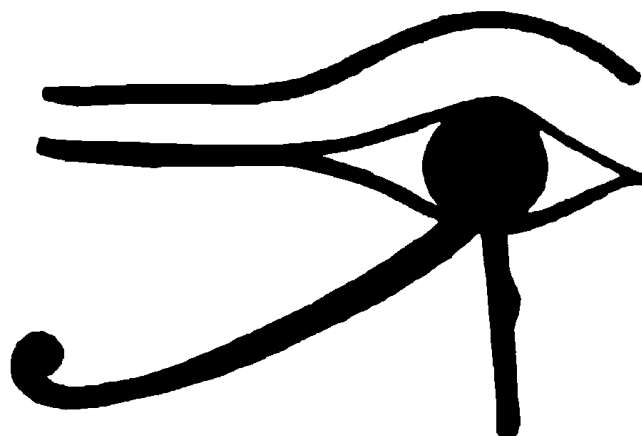


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March Quarter 2007

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Report of the Meeting, January 13, 2007

PRESENT: Peter Andrews (Chairman), Stanley Horesh (Deputy Chairman), Mike Murphy (Secretary), Edmund Hall (Editor/webmaster), John Davis (Librarian), Mike Bramwell, John Clarke, Cyril Defriez, Mostafa El-Dars, Peter Grech.

APOLOGIES: Apologies for absence were received from: John Sears (President), Brian Sedgley (Treasurer), Margaret Chadwick, Sue Claridge, Dennis Clarke, Robert den Hollander, Alan Jeyes, Bill Johns, David Sedgwick.

The Chairman opened the meeting by wishing all those present a Happy New Year and looking forward to an interesting and entertaining year of Egyptian philately. He greatly regretted the absence of the President, John Sears, who is convalescing after knee replacement surgery, and all present sent John their best wishes for a speedy recovery.

The Chairman noted the comparatively small turnout, and suggested that members might give some thought to how we might avoid having to hold a meeting so close to Christmas, especially in light of the fact that the intention is to hold a meeting every two months, and that our Spring Stampex meeting – one of the best attended – has already crept back into February and seems to be earlier each year!

The Secretary announced that he had had an email from a friend of Jean Flower, now 88, the daughter of our founder, Dr William Byam, and Committee members will investigate the possibility of providing her with a suitable souvenir of her father's time with the Circle, and perhaps of visiting her in Cheltenham

He also had to announce, with great regret, the resignations of Sven Eriksson (ESC 411, Sweden) and Gerald Smith (ESC 531, Devon), both of whom have disposed of their Egyptian collections. On the other hand, there were four new membership applications, all accepted.

The Secretary announced on behalf of the Treasurer that 2007 subscriptions were beginning to roll in successfully – but more were required soon! – and on behalf of the President that sales lists of material for Auction 43 were required by February 15.

Edmund Hall (Editor/webmaster) was able to announce that, after many years of detailed work –he made the first announcement at a meeting in February 1979(!) - a comprehensive index to the *QC* from Issue 1 to the latest issued (Whole Number 219) was now available and had been posted on the website for ease of access. He will shortly place on the website, password-protected, a second and more comprehensive index, listed by subject, which brings together the following publications: *QC*, *L'OP*, *Egyptian Topics* and many other philatelic magazines: this has been a real labour of love, and should prove an immensely useful tool to all member-researchers.

John Davis (Librarian) announced that the sale of back copies of the *QC* had gone extremely well, producing almost £150 for Circle funds. He will announce further available issues in a forthcoming edition of the *QC*.

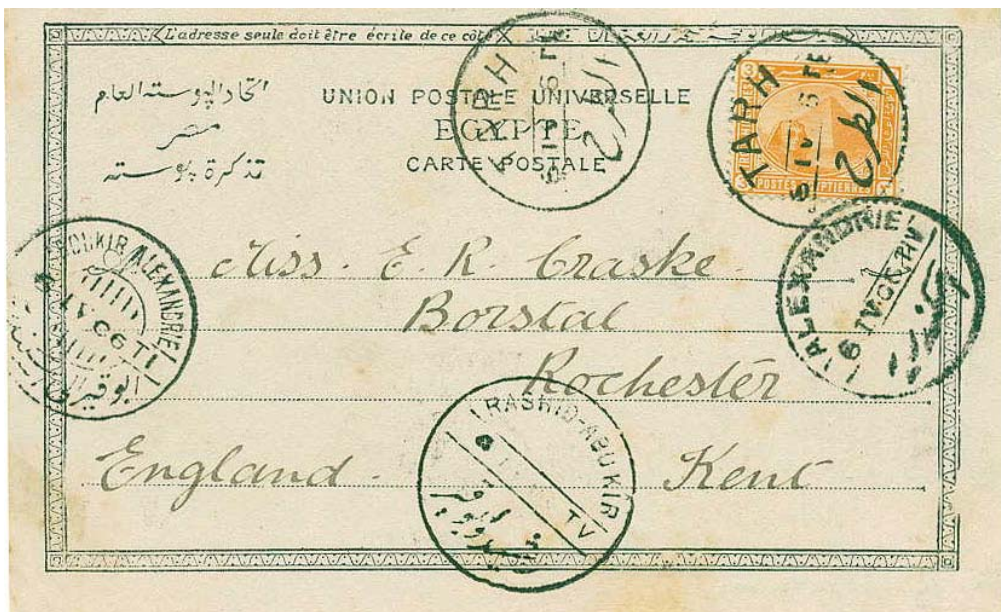
Before his display, Cyril Defriez (ESC 172), who maintains our collection of New Issues, brought to members' attention the mystery of the recently issued miniature sheet associated with the se-tenant pair of stamps issued on July 13 2006 to mark 50 years of Egypt-China relations. It seems that the sheet has been sent to overseas subscribers to the Philatelic Bureau's new issue service – but is not at all available in Egypt from the post office, but only from dealers at a very high premium. Cyril and Leon Balian (ESC 251) are working to try to clarify the situation. If any member has received the sheet, please let the Secretary know.

Turning to the meeting display, properly titled "A postmark Tour of Egypt, Part 2: Lower Egypt", Cyril regaled us with a quite astonishing series of sheets – the product of over 15 years' collecting – illustrating circular datestamps of smaller and out of the way towns and villages, many of which were seen for the first time by those present.

Opening with the suburbs of Cairo, he "traversed" the western Delta to the suburbs of Alexandria, and then down through the central Delta, concluding with the eastern Delta and back to the Cairo outskirts. The range of



Arabic-addressed envelope, franked 5m (internal rate), sent from village Bani Gharian (cartouche) via Service Rural / Hurin-Mostai 19 JU 35 (all markings in blue). Hurin (or Horin), its postal service provided by the railway from Birket el-Sab to Zifta, is in Garbiya Province at 30.39N 31.08E; Bani Ghairan, near Quwesna, and Mostai, served by the Rural Service from Hurin, are in Minufiyah province. Back-stamps are Hurin 19 JU 35, Birket el-Sab same day and Cairo 20 JNE 35.



Postcard addressed to England franked at 3m overseas postcard rate, sent from Tarh on 6 IV 06 via two TPOs on the same day, Rashid-Aboukir (unrecorded type, most like 8A1) and Aboukir-Alexandrie (unrecorded type, most like 8A6), and Alexandrie, also same day, for onward carriage by sea. Tarh is a tiny village in Beheira province, on the railway line between Idfina and Alexandria. Rashid is another name for Rosetta, at the western mouth of the Nile, and Aboukir (or Abu Qir) is now the easternmost suburb of Alexandria

material shown was comprehensive in illustrating the development of the postal service, but far too detailed for this brief report, so we illustrate as examples a couple of his covers, and Cyril explains their significance.

The meeting closed with the Chairman applauding such an exhaustive tour of the delta, noting that many postmarks were outside his knowledge, and particularly welcoming use of Rural Post covers and TPO markings to illustrate some of the smaller towns and villages. Members showed their appreciation in the traditional manner.

Report of the Meeting, March 3, 2007

PRESENT: John Sears (President), Peter Andrews (Chairman), Stanley Horesh (Deputy Chairman), Edmund Hall (Editor/webmaster), John Davis (Librarian), Dennis Clarke (Committee), Mike Bramwell, John Clarke, Cyril Defriez, Peter Grech, Charlie Hass (US), Alan Jeyes, Costas Kelemenis (Greece), Hilary Shaw, Ann and David Sedgwick, Vahe Varjabedian (Egypt), and his son Armen (visitor).

