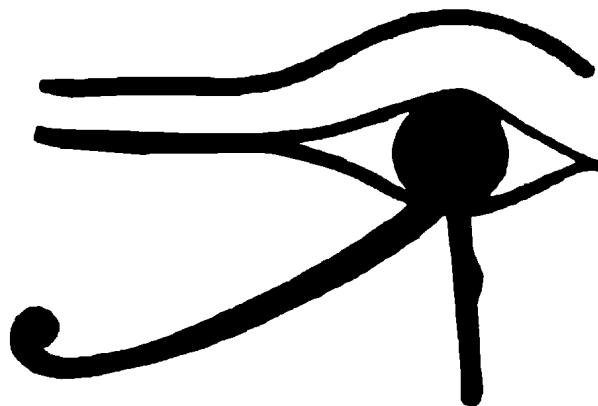


**The
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of**

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THE
EGYPT



STUDY CIRCLE

September Quarter 2003

Whole Series No. 206

Volume XVIII No. 7

Pages 149 – 172

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Cover of the Month: 1880 (December 7th). Returned Letter printed envelope, enclosing a letter for a Mr. Wirth of Alexandria, charge shown with handstamped '2' (piastres) Postage Due, with Alexandrie-Depart cds in black. Post Office Form 125a. Extremely rare. Ex the Kurt Wolfsbauer collection, further items from this collection which were not auctioned by David Feldman are available from Greg Todd at the address below.

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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:	Mr. J.M. Murphy. 109 Chadwick Road, Peckham, London SE15 4PY. egyptstudycircle@hotmail.com
Treasurer:	Mr. G.A. Jeyes 4 Ravine Court, Meridan Close, Canford Cliffs, Poole, Dorset BH13 7JU
Editor:	Mr. E. Hall 6 Bedford Avenue, 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:	Professor N. El-Hadidi The Herbarium, Faculty of Science, University of Cairo, Giza, Cairo 12613, Egypt
Antipodean Agent:	Mr A.J. Chisholm 13 Arden Way, Wilton, Wellington 6005, New Zealand.
Committee:	Mr. D.H. Clarke.

Forthcoming Meetings.

September 20	Perfins	Vahe Varjabedian
	Egyptian labels	Alan Jeyes
November 15	Egypt Military pre-1916	Stanley Horesh
January 10	"Agency" postal markings	Ted Fraser-Smith
February 28 (at Stampex)	Ten Sheets	All
May 8	Annual General Meeting (topic to be confirmed)	
July 10	to be confirmed	
September 11	The French Connection, 1798-1956	Peter Grech
November 13	to be confirmed.	

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.

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Report of Meeting July 19, 2003

PRESENT: John Sears (President), Robin Bertram (Chairman), Peter Andrews, Mike Bramwell, Dennis Clarke (Committee), John Clarke, John Davis (Librarian), Ted Fraser-Smith, Peter Grech, Alan Jeyes (Treasurer), Bill Johns, Mike Murphy (Secretary), Mohamed Nofal, Sami Sadek, Lewis Said and Graham Coles (guest).

APOLOGIES: Apologies for absence were received from: Margaret Chadwick, John Chellingsworth, Cyril Defriez, Mostafa El-Dars, Nabil El-Hadidi, Edmund Hall and Stanley Horesh.

The Chairman welcomed members, and in particular our guest and prospective member Graham Coles of Essex. He regretted the recent death of Derek Beak (ESC 174), a long-standing enthusiast who had returned to membership only two years ago after a long illness.

He spoke of the generous hospitality of our Egypt Agent, Dr Nabil el-Hadidi, on a recent visit to Egypt and said that any subscriber who had not received the recent second issue of the "new" *L'OP* to contact him. He mentioned that it was not too late to join next year's seventh Biennial Meeting in New Zealand (Feb 23-29), and invited any member interested to contact either himself or our Antipodes Agent, Tony Chisholm, at 3 Arden Way, Wilton, Wellington 6005, NZ (or by email on j_t_chisholm@clear.net.nz).

There was brief discussion of meetings for 2004, and the following programme was agreed (titles are provisional, and speakers are yet to be decided for a couple of dates):

January 10	-	Ted Fraser-Smith on "Agency" postal markings
February 28	-	(at Stampex) - Ten Sheets
May 8	-	Annual General Meeting (topic to be confirmed)
July 10	-	to be confirmed
September 11	-	Peter Grech on The French Connection, 1798-1956
November 13	-	to be confirmed.

The chairman then mentioned with a certain amount of asperity the Circle's difficulty in finding replacements for both Secretary and Treasurer, who had announced their firm intentions of standing down at the next Annual Meeting. He was most disappointed that no firm volunteers had come forward, and said that there was a real danger of the Circle collapsing unless volunteers could be found. He appealed to all members to examine their consciences and to contact either Alan Jeyes (Treasurer) or Mike Murphy (Secretary) for information about the duties involved.

The meeting then turned to membership applications, and three applicants were elected to membership, including Graham Coles, who attended the meeting (see below).

The Secretary reported that the April Auction had finally been completed, much delayed by late arrival of lots from one vendor; he apologised to members for the delay and said that steps had been taken to ensure that it would not happen again. He announced the Committee's support for a proposal from Stanley Horesh, Deputy Chairman, to furnish the Auction with a limited number of illustrations of lots at vendors' expense, and it was agreed that the system would be tried on an experimental basis: details will appear in the preamble to the September Auction.

In the absence of the Editor, the Secretary gave details of Edmund Hall's success in obtaining reasonable quotes for a four-page colour section in the *QC*, consolidating on the success of the full-colour Issue 200. While there was general support for the proposal, some doubts were expressed at the increased cost, and on the Committee's proposal it was agreed that as a first step alternate issues of the next four *QCs* would be provided with the colour pages as suggested, with the proviso that the illustrations genuinely merit colour reproduction.

John Sears, our President, then spoke on the publication of the magnum opus of our Canadian member Joe Chalhoub (ESC 358), *The Nile Post Handbook and Catalogue of Egyptian Stamps*, details of which had been circularised with the latest *QC*. He said he was looking forward to seeing the book, which will be in

monochrome with a 32-page colour section, and is pleased to be able accept discount-price orders from members for publication in late August. John mentioned that Leon Balian's Supplement would be published in the New Year.

The chairman then invited Peter Andrews to speak briefly about his new self-published volume on *Censorship of Civil Mail in Egypt 1939 to 1945*, a comprehensive listing of all known markings and dates of use for this fascinating aspect of Egyptian postal history. The volume, with 54 pages and 28 more of appendices, successfully brings together and illustrates all recorded information about these (mainly) well-known markings; and adds Peter's own expertise to sort out the confusion of earlier recorders! Continuing the Circle's successful history of publishing monographs on members' favourite topics, this is available from Peter at 51 Elizabeth Road, Moseley, Birmingham B13 8QH at £8.00 plus postage and packing.

Robin Bertram then presented his display on Egyptian Post Office documents, prefacing it with a remarkable and perhaps unique collection of autographed letters from the first half-dozen Directors-General of the Post Office - Muzzi Bey, Caillard, Halton, SirYussef Saba Pacha and Borton. (See p155)

He then explained that by "post office forms" he meant printed letter headings, forms, receipts, official envelopes, labels, savings books, parcel cards etc. produced and issued by postal authorities whether for use by the public or for internal use (ie, between departments or post offices). The letters "P" (Post), "P.O." (Post Office) or "M.of C." (Ministry of Communication) No. precede many of the form reference numbers. These references have been ignored in the list that follows. Many later forms have reference numbers only in Arabic.

Over the years forms serving a given purpose may change in various ways - in size, texture (paper to card), colour of form, colour and type of printing and shape of the form. The language used may be Italian/French/English/Arabic or combinations thereof. In some instances the reference number appears later to have been reallocated to a different type of form. Some numbered forms appear to have amalgamated previously discontinued forms.

