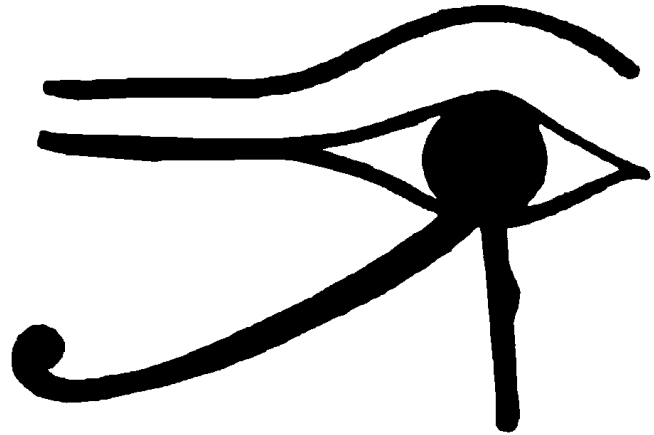


The  
Quarterly Circular  
of

THE  
EGYPT

STUDY CIRCLE



September Quarter 2009

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1868: Entire letter from Epsom to Mansura franked by 6d. bright violet, plate 6 tied by '280' Epsom duplex. Reverse with fine strike of 'Poste Vice-Reali Egiziane/Alessandria' datestamp (Nov 29) and struck with '1' piastre due marking in black, in Alexandria for the internal rate to Mansura (Nov 30). A rare and fine cover that opens well for Exhibit display. SG 107. £750.

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### Report of the Meeting, July 18 2009

PRESENT: Mike Murphy (Secretary), Brian Sedgley (Treasurer), John Davis (Librarian), Mike Bramwell, Cyril Defriez, Ted Fraser-Smith, Keith Pogson, Sami Sadek, Atef Sarian. Guest: E. Hartmann.

APOLOGIES: Apologies for absence were received from: John Sears (President), Peter Andrews (Chairman), Stanley Horesh (Deputy Chairman), Edmund Hall (Editor/webmaster), David Sedgwick (Publicity), John Birkett Allan, Margaret Chadwick, Mostafa El-Dars, Peter Grech, Greg Todd.

In the absence of the Chairman, Mike Murphy welcomed those in attendance, and regretted that despite every effort and the planned conjunction with the York Racecourse Stamp Fair, the attendance was so low. He paid full tribute to Keith Pogson (ESC 130) and his wife Kay, who had worked so hard to bring the meeting about, from providing a suitable hall within easy walking distance of the Fair, to lightweight display frames borrowed from York Philatelic Society (to whom grateful thanks are also due) – and even to providing tea/coffee and biscuits before and during the afternoon (thank you, Kay!). All this against Keith's background of two heart attacks in recent weeks – the Circle is enormously grateful.

The Secretary mentioned with sadness the recent illness of Mohamed Adel Farid (ESC 435), former President of the Egyptian Society, who suffered a brain haemorrhage while acting as Egyptian Commissioner at the recent international exhibition in Essen, Germany. The meeting wished him well.

Two new members were elected – welcome, Mike Hert of Australia and Nasr Aboutaleb of Egypt – and there was brief discussion of arrangements for the London 2010 celebrations. The organisers have sent us publicity material which we shall consider inserting in the next *QC*; and the Secretary appealed for some thought as to who would display what at our meeting on May 7. He also sought one-page colour-illustrated articles for the special *QC* marking London 2010 and our own 75th Anniversary. He hoped that the Rural Post book he was writing in conjunction with Dr Ibrahim Shoukry would be available at that time.

He also announced that Stanley Gibbons was willing to give members a 10 per cent discount on the £42.50 purchase price of the new Part 19 Middle East catalogue published in August, together with free postage within the British Isles. Members must quote ESC09 when using the freephone number 0800 611 622 or emailing orders@stanleygibbons.co.uk.

#### Why are YOU a Circle member?

This is a personal note: I was enormously disappointed with the attendance at the York regional meeting. Several of us had worked tremendously hard to arrange it, the speakers had travelled for miles to be there – and yet the attendance was smaller than at a normal London meeting.

It led me to consider some disturbing facts. We have nearly 200 members: for obvious reasons, it is not easy for overseas members to attend meetings in London, or in the UK generally. But we have other facilities for members' use and interest.

- About 60 of us (less than one third) bid in the Auction or supply lots to it.
- No more than 25 contribute to the *Quarterly Circular* or to the website.
- Consultation of the extensive and immensely useful Library is minimal.
- In other words, almost two thirds of the membership play no active part whatever in its affairs.

So here is a series of questions: Why are YOU a member of the ESC? Why do you not contribute? What are we doing wrong? What do you want from us? How can we help you? Where do we head if no-one responds?

- Mike Murphy, Hon Secretary

The displays were opened by John Davis (ESC 213), who gently amended the advertised title of his talk, The Consular Posts, to "Early Egypt, 1420 to 1866", in other words, ending with the Consular Post Offices rather than concentrating on them.

Starting with a merchant venturer's letter dated March 6, 1420, from Venice to Alexandria, he unleashed a veritable torrent of fascinating and unusual early material, accompanied by a potted history of the Mediterranean in general and Egypt in particular, ranging through the Mamelukes to Napoleon (showing a printed invitation to dine with him dated December 28 1799 as well as postal markings of Alexandrie, Le Caire and Siouth) ... and then a mystery: an 1803 letter addressed to Rosetta. But with Napoleon defeated, and the Mohammed Ali post not yet inaugurated, how did it travel?

John showed mail disinfected against cholera and several lazaretto markings, and moved on to the forwarding agents, including of course Thomas Waghorn (on display were three different cachets and, astonishingly, a letter signed by Waghorn himself!) and Briggs and Co, and also showed two wonderful Samuel Shephard letters, one bearing the distinctive oval cachet on December 8 1854, the other written to his wife and also bearing his signature.

A series of Posta Europea folded letters and covers followed, with mixed frankings with French posts, and then a beautiful Khedivial Post cover bearing the Mansura handstamp of 4 LUGL 1865 (though most covers known are Cairo or Alexandria), and a striking 1872 cover bearing the Khedivial CDS and the otherwise



unrecorded intaglio seal of Roda (*left*) and addressed to Emil Brugsch of the Egyptian Antiquities service (John might have mentioned once or twice his love of Egyptology!).

After displaying all of the First Issue stamps in essay, proof and distributed form, together with a number of outstanding covers, he moved on to the Consular Posts, and was able to show a number of covers from each of the various consular offices, highlighted initially by pre-stamp covers of the Austrian office (1837-1889) to Livorno and Trieste. From the British offices he showed a wide range of prepaid (ie, struck in red) handstamps of the Crown Paid at Alexandria and at Cairo, and though

it is generally assumed that mails travelling east carried Suez markings and those going west were handstamped at Alexandria, he showed a cover for Bombay with Alexandria markings.

He showed several B01 (Alexandria) and B02 (Suez) markings (Cairo had only the thimble), and a remarkable cover from Alexandria of DE 30 1864 with both More to Pay and Insufficiently Paid markings, both of them rare – on the same cover quite remarkable. For France he showed a cover cancelled with 3704 in the lozenge of dots of 1862, and for the Greek office a similar cover with the rare 97 in the lozenge (March 1867).

He explained that the Italian consular office was opened before Italy was unified, and so first used the stamps of Sardinia (1851) before Italy produced national adhesives (1863), and that the office was not at the consulate but at the shipping office running services between Ancona and Alexandria. Among the highlights was a mixed franking with a 1pi Second Issue and two Italian stamps cancelled Cairo 19 GIUL 68 and with the 234 lozenge respectively.

The display closed with material from the Russian office, for which special stamps were issued for use in the Levant in 1863 with the ROPIT (Russian Company for Navigation and Trade) inscription. He showed two covers, one of them from Trieste to Beirut via Alexandria and franked with a pair of 3-kopek stamps; and finished with a cover bearing ROPIT stamps but dated 1892, almost 20 years after the office closed. The alert Egyptian officials gave the stamps a neat boxed-O marking as invalid!

