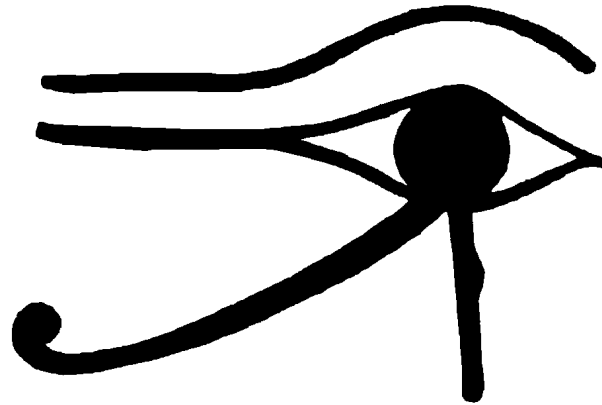


**The
Quarterly Circular
of**



**THE
EGYPT
STUDY CIRCLE**

December Quarter 2000

Volume XVII No.8

Whole Series No. 195

Pages 173 - 196

CONTENTS.

Officers 173, Meetings 174/5, New Members 175, Trophy 175/6.

ARTICLES.

Early Egyptian Postal history	L.De Zanche	177- 182
British Forces in Egypt I	Piatsre Seal P Feltus	183 - 186
Egypt's Postal Service Leaves Customers Dissatisfied	M.F:Times	187- 188
Greek or Egyptian?	P.A.S.Smuh	189
Provisional Issue Port Said	L.Toutounii	190
British Post Office at Suez	P R.Bertram	191
The Ramleh Electric Tramway	R.Wheatley	192- 193
Late Use of 1938 Official	I.El.Fichawv	194
Parqebot Marking	Sea Post Bulletin	194
Espana 200	L.Toutounji/R.Wheatley	195
Queries and Answers	Various	196

EGYPT STUDY CIRCLE OFFICERS

President:	Mr. J. Sears. FRPSL 496 Uxbridge Road, Pinner, Middlesex HA5 4SL.
Chairman:	Mr. P.R.Bertram. FRPSL 11 Bishop's Way, Buckden, St.Neots, Cambs PE19 5TZ.
Deputy Chairman:	Mr. J.S. Horesh, U.K.
Secretary/Treasurer:	Mr. G.A. Jeyes 4 Ravine Court, Meridan Close, Canford Cliffs, Poole, Dorset BH13 7JU
Editor:	Mr. E.Hall 6 Bedford Ave., Little Chalfont, Amersham, Bucks HP6 6PT edmund.hall@virgin.net
Librarian:	Mr. D.J. Davis Church View Cottage, Church Road, Upton Snodsbury, Worcestershire WR7 4NH
U.S.A. Agent:	Mr. C.F. Hass P.O. Box 3435, Nashua, NH 03061-3435, U.S.A.
Egypt Agent:	Prof. N.El-Hadidi The Herbarium, Faculty of Science, Cairo Univ., Giza, Cairo 12613, Egypt
Committee:	Mr. D.H. Clarke.
Committee:	Mr. J.M. Murphy.

Forthcoming Meetings.

March 3 rd .	Egyptian Potpourri	D.H.Clarke
May 12th	A.G.M 2pm	All members
followed by	Carried by sea part 2	J.Davis
July 7 th	Instructional markings	P.R.Bertram
September 8 th .	10 sheets per member	All
November 10 th	King Fuad 2nd Issue	K.Pogson

Meetings are normally held at the Victory Club, Seymour Street, Marble Arch, London. Members usually congregate in the bar from 1.00pm onwards and meetings commence at 2.00pm.

All contents © copyright Egypt Study Circle, London, and the contributors.

REPORT OF THE MEETING HELD ON 23rd. SEPTEMBER 2000

Present	R Bertram M. Bramwell, L. Butcher, D. Clarke, I. Clarke, J. Davis, C'. Defriez, E.H. Ftaser-Smith, P. Goodwin (New Zealand), P. Grech, B. [fall, S. Horesh, A Jeyes, M. Murphy, J. Sears, B Sedgley.
Apologies	A Berry. L. Biolato, J. Chellingsworth, F. Chisholm, S. McIntosh, B. Water son.
Subject	Carried by Sea, by John Davis.

The Chairman. Robin Bertram. welcomed those members lured away from Starnpex to the meeting. A brief discussion followed on the proposed "philatelic" trip to Egypt next yeas consensus seems to have settled on October rather than May. Alan Jeyes mentioned that he had received interested correspondence from some 15 or so members who, together with wives or partners, brought the possible total to 30. On the basis of this interest Alan had approached several travel agents and airlines for quotations but to date had received no positive replies. He undertook to keep those informed who had expressed interest; if-you have not replied and are still interested please advise Alan promptly, or you'll not be on his mailing list!

The main subject of the meeting was "Carried by Sea", led largely by John Davis but who would like to thank those who brought relevant material, including Robin, Stanley, Peter and Dennis, following a circular from Edmund. The object of the exercise was to set in train a study on nominate mail which might be ongoing, much as the Hotels study has been for some years, and with the ultimate objective of writing a book on the subject. Accordingly, the topic of the meeting was separated into sections listed in a handout as follows,

Manuscript markings indicating-	nationality of vessel name of vessel name of captain of vessel indication of route taken by vessel.
---------------------------------	--

- . Forwarding agents' officially sanctioned markings.
- . Consular Mails.
- . Too fate markings.
- . Official Sea Post markings (largely paquebots, but including Uffizio Natante,
- . Pleine Met and rettas
- . Shipping lines of various nations, including Egypt (and their stationery).
- . Modem reuse of rettas.
- . Military mail carried by sea.

Forwarding agents' mail and Consular mails included many handstamps that could perhaps better be placed in other sections" One question discussed at some length was where handstanps had been struck on covers. Perhaps sections 2 and 3 should usefully be amalgamated and replaced with a single section on maturate markings struck outside Egypt but on mail emanating from Egypt or passing through" Too Late markings, used inland as well as to indicate "missing the boat", were deemed irrelevant, so these will be omitted from the Sandy"

The meeting provided opportunities for several members to display material mid much information was imparted to the meeting by experts in their specific subjects. A sandy group will be formed to pursue the development of the Study, which John Davis agreed to co-ordinate. More detailed articles will be written when the remaining sections have been covered at a future meeting, because time ran out part way through section 6. Meanwhile, however, we have now made a start on what will undoubtedly font out to be an extensive study, as most overseas mail will have been "carried by sea" before the advent of airmails.

REPORT OF THE MEETING HELD ON 23th. NOVEMBER

Present P.Andrews, R.Bertram, M.Bramwell, D.Clarke, J.Clarke, J. Davis, E.Hall, A.Jeyes, H.Kleinstuck, J.A.Murphy, B.Sedgley, L.Said.

Apologies C.Defriez, S.Ericsson, E.H.Fraser-Smith, P.Grech, S.Horesh, A.Jansen, J.Sears, G.Smith

Subject: Hotels Updated.

Mike Murphy led the discussion on hotel postmarks based on the information published in QC 194. Each hotel was taken in turn with new or revised data. Time did not permit the whole subject to be covered and so the next meeting (Jan.13th.) will be a continuation on the same subject.

Updates arising from the two meeting will hopefully appear in a not too distant QC.