<u>Form number</u>	<u>Year seen</u>	<u>Description of form</u>
1	1982	Application form for posting a 'value declared' item
A1	2002	Inter post office bag label
1 C		Receipt of registered letter form
1 G	1922/62	Post office form (<i>hafza</i>) for sending money within Egypt/Sudan
1 H	1916	Receipt for foreign postal money order
1, J	1949/53	Collection order memorandum
1, L	1951/2000	Parcel card
1 M	1891/1979	Parcel card - foreign
1 Q	1926/27	Notification form for postal item awaiting collection at the PO
1 R	1926/2000	Post Office Savings Book
2	1942	Printed headed envelope
2B	1923	Notice of departure of foreign mails
2 C (ill p155)	1911/22	Receipt for registered item of mail
CP 2	2002	Parcel card
CP2/CP3	2002	Customs declaration card for parcels
2. G	1906/56	Inland money order declaration of payment
2 H.D.	1929/55	Sender's receipt for money paid in favour of Govt. Depts.
2, I	1931	Receipt for an insured letter.
2 L	1916	Parcel post despatch form
2. M	1919/21	Customs House form for declaring a parcel
2, O	1953	Application for alteration or withdrawal of address
2 R	1990?	Post Office Savings book transfer form

3	1913/23	Enquiry form for reg/AR/insured/specie/parcels/money orders
3 (ill. p157)	1932	O.H.E.M.S. official envelope
3 C	1911/22	Despatch book listing registered items
3.E	1950	Deposit account debit order form
3G	1915	Money order receipt
3 I	?	Form for 'value declared' items
3. M	1957	Parcel way bill
3 O	1929/54	Registered item claim form
4 (ill. p155)	1874/92	Money order receipt form
4	2002	A.R.E. National Postal Authority envelope
4 A	1914	Receipt for bulk postage of newspapers
4 G	1908	Receipt for 'value declared' postal item
4 R	1931/43	Savings Bank receipt
5	1900	Receipt for 'value declared' postal item
5 B.D	1916	'Reminder to reply to a letter' form with perforated reply-half
C 5	1939/64	Advice of delivery (AR) card
Modele No. 6, Corr.	1904	Schedule of registered items
Modele No. 6, Corresp	1931/44	'Statement of registered items' form
6, C.G	1929	Monthly 'Funds despatched' form
7, E	1955	Internal post office credit advice note
AV 8	?	Airmail letter bag label
8. F.D.	1949	Gummed 'Stores Department, GPO' package address label
9 AD.	1917	Letter heading
9 E	1942	'Min. of Communications' pro-forma letter
9, G.	1931	Receipt of telegraphic money order
9, L	1948	Express label
9 N	1938/58	Receipt for P.O. box subscription
10	1880/90	Advice that PO is holding a registered item for collection
10 AD	1912	General Post Office headed letter sheet
10, C	1958	List of received registered items
AV 10	2002	Airmail label? –attached to letter bundle sent overseas by air
11 A D	1936	Letter heading
11 C	194?	Censorship notice
11 P.C.	194?	Postal censorship form denying 'mutilation of this letter'
12 B	1935	'ALEXANDRIA to LONDON' airmail bag address label
C 12	1985/90	Internal list for number of letter bags/reg. letters etc.
12 EMS	1990	Express Mail Service label
12, L	1914/25	Notice of failure to deliver
12 P.C.	1940/44	Postal Censorship investigation form
13 EMS	1990	Express Mail Service label
13 Q	1907/99	Advice of Receipt form (<i>changed to a card in 1921</i>)
13 Q. "B"	1956/63	Acknowledgement of receipt card
Form No14, C.G. 19	1927/30	Acknowledgement of Receipt of cheque, money order form
14 D.	1915/22	Memorandum seeking whereabouts of addressee
Form No14 M	1965	Postal Administration Express labels
15 D	1906	Postage due notice
15, L	1941	Parcel Office notification form
16 C. ii	1949	Black on pink blank label (purpose unknown) – seen used with

		Arabic manuscript 'Express' on a cover
16 EMS	2000	Express Mail Service label
16, L.	1935/90s	Airmail bag label
17	1916	'Dead Letter Office' envelope
A.D 17	1936	Min. of Comm. letter heading
17 R.	1925/29	Small Savings Bank form
18 (<i>bis</i>)	1890	Receipt for a registered postal item
18, C	1974?	List of received registered postal items (<i>printed on reverse of unfolded 1973 10 mills green postal stationery envelope</i>)
19 C	1908	'Acknowledgement of Receipt' envelope
19 O	1911	GPO headed letter sheet (<i>printed McC. & Co. London</i>)
21 M.H.	2002	Post. Admin. printed envelope
21 Q	1930	'Reply letter' to an enquiry.
21 <i>bis</i> , Q	1939	Reply form regarding query on a letter
C22	1937/95	International Reply Coupon
23 O	1927	Ministry of Communications Memorandum form
24 B	1924	Motor Mail label
25B	1924/31	Air Mail label
25 G	1938/54	'Declaration of payment' receipt
25 O	1917/28	Ministry of Communications letter heading
25, Q	1940	Form regarding amount of customs dues, etc, paid
26, B	?	Express Labels
26 L	1995/2000	Parcel card
28, B	1942/45	Civilian Airgraph form
28 Q	1933/55	Post Office receipt form
30 G	1940	List for deposit account payments
31	1940	Envelope for ' <i>hafzas</i> '
34, G	1958	Notice of item waiting at post office for collection
37 C	1970s	Internal PO transfer of cash card
Form No. 37 <i>bis</i> , G.G	1923	Receipt for cash remittance
39	1875/96	Advice of Receipt form
39 (No. 13 Q.)	1898/06	Advice of Reception form
40	1932	Ministry of Communications headed envelope (several sizes)
40 A	2002	A.R.E. National Postal Authority envelope
41	1917	Egyptian Postal Administration envelope
44, C.G.	1932/38	Acknowledge of receipt form for cheques etc.
44 D	2002	Gummed label (Arabic) for signature of official checking PO savings books
44.OD	1954	Small b/w label with box for signature of official checking PO savings books
45	1918	Egyptian Postal Administration envelope
45 D	1934	Card advising that mail awaits collection at the post office
45 M.	1933	Customs parcel card
46	1918	'O.H.H.S' Egyptian Postal Administration envelope
48	1919	'O.H.H.S.' P.O. Rural Savings Bank envelope
51A	1906/93	'Found open & Officially sealed' labels
52 Q	1916/17	Small white on black POST OFFICE sealing labels
52, Q	1965	Small EGYPTIAN POSTAL ADMINISTRATION label

		<i>(black on white and black on magenta)</i>
54	1884	Enquiry about missing registered item
56 M	1919/22	Mandate de Remboursement card
57 K.D.	1911	GPO 'ordre d'admission' document regarding an employee
110	post-1873	Post Kedivie Egiziane/Direzione Generale envelope
125 A	1892	Services de Rebuts envelope <i>for letters</i>
125 B	1888	Service des Rebuts envelope <i>for letters</i>
125 D	1889	Service des Rebuts envelope <i>for post cards</i>
125 G (ill. P158)	1892	Service des Rebuts env for items mismarked Imprimé
132	1888	Form for hire of a 'post office box number'
132 D.	1925	Small b/w or w/b EGYPTIAN GOVERNMENT labels
151	1887	Letter advising that a 'postage due' item awaits collection
211	1893	Parcel card
213 bis, C.G.	1921/24	Application for medical examination form
218	1882	PO envelope for internal carriage of parcel cards
223	1887	Parcel receipt form
223 (No. 2 L)	1900	Parcel receipt form
224	1925	Parcel card
231	1887	Receipt for payment of customs duty on a parcel
'Lettered' forms		
	1892	POSTES EGYPTIENNES official envelope

The display culminated in a series of questions, including - Why did forms apparently serving the same purpose have different code numbers? Did the code-letters have any true significance? Were there unknown forms filling the gaps between the recorded numbers? Is there any significance in the higher code numbers appearing to be the earlier forms? - and an observation: that we know very little about the internal workings of the Egyptian Post Office!

Robin appealed to members to furnish details of other numbered forms in their collections; and of extended date ranges, with photocopies

The President thanked him for an astonishing display of material in a new and fresh field that most of us never knew existed, and paid tribute to a collecting ethos that ranges well beyond merely stamps and covers. Robin responded by thanking those who had brought material along to supplement his display. Members showed their appreciation in the usual way.

Robin has since kindly offered pictures of selected items from the talk which are illustrated in the following pages. Perhaps what they illustrate most is what an interesting topic this is and that it's worth the effort to make the meetings to discover new aspects of Egyptian philately.

Editorial

Thanks for those who responded for indexing the *QC*. The response far exceed expectations, not only in the number but by the fact that two members have already done an almost complete index themselves which they have generously passed on to me. Hopefully, on collating the information, an index may see the light of day some time within the next year.

My backlog of articles has reached an all-time low and as I made up the front cover it struck me that if you removed the names of the contributors who have submitted several articles over the last few years you were left with no names. The few articles I have left are again from regular contributors. Do the rest of the members have such boring collections, so little of interest, such a lack of interest in studying some philatelic aspect that they can't put together a single page for the *QC*?

Alessandria 20 Gennajo 1876

**Amministrazione
delle
POSTE KHEDEVIE EGIZIANE**

Direzione Generale

N° di Protocollo 895

Serie 1.

OGGETTO

Nomina

Risposta al foglio
del di
N°

Allegati N°

N° 3 Si noti nella risposta il N° di Protocollo della presente.

