

The  
Quarterly Circular  
of

THE  
EGYPT

STUDY CIRCLE



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

**EGYPT.**

*In Peter Smith's "Egypt Stamps & Postal History", illustrated on page 759, is an Official "Service Des Rebuts" envelope with the printing code number at the top "No.125 B". I illustrate here another example with printed code number at top reading "No.125 I". This envelope however is for Insufficiently Stamped Sample Mail (Echantillon Insuffisamment Affranchi), returned to the care of Thomas Cook in Alexandria. Struck with large oval "E" in blue ink, framed "Bureau Des Rebuts" dated cachet in red, with Postage Due 4m. maroon (SG D72) tied by Alexandria cds (26.II.1892)*



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### Early reminder....

Subscriptions for 2012 are due on January 1. Please help the Circle by ensuring that your payment of £20.00 is made by the due date. Thank you!

### Morning novelty....

The programme for 2011 has included several novelties, including the Live Auction at the AGM and study meetings on TPOs. Another is just around the corner, when we will meet at Philatex for the first time on November 5 (will there be fireworks?). This experimental two-hour meeting for members' Acquisitions and Queries will start at 10.30am (the only time available)... and we shall see what happens.

Work is going ahead on creating next year's Meetings List, on the same pattern as 2011, with the AGM and Live Auction at Stampex on February 25. Other dates are to be confirmed, but the list will be complete in the December QC.

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.

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### Report of the Meeting, July 9 2011

PRESENT: John Sears (President), Peter Andrews (Chairman), Stanley Horesh (Deputy Chairman), Mike Murphy (Secretary), Brian Sedgley (Treasurer), John Davis (Librarian), David Sedgwick (Publicity), Mike Bramwell, John Clarke, Cyril Defriez, Ted Fraser-Smith, Peter Grech, Paul Green. Guest: Ann Sedgwick.

APOLOGIES: Apologies for absence were received from: Edmund Hall (Editor/Webmaster), Sami Sadek (Committee), Margaret Chadwick, Angela Child, Pauline Gittoes, Mostafa El-Dars.

The Chairman welcomed members present, and spoke initially about the forthcoming study meeting on TPOs at Stampex on September 17, when we shall update Peter Smith's 1983 book *The Travelling Post Offices of Egypt* (now on our website). He urged all members to bring to the meeting or to submit illustrations of TPO markings outside the dates of those mentioned in the book, or of different routes for known handstamp types, or of new or variant handstamp types. He emphasised that it was important that submissions should be classified according to the Smith type numbers.

He noted that it would soon be time to settle the meetings programme for 2012, and appealed to members to consider their collections and to volunteer a talk – perhaps of half a meeting – on a topic of interest. It was astonishing, he said, how often half a dozen rarely-considered and rarely aired pages could prove fascinating when shown to colleagues to whom their content was novel and unfamiliar.

The Secretary reinforced mention of the study meeting by thanking Edmund Hall (ESC 239) for his hard work in putting the book on the website, and announced two more website advances of interest:

Two of our members, Omar Wassef (ESC 623) of Texas and Volker Kleiner (ESC 660) of Germany, have combined to present a full website about Egypt's Interpostals at [www.interpostals.com](http://www.interpostals.com). See review, page iii A non-member in South Africa, Wobbe Vegter, has put his exhibition display of Egyptian cassette envelopes online at [wvegter.hivemind.net](http://wvegter.hivemind.net), and would very much welcome members' comments.

The Secretary then mentioned two queries from members, which will appear in the *QC* and on the website, together with a response to one of them already supplied by Peter Grech (ESC 266).

The President announced that Tony Chisholm (ESC 288), our Antipodes Agent, was about to visit from New Zealand, and invited all members and partners to luncheon at his home to meet Mr and Mrs Chisholm on Thursday August 18

Turning to the Auction, the President again appealed for volunteers to help in the future. Auction 50 will take place in the autumn under the present team, but after that the fate of its continuing is very much in doubt. Without an auction Circle funds will certainly suffer.

On the nomination of our Egypt Agent, Dr Ibrahim Shoukry, a new member was elected from Cairo: Welcome, Mohamed Ashraf Nasr. And so it was on to the meeting, with John Davis (ESC 213) displaying his Hotels collection.

This is a popular area of collecting, but John did not confine himself merely to the rather better known hotels containing Postal Department postal desks.

He opened his display with a stunning 1856 cover rated 1s 6d (*above right*) from Samuel Shephard acting as a forwarding agent from his British Hotel in Ezbekieh; it bears the elusive oval handstamp: Forwarded by / S.Shephard / British Hotel / Cairo; only months later another Shephard letter, to his wife in Leamington Spa, carries the headed emblem Shepheards / Hotel / Cairo.





There was then a quick visit to some of the other early hotels of Cairo – the Angleterre, du Nil, d’Orient and des Princes, each with its distinctive handstamp, before we looked at Cairo hotels that had their own post office and postal markings, beginning with the Continental, which merged with the Savoy when the latter was taken over by the British Army early in World War I: 12 different circular datestamps and four registration cachets are recorded.