<u>New Members.</u>	ESC 540	J.A.Creamer 250, Polwell Lane Barton Seagrave. Northants NN 15 5PD
<u>Change of Address.</u>	ESC 520	D.Wessely 125, Elma Drive Elyria OH. 44035 U.S.A.
<u>Reinstated</u>	ESC 197	K.Wolfsbauer

Subscriptions for 2001.

Subscriptions our now due for the year and remain at £12.50. Please pay A.Jeyes as soon as possible.

Trophy for Best Article

At the 1999 AGM it was decided to award a small trophy to the author of the best article, by a member, in the QC for the year. The choice of best article is to be decided by popular vote from our members. So when sending your subscriptions in the near future please give your vote to one article for 1999 and one for 2000.

Trophy for Best Article

A list has been taken from the eight front covers for the two years with only the reports of stamps, new issues and shows removed. Best can be any definition you choose; scholarly content, artistic presentation, advancement of Egyptian philately, amusing, length, novelty or simply the one you personally enjoyed the most.

1999

Stamps of Egypt, Update	L. Balian	4
World War II, P.O.W.s	S. Horesh	5-6
French Army in Egypt.	E. Hall	7-19
The Egyptian No Value Stamp	R. Bertram	32-38
French Rates from Egypt.	P.A.S. Smith	43
Time Travel	P. Feltus	52-62
Unknown Perfin.	A. Jansen	63
Port Said Provisionals	P.A.S. Smith	64-65
Port Said Provisionals	L. Toutounji	77
Mena House Private Cachet	V. Varjabedian	78
U.A.R. Bilingual Watermarks	L. Balian	79
Postage Rates, Forces Mail 1940-41	S. Horesh	80-83
Civil Censorship	D. Glyn-Jones	84
Perfins Update	V. Varjabedian	85
Station Postmarks	E. Hall	86-95

2000

1914-1919 Booklet	P.A.S. Smith	100
Air Mail Jottings	J. Sears	101
The Ramleh Electric Tramway	P. Grech	102-117
Interpostal Aboukir	T. Schmidt	118
Third Issue Double Perf	R. Notman	118
A New Hotel Postmark	P.A.S. Smith	126
A New Thomas Cook Cds	V. Varjabedian	127
Hotel Offices, Finds and Updates	A. Jansen	128-135
Response by Hotel Study Leader	M. Murphy	136-137
Perfins Update	V. Varjabedian	137
San Stefano and new Hotel Discoveries	M. Murphy	149-152
The Hotels Study Latest List	M. Murphy	153-170
British Forces in Egypt 1 Piastre Seal	P. Feltus	183-186
Greek or Egyptian?	P.A.S. Smith	189
Provisional Issue Port Said	L. Toutounji	190
British Post Office at Suez	P.R. Bertram	191
The Ramleh Electric Tramway	R. Wheatley	192-193

Early Egyptian Postal History

Luciano De Zanche (non member)

I have had the opportunity of buying and reading the recent book of P.A.S. Smith, *Egypt Stamps and Postal History*, and would like to make a few comments which I hope may add further knowledge.

Page 1: I can confirm that Venetia never operated a postal service with Egypt: whenever a ship sailed, people entrusted the letters to the Captain, who agreed to carry them in exchange for a small sum paid by the sender. Departures were not scheduled and there was no postal taxation. The article of Talkowski (I have not seen the original, but know the text indirectly from the references found in the booklet written by J. Aron, *A Pre-philatelic History of the Holy Land*) is definitely incorrect, as is that of L. Von Bertalanffy.

I have been visiting the state archive of Venice since 1994, studying the Venetian postal service in the Levant from the Middle Ages onward: the only regulated service was the diplomatic mail exchanged between the Government of Venice and its Bailo (Ambassador) at Constantinople (by the way, commercial mail also often travelled with the diplomatic mails, but neither the senders nor the addressees paid for the service!). The Robson Lowe catalogues also fall short of expectations, being full of misinterpretations and errors.

The letters were written in the so-called *mercantesca* style, which is very characteristic of the 14th and 15th centuries. It is a form of writing which is difficult to read (I have had to take part in two courses of Palaeography in order to be able to read it). *Figs. 1, 2 & 3.*

Page 7: A considerable wealth of information about the postal system during the French occupation comes from the memories of De La Jonquière, who took part in Napoleon's expedition and wrote a book, *L'Expedition d'Egypte 1798-1801* (two volumes).

Napoleon was anxious to create a postal service, making use of the two branches of the Nile. With an order dated 15th Thermidor (2nd August) from Cairo, General Sucy was entrusted with the organisation and direction of the service. He was ordered to open first the four post offices of Cairo, Alexandria, Rosetta and Damietta, and then four more at El-Rahmanieh, Mansourah, Menouf and Mehallet-el-Kebir. Civil inhabitants could take advantage of the service. Soldiers had to pay the postage, whereas free franking was enjoyed only by the Commander in Chief (*Général en chef*), the Commander of the General Staff (*Chef de l'Etat Major*), the *Ordonnateur en chef*, the Major Generals (*Généraux de Division*), the *Généraux commandant les armes*, the *Administrateur des finances*, the *Intendant-général copte* and the *Payeur-général*.

Postal tariffs suggested by Sucy and approved by Bonaparte were as follows (simple letter):

	Alexandria	Rosetta	Cairo	Damietta
Alexandria		4 sols	10 sols	8 sols
Rosetta	4 sols		8 sols	8 sols
Cairo	10 sols	8 sols		4 sols
Damietta	8 sols	8 sols	4 sols	
Menouf	4 sols	4 sols	8 sols	8 sols
El-Rahmanieh	4 sols	4 sols	4 sols	8 sols
Mehallat el Kebir	4 sols	4 sols	4 sols	8 sols
Mansourah	8 sols	8 sols	4 sols	4 sols

For letters weighing half an ounce or more the taxation was doubled.

Napoleon judged the postal link with Menouf of strategic importance and ordered that mail addressed to Menouf and carried by the boat bound for Rosetta had to be disembarked at Gezayeh, where a military detachment would transport it to destination.

The order of 15th Thermidor created some postal couriers (*messengeries*) on the Nile: the departure from Boulak to Damietta (and from Damietta to Boulak) occurred on the first and fifth day of each “decade” (the Revolutionary calendar divided the month into three ten-day decades instead of weeks); mails from Boulak to Rosetta (and from Rosetta to Boulak) had to leave on the third, sixth and ninth day of each decade.

De La Jonquière also dedicated a chapter to the correspondences to France intercepted by the Navy. It is worth noting that the Nile was the natural preferred way for sending mail. There are letters with an endorsement like “by the *reis* captain)....” which made use of the Nile for reaching their destination

Page 8: The letter staining is due to dipping for disinfection against plague rather than cholera: the first European cholera epidemic dates back only to 1829 (Russia).

Pages 32-3: Forwarding agents. I have listed some of forwarding agents of Alexandria known to me on p179; it is from a book I wrote several years ago with some updates.

Page 47: See *Figs 4/5* for two letters carried by the Austrian mail service from Alexandria to Trieste during the 1820s. They are of utmost importance because of the cachet certifying disinfecting at Trieste (I collect disinfected mail, for which I received a Gold at Italia 98).

Page 49: I remember having seen an example of the *ALEXANDRIE* (italic).