In forza della presente e a contare dal 1° andante mese la S. V. è ammessa a far parte degli impiegati di questa Amministrazione col grado di Ufficiale di 3.^a Classe coll'anno assegnamento di P. Eg Dodicimila (12000) pagabile per rate mensili posticipate, dedotta soltanto la quota dovuta per ritenuta di pensione.

Il Direttore Generale
Muzzi Bey

Al Sig. Kantelly Grioc

Alessandria
Cairo

Da spedirsi a Cairo
Muzzi

Signature letter of Muzzi Bey, 1876

(I.O. No. 2 B.)

EGYPTIAN POSTAL ADMINISTRATION. — ADMINISTRATION DES POSTES D'EGYPTE.


DEPARTURE OF FOREIGN MAILS. — DÉPART DES MALLÉS POUR L'ÉTRANGER.

NOTICE. — AVIS.

Mail via P. Said Mirovitcha per P.O.
 Examiner will be made up in _____ as follows: _____ à expédier vite

N.B. Les dépêches les dépêches au bureau de _____ est fixés comme suit:
Pour les dépêches de l'Europe et de l'Asie
et pour les dépêches de l'Amérique

ordinary unregistered	registered recommandées	Insured Articles Articles assurés	Money Orders Mandats	Parcels. — Colis	DATE	DAY. HEURES
8	8	8	8	8	9 Dec 1923	Sundays 6 P.M.
8	8	8	8	8	"	Saturdays 8 P.M.
8	8	8	8	8	"	" 6 P.M.
8	8	8	8	8	"	" 9.30 AM
8	8	8	8	8	"	" 6 P.M.
8	8	8	8	8	"	" 6 P.M.

Date Stamp.  nombre à date.


Form P.O. N° 2 B

22

(N° 4 — 4 — 4) (نمرة 4 — 4 — 4)

ADMINISTRATION DES POSTES مصلحة البوستة
 SERVICE DES MANDATS DE POSTE INTERNES اشتغال حوالان البوستة الداخلية

Timbale du bureau



N° 51 نمرة 51

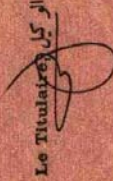
Declaracion de versement du montant de :
 على خمسين نوردينج

Livres Egyptiennes 6000
 جنيه مصري 24
 ارباع 24
 اقال 24

Payable au bureau de Poste de :
 بصرف مكتب بوسطة

TAXE PERÇUE الاجرة التصلية
 Mill. 24

AVIS DE PAYEMENT
 عام الدفع

Le Titulaire الوكيل 

* Avec ou sans مع او بدون

Recu de la poste pour le bien
 عظيمي ف. ك. سليم - انا سليم
 pour compte de banque et de banque

6000
 24
 24
 6024

Form N° 4

(P. No. 2)

البريد المصري

O. H. E. M.

وزارة المواصلات - مصلحة البريد

MINISTÈRE DES COMMUNICATIONS - ADMINISTRATION DES POSTES

Imp. Nationale 5825 A. 1910-1,700 ex.



R
No. 319
CAIRO

Mr. C. L. Harte Lovelace
St. Lawrence House
Canterbury, England

1911-1911

Official P. N° 8

(N° 125 G) — (نمذة ١٢٥ خ)

POSTES ÉGYPTIENNES — بوسـتة مصرية

DIRECTION GÉNÉRALE — وم الاداره

IMPRIMÉ
 INSUFFISAMMENT AFFRANCHI

مطبوع غير مستوفى الرسم


BUREAUX REBUTS
 قائم راجع
 25 11 99
 مصر
 EGYPT

SERVICE DES REBUTS — مراسلات مهمله

IMPRIMÉ INSUFFISAMMENT AFFRANCHI tombé en rebut pour les motifs indiqués au dos de l'adresse.

مطبوع غير مستوفى الرسم ورد ضمن المراسلات المهمله بسبب المين على ظهر مغلفه

Imp. Nat.-1415-18-3-1.000 ex.

Valeurs des chiffres taxés à


M. Y. Fikri

Thos. Cook توكول

Alexandria

Form No. 125 G

(P. No. 1, W)

COUPON











(Les unités en toutes lettres)

Nom et domicile de l'expéditeur: L.A.C. HOPKINS MRS. F.W. HOPKINS

R. 144250 RR Nos

(Lieu de destination) ONTARIO GWELPH

(Lieu et numéro) CAIRO

القاهرة
 441
 CAIRO

Poids 50 gms. (50) gms. Y ois EM CANADA

service de la douane du pays de destination

Form P. No. 1M

The 1898 3m Provisional Postage Due A Technical Note on State 3

Sherif El Kerdani (ESC 456)

The 1898 3m provisional postage due stamp (Bal. 105) has been thoroughly studied by John A. Grimmer. In this article however, I shall state some of the relevant as pertaining to the rather complicated printing process of the overprint. For more details please refer to the excellent work by Grimmer in *QC, whole No. 113, March 1980*.

Review:

The Egyptian Postal Authority never needed a 3m postage due stamp. This would have been used to tax an unfranked letter at the rate of 1.5m, an absurd amount. But with the progress of The Sudan campaign, post offices were reopened with no stamps in the beginning, so soldiers sending letters back home would have had their letters taxed at double the normal rate in order for their families to receive their letters at no fault of their own, thus paying 6m instead of the normal rate of 3m.

The Postal Authority solved this problem by allowing letters sent from the front and unfranked in the event of no stamps available to be taxed at the rate of only 3m, providing the commanding officer endorsed the letter to that effect. At first, the officials authorized the bisection of the 1889 2m stamp so one and a half stamps would defray the required amount of 3m until a 3m stamp was prepared and distributed. This was done by overprinting the excess stock of the 1889 2 piastres stamp with 3 Milliemes with no ‘hamza’ over first ‘aleph’.

ش ر ق ل ر اشءا ٣

The process was done in two stages; the 1898 overprint and the 1905 (with hamza) overprint. The 1898 was typographed by the Government Printing Works at Boulac in panes of 60 with the left and top marginal paper removed: six subjects were prepared forming six stereotypes giving rise to six Types. In 1980, Grimmer showed that the six types were applied at random to the printing plate and odd numbers of different types were used; 11 of Type A, 9 of Type D, and 10 each of Types B, C, E, and F. The printing process underwent six states utilizing two ink colours; glossy black for the first 4 printings and dull grey for the last two.

The six Types of the Overprint:

Type A : Third ‘aleph’ shorter than ‘lam’, pointed serifs in first ‘1’ (not second ‘1’ as Grimmer stated)

Type B : Third ‘aleph’ and ‘lam’ sloping to left, ‘3’ more spaced From ‘M’ (actually ‘Milliemes’ moved away)

Type C : Third ‘aleph’ leaning to left, broken joint in ‘sheen’, deformed left base of ‘M’

Type D : 4 mm. between French and Arabic (normal 4.5 mm.). Second ‘aleph’ pinched at joint, deformed left base of ‘ M’

Type E : First ‘aleph’ slopes to left, wider gap between ‘ra’ and ‘aleph’

Type F : Left curve of first ‘sheen’ broken, leaving a dot

	1	2	3	4	5	6	7	8	9	10	
1	A	B	C	D	E	A	C	F	D	C	10
11	A	A	E	A	C	F	E	C	A	C	20
21	F	D	A	E	F	F	C	F	D	A	30
31	C	E	F	D	F	A	D	B	D	A	40
41	E	E	B	F	E	B	B	B	B	F	50
51	D	E	B	C	C	E	D	A	B	B	60
	51	52	53	54	55	56	57	58	59	60	

The random distribution of the Six Types at the Start of Printing. The printing process went through six stages, creating six states:

State 1:	The random distribution listed above, position 36 has a damaged Arabic 3 resembling an Arabic 2
State 2:	The entire right-hand column had been damaged along a semi-vertical line resulting in deformed Arabic 3s resembling Arabic 2s in positions 10, 20, 30, 40, 50, and 60.
State 2a:	As state 2 but with heavy Arabic 3 s covering the remnants of the damaged original 3s
State 3:	The damaged right-hand column of subjects was replaced by new stereotypes which are now of Types D,E,F,A,A,C top to bottom
State 4:	The damaged A subject in position 36 was replaced by a new B stereo. In the process the top and bottom rows are damaged which shows in the top ‘s’s and the bottom ‘sheen’s.
State 4a:	As state 4 but with progressive damage to position 60, most of the second ‘l’ is missing (For full details please refer to John Grimmer’s article .)

