

ISSN 0269—252X

The
Quarterly Circular
of

THE
EGYPT

STUDY CIRCLE



June Quarter 2011
Volume XXI No. 2

Whole Series No. 237
Pages 25-48

CONTENTS.

Officers 25, Meetings 26, Members 28
New on our Website (iii) and Story of the Stamp (iv).

ARTICLES.

Slogans On Machine Cancellations 1922-1959	Vahe Varjabedian	p29-33
The Romanian Steamship Line S.M.R. – Sequel	Richard Wheatley	p34-38
Lehnert and Landrock	Roman Rimonis	p38-42
Maxicards and their Postmarks	Mike Murphy	p45-46
Queries and Responses		p47-48



www.egyptstudycircle.org.uk



**Carmichael
& Todd**
PHILATELISTS
PTS
GREGORY C.G. TODD

EGYPT.

Stamps: Classic from 1866 to Modern until 1980, Covers from rare early stampless maritime mail, First Issue covers and Proofs of all issues, Farouk Imperfs, Colour Trials, Specimens, Booklets. All facets of Egyptian Postal History bought & sold. Essays, Multiples, Postmarks, Overseas Usages, Suez Canal Company, All Foreign Post Offices and British Forces. In fact Everything for the devoted collector of Egypt!



Territorial P.O. in Massawa. 1875 (Nov 13): Cover from Massawa to Marseille franked by 1872-75 5pa. brown and 2pi. yellow (2) tied by "Poste Khedevie Egiziane-Massawa" datestamps in black; via Egyptian P.O. in Suez and thence via French P.O. in Alexandria (Nov 24). Charged 1 franc due on receipt in Marseille: whilst Egypt's membership of the UPU was active from 1 July 1875, France only activated the new reduced rates from 1 January 1876. Extremely rare cover.

**Quality Stamps, Proofs and Rare Postal History of the World always
required for Stock or on a confidential Private Treaty basis.**

P.O. BOX 111 LYMINGTON HAMPSHIRE ENGLAND S041 6ZJ
Telephone 01 590 682 683 facsimile 01 590 681 999
Toddytripzinc@aol.com
VAT No. GB 561 9567 09

Novelties on the Meetings list

The programme for 2011 included some novelties: the first two, an informal TPO meeting in January and a Live Auction at the AGM on February 26, proved most successful – so successful that we have change the programme to include a full TPO study meeting in September. Here is the rest of the year’s programme

July 9 – Services Club – Hotel Post Offices – John Davies

September 17 – Stampex – TPO study meeting – All Members

November 5 – Philatex – Acquisitions and Queries NB. 10.30am informal meeting

For meetings at the Victory Services Club, Seymour Street, Marble Arch, London, members usually congregate in the ground-floor bar from 1pm and the meeting starts at 2pm.

EGYPT STUDY CIRCLE OFFICERS

- President:** John. Sears, FRPSL, 496 Uxbridge Road, Pinner, Middlesex HAS 4SL.
- Chairman:** Peter Andrews, 51 Elizabeth Road, Moseley, Birmingham B13 8QH
ancientone@btintemet.com
- Deputy Chairman:** Stanley Horesh, U.K.
- Secretary:** Mike Murphy, 109 Chadwick Road, Peckham, London SE15 4PY
egyptstudycircle@hotmail.com
- Treasurer:** Brian Sedgley, Greenpeckers, Seven Hills Road, Cobham, Surrey KT1 1ER
brian.sedgley~talktalk.net
- Editor/Webmaster:** Edmund Hall, 6 Bedford Avenue, Little Chalfont, Amersham, Bucks HP6 6PT
edmundhall@chalfont.eclipse.co.uk
- Librarian:** John Davis, Church View Cottage, Church Rd, Upton Snodsbury, Worcs WR7 4NH
davisatsnodsbury@tiscali.co.uk
- Publicity Officer:** David. Sedgwick, 9 Eastlands, High Heaton, Newcastle upon Tyne, NE7 7YD
-ann.david_@tiscali.co.uk
- North America Agent:** Richard S Wilson, 53 Middle Patent Road, Bedford Village, NY. 10506, U.S.A
dadul@verizon.net
- Egypt Agent:** Dr Ibrahim Shoukry, Apt 1, 10 Kamal El-Tawil St (Ex-Montaza), Zamalek, Cairo, Egypt
ishoukry@link.net
- Antipodean Agent:** Tony Chisholm, 13 Arden Way, Wilton, Wellington 6005, New Zealand
j_tchis@clear.net.nz
- Committee:** Dr Sami Sadek, The Oaks, 19 Sinah Lane, Hayling Island, Hants PO11 0EY
sami.sadek@ntlworld.com

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

Website: egyptstudycircle.org.uk

Report of the Meeting, May 7 2011

PRESENT: John Sears (President), Peter Andrews (Chairman), Mike Murphy (Secretary), Brian Sedgley (Treasurer), John Davis (Librarian), Jon Aitchison, Angela Child, John Clarke, Cyril Defriez, Ted Fraser-Smith, Pauline Gittoes, Peter Goodwin (New Zealand), Peter Grech, Paul Green, Alan Jeyes, Atef Sarian.

APOLOGIES: Apologies for absence were received from: Edmund Hall (Editor/Webmaster), David Sedgwick (Publicity), Sami Sadek (Committee), Sue Claridge, Mostafa El-Dars, Steve Speak.

The Chairman welcomed members present, and especially Peter Goodwin, whom he was delighted to see as a representative from so far away and looked forward to the possibility of the renewal of the Circle's visits to hospitable New Zealand.

He was happy to be able to report the success of two of our members at the Philatelic Show 2011, held in Boston, which qualifies them to enter the American Philatelic Society's World Series of Philately: Dick Wilson, (ESC 230), our North American Agent, took gold with his single frame (16 sheets) exhibit of *The 3 millièmes Army Post Stamps used by the British Forces 1936-1941*; and Trent Ruebush (ESC 197) won a gold medal for his eight-frame collection of *Egypt's Fourth Issue, 1879-1913*, narrowly missing out on the Grand Award.

There were further congratulations for Mike Murphy and Ibrahim Shoukry, whose *Rural Post* book stepped up at the New Zealand Philatelic Literature competition in March, gaining two further points and a gold medal, as well as a much appreciated critique from the judges.



Hany Salam, left, receives the trophy from Ibrahim Shoukry as Sherif Samra looks on.

The Secretary's remarks, brief for a change, included the news that the Macarthur Award, now suitably engraved, had been sent back to Cairo with Dr Sherif Samra, President of the Philatelic Society of Egypt. And now we can report that it has been successfully presented to Hany Salam (ESC 580) by our Egypt Agent, Dr Ibrahim Shoukry, at a convivial gathering in our colleague society's clubrooms.

He informed members that the next meeting would be John Davis on Hotels at the Victory Services Club on July 9 – something to look forward to – but then we will be in research mode at Stampex on September 17, aiming to update Peter Smith's masterly work on the listing of TPO lines and dates.

Our highly-regarded website will shortly be embellished with the full listing from the 1983 book for all members to consult. We hope that as many as possible will be able to consult the list, measure their own holdings against it, and proclaim any new routes or early or late dates ... after 28 years there must be hundreds of pieces of information to add, if not thousands. Please, please record your offerings according to Peter's type classification numbers, as we intend to start at the beginning at Type 1 and work through as far as possible to Type 8B1. It should be a fascinating meeting, and result in many new discoveries.

The Treasurer then reported that though there were a few members to be lapsed for non-payment of subscription, forgetfulness could quickly be conquered if members took a moment to prepare a standing order from their bank, payable in the first days of each year: easy for the member, easy for the Treasurer!

Our President, wearing his Auctioneer's hat, announced that the present team would be happy to run another major auction in the autumn as the Circle's No 50 – but again appealed to any member willing to pick up the baton and take up the challenge of carrying on what has become an economically necessary part of the Circle's functioning. If there are no volunteers, there is a strong possibility that the Auction will die – and the Circle will very much suffer thereby.

For the autumn, encouraged by the proportion of sales at the Live auction when all lots were illustrated, we hope to be able to do the same again for the much larger number of lots – though we must point out that it will not be possible, either economically or physically, to illustrate all lots in a printed form. All illustrations we receive will be shown on the website, and we encourage those without the facility to visit their local library or next-door neighbour to see the wonderful array.

We encourage all members submitting lists to add as many illustrations as possible: pictures definitely sell! Lists of lots should be with the Secretary by August 1, and the closing date for bids will be September 15.

And so it was on to the meeting, with Mike Murphy on “Named” Post Offices – a query for some members, but easily explained: in 1984 he listed in the *QC* a large number of “second echelon” postmarks related to the Hotels study, comprising Palaces, Universities, Dams/Barrages and the like, and extending to other out-of-the-way markings such as Savings Banks, Parliament and so on. Anything except “normal” town offices...

Mike apologised: he knew when he volunteered to give the talk that he had accumulated more material since that 1984 listing... but when he came to mount it for display it just kept coming! In the end there were over 240 pages, so what to leave out? Happily the preliminary part of the meeting had been short, so there was (perhaps) time enough to show them all...

In the end, even at breakneck speed, some sections had to be left out. But the meeting saw a wide range of material from the late nineteenth century to the early twenty-first, all of it related to the categories mentioned above, and some of it quite unusual ... under Dams/Barrages, for instance, he was able to show the difference between the name *qanatir* (barrages, plural) and *khazzan* (dam, singular), to explain Qanatir el Delta and Qanatir el Khairia, the same place but different post offices, and to show covers bearing both markings simultaneously, to show multiple different markings from Aswan, Asyut and the Delta barrages/dams, and very rare covers from Nag Hamadi, Dahtoura/Zifta and Isna.