Then it was on to the Ghesireh Palace, built for Empress Eugenie for the opening of the Suez Canal in 1869, and the Mena House, at the foot of the Pyramids and home to many Hollywood stars as well as kings and queens. The Nile Hilton, a recent addition in 1959 (and now sold off to be renovated), featured on a 10-mills stamp with the first-day handstamp reading Hilton Nile rather than Nile Holton.

Though the Heliopolis Palace was opened in the 1930s, it had no post office until two decades later, and John showed one of the real rarities – a cover with the Heliopolis Palace / C handstamp. Only three are recorded, all in October 1955.

The Savoy Hotel and the new (1906) Semiramis (now the Semiramis Inter-Continental) completed the first section of the talk, followed by the world’s most famous hotel, Shepherds.



*Boulad’s type example, left, and the eBay version, CTO on a wrapper*

John showed ten different handstamps on 20 sheets, but the topic of HS2 was raised – and considerable doubt about whether there was any such type. The original was recorded by Jean Boulad, who reported three examples between 27 12 (18)91 and 15 6 97 with the month indicator as a “roman” (ie European) numeral – but other sightings have been rare indeed. Here is a CTO version that MAY be HS2, spotted on eBay. If anyone has a clear datestamp, the Circle would be delighted to see it. After the Ezbekieh Shephard’s was burned by the mob in 1952 a new hotel rose on the Nile bank, but with a machine canceller instead of handstamps. Recorded in red, violet and blue.



The Sheraton was the most recent Cairo Hotel to have a handstamp, two of them in fact from 1970 to 1978 before machine cancellers took over ... and so to Alexandria, where only one hotel, the imposing Casino San Stefano (also now demolished and replaced by concrete and glass), had its own postmarks. There is less mail from here than other hotels, partly because visitors would head up the Nile, using Alexandria only for transit.

In Luxor, however, there were tourists aplenty and at least two top-class hotels, the Luxor and the Winter Palace, to serve them. Both had neatly designed stationery and several datestamps, those struck in blue being given “a” numbers. Further up river, Aswan also had two world-standard hotels, the Cataract and the Savoy, the one looking out on Elephantine Island, the other originally at the island’s northern tip.

The Cataract continues strong today, but evidence for the Savoy, believed to have burned down in 1914, is vehemently denied by local people who know only the luxurious Oberoi that has replaced it.

Moving away from the well-known hotels, John then showed a fascinating display of postal stationery from myriad hotels up and down the country which had no post office but were eager to advertise themselves on every outgoing letter. John has enjoyed tracking down examples of as many as possible, based on the listing in the 1908 edition of Baedeker.

Many of those were in the health resort of Helwan, just south of Cairo, which seems to have been particularly frequented by German guests according to the examples shown, but overall John has managed to form a fascinating collection from no fewer than 37 of these publicity-hungry hotels!

On behalf of the members, Mike Murphy (ESC 240) thanked John warmly for his wide-ranging and enticing collection, adding that although he had collected Hotels for years, the afternoon had produced many items unknown to him. Members showed their appreciation in time-honoured fashion.

### **Obituary: Peter Goodwin (ESC 297)**

Members were shocked to hear of the sad demise on July 30 of Peter Goodwin, our cheery New Zealand colleague, who had a severe heart attack in hospital while recovering from an operation for a replacement knee to which he had been looking forward for many months.

Bookbinder Pete (his profession and his email address) had recently passed his 81<sup>st</sup> birthday and remained immensely active in supporting, even from such long distance, both the Circle and the Sudan Study Group, not only on his frequent visits to the UK but also with occasional and invariably good-humoured epistles from Down Under usually published in the *QC* as from “the New Zealand Chapter”, a reflection of his Masonic membership, another keenly followed pursuit.

Peter attended the 75<sup>th</sup> Anniversary luncheon coinciding with London 2010 last year, and volunteered to man the table we shared with the Sudan group – for mornings only. In the event, he was on the spot virtually every minute of the whole week (*see right, in typically striking waistcoat*), acting as meeter and greeter for friends and colleagues from around the world. The gesture was typical of his invariable good nature, which was also shown when he missed with enormous good grace the opportunity to visit his wartime stamping ground of Fayid after our taxi journey down the Canal delayed too long over cold drinks in Ismailia!

A master bookbinder for over 60 years, he was one of the last craftsmen still in employment. Born in Leicester, he was apprenticed as a lad of 14 to Boots the Chemist's bindery in Nottingham, where he learnt his trade over seven years and remained at Boots for years until the bindery closed, when he emigrated to New Zealand and became bindery manager for the Auckland City Public Libraries, a post he held for 14 years.



Even in retirement he continued restoring everything from family Bibles, minute books and paperbacks to highly specialised albums for city councils. In his seventies he took on a new role as television presenter, and many of his how-to DVDs on bookbinding are available on YouTube. He enjoyed a clean, crisp, no-nonsense approach and a wicked sense of humour.

Peter joined the Circle in the early 1980s, and ever since played a full part in its activities, as a keen Auction buyer and seller, an enthusiast for Interpostals and postcards, a commentator on *QC* articles, and as one of several genial hosts on the occasional delightful forays to Matarangi Beach for lengthy discussions of matters Egypto-philatelic.

The Circle sent a floral tribute to his cremation, and now sends sincere condolence to his daughters Susan, Jane and Ann. We shall miss a well-loved friend and colleague.