Actually, it is State 3 that concerns us in this article. At this stage the right-hand column had been so damaged and trials at repair were unsatisfactory so the whole column had to be replaced. New stereotypes were inserted in place of the old ones and the right hand column, *fig 1*, now had the new configuration of:

Position	Old	New
10	C	D
20	C	E
30	A	F
40	A	A
50	F	A
60	B	C

Position 40, although being replaced by a new stereo like the others, received a similar Type A subject all of the others received different Types from the original.

Successful attempts were made at plating the original configuration (States 1, 2, and 2a) but, no attempts have been made at plating the six replacement subjects (States 3, 4, and 4a). Although I have only one sheet of state 3 and have not seen others, I am trying this plating process in which I have not included those features that are typically the result of over or under inking, but rather those that are construed as true defects in the stereotypes. This list is open to further additions and amendments.

There are of course other minor flaws all over the sheet that can be attributed to over or under inking as the plate was not knocked down flat before printing, however in position 19 I have found an unrecorded flaw in which the second ‘l’ is almost completely missing, Only the base and traces of the stem remain, *fig2/3*. There is no ‘albino’ mark in the place of the missing ink which brings me to the conclusion that the plate was either worn out or damaged at this particular location; this means that this flaw should be constant on other sheets ?

Fig. 2



Fig. 3

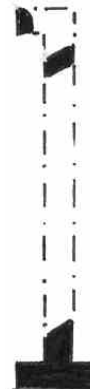




Fig.1

mlis

Position 10 Type D: medium impression broken lower 's'; tiny nick second 'i'; 2 constrictions in second 'l'; constriction in second leg of 'M'

m

Position 20 Type E: very light impression, upward displacement, several breaks in 'm'

ر

Position 30 Type F: medium impression, upward displacement; gap in second 'ra'

ر ر

Position 40 Type A: light impression, tiny nick second 'ra'; broken second 'sheen'

l 1 م

Position 50 Type A: light impression, broken top serif of second 'l' making it look like the digit 'one'; splayed top right serif of 'M'..... air bubble?; closed 'a' in

e l

Position 60 Type C: light impression, broken second 'e'; missing lower right serif of first 'l'

New members:

- ESC 572 **Graham Coles**, 10 Cambrian Avenue, Newbury Park, Ilford, Essex IG2 7JW
(Straits Settlements & BMA; GB 1840-1970, Egypt c1900-1952)
- ESC 573 **Anil Suri**, Khyshal Villa, E-70, Kalkaji, New Delhi 110019 India
(India and Indian States, Indian States Revenues, GB, Egypt Postal History)
- ESC 574 **Richard H Gunderson**, 11361 Sparren Ave, San Diego, California 92129, US
(Stamps/Postal History of Egypt, N. Borneo, Chile, Saudi Arabia, Middle East)

Change of address:

- ESC 167 **Trent Ruebush**, 2133 Kodiak Drive, Atlanta, GA 30345, United States
- ESC 231 **D R P Glyn-Jones**, No 31 Argonafton, Marousi, Athens 151 25, Greece
- ESC 452 **Dr Wolfgang Köhler**, Glebe Lodge, Cross Lanes, Guildford, Surrey GU1 1SX
- ESC 489 **Mohamed Nofal**, 84 Pembroke Road, Kensington, London W8 6NX

Lapsed:

- | | | | | | |
|---------|----------------------------|---------|-----------------------|---------|---------------------|
| ESC 414 | Wolfgang Achterberg | ESC 244 | Ted Blackburn | ESC 551 | Karim El-Abd |
| ESC 466 | Pierre Meniaud | ESC 552 | Charles Rogers | ESC 447 | Roy Summers |

Air Mail Jottings**John Sears (ESC 188)**

I was going through the Circle's Airmail records some time ago when I came across this extract from "Air Mail Notes & News" of January 1932. It relates to the first Imperial Airways' flights to and from East Africa, and the carriage of mail to and from Khartoum, so it might seem more appropriate to the collectors of Sudan. However, it does show the mail to and from Egyptian centres, the number of items being of particular interest.

Sudan Air Mails.

The following interesting details have been received from the Post Office in Khartoum, relative to Air Mails carried in the first flights.

	Bags	Packets	No. of Items
Received at Khartoum from the North, 7th March, 1931			
London to Khartoum	2	-	1,805
Athens to Khartoum	1	-	262
Budapest to Khartoum	-	1	2
Alexandria to Khartoum	1	-	260
Cairo to Khartoum	1		348
Assiout to Khartoum	-	1	4
Aswan to Khartoum	-	1	13
Wadi Halfa to Khartoum	1	-	330
			3024
From the South, 13th March, 1931			
Juba to Khartoum	1	-	849
Malakal to Khartoum	1	-	112
			991

Dispatched from Khartoum to the South 7 th March, 1931			
Khartoum to Kosti	1	-	72
Khartoum to Malakal	1	-	86
Khartoum to Juba	1	-	314
Khartoum to Kisumu	1	-	251
Khartoum to Mwanza	1	-	342
			1065

To the North, 13th March, 1931			
Khartoum to Wadi Halfa	-	1	59
Khartoum to Aswan	-	1	108
Khartoum to Luxor		1	10
Khartoum to Assiout	-	1	14
Khartoum to Cairo	1	-	380
Khartoum to Alexandria	1	-	246
Khartoum to Athens	1	-	838
Khartoum to London	5	-	2799
			4454

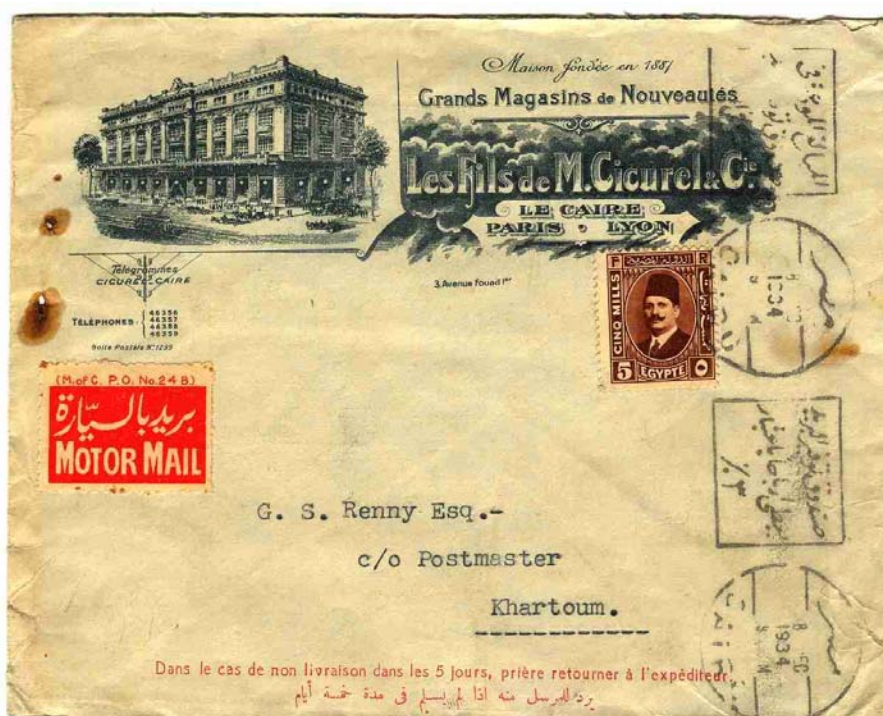
I feel these figures give us some idea of the extent of 1st Day Cover operations of the 1930s.

The Russian Post Office at Alexandria, Triple-rate Franking.

Peter A. S. Smith (ESC 74)

The illustration shows a recent acquisition: half of a folded letter with franking of 18 kopeks, triple the franking usually seen, 6 kopeks. This is the first example of the triple rate that I have seen. It clears up a small uncertainty: whether the Russian (ROPiT) rates were set in simple progression (as shown here), or whether the second and subsequent weight stages might have been set at a lower increment.

The stamps are cancelled by '785' in a grid of dots, but, as usual with these stamps, the cancellation is nearly illegible.



Query Q 206/1. I have had the above cover in my junk box for some time and wonder if anybody could shed any light on it? It seems a normal cover to Sudan and has a Shellal-Halfa backstamp seven days later than posting. But why the Motor Mail label? An error on the part of the sender, or simply "philatelic".



Fabricated cover (see opposite)



Taxe Non Percue (see opposite)

Fabricated Cover with a “Hotel Marking”

Mike Murphy (ESC 240)

My good friend Peter Feltus (ESC 114) has provided an interesting cover with what is undoubtedly a fake Hotel datestamp - but why it was fabricated is another question, since it is quite obviously not what it pretends to be! (*See illustration opposite*)

It pretends to be a home-made first-day cover for the provisional 50 milliemmes surcharge on the 50 pt stamp issued to mark Fuad’s 58th birthday. The surcharged stamp was issued on March 4 1932, and E.L. Angeloglou was a justly famous Cairo dealer. So perhaps it might not be surprising to find a registered cover for a new and interesting stamp, marked F.D. for First Day in red pencil in the lower right corner, addressed to Angeloglou, and cancelled in Alexandria on the appropriate date.