Small envelope addressed to a guest at the Hotel des Famille in Luxor and franked 5 millimes for normal postage plus 15 millimes for Express service. Cancelled in blue with a perfect strike of Caisse / Qanatir Nag Hamadi on 12 JL 31

The three main Palaces – Ras el Tin, Qubba and Abdin – were well covered, and doubts about Qubba Palace post office serving any more than a suburban area were confirmed, whereas postal material both from and to Ras el Tin and Abdin palaces appeared in all cases to be “right royal”.

Cairo University, originally known as Fouad I University, apparently used its earliest handstamp only for First-Day covers, while Alexandria University, an offshoot from Fouad, apparently had no CDS at all. But

the more modern universities were all well represented, including Aswan University, one of three branches of the Nile Valley University, showing a remarkable postmark incorporating its postcode.

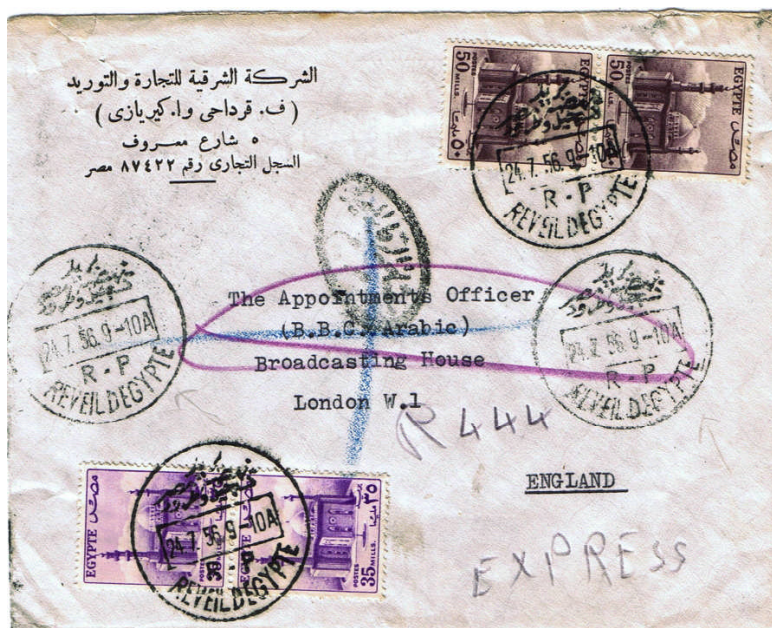
Educational establishments up and down the country have grown rapidly in the last forty or so years, and each seems to have proudly borne its own postmark. Another branch of the study to grow rapidly was that of the Presidency, with postmarks representing several branches, including one that seems to win with ease the contest for longest wording: PRESIDENCY OF / THE REPUBLIC / PRESIDENT'S OFFICE FOR PUBLIC RELATIONS. The first Republican postmark, PALAIS / DE LA / REPUBLIQUE, makes its message clear, but it is immediately followed by COMITE DIRECTEUR / DE LA / REVOLUTION, and obviously there is much more to be learned here.

Parliament developed through Nasser's National Assembly (1962-1977) to the two houses of the Majlis el Shaab (People's Assembly) and the Majlis Shura (Consultative Council) until February this year, when it all stopped suddenly. We wait to see what happens next. Equally, Government ministries proliferated from joint post offices serving several ministries to individual postmarks for each branch, including some very odd spellings indeed: POSTE / MINISTERE DU FINAUCH (finance), MINISTERE DE L'EDUCA / TION ET DE L'ENSE / IGNEMENT, and MINISTRY OF / GUSTIC / P.OFFICE (justice) being among the oddest.

Commercial and industrial offices also found their place, including ATOMIC ENERGY POST, BAHARIA IRON ORE MINES, the ALUMINIUM SMELTER COMPLEX as well as BAZAR DES LEGUMES ET DE FRUITS, with variants from Alexandria, Port-Said and Zagazig. And there were examples of markings from the CAIRO TOWER and the EGYPTIAN MUSEUM.

One of Mike's favourites was the post office REVEIL D'EGYPTE, named for Mahmoud Moukhtar's famous granite statue of the awakening Sphinx which was moved from where it was sculpted, outside the main Cairo railway station, to the University in the mid-1950s. At about the same time the post office markings (*right*) begin to be recorded. But where was/is the post office? The only clues in the return addresses of letters posted there seem to indicate somewhere on 26 July Street.

The variety of material shown was enormous – perhaps too much to take in. It is hoped to publish a full illustrated list of postmarks and dates, but the evidence that there are lots more examples to find seems overwhelming.



The Chairman thanked Mike for presenting an entertaining afternoon and showing what could be made from "a collection of bric-a-brac" – and, more importantly, indicating that there is great potential for research into post-Monarchy postal history. Members showed their appreciation in the traditional manner.

Membership changes

Membership restored:
ESC 639 Atef Sarian

Resigned:
ESC 429 Adel Rabbat

Lapsed: ESC 514 Ahmed El-Kilany
ESC 640 Mike Hert

ESC 518 Arto Kasperian
ESC 650 Bjorn Myhre

Change of address:

ESC 449 Hany Helmy Makram, 3110 Powhatan Court, Southlake, Texas 76092, USA
ESC 534 André Navari, 35 rue de la Thibaudière, Saint Maixent l'Ecole, France 79400

Slogans On Machine Cancellations 1922-1959

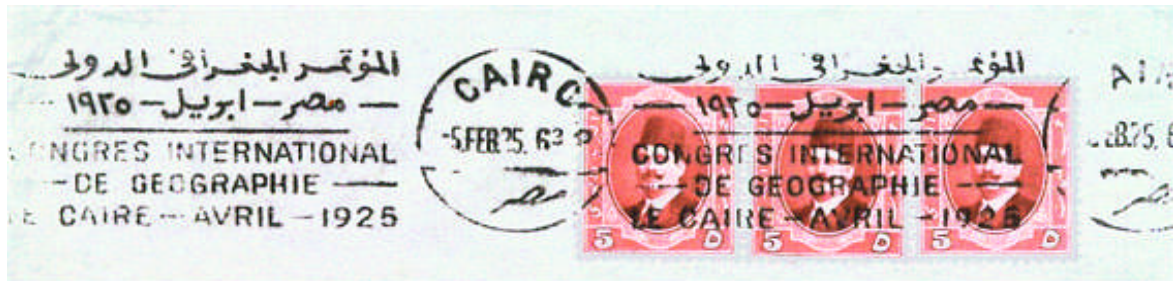
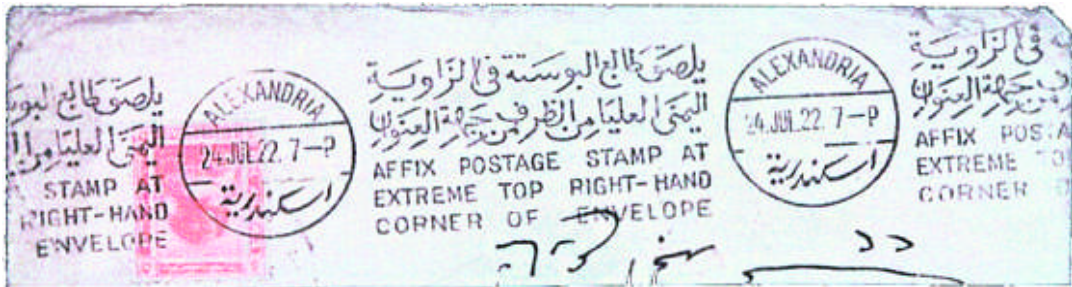
Vahe Varjabedian (Esc 390)

I present here an introduction to the study of slogans on machine cancellations. This is a piece of work I have prepared during the past two years, trying to classify the various types. The first part of the study is from 1922 to 1959, and it has not been an easy task, because there seem to be hundreds of examples.

The earliest recorded slogan is an instructional slogan (*Fig. 1*) dated 24.7.1922 in English and Arabic “AFFIX POSTAGE STAMP AT / EXTREME TOP RIGHT-HAND / CORNER OF ENVELOPE”. As far as I know it was used in Alexandria and Cairo until 25.1.1924. *Figs. 1-4* are shown below; *Fig. 5* over page.

The second slogan (*Fig. 2*), in English only, advertises government exhibition in Cairo dated 14.3.1923: “VISIT GOVERNMENT EXHIBITION / OF EGYPTIAN INDUSTRIES / 12 SHARIA FAHMY CAIRO” (This slogan so far seen on three covers).

Fig. 3 shows a French-language slogan “CONGRES INTERNATIONAL / DE GEOGRAPHIE / LE CAIRE – AVRIL - 1925” which was used during the two months February to April 1925. The fourth slogan (*Fig. 4*) reads in French “GRANDE EXPOSITION / AGRICOLE ET INDUSTRIELLE / LE CAIRE - 1926”, its usage recorded as 6.11.1925 to ?3.1926, while the fifth is much like *Fig. 2* but the street name is changed from 12 Sharia Fahmy to 43 Sharia Kasr el Nil, Cairo (*Fig. 5*); this type is known from 5.12.1925 to 2.9.1927. After these early slogans comes a series of markings advertising sport events (*Figs. 6 -12*).