It was difficult to follow that display, but Ted Fraser-Smith (ESC 238) managed it with aplomb, panache and immense and characteristic enthusiasm. He likes the unusual, does Ted, and he has long been fascinated by

the civil censorship of mail passing through Egypt during the Second World War. It had recently come to his attention via Graham Mark, Editor/Librarian of the Civil Censorship Society, that the labels printed in blue on white or blue on brown with two lines each of English and Arabic and used to reseal an envelope after the censor had sifted the contents were worth rather more consideration than had previously been given them.

As a keen user of Arabic, he first noticed that *al-maraaqabah al-masriyah*, the Arabic equivalent of “Egyptian Censorship”, was written – totally unexpectedly and inexplicably – in two different forms of Arabic calligraphy, one in which the letters *lam* and *mim* are quite clearly separately formed (see solid rectangle in the illustration), making a “long” (L) form; and the other where the “l” and “m” are combined, with the *mim* appearing only as a short stroke to the right (see chequered rectangle), against the flow of the right-to-left sentence and making a “short” (S) form..



Intrigued, he decided painstakingly to examine all examples he had on cover – and carefully traced and copied all 100 examples, happily eventually with the aid of a photocopier for ease of use. When he then compared the multiplicity of labels, he found to his very great surprise that the two types of script appear to have been placed in order quite deliberately, in the ratio of 3:1 S:L. Why on earth? Looking even more closely, he realised that he had selvage at the right end of some labels, and the left end of others; and also occasionally at top and bottom too.

So he was able to “plate” the labels, discovering that each one had a distinctive place in the printed sheet; and was then able to reproduce the sheet from the examples to hand. But then it became even more intriguing ... a sizeable proportion of the labels did not fit the pattern he had discovered, but were typeset with a 2:1 S:L proportion. Clearly different. And there were differences also in the sizes of the gaps between the English phrases “Opened by Censor” and “Egyptian Censorship” and between the Arabic *al-raqib* (الرقيب) and *fath* (فتح). So he set out again; and was able to plate a larger sheet with the new proportions.

Close attention to the covers on which the two types were used allowed him to ascertain that the 3:1 sheet, the First Printing, was in use from 1939 to 1940/41, and the Second Printing (2:1) from 1940/41 to the end of censorship in 1945. Not only that, but that the sheets were of different sizes, the first a strip two labels deep and one metre long, the second around 540mm wide and with the depth yet to be ascertained.

Just to confuse matters further, from about 1941/42, when paper was in short supply, the Censor Department began to use scrap paper for printing the labels, which are often found with text on the other side – and now the text just appears to run off the edge of the printing sheet.

Ted’s discoveries led to a wide-ranging discussion of printing methods, Arabic usage and tools to be used in such research – an immensely stimulating and fascinating exposition. He hopes to be able to clarify his findings in an article for the *QC*, and would be grateful if all members would be kind enough to send him photocopies (with dates of use) of resealing labels (both halves, please!) from their collections.

On behalf of the Circle, Sami Sadek (ESC 559) thanked both speakers for their afternoon’s entertainment – John Davis for the way in which he had “married Egyptian history and Egyptian philately so very effectively”; and Ted Fraser-Smith for “showing us all the meaning of persistence in a great cause”. Members were suitably generous in their applause.

**“No-Value” stamp: Discovery or Controversy?**

**Mahmoud Ramadan (ESC 358)**



According to *The Nile Post*, Egypt’s no-value “miri” stamp was reprinted in 1914 with plates (1), (2) and (3), watermark star-to-left. Then it was reprinted again in 1915 with plate (3) only, watermark star-to-right. All watermark orientations are for a front normal (horizontal) view. *The Nile Post* states: “We have seen only two examples of Control blocks from Plate (3). Both are thought to be from archival ‘Imprimatur’ sheets (one is handstamped ‘30 OCT 1913’, and has been initialed twice). It is possible that no issued stamps were printed from this plate.”

Under these listings the stamps from the three plates cannot be distinguished from each other, except by either a Plate number (1), (2), or (3), or by the watermark, star-to left for 1914, and star-to-right for 1915.

Peter Smith in *The Stamps and Postal History of Egypt* states that the 1914 reprints were made in sheets of 600 composed of six panes of 100 each, cut and supplied in two vertical-pane sheets. He also stated that the used plate was a composite one of three vertical plates. He saw them only with plates (1) and (2), but expected that plate (3) should also exist.

These statements raise questions:

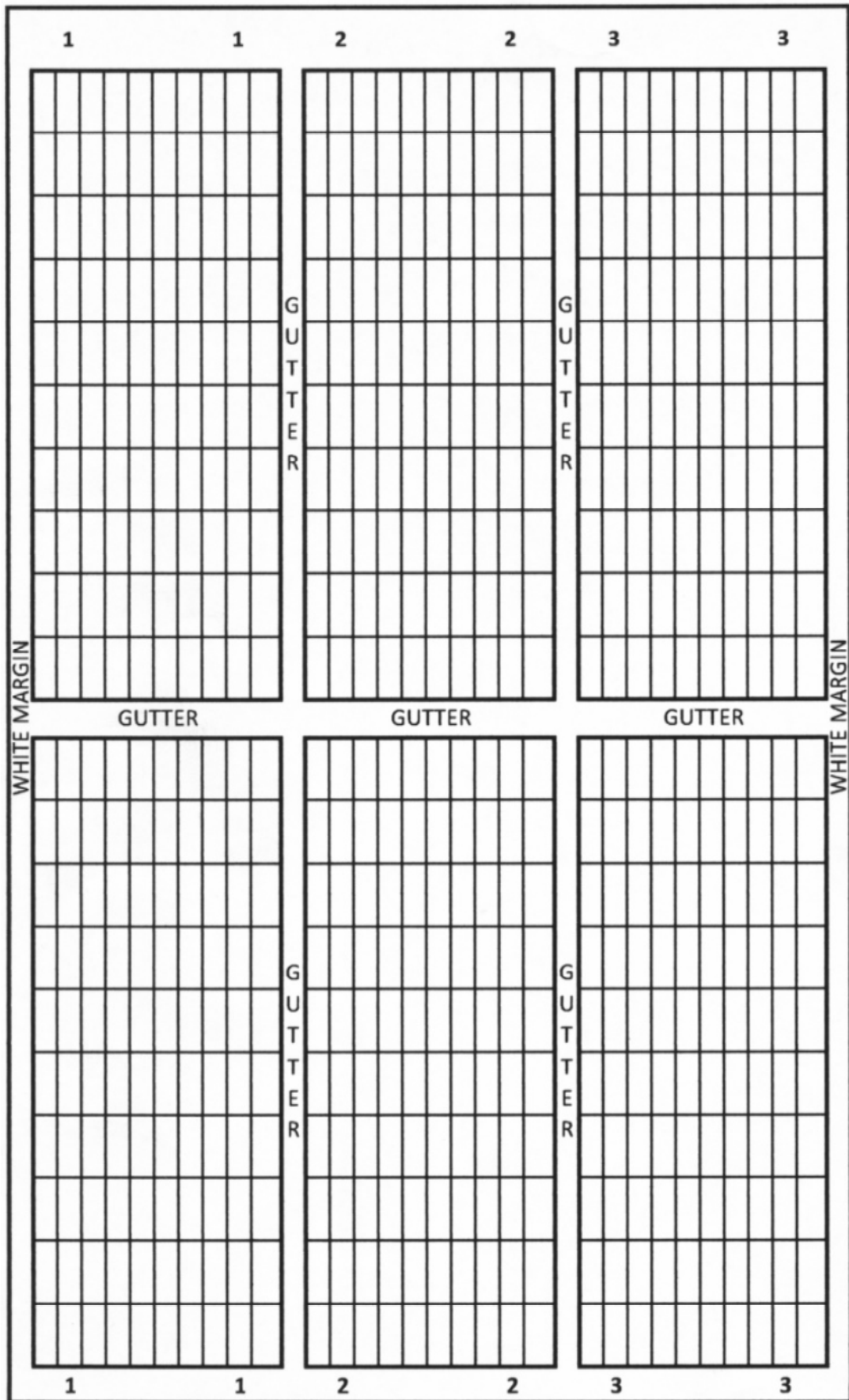
1. Are there two plates (3), one for 1914 and one for 1915?
2. If a composite plate (1), (2) and (3) was used for star-to-left wmk, then why does the star-to-right wmk appear in plate (3) only?
3. Why is the star-to-right wmk so rare to find?