APOLOGIES: Apologies for absence were received from: Mike Murphy (Secretary), Brian Sedgley (Treasurer), Margaret Chadwick, Ted Fraser-Smith, Mostafa El-Dars, Anton Jansen, Trent Ruebush.

The Chairman opened the meeting by regretted the absence of the Secretary, Mike Murphy, who is suffering from flu, and all present sent Mike their best wishes for a speedy recovery. Peter, recently returned from New Zealand, passed on greetings from members and friends Down Under and welcomed overseas visitors from Egypt, Greece and the United States.

New member applications were dealt with and a brief discussion took place on topics for next year's meetings. One or two were discussed, leaving one of the meetings at the Victory Services Club as yet unfilled, so will both those not present and those who did attend please forward some suggestions so that next year's programme can be drawn up at the September meeting. It was reported that subscriptions were flowing in well, but that as they were due on January 1 late payers will receive a reminder with the March *QC*.

The Chairman noted that the return to New Zealand of Sue McIntosh (now Claridge) meant that there was a vacancy for a Publicity Officer once more. A volunteer was sought in vain: any member willing to take on the interesting task of liaising with the philatelic press and co-ordinating advertising for the *QC* should please contact the Secretary.

John Sears reported that lists of lots for Auction 43 were to be mailed on the Monday and it was agreed that the list would appear on the website on Wednesday. It was also confirmed, prompted by a question from the floor, that invariable practice is that the website list does not appear until a few days after the mailing list has been dispatched.

One member had written to seek permission place the ESC logo (ie, the DLR Sphinx and Pyramid design with the wording Egypt Study Circle) on his sales on an internet auction site, explaining that he was proud of his membership and wished to give publicity to the Circle. While there is no doubt whatever over the integrity of the individual concerned, the meeting felt that such a symbolic link could be taken to confirm that the ESC endorsed the items for sale, which is clearly untenable. The danger also exists that non-members may attempt to use the device to enhance the appeal of items of doubtful authenticity: policing its use would be impossible. The meeting decided that by imposing an overall ban on such use any potential doubt would be removed once and for all.

Notice was given that the Philatelic Society of Egypt is planning a further exhibition in the first week in November; all ESC members are cordially invited.

The meeting was ten sheets – or thereabouts – and as usual we were given an interesting and varied displays.

Peter Grech began with magazine articles and cards relating to the flight of Marc Pourpe. He made the point that in the early days the early adventures of the flying pioneers were reported in sporting magazines as flying was considered a sport; and showed the front page of a magazine with Pourpe looking for all the world like Rudolph Valentino (as the Sheikh of Arabia), complete with aircraft and pyramids in the background.

John Sears started by saying that he found it more difficult each year to find something new to show that can be condensed to ten sheets. He did not disappoint, however, as he has been rearranging his airmail collection into sections and gave a wonderful display on the Misr airline, which was formed in 1932 and started to carry mail from Cyprus to Egypt on August 10, 1935. As contracts were renewed each year this led to First Day Covers almost for each year. The Misr line gradually extending its operations to Haifa, with the mail supposedly carrying on to Syria by car.

John Davies, who had bought John Revell's collection of Suez, mainly to get the Suez stamps, found that it also contained some covers relating to the Suez Crisis of 1956 and it was these he had brought along to show. It consisted mainly of "propaganda" covers from Egypt including the FDC of the nationalisation of the Suez Canal as well as the slogan cancels found on covers of that period. There were also two covers from British troops, one of them from FPO 443 (at Port Said) with the brown 2d stamp instead of the 2½d. The display also included two covers, one Finnish and one Swedish, from the UN contingents.

David Sedgwick showed covers with postage dues, either Egyptian stamps on incoming mail or for covers from Egypt to the UK or US with tax charges and due stamps. He started with a beautiful Rural Post cover with no stamp and boxed T which had gone through the post apparently with no tax raised. A cover to the US with what seemed the correct postage rate had a circular Gold Centre mark of six cents which was assumed to be the charge for an overweight letter. Also shown were covers from the concession period which had been posted in civilian postboxes, and received boxed 'O' and 'T' markings and the dues raised in the UK.

Cyril Defriez showed covers which did not fit into his previous interesting displays of Village postmarks of Egypt. These consisted of cancels of Cairo and Alexandria and Cyril posed the question of the single letters found in the cancels and whether these had any significance, amongst these were the letters A, B, C, G, I, K, S, U and 4. Inspection of the Arabic gave no indication of any special purpose beyond depart and arrival.

Stanley Horesh, echoing John Sears, said he found it difficult to present ten sheets with something he had not shown before but then went on to display an interesting selection of stamp error varieties. Included were the 5para surcharge with missing central figure, 10para imperf, the Agricultural overprint with its many defects of the overprint, Geographical Congress stamp error and many more.

The meeting ended with Dennis Clarke, who thought he had escaped the ten sheet ritual, but had brought along his well-researched pages on printing techniques. He began discussing lithography, saying that when he started his apprenticeship in 1944 the lithography stones were still being used. He had the examples from his article in the last *QC* showing the variations in printing colours. He made the point that colours picked up on the back of stamps and postal stationery is technically "set off" and not "off set". He had pictures relating to the new Postal Authority Press in 1962, see "*Egyptian Postal Mechanisation 1960-1980*" in *QC* 218 pp152-157. Dennis had letters from Witag of Bern, who supplied the printing equipment at the time, and brochures, and very many examples of the Printing Experiment stamps, based on the 1959 anniversary of Yemen joining the U.A.R. which were produced in Switzerland in training the Egyptian printers and in Egypt when bedding in the printing machine. He also had leaflets on the gravure process.

Dennis's display was much appreciated, as were all of the "ten" sheet displays, which again demonstrated the great verity of topics in Egyptian philately.

However the stamping day had not yet run its course, and a small band of members congregated at the Editor's house later to continue stamp talk well lubricated by excellent food and wine.

New members:

- ESC 612 Stephen Roche**, PO Box 29658, London E9 7WD
(Egypt and Yemen, postmarks and village cancellations)
- ESC 613 Robert Perkins**, 11 Harbourside Court, Sutton Marina, Plymouth PL4 0QT
(1927-37 definitives, Bar overprints, plus Gaza, Hotels, British, Dues, Officials)
- ESC 614 Bryan Lambert**, 15 Towncroft Avenue, Middleton, Manchester M24 5DA
(Paquebot mail, Egyptian stationery, birds, art and ships on stamps)
- ESC 615 Colin Narbeth, FRPSL**, 6 Hall Place Gardens, St Albans, Herts AL1 3SP
(Sudan, China, Egypt)
- ESC 616 Martin Lovegrove**, The Weatherings, East End, Gooderstone, Kings Lynn PE33 9DB

(Saudi Arabia, particularly Egyptian PO in Gedda)

ESC 617 Victor Potter, 18 Prince Paul Crescent, St Catharines, Ontario, Canada L2N 3A9
(Sphinx and Pyramid issues 1876-1906, stationery, postmarks, OHHS, Soudan opts)

Resignations:

ESC 411 Sven Eriksson ESC 531 Gerald Smith ESC 554 Cyril Metliss

Change of address:

ESC 356 Ms Sue Claridge (ex McIntosh), c/- 358 Tai Tapu Road, RD2 Christchurch 7672,
New Zealand

ESC 505 Samir Nabih Attia, 25 Abu Bakr el-Saddiq Street, Heliopolis, Egypt

ESC 518 Arto Kasperian, 7 Rue Fouad, Bulkeley, Alexandria, Egypt

ESC 534 André Navari, 12 Rue Abbé Féraud, 13005 Marseille, France

ESC 537 John Catchpole, Links View, 3 Westpark Road, Bude, Cornwall, EX23 8PB

Hotel Post with Bureau des Rebutts marking

Anton Jansen (ESC 383)

This German postal card, covered with postmarks, certainly made an interesting journey. I have tried to reconstruct this journey, but would appreciate any comment.

The card left Dresden on 7.12.97 and was addressed to a Lieutenant Gaston Kraft at the Grand Hotel in Naples. It arrived there on 9.12.97 and the postman who delivered it probably left the encircled 160 mark. As Lieutenant Kraft had left for Egypt, the card was forwarded to Th. Cook & Son in Cairo. It arrived there on 18.XII.97 via the Ismaïlia-Caire TPO (Type 8A7).