As to the British and French sea-mail, I do not see in the bibliography the volume of H. Tristant, *Les lignes régulières de paquebots-poste du Levant et d’Egypte, 1837-1851*, which contains a chapter dedicated to the “Ligne britannique d’Egypte” with the dates of all the departures from 1838 to 1851 together with the name of each packet.

For the record only, I enclose also a photocopy of a letter from India to London which went via the Persian Gulf - Beyrout - Alexandria and Marseille; it bears the boxed PAQUEBOTS DE LA MEDITERRANEE in black (rare) and was disinfected at Marseille. *Fig. 6*.

I hope my friendly comments will be useful. Let me congratulate the author on such an important book, which will surely stand as a cornerstone for all those interested in Egyptian philately.

Cabeen Award for “Egypt Stamps and Postal History”

The Collectors Club of Chicago is pleased to announce that Prof. Peter A. S. Smith will receive the Cabeen Award. The award is a one-ounce solid gold medal.

“His work, *Egypt Stamps and Postal History*, is an encyclopaedic treatment of a classic and complicated field, resting on enormous amounts of original research. This type of in-depth handbook has long been needed, and Prof. Peter A. S. Smith has not only met the need but done so superlatively. It is his life’s work.”

The Cabeen Award is the philatelic version of the Nobel Prize. No suggestions or nominations are offered to the committee members. They consist of philatelists and booksellers who are aware of the published literature and they make their own selections.

Forwarding Agents of Alexandria

1714	Birde, Radcliffe & Buckley	?	MS	
1729	Aron di Moisè Aghib	Cairo - Venezia	MS	5
1748	Levi Moles & Co	Cairo - Venezia	MS	5
1819	Escalon frères & C	Cairo - Francia	MS	4
1828	J. Ghddon	Malta - Beirut	MS	4
1836	Dawson Bros	?	MS	
1836/41	Th. Waghorn	India- Gran Bretagna Gran Bretagna - India	B	8
1873	J. Brindily	?	MS	
1837/39	Regny & C	Calcutta - Bordeaux	MS/B	5
1838	Lindsay V. Malin	?	MS	
	Soma & C	?	MS	
1840	Domenico Barusso	?	MS	
1843/57	Briggs & C	Alessandria - Marseille Alessandria - Livorno Smirne - Calcutta	MS/B (due tipi)	3
1844	Pastre frères	Calcutta - Francia	MS	4
1846	Jos. Aubert & C	Svizzera - Giava	MS	4
1848	Coronel	Cairo -Trieste	B	4
1848/64	Dumreicher frères & C	Marseille - Aleppo Bombay - Svizzera	B	3
1851	Turin frères	Cairo - Francia	B	3
1852/63	Nazzio & Co	Cairo - Marseille Beirut - Marseille	B	3
1854	G. Hakim e figli	Beirut - Paris	B	3
1855	A. Riga Giro	?	B	
	P.le Aghion Mondolfo & C	Wien - Cairo	B	3
1856	E. Bismot	?	B	
1857	Fratelli Nahman	?	B	
1860/64	Stefano di G.i Popolani	Beirut - Lyon Beirut - Marseille	B	2
1861	Thurburn & Co	Alessandria - Rapperswyl	B	2
1862/63	A.J. Polack Ship Agent	Alessandria - Jacobstadt	B	4
1864	Ferdinand Kreser & Co	Marseille - Aleppo	B	2
1870	Gsell & Bircher	?	B	
1871/73	Gsell & C	Beirut - Svizzera	B	1

MS = Instructional Annotation; B = Hand Stamp; S = Seal.

1,2 etc. = number recorded.

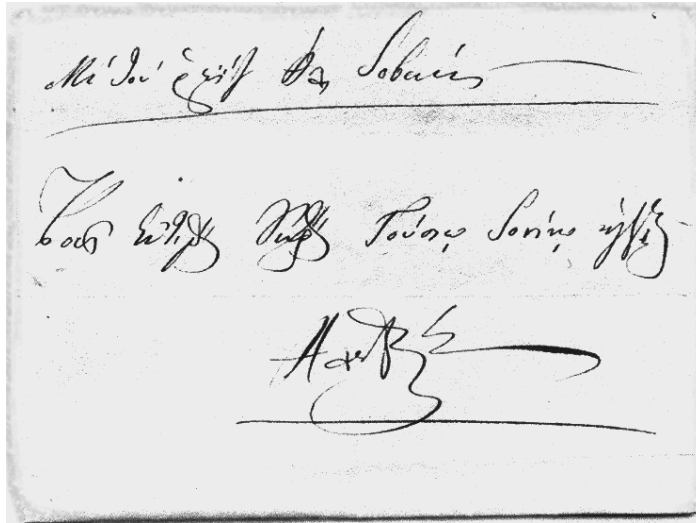


Fig.1 Letter headed "From the Captain". From Atfe to Alexandria 1838

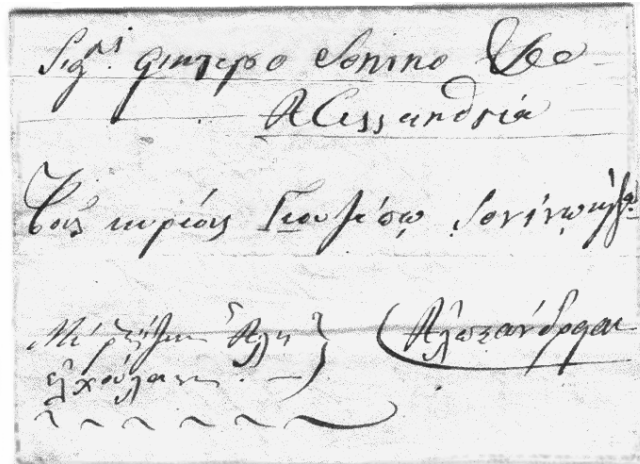


Fig 2. To Alexandria form Atfe 1840

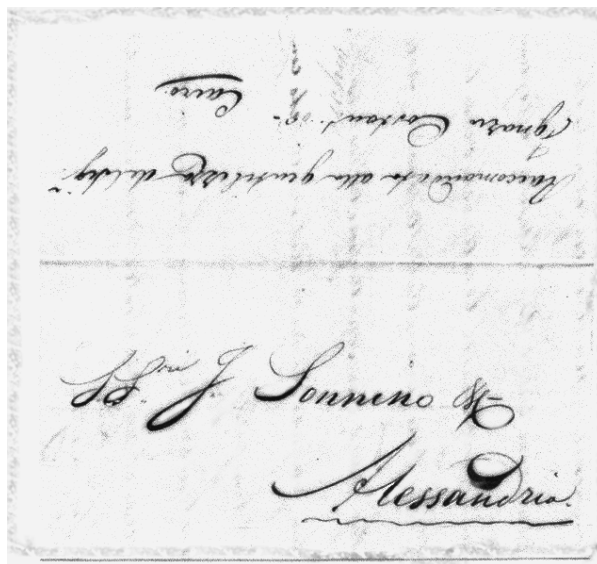


Fig 3. Recommended to the courtesy of Mr. Jguazio Cosautruo of Cairo

Around 1815, the official and private mail from and to Egypt was carried by packets of the Imperial Royal Austrian Navy. Senders entrusted the letters to the Navy Headquarters at Trieste or to the Austrian Consul at Alexandria, respectively.