**Mike Murphy**

## Egyptian Booklet Panes

**Peter A. S. Smith (ESC 74)**

The 2011 Scott catalogue no longer lists and prices booklet panes, although it once did. Gibbons lists and prices the 1914 booklet stamps with sideways watermark, but not the pane. The SG 'Commonwealth' catalogue of 2009 lists the booklets up to 1921 in a short section just before the postage dues. The list consists of complete booklets only (no individual panes), without catalogue numbers, but with prices (all of them in five figures!). The *Nile Post* catalogue lists and prices complete booklets and also separate panes. The change in policy in the Scott catalogue must lie in the recognition of the lack of fake-proof distinguishing characteristics for most of the panes. The early panes have become very pricy, giving fakers strong motivation, if they can get access to large blocks of sheet stamps from which to cut supposed booklet panes. This might be accomplished with a knife, scissors, or, less readily, a guillotine die. Hitherto the collector has relied on the fact that the cut edges of booklet panes show sharply cut perforation teeth, in contrast to edges that have been torn apart, showing fuzzy perforation tips, of irregular length (*Fig. 1*). This criterion is no longer adequate, for it can be faked, using sufficient care.

However, the panes of some booklets do have identifying features other than guillotined perforations, so the Scott blanket removal of every pane is not justified. The 1914 pane, consisting of stamps with sideways watermark, is an obvious example, in contrast to the pre-1914 panes, which were simply cut from complete sheets of 240 stamps. The 1922 booklets consisted of panes with crown overprint, and are also distinguishable. The overprint was produced from a special setting, which shows several recognizable flaws (*Fig. 2*). Panes from the last booklets (King Farouk "Marshal", and Farmer) are also easily identified, for they have sheet margins on all sides, not just the binding edge (*Fig. 3*).

Is it possible to authenticate loose panes that do not have identifiable printing features? It might be, for the guillotining process produced panes with uniform, precise dimensions. Any deviation from these would indicate a fake, and it would take a great deal of painstakingly careful work to fake the dimensions (but the recent prices of genuine early panes, in the thousands of pounds, would now warrant a lot of time and effort on the part of fakers). If, however, one has a pane (or even a part-pane) properly tied to cover (*Fig. 4*), one can be reasonably confident of its genuineness, for being on cover adds a new dimension to the task of faking.

Assuming that a cover already bears a block of six, it would be very difficult to trim the ends of the edge perforations cleanly, for the length of the perforation teeth would vary. Another way to recognize the panes from the King Fuad to the Farouk "Boy King" period is to pay attention to the control numbers, which appear on the binding margins of some panes, for they were applied to special plates. The booklets of the Second Portrait issue were prepared from special sheets, which can be recognized by the die negatives for the screens (see *Egypt: Stamps and Postal History*, pp. 312-314). This feature allows even detached single stamps to be recognized as having come from booklet panes.

The printed covers (not the panes) of booklets are another matter. They have never been faked insofar as I know, and indeed would be rather difficult to fake. Panes, or even a few stamps, still in a pair of booklet covers can also be accepted as genuine, with confidence (*Fig. 5*).

The early ones are obviously extremely rare. It should be noted that the booklets through 1922 were assembled with staples, but afterwards they were sewn; panes (and booklet covers) should show the method appropriate to the year of production.

How might booklet stamps be listed in the catalogues? It is obviously important that their existence be noted, even if loose panes cannot be authenticated. A footnote to each issue might be used to indicate what exists; actual listing with catalogue numbers and prices should properly be confined to those panes that have distinguishing features. All known booklets could then be listed in a short separate section at the end (desirably with prices for the complete booklets).





Fig. 1. Reverse of a used booklet pane showing guillotined perforations on three sides (right side perforations torn, teeth of irregular length).



Fig. 2. A crown overprint pane, with defining flaws marked by arrows.



Fig. 3. The format of the panes of the 1952 and 1954 issues. Even a vertical pair is established as coming from a booklet pane if sheet margins are present at top and bottom.

Above, a used pane separated from the binding margin.







Fig. 4. An example of a booklet pane tied to cover.  
DIE NEGATIVE V (ISSUES OF 1930-1935); COMPLETE PANE OF 6.