The foregoing appears solidly proved by the various datestamps. The next stages are a bit more uncertain. My hypothesis is that Thomas Cook delivered the card at the counter of the Shepherd's Hotel as they supposed, rightly or wrongly, that Lieutenant Kraft would be staying or arriving there. In 1897, after all, the main Cook's office was right next door to Shepherd's.

But in any case he never got the card, which at the end of the season received a note *Jamais arrivé* and was delivered at the Hotel Post Office, which gave it a datestamp 24.V.98 and a NON RÉCLAMÉ mark was added. From there it was delivered at the BUREAU DES REBUTS, where it was entered on 6.VI.98. The card finally returned in Dresden on 7.7.98, seven months after its departure!



Notes on the 20 millième Control Blocks of The Fouad Postes Issue

Magdi M. Abdel-Hadi (ESC 445)

Recently I received a few control blocks of the Fouad Postes (Modified) issue of 1936-37, and found among them two blocks of the 20-millième value bearing the control number ~~A/35~~ A 36. These blocks were different from the four blocks I already had in my collection with the same control number, which I found very strange, as according to the records of the Survey Department of Egypt only two cylinders (number A.12 & A.36) were used for printing this particular denomination.

My first thought was that maybe three rather than two cylinders had been used, or maybe even more, so I contacted a friend who collects control blocks of Fouad issues, and he was kind enough to provide me with a high resolution scan of all the 20m control blocks in his collection.

And here the problem becomes more complicated: when I studied my friend's scan I discovered that his nine control blocks of the 20m ~~A/35~~ A 36 were all of them completely different from the six blocks in my collection. With a total of 15 different blocks, this means that there were at least eight different cylinders used for printing the 20m ~~A/35~~ A 36, as each cylinder contains two control blocks, one for each pane. This supposition seemed impossible, since this particular denomination was first printed in early 1936 and the first 20m of the succeeding Boy King series was issued in July 1937: a maximum period of 18 month is too short to consume eight cylinders for printing only one specific control number.

I tried to find any published information regarding the Fouad Postes Issue, looking in all the known references I had, but unfortunately discovered that this issue has not had the attention it deserves, only the first two Fouad portrait issues having been deeply studied in the past 80 years. So I decided to find an answer to this problem by myself.

A careful study of the 15 aforementioned blocks, with the aid of computer image-editing software that make available the measurement in tenths of millimeters, and the possibility of overlapping a photo of one control over another to determine any tiny differences in shape or size, led me to a very interesting and unusual discovery which I think needs to be explained in detail.

The meticulous method used by the Survey Department of Egypt for applying and printing control blocks does not conform with the idea of using so much cylinders with the same control number, and the following points explain how this particular control number was printed.

- 1- In 1935, a first cylinder (number A.12) comprising two panes was used to print the 20m with the control number A/35; in all the blocks that I have examined I found that there are only two different settings of controls bearing this number, one of each pane (*Fig.1*).
- 2- The two control numbers were written by hand; in the normal way used by the Survey Department.
- 3- There is no indication where the control numbers were put on the multipositive or etched directly to the cylinder; in any case, this does not impact on the final outcome.



Fig 1. – The two different control numbers from the first cylinder A.12

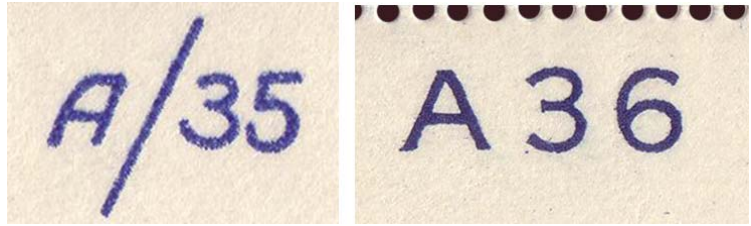
- 4- In 1936, a second printing was made from the same cylinder (A.12): the same control A/35 was printed without any modification, neither by replacing the old A/35 completely nor by striking through the old A/35 and adding the new corresponding year number A 36.
- 5- This second printing (without changing the old control number or adding the new one) was made almost certainly by mistake.
- 6- The second cylinder (number A.36) was prepared, but this time the cylinder had no multipositive of the two panes with the stamps; it had only the new control number A 36 (without a separating slash) in addition to four bars; this control and the four bars were etched in the cylinder in two positions, one for each pane.
- 7- The sheets of the second printing were then fed into the printing machine equipped with the second cylinder (number A.36) in order to receive the new print with the new control number A 36 and the four bars.
- 8- The four bars had been placed in a predetermined position in order to overprint the old A/35; the result is a new control number ~~A/35~~ A 36, which we may call an **overprinted control number**.
- 9- The Survey Department normally uses two or three hand-written bars to strike through old controls - only once, in 1931, were four bars used to strike through old controls - but in our case four bars, and thick ones at that, were used to ensure a perfect and complete overprinting.
- 10- In all ~~A/35~~ A 36 blocks examined (Fig. 2) there are only two different settings of the A 36 and the four bars (regardless of the relative position of the old A/35).
- 11- The position of the four bars in relation to the previously printed A/35 varies or shifts in both panes, varies or shifts, by up to 3 millimeters in both directions. This is an indication that neither printed registration marks nor punched holes were made to align the sheets precisely during the preceding overprinting stage.



Fig. 2 – The two different settings of control A/36, with the four bars; numbers 1-9 (short bars) are from setting (A) numbers 10-15 (long bars) are from setting (B).

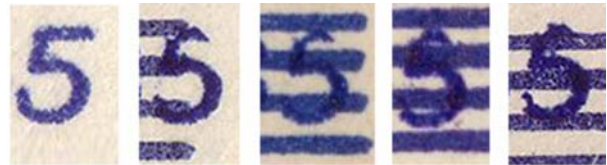
- 12- The new A 36 was not written by hand as usual, but for the first time in the Survey Department's technique, two models were prepared by using a photo of a printed A 36 or a kind of a letter setting to prepare the second cylinder. The small size of the A, 3 and 6 and their very sharp edges deny any possibility of use of the usual handwriting method (*Fig. 3*).

Fig. 3 – A/35 handwritten (curved edges), and A 36 printed (very sharp edges)



- 13- The four bars in both settings differ in length: in setting (A) the bars measure 9.7 millimeters, and in setting (B) they measure 12.7 millimeters.
- 14- The letter parts of both settings also differ in size; in setting (A) the letter A is 3.8 millimeters tall, while in setting (B) it measures 3.5 millimeters. Most probably the difference came from a resizing during the photogravure stages used in transforming the model to the cylinder; it is impractical that two different sizes of letters were used in the preparation.
- 15- In the first cylinder (A.12), a progressive wear in the cylinder in the area of the control number can be recognised; different states of the number 5 occur, a factor that can be realized only in the second printing. It is strange indeed that this wear is seen in both settings and affect only the 5 and in its top part only (*Fig. 4*).

Setting (A)



Setting (B)

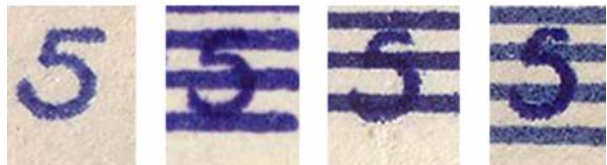


Fig. 4 – The original number 5, and stages of deformation in both settings.

- 16- Although all references and catalogues state that the perforation of this issue is 13 ½, the precise perforation is 13x13 ½. It is also observed that two different comb heads were used in perforation, differing in the size (diameter) of the perforating pins: the thinner measures 0.75 millimeter in diameter and the larger 0.85 millimeters (*Fig. 5*).

Fig. 5 – Effect of the two different pin sizes used in perforating heads.



Ambulante Ales-Cairo & V.V.

Peter A. S. Smith (ESC 74)

For more than 20 years I have had two covers with the ALES-CAIRO date-stamp on the reverse as a transit marking, and have had them mounted for exhibition, and one would think that I had ample opportunity to observe every particular about them. Now I must disclose my embarrassment at having overlooked a feature that I do not believe has been reported before: there are two varieties of the Type TPO-1 postmark!