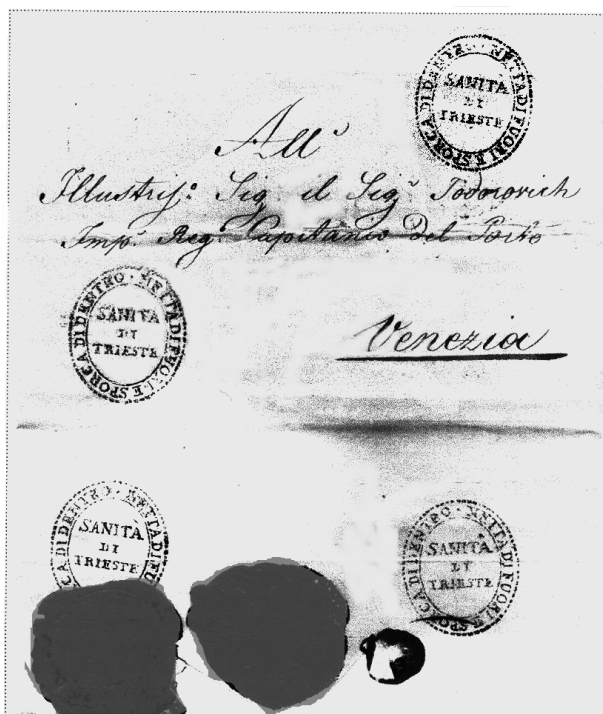


Fig 4. 1821. Official letter from Alexandria to Venice via Trieste, here disinfected outside (note the paper discolorations on the tongue mark and the four impressions of the cachet “SANITA DI –TRIESTE NETTA DI FUORI E SPORCA DI DENTRO”, i.e. clean outside and dirty inside); second disinfection at Venice: opened, perfumed and resealed with a scarcely legible red wax seal.

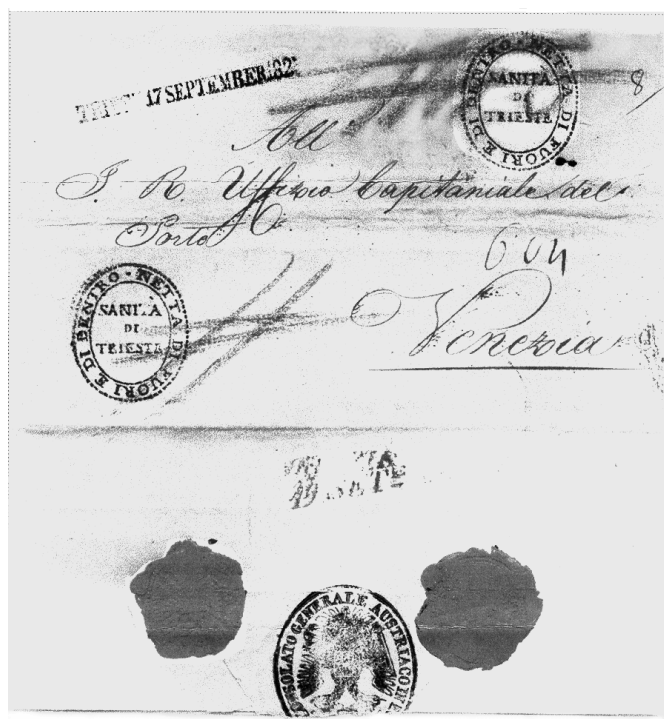


Fig 5. 1823. Official registration letter from Alexandria to Venice, via Trieste, here opened, disinfected by heat and resealed with two red wax seals showing the double-headed eagle and the legend “SIGILLUM SANATATIS TERGESTI”, two impressions of the handstamp “SANITA DI TRIESTE NETTA DI FUORI E DI DENTRO”.

French Postal Service. A letter from the initial period of disinfection which took place at Marseilles

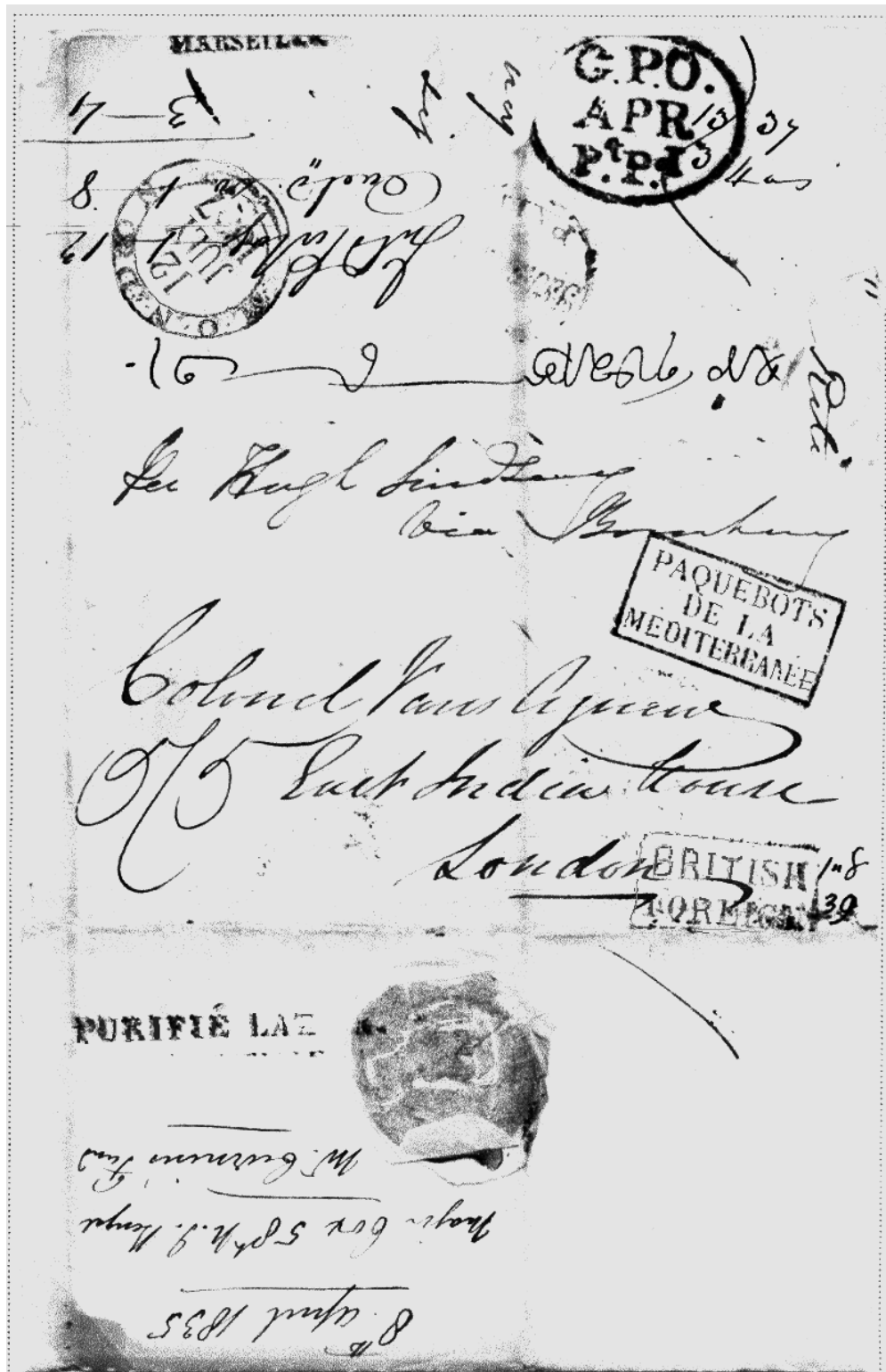


Fig. 6 From India to London, via the Euphrates and Syrian desert then onto Alexandria where it was handed over to a French steamer. The letter was then taken to Marseilles where it was disinfected. It has the two slits used for disinfection which was then confirmed by the two straight line hand stamp PURIFIE LAZARET MARSEILLE.