Research, recent acquisitions and discoveries have led me to reach the following conclusion, in support to Peter Smith’s statements.

- a. There was only one reprint, using the composite plate carrying plate numbers (1), (2) and (3), composed of six panes x 100 subjects.
- b. The two left-hand vertical panes always show plate (1). The central two vertical panes always show plate (2). The right two panes always show plate (3), with the plate numbers appearing above and below the two panes.
- c. The star-to-right wmk is not a new print but a rare variety of this single/composite reprint. Accordingly, the star-to-right variety must exist with plates (1) and (2) as well as (3).
- d. In this reprint, contrary to the earlier printings, the stamp was printed in a vertical orientation with “SERVICE DE L’ETAT” on the left, with the watermark facing either up or down. When the stamp is rotated for horizontal viewing [as normally seen] the star is to-left or to-right, depending on the placement/orientation of the printing paper.
- e. The common star-to-left watermark is actually inverted [star down] when printed vertically. The rare star-to-right is the correct watermark, with star up during printing.

The supporting evidence for this conclusion:

- All the marginal blocks with sideways watermark and showing plate numbers (1), (2) or (3), when viewed in the vertical printing orientation, confirm the position of that plate within the composite sheet of 600 subjects. (1) is from the two left-hand panes; (2) is from the central two panes; (3) Is from the two right-hand panes. See *Figs. 1, 2, 3 and 4*.
- *Fig. 5* below shows a marginal block from plate (1) with star-to-right. Treasure hunters and collectors, re-examine your stocks and search for a marginal block from plate (2) with star-to-right: it is waiting to be discovered.



*Fig. 1: A diagram showing the composite sheet of 600 stamps, and location of the plate numbers. Interpanneaux gutters are equal to stamp size and with multi-pillars.*





Fig. 2: Lower left pane [100 stamps] with plate (1). Scanned in the vertical printing orientation, with star pointing down.



Fig. 3: Lower central pane [100 stamps] with plate (2). Scanned in printing orientation, star pointing down. The presence of gutters on three sides is proof of the presence of other panes in these locations.



Fig. 4: Upper right pane [100 stamps] with plate (3). Scanned in printing orientation, star pointing down.



*Fig. 5: Star-to-right plate block [6 stamps] with plate (1). Scanned in the vertical printing orientation, star pointing UP. This block is the upper left corner of the upper left pane of the sheet of 600 subjects. When it is viewed horizontally the wmk will be star-to-right. This is the only example I know of with plate (1). Thus unique to date. Star-to-right with plate (2) is out there waiting to be discovered.*

There are also controversial issues with the reprint dates of this no-value “miri” stamp, which will be dealt with as the subject of my next article.

---

**Recent sales:** Feldman's auction including the outstanding collection of Harrison First Fuad proof and essay material of **Hany Salam** (ESC 580) produced some good results on April 29, with the majority of the material selling within 10 per cent of estimate. A unique sheet with seven impressions of the 10m turquoise with printers' annotations fetched €4000 against €3000 estimate, and three cut-and-paste composite essays of the £E1 realised between €900 and €1400 (estimate €800). Full prices realised can be found at [www.davidfeldman.com](http://www.davidfeldman.com) At Grosvenors on May 7 Farouk's 18th Birthday was the star of the sale of material by **Alan Jeyes** (ESC 293). Single misperfed and cancelled-back versions both fetched four times estimate at £1300 and £1600, as did the imperf proof of the frame alone. A Mena House illustrated cover realised £420 (against £120), [*but now see page 162*], and so did the Savoy Hotel registered cachet parcel label. Generally good prices were realised, with most material going for at least 50 per cent over estimate: a group of cancelled-back control blocks of four of the 1947 definitives sold at £900 against an estimate of £60! At the same sale the Second Fuad material of **Keith Pogson** (ESC 130) attracted less attention, with 45 per cent unsold, including, surprisingly, the tête-bêche blocks of 24 for 5m booklet production. Best realisations were for the £E1, an A/27 MNH control block of four realising £700 (£300), and a cancelled-back with wide top margin £900 (£350). Prices realised for both sales are at [www.grosvenorauctions.com/](http://www.grosvenorauctions.com/)



**Suez Canal Postmarks.**

**Anton Jansen (ESC 383)**

Before the introduction of special first-day cancellations, special-event and commemorative postmarks are found mainly on first-day covers or on correspondence from the (usually temporary) post offices at the site of the event (eg, a congress). The postmark below certainly is a special one, in particular because it was used in several post offices during a much longer period than the usual ones at special events.

On 26 July, 1956, the Suez Canal Company was nationalised, and – perhaps in an attempt to reassure interested parties? – two months later, on 26 September, a special stamp and postmark were issued, both bearing the inscription: NATIONALISATION DE LA CIE DU CANAL DE SUEZ – LIBERTE DE LA NAVIGATION GARANTIE. The special postmark was applied to first-day covers issued in Cairo (I have also seen a first-day cover issued in Alexandria, but not bearing the special cancellation), but apparently also normally applied to mail during a certain period in various post offices along the Suez Canal.

*Figure 1 above shows a cover bearing two of these special postmark, one on departure from Port-Said on 12.10.56, and an arrival mark in Ismailia the next day*



*Figure 2 shows a cover sent to Suez from Sweden on 19.10.56. It is franked 45 mills, with two stamps of 2 and 3 mills on the reverse cancelled in transit by a Cairo datestamp. (Can anyone explain the 45 mills rate?)*

My questions are three: 1) should we speak here of a “special postmark” or a “commemorative” one (see Smith, p.522)?; 2) does anyone know of other post offices having used this postmark on normal correspondence?; and 3) does anyone have later dates of this postmark?

**Hitler's 50<sup>th</sup> Birthday and Grossdeutschland celebrated in Egypt.**

John Davis (ESC 213)

In attempting to write up my Farouk Boy King material recently, I came across two covers that intrigued me and, in order to complete the write-up of one of them I need to translate a slogan postmark in German applied in Austria! Help please!

A Mr Lehner, presumably a philatelist, bought two envelopes, affixed German and/or Austrian stamps, got them cancelled by favour and took them with him to Egypt where he affixed among others Boy King stamps and posted them back to himself in Austria. At least that is how I have interpreted the first of the two covers (*Fig. 1*). In this case the three German stamps are cancelled in Vienna to celebrate Hitler's 50<sup>th</sup> birthday, and the registered cover is franked 63 mills, made up as far as I can tell as follows: 20 mills is the foreign surface letter rate, with a second weight stage adding a further 13 mills. A further 20 mills is the registration fee and the airmail surcharge makes up the remainder being 5 mills for each weight stage to Austria, the rates then charged by either Ala Littoria or Imperial Airways. The circular swastika type cachet is some sort of Greek marking, possibly an early censor, and the reverse of the cover bears a strike of Athinai Poste Aerieenne dated 21 V 39 indicating the route, and there is a Wien receiving mark two days later.