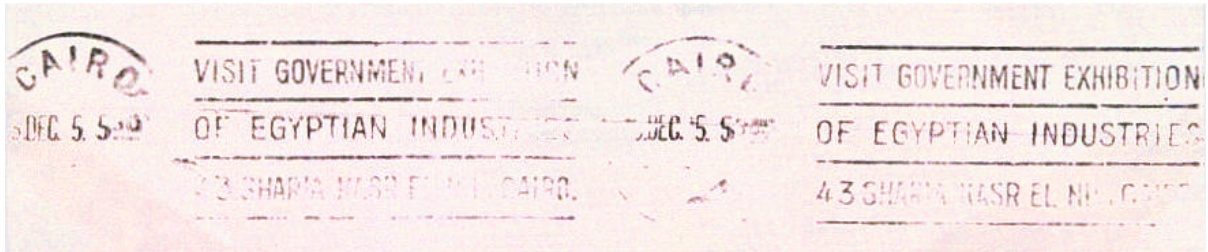


Fig. 6 - all Arabic: “POSTAL SAVING BANKS ACCEPT SAVINGS FROM 5 PT” and “ALL POST OFFICES PERFORM SAVING BOX DUTIES”, used in Cairo 1932-34.

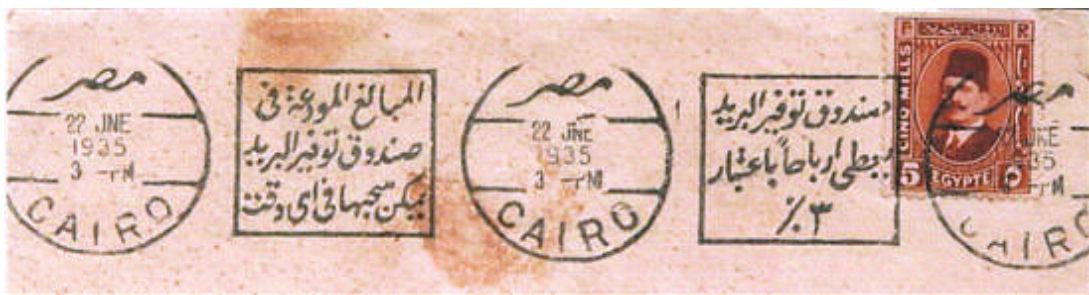


Fig. 7 - all Arabic “POSTAL SAVING BANK GIVES YOU A 3% PROFIT” and “YOU CAN WITHDRAW ALL YOUR MONEY FROM YOUR POSTAL SAVING BANK ANY TIME”, used in Cairo 1935-39 (I also found one inverted).

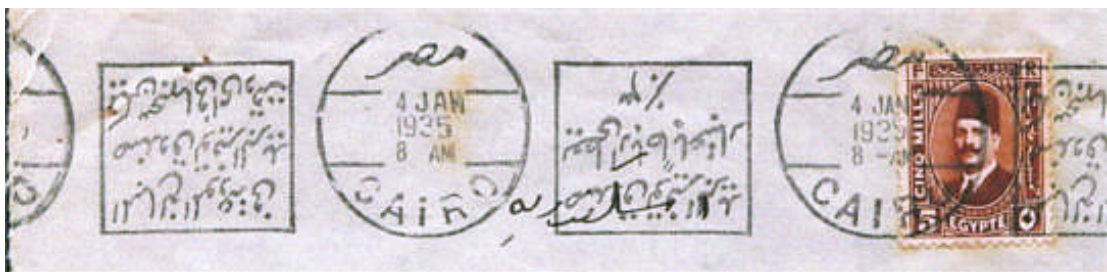


Fig.8 - in French: “XV^e EXPOSITION / AGRICOLE ET / INDUSTRIELLE / DU 15 FEV. AU / 31 MARS 1936”, recorded used in Cairo 1.1.1936 to ?4.1936



Fig. 9 – Arabic/English: “YOU ARE / WANTED / on the / TELEPHONE”. Recorded used in Cairo and Alexandria September 1936 to January 1941.



Fig. 10 – Arabic/French: “VISITEZ LE MUSEE / FOUAD 1^{er} DES POSTES”. Recorded Cairo 1946.

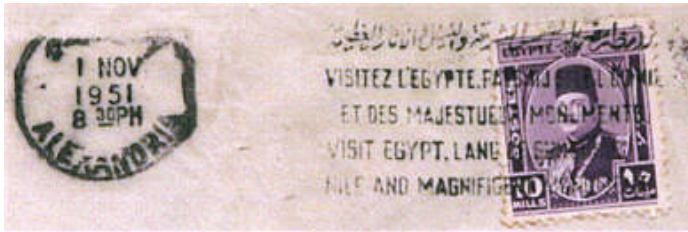


Fig. 11 – Arabic/French/English: “VISITEZ L'EGYPTE, PAYS DU NIL / ET DES MAJESTUEUX MONUMENTS”, “VISIT EGYPT, LAND OF SUNSHINE, / NILE AND MAGNIFICENT MONUMENTS”. Used in Cairo and Alexandria, 1951



Fig. 12 – Arabic/French: “PREMIERS JEUX MEDITERRANEENS / Alexandria ALEXANDRIE du 5 au 20 OCTOBRE 1951”, recorded in Alexandria and Cairo December 1950 to October 1951.

After the Republic was proclaimed, the Revolutionary Council started a propaganda campaign to present their patriotic and revolutionary ideas by creating labels to put on all correspondence from Egypt to overseas. The next slogans (Figs. 13-33) show a variety of slogans (most of them in Arabic, English and French).

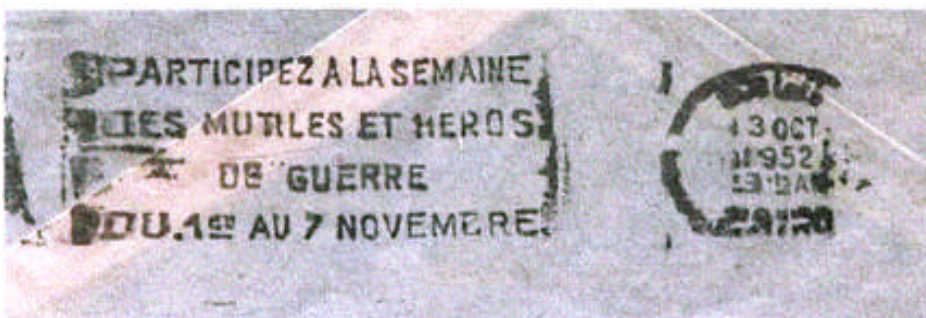


Fig. 13 - “PARTICIPEZ A LA SEMAINE / DES MUTILES ET HEROS / DE GUERRE / DU 1^{er} AU 7 NOVEMBRE”



Fig. 14 - “THE 1ST PAN ARAB SPORTS TOURNAMENT 26TH JULY -10TH AUGUST 1953”



Fig. 15 - “ELECTRONICS EXHIBITION CAIRO IN SARAY EL GEZIRAH STARTING FROM 23RD OF NOVEMBER 1953”



Fig. 16 - "YOUTH UNIVERSITY INCREASES YOUR INCOME WITH SCIENTIFIC STUDIES"

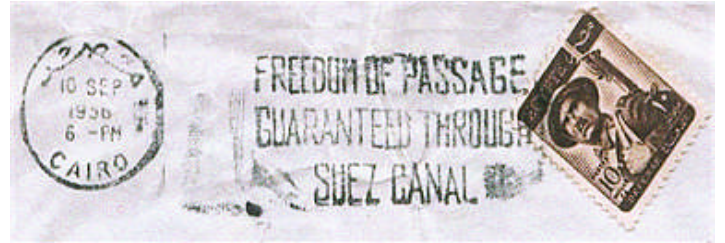


Fig. 17 - "FREEDOM OF PASSAGE / GUARANTEED THROUGH / SUEZ CANAL"



Fig. 18 - "THE NATION URGES YOU TO PROTECT YOUR AREAS AND HOUSES"

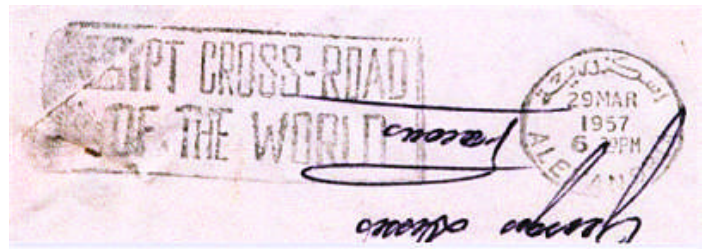


Fig. 19 - "EGYPT CROSS-ROAD / OF THE WORLD"



Fig. 20 - "ALEXANDRIA / PEARL OF THE / OF THE / MEDITERRANEAN"

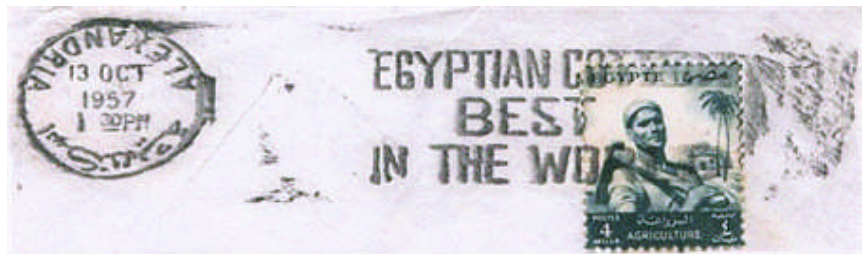


Fig. 21 - "EGYPTIAN COTTON / BEST / IN THE WORLD"