BRITISH FORCES IN EGYPT.
THE 1932 1 PIASTRE RED & BLUE POSTAL SEAL IMPERFORATES

Peter R. Feltus (ESC 114)



Fourteen years ago a London auctioneer (Sotheby's, 10th April 1986) sold 45 imperforate sheets of the British Forces 1 Piastre Postal Seal, as one lot. They fetched £9,900, or £220 per sheet of 80 stamps. I wondered who bought them and when they would reappear in the market. Four years later I found some answers. Harmers of London, at their stand at Stamp World London 90 in May, sold a sheet from the hoard for £400 to a collector friend who saw it first. He wanted only the top quarter, and offered me the other 60 stamps for £400, to get his portion free. Of course I agreed, and I implored Chris Harmer to get more such sheets for me from the consignor.

But in July, when I was home again in California, he called with bad news. There was a misunderstanding; the consignor intended that the stamps sell for £400 per block of four, not sheet, and expected payment on that basis. (Well, £400 per sheet was too good to be true, but £400 per block is surely too much. Such blocks were offered by two dealers at the exhibition at that price; I think they didn't sell.) Chris Harmer implored me to return as many of these stamps as possible, for a refund, to reduce his impending big loss. I had already sold three blocks for \$80 each so, frustrated and unhappy, I returned the remaining 48 stamps and the original buyer returned his quarter sheet.

Chris Harmer, being very grateful, promised to send both of us his future auction catalogues, gratis, for the rest of our lives. As these imperforates are now rather common, much commoner than perforated blocks are, I think it an ethical, financial and philatelic pity that the consignor offers them as though they are rare.

At the David Feldman auction of February 1999 in Zurich, another sheet from the same consignor was sold (this one with five faulty stamps), and I bought it for SFr 1495. Since then I have offered blocks of four for \$95 and panes of 20 pro-rata, and they sold readily. Before selling them, however, I consulted the best published study of these stamps to see how the sheet might reveal additional information. The result is surprising. John E. O. Hobbs published the second edition of his book *British Forces in Egypt Postal Service, 1932-1940* in 1984. Pages 16-23 are devoted to this, the first of the British Forces issues. He described and illustrated the differing characteristics of the 20 positions in each pane, and explained, but incompletely, how the four panes differ and are arranged. Hobbs showed an imperforate quarter sheet in the book (the right-hand half of the top half of a sheet); he never saw a whole sheet. I expected that with my imperforate sheet I would quickly answer the remaining questions in Hobbs's treatment of this issue. It didn't happen. The matter is not simple. In fact, it is baffling.

Page 20 is an illustrated list of the plate flaws shown on a pane of 20, each one designated C (constant, appearing on four stamps in the sheet of 80) or SC (semi-constant, appearing on fewer stamps). These semi-constant flaws are key to figuring out whether panes (and some smaller multiples) are from Pane I (positions 1-20) or Pane 2, 3, or 4 (positions 21-40, 41-60, or 61-80). Hobbs noted semi-constant flaws on positions 1, 9, 12, 14, 15 and 20. My sheet should confirm and extend Hobbs's findings, but no. In light of what I see, his quoted plate flaw descriptions should be amended thus:



Position 1 (61)

Position 9 (69)

Position 14 (74)

Position 15 (4x)

1 SC Base of the two outer top right Triangles missing. Actually, it is the bases of the two outer top left (rather than right) Triangles that are missing, and this is in Pane 4 (position 61) on my sheet.

9 SC No dot after FORCE. Though the dot was missing in blocks that Hobbs thought to be from Panes 1 and 2, the dot is missing only in Pane 4 (position 69) on my sheet.

12 SC Dot on inner side of outer circle of Badge opposite second T in Institutes. Hobbs says this is in Pane 2 (position 32), but it isn't anywhere on my sheet.

14 SC Right side of top ornament of Badge "very feint and broken". Hobbs thought this appeared in Panes 1 and 2, but it is only in Pane 4 (position 74) on my sheet.

15 SC Dot below left corner Triangle in SE corner. This is constant (appears four times) on my sheet.



Position 20

Position 40

Position 60

Position 80

20 SC Inner angle of ornament in bottom right corner broken. Hobbs thought this broken ornament appeared in Panes 1 and 2 and 3 or 4, and was right; it is in Panes 1, 2 and 4 (positions 20, 40 and 80) on my sheet. I note that the breaks differ; if these differences are constant (showing up on other sheets), then it seems that the four Panes can be differentiated by this alone, so I show them all here.

20 SC Dot in fourth outer Triangle above SE corner. This is not anywhere on my sheet.

So, what is the layout of the sheet? Hobbs thought that what he called Frame B is Pane 1, his Frame A is Pane 2, and his Frames C and D remained unfixed. In my sheet Panes 1 and 2 are interchangeably his Frames B and C, Pane 3 is his Frame D, and Pane 4 is his Frame A.



The top half of the imperforate pane.



The bottom half of the imperforate sheet

Egypt's Postal Service Leaves Customers Dissatisfied

(Reprinted from the Middle East Times, December 1999, by way of J. Sears)

The young man walked into the Customs section of the Ramses Post office in a severe state of agitation. "Can anyone help me?" he asked the Customs official after explaining that he could not find anyone to tell him why a registered package sent from the United States over a month and a half ago had still not arrived.

The man shrugged his shoulders and said, "It has nothing to do with Customs, check with the postal office."

The young man, who refused to give his name when approached by the *Middle East Times*, threw his arms in the air and walked out.

"I have been in every office in this building and no one has been able to help me," he said. "Nothing arrives in this country. Nothing. I haven't been able to eat or sleep because if I don't get this package I cannot apply to go to school in the United States."

His problem isn't unique. Egypt's postal service has come under sharp criticism from those who wait in vain for letters and packages to arrive.

One local foreigner who requested anonymity told the *Middle East Times* that since January not a single letter or package sent to her from abroad has arrived at her home. "I've told my family in England not to send me any more post, because nothing arrives," she said. "It's very frustrating. We've paid the postman, so I know it's not in the delivery, but at the post office that my mail is disappearing."

However, according to Ahmed Mohammed All, chairman of the Centre for Postal Services, all packages and mail get to their final destination as long as their contents conform with Egyptian laws and regulations.

"What they are saying is not true. Everything arrives. What is probably happening is the sender is lying and telling the person in Egypt that something is on its way - but it's not - and then blames it on the Post Office when they don't receive it," he said in an interview. Mohammed All explained that the postal process is extremely organized to ensure that everything is properly accounted for, taxed and forwarded to the receiver's post office for final delivery.