The earlier one (my example dated 3 GIU 1875) has narrow letters, seen most obviously in CAIRO. The later one ((my example dated 7 MAR 1878; *see next page*) has markedly wider letters, a feature especially evident in the C and O of CAIRO. The wider lettering causes the space between AMBULANTE and ALES-CAIRO to be shorter at each end (insofar as I can tell, the word AMBULANTE is the same in both postmarks). The two varieties are shown here enlarged.

My lone example of the reverse direction, CAIRO-ALES, appears to be the wider variety. With such a very small sampling, the dates may not mean much, and the two varieties may well have been in use contemporaneously. If there was more than one mail train each day, two postmarking devices would probably have been necessary.

It cannot be said whether the route name was a movable or a fixed part of the date-stamps. With only one example of the north-bound route to hand, one cannot be sure that this route also had two varieties, although it seems highly probable (perhaps a member having other examples can report on them).

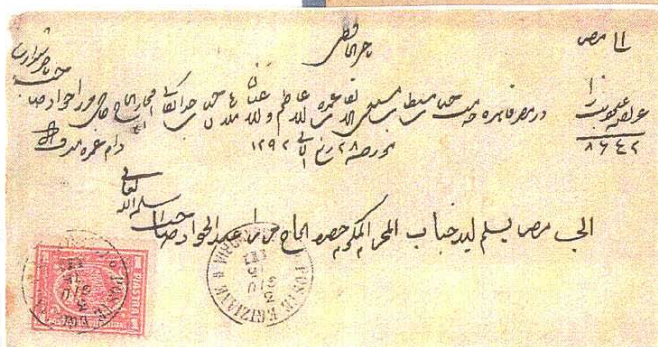


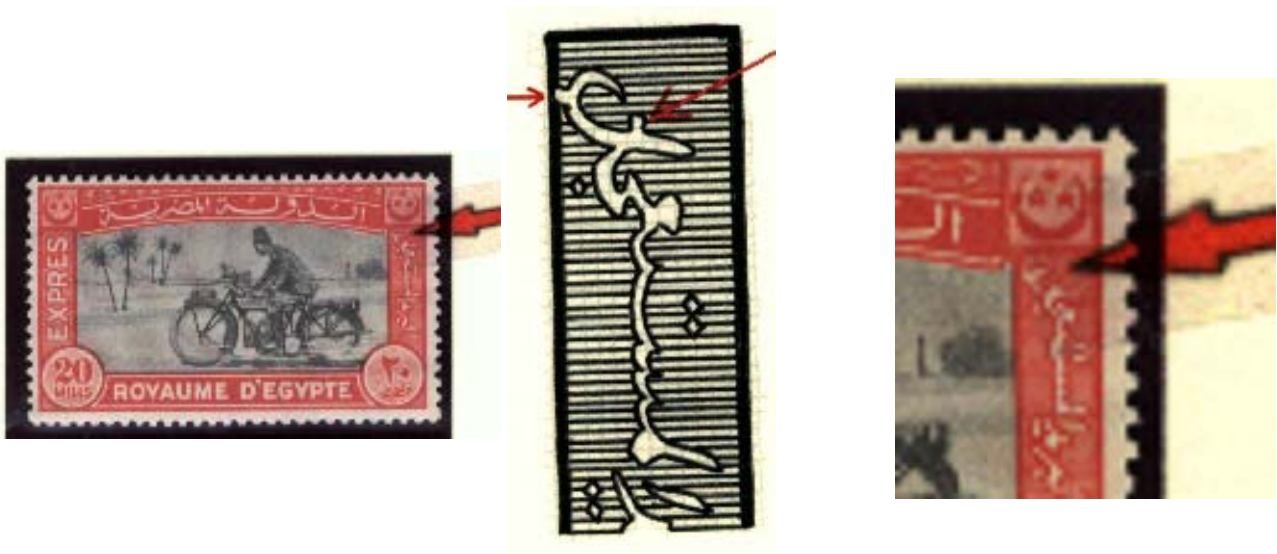


Plate Flaw on the 1929 Express Mail Stamp

Sherif El Kerdani (ESC 456)

Here is a nice flaw on the Express Mail stamp of 1929 (Bal. 263, NP EX2), which is listed neither by Phillips¹ nor Houston². The flaw consists of two extra white strokes, one protruding from the middle of the terminal “lam” and the other from the bottom of the same character. This gives the impression that the “lam” is a “lam plus yeh”, so the word would read “Elmesta’geli” **المستعجلى** instead of “Elmesta’gel” **المستعجل**.

Unfortunately, the stamp is a single so I cannot fix a position.



References:

1. Capt. L. Phillips, *The Express Services and Stamps*, QC IV, whole number 40, July 1953, pp.50-52.
2. G. T. Houston, *The Express Letter Stamps*, QC IV, whole number 42, June 1954, pp.76-82.

The Perforating Comb of the 1951 Royal Wedding Sheet

Sherif El Kerdani (ESC 456)

The miniature sheet celebrating the Royal Wedding of King Farouk and Queen Narriman (Bal.139, NP MS5), was perforated 11.25 x 11.5 by a comb perforator which perforated three sides evenly and then the fourth line was added to complete the rectangle (or maybe they started with the fourth line and the comb came later?): anyway, in most of the sheets I have seen the perforations fit so accurately that one cannot tell the direction of the travel of the comb (*Fig. 1*).

Recently I acquired a sheet (*Fig. 2*) which first struck me as having the left and bottom perforation lines not at the edge of the stamp but rather well into the green of it, and the right-hand line of perforation is well outside the stamp. On further inspection, however, I can see the bottom, right and left perforation lines fitting together perfectly while the top line is out of harmony with them, the upper left hole shifted outwards and the upper right hole shifted inwards. This brought me to the conclusion that the direction of the travel of the comb was upwards from the bottom.

This made me look more meticulously at the sheets I already have and I found out that five sheets, including one with grey inscriptions, have the comb travelling in the opposite direction, ie, top to bottom, shown in *Fig. 1*, with the odd perforations in the bottom line. I cannot say that the “up to down” comb is more common than the “down to up” one by just examining a few sheets, so I hope you all look into your collections and give us all a feedback.



Fig.1



Fig.2

The Postal History of King Fuad Portrait Issues (1923-1939)

Ahmed Abu Mousa (ESC 584)

King Fuad Portrait Issues have always fascinated me since I started specialising in Egyptian philately in 2000. At the beginning, I specialised in the postal history of Egyptian postage due stamps (1884-1922) and King Fuad essays and proofs. In 2003, I decided to devote my full attention to King Fuad issues (postage stamps and postal history) and to study the subject in true scholarly detail (I hope). Ever since, I have been monitoring reputed auction houses, such as, David Feldman and Cherrystone in order to spot materials relating to this subject, along with other online auctions, such as eBay, which has been an enlightening source, providing covers and PCs bearing low-value stamps. In addition there are literally scores of dealers and advanced collectors (members and non-members) who have sold me lots and otherwise corresponded with me as I tried to examine the availability and scarcity of a certain material.

To conclude, I do not claim that I have come up with new facts or that I am an expert in such a subject. Most of the facts stated in this article are simply a resurrection evoked from several philatelic references, which I have consulted, or examples I have gathered over the years, or by asking prominent philatelists to help with their opinions regarding a particular matter.



King Fuad I

Before coming to the main course, I should like to serve you a brief resumé of that King's biography, the very one depicted on those postage stamps.

Ahmed Fuad was born in 1868; he was the sixth son of Khedive Ismail and younger brother of Sultan Hussein. He had spent most of his life in Italy before the throne had passed to him.

Back in 1914, Egypt was declared a British protectorate, the reason being the threat imposed by Turks on the Canal, which back then was considered a vital lifeline for the Empire. The Khedive, Abbas Hilmi, was deposed and his uncle, Hussein Kamil, was given the new title of Sultan of Egypt. The declining health of Sultan Hussein Kamil made a settlement of the succession an urgent one. However, it was known in the inner circles that Prince Fuad would succeed him, and not Sultan Hussein's son, Prince Kamal el Din. Eventually, he succeeded his brother as a Sultan on October 9, 1917.