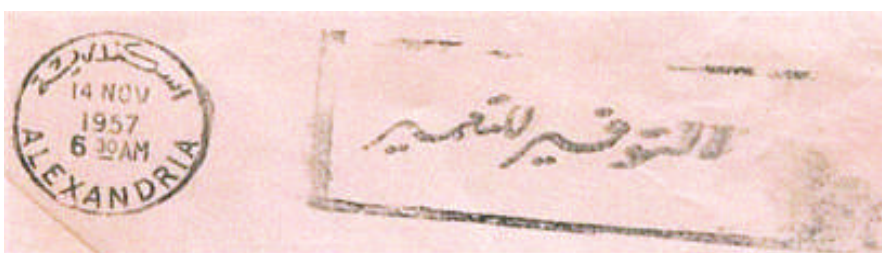


Fig. 22 - "SAVING IS FOR DEVELOPING"

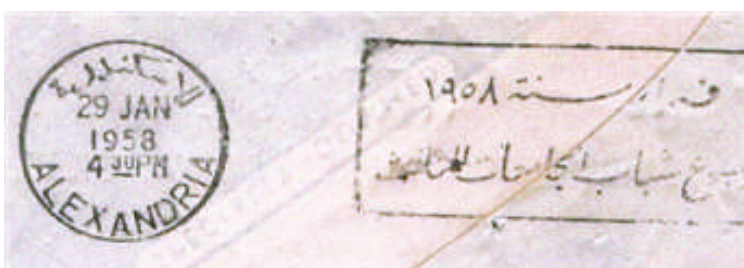


Fig. 23 - "SAVING IN CHILDHOOD GIVES YOU WEALTH WHILE WHEN YOU GROW"

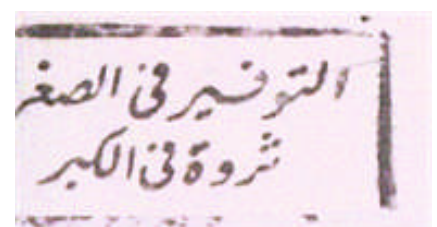


Fig. 24 - "FEBRUARY 1958 3RD UNIVERSITY YOUTH WEEK"



Fig. 25 - "HAPPY DAYS / AND NIGHTS / IN EGYPT"



Fig. 26 - "6th INTERNATIONAL DAMASCUS FAIR WELCOMES YOU"

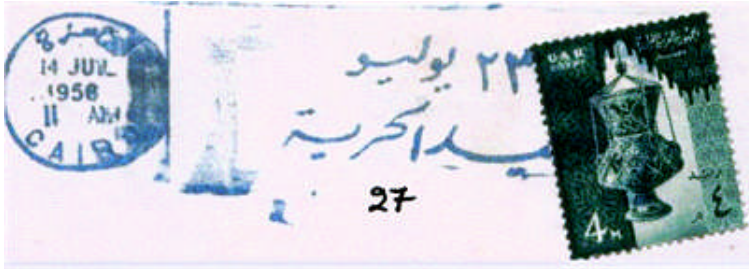


Fig. 27 - "23RD OF JULY / LIBERTY DAY"

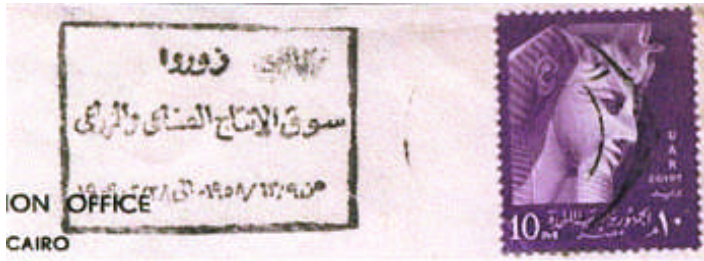


Fig. 28 - "VISIT INDUSTRIAL & AGRICULTURAL PRODUCTION FAIR"



Fig. 29 - "10 DEC. / JOUR DES DROITS DE L'HOMME"

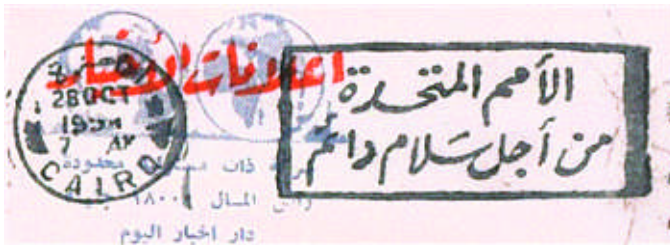


Fig. 30 - "UNITED NATIONS FOR EVERLASTING PEACE FOREVER"



Fig. 31 - "STAMP COLLECTING HOBBY CULTURE & SAVINGS"



Fig. 32 - "VISIT ALEXANDRIA ART BIENALE OF THE MEDITERRANEAN"

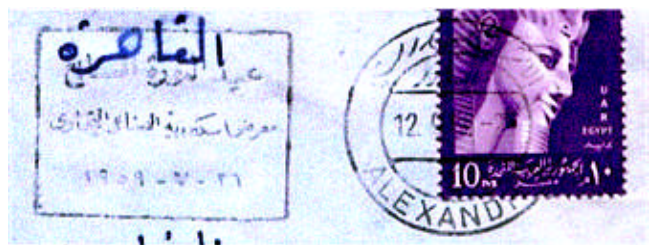


Fig. 33 - "7th ANNIVERSARY OF REVOLUTION COMMERCE & INDUSTRY EXPO IN ALEXANDRIA 26 - 7 -1959"

The Romanian Steamship Line S.M.R. – Sequel.

Richard Wheatley (ESC 168)

Since writing an article under this heading in the September 2010 issue of the *QC* more information has come to light.

Orient Express

By sheer co-incidence on 6 September 2010, at the time of my original article, an issue of stamps featuring the Orient Express was jointly made by the postal authorities in Romania and Austria. Each country issued two stamps depicting a locomotive passing a castle, plus a miniature sheet of the stamps with a background of the Orient Express route across Europe. The designs are the same for both countries, only the country name and denomination change. (*Fig. 1*)



Fig.1. The two Romanian stamps. 2.40 lei features an Austrian 4-4-0 loco in front of Salzburg castle. The 4.70 lei value features a Romanian C.F.R. 4-6-2 loco in front of Sinaia castle. The miniature sheet as issued by Austria, with two 65 cent stamps.

I recently came across an Austrian 5 kr. postal stationery card surcharged "20 PARA 20" which was used to England from the Austrian post office at Constantinople on 6 April 1896. The message on the reverse is important, for it gives the postal situation in Turkey at that time and furthermore, the timings of the Orient Express! (*Fig. 2*)

The message on the reverse reads:

All the stamps here for us to use are some ordinary stamp surcharged & there is no proper post office but each country has its own. I may post this somewhere for Potty if we pass any post office. We are all well & send love to all. Yrs truly G.T. Monday evening at 4 o'clock the Orient express leaves here & gets to Vienna on Wednesday morning at 7.



Fig.2. Austrian Post Office Constantinople CDS 6 April 1896, the 6th was a Monday - the day of departure as in the message.

S.M.R. postmarks

Type 1

Two interesting items were purchased recently, both of which are worthy of a mention. First is an envelope with the two different Type 1 postmarks! (*Fig.3*) The first cancellation, Alexandria-Constanta, is dated 1 Oct 907, this ties the Romanian 25 bani King Carol stamp. The 1st October was a Tuesday which at that time was the arrival day at Constanta of the SMR ship. Next in date order comes the Constanta-Alexandria mark dated 3 Oct 907; this was a Thursday and the departure day of the SMR ship bound for Constantinople. On the reverse are the Galata transit mark of the 5th and the arrival CDS at Bebek the same day. Note how the Romania post office at that time did not include in their datestamps the initial numeral in the year.

The other item is a black and white picture postcard of the Parthenon, Athens, franked by 5 lepta green "Hermes" stamp and tied by the Type 1 mark, Constanta-Alexandria, dated 20 Oct 910. (*Fig.4*) The Bucharest arrival mark is the 23rd October, a Wednesday, ie the day after the ship's arrival at Constanta. One additional point of interest is that the card is addressed to "Engineer CFR" at Bucharest, CFR being Cailor Ferate Romane, the owners of the SMR shipping line.

Type 2

In the Köhler auction catalogue of September 2010, Lot 2171 illustrates a Type 2 postmark ALEXANDRIA / PORT / 28 JUN 1912. This mark is on a picture postcard written at Alexandria and addressed to Bucharest. The description in the catalogue reads "----card with some imperfections and slightly soiled, only 2 examples of this cancellation have been recorded - a major rarity!" The sender franked the card with a 2 mills Egyptian stamp. The UPU postcard rate at that time was 4 mills, so when the card arrived in Bucharest it attracted a 10 bani Romanian postage due stamp. (*Fig. 5*)



Fig. 3. The two different Type 1 postmarks on same envelope, 1907.



Fig. 4. Card franked by a Greek stamp and tied by Type 1 postmark, 1910.

The same auction catalogue illustrated a similar mark (Lot 2170) on a postcard written at Alexandria and franked with an Egyptian 2 mills stamp. This mark reads DARDANELLES / PORT / 23 SEP 1912 and cancels the stamp. It is addressed to the German post office at Constantinople, arriving there on the 24th. As the card was written on the 15th at Alexandria, it would suggest that the ship dropped the card off at Dardanelles. (Fig.6). Again this item was underpaid and the postal authorities have marked in blue manuscript "½". This ½ would be half a piastre = 20 para, the foreign postcard rate at the time.