*Fig. 1. Hitler's 50<sup>th</sup> birthday cover posted from Egypt (Alexandria) to Vienna, May 1939.*

The second cover, also sent by Mr Lehner, appears to celebrate the Anschluss, the creation of a greater Germany or Grossdeutschland by annexing Austria, but this time it bears an Austrian stamp and two German ones cancelled in Vienna and with a slogan postmark that my non-existent German does not enable me to translate, though of course the part with the swastika and Grossdeutschland needs no translation. There is also a faint and smudged cachet possibly similar to the Greek censor(?) mark with, on the reverse of the cover, a Greek roller cancellation incorporating Athinai Poste Aerieenne once again indicating the route. Franked 20 mills Boy King, the foreign surface letter rate, and 3 x 10 mills air stamps, this cover (*Fig. 2*) was not registered but does have an unusual airmail etiquette in French and Arabic. I have not been able to establish why the letter needed 30 mills, presumably the airmail surcharge, while the other cover, clearly heavier, required only ten. Any ideas please?

Both these items are clearly philatelic though colourful and quite interesting in their own right; however, in order to write up my covers I feel I need to question the motivation of Mr Lehner – was he merely a keen philatelist with a sense of humour or was he so delighted by the Anschluss that he wanted to celebrate it, and, if the latter, why Egypt? Is there a clue in the slogan postmark?



Fig. 2. What do Herlich wahrst am langsten and Wucher ramsch schacher mean?

**Years of service honoured:** Illustrated is the handsome plaque/medal presented to our Egyptian member **Samir Fikry** (ESC 305), at the European Philatelic Exhibition in Sofia, Bulgaria, at the end of May 2009. The medal, showing a winged Victory in a horse-drawn chariot and inscribed “For his valuable contribution to FEPA institution”, is intended to mark a long and valuable co-operation with the Federation of European Philatelic Associations, which was celebrating its 20th anniversary at the Sofia event.

**Issuing mystery over:** We are grateful to **Sherif Samra** (ESC 311) and **Vahe Varjabedian** (ESC 390) for information that after a short hiatus new stamps are again being issued in Egypt. As part of a programme of five new releases. On March 7 there was an issue to mark the 40th Anniversary of the Foundation of Constitutional Judiciary and another on March 20 to celebrate the Journée Internationale de la Francophonie. Also on March 20 Egypt Post provided a large number of revenues of all kinds, enough, it is said to supply post offices throughout the country.



**Mohammed Naguib, 1901-1984.**

**Edmund Hall (ESC 239)**



A short while ago I was the under-bidder for this essay of Naguib, the first President of the Egyptian republic. Born in Khartoum, he was the defender of the Fallujah Pocket in the 1948 war and one of Egypt's few heroes from the war in Palestine and enjoyed wide respect in the country. In 1949 Naguib secretly joined the Free Officers movement and later, on 6 January, 1952, he won the elections at the army Officers' Club, almost a revolutionary step in itself, since ordinarily the King's appointees held the executive roles in the club. However, the Free Officers' increasing influence in the army, together with Naguib's reputation, resulted in the defeat of the King's nominees, and Naguib won a landslide victory.

On 23 July, 1952, the Free Officers started the Egyptian Revolution of 1952 with a coup d'état to depose King Farouk. Naguib was appointed first as Commander-in-Chief of Army, in order to keep the armed forces firmly behind the junior officers' coup. In September, he was appointed Prime Minister of Egypt and a member of the Royal Regency Council, with Nasser serving in the background as Minister of the Interior.

Almost eleven months after the revolution, Naguib declared the end of the Egyptian and Sudanese monarchy and the establishment of the Republic of Egypt. He was sworn in as its first President.

At this time Naguib had become simultaneously the President, the Prime Minister and chairman of the Regency Council (which had ruled for the infant Ahmed Fuad) and formed a government composed mostly of army officers with Nasser as Deputy Prime Minister





Whether or not Naguib was used by Nasser from the begging to give the revolution credibility - with the intension of removing him early on - is a matter of conjecture. Within little more than a year, however, Nasser put Naguib under house arrest on what is usually regarded as a trumped-up charge.

Nasser had always been the real power behind the Revolutionary Command Council, and while Naguib wanted to return power to the parliament Nasser was fearful that such democracy would give too much power to the Wafd or the Muslim Brotherhood and wanted the army to remain at the centre of Egyptian politics,

Naguib, cruelly served by Nasser, remained under house arrest until freed by Anwar al-Sadat in 1971 soon after Nasser died. Naguib died in Cairo on August 28, 1984.

For some years I have had a first-day cover of the First Anniversary of the Republic bearing a portrait of Naguib which I had thought might be the only philatelic reference to him. But since seeing the essay I have come across some other covers, including several identical ones celebrating the Revolution of July 23 1952 (issued November 23) and one for the first day of the definitive set of January 17, 1952.

So I have a question: Are there any other philatelic references out there to this first President of Egypt?



## The Earliest Postmarks of Heliopolis.

**Pierre Louis Grech (ESC 266)**

The Baron Empain's new suburb of Heliopolis, founded in 1905 northeast of Cairo, was provided with a post office in July 1909.

*Figure 1*

The *Bulletin Postal* No. 21 of 8 July 1909 states:

**“Bureaux de Poste – Nouveau Bureau**

*Un bureau de poste No.3 a été ouvert à Héliopolis, près du Caire”.*

(New Post Office – A new category 3 P.O. has been opened at Heliopolis, near Cairo).



The first postmark of that office read “HELIOPOLIS / CAIRO” and below in Arabic: “Wahat Ain-Shams (Bi Masr)” ie, *Oasis of Ain Shams (Cairo)*.

See *Figure 1*, postmark dated 15 November 1909 of this datestamp Type 1.

The earliest recorded date, kindly supplied by Vahe Varjabedian (ESC 390), is 10 August 1909.

This postmark was rather short lived (less than six months), the reason becoming apparent from the following announcement, published in the *Bulletin Postal* No.5 of 28 January 1910:

**“3. Bureau d’Héliopolis.**

*La désignation de l’Oasis d’Héliopolis en arabe par “Wahat Ain-Shams” ayant donné lieu à des confusions avec Ain-Shams de la ligne de Marg, la traduction littérale du mot “Héliopolis” a été adoptée comme dénomination officielle, en arabe, du bureau de poste de cette localité”.*

(The translation of Oasis d’Heliopolis in Arabic as “Wahat Ain-Shams” having led to confusion with Ain-Shams on the Marg railway line, the transliteration of the word Heliopolis has been adopted as the official designation, in Arabic, for the post office of that locality).

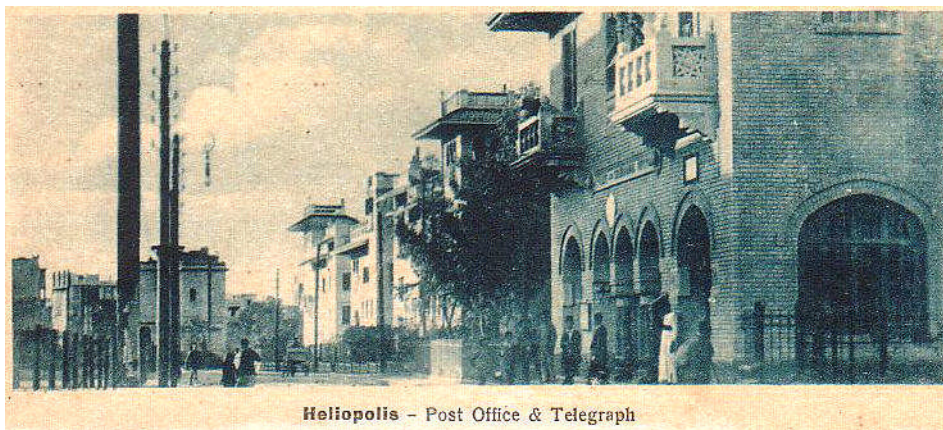


The Type 1 datestamp was therefore withdrawn and replaced with a new datestamp Type 2 in January 1910, in accordance with the new directive, i.e. with the name Heliopolis in Arabic letters, and the word CAIRO being omitted in both languages. *Figure 2* shows this new design, with a date of 8 February 1910.

The earliest recorded date for this Type 2 is 10 January 1910 (kindly reported by Léon Balian, ESC 251).