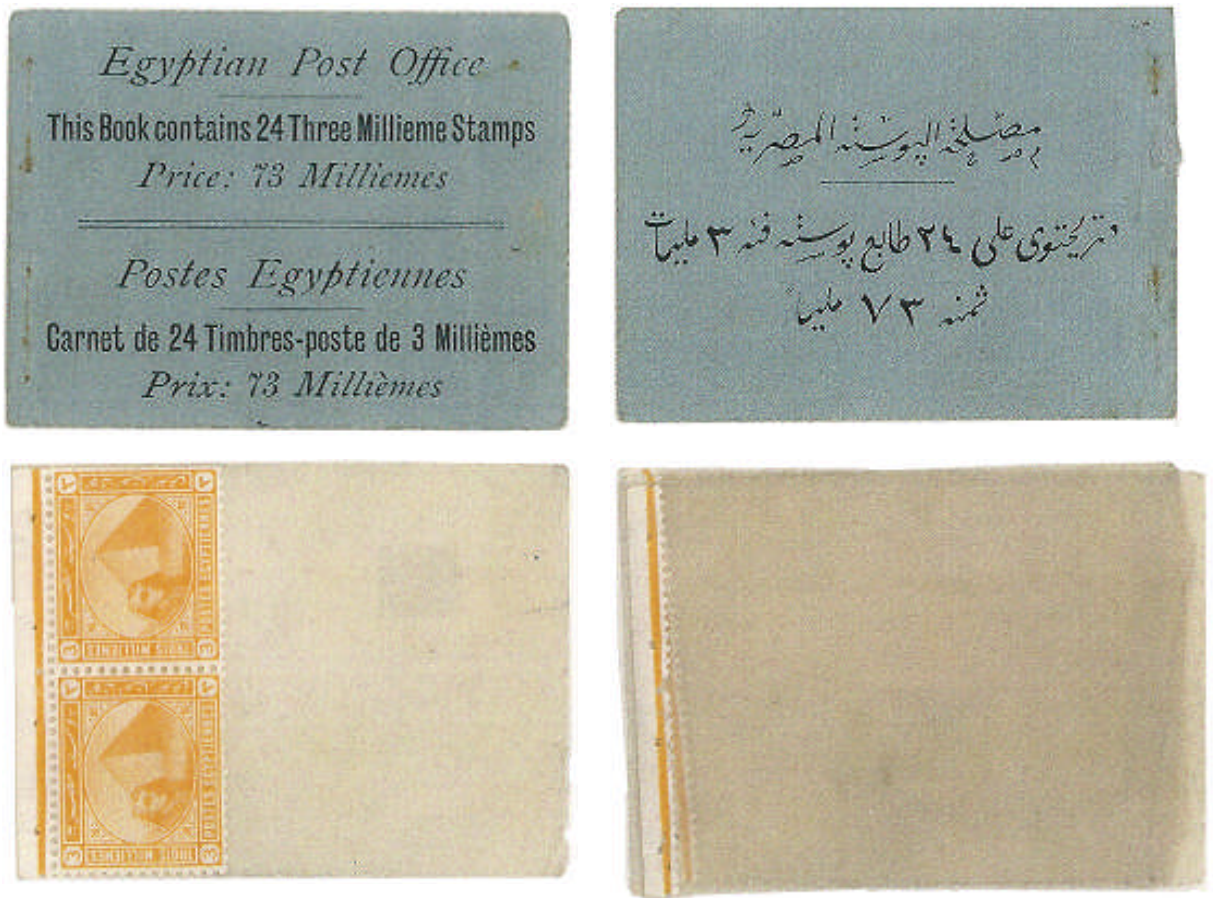


Fig. 5. A part of a booklet pane with its associated booklet cover (this appears to be one of only three booklet covers known for the 3m of 1903).

**Constanta-Alexandria-Constanta 1907-1939**  
**Serviciul Maritim Roman (S.M.R) - (Romanian Maritime Service)**

**Lucien Toutounji (ESC 264)**

I read with great interest Richard Wheatley's articles on the Romanian steamship line SMR (*QC 237*, June 2011, pp34-38), and have the following points to make:

**Cover bearing the two different Type I cancels Alex-Constanta and Constanta-Alex.** This is a very rare occurrence. I believe the cover was mailed on board after the ship left Istanbul, and so correctly received the Alex-Constanta handstamp. On arrival at Constanta it was transferred to another ship bound for Istanbul and Alexandria. The postal clerk on board cancelled the cover a second time, with the direction of sailing, Constanta-Alexandria.

**The handstamp in Fig.7 is rare.** It is not mentioned in Calin Marinescu's book *Posta Fluviala si Maritima in Romania*. At the onset of World War I the Russians mined the entrance to the Bosphorus from the Black Sea and the Constanta-Alex service ceased to operate. So this cancellation was in use only for a few months.

I follow with extracts from three pages from my collection:

1. My introduction page, which gives background information on the service, plus an illustration of the flag of the Romanian Maritime Service Co.
2. A handstamp Alexandria-Constanta / 1, used in 1924 upon resumption of the maritime service, which resembles Richard's Fig. 7 and I believe is equally rare.
3. An unrecorded handstamp Alesandria-Constanta. Note the spelling with a single "s" instead of an "x".

The S.M.R. was established on June 7, 1888, as a department of the Romanian Transport Ministry, to provide sea transport from Constanta, to and from the Levant, carrying general cargo, maritime mail and passengers. Over the years, five steamships served on this line: *Romania*, *Imperatul Trajan*, *Dacia*, *Regele Carol I* and *Principesa Maria*.

The first Constanta to Constantinople service was on September 26, 1895. It was extended to Piraeus in May 1897 and then to Alexandria in June 1899. Haifa was added in May 1924 and Beirut in 1933. The route was then as follows: Constanta-Istanbul-Piraeus-Beirut-Haifa-Alexandria-Piraeus-Istanbul-Constanta. On September 27, 1914, at the onset of World War I, the Black Sea entrance to the Bosphorus was mined by the Russian fleet and the service to the Levant suspended until November 1921. Except for minor interruptions, it continued, mostly on a weekly sailing basis, until the beginning of World War II.