Once letters and packages arrive in Egypt, they are taken to a special office in the airport. From there, they are sent to the Ramses Post Office, where the packages and mail are separated. Packages and thick envelopes are opened by committees comprising a worker, a Customs agent and a postal police official in a giant warehouse-like room in the Ramses building.

After taxes are calculated, any movies, tapes, plants, pharmaceuticals or religious materials are sent to their respective ministry officials for review within the same building. Based on a set of legal requirements, the materials are either approved for delivery or not. If they are denied entry into the country, the receiver is not notified.

"We simply destroy or dispose of the material," said Mohammed All.

This usually happens in the case of movies and cassettes deemed to be contrary to Egyptian morals, plants that are not allowed into the country or improper translations of the *Quran*.

"Everyone blames us for lost packages, but if anyone is responsible it should be the Customs officials. They're the ones who really go through everything," he added.

Fatma Abdelaziz, Director of Customs, disagrees. Seated behind a long brown table overflowing with clothes, toys, books, tapes and a variety of other objects, she motions to the giant room where over 50 similar tables are lined with people checking off lists and going through the tax charts.

“Look. Every thing is out in the open. The postal employee opens the package and Customs simply registers what’s in it and writes up the tax slip. Customs has nothing to do with whether the mail or packages gets to the person. The problem is in the delivery,” she said.

For the young man who can’t apply for school in the US without first receiving his documents, what she says is hardly a consolation. “I don’t know what more to do. Egypt needs to fix its postal services, that’s all I know,” he said, promising to return the next day to roam the 12-story building and retrieve his package. One week later, and he still hadn’t found it.

Airmails of Egypt - Reprint.

J. Sears (ESC 188)

During the past few months I have had a number of requests for copies of Air Mails of Egypt, so I have had a reprint made. To keep the cost down the 180 pages (A4) have been spirally bound with a coloured cover, the price is £20, but the book is offered to members at 115, plus postage.

Postage costs are as follows:

UK	£1.50
Europe	£2.35
World Wide (surface)	£2.09
(air)	£4.55

Applications, with sterling cheques please, to:

John Sears
496 Uxbridge Road
Pinner
Middlesex
HA5 4SL
U.K.

Greek or Egyptian Post?

Peter A. S. Smith (ESC 74)

The cover illustrated here was shown to me (as a colour photocopy) by Marcus Orsi of David Feldman SA, and he has given me permission to write about it.

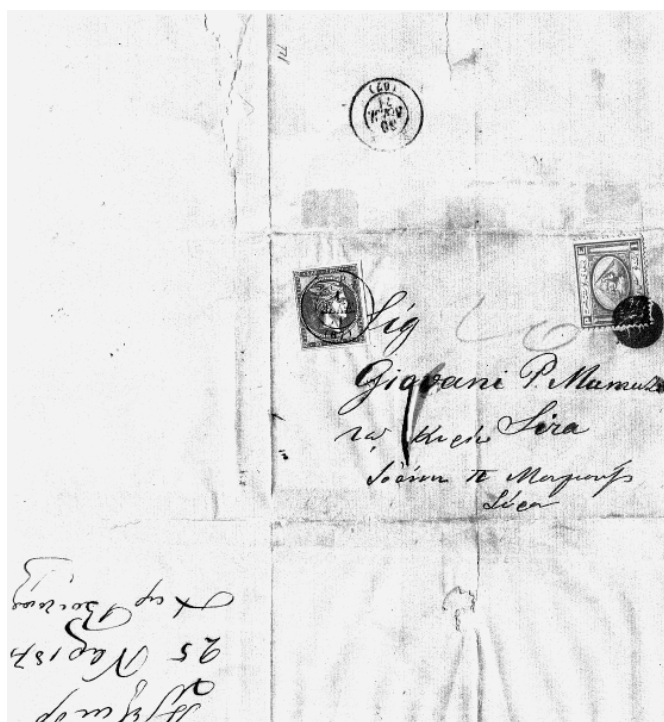
I am told that the content indicates that the letter originated in Alexandria. However, there is no strike of the Greek Alexandria post office, nor of the Egyptian. The only reasonable conclusion, insofar as I can see it, is that the letter was posted at shipside (or on board). In such a case, there would be no strikes of Alexandria of any kind.

The presence of an Egyptian stamp, and the fact that it is cancelled with a seal inscribed in Arabic, strongly suggests that the letter was carried on a steamer of the Khedivial Mail Line. However, it is addressed to Syros, which was served by the feeder loop that went along the Macedonian and Thessalian coasts. That line did not carry an "Uffizio Natante", which was in any case not instituted anywhere before the Third Issue. How, then, would a letter mailed on board or at shipside be cancelled?

Note that the seal is small, of the type used by individuals as a personal seal, and is not at all like the seals provided by the Egyptian Post Office for postal use. Although it is too incomplete for me to read it, I think it is most reasonable to suppose that it is the seal of the ship's purser or captain.

The letter was treated as fully prepaid insofar as the Egyptian leg of its journey is concerned. When it was off-loaded at Syros, it incurred a charge for handling by the Greek Post Office. This is indicated on the cover by 20 in red crayon manuscript (to the left of the stamp, somewhat faint); this was the standard charge of 20 lepta for delivery of mail received from foreign ships. The red crayon just impinges on the stamp, a point of possible importance in showing that the stamp was on the cover before delivery, rather than having been applied at a later date by someone hoping to enhance the cover. The backstamp of arrival is of Syros, 30 Nov. 1871.

I would be delighted to read any alternative explanation from readers.



Provisional Issue of the Port Said French Post Office

Lucien S. Toutounji (ESC 264)

I recently bought a collection page with a full set, used, of the French Office Provisional issue of 1899. It included a comprehensive write-up in French which I have translated.

“It is by a decree of the Minister of Commerce dated October 6th. 1899, that stamps were overprinted for use at the Alexandria and Port Said French post offices.

“Since October 18th, M Broquedis, Postmaster at Port Said, was advised that a parcel of 9,000 stamps of 10 centimes, overprinted Port Said, had been sent to him. That same day he wrote to the head office in Marseilles asking for the urgent dispatch of the other values.

“The celebrations to commemorate the 30th. anniversary of the Suez Canal were drawing near and the Postmaster estimated that it was in the national interest that his office should have all the new overprinted stamps. On October 28th. he confirmed his above letter by telegram. But several ships arrived without the stamps. He took the initiative to write on November 16 to M Summaripa, the French consul in Port Said, asking for his authorisation to overprint the remaining stock of French stamps with the words “Port Said”. The consul approved forthwith and M Colomb, a printer at Port Said, was put in charge of the operation. He was asked to keep as close as possible to the type of overprint used by Paris and known by the 9,000 stamps of 10 centimes, which by then had arrived.

“An ‘antique’ typeface, different from the official overprint and without the diaeresis (two dots) on the letter ‘i’, was chosen and used in red, on all the values.

“On November 17th. the stamps were sold at the post office until the 24th, when they had sold out and were replaced by the officially overprinted stamps which had arrived on the 22nd. The quantity of stamps overprinted was very small. It was made on all the values from 1 centime to 5 francs, except for the 2 francs, but it included the 5 centimes green type II which does not exist in the regular set.

“Almost all the stamps were used to frank non-philatelic mail and were accordingly dispersed. They are very rare. The cancellations can only be dated between November 17th. and 24th. 1899”

Congratulations to our member Cyril E.H. Defriez (ESC 172), who has received the Award of Merit from the Association of British Philatelic Societies for his voluntary services to Lytham St Annes Philatelic Society.