During his reign, the 1919 Revolution erupted under the leadership of Saad Zaghloul. Consequently, years later and according to the declaration of February 28, 1922, Britain had to declare Egypt an independent sovereign state, although with some reservations. Thus in 1922 Sultan Fuad declared himself King of Egypt, and gave her its first modern constitution in April of the same year. After that, he inaugurated the new parliament in April 1924. Modern rule in Egypt was for the first time bound by the limits of constitutional monarchy based on democratic principles. As for King Fuad, in spite of his forceful nature, he was committed to these constitutional rules.

One of his greatest efforts for the country was the negotiations for the withdrawal of British forces, a negotiating process that took years but which resulted in the Anglo-Egyptian Treaty signed shortly (August 26, 1936) after his death (April 28, 1936), and the evacuation of British forces from Egypt except for the Canal Zone.

Most historians share the assessment of King Fuad as "intelligent, cunning, and well-educated".

Colors¹

According to the UPU Conference held in Washington in 1897, all member states (55 nations) were recommended that the stamps for the three basic classes of international mail should be: letter rate, dark blue; postcard rate, red; and printed matter rate, green (representing their equivalents of 25, 10, and 5 gold centimes). No specific shades of red or green were mentioned. The recommendation was confirmed by the Rome Conference in 1906 and became effective in most countries.

¹ Colour descriptions are derived from *The Nile Post Catalogue* (2003) terminology.

During Fuad's reign (1922-1936), the definitive and commemorative issues conformed to UPU policy on colours. The only change was made to the international surface rates (in accord with changes in UPU guidelines). Consequently, the old denominations for the three basic classes had to give up their colours to the new supplanted denominations (in various depths and shades), and the former denominations had to appear in new colours.

1. King Fuad First Portrait Issue (Arabic) [1923-1926]¹

UPU decided to increase the international surface rate in October 1920. The printed matter rate was raised to 4m; the postcard rate was raised to 10m and the letter rate to 15m. All this came into force on April 1, 1921. The 4m stamp appeared in green, the 10m in deep rose, and the 15m appeared in bright/deep blue.

2. King Fuad Second Portrait Issue (French) [1927-1937]

The UPU in 1929 and 1931 adopted several changes and rate increases for international mail. The colours of 3m (pale brown) and 4m (pale yellow-green) were interchanged in 1931 (or 1930?)². The 3m appeared in pale/deep blue green and the 4m appeared in pale/deep brown. The interchange had remained in place for some time before the Egyptian Postmaster General decreed that these two denominations should revert to their original colours (June 1932)³; no reason was given. Eventually, the 3m reverted to deep brown in 1937 and the 4m to deep green in 1933. In November 1931 the UPU letter rate to foreign countries was raised from 15m to 20m. Consequently the 15m (ultramarine) had to give up its colour to the 20m intermediate size, which appeared in a new colour (pale blue) in 1932, and the former had to change its colour (purple or dark violet). The 20m intermediate size with pale/deep olive green was superseded as well by new 20m intermediate size in pale blue. In 1934, a new 20m in a standard small size (control number A/33) was issued and appeared in blue or ultramarine. In addition, the UPU postcard rate to foreign countries was raised from 10m to 13m. As a result, a 13m value was issued and appeared in rose or carmine rose in 1932, while the 10m was changed to violet or purple in 1934. In 1933 (or 1932?)³, a new denomination (40m) was issued for use on foreign airmail and appeared in olive or deep brown.

3. King Fuad Third Portrait Issue (Postes) [1936-1937]

There were no colour changes. The 4m appeared in green or blue green and the 20m in blue or bright blue. The issue was discontinued after the death of the King on April 28, 1936, and only seven values were published (13m was not one of them).

Inland Postal Rates

1. Inland mail rates (1923-1939)

The inland mail rates (within Egypt and Sudan) remained stable from some time in 1921 up to July 11, 1940.

Letters (per 30g)	Second weight level	Postcard	Postcard with prepaid reply half	Printed matter (per 50g)	Periodicals (newspapers or magazines) printed matter	Registration	Advice of receipt (AR)
5m	5m	3m	6m	2m	1m/item	10m	10m

¹ The 2m and 15m have control number C 26. Besides, the final ordered quantities for all denominations (except for 1m and 4m) were delivered some time in 1926. Please refer to *Egypt/The First Portrait Issue* (1997) [John Sears]

² *The Nile Post Catalogue* (2003) and/or *The Production of Egyptian Postage Stamps 1866-1946* (1947) give(s) that date.

³ *The Production of Egyptian Postage Stamps 1866-1946* (1947) [courtesy of Peter R. Feltus]

It should be noted that:

- A. The printed matter rate covered up to a maximum of 2000g.
- B. The commercial papers (invoices, account statements, records, and outdated letters) did qualify for printed matter rate at 2m as well. Usually, they were sent as unsealed envelopes.
- C. In order for the postcard to qualify for printed matter rate (2m), there must be no handwritten message, just the address (I was told that messages not exceeding five words was allowed), and strict regulation required that the word "IMPRIMÉS" be written or printed on the face. However, such a restriction was not always enforced (*Fig.1*), and sometimes the contrary (*Fig.2*). Probably it depended on the attitude of the postal clerk involved, or the volume of mail he had to handle that day.
- D. In order to qualify for periodicals rate at 1m per item, the item must have been printed in Egypt and posted directly by the publisher to the subscriber.
- E. Non-periodicals were charged double (2m).

Fig. 1 - A postcard (*right*) posted in 1929 as inland printed matter rate (2m) without "IMPRIMÉS" endorsement and no message written on it, but treated as postcard rate at 3m, and charged double deficiency by 2m postage due.

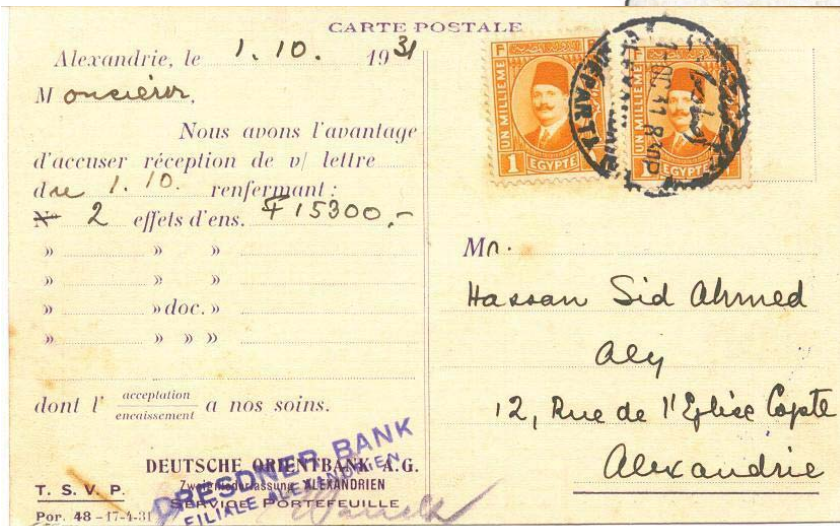


Fig. 2 - An inland postcard (*left*) sent in 1931 at printed matter rate (2m) without "IMPRIMÉS" endorsement

Inland Express Mail Charge (1923-1939)

The Express service was established on September 12, 1922. The basic charge for express inland mail was 15m plus 5m (inland letter rate).

Per letter	Letter weighing over 30g
20m (15+5)	25m (15+10)

However, after the two express mail adhesives were issued in 1926 and 1929, it was not restricted to use one of them on letters to qualify for such service. Sometimes, the express charge was allowed to be paid with ordinary postage stamp(s) (*Fig.3*).

3. Inland Insurance Rate (1923-1939)

Such a service was used to insure letters with contents of substantial value. The sender had to express the value in Egyptian pounds and Millièmes both in figures and letters at the top front face of the letter (from the

examples I have seen, most of the expressed values were written in Arabic only). A trilingual square handstamp (*Fig.4*) was struck on the obverse to indicate that the letter is insured.

In the 1930s, labels with large “V” (*Fig.5*) were affixed to the front covers of such letters to indicate insurance for declared value as well. Generally, examples of such rate are quite scarce during this period.

The inland insurance surcharge was 5m per £E10, with a minimum surcharge of 50m. The maximum amount to be insured was £E400 (*Egypt Postal Guide 1922*). After the change in 1921, there was no change in the Inland rates until July 1940 (as mentioned above), so there is no reason to suppose there were any changes to the inland insurance rate either.