From December 30, 1906, a postal clerk went aboard each ship and all mail carried received a postmark "Constanta-Alexandria" or "Alexandria-Constanta", depending on the direction of the trip. Different types of postmarks were used over the years, sometimes for overlapping periods. None are recorded from September 27, 1914, until October 9, 1924. Mail carried by S.M.R. ships was regular post office mail, or pre-franked mail taken to the company's offices to be carried by the next departing ship, or mail actually posted "on board". Only Romanian stamps were available at the ship's postal facility.

My exhibit [16 pages of which are shown in the Members' section of the Circle website – Ed] shows chronologically from the date of issue of each postmark, mail carried by the Constanta-Alexandria-Constanta S.M.R. maritime service. from 1907 to 1939, bearing the various postmarks during this period.

**Bibliography:** *Posta Fluviala si Maritima in Romania* by Engineer. Calin Marinescu. Exhibitor's research uncovered : Unrecorded postmark (Pages 10,11), new earliest and last dates of use (Pages 7,8,9); errors of direction (Pages 6,8,9), mixed franking (Page 14) and an error of postmark date (Page 16). Items of particular philatelic importance are highlighted by a red surround.



## FLAG OF THE SERVICIUL MARITIM ROMAN (S.M.R.)



Description: Blue with a red canton bearing yellow letters S.M.R. with an emblem near the fly edge consisting of a crowned yellow anchor with a white funnel at top and a narrow black band all around. (Ref.: *Brown's Flags and Funnels*).

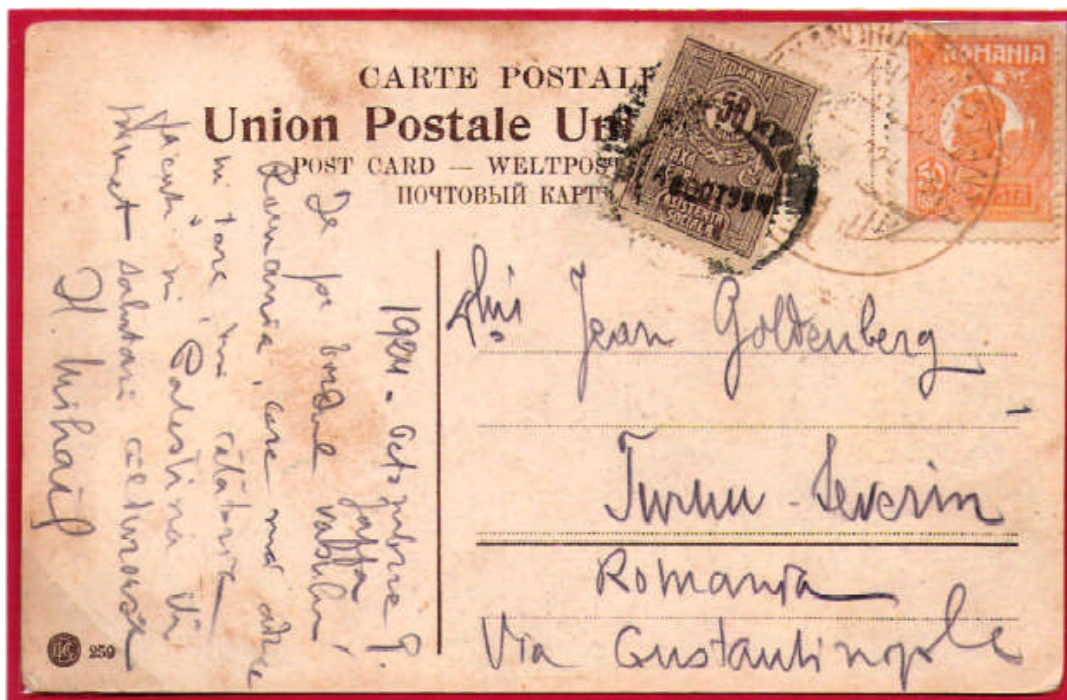
1924 - ALEXANDRIA – CONSTANTA

There are no postmarks recorded between 27 September 1914 and 9 October 1924

The following type of cancellation is recorded to have been used from 1924 to 1928. It exists inscribed "Constanta-Alexandria 1", of which only one item is recorded, and four others inscribed "Alexandria-Constanta 1 - 2 - 3 and 4", of which only a couple of each are known.

TYPE III CANCEL

Only two items are recorded, dated 9 October 1924 (*below*) and 2 December 1926 PALESTINE TO ROMANIA TAXED MAIL. New earliest date 9 October 1924



*Postcard from Palestine, type III cancel dated 9 October 1924, addressed to Romania. Constanta postmark 18 October 1924 on aid stamp. Franked at the 50 bani Romanian card rate. Thus considered as local mail, which should have borne a 25 bani social assistance stamp. Taxed and a 50 bani social assistance stamp added on arrival, at twice the deficit.*