Fig. 5. The rare Type 2 postmark, ALEXANDRIA PORT, 1912.

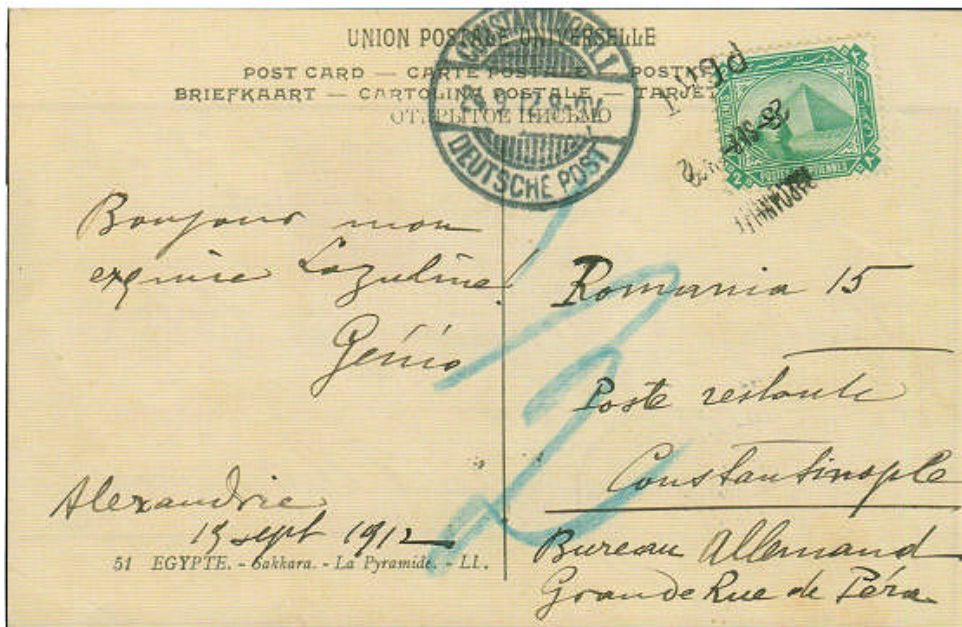


Fig. 6. The scarce Type 2 postmark, DARDANELLES PORT, 1912.

Type 3

In my original article on this subject I could not provide an illustration of my Type 3 postmark. I am now able to do so thanks to Paul Hirsch, who has produced an excellent computer generated image. (Fig.7 right)

S.M.R.

At Stampex this year I bought this envelope with the printed heading Service Maritime Romain, Agence Du Caire. This agency is writing to the First Donau Steam Navigation Company in Vienna. The 30 mills airmail stamp is a convenience franking, for the UPU letter rate was 20 mills plus the airmail fee 9 mills for carriage by K.L.M. via Athens. (Fig. 8)





Fig. 8. S.M.R. Agency printed envelope, Cairo to Vienna, 1935.

Lehnert and Landrock.

Roman Rimonis (ESC 486)

“Once again I have secured some more of your favourite postcards, but only after searching Cairo from end to end.....”, wrote a sender of a hand-coloured postcard by Lehnert and Landrock showing a flotilla of feluccas waiting for the opening of the Kasr-el-Nil Bridge in Cairo. The postcard was printed in the late 1920s.

In the Samer Al Debs Building, occupying the ground floor, is the publisher Lehnert and Landrock. The noted small bookshop at 44 Sherif Street in downtown Cairo, near the Greek Club, is now over 100 years old.

The exterior of the shop was originally of an olde-worlde type, with an intriguing façade that beckoned passers-by to explore what is inside. Just a few months ago it was given a complete facelift, modern on the outside but retaining its old world on the inside with its wooden glass display cabinets and shelves. Once inside, you will find what could be described as an Aladdin’s Cave. A world of tourist books in numerous languages, general books, maps, calendars, souvenirs and an enormous array of postcards, some going back several years, awaits you. It is a shop where you can spend some time without pressure to purchase anything.

In an adjoining room, next to the neatly displayed selection of postcards and papyrus, is a fascinating gallery room dedicated entirely to the publishers’ historical photographs, its walls richly adored with illustrations. As an added enjoyment there are nine enticing photograph albums to browse through, revealing some truly marvellous pictures to delight visitor and photographers alike. You leave with a sense of feeling that here is a special place worthy of several more visits.

I was hoping to meet one of Landrock's grandsons, Dr Edouard Lambelet, a geologist turned businessman and the present owner of the shop. Unfortunately he was away, but I met his wife Roswitha: I was warmly welcomed and spent some time with her. I brought with me some Lehnert and Landrock postcards, and various interesting comments were made.

The history of the company began in 1904 in Switzerland, when Lehnert and Landrock met by chance. Rudolf Franz Lehnert was born on July 13, 1878, in Gross-Aupa, at the time part of Austria but after the First World War it became part of the Czech Republic. A keen photographer, Lehnert visited North Africa and his attention was captured by the sights of an exotic and mysterious Tunisia in 1903.

Ernest Heinrich Landrock was born in Reinsdorf, Saxony, on August 4, 1878. He was an accountant by profession. The meeting formed a strong friendship that was to last until the 1930s. Lehnert's enthusiasm in describing his journeys and showing his exciting photographs caused a certain sensation. Landrock was persuaded to accompany him to see for himself what all the fuss was about. They set off for Tunisia to explore the many hidden wonders of the country.

Landrock soon realised the business potential of these intriguing photographs. Photography was still in its infancy, but was gradually becoming an exciting field of discovery that needed to be explored. For the photographers, the journey and exploration to far-flung places round the world allowed them to capture images that were previously unimaginable. It opened the visual wonders of the world. A new market was being established in which demand for these photographic plates was realising high prices. The boom and demand for the postcards was yet to come, but they were getting ready for it.

The first business venture was established in Tunisia in 1904 with a shop at 9 Avenue de France in Tunis. Landrock ran it on a day to day basis and managed the development of the photographs while Lehnert was out scouting for those elusive photographs. Business was certain and sales of postcards were good. It ran for ten years before war brought it to a halt.

These early postcards were printed in Germany by the Rotophot company which was founded in January 1900. It was noted for its ability to provide mass photographic reproductions. Lehnert and Landrock had a logo printed on the back of the cards with the initials L & L T inside a rectangle - L & L Tunis. Later the logo had the word "Editeurs" added. Later another change was made, substituting the word to "Depose" (that is, Registered)

Under a German-French agreement, Landrock was not eligible for military service; he was however interned in Switzerland, the Tunis shop being boarded up by order of the French Governor. In the meantime Lehnert was on another photographic trip and totally unaware of what was going on. On his return to Tunis he was made a prisoner of war and sent to Algeria and eventually to Corsica. Landrock made great efforts first to find him and then, by diplomatic negotiation, to have him released. He was later sent to Switzerland, where the two partners were eventually reunited.

For the immediate future, visions of business in Germany came into being in 1920 with a move to Leipzig and establishment of the "Oriental Art Publishing House". Again the business did quite well, especially in the export of finished lithographic pictures and particularly to South Africa. A bilingual catalogue was published with items for sale, listing a total of 386 photographs of Tunisia, 18 from Egypt, nine from Palestine and, as a sideline, paintings by Anton Robert Leinweber (1845-1921), of which 30 were reproduced (he was a noted Czech artist with many religious paintings.)

The influx of tourists to Egypt really took off with the discovery of the tomb of Tutankhamun in 1923. Vast numbers flocked to the area and the hotels in Luxor, Cairo and surrounding areas were fully booked. It was a time when postcards were in demand and many new producers quickly came on to the scene.

In 1924 Lehnert and Landrock decided to seek a business venture with more potential. Cairo was the obvious choice as a bustling capital with opportunities. A shop in the Benanni Building at 21 Maghrebi Street was rented and stocked with many coloured engravings and hand-coloured photographs. The business initially struggled, and a financial injection was needed to keep it running. A loan of £E2,000 was granted and the

marketing strategy was reconsidered: the shop now stocked not only photographs and postcards but also art prints.

During this period there were two great opportunities to make photographic records record for prosperity. Several attempts had been made to clear the Sphinx of sand, first in 1816 by Caviglia. In 1855 it was Auguste Mariette and in 1866 Gaston Maspéro. In the early 1920s, Emile Baraize made another attempt and this time the true wonders of the monument were finally revealed. Lehnert made numerous visits to the site to record the gradual progress of excavation.

Lehnert and Landrock also obtained the rights to photograph the treasures of Tutankhamun as they were transferred from the Valley of the Kings to Cairo. This was finally completed in the 1930s (Lehnert had by now left for Tunis and Landrock most probably hired photographers to complete the record.)

Lehnert found it difficult to settle in Cairo. Much thought was given to the business before he decided to return to Tunis. On June 15, 1930, he departed with his family, leaving copyright of all the photographs with Landrock. A new company was formed - L & L, Nachf. [that is, Successors] Ernest Landrock. In Tunis meanwhile Lehnert established a studio and specialised in portraits.

From 1930s there was a series of changes in terms of the business partners. Landrock's stepson Kurt Lambelet was made an associate and many postcards were produced with combined names. In 1936 a move was made to Madabegh Street, now known as Sherif Street.

The Second World War saw another disruption, but not on the same grand scale as the previous war. Under British occupation, the shop (being of German origin) had to conform with local manufactures which included leather and jewellery. All imports from Germany ceased. One casualty of the war was the terrible loss of glass photographic plates stored with their printers, Nenke & Ostermaier, in the bombing of Dresden.