*Figure 2*

I am indebted to Ronny Van Pellecom (ESC 618) for providing the information from the *Bulletin Postal*, which has officially explained the short life of the first Heliopolis postmark.



*Figure 3 – The Heliopolis Post Office, in Rue de la Poste, c. 1911. It was still there in 2001.*

**The First Heliopolis Civilian Postmark.**

**Vahe Varjabedian (ESC 390)**

A couple of years ago I prepared a study of Heliopolis civilian postal markings (*Civil Postal Markings of Heliopolis, QC 197, June 2001, p.253*). After eight years new dates have come to light: while reading the March *QC* I noticed Query 56, which was written by an ex-Heliopolitan, Hani Sharestan (ESC 595), about the first Heliopolis first postal cancellation, Type I, which as far as present knowledge goes is the scarcest of all Heliopolis civilian postal CDSs, and in use for only five months.



The first Heliopolis post office was established in 1909 at Bosta Street, as seen in *Fig.1* (\* now removed – see note on next page). And after almost 100 years later it is still at the same place and, perhaps surprisingly, with the same name. *Fig.2 (below)* shows Bosta Street in April this year. It is close to Ismail el Lakani Korba Street (ex Boulevard Ismail).

In my records I have the earliest recorded date as August 10 1909 5.30 pm, on an incoming much-travelled postcard from Italy *Fig.3 (below)*, and the latest recorded date is December 9 1909 *Fig.4 (next page)* on a loose De La Rue 4 mills pair of stamps.

This Type 1 cancellation has a diameter of 25mm and all recorded examples are in black ink. The English words in the upper half are Heliopolis Cairo, and below the dateline the Arabic reads *wahat ein shams (bi masr)*, meaning Ein Shams Oasis (near Cairo).

If any fellow Study Circle members have any new dates, please contact me or the Editor.



*Fig. 3 (above), Type 1 earliest date: 10 VIII 09.*



Fig 4 latest date: 9 XII 09.

\* **Editor's note:** By coincidence I received two articles on the same subject at the same time. Consideration was given to merging the two, but wanting to preserve them as closely as possible to the original, I decided to retain them as is. This does mean a certain amount of duplication, but I hope no damage has been done to the information they contain. The only substantial alteration is the removal of *Figure 1* from Vahe's article: It is the identical postcard used by Pierre in the previous notes!

### Missing in Transit: Has Anyone Seen this Cover?

**Lucien Toutounji (ESC 264)**

At the Grosvenor of London sale in May I was fortunate enough to win the beautiful printed Mena House Hotel cover shown here, which came from the collection of our colleague Alan Jeyes (ESC 293). Unfortunately, though it was sent by Grosvenors to my Paris address in plenty of time, it has not arrived, and despite all investigations it has not been found.

Grosvenors are insured, so I shall not be out of pocket, but that is not the point – the point is that this is one of only two registered covers recorded used in conjunction with the circular datestamp of the Mena House, which of course is now the only one of our classical-period Hotels series for which we have no evidence of any Hotel registration cachet.

The cover, addressed to London, received the Mena House marking HM1 on 12 III 93 TI and arrived in London just a week later. Mike Murphy (ESC 240) tells me that though the handwritten



Registration reference number on the cover is 134 this is the earliest known registered item from the hotel. The other, with the same postmark, is dated September 10, 1894 (to Germany).

Clearly this is an important cover. We have no idea where it has gone. I am shocked and disappointed at its loss. But it is possible of course that it might somehow return to the market. If any member should spot it, I'd be grateful indeed if they would let me, or the Secretary, know immediately so that further investigations might be carried out.

## Barcode Registration Labels Revisited

Mike Murphy (ESC 240)

My recent article (*QC* 228, March 2009, pp. 111-114) on the new type of Egyptian registration label – the machine-produced barcode style that allows easy tracking – received a muted response. Literally, one note of congratulation and wonder from Cairo and an offering of two new and unknown examples from the United States (thank you, Vahe Varjabedian and Scott Van Horn!).

But in the same way that members have collected and recorded previous issues of Registration labels, I feel that this investigation is worth persevering with, and so I list here some more examples that have come to light in the intervening months.

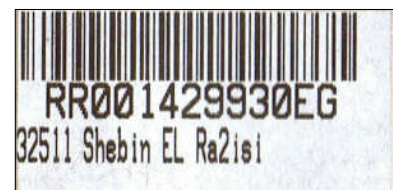
Overall, ten new post offices are represented, and a further nine new labels from offices already mentioned in the original list. Overall, the impression given by the new markings tends to support my supposition that a new generation of labels – with the postcode placed before the place name, like 11511 Alataba Farey and 21528 El Manshia in the original listing – is replacing the former placename-hyphen-postcode model. As late as April 2009, however, some offices were still showing the placename first.

A novelty to set alongside the astonishing variety of “English” transliterations is the introduction of the use of numerals to represent the more difficult Arabic letters, something I have also noted on Arabic transliterations on the internet. The district of Ezbet el Lahm in Damietta, for instance, is represented as 3zba El La7m, Mitubis Farei (Branch) as Mtobs Far3y, and Shibin el Kom (head office) as Shebin El Ra2isi.

One more example of the original “mute” label, apparently from Heliopolis West in April 2007, has turned up, and there is yet another alteration to style with the new label of Horreya Street Post Office in Heliopolis, which is represented as Elhorya Helupolis without any postcode at all.

New offices added to the listing are:

**Alexandria Traffic Centre** – Alix Trafik Center – 21511 (Apr 2009)  
**Heliopolis Horreya Street** – Elhorya Helupolis – no postcode (late 2008)  
**Hurghada** – 84511 Herghada (Nov 2008)  
**Manshia el Bakry** – 11774 Manshia El Bakry (Feb 2009)  
**Mazloum** (Alexandria) – Mazlowm – 21619 (mid-late 2008); and  
 21619 Mazlom (late 2008)  
**Shibin el Kom** – 32511 Shibin El Ra2isi (Jan 2009)  
**San Stefano** – Sanstefano – Alx – 21532 (Dec 2008)  
**Zamalek** – 11561 El Zamalek (Jan 2009)  
**Zamalek Club** – Elzamalik Clup – 12649 (Dec 2008-Feb 2009)  
**Zeitoun Gardens** – 11725 Hadyq El Ziton (Mar 2009)



New representations of recorded offices are:

**Cairo Main** – 11511 El Qahera El Raisi (Apr 2009)  
**Ezbet el Lahm** (Damietta) – 34734 3zba El La7m (Feb 2009)  
**Giza Main** – Elgiza Aowal – 12511 (2007)  
**Heliopolis Main** – 11757 Heliopolis (Dec 2008-June 2009)  
**Heliopolis West** – 11771 Heliopolis Gharb (Feb-Apr 2009)  
**Medinet Nasr** (Cairo) – Alhai El Thamn – 11762 (Jan 2009)  
**Mitubis Branch** – Sub Mtubas – 33649 (Feb 2 2009); and  
 33649 Mtobs Far3y (Feb 12 2009)  
**Sidi Gaber** – Sede Gaber – 21523 (Nov 2008-Mar 2009)



- In the four examples of new labels illustrated here, a border has been added for clarity. To add new examples, or for further information, please contact the writer.

## Louis Mouillard - Pioneer Aviator

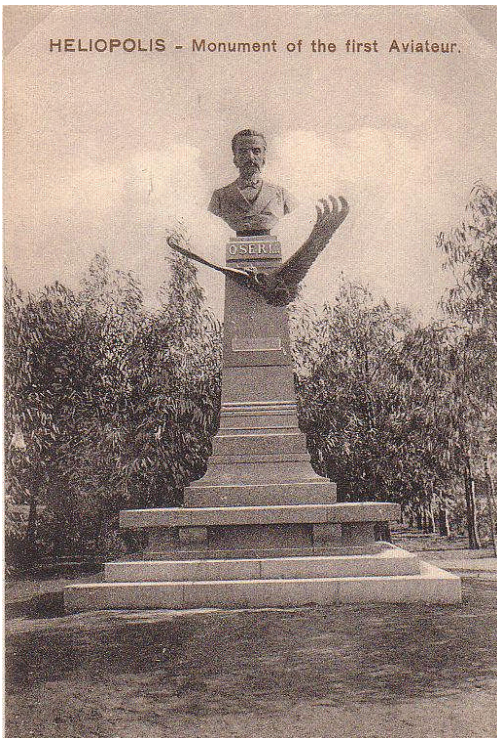
**Pierre Louis Grech (ESC 266)**

Those who have known the golden age of Heliopolis will remember a statue of Louis Mouillard standing not far from the entrance to the Palace Hotel, in the gardens at the centre of today's Shareh Ibrahim El Laqqani (formerly Boulevard Abbas).