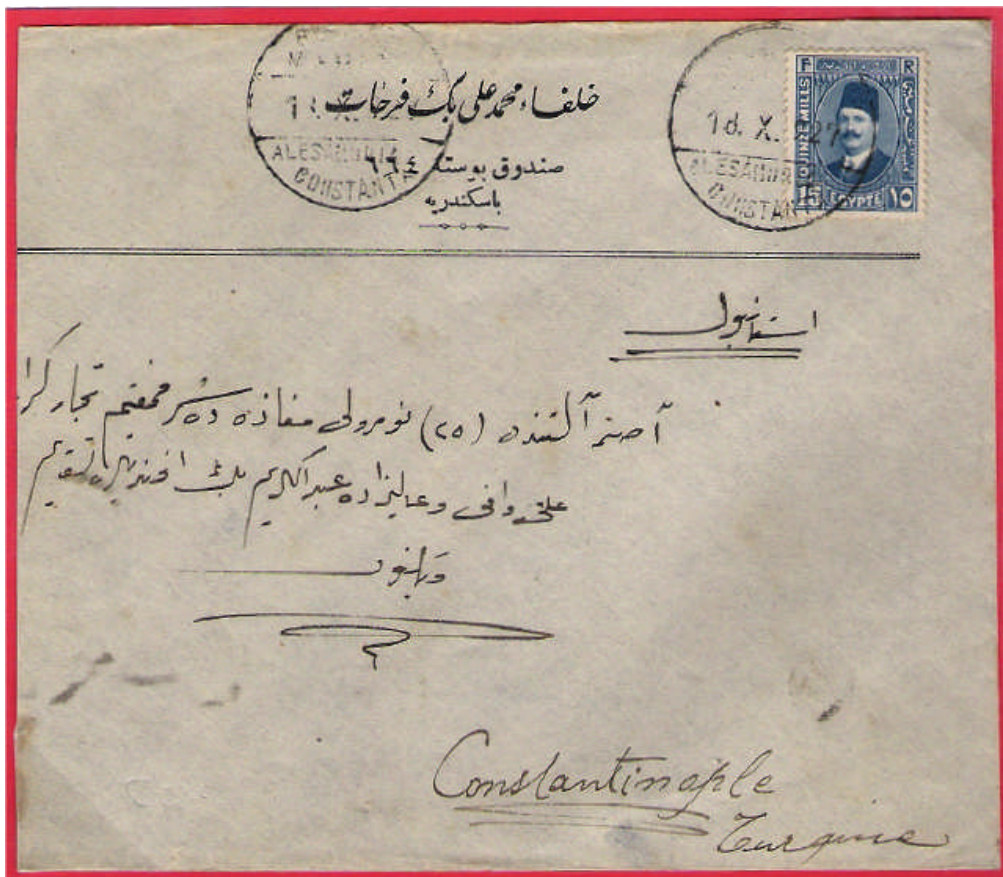
## PALESTINE TO ROMANIA.1927 - ALESANDRIA-CONSTANTA



TYPE V CANCEL  
7 June 1927 to 23 September 1936

This postmark is not recorded in Philip Cockrill's *Ocean Mails* or in Marinescu's *Posta Fluviala si Maritima in Romania* and is very seldom seen

## EGYPT TO TURKEY



Commercial business cover from Egypt, taken to company's office at Alexandria port to be mailed on board. Type V cancel, dated 18 October 1927 to Turkey, arrival 22 October 1927.

Franked at 15 mills Egyptian surface letter rate.

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**Editorial**

The usual plea, articles please. Looking back over the last few years our magazine depends on a few regular contributors so if they dry up – what then? It has been noted that there is a lack of articles about stamps, is this because there are no new finds to be made? Is this because post monarchy stamps hold little interest to members? Magdi Abdel-hadi's book shows there is a rich vein of varieties to be mined amongst them.

I hope by now you will have realised that the *QC* is in full colour so if possible please supply all illustration in the best colour you can. That's not to say if you only have black and white ones they are equally valued if it adds to our knowledge of Egyptian Philately.



## Stamps and Rates: 50 millième Surcharge High Value on Cover

### Edmund Hall (ESC 239)

High-value stamps properly used on cover are not common. Of course the definition of “high value” may differ over time, but using the rough rule of thumb of anything above the external registered or the internal registered plus AR rate will do. Higher rates are rarely required other than on packets, parcel cards or for some fiscal purpose.

In March 1932 the 1926 50-piastre King Fouad 58<sup>th</sup> Birthday commemorative was surcharged 50 millièmes. Two hundred thousand of the original stamp had been printed, of which only 56,750 were sold<sup>1</sup>. The majority of these will probably have been used on parcel cards, as few covers are known.

In 1932 141,750 of the left-over stamps were surcharged with the new 50 millièmes value, to use up the now obsolete commemorative. This stamp, like its “parent”, was used extensively on parcel cards<sup>2</sup> and is commonly found used. In the 1930s a postal rate of 50 millièmes or more would not be a common occurrence.

I have seen a few covers bearing the surcharged stamp, some of them used alone - which does not correspond to any rate. These appear to be for normal postage abroad and may have been philatelic or overpaying by default.



Covers franked at 53 millièmes are known. These are overseas registered at 40 millièmes with an additional 13 millièmes as one step overweight or the air mail surcharge imposed by Imperial Airways.