After the war a further change was made in the management, with Lambelet buying shares that changed the owner to "Lehnert & Landrock, K Lambelet Succ." Lambelet supervised the main items, postcards, books, posters, calendars and prints on papyrus, and also had the opportunity to venture out to take photographs.

In 1952, the country was plunged into revolution. Foreign businesses were singled out and there was a general rampage throughout Cairo with shops and business ransacked and set ablaze. At one stage, the shop staff helped to save the premises from destruction, and it was considered to be too small a business and so avoided nationalisation.

Under Gamal Abd el-Nasser's government, strict control was imposed, making importation of goods difficult. Business licenses were also difficult to obtain but with perseverance eventually they were granted one. The business survived and continued to prosper.

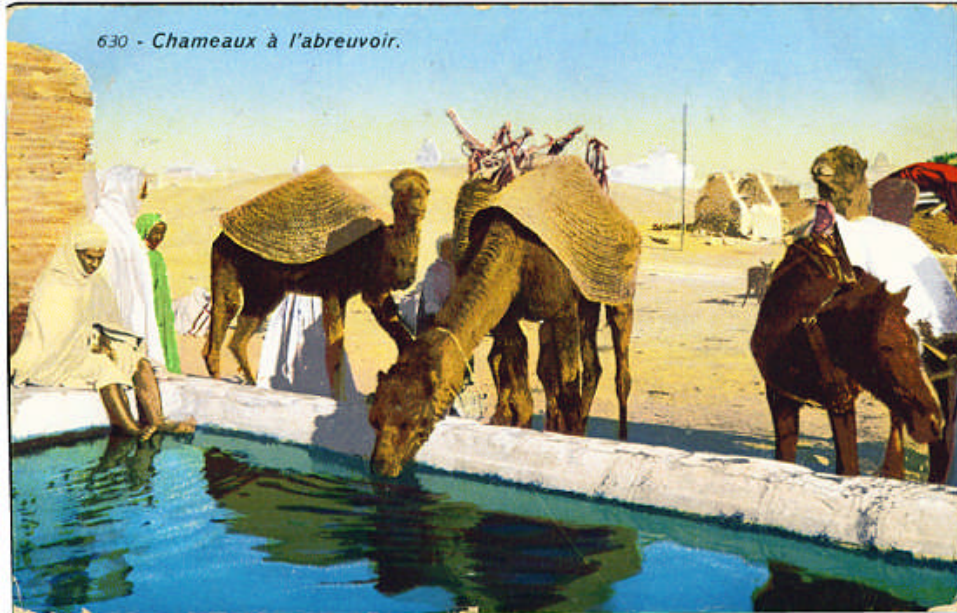
Following up an application submitted some 40 years previously for a shop in the Egyptian Museum, it was finally granted in 1972. This contract ended on May 25, 2004. The business also had a further shop in the old Nile Hilton Hotel. All were in excellent positions focused primarily towards tourists. Still today there is a shop in the Khan el-Khalili, but other outlets for postcard sales are confined mainly to shops scattered throughout Egypt.

In 1982 Dr Lambelet, quite by accident, discovered at the back of the shop dusty boxes totally forgotten for years and filled with old black and white negative photographic plates. This was to become a real Aladdin's Cave! What followed caused a great stir as restoration got under way. Restoration was performed methodically according to the old methods. This technology required silver gelatine photographic paper and, to stand the test of time, selenium was added. The discovery revealed many outstanding and even unique pictures that captivated everyone. Worldwide recognition followed, based on artistic merits equal to many other great photographers of the day.

After the death of Kurt Lambelet in 1997, Dr Edouard Lambelet took over the shop. Many exhibitions have been held overseas and countless books written about the photographs. The shop gallery is to be enlarged

with a further floor, and as an added enticement there are opportunities to purchase quality prints made from the original photographic plates.

Today the demand for postcards is extremely low: nowadays many tourists are armed with a camcorder. But the business is in touch with modern technology, and has produced a CD of Lehnert's photographs so that his marvellous work can be bought and enjoyed over and over again. Next time you are in Cairo, do pop in: you will be more than welcome.



Hand coloured postcard printed around 1904-14 entitled "Chameaux à l'abreuvoir." No 63, shows four camels and a horse at a water tank with a man soaking his feet in the water. The logo on the reverse reads "L & L Tunis."



"Boya! Boya!" ("Waxing! Waxing!") would have been called out by these young shoeshine boys. An early picture taken around 1905, the card was hand coloured and printed in lithography in about 1924-30. No 2070, entitled "Cairo - Shoeblocks at Ease", it is a delightful study caught during the moment of calm; reflecting still boyish attitudes. There is also another picture of the group.



This early sepia toned card No 242 with green back with the caption "Femme arabe en Costume de Sortie" was printed around the First World War. It shows a Tunisian woman in costume posed outside her house. On the reverse: "Lehnert et Landrock, Photo".



There are many early erotic male and female images. This real photograph card entitled "A Young Arab" No 213 was printed about 1924-30 (it was also produced in colour with a different number). It shows a typical pose with a young Algerian's arm behind his head: he appeared more than once on cards. Many of these images, especially of partly nude posed females, were quite daring for their time, but were done in good taste, not offensive to the eye. It has been suggested (a bit daring too!) that some of the female subjects were found in houses of ill repute.



Size does really matter with this young Egyptian boy sitting next to the head of Ramesses II and apparently talking to him. This real photograph No 179 entitled "Memphis - Head of the Statue of Rameses II", was printed in 1924



Desert scenes frequently show a lone figure with a camel or as in this real photograph of three Arabs on the sand dunes. Originally this was in sepia tone heliogravure at 22.5 x 17cm and printed around 1915. The postcard entitled "The Prayer in the Desert" No 37 was printed in the 1950s. This study, simple and timeless as in many of these scenes, captures the isolation of the figures surrounded by the awesome power of the tranquil desert

Visitors to Port -Said would have called at the Simon Arzt store to find a selection of Lehnert and Landrock postcards. This real photograph shows the de Lesseps statue on the banks of the Suez Canal and is entitled "Port-Said: Lesseps Monument" No 500



A photograph by Kurt Lambelet "Port Said - Steamer passing through the Suez Canal" was taken about 1930-36. This is a montage: the camel at bottom right was taken from a photograph in East Algeria around 1904-06.



The Pyramids during the inundation. This real photograph postcard was printed around 1922-24 as "Cairo – The Pyramids" No 79. In the distance can just be seen the head of the Sphinx

This real photograph postcard, "Cairo – The Chephren Pyramid", No 264 was made around 1938. It shows a panoramic view from the Pyramid of Cheops looking on to Chephren's pyramid, behind it a part view of the Mycerinus pyramid.



A modern postcard showing the Sultan Hassan and Al-Rifai mosques No 40. Printed in the early 2000s.

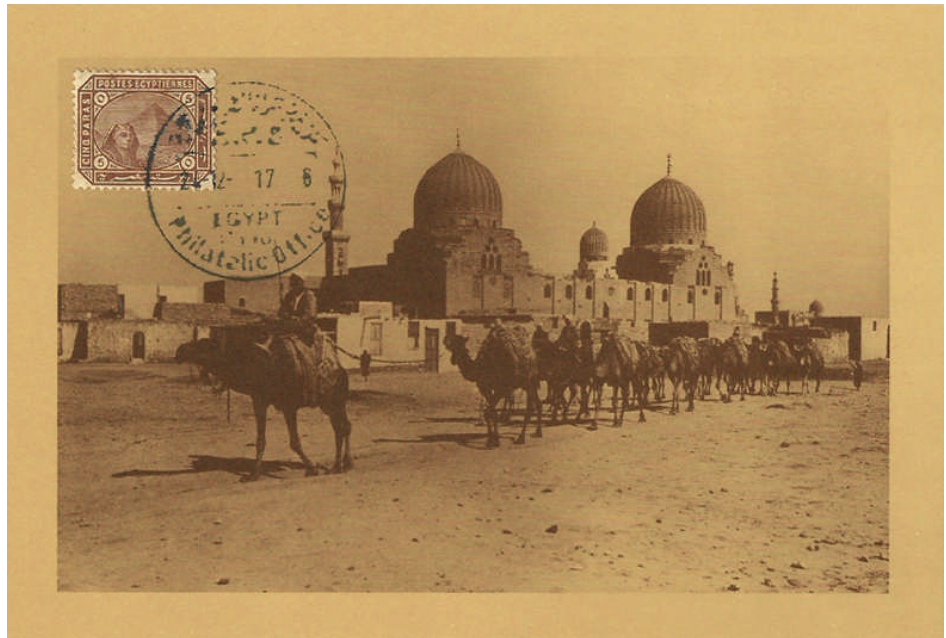
Maxicards and their Postmarks

Mike Murphy (ESC 240)

I have recently had an interesting query addressed to the Secretary from a non-member collector:

I'm a stamp collector from China. I want to consult you one question and hope to get help. I just bought some maximum cards from Egypt. It is very strange because the date of postmark from 1917 to 2007 almost over 100 years, but all maximum cards have the same type postmark. Are those postmark original postmark from the official post of Egypt? The attachments are some of those maximum cards.

His ten attachments all bore the same CDS, reading Egypt / Cairo / Philatelic Office (or is the “e” an “a”?) and with the lettering in capitals and lower-case letters). His dates range from 21 12 17 (left) to 18 11 2007 (below), and I was able to tell him that to my (limited) knowledge the hand-stamp in question, which in the Arabic bears the initials for the *Gomhouriya Arabiya Masriya*, the Arab Republic of Egypt, the nomenclature that followed the demise of the UAR, which lasted from 1958 to 1971. The handstamp therefore could have had no meaning before 1971. Anything earlier – and therefore by extension doubt is cast on all the postmarks - must be a manipulation of the handstamp by whoever controls it.