This statue was illustrated in a contemporary postcard (Cairo Post Card Trust, Serie 601) titled "Heliopolis-Monument of the First Aviateur" (sic.). There were reprints, and the card (*Fig. 1*) is not particularly scarce; it can be found occasionally with antique postcard dealers.

The caption overstates the achievement, and in time this has misled some collectors. For instance, an otherwise accurate and interesting article, the *British Picture Postcard Monthly* of June 2006<sup>1</sup> erroneously referred to Mouillard's statue as being in honour of the French aviator Jules Védrines' first flight from France to Egypt in 1913. For that matter, the statue was actually erected in 1912.

At the ESC meeting of 20 September 1970, held at the Albion Hotel on the occasion of Philymphia (see *QC* no.75/76, p.41), the late John Gilbert (ESC 50) gave a sketchy description of the statue and the man it represented. Now I should like to expand on this, as it may interest collectors of Egypt, aviation, and postcards.



Born at Lyon, France, in 1834, Louis Pierre Mouillard was fascinated by flight from an early age. With no scientific training, it was to be his writings, reporting on the experiments and the observations he made that would help his successors, rather than his own flying prowess. He was a skilful observer and draughtsman, and apparently "an uplifting writer".

His first unsuccessful attempt at building a flying machine was at Lyon in 1856. He then travelled to North Africa, where the clear blue skies would enable him to study the beating of birds' wings and especially their gliding. His flying experiments, however, were not very successful.

In Algeria, in 1865, one of his gliders with movable wings actually took off, and he covered 42 meters skimming the ground. This rather scared him, but he did try again, this time dislocating his shoulder.

*Figure 1 – Monument to Mouillard*

He next went to Egypt, and in Cairo he built a larger aircraft (*see Fig. 7*). Failed attempts at flying it resulted in injury, and he was left crippled. Henceforth he concentrated on the observation of the gliding in flight of the soaring Egyptian "Milans" (griffon vulture). He built and tested scale models of aeroplanes and he had designed steering control with ailerons to keep the aircraft going straight.

The results of his research were published in *L'Empire de l'Air* (1881) and *Le Vol sans Battements*, the latter volume completed in 1891, but only published posthumously in 1899. Louis Mouillard died in Cairo in 1897, alone and in abject poverty.

The Wright brothers, universally recognised as the pioneers of powered flight, acknowledged Mouillard's work as having been an inspiration to them during the development of their aircraft<sup>2</sup>. Later a street in Cairo would be named after him: Rue Louis Mouillard, today part of Shareh 26 July<sup>3</sup>.

1 *Trail-blazing French Aviator Jules Vedrines* by Alan Leonard, pages 36-39.

At the Heliopolis Air Meeting of February 1910, Mouillard's pioneering work was remembered by those present. The French Ligue Nationale Aérienne (LNA), which had supported the meeting, began raising a subscription in France for the erection of a statue to him; that statue would stand in Egypt, which Mouillard had made his home.

Thanks to L'Institut d'Egypte, the Société Khediviale de Géographie and the LNA's Section d'Egypte, appropriate funding was raised and the statue was erected in 1912.

The monument consisted of a pink granite column, 3 metres high, with square cross-section. On top of it rested a bronze bust of Mouillard (*Fig. 2*). On the front, an Egyptian griffon vulture in bronze, with wings widespread. (This depiction of that bird of prey, based on a drawing by Mouillard, was the crest of the LNA and appears on some of the Marc Pourpe airmail covers. *See Fig. 5*).

Above the vulture, the motto "OSER!" (meaning "to dare!"; inaccurately translated in the 1970 *QC* as "to try hard").

Below it the following inscription:

A L.P. MOUILLARD  
1834-1897  
LA LIGUE  
NATIONALE AERIENNE  
DE FRANCE  
SECTION D'EGYPTE

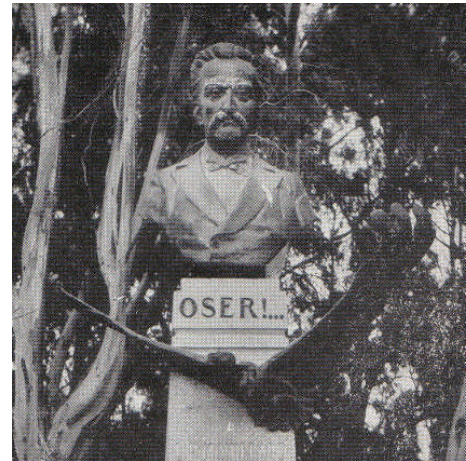
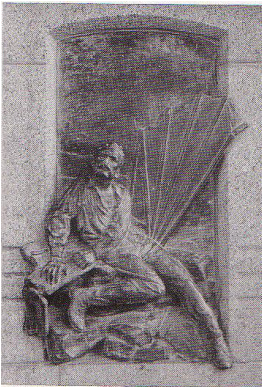


Figure 2

On the right-hand side of the column was a bronze plaque depicting the Frenchman's crashed glider and his injured body (*Fig. 3*); on the left side was a corresponding plaque showing Mouillard seated with a sketchpad, observing the flight of birds (*Fig. 4*). Conceived in Lyon, all the bronzes were cast by the Andro Foundry, Paris.



Figures 3 and 4; and 5 (below)

The monument was inaugurated on 25 February 1912, in the presence of the Khedive, members of the diplomatic corps and other dignitaries. It stood about 100 metres to the right of the Palace Hotel, in the gardens at the east end of the Boulevard Abbas (*see Fig. 6*).

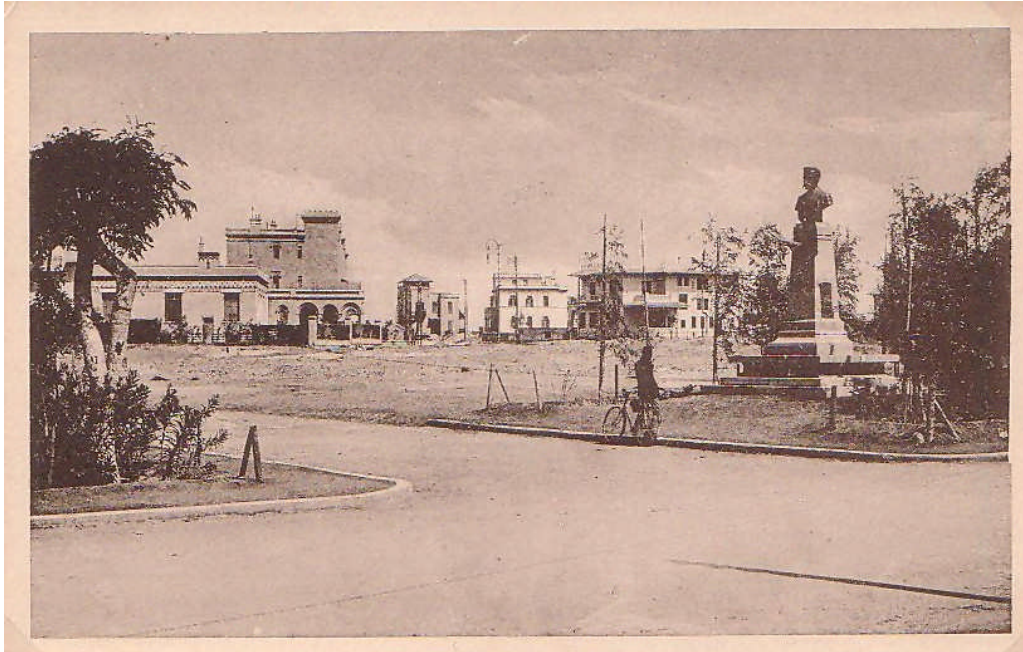
For many years it graced Heliopolis, and in my childhood my friends and I played in the gardens around it. Sadly, after the Suez crisis of 1956, it was removed, together with most monuments to Frenchmen or Britons (except for Mariette Pacha's *L'Egypte Reconnaissante* outside the Egyptian Museum). Whether the statue was actually destroyed, or whether it is locked in some dark storeroom, is unknown. Perhaps one of our readers can reveal the ultimate fate of the monument to "the first aviator".