Except that ... the handwritten address is oddly placed. And it has a black on white Alexandria registration label, also “cancelled” by the same cds. Why cancelled? And the surcharged 5 milliemmes value of the stamp would not cover the cost of registration ... and then the cds itself: Alexandria/ D-what in the lower half? It looks for all the world like an Arabic 6! The dateslug bars are far further apart than any cds I know, and the second line of Arabic cannot easily be made out. So it’s all very odd.

But the clincher is on the reverse, which bears a “transit” or “arrival” mark reading CAIRO/POST-OFFICE/SAVOY-HOTEL (dm 28mm, date-bars 4mm) and dated 5 III 32 - 11. It does look rather like a genuine Savoy Hotel cds, except that no genuine Savoy cds has that configuration or hour-indicator. Why, in any case, would a cover addressed to Rue Manakh have gone anywhere near the Savoy Hotel in Kasr el-Nil? And - the killer blow - the Savoy no longer existed in 1932: taken over by the British military as their headquarters during the war, it was never returned to hotel use but turned into offices. The last genuine Savoy Hotel cds recorded is February 15, 1915.



Taxe Non Percue

Mike Murphy (ESC 240)

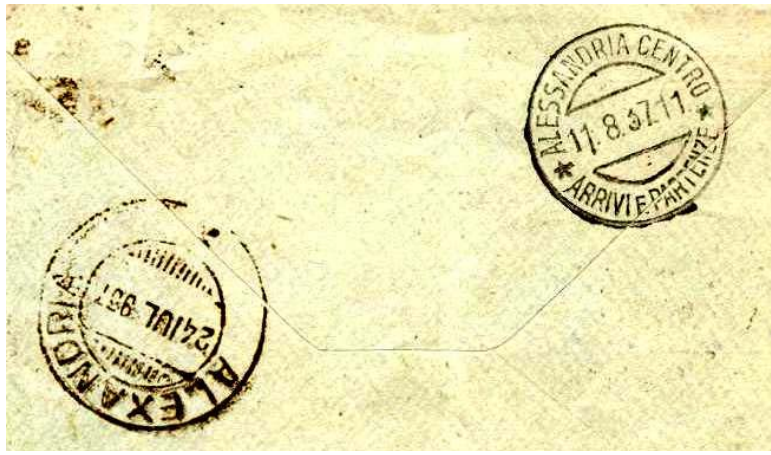
Further to Peter Smith’s fascinating note in *QC* 201 (June 2002, page 37) about the invalidation of Postage Due stamps, I find I can show a remarkable cover illustrating use of the first of his markings (Taxe Non Percue), clearly showing 11 diagonal bars in the lower segment. (*See illustration opposite*)

The commercial cover emanates from Romania, clearly properly addressed to Alessandria in northern Italy, franked with the 1935 King Carol I issue value 7 lei 50, and cancelled in Chisinau on 22 JUL 937. Crucially, however, it was then mis-sent to Egypt’s Alexandria in accordance with a scrawled pencil “Egypte” on the face, where a clerk gave it a large blue pencil T and a 10-millieme Due of the 1927 issue, cancelled ALEXANDRIA/DEP.3 (date not clear, but certainly July).

On realising that the cover was undeliverable, someone else used red pencil to indicate the genuine destination, Italia, at top left, and the Due was cancelled with the Taxe Non Percue hs, clearly overlying the Alexandria marking. A further ms Italia was added below.

Intriguingly, the two clear black backstamps (*Fig. 1, over the page*) indicate the cover’s transit through ALEXANDRIA on 24 IUL 937, and its final arrival at ALESSANDRIA CENTRO/ARRIVI E PARTENZE on 11 8 37. Clearly the latter mark is Italian; but what about the Alexandria? Where was that struck? It does not appear to be Egyptian (IUL for July), but nor should it be Italian (using X for double-s in Alessandria). All ideas gratefully received!

Fig 1



Cartoon Cover: but Who Is It?

Mike Murphy (ESC 240)



I am happy to illustrate a fascinating cover from 1935, which apparently passed successfully through the post entirely without address! The cover is franked 5m, and cancelled at Giza/T on 1 SE 35, addressed only with a charming pen-portrait of a young man with left-parting, a moustache and a snazzy taste in shirt and tie, with a flower in his lapel buttonhole, staring earnestly into what today seems a very old-fashioned microphone.

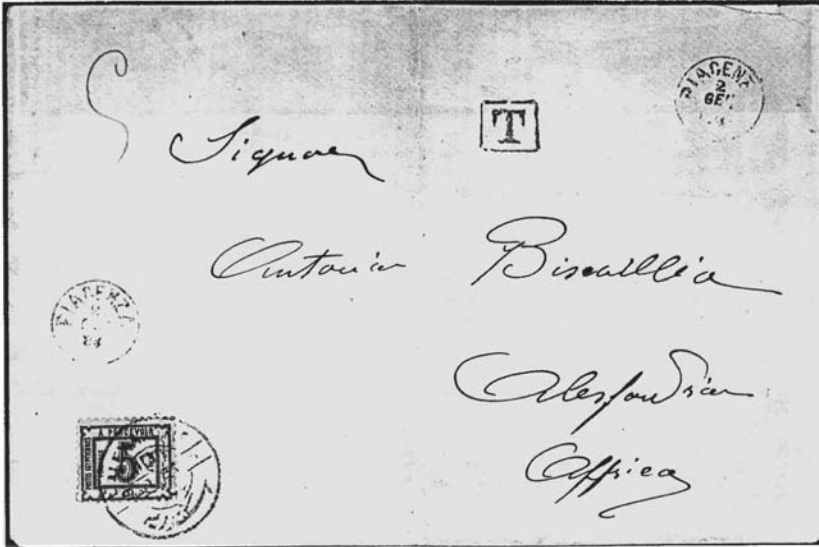
The base of the microphone is labelled E.S.B. (presumably Egyptian State Broadcasting), and someone has helpfully added (in pencil) masr (for Cairo), and (in indelible pencil) al-qahirah (Cairo again). There is no other address.

Yet the reverse carries a Cairo machine transit mark of the next day, and we must presume that the cover found its intended recipient. Who was he? The best guess must be a singer or news-reader. But can any of our members put a name to a face distinctive enough at the time as to be recognisable by the postman?

5 Piasters Postage Due of 1884, and the Date of Closing of the Italian Post office at Alexandria

Peter A. S. Smith (ESC 74)

I recently obtained the illustrated postage due cover. The use of the highest value of the set on cover is probably unique. The 5 piasters saw little use, and was not included in the 1886 printings on unwatermarked paper.



The analysis of the rate is unusual. The cover originated in Piacenza, Italy, on January 2nd, 1884; the Egyptian postage due stamp was cancelled on the 9th. These dates are of special significance, for they fall in the period of the last days of operation of the Italian post office. The rate at that time was 20 centesimi for each 15 grams (the same as the Italian domestic rate), in either direction -- less than the 1 piaster rate for transmission by the Egyptian Post. At the time, 10 c. = 16 paras; therefore 20 c. = 32 paras, instead of 40 by the Egyptian Post.

The agreement on the closing of the Italian office was that, for a grace period, postage between Alexandria and Italy would continue to be charged at the old rate, 32 paras, although paid with Egyptian stamps. However, there was no Egyptian stamp of value below 5 paras, so the cost for a simple letter would have been rounded up to 35 paras (not much of a saving!).

The actual date during which this agreement lasted is somewhat ambiguous; most sources give February 1st, 1884 (Tchilinghirian & Bernardelli, Byam, Charles Fox, Jean Boulad), but these may not be independent, having been copied from one another. A later date, March 31st, has also been given (Zenaria & Serra). The open question is whether the date of "closing" referred to the closing of the Italian post office counter to the further acceptance of mail, or to the end of the grace period. This cover provides some evidence.

It was presumably triple-weight: >30 grams (consistent with its large size). That would subject it to 60 c. postage, but since it was sent unfranked, the charge would have been doubled, to 120 c. This converts to 192 paras, which was necessarily rounded up, to 200 paras = 5 piasters.

The only backstamp on the cover is of the the Egyptian Post, Alexandria. This fact strongly suggests that the Italian post office had already been closed (probably as of January 1st), and that the letter was handled during the grace period.