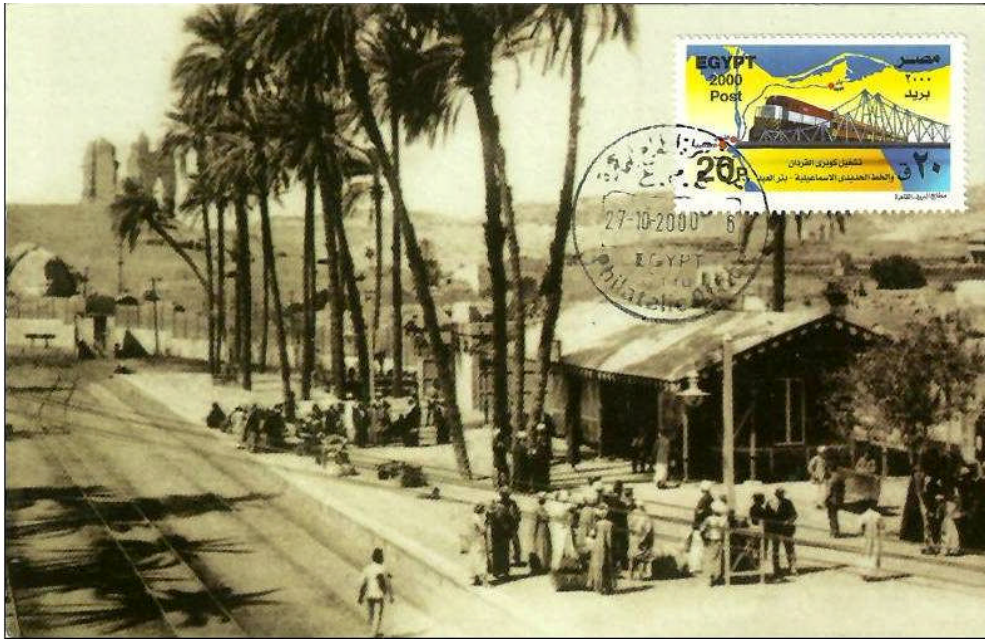
I examined all the maxicards available where the Chinese collector had bought his, a popular European auction website, late in May and found 239 available at prices ranging from €4.25 to €24.50, but mainly €5.99-€7.99 and higher for those that were clearly genuine from the early twentieth century. About a third of those on offer bore the postmark under consideration. The date range was from 4 12 56 to 16 12 2007. Others with variants of the Philatelic Office CDS I have not checked thoroughly, and many of the handstamps used were clearly

genuine first-day handstamps.

What was striking was not only the ingenuity of the manufacturers, who have clearly gone to some trouble to match spectacular postcards with suitable stamps, but on the other hand only a very loose connection between date of issue and date of handstamp. In some cases the maxicard is dated before the stamp was issued! The vast majority, regardless of the actual date of issue of the stamp, bear a December date – why? Is

it just that “12” seems an impressive figure for the central indicator and so whoever had to change the date slugs saved some time by not moving the central pair?

Does all of this matter? Perhaps not. I am not a maxicard collector, but would have thought that the main idea was to relate card, stamp and date of issue genuinely expressed. If all that is required is to maximise the appeal by relating card and stamp, then no real harm is done. But, as in all cases of buying material from internet auction houses, let the buyer beware....!



Imaginative connection of scene and stamp – but stamp issued December 2 2000, handstamp reads October 27 2000



A different Philatelic Office handstamp with capital letters – but the stamp issued on October 8 1957 is cancelled August 19 1957

STOP PRESS

Just as the *QC* was off to press news came through of an excellent new web site made by two of our members about interpostals. See: <http://www.interpostalseals.com>

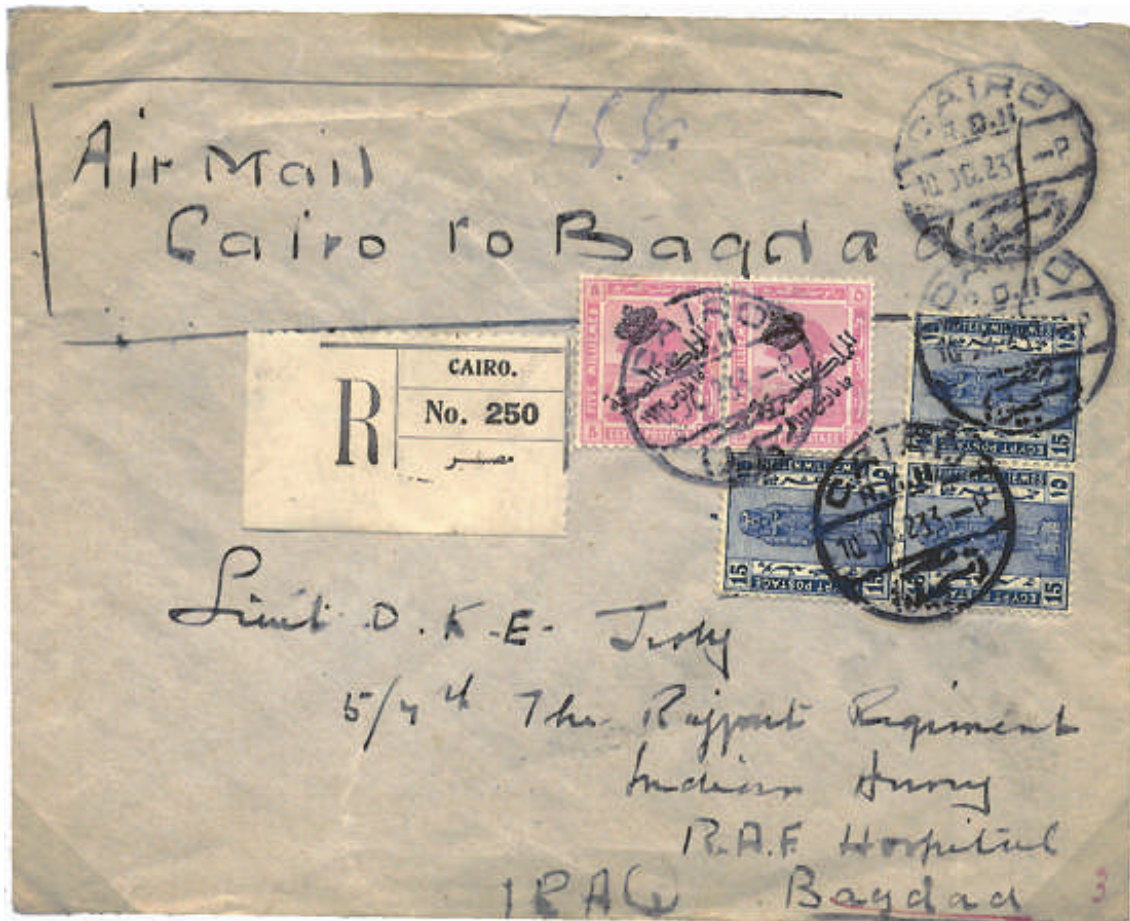
Queries and Responses

Query 92 Laurence Kimpton (ESC 591) – Early Airmails.

A fellow airmail collector and member of British Air Mail Society, Terry Hare-Walker, who is not a member of the Study Circle, has two very attractive airmail covers with queries that neither of us can answer. One concerns a non airmail marking on the cover, the other query is about registered mail on the RAF Cairo-Baghdad service. I would be very interested in finding answers.

1. Registered cover from Cairo to Baghdad, 10 October 1923.

When the Egyptian Post Office announced on 5 January 1922 that mail would be accepted for the RAF Cairo-Baghdad service from 6 January, it was stated that no registered letters would be accepted. From when was registered mail such as this cover accepted? (In the other direction, from Baghdad, and also as far as mail from UK flown from Cairo was concerned, registered covers are known from early 1922 and were presumably accepted from the start of the service in November 1921).



2. Registered airmail cover posted at Alexandria on 5 March 1931, sent by rail to Cairo from where it was flown on Imperial Airways first flight of the service to East Africa, as far as Khartoum.

The cover has the cachet 'Special Service' in English and Arabic, besides an airmail cachet and label. What is the reason for this? This cachet was used between May 1923 and January 1924 on mail for Beirut, carried by the Nairn Transport Company between Haifa and Beirut at a special surcharge. (From October 1923 the Nairn company operated the Haifa-Baghdad Overland Mail service). No special service fee appears to have been paid in this cover's franking for a registered double weight cover: surface 5m per 20gm x2, air fee 15m per 20gm x2, registration 20m: total 60m.



Query 87. Reply John Sears (ESC 188) - Insured cover Suez-Germany

I have been wrestling with the franking of Insured Mail for years, but I think that on this cover it may be calculated as follows, and have reconciled three or four Insured frankings using this method:

The weight of the item (which has to be stated on the front) is G 16 (G=grams), and this has to be

Translated into the basic surface rate, i.e.	20 mills
The ordinary Registration Fee has to be paid -	20 mills
The Insurance fee, on a packet with a declared value of less than 300 francs	25 mills

Making 65 mills in all. With 15m already affixed, it leaves 50m, but the space on the cover seems enough to accommodate a stamp the same size again, BUT the 50m value of the UPU set is a larger stamp! Or, did it have a 50m 2nd Fuad? This area is a minefield, because we see so few covers work with.