Figures 3 & 4: Lateral bronze plaques of the monument.

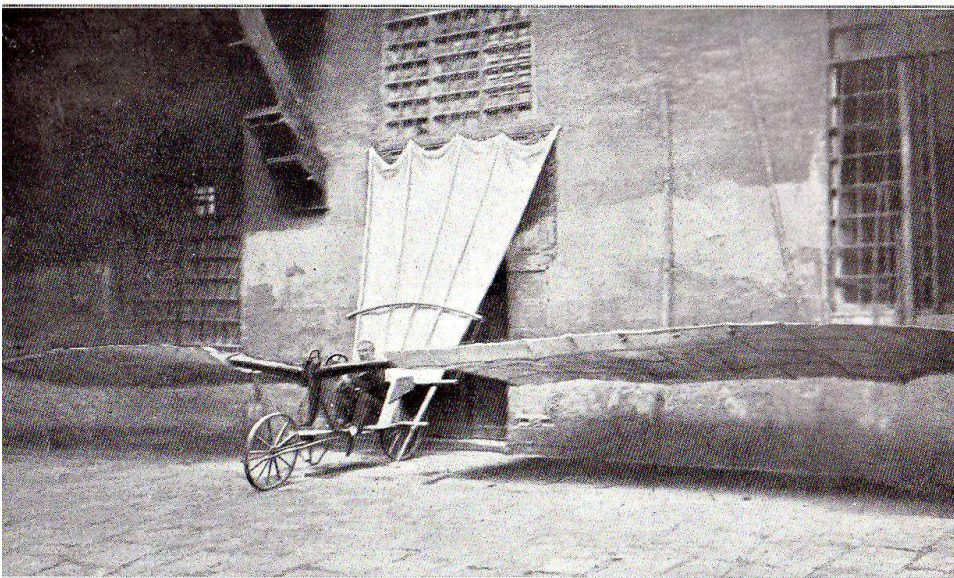
Figure 5: Heading of an LNA article in *La Revue Aérienne* of 10 January 1910. In its call for members, the LNA points out that the German league has more members.

2: *Century Magazine*, reprinted in *Le Figaro*, 24 and 26 November 1908, reported that Mouillard corresponded with the aviator Octave Chanute in America, and that on 24 September 1892 Chanute lodged on behalf of Mouillard an aircraft patent (No.282.757, date granted 18 May 1897) for his wing steering system, well before the Wright brothers' first powered flight, which utilised its concepts. That is why in France, at the time, it was maintained that Mouillard was the father of aviation.



*Figure 6 — The statue to Louis Mouillard in burgeoning Heliopolis, c.1912.*

3: In 1933 the Philatelic Society of Egypt (Club Philatélique d'Égypte) moved to 7 Rue Mouillard, Cairo, previously part of Shareh Boulak, the street directly north of the Hotel Continental (on the right side of the Hotel, when facing it). In 1938 Rue Mouillard was incorporated into Shareh Fouad 1er and the address became 26 Rue Fouad 1er (today Shareh 26 July). The Club Meeting Rooms were situated at 9 Rue Maghrabi. From *L'OP* 37, July 1938, p.326.



*Figure 7 - Mouillard and his monoplane glider in Cairo, 1896. Photograph taken in the Mousky, rue de l'Eglise Catholique. The aircraft's tail has been raised to give the photographer distance for the picture.*

#### References:

1. *Aviation - The Pioneer Years*, by B.Mackworth-Praed, Studio Editions Ltd, London, 1990. This uses much material extracted from previously published articles in the French magazine *L'Illustration*, including a photograph.
2. *Le Grand Tourisme*, Paris, No.195, Autumn 1935, Special Issue on Egypt, of Mouillard and of his aeroplane in Cairo (see reference 3 below, for full story).
3. *L'Illustration*, Paris, No.3593, 6 January 1912. pp. 12-14. About Mouillard and his research, including photo of his glider, of himself, plus plans and sketches.



**Query 59: Imperial Airways Cairo-Baghdad route – John Sears (ESC 118), Lucien Toutounji (ESC 264), Laurence Kimpton (ESC 591)**

A number of us who are serious Air Mail collectors (of Egypt) have been discussing the time when Imperial Airways took over the Cairo-Baghdad route from the R.A.F. The first flight was January 12, 1927; at the same time the route was extended to Basra. First flight covers Egypt-Basra are not uncommon, but, so far, we have not seen a First flight cover Egypt-Baghdad. Has any collector got one? A photocopy/scan, or report would be very useful.

**Query 61: 2m King Farouk (Marechal) double impression – John Lowe (ESC 637)**

The only double impression listed in Balian is #403, the imperforate of the 1m value. However, I have come across these perforated 2m examples. I would like to know how many of the 1m double impressions exist?



**Query 63: Railway Station postmarks –John Sears (ESC 118)**

These are commonly found on mail posted, for example, at "Cairo Station", "Mansura Station", and many others. Unlike the other so-called Proprietary Post Offices (eg all the Hotels, Seamen's Home, Simon Arzt) they are not listed in the official Post Office Guides, at least, not in those of 1911 and 1932 to which I have access. At one time I thought that the Railway offices were just there for collection of simple mail, but recently I have found a Registered cover with the CDS of Sidi Bishr Station, 24 OC 41, and also the ink pad Registration cachet of Sidi Bishr Station. Why are these Station Post Offices not listed?

**Query 64: Postal Stationery Registered Envelopes of 1938 (Boy King) and 1940 (Marechal) – John Sears (ESC 118)**

The former had a face value of 20 mills, but why? The previous Registered envelopes were for 15m, being 5m for the ordinary internal rate, 10m for Registration, and a Registered Envelope of 15m was issued in 1939. It was not as if 20m paid for any external destination. It would have paid for a Registered letter weighing between 30gm and 60gm, but has anyone seen a 20m Registered Postal Stationery envelope used internally?

Similar remarks apply to the 20m envelope issued in 1940. It must have appeared early in 1940 because the internal letter rate (for 30 gm) was increased from 5m to 6m in July of that year, and the Registration fee went up to 15m at the same time.

It would very useful if any member has theories about these problems, which have troubled me for years!

**Query 65: Postage Paid mark – Peter Goodwin (ESC 297)**

Can anyone throw any light on this Postage Paid marking. Is it a meter mark or a company handstamp? This is a commercial cover from Mitchell Cotts and Co. Alexandria 7 July 1954. Would it be applied in-house or at the post office? Has anyone seen anything similar from Egypt?