No example of a 35-para rate has been publicly recorded on covers from Egypt, nor on covers from Italy to Alexandria during the grace period. They would be very rare, and outgoing ones may not exist. Perhaps a member has an ingoing cover (from Italy to Alexandria) dated in the first three months of 1884? Please let us know!

Incidentally, the curiously formed manuscript notation at the upper left may be "5"; if it were "G", standing for "grams", there should have been a number written with it.

An Earlier Overland Route

Edmund Hall (ESC 239)

One of the joys of our visit to Egypt in October 2001 was trips to the smaller museums of Cairo and Lower Egypt not normally on the itinerary of the tourist trail. In one such I came across a small exhibit about the overland route and between Alexandria and Red Sea that gave scant information about attempts to organise such a routes and one which operated around 1775 to 1777, providing communication between Britain and India a half-century before Waghorn. What was doubly surprising was not only that the museum in question had nothing to do with the posts of Egypt or the 18th. century, so the exhibit seemed quite out of context, but also that the postal service which operated was run by an Englishman, George Baldwin, a name totally unfamiliar to me. I took a photograph of the exhibit with the idea of publishing it in the *QC* but unfortunately when my films were developed I discovered that I had captured only a portion of the text - but sufficient to be tantalising enough to wish to discover more.

Now I do not collect “Waghorns” (price does not permit!) so I am quite unfamiliar with the history of the Overland Route, but none of the philatelic sources I have consulted on the subject made any mention of Baldwin. Intrigued, I have tried to find what information I can: as normal, as one finds an answer to one question, another is raised.

The article suggests that “...in 1698, Henry Tistew, an English Consul in Syria, endeavoured to create a trade route through Egypt, but this was foiled principally by the Ottoman ban on the navigation of the Red Sea north of the Port of Jeddah upon all Christian vessels”. I can not find any information about Henry Tistew to refute or accept this suggestion.

It continues with “Another effort was made in 1768 by James Bruce and Carlo Rosetti, but for various reasons this gave no real result”. There is no elaboration on either beyond this and no explanations of the ‘reasons’ that caused the failure of establishing an overland route.

James Bruce, of Kinnaird, 1730-1794, was one of those indomitable and polymath characters found in the 18th century. Shortly after his first wife, of nine months, died when he was 24 he decided to travel abroad. On a visit to Spain he became very interested in the Moors and began his studies of Arabic. Shortly after, Bruce was appointed British consul general to Algiers and to prepare himself for this new job he perfected his Arabic. Because part of his official mission was to learn all he could about Africa, he began to study the little-known Ethiopian tongues of Amharic and Ge'ez. After two years in Algiers he spent the next seven years travelling in North Africa. While in Aleppo Bruce picked up much medical knowledge from Patrick Russel, who tended Bruce when ill, that he could pass himself off as a physician. He also developed the goal “to reach Ethiopia and find the springs which were said to be the source of the Nile”.

When he started off for Ethiopia the Sherif of Mecca gave him the closest thing in those days to a passport, saying Bruce was a “*Christian physician accustomed to wander over the world in search of herbs and trees beneficial to the health of man*”. In 1768, Bruce, now 38, was in Cairo ready to embark on his quest. With Luigi Balugani, a young Italian, he had hired as secretary and artist to make sketches and maps, Bruce set off up the Nile by boat. His amazing adventures are not part of our story, but Bruce finally arrived back at Cairo, on January 10, 1773.

On his return to London in 1774, he fell foul of Samuel Johnson who made it known that he did not believe that Bruce had ever been to Ethiopia at all and that his tales were all fabrications. Hurt, angry, and humiliated, Bruce retreated to his estate in Scotland, remarried, raised a family and died at the age of 64 on April 27, 1794. He published an account of his travels shortly before his death but I don't believe there is any mention of attempting to start an overland route nor, would this seem to fit in with his goal to discover the source of the Nile.

Of Carlo Rosetti I can find little other than he was a Venetian merchant in Egypt around the 1770s. Certainly Italian explorers and travellers were very active about this time in the Eastern Mediterranean and Eastern North Africa and one Carlo Rossini produced a monumental work, *Storia d'Etiopi*, about this time. I think it

too far to stretch the imagination that these are one and the same person and whether they are or not there is no way Carlo Rossini could be connected to an attempted overland route.

Information about Baldwin is a little more available and much of the information I have about him comes from *Travellers in Egypt* in the chapter by Rosemarie Said Zahlan, *George Baldwin: Soldier of Fortune*. He also warrants a small mention in *History of the East India Company*. If Baldwin's route failed due to a lack of interest by the British, why do history articles say that Napoleon invaded Egypt to disrupt British contact with India? If the Overland Route was not of interest, why not: were there alternatives, no need, insurmountable political reasons etc? So if to those collectors of "Waghorns" and the like this is all common knowledge, I apologize in advance if I am only repeating old news in the little information I have managed to find out about Baldwin and the Overland Route before Waghorn. Needless to say, some of the information from different sources is contradictory as well, thus adding further difficulty to arriving at a definite conclusion. Perhaps to understand this we need to examine the history of the region prior to 1770.

The existence of a trade route between India and Europe dates from pre-Roman times, though it was during the Roman Empire that this was first fully developed. Excavations at Berenike, a long-abandoned Egyptian port on the Red Sea, have discovered vast quantities of teak, a wood indigenous to India and Burma (today Myanmar) but not capable of being grown in Egypt, Africa or Europe. Also unearthed were materials consistent with ship-patching activities, including copper nails and metal sheeting. Along with the rest of Egypt, Berenike was controlled by the Roman Empire during the first and second centuries AD. At that time the overland route to Europe from India through Pakistan, was controlled Iran and Mesopotamia, adversaries of the Romans, making overland transport difficult and expensive for Roman merchants. Roman texts state that overland transport was at least 20 times more expensive than sea trade.

Before that time use of such a route had been precarious, its fortunes varying according to who held power in the territories around Baghdad, Cairo and Damascus. In the earliest periods the route had depended on Damascus and Baghdad and its junctions but, following the Crusades and the capture of Constantinople by the Turks in 1483, the traffic on this great trade artery was driven south to Alexandria and henceforth this latter route had no rival until the discovery of the sea passage round the Cape of Good Hope.

The Portuguese, who founded a colony at Goa on India's western coast, pioneered the sea route to India via the Cape in 1498. By 1580 the Portuguese had settled much of the coast belonging to the sub-continent of the Moghul empire. These possessions, with few exceptions, were lost in the early 17th century to Dutch and British merchants and by 1750 the French had a military presence in the Indian states. Both the Portuguese and the French maintained Indian possessions until after Indian independence in 1948, as the Dutch did in Indonesia until 1947, so they also would have had need for communications east of Suez. I have not found any information as to their efforts to form an overland route, although of course the forwarding agents would have acted for any nationality.

The East India Company received a royal charter from Elizabeth I on 31 December 1600. The city of Madras was founded in 1639 on land bought from local leaders; Bombay fell under the English Crown in 1660 and Calcutta was founded in 1668. The Seven Years War (1756-1763) gave Britain mastery over the French and Dutch, and successive governors and governors-general extended the control of the East India Company to the innumerable separate states, large and small.

Though an overland route operated in the 17th and 18th centuries (most successfully in 1636-1668 and 1769-1783) through various consular forwarding agencies in Marseilles, Leghorn, Venice, Aleppo and Basra, the principal mails to India were carried via the Cape. An organized system regulating carriage of letters by sea between England and the presidencies of Bombay, Madras and Calcutta, with POs at those places, was established in 1688. Regular overland communication between Madras and Calcutta began in 1720 and to Bombay in 1775. Hand-struck marks are known on mail from the 1770s.

In 1777 messages were sent by the Governor of Madras up the Red Sea and overland from the Gulf of Suez. Whether this had anything to do with George Baldwin I do not know, other than that the dates do coincide. Warren Hastings also sent a Packet Boat to Suez, but in 1779 the Turks forbade ships to come further than Jeddah unless Turkish boats were used from there to Suez. No further British mailboats were sent to Suez until 1797, although, in the opposite direction Indian Navy boats had been carrying mails to Basra, using the

alternative overland route via Aleppo and Constantinople, since 1770. The mails were variously landed at Basra and passed to Baghdad, then via Beirut to Alexandria; or at Bushire and thence via Teheran to Egypt; or via Cosseir (Qusir) to Cairo.

The British dominated trade in the Gulf area by that time, and the Kuwaitis saw that they were their natural allies. As early as the 1770s, Amir Abdullah I contracted with Britain to deliver mail between the Gulf and Aleppo in Syria. By the end of the century, Kuwait handled virtually all trade in the Gulf, including trans-shipments to India, and was the keystone of the overland route to the Mediterranean.