Fig.3

A postal stationery letter-sheet sent on 18 JA 27 to Cairo uprated by 15m (making up 20m) to pay the Express charge. All tied by POSTMEN/CAIRO cds



Fig.4



Fig.5

Surface Rates to Foreign Countries

As stated earlier, the UPU decided to increase international surface rates in October 1920. All the amended new rates came into force on April 1, 1921.

1. Surface rates to foreign countries (excluding GB and Empire)

(1923-October 31, 1931)

Letters (per 20g)	Second weight level	Postcards	Prints (per 50g)	Periodicals (per 50g) (Newspapers or Magazines)	Registration	Advice of receipt (AR)
15m	10m	10m	4m or 2m	4m or 2m	15m	15m

It should be noted that the printed matter and periodical rates were 4m/50g at first. In July 1926, they were reduced to 2m/50g.

As stated earlier, the international surface rates were amended again in November 1931 due to UPU regulations.

(November 1, 1931-1939)

Letters (per 20g)	Second weight level	Postcards	Prints (per 50g)	Periodicals (per 50g) (newspapers or magazines)	Registration	Advice of receipt (AR)
20m	13m	13m	4m	4m	20m	20m

It should be noted that:

- A. The printed matter rate (1923-1939) was up to a maximum of 2000g¹.
- B. The restrictions on sending postcards at foreign printed matter rate (4m) are similar to the inland rate.
- C. For commercial papers: a minimum of 20m; Braille for the blind was 4m/1000g.

2. Surface Rates to GB and Empire

Year	Letters (per 20g)	Second weight level	Postcards	Prints (per 50g)	Periodicals (per 50g) (newspapers or magazines)	Registration	Advice of receipt (AR)
1923 to Oct 31, 1931	10m	10m	8m	4m	4m	15m	15m
Nov. 1 1931 to 1939	15m	15m	10m	4m	4m	20m	20m

It should be noted that Iraq and Palestine were excluded from the special reduced rate granted to GB and Empire in spite of the British protectorate. Thus, mail sent to these two destinations was at the same rate as that to foreign countries.

2. Express Mail Charge to Foreign Countries (1923-1939)

Sending express letters to foreign countries was accepted with effect from January 1, 1931. However, there were no UPU agreement between countries for express service. Thus, reciprocal agreements had to be reached between those countries. The express charge to foreign countries was 40m per single weight letter of 30g, and foreign postage stamps had to be placed on such letter as well.

3. Insurance Rate to Foreign Countries (1923-1939)

As stated above, this service was used to insure letters with contents of substantial value. Those letters passing through the service had to carry in writing the amount in francs and Egyptian pounds. However, I have seen examples with manuscript endorsements in francs only (*Fig. 6*), so I think the requirement was not always enforced. The sender had to apply wax sealing patches (red wax) on the back cover. I have had discussion with John Sears (ESC 188) through e-mail concerning this topic, and am very grateful for the information given by him.

Examples are very scarce during 1923 and 1931 to make any accurate documentation, and I could not get hold of any Postal Guide within this period to refer to. However, I have relied on the *Egypt Postal Guide* 1922 (Arabic version), as well as my discussions with Mr Sears.

¹ *Egypt Postal Guide* 1922 (Arabic version), and Postal Rates Table (1921-February 1949), appended by [J. Boulad] to *The Production of Egyptian Postage Stamps 1866-1946*, page 159 (1947) [courtesy of Peter R. Feltus]



The surcharge (presumably) to most countries was 20m per 300 francs or part thereof, with a minimum charge of 40m.

When we apply the given rate to the illustrated cover (Fig.6), it does fit the pattern. The cover is franked at 80m, sent abroad in 1926, with an expressed value of 400 francs, and weighing 31g, so:

Surface rate (20g) + second weight level	25m
Registration	15m
Insurance rate (400 francs)	40m
TOTAL	80m

I have applied this rate to another cover franked at 70m, sent abroad in 1925, with an expressed value of 375 francs, and weighing 19g; and it also fit the supposed pattern.

After 1931, the foreign insurance rate was 25m per 300 francs or part thereof, with a minimum surcharge of 50m (the rates appeared in the *Journal Officiel*).

4. Overland Desert Mail Service

The company was founded by two New Zealand brothers (Norman and Gerald Nairn), who had remained in the Middle East after World War I. At first, they assigned their chief engineer (Ted Lovell), to lead a three-car expedition, a Lancia, a Buick and another old car, to see if a desert crossing between Damascus and Baghdad was possible.

When the answer was positive, the Nairns made several crossings themselves, and decided that regular trips would not only be possible, but profitable, especially since they could be linked to a run from Beirut to Haifa.

On October 18, 1923, the new service was officially opened. The Haifa-Beirut service was linked with the new one from Beirut to Baghdad via Damascus, a total distance of 715 miles. Its success was tremendous. Many Iraqi and Syrian travellers could now take the bus for a fast trip to Beirut or Haifa, where they could board a boat to Europe or beyond or take the train to Egypt or Turkey. In 1947 Gerald Nairn returned to New Zealand, and in 1948 Norman Nairn turned the company over to his staff and retired to a villa in Lebanon¹.

The ordinary mail from Basra to Cairo was carried by sea route via the Persian Gulf, Red Sea and Suez Canal. After the Nairn Transport Company set up the Overland Desert Mail Service, mail was carried by car or bus between Baghdad and Haifa via Beirut and Damascus. At the beginning of 1924 buses carried mail for the governments of Iraq, Palestine, Persia, and Syria. Mail from Egypt was taken on or discharged at Beirut, the western terminus².

¹ A print edition of *Saudi Aramco World* September/October (1966)

² *Catalogue of Egyptian Revenue Stamps*, page 198 (1982) [Peter R. Feltus]

The First Portrait Issue of King Fuad (1923-1926) coincided with the introduction of this service. At first, covers had to be inscribed with the words “By Overland Mail” in red at the upper left. On March 22, 1924, the GPO in Alexandria announced the introduction of special labels to be affixed to letters for Air Mail and Overland Mail¹. The Overland Mail label was in red and inscribed MOTOR MAIL and its equivalent in Arabic (the labels were lithographed in sheets of 132, 11x12, and perf. 10).

The Overland Mail rates are not consistent. As it has not been documented by official archives, the rates may have changed each year as new contracts were signed between Nairn Transport Company and the G.P.O. Besides, the philatelic evidence is not plentiful enough to rely on. It is therefore given here with reference to *Egypt, Stamps & Postal History / A Philatelic Treatise* (1999) by Professor Peter A.S. Smith (page 548) and based on rates seen on those few covers between 1924 and 1928.

(1924-1928)

Country	Overland Mail Charge (per 20g)
Lebanon	5m
Syria	5m
Iraq	15m

It should be noted that:

- A. The rates given in this table must be combined with the surface rates to foreign countries between 1923 and October 31, 1931 (15m/20g).
- B. The Overland Mail rate to Persia should presumably be the same as to Iraq.
- C. At some time in 1930s, the surcharge for Iraq and Persia was reduced to 3m/50g.
- D. The competition for mail was in favour of the Nairn service at first, for air travel required several steps (such as, refuelling, and inability to fly at night). Later, as aircraft became more powerful (longer range) and navigation more certain, the air service became more competitive. Consequently, the Overland Mail service to Lebanon and Syria was abandoned some time in 1925, but it was still functioning to Iraq and Persia at least until 1932.

Parcel Cards

Also known as parcel dispatch notes or “*bulletins d’expédition*” in French, these were sent with the parcel in question through the Parcel Post Service or “*Service des Colis Postaux*” in French.

Contrary to the current practice in many other countries, postage stamps were often not placed on the parcel itself, but were instead affixed to the parcel card, which then accompanied the item on its journey to its destination, either inland or abroad, receiving the appropriate transit and arrival datestamps as it travelled. Upon the parcel’s arrival at its destination, the parcel card was intended to be returned to the post office of origin, indicating that the parcel had been delivered.

In almost all cases, it was illegal for the addressee to retain the parcel card. In Egypt, such returned cards were retained by the Egyptian GPO, and eventually the area of the card bearing the postage stamps was cut away, the rest of the card then being destroyed. The cut-offs were then sold by the postal authorities to the public.

Intact inland parcel cards are especially scarce. Most of those that survived were addressed to foreign destinations, where the local post office, instead of returning the card to its origin, allowed the addressee to retain it. Contrary to UPU regulations, only the “COUPON”, at the left hand of the card, was available to the recipient. These were sometimes detached and retained, but sometimes the cards remained intact.