BRITISH POST OFFICE AT SUEZ**P.R. Bertram (ESC 137)**

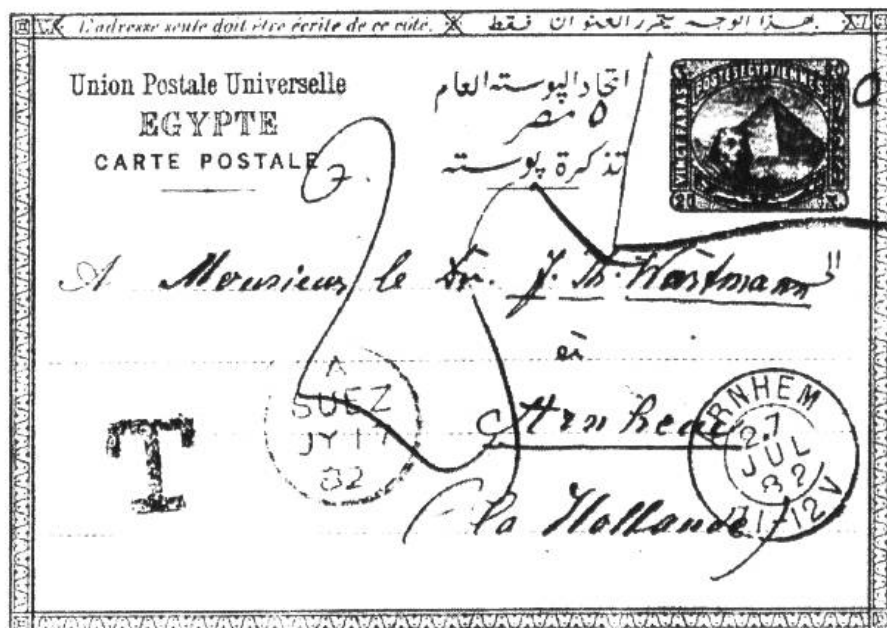
I recently acquired an interesting post card (fig. 1). What caught my eye was the British Post Office SUEZ cancellation of 1882 (some four years after the Post Office closed!)

The post card (H. & G. 1 Egypt, 20 paras U.P.U. postal stationery card) is written in German. addressed in French with the destination of Holland. The 20 paras was the correct postage for a post card addressed to Europe. It was written at PORT SAID on 13th July 1882 (manuscript town and date are in the same hand and written above the message on the back). I believe it was possibly written on board a ship passing through the canal. The card has, (I think, been taken off the ship by the purser at SUEZ, when the ship docked and for some reason not put in the normal Egyptian postal system. Instead it has been taken along to the British Post Office in Suez for posting (perhaps along with other mail?). The British Post Office at Suez, although closing in 1878, reopened briefly (for approximately one month - July) in 1882, during the Arabi Pasha campaign, for military needs.

At the British Post Office the post card was accepted, but the 20 paras franking would not have been valid in the British postal system, hence the crayon (blue colour) marking with 'O's around the stamp The card has been struck with a 'T' (Tax) mark at the British Post Office (in the same greyish/black coloured ink as the SUEZ datestamp of 17th July 1892), and postage due of 25 (centimes) in manuscript applied. 25 centimes equated to 40 paras (double the missing postcard postage rate). The card finally reached its destination, ARNHEM. on 27th July 1882. It does not appear that the postage due was collected - no indication on the post card.

U.P.U. regulation V Sec. 2 of 1875 required that "where postage stamp/s being used which are not of any value in the country of origin (in this case - Britain) no account shall be taken of them. This fact shall be indicated by the figure 'O' placed by the side of the postage stamp and should appear in conjunction with the letter "T" and postage due should be charged".

Why this post card was not posted through the Egyptian Post Office I don't know. But as a collector of Egypt I say a big thank you to whoever took it to the British Post Office instead!



The Ramleh Electric Tramway

Richard Wheatley (ESC 168)

I did enjoy this article by Pierre Grech (*QC* No 192, March 2000, pp. 102-117). Here are a few comments.

I can confirm that the tramway is still very much working, at least it was last November when we were on holiday in Egypt. The locals there will tell you that the city has two of everything: harbours, ports, airports and tram routes! The Yellow tram goes from downtown (Ramleh station) to the far west (Sh Ras el-Tin). The Blue tram goes from downtown (Ramleh station) to the far east. The routes are of course just the same as the map on page 106 in Pierre's article. The fare is now 25Pt. Beware, for the front carriage is reserved for women!

Recently I read a book¹ written by a soldier, telling of his experiences during WWI. After serving in France and Salonica he went to Egypt and Palestine. To treat his various ailments, he was sent to Mustapha Convalescent Camp. From there, when he was fit enough, he could catch the tram into Alexandria. Being a private, he had little money, so the fare could be a problem, until he found out about "the arrangement". This was to say to the train conductors "Swire Bousse Treaty", which signified that he was travelling only a short distance and therefore did not wish to pay any fare. When a longer journey was involved, the fare was paid in piastres and any change in milliemes was graciously ceded to the conductors baksheesh. This arrangement worked to everyone's advantage.

"There are actually two(!) more tram routes. Number 16 runs south to Pompey's pillar, from where there is a grand view of the city with its crowded bustling streets. The number 15 tram also goes south, but then turns back on itself to end up at Ras el-Tin Palace.

Recently I came across an attractive share warrant for five £1 shares in The Alexandria and Ramleh Railway Company Ltd. The warrant says "Empowered by Concession of H.H. Said Pacha, Khedive of Egypt, dated the 6th day of August 1860". It measures 470 x 300mm wide, with, folded behind it, the remaining dividend coupons. It is printed in green and black on white paper by Whitehead Morris & Co. Ltd., Engravers, London EC. Halfway down the document on the left, there is an embossed revenue stamp in red for 1s 6d, dated 2-9-03. The warrant itself is dated 1st. April 1903 and presumably this extra capital was needed to finance the electrification scheme. At the top there is an engraving of an electric tram, complete with rails and overhead wires.

Dividend coupons 50 to 56 are still attached. With dividends twice a year, and if the initial one was paid say in October 1903, dividend coupon number 49 would have been paid in October 1927. By this time it must have been public knowledge that the company was to be nationalised, so the remaining dividend coupons were, as it turned out, worthless.

1. *Long 'Un - A Damn Bad Soldier*, by Bernard Livermore.