Most scholars of Egyptian history now agree that the political and economic changes that occurred in the early nineteenth century had their origins not in the French invasion of 1798 but rather in events that occurred in Egypt itself in the latter half of the eighteenth century. In 1760 the Mamluke Ali Bey al Kabir (1760-66) gained control of the military and drove the sultan's governor from the country. He issued *firman*s (decrees) in his own name, redirected the state revenues to his own use, and attempted to recreate the medieval Mamluke empire by invading Syria.

Ali Bey tried to strengthen commercial ties with Europe by encouraging trade and attempting to open the Port of Suez to European shipping. His successor as *sheikh al-balad*, Muhammad Bey Abu adh Dhahab (1772-75), continued these policies and invited Baldwin to use the Red Sea route, telling him: "*If you bring the India ships to Suez, I will lay an aqueduct from the Nile to Suez, and you shall drink of the Nile water*". His intention was clearly to divert the India trade away from the Kuwait-Beirut land route, which was still under the control of the Ottoman court, and so reap the financial rewards himself.

Baldwin had been a silk merchant in Acre, having first moved to Cyprus in 1760, but on visiting Egypt in 1773 he became convinced of its trade potential and the importance of its strategic position. When he arrived in Cairo in July 1775, Baldwin was the only English merchant living there. He had only tenuous links with the Levant Company and the East India Company, but used these fragile connections to promote himself, his ideas and his position. He took it upon himself, for example, to act as unofficial consul for Englishmen passing through Egypt; he also contacted merchants in Bombay, Istanbul, Izmir and London to sell Indian goods arriving in Suez.

His ambitions for personal gain as a trader overshadowed his efforts to encourage an efficient dispatch route from India to England; his far-reaching political insight was overlooked in the face of his determined trading. Sir Robert Ainslie, the British Ambassador to the Porte, disregarded his recognition of the strategic importance of Egypt. This may have been out of personal jealousy or, more probably because, as the representative of the Levant Company, he feared that Ottoman displeasure at use of the Red Sea route might jeopardise his position in Istanbul. He may also have realised that the prevailing winds in the Red Sea made the passage of shipping difficult during several months of the year. Sir Robert Ainslie was the British ambassador to the Ottoman Empire at Constantinople from 1776-1792. It was while stationed in Constantinople that he acquired his vast and valuable collection of coins which were presented to the British Museum in 1795. He later served as a MP and was created a baronet in 1804. He is now best remembered for a series of three volumes of sketches of Egypt.

This *Hatti Sheriff* (firman or Sutan's decree) of 1779 forbidding use of the Sea of Suez to Europeans was a reaffirmation of earlier *firman*s which were ignored by Baldwin and other European traders, but it may have caused further difficulties to Baldwin's development of the overland route. Soon afterwards, Baldwin was taken hostage by the Egyptian authorities after becoming mixed up in the robbery of goods from an English ship which were taken on their passage from Suez to Cairo. Baldwin applied to Sir Robert Ainslie, who was furious but nevertheless honour-bound to undertake to secure his release. Before it could be effected, however, Baldwin escaped to Izmir.

How effective the dispatch route from India to England had been in those four years between 1775 and 1779 seems to be unrecorded but it is likely that at least some letters were transported across the overland route during this time.

From Izmir, Baldwin went to Istanbul, after acquiring a young bride, where he hoped to obtain Ainslie's help. When no help was forthcoming, it was Baldwin's turn to be angry: he blamed the Ambassador for his problems and publicly accused him of being incompetent. The relationship deteriorated still further: they failed to acknowledge each other on the street, and Baldwin made a point of insulting Ainslie whenever he could.

Baldwin confided in the French Ambassador, Saint-Priest, and spoke at length about the enormous potential of the Red Sea trade route. Saint Priest was so impressed with this information that he sent a memorandum to Paris on the subject, strongly recommending that France promote its use. The document was read with great interest in Paris, and was used by Napoleon when planning his invasion of Egypt. So somewhat ironically, while the English Establishment had failed to see the importance of Egypt to its empire in India, the French had not.

In 1785 Chevalier Truguet, for France, signed an agreement with Egypt giving the French trading rights and free access in the Red Sea. At last, at this threat to themselves, the East India Company took notice and Henry Dundas, a director of the Company and strong supporter of the Red Sea route, invited Baldwin to a meeting of the Board. Dundas estimating that at least £25,000 a year could be saved if the Egyptian overland route was used for dispatches between England and India, requested a memo on the subject. Baldwin wrote *Speculations on the Situation and Resources of Egypt*, a pamphlet which he later published in two editions (1801 and 1802) under the title of *Political Recollections Relative to Egypt Containing Observations on its Government Under the Mamlukes*.

It was on the basis of this work that Dundas and his colleagues decided to establish a British consulate-general in Egypt, and to appoint Baldwin as consul. This alarmed the governors of the Levant Company, who regarded such a position as being under their control. In an attempt to stop Baldwin's appointment, Ainslie amongst others made strong appeals to the Attorney General and the East India Company. Luckily for Baldwin, the Levant Company was overruled.

Once his appointment was secure, Baldwin contacted the East India Company and offered to be their agent for correspondence between India and England. The Company decided to re-establish communications via Suez, and accepted the offer, but paid only half the salary for which Baldwin had asked. He left England in August 1786, and arrived in Alexandria some time in October by way of Naples and Izmir. He encountered many difficulties, among them the Ottoman invasion to re-establish control of Egypt and the devastating plague of 1791. Baldwin tried to keep the British in India informed of European affairs and to do so would have sent his dispatches by the overland route Alexandria to Suez. This is actually outside the time frame as suggested by the original document, which started this quest, and whether he forwarded mail from Europe for India in this time is unknown.

Despite gaining favourable trading agreements with the Egyptian authorities and the continuing backing of Dundas, little support was forthcoming from England itself. The Red Sea route continued as a channel for British intelligence, however, and it was used several times to the growing Empire's benefit. In February 1793 Baldwin was dismissed as consul-general in Egypt - but the original dispatch was lost and a further letter was sent confirming his dismissal only in 1796. He continued therefore to act as British consul-general until 1796, and did not finally leave Egypt, disillusioned at his lack of backing, until March 1798.

At just about the same time as Baldwin left Egypt Napoleon set sail from Toulon, on May 19 1798, for the Orient (Middle East) with the very intention of constricting Britain's trade routes and threatening its possession of India. The French expedition eluded the British warships and sailed first for Malta, where the French seized control early in June. After a week at Malta, Napoleon sailed with his fleet for his main objective, Egypt.

Meanwhile, Nelson had found Toulon empty and had correctly guessed the French objective (which he outlines in a letter to George Baldwin as British Consul in Alexandria), but because he lacked frigates for reconnaissance he missed the French fleet, reached Egypt first, found the port of Alexandria empty except for Turkish ships, and returned to Sicily for his ships to be re-supplied. Nelson's letters and dispatches give a good idea of his frustration at cruising the Mediterranean in search of the French fleet.

TO GEORGE BALDWIN, ESQ., CONSUL AT ALEXANDRIA.. June 24th, 1798.

Dear Sir,

I am so persuaded of the intention of the French to attempt driving us from India, in concert with Tippoo Saib, that I shall never feel secure till Mangalore, and all Tippoo's Sea Coast, is in our possession. We ought to get hold of the Coast, even at the certainty of a War with him. Had I been his Peace-Maker, he should have had my head before Mangalore, or one foot of Coast. I send you some Reviews and Magazines — they may be pleasant, although old; and if I can get near you with the Fleet, and am favoured with five minutes' conversation, I shall have great pleasure in supplying you with anything in my power; for believe me, dear Sir, your most obedient servant,

HORATIO NELSON

Pray do not detain the Mutine, for I am in a fever at not finding the French. At Naples they have English news to the 16th of May. No fears of an Invasion: Pitt stronger than ever.

TO GEORGE BALDWIN, ESQ., CONSUL AT ALEXANDRIA. Vanguard at Sea, 26th June, 1798.

Sir,

The French having possessed themselves of Malta, on Friday, the 15th of this month, the next day, the whole Fleet, consisting of sixteen Sail of the Line, Frigates, Bombvessels, &c., and near three hundred Transports, left the Island. I only heard this unpleasant news on the 22nd, off Cape Passaro. As Sicily was not their object, and the wind blew fresh from the westward, from the time they sailed, it was clear that their destination was to the eastward; and I think their object is, to possess themselves of some Port in Egypt, and to fix themselves at the head of the Red Sea, in order to get a formidable Army into India; and, in concert with Tippoo Saib, to drive us, if possible, from India. But I have reason to believe, from not seeing a Vessel, that they have heard of my coming up the Mediterranean, and are got safe into Corfu. But still I am most exceedingly anxious to know from you if any reports or preparations have been made in Egypt for them; or any Vessels prepared in the Red Sea, to carry them to India, where, from the prevailing winds at this season, they would soon arrive; or any other information you would be good enough to give me, I shall hold myself much obliged. I am, Sir, &c.,

HORATIO NELSON.