¹ Official G.P.O (Alexandria) notice illustrated in *The AirMails of Egypt*, page 33 (3rd edition 2000) [John Sears]

Inland Parcel Postal Rates (1923-1939)

The rates of the inland postal parcels given in the following tables (within Egypt and Sudan) came into force some time in 1921.

	Weight	Rate
1.Egypt	Up to 1kg	30m
	1-3kg	40m
	3-5kg (maximum weight)	50m

It should be noted that:

A. The parcel postal rate for Wahat Dakhla (Dakhla Oasis): up to 1kg was 40m, and 1-3kg (maximum weight) was 50m¹.

B. The insurance surcharge for parcels within Egypt was 5m per £E10, with a minimum surcharge of 50m, and a maximum of £E400 to be insured¹.

C. Advice of receipt (AR) charge was 10m.

	Weight	Rate
2.Sudan	Up to 1kg	65m
	1-3kg	95m
	3-5kg (maximum weight)	125m

It should be noted that the insurance surcharge for parcels within Sudan was 5m per £E10, with a minimum surcharge of 50m, and a maximum value of £E20 to be insured¹.

Parcel Postal Rates to Foreign Countries (1923-1939)

The late Anatole Ott (ESC 261) published a fascinating and informative series of articles² about this topic, in which he described in detail the card types, UPU regulations, working of parcel card systems, and the rates used for particular countries seen by him.

What concerns us in this study is the rates to foreign countries from 1923 to 1939. However, such rates provided by Mr Ott within this period were limited (21 parcel cards).

Nevertheless, I have managed to see another 28 parcel cards sent abroad within this period. All were sent to accompany ordinary parcels (no AR, no insurance, no COD, no express service, and no air mail charges). Therefore, I quoted those charges from Mr Ott articles based on UPU adoptions (1921-1935).

Review:

- Egypt adopted new weight classes as follows: up to 1kg, 1-5kg, and 5-10kg (January 1, 1922).
- The UPU Congress in London in 1929 fixed a new weight limit of 20kg (July 1, 1930).
- The insurance rate (*to most countries*) became 20m per 300 francs or part thereof (January 1, 1922). However, I think this rate might have been changed in the 1930s.
- At the Madrid UPU Congress of 1920, express delivery of parcels was accepted on international parcels at 20m per parcel (January 1, 1922).

¹ *Egypt Postal Guide 1922* (Arabic Version)

² *QC XVII*, 10, June 2004, Whole No. 209, pp. 228-243), *QC XVIII*, 11, September 2004, Whole No. 210, pp. 250-254), and *QC XIX*, 1, March 2005, whole no. 212, pp. 305-309 [Anatole Ott]

- As express delivery of parcels previously carried a surcharge of three times the normal parcel post rate (intended for transportation by sea), and as air transportation was considered much faster, it was decided to reduce the sea rate to double the normal rate instead. This came into force after the Cairo UPU Congress of 1934 (January 1, 1935).
- The London Congress of 1929 decided that parcels sent by air should attract an additional surcharge of a maximum of 10m per 20g and per 1000 km of air transport (July 1, 1930). This was amended from January 1, 1935, to 6m per 20g between European countries, regardless of distance.

The AR and COD charges during 1923-1939 are not pointed out in Anatole Ott's articles. However, I think the AR charge might be 15m (before 1930) and 20m (in the 1930s).

Based on the 49 parcel cards seen by Mr Ott and myself, 35 of them were addressed to Denmark, France, Switzerland and Turkey. I have noticed that, before 1930, rates to the mentioned destinations were stable. After the rates were amended in the 1930s, they began to fluctuate. Of the other parcel cards seen, 11 were addressed to USA in the 1930s, except for two, but the rates were unstable. The remaining three parcel cards were also sent in the 1930s, to Austria, Belgium, and Eritrea. Unfortunately, I had no Postal Guides to refer to, so, I was unable to determine the rates with any precision. Thus, in order to ensure reliability I shall not list the rates to those countries.

It is clear that the study of this category of rates is still far from complete and associated with uncertainties. However, I am at the disposal of any serious philatelic student willing to co-operate to uncover the mystery of this subject. Otherwise, selling or lending copies of Postal Guides (between 1923 and 1939) is highly valued.

Air Mail Rates (1923-1939)

The subject is too involved to treat here. Besides, it has been dealt with very extensively in several books. Please refer to *The Air Mails of Egypt* (3rd edition 2000) by John Sears. For more user-friendly tabulation (in my opinion), please refer to *Egypt, Stamps & Postal History, A Philatelic Treatise*, pp.551-556 (1999) by Professor Peter A.S. Smith.

Comments on King Fuad Portrait Issues

1. The First Issue (1923-1926)

After the British protectorate was terminated, Egypt was declared a Kingdom on February 28, 1922, and two weeks later Fuad was crowned King. There was a necessity to reflect this important and historical event in a new series of postage stamps. Consequently, the Egyptian Government decided to issue a definitive series depicting a portrait of Fuad I. Until the supplies of the new series was readied by Harrison & Sons, Egypt had to overprint (The Kingdom of Egypt / March 15 1922 in Arabic only) Harrison's current 1921-22 pictorial issue (except for the old colours of the 2m, 4m, 5m, and 10m), the postage due stamps, and the outgoing DLR pictorial issue of 1914 (100m and 200m).

Six printing firms¹ (two are unknown) were responsible for producing numerous essays depicting the portrait of Fuad with different printing methods. At least four were competing to obtain the contract. Eventually, preference was given to Harrison & Sons. After various designs and printing methods submitted by Harrison's to the Egyptian Government, the latter approved the simplest designs produced by granular-screen photogravure bearing Arabic inscription only (*Fig. 7*), with minor modifications that were required.

The set was produced by granular-screen photogravure (with the help of a Dutch printing firm, Nederlandse Rotogravure Maatschappij of Leiden)².

I have been wondering why the Egyptian authority adopted the design bearing Arabic inscription without any foreign language, even though all previous issues between 1872 and 1922 were inscribed bilingually?

¹. *The Nile Post Catalogue* (2003) [Joseph H. Chalhoub]

². *Egypt/The First Portrait Issue*, page 2 (1997) [John Sears]



Issued

Fig.7

Issued

Adopted essays (from left, one with scarabs and the other two with large Arabic figures)

None of the philatelic sources I have consulted on the subject could shed much light, so I have had to rely entirely on my speculation:

The decision to adopt an all-Arabic inscription was taken from the very beginning, even before the start of any negotiation for the Portrait issue. This can be deduced from the interim issue (Crown overprint Issue 1922). When Egypt was declared a Kingdom, three essays of the overprint were submitted, two with Arabic and English (Fig.8) and one with Arabic only (Fig.9). Preference was given to the latter.



Fig.8 - The two unadopted essays in Arabic and English
courtesy of The Nile Post Catalogue (2003)



Fig.9 - The adopted essay in Arabic only.
courtesy of The Nile Post Catalogue (2003)

In addition, among the numerous essays produced by several printing firms for the First Portrait Issue, some of them appeared with Arabic inscriptions only. Even, when the Survey Department of Egypt was ordered to submit a design, it also carried only the Arabic language.

Considering the previously mentioned facts, as well as the simplicity of the design, one would imagine how the Egyptians had perceived the British presence, which to them was more of an occupation hidden under titles of protection and supervision. The end of the so-called British Protectorate was a matter for joy and celebrated; it gave birth to what historically might be thought of as an exaggerated sense of nationalism very much reflected in the definitive issue released.

Another interesting question arises: why the idea of a portrait, in spite of the strict precept of Islam against portrayal of the human figure, besides other objections that may be raised? But among Islamic countries Iran and Turkey were among the forerunners, having already produced stamps featuring human designs.

The late Dr William Byam came up with an interesting opinion¹. He said "... probably being accepted as ocular demonstration that Egypt had gained her independence and that her ruler was truly her King".