I think the pink label V 18 is a continuation number for Suez only, I have seen various examples for Alexandria which show different numbers. Apart from the "V" label, insured covers often have a red label (similar size to the ordinary Registered label) with INSURED and VALUE DECLARES below in black.

I am surprised the envelope seems to have only three wax seals: five were definitely called for, one at each corner & one in the middle.

Ref - *Egyptian Postal Guide*, 1932.

Editorial. Many thanks for the replies to article *QC35* p297. It seems that my maths was OK but still a bit of a puzzle. My request for members' attitudes to the website were from my perspective a little disappointing. But thanks again for those who made the effort. It would appear that about 15 per cent are positive, and no one was outright negative so I assume the other 85 per cent are completely apathetic to the project. That does include the small contingent who can only ask what is a website. One comment made the point that other websites started off with great enthusiasm only to wither and are left without updates. I get the impression some thought that had happened to ours. I can assure you however that it is updated once, twice or more times a month. It rarely shows the next meeting to be one that has gone, and if so only by a day or two. What is in abeyance, by deliberate choice, is the members' section though Peter Smith's book on TPOs has just been put up. Please show you feel the website is worth maintaining by responding.

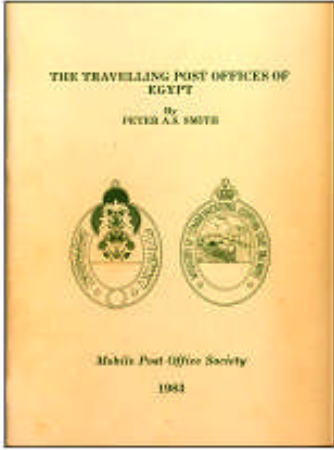


New on our Website: TPOs

We are delighted to announce that we have been able to add the whole content of Peter Smith's 1983 *The Travelling Post Offices of Egypt* to the website (*see below*), available to consult in time for the September study meeting. This is an enormous and immensely useful addition to the site.

We hope that all members will compare their collections and root out advances either of date for recorded lines or indeed of unrecorded lines or types, and bring lists and illustrations, following Peter's type classifications, to the meeting at Stampex on September 7. If you are unable to attend, please send list and illustrations (photocopies or scans) to the Secretary in plenty of time so that they can be co-ordinated in time for the study meeting.

The book's pages are in the Members-Only area of the site; if you don't know or have lost your password, please consult Edmund Hall at edmundhall@chalfont.eclipse.co.uk for another.



The Travelling Post Offices	May 28, 2011.																																		
																																			
<table style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="2" style="padding: 5px;">Table of Contents.</td> </tr> <tr> <td style="padding: 5px;">Preface</td> <td style="text-align: right; padding: 5px;">1</td> </tr> <tr> <td style="padding: 5px;">I. Introduction</td> <td style="text-align: right; padding: 5px;">2</td> </tr> <tr> <td style="padding: 5px;">II. Lower Egypt</td> <td style="text-align: right; padding: 5px;">3</td> </tr> <tr> <td style="padding: 5px;"> A. The Egyptian State Railways</td> <td style="text-align: right; padding: 5px;">3</td> </tr> <tr> <td style="padding: 5px;"> B. The Light Railways</td> <td style="text-align: right; padding: 5px;">11</td> </tr> <tr> <td style="padding: 5px;"> C. Steamer Routes</td> <td style="text-align: right; padding: 5px;">14</td> </tr> <tr> <td style="padding: 5px;">III. Upper Egypt</td> <td style="text-align: right; padding: 5px;">14</td> </tr> <tr> <td style="padding: 5px;"> A. The Egyptian State Railways</td> <td style="text-align: right; padding: 5px;">14</td> </tr> <tr> <td style="padding: 5px;"> B. The Light Railways in the Fayum</td> <td style="text-align: right; padding: 5px;">19</td> </tr> <tr> <td style="padding: 5px;"> C. The Kharga Oasis Line</td> <td style="text-align: right; padding: 5px;">19</td> </tr> <tr> <td style="padding: 5px;">IV. The Maritime Post Office</td> <td style="text-align: right; padding: 5px;">19</td> </tr> <tr> <td style="padding: 5px;">V. The Military TPOs</td> <td style="text-align: right; padding: 5px;">21</td> </tr> <tr> <td style="padding: 5px;">VI. Comprehensive Lists of Routes</td> <td style="text-align: right; padding: 5px;">22</td> </tr> <tr> <td style="padding: 5px;"> Glossary of Arabic Spellings of Names</td> <td style="text-align: right; padding: 5px;">22</td> </tr> <tr> <td style="padding: 5px;">VII. The Handstamps Used (below)</td> <td style="text-align: right; padding: 5px;">36</td> </tr> <tr> <td style="padding: 5px;"> Etiquette</td> <td style="text-align: right; padding: 5px;">-</td> </tr> </table>	Table of Contents.		Preface	1	I. Introduction	2	II. Lower Egypt	3	A. The Egyptian State Railways	3	B. The Light Railways	11	C. Steamer Routes	14	III. Upper Egypt	14	A. The Egyptian State Railways	14	B. The Light Railways in the Fayum	19	C. The Kharga Oasis Line	19	IV. The Maritime Post Office	19	V. The Military TPOs	21	VI. Comprehensive Lists of Routes	22	Glossary of Arabic Spellings of Names	22	VII. The Handstamps Used (below)	36	Etiquette	-	<p style="font-size: small;">We are immensely grateful to Peter Smith and to the Mobile Post Office Society of the United States, the original publishers, for their permission to reproduce on the website the text and listings from Professor Smith's 1983 book <i>The Travelling Post Offices of Egypt</i>.</p> <p style="font-size: small;">Members should consult the pages and check their collections against the listings in advance of the important study and research meeting at Stampex on September 17, after which updates will be added to this TPO section of the website.</p> <p style="font-size: small;">This is important work. The book was published 28 years ago - since then hundreds if not thousands of updates will have been noted - but crucially not published. Now members have the opportunity to bring a fascinating study area up to date.</p>
Table of Contents.																																			
Preface	1																																		
I. Introduction	2																																		
II. Lower Egypt	3																																		
A. The Egyptian State Railways	3																																		
B. The Light Railways	11																																		
C. Steamer Routes	14																																		
III. Upper Egypt	14																																		
A. The Egyptian State Railways	14																																		
B. The Light Railways in the Fayum	19																																		
C. The Kharga Oasis Line	19																																		
IV. The Maritime Post Office	19																																		
V. The Military TPOs	21																																		
VI. Comprehensive Lists of Routes	22																																		
Glossary of Arabic Spellings of Names	22																																		
VII. The Handstamps Used (below)	36																																		
Etiquette	-																																		
																																			



The Story Behind the Stamp: Balian 41/42, December 20, 1933



Perhaps the most dramatic flying boat ever built was the giant Dornier Do X. Conceived by Dr. Claudius Dornier, the Do X design took seven years to complete and two years to build. The giant flying boat was finally launched on July 12th 1929. Financed by the German transport ministry, the plane was built on the Swiss portion of Altenrhein in order to avoid the Allied Commission. When complete, the Do X was the largest, heaviest and most powerful aircraft in the world.

On October 21st, the plane took off carrying 169 people consisting of 150 passengers, 10 crew and 9 stowaways, easily breaking the world record for the number of people aboard a flight. A record that would not be tested for 15 years. Weighing 48 tons, the plane taxied for 50 seconds before slowly ascending to only 650 feet. It flew for 40 minutes at a maximum speed of 105 mph finally landing on Lake Constance.

The luxurious accommodations and service on the Do X were in keeping with the standards of transatlantic liners. Several cabins on the main deck held passengers comfortably on 32 double seats and two single seats, while the cockpit, captain's cabin, navigational office, engine control room and radio office could be found on the upper deck along with quarters for the 14 man crew. The lower deck held fuel and stores.

The plane was enormous with a wingspan of 157 feet 5 inches, a length of 134 feet 2 inches and a height of 33 feet. As a result of the massiveness of the plane, passengers were asked to crowd together on one side to help the flying boat make turns! The plane had an all-metal hull with wings comprised of a metal framework covered in fabric. Powered by twelve 525 horsepower Siemens Jupiter engines mounted in tandem on the wing, the plane was designed carry 66 passengers on long distances or 100 on short trips. The Jupiter engines were only able to lift the plane to an altitude of 1,400 feet, preventing the plane from making trans-Atlantic crossings. After completing 103 flights in 1930, the plane was refitted with water-cooled Curtiss Conqueror engines at 610 horsepower each. On the August 4, 1930 flight, newly fitted with Curtiss engines, the plane reached 1,650 feet, a height that was deemed suitable to cross the Atlantic.

The Do X took off from Freidrichshafen, Germany on November 2, 1930 commencing its trans-Atlantic proving flight. The route took the Do X to Lisbon, down the Western African coast, across the Atlantic to South America, and north to the United States finally reaching New York on August 27, 1931. The final leg of the trip began again on May 21, 1932 from New York to Newfoundland, on to the Azores, and finally to Berlin where the Do X was met by a cheering crowd of 200,000.

Two other Do X planes, the Do X2 and X3, were completed and delivered to Italy in 1931. Because of their monstrous weight, all three planes were deemed unsuitable for commercial flight. The Do X was retired to the Berlin Air Museum in 1934 and was destroyed by an allied air raid in 1943. The X2 and X3 were used primarily by the Italian military for prestige flights but were quickly retired from service in 1934. While the Do X was not a commercial success, it was an important experiment in early aviation. It remains, by its sheer physical strength and size, one of the most extraordinary seaplanes in history.