Fig.1

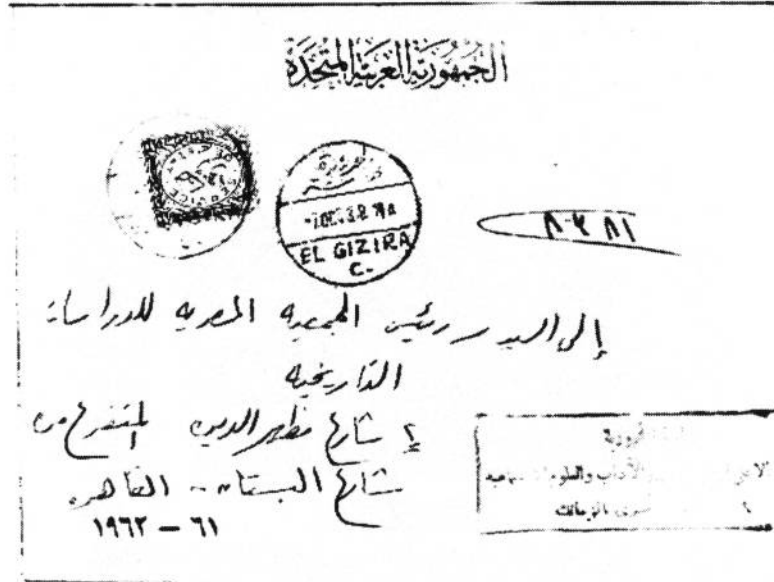


Fig.2

Late Use of 1938 Official

Dr. I. El Fichawy (ESC 472)

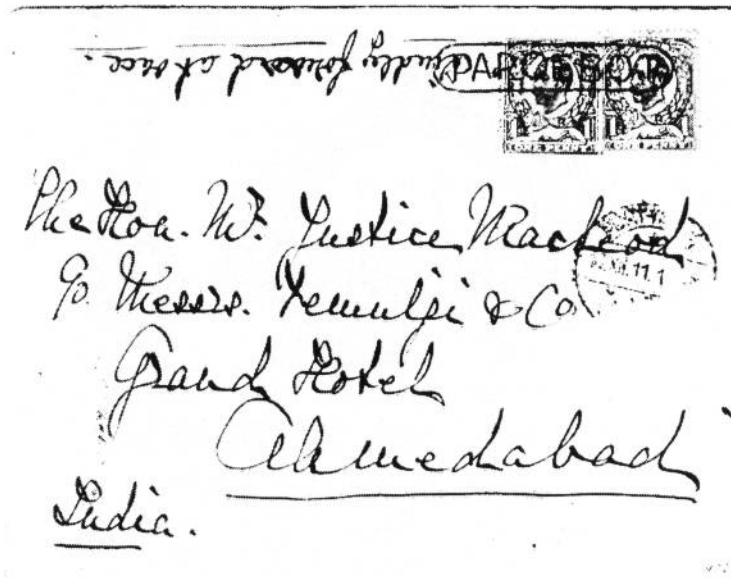
I acquired this entire quite some time ago time but I didn't notice the date until recently. It is franked with a 10 mills official.. stamp of 1938, and dated 1963 October some time after the republic official emissions of 1958 and 1961.



Parqebot Marking

From the Sea Post Society Bulletin

A new marking for Port Taufiq was reported in a recent Sea Post Society Bulletin with the with paquebot misspelt as PARQEBOT on a cover dated 17 Dec. 1911.



Espana2000

L. Toutounji (ESC 264) and **R. Wheatley** (ESC 168)

(This article is put together from two separate reports by the above - Editor)

I was commissioner for Egypt at the Espana 2000 show. Though smaller than London, it had some stunning exhibits mid a good number of visitors - as usual, more interested in the stamps issued for the show, and there was lots of them! Few dealers, primarily Spanish and supplies manufacturers, yet I found one item for my Egypt airmail, from a German dealer! An interesting feature of this show was the emphasis- placed on youth philately and the thousands of schoolchildren who visited it. Madrid is a marvellous city, with many tourist attractions. The hosts were very gracious. All in all, a very pleasant experience for a first-time commissioner. **L.J**

This World Philatelic Exhibition was field in Madrid between 6th. and 14th. October. On all but one of these days tire sun shone from clear blue skies, giving a feeling of wellbeing. All the display frames were in one hall on the sane level, well laid out with individual strip lights. Sadly there was no seating or catering Maybe because of this, the displays were looked at only by tire exhibitors themselves and the jurors. A feature was made of the Spanish Cartesian thoroughbred horses, which performed their routine in tine adjacent arena. Besides the special stamps that were issued prior to Espana 2000, 11 miniature sheets were issued during Ore exhibition itself. This may seem excessive, but the entrance fee included one street. These miniature sheets were presented at midday to the well-attended audience by the personalities who were featured on them. On the final Saturday evening, the Palmares took place in the basement of our 1,000-room hotel. The meal was enjoyable, die company first-class and file two hour floor show outstanding. So Espana 2000 came to an end on a high note of a memorial event. **R.W**

Exhibits with an Egypt connection or by an ESC member.

Samir Nabili Attia	The postal markings of Egyptian stations	Vermeil
Manfred Dreyer	Overland Mail Transit via Suez-Alexandria, a lot of detail	Large Vermeil
Samir Fikry	Postal History of Egypt (Court of Honour), Egypt First Issues	Large Gold
Nabil El-Hadidi	Egypt Early Revenues Five frames of stamped paper, then revenues including DI,R. proofs	(in Palmares)
Mamdouh Mously	The Delta collection Postal History of Egypt 1800-1879. Venetian mail, Waghoms and consular covers	Gold
Lucien S. Toutounji	Austrlia airmail 1914-1939	Gold
Lucien S. Toutounji	Egypt early airmail 1870-1934 Ballon Monte, Heliopolis, More Pourpe etc	Large Vermeil
Richard Wheatley	Netherlands East Indies Post Cards 1874-1901	Large Vermeil

ESC members attending: L. Toutounji (commissioner), M. Kremener (commissioner), Samir Fikry and R. Wheatley.

New Query

Q 195/1: 1935 Provisional Xmas Seal. Answer from S.Horesh (ESC 118).

Hobbs lists two constant varieties.

1. Break at top of right leg of first "M" in milliemmes on position 13.
2. Clipped "3" in 1935 on position 18.

I recently acquired a complete booklet No A4247 of five panes 5 x 4 and cannot agree that these varieties are constant. In my booklet the first variety is not on pane 1, just visible on pane 2, and no more then scratch marks on panes 3, 4 and 5. The second variety is not clipped on panes 1 and 3, barely visible on panes 2 and 4, but shows on pane 5.

Would members please examine their panes or booklets and report their findings.

Answers to Previous Queries

Q 192/3: Mediterranean Games. Answer from E.H. Fraser-Smith (ESC 238).

I have similar in my stock book but without selvedge. So thanks to the question I now know my two are stamps 45 and 50 from the sheet. In the bottom margin there is a clear oblique protrusion in green, and close examination of the illustration in the QC shows a green mark of an A by the 5th. perf from the bottom right hand comer.

Q 192/4: Labels in Arabic. Answer from N. El-Hadidi (ESC 369).

The Egyptian Ministry of Health released five year ago a number of documents and which had been kept in their archives for the last 50 years. Among these are application forms (with revenues) for medical stores and laboratories to get permission to sell many medications locally prepared or imported. The forms are usually accompanied by gummed labels which were to be fixed to the boxes, bottles, jars etc. There is no end of such labels, and some of them are attractive and even beautiful.

Those illustrated in Q192/4 read as follows:

On both, along the top to the left of the circular crest "Sikket Gedida", a street in central Cairo. To the right "Bashir Fathallah", name of the owner of the laboratory.

Fig. 1 - below the crest: "Minted Saltpetre", "From medical store and laboratory of Hussein Medical Laboratory", "Take the mint tablet immediately after the Saltpetre".

Fig. 2 - below the crest: "Pure sodium sulphate", "Hussein Medical Laboratory", "Dissolve in a little warm water and drink on an empty stomach".