I have seen several covers either with the brown or green 3 millièmes Fuad stamps adding the extra postage to the 50m surcharged stamp. *See left.*

|                       |              |
|-----------------------|--------------|
| Overseas rate         | 20 millièmes |
| Registration          | 20 millièmes |
| First 20gm overweight | 13 millièmes |
| Total                 | 53 millièmes |

|                      |              |
|----------------------|--------------|
| Overseas rate        | 20 millièmes |
| Registration         | 20 millièmes |
| Two steps overweight | 26 millièmes |
| Total                | 66 millièmes |
| Over Franked         | 1 millième   |











The cover *at left* is franked 65 millièmes. April 13 was a Wednesday, so it could have been destined for the Friday flight by KLM. Their air mail surcharge was 25 millièmes.

|                    |              |
|--------------------|--------------|
| Overseas rate      | 20 millièmes |
| Registration       | 20 millièmes |
| Air Mail Surcharge | 25 millièmes |
| Total              | 65 millièmes |

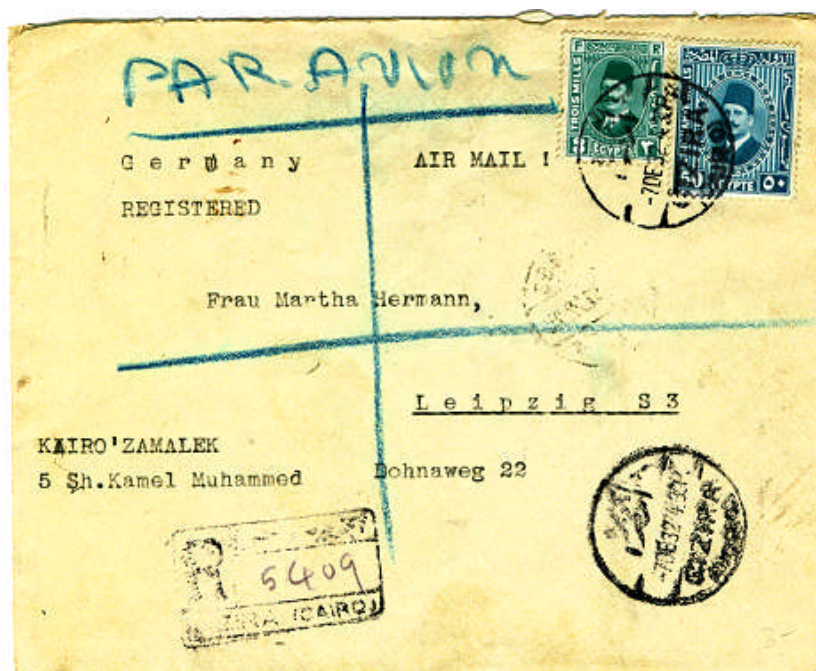
One question that arises is why was the Birthday commemorative surcharged at a rate of 50 millièmes? Was there a shortage of the normal definitive? Looking at the print quantities<sup>3</sup> there were regular runs in 1936, so this may be unlikely. It could simply be that as it carried a portrait of the King only a higher value was thought appropriate.

The cover *at right* is correctly franked 53 millièmes, having a 13 millième air surcharge. It may only be an impression of mine, but I think that the normal 50 millième stamp on cover is more elusive than the surcharged Birthday stamp. Of course I might be entirely wrong in this!

Thanks to John Sears for help in decoding some of the rates.

References:

- 1 & 2. *Egypt: Stamps and Postal History* Peter A. S. Smith, 1999.
3. *Egypt Stamps Handbook* Magdi Abdelhadi, 2010.



### UNRRA 558

**Richard Wheatley (ESC 168)**

Sometimes the address on an envelope can make an item that much more interesting. This is one such cover, for part of the address is “UNRRA 558”. Not knowing what this stood for, I looked it up on Google. It means:

UNITED NATIONS RELIEF & REHABILITATION ADMINISTRATION

This organisation was formed on 9 November 1943 with headquarters in London. Most of its work seems to have been directed to Poland, although USSR and Germany benefited, along with most of the other countries over which World War II raged and brought turmoil to the civilian population.

The addressee in Prague and the sender, an Italian in Port Said, both seem to have been involved in UNRRA. They also appear to have been stamp collectors!



*Despatch Port Said 24 MR 51, cleared Praha Customs 11 IV 1951*

The envelope has been opened in Prague and a green customs (Douane) label affixed. This label states that nature of the merchandise was postage stamps. The letter was then resealed with the bilingual, French / Czech light blue resealing strip printed:

ECHANGE RECIPROQUE \* EVIDENCNI KANCELAR  
(Reciprocal exchange \* Record office)

This label has been tied by a small circular customs cachet and initialled in blue pencil. There is also a violet straight-line cachet “Beze cla a devek”, which means “Duty free”.

In Czechoslovakia at this time there was strict control over the movements abroad of currency and valuables. Stamps were deemed to be of value although they could be exchanged between collectors. A record was kept to ensure that it was indeed an equal exchange. This letter has gone through this control office in Prague.

The cover has been franked by Egyptian stamps with a total value of 37 mills, which is spot-on; surface letter rate 22 mills plus 15 mills airmail surcharge.