These letters seem to contradict Rosemarie Said Zahlan, indicating that Baldwin was still at Alexandria at this time, but it could be that Nelson was unaware that he had left Egypt. The battle at Aboukir Bay took place on August 1-2 1798, when the French fleet was destroyed. Belatedly the English took notice of Baldwin, who arrived back in Egypt with the main landings at Aboukir on March 8 1801, when he helped with provisions for the troops. General Sir Ralph Abercromby, who was killed trying to expel the French, is supposedly to have said "*The army, gentlemen, are greatly indebted to Mr Baldwin*". Baldwin left Egypt soon after, and was back in England two months later, living in obscurity and dying in London in 1824.

I suppose tradition has it that I should now call on members to report their "Baldwins" – but I don't expect an overwhelming response! Any related information, however, would be of enormous interest.

References several websites I failed to note but include Sandfaye.

Ones concerning the French East India Company and West and the East India companies the WIC (West Indische Compagnie) and the VOC (Vereenigde Oostindische Compagnie).

Conference on Travelers to Egypt and the Near East, Cambridge, 15-18 July 1999.

ASTENE (Association for the Study of Travel in Egypt and the Near East)

Letters and Dispatches of Horatio Nelson.

Kuwait history site.

Travellers in Egypt the chapter George Baldwin: Soldier of Fortune by Rosemarie Said Zahlan (published London by I.B.Tauris, 1998)

History of the East India Company (pub ? 2000)

Egypt Study Circle Auction - Important Notice

We shall shortly embark on the 36th in our successful series of Study Circle Auctions. For very good reasons - essentially, the difficulty of ensuring the safety of material from members around the world, and the cost of insuring it - we have always, with reluctance, had to enforce a strict "no viewing, no illustration" rule.

It has not been popular, it has led to bought lots being returned for refund because they were misdescribed as to fact or condition, and it has perhaps prevented many members from bidding for material they could not see.

Well, all that is about to change!

As an experiment, we are prepared to accept a limited number of pages of illustrations from vendors. We hope that will encourage vendors to submit material of higher standard; and that it will also encourage bidders to go a couple of steps higher for that outstandingly beautiful or significant lot - now they can see it!

We will start cautiously, because we have no way of judging the reaction until it happens. By cautiously, we mean that up to six vendors submitting material for the next Auction, No 37, in Spring 2004, may also if they wish submit - remember, this is an experiment - a single A4 black and white photocopy sheet showing their material to best advantage. We shall make no restriction on size or enlargement - that is entirely up to the vendor. But each is restricted - for the time being - to a single A4 sheet. And once we have six sheets, we will accept no more: any others received after the first six will be returned. If the experiment is successful, these restrictions may be removed in the future. Softly, softly, catchee monkey.

Along with the photocopy sheet the vendor will pay a charge of £5.00 sterling, to cover the extra photocopying costs: no payment, no illustration. For the time being, because of the cost, there is no possibility of accepting colour photocopies.

And the vendor should also draw attention in his list of lots to those illustrated on his sheet - we suggest with a (P). Because final lot numbers cannot be known until the full list is collated, Auction officials will see to the correct labelling of Lot numbers on the final illustrations, which will be sent out to members with the Auction list by post or email as usual.

Please remember that this is an experiment. We shall be very pleased to hear from members about potential extensions to the method of illustration; and to have your reaction in general. Time will tell how you see it and whether it is worth persevering, changing or extending the illustrations. But let's hope that both vendors and buyers are encouraged by the potential for the first time to see what material is changing hands. And for the latter group to bid higher on it!

All comments should be directed to the Secretary, Mike Murphy (109 Chadwick Road, London SE15 4PY or escauction@hotmail.com), who will be delighted to share them. Watch out for the feedback!

The Story Behind the Stamp: Balian 38, 19 Jan 1931, Atlantic No. 787.

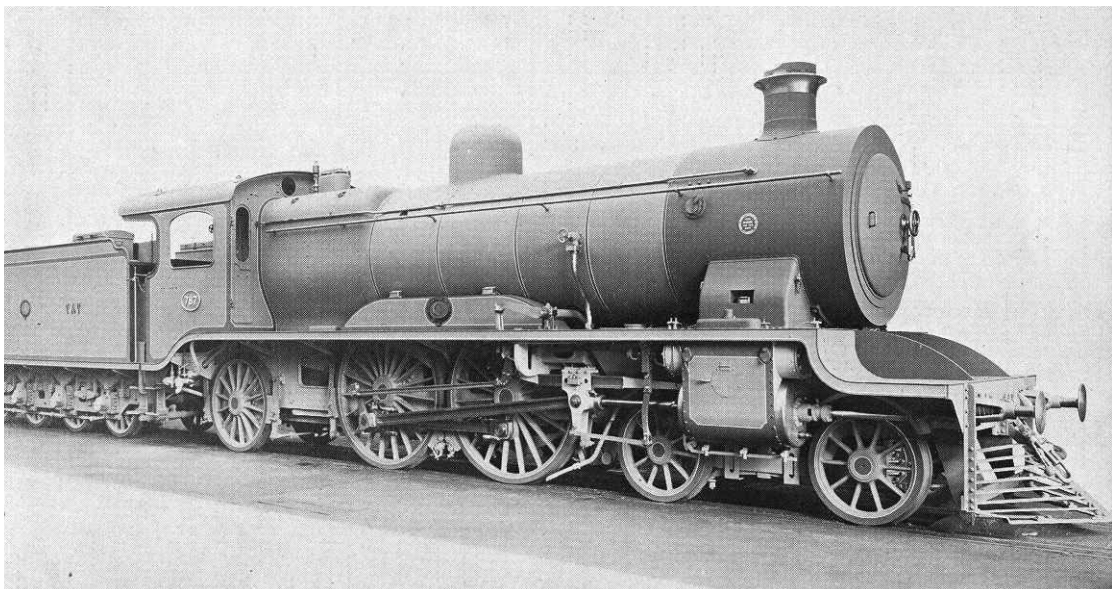


In 1933 the International Railway Congress was held in Cairo and in celebration of this event a very interesting railway museum was opened in an annexe to the main station at Cairo; the exhibits included three old locomotives (194, 986 and old 30) and numerous models, photographs and drawings. The museum is still open, from 8.30am to 2pm daily except Mondays and official holidays, admission 10 piastres. In addition, Professor Lionel Wiener was commissioned to write (in French) a very detailed history of the Egyptian Railways; this is a fine piece of work, *Egypt et ses*

chemins de fer. Well illustrated, it nether less contains a number of small factual errors and misprints, due no doubt to a very tight time schedule. A set of four excellent postage stamps was issued to mark the occasion, depicting characteristic Egyptian locomotives. The highest value, 20 millieme, shows engine 787 an Atlantic class 4-4-2, built by North British Locomotive Co. Ltd. (Works No. 23338).

N.B.L supplied 35 of these Atlantics to the E.S.R. in 1925 15 being built against one order and 20 against another. They were designed for express passenger service, their 6ft 6in driving wheels delivering a traction effort of 19,528 lbs. from a boiler pressure of 160 lb; the large capacity tender held 5,500 gallons of water and eight tons of coal. Weight (in working order) of engine and tender was 133 tons 10cwt. Originally numbered 760 to 794, the E.S.R renumbered all their locomotives in 1926 they became No. 6 to 25. They became the mainstay for the Express service and continued in operation well in to the fifties or later, numbers 47 and 59 being withdrawn in 1943. Some were given names and a suitably impressive curved nameplate over the driving wheels arches, among them No. 31 Rameses II, No. 33 Thotmos III, No. 44 Prince Farouk and No. 56 King Faoud I.

The "Sunshine Express" was a luxury train taking passengers to Upper Egypt in a single night, and Abydos, Dendera, Thebes, Karnak. Luxor, Edfu and Aswan. Combined tickets between Cairo, Luxor, Aswan and Shellal, including fares and sleeper and hotel accommodation, were issued at cheap rates during certain months. There were three trains a day in either direction between Cairo and Luxor, the journey of 340 miles taking about 12 hours. To Aswan and Shellal, there are two trains a day in either direction which covered the distance of 480 miles in about 17 hours. All express trains were formed of bogie corridor coaches. First-class coaches were divided into compartments fitted with electric reading lights. Restaurant, sleeping and Pullman cars were attached to the principal trains. Passengers carried on the Egyptian State Railways in the year 1933-34 numbered over 34 millions.



NBL kept a photographic record, including is one of engine 787