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### Membership changes

#### **New Members:**

- ESC 640** **Mike Hert**, PO Box 864, Bankstown, NSW 2200, Australia  
(Egypt postal history, revenues, perfins, cinderellas)
- ESC 641** **Nasr el-Deen Abou Taleb**, 85 Sakr Korish, Masaken Sheraton Suite 35, Heliopolis,  
Egypt 11361. (All aspects of Egyptian philately)

#### **Lapsed:**

- |                                   |                                     |                                       |
|-----------------------------------|-------------------------------------|---------------------------------------|
| <b>ESC 493</b> <b>Ahmed Sobhi</b> | <b>ESC 563</b> <b>Magdy Soliman</b> | <b>ESC 590</b> <b>Joshua Driscoll</b> |
| <b>ESC 621</b> <b>Edward Guy</b>  | <b>ESC 627</b> <b>John Tollan</b>   |                                       |

#### **Deceased:**

- |                                   |                                    |  |
|-----------------------------------|------------------------------------|--|
| <b>ESC 433</b> <b>Nonie Green</b> | <b>ESC 532</b> <b>Victor Goode</b> |  |
|-----------------------------------|------------------------------------|--|
- 

#### **Editorial**

Very many thanks for articles received. I now have a small stock in hand, enough for half a QC. The next but one QC (March 2010) will be an all-colour issue, so please start preparing those nice one-page colourful items. I have one in hand so far.

**Web news:** New sections on various aspects of Sea Mail have been added recently to the members-only section of the website. Some of the military sections have enjoyed a little fleshing out. And there is much more to come ....

### Members' (and others') Announcements

This page is intended a service to members. The idea is to offer colleagues the opportunity to seek help with their research as well as to make general ESC announcements. We hope that more members will seize the chance to let colleagues know what you are doing and how they can help. There is no "fee" for the advertisement - new announcements will be added at the top; older ones will drop off the bottom. Contact the Editor or Secretary with announcements (we will not normally publish a telephone number unless there is a very good reason to do so).

**L'Orient Philatélique** – An overseas member is offering for sale a full run of the *L'OP* magazine, published in Cairo since July 1929. Nos 1-107 are bound in six luxury volumes, plus individual issues from 108 to February's No 141. Please contact the Secretary for details.

**Cairo-Basra-Karachi** – The first flight did not go to Karachi after a delay in obtaining Iranian overflight permission, hence the delayed arrival of mail on January 30. One member believes he has read that on the way out the aircraft by-passed Baghdad, which would explain backstamps of January 14 and 15 for the January 12 flight. Either it did not go to Baghdad and the cover went by surface from Basra or it stopped at Baghdad on the return flight only. Any information members might have would be greatly appreciated.

**Rural Service** – Work is proceeding on the Rural Service book and the authors wish to publish lists of early and late dates for each route as comprehensive as possible: they would be grateful if any member with Rural covers, whether few or many, would contact tawaaf@hotmail.co.uk or the Secretary. And that elusive oval of 14.7.91 from Damiette to Dresden is still missing.

**Maps of Cairo** – A member has been able to obtain a mass of very detailed maps of Cairo, 179 of them in total covering every part of the city, at an astonishingly detailed scale of 1:1,000. Printed in Arabic and English between 1911 and 1914 and with location details on the back. Anyone interested in considering buying them should contact the Secretary.

**Cut-price Gibbons update** – Circle members are offered a 10 per cent discount (and free postage within the British Isles) on the new £42.50 Part 19 Middle East specialised catalogue. Quote the members-only code ESC09 when ordering via the freephone number 0800 611 622 or emailing orders@stanleygibbons.co.uk.

**Exchange offer** – An Egyptian member offers to exchange stamps of Egypt, Sudan and other Arab countries, mint and used, against mint stamps of GB, Ireland, Australia, Canada and US. Exchange is by want list on catalogue basis. Members may contact Adel Abdel-Hafez at 112B Ammar Bin Yasser St, Heliopolis, Cairo 11351 (adhafez@internetegypt.com).

**Map postcards** – A UK member is keen to expand his research into the coloured map postcards produced in French by F. Pellegrin at around the turn of the century (Mohamed Nofal page 238). Of the set of 30 he has only 1,5,7,8,10,11,17,19,20,21,22 and 24. Any member who can supply the others can be assured they will go to a good home! Contact the Secretary.

**Postal Bulletins** – More photography work has been carried out, and new volumes are now available on disk. In addition to 1890, 1894-97, 1899-1902 and 1906, the following may be ordered from the Secretary (£5 for a disk of any two volumes, or £21 including postage for all ten on five disks): 1907, 1909-10, 1912, 1915, 1917, 1919-21, 1925.

#### In Memoriam

It is our sad duty to have to report the demise of two of our members in recent months. **Nonie Green** (ESC 433), of San Angelo, Texas, was a long-term member who impressed all who met her with her sprightly and non-nonsense attitude to life despite carrying the burden of more than nine decades; and **Vic Goode** (ESC 532), FRPSL, of Loughborough, Leicestershire, was an avid collector of worldwide Hotel Posts who was always willing to exchange information from his deep knowledge. Both were committed and active members of the Circle. We shall miss them greatly.

## The Story Behind the Stamp: Balian 138, December 6 1951



Narriman was born in Cairo on 31 October 1933 and became the only child of Ali Bey Sadek, Deputy Minister of Transportation, and Asila Hanem, both from respectable families in the Minya governorate. Her name comes from the Turkish for the beautiful fascinating and vivacious spirit.

She had a happy childhood but her father, perhaps a little overprotective, kept his daughter at home and sent her to the local Egyptian school rather than the customary language

schools favoured by the Egyptian middle classes. Her education did not progress beyond secondary school, by which time she had grown into a beautiful young lady. Known for her tenderness, calm and great politeness, she soon had suitors in evidence. By the age of 16 she became engaged to Dr Mohamed Zaki Hashim, a famous lawyer, and the date of the marriage arranged.

Several stories are told of how she came to meet King Farouk and of the breaking of her engagement so that she could become betrothed to Farouk instead. The common theme is that the jeweller used by Narriman and her fiancé to choose their wedding rings was somehow involved: either he passed on the information about the beautiful young girl to the King – who was looking for a new bride to produce the male heir he needed for the throne – or that Farouk happened to be in the shop when Narriman made a visit.

Farouk had laid down specifications in advance for his new bride and future Queen. She was to be the sole daughter of her parents and that the parents are too old to produce another child; she was to be of pure Egyptian stock, with no Syrian, Turkish or foreign blood running in her veins; she was from a good middle class family and not from the wealthy and noble class. And the fourth and most vital condition was that she should be 16 years old, physically healthy and able bear a son.

Narriman's father was opposed to her marriage and was loath to break the engagement to Dr Zaki, fearing for his daughter's future happiness. Knowing the fate of the previous queen, Farida, he feared that this new arrangement would be mere dalliance of the king. Narriman however chose the King and the original engagement was broken. Her father, beset by grief, soon afterwards gave up working and remained an unhappy man until his early death a few years later.

For her preparation to become Queen, Narriman, under the assumed name Souad Sadek, was packed off to Rome with an uncle, where she lived in the Egyptian Embassy in the Villa Savoya, the former house of the Italian Royal family, who at that time were living in Alexandria.

Under the guidance of Countess Layla Martly, Narriman was coached in the world of royal etiquette. She had also an opera music teacher, an Italian lady and the wife of an Egyptian diplomatic official for teaching her the protocol of Abdin Palace. She learned Italian, German, English and French, and Ambassador Abdel Aziz Badr Pasha trained her in Egyptian protocol.

After six months, and not a year as originally envisioned, Narriman returned to Egypt at the insistence of Farouk and the marriage took place on May 6 1951 with all the pomp a royal marriage demands. A three-month honeymoon followed on the royal yacht *Mahroussah*.

Narriman did not fail in her duty and on 16 January 1952 Prince Ahmed Fouad was born to the accompaniment of a 101-gun salute at 6:20 in the morning. The joy of a prince was soon dispelled by the July revolution, which saw the royal family banished to Italy. After seven months Narriman, who was still only 19, returned to Egypt but without her son and later divorced Farouk.

Two more marriages followed, the first only three months after the divorce to Dr Adham El Nakeeb, from Alexandria, but this marriage lasted only ten years, resulting in a second son, Akram, who is now a lawyer in Alexandria. She then married Dr Ismail Fahmy, Major General and director of medical services for the armed forces, in 1967. This marriage survived until Narriman's death on 16 February 2005, at the age of 72.

