Type 22 (Undated)
"CONSULICH" Societa Triestina di Navigazione / M/N VULCANIA / * TRIESTE *
Applied on Post Card; no date visible



Signor TRIESTE

Roberto Perullo

Via Magraby No 9

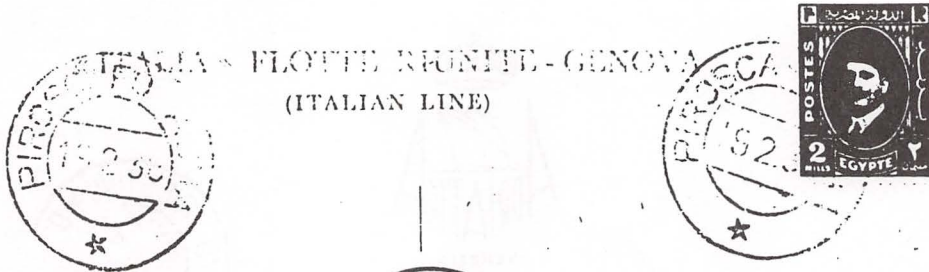
C A I R O

Paquebot à moteurs « VICTORIA »
(20.000 tonn.)
Express de luxe Europe-Egypte.
(Via Venise-Trieste).



ITALIAN SHIP CANCELLATIONS on EGYPTIAN MAIL
CONCLUSION of the series from Mr A John Revell's collection

Above: Ship Cancel Type 23 Dated: 19 2 38
PIROSCAFO (Steamship) "ADUA" Back-stamped: CAIRO 21-Feb-1938



ITALIA - FLOTTA REUNITA - GENOVA
(ITALIAN LINE)



San Boulad
Ghamarby Pacha
Cairo

« REMO » « ROMOLO »
9.800 Tonn.
« ESQUILINO » « VIMINALE »
8.700 Tonn.

Below: Ship Cancel Type 24 (Undated)
R.R. POSTE / NAVE TRASPORTO / "CALIFORNIA"
Applied on Post Card; no date visible



Capitano Lubrano Sr
Lloyd Cristino
48 Ibrahim Pacha
Cairo

B R I T I S H E M P I R E C A M P A I G N S
 A N D O C C U P A T I O N S
 I N T H E N E A R E A S T , 1 9 1 4 - 1 9 2 4

A P O S T A L H I S T O R Y

b y

J O H N F I R E B R A C E

With a Foreword by Robson Lowe

This is the first detailed study of British, Indian, Australian and New Zealand participation in the Campaigns in Egypt, Gallipoli, Salonika and the Sudan, with the advance of the E.E.F. into and through Palestine and, following the Armistice in 1918, the military occupations of Palestine, Syria, the Lebanon, Turkey and the intervention in South Russia. The detail includes principal units of all fighting formations, their locations and Field Post Offices, and "diaries of events" with battles and engagements. Special mention is made of the small contingents from other parts of the British Empire, and of the Jewish Forces.

Early chapters are devoted to the datestamps of the Expeditionary Forces, Armies, and other major formations, followed by the Infantry and the Cavalry Divisions, Stationary and Base Offices, Travelling Post Offices, Military Missions, and the O.E.T.A. (including the use of E.E.F. adhesives). Further sections of the book cover postage rates and concessions, instructional markings, registration, censorship (a detailed analysis), postal stationery (including the unofficial "patriotic" types), and cachets. The final chapters cover maritime mail, including the troopships of the Australian and New Zealand Expeditionary Forces, the Near East Hospital Ships, and disasters; and the Royal Air Force, including the pioneer and emergency air mails.

The study is completed with two appendices which provide cross-references, and a full biography. There are more than 1,250 illustrations of markings, and 15 maps.

460 pages with 100 pages of illustrations including datestamps, censorship, stationery and cachets of all descriptions; Bibliography, 15 maps and 2 Appendices.

Price £65 (inland postage £4; overseas postage £8.50)

For all orders received before 1st August 1991 the publishers are offering a special pre-publication price of £55 per copy, plus postage, as above.

Orders to: M. BRACHI,
 CHRISTIE'S ROBSON LOWE, 39 POOLE HILL, BOURNEMOUTH, BH2 5PX, U.K.