But, this explanation was not sufficient, so, I had to rely entirely on my speculation once again (based upon some facts):

- Given that King Fuad had spent most of his life in Italy and having been influenced by the European school of thought, as well as being an avid philatelist and recognising kings throughout the world from their portraits on postage stamps, he might have felt the need to embrace that act of royalty by having his portrait depicted on his country's stamps.
- The first radio broadcast in Egypt took place on May 31, 1934, and that was Egypt's first experience with audible media, while the first attempt at visual media came in 1951, but it was not until 1960 that people had access to proper visual media through home TV sets. Given that Fuad was crowned in 1922 and considering the over-delayed presence of media in the country with nothing but newspapers as the only means of coverage, and being far from expectations for such a historical event, Fuad probably sensed the importance of having a stronger visual recognition from his nation's side. Only then was it decided that his portraits must be depicted on the new definitive series of postage stamps.

Although it might be thought that newspapers would have been enough to cover the event and create a general sense of recognition on a national level, the need for portrait depiction of the King was necessary as well. Especially with a considerable proportion of the population being remotely located in villages to which no distribution channels were available quite apart from the illiteracy prevailing in those parts of the country.

2. The Second Issue (1927-1937)

After the UPU Congress of 1924, held in Stockholm, recommended that the name of the originating country should be presented in Latin letters along with its own language, Egypt had to comply with this policy. Consequently, the First Portrait Issue was swept aside in favour of a new bilingual (French and Arabic) design. The issue was produced by mesh-screen photogravure at the Survey Department of Egypt.

A comment is required on the screen types, as we know: there are two types of screening for the low denominations of this issue. Type I (vertical and horizontal intersections), and Type II (diagonal intersections). Denominations with Type I are: 1m, 2m, 3m, 4m, 5m, 10m, and 15m.

But why was Type I abandoned in favour of Type II, although both look quite similar at first glance to non-specialists? I had been asking myself that question until I came across an interesting and convincing explanation by the late Ernest Kehr² to my query (I am certain, however, that most of our older members are aware of this). The explanation reads as follows:

"At first, the stamps of this issue were made with the screen running vertically and horizontally, but it was found by experience that the minute vertical lines on the printing surface caused the wiping blade, which scraped excess ink from the printing surface, to sometimes catch while the revolving printing cylinder rotated.

"This catching often caused the blade to spatter printing ink on the paper that was being fed into the press, or on the cleaned portion of the cylindrical printing surface. In either case, specks of ink appeared on the design of the printed stamps and those portions of the sheet had to be destroyed, representing a waste-loss. Accordingly, later printings of the more commonly used denominations may be found with both the vertical and horizontal screens."

¹ *The London Philatelist*, Volume LI, 604, April 1942 [Dr. William Byam]

² *The 20th Century Stamps of Egypt*, pp. 21-22 (1942) [Ernest A. Kehr]

It should be noted that the two high denominations 500m and £E1 (control number A/27) were first produced entirely by photogravure. Then it was decided later to print the portrait of the 500m (1929-1935) and £E1 (control A/35) by photogravure and the frame by lithography in order to obtain an accurate registration with a smaller percentage of spoils.

3. The Third Issue (1936-1937)

In 1934 the UPU recommended that stamps must bear the word “Postes” or its equivalent. Egypt had to comply with this new adoption. So in 1935¹, the Postmaster General requested the printing firm to produce a new definitive series bearing the word “POSTES” and its equivalent in Arabic.

The issue was produced by mesh-screen photogravure (with Type II screen only) at the Survey Department of Egypt. As stated earlier, only seven values were produced before work on the rest of the values was halted by the death of the King on April 28, 1936.

However, the last denomination appearing in this series was the 10m (March 8, 1937). The second printing of the 5m booklet (control A/37) appeared on September 15, 1937.

Covers, Uses, and Scarcity

The scarcity of a particular stamp is given here as sole or multiple franking (perforations are not included), disregarding the postmarks (such as, Hotel, TPO, Rural Service, Maritime, Military, etc) or the type of service used (such as, Overland mail, Express mail, First Flights, etc).

Some ardent individuals and dealers were very active during 1923-1939. Most of the covers sent by or to them with philatelic inspirations. As they usually bear rare or unusual stamps (imperforations, essays, proofs, or bisects), or unusual combination of issues, or complete sets, or colour franking, or high value stamps (mostly overrated), or sent to scarce destinations. Otherwise, commercial covers bearing stamps tied by an early usage, or scarce postmarks, or cancelled to order.

Such covers at best are considered philatelic and less scarce than genuinely commercial use (unless such genuine usage is not known). On the other hand, Air mail routes or first flights are very hard to find as genuine commercial mail: if needed to fit in certain collections, such covers would be much in demand.

However, I imagine it would have been fascinating to have known some of them in their prime, such as :

- E. L. Angelogou
- Jean A. Frangakis
- Felix Cohen
- F. Hendrey (first flight and maritime covers)
- Ch. Tsolopides
- B. Hagopian

¹ *The Production of Egyptian Postage Stamps 1866-1946* (1947) [courtesy of Peter R. Feltus]

EGYPT STUDY CIRCLE - ACCOUNTS FOR AUCTIONS IN 2006

Profit & Loss Accounts	Auction 41	Auction 42
	£	£
Net Sales	<u>8,925.50</u>	<u>10,299.10</u>
INCOME		
10% Commission on Sales .(Purchasers)	892.55	1,029.91
5% Commission on Sales (Sellers)	446.27	514.95
Invoiced postages	<u>17.20</u>	<u>17.12</u>
	1,356.02	1,561.98
EXPENDITURE		
Catalogue (Typing, Printing, Postage)	303.42	354.48
Postage of Lots	70.34	103.87
Sundry Expenses	32.39	55.57
Insurance for the Year		105.00
	406.15	618.92
Net Profit	<u>949.87</u>	<u>943.06</u>
BALANCE SHEET AS AT 10TH FEBRUARY, 2007		
NET ASSETS		
Balance at Bank	2,939.81	
Less Amounts due to Members	<u>196.25</u>	
	<u>2,743.56</u>	
AUCTION FUND		
Brought forward from Auction 40	2,350.63	
Net Profit Auction 41	949.87	
Net Profit Auction 42	943.06	
	<u>4,243.56</u>	
Less transfer to General Account	1,500.00	
	<u>2,743.56</u>	

Once again, two very good Auction results in 2006: we were able to increase our contribution to the General Account from £1,000 to £1,500, and I hope we shall be able to maintain this standard. Not much hope of this happening without the continuing efforts of the "Auction Team", namely, Peter Andrews, Mike Bramwell & Mike Murphy. Thank you very much.

John Sears (ESC 188)

Macarthur Award 2006

It's that time of year again ... when members are asked to recognise the research and expertise that forms the basis of the Circle by selecting the most significant article written by a member and published in the previous year's *QC*.

The award, appropriately enough a seated Scribe, is funded by a legacy from our late and great former Chairman, Major E L G "Mac" Macarthur, who did so much to further research into the Third Issue and explain its intricacies. The Circle is grateful to Mac, and grateful to members who will please take a moment to vote for the best *QC* article of 2006.

December Quarter 2006 Whole Series No. 219	
Exhibition Pages	p180-181
Operations Kadesh and Musketeer: the Tripartite Aggression	p176-7, 183-192
Egypt - Express Mail	p175 & p182
September Quarter 2006 Whole Series No. 218	
Heliopolis Philatelists Club: An Ancient Mystery	p167-168
RAF from Egypt to Iraq in 1919	p163-164
Reproductions and Forgeries of Some Common Stamps	p164
It happened 200 years ago, Mehmed 'Alî Pasha	p159-160
Grand Continental-Savoy	p158-159
Postmark Update: Star and Crescent and Star and Bridge	p151
June Quarter 2006 Whole Series No. 217	
Postal Rates from 1952-1990	p143
A real FDC	p142
More Varieties	p140-142
The Withdrawn Telecom Stamp	p138-140
Egypt's Post Rates as at Mid-1998	p128-137
March Quarter 2006 Whole Series No. 216	
Egypt's Mystery New Postal Stationery Envelopes	p112-114
"Postagent" Marks used on Dutch Ships	p110-111
Hotel Mail - Heliopolis Palace Hotel	p108
New Stamp Flaws	p107
Assouan with an 'I'	p106
Al Chark Assurance	p102-105

The list above forms no more than an aide-memoire. Selection may be made from any article extending over a page in *QCs* 216-219 inclusive.

**Please use the e-form which can be found on the website News page; or send your vote to secretary@egyptstudycircle.org.uk;
or to The Secretary, 109 Chadwick Road, London SE15 4PY**

The name of the winner will be announced in the *QC*.