### Membership changes

#### **New member:**

**ESC 663 Dr Ashraf Mohamed Nasr**  
6 Hadeeka Street, Ard el Golf, Heliopolis, Cairo, Egypt  
(Mint and used stamps of Egypt)

#### **Change of address:**

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## Notes on Some Alexandrian Names

**Mike Murphy (ESC 240)**

*It is many years since I came across these notes, published in French in 1964 in an Egyptian magazine by Radames Lackany. I made a (very) rough translation for my own purposes, and they have since languished – but publication of the new book on Ramleh Alexandrie by Ronny Van Pellecom, Peter Grech and Alain Stragier moved me to dust them off and add a few illustrations. I hope members might find these details from half a century ago useful, amusing or intriguing*

*Cahiers d’Alexandrie* Vol 2, issue 1, January 1964, pages 49-62

**RAS EL TIN:** The promontory or cape of figs. Before the building of the Vice-Regal Palace (1810-1815) the cape was covered with fig-trees, as is Agami today. The description is given added weight by a Waqfs decree of 1103 AH: “The parcel of land which includes the fig-trees is bequeathed ...” Do not be misled by the mistaken orthography of the *Guide Bleu*, which suggests promontory of land as the meaning, for this is based on mistaking the Arabic letter ط (t) for Arabic ت (t). The map of Napoleon (Map 37 of *Déscription de l’Egypte*) refers to the “cape of figs”.

**ANFOUCHY:** There is much doubt about Anfouchy, one suggestion being that it is named for Aly Bey Anfouchy, chief of Alexandria’s defences under Mohamed Aly, but there is no documentary evidence. Another theory is that it is a deformed version of the Italian “Infoussi”, the name of a family which lived in the area in the last century. But again, no evidence.

**KARMOUZ:** In the Arabic of the Maghreb *karmos* means figs, so perhaps the area was once planted with figs. On the other hand, there is a well-known Alexandria family by the name of Karmouz who have always lived on the right bank of the Mahmoudieh Canal not far from the Karmouz bridge. And a third theory is that the word is a corruption of the Greek *kerameikos*, from which the word ceramic derives, and that the area formed an extension of Kom el Chogafa (hill of sherds); these two neighbouring areas may have taken their names from the flourishing ancient pottery industry.



**ATTARINE:** The Church of St Athanase, consecrated in 370, was converted into a mosque after the Arab invasion just like all other important religious edifices which were not destroyed, but nothing is known of it until the Fatimid period: in July 1084, under the reign of Badr el Mustansiri, an appeal was made for money to restore the mosque, by then known as Djami al-Attarine, that is, the mosque of (the district of) the sellers of aromatics and perfumes. After the naval action of Abu Qir bay the building became a sailors’ hospital, and its remains disappeared in about 1830. The present building is modern.

**MAZARITA:** Is a corruption of the word Lazaret; it is a curious thing that the word has retained its phonetic terms in Arabic, in which it is called *Lazarita*, while in French it has become *Mazarita*. The quarantine station was built by Mohamed Aly at the foot of the Silsileh promontory in 1831, and gave its name to the area; in 1882 it was moved. The maps of Egypt made by the Napoleon expedition all mention a lazaret, but this is the military hospital on the west point of Ras el Tin, which was later to become the British military hospital and is today the naval hospital, so it has no connection with Mazarita. The first mention of the Silsileh quarantine station is in 1834. In Colonel Maurice’s 1882 map this is renamed Old Quarantine, and the name Quarantine is transferred to a circular building in Gabbari, south of the arsenal.

**GHEIT EL ENAB:** Nearly all of the Arab geographers, and the western travellers, make note of the *Ghaitan* orchards on the canal banks near Alexandria. But mention of Gheit el Enab is rare. There is a theory that the whole area was covered with vines served by two springs, the spring of Abu Zeid el Hilali and the spring of Dian ibn Ghanem, the two heroes of the legend of Beni Hilalieh.

**MOHARREM BEY:** Admiral Moharrem Bey Egyptian fleet. Originally from Cavalla, he functions, impressed with his work, sincerity, daughter, Tafida Hanem, after which he was Alexandria. Soon after the creation of the first admiral; in 1826 he took command for the and acted with courage and ability in the battle he reverted to Governor of Alexandria and died



was the first admiral of the served Mohamed Aly in several probity and loyalty, and married his first Governor of Giza, and then of Egyptian fleet he was named second part of the war with Greece, of Navarino. On his return to Egypt on 20 December 1847.

**BAB EL GEDID:** The New Gate, it was built by the Arabs a little after their occupation of Alexandria, and existed until quite recently, for there are witnesses to the gateway still being there at the time of building the railway station that now carries its name (1927).

**BAB EL BAHR:** Sea Gate, or Naval Gate. It is worth noting that all historic texts, eastern or western, refer to the Bab el Bahr as the eastern port, or new port, which was the one for French, Genoese and Venetian vessels of the Middle Ages, while Muslim ships used the Old (western) Port. It is by this gate that one leaves the city for embarking on board ship, from which one enters the city, and finally that the main Customs post is sited there.

**BAB EL AKHDAR:** The Green Gate. This is the gate from which funeral corteges left from the Isle of Pharos for the cemeteries situated at the west of the city during the Arab era. The adjective green might be taken to symbolise Paradise.

**BAB SIDRA:** *Sidra* سدرة (or *Nabk*) is a tree of the cherry family. It is not generally found except in Upper Egypt, and its existence on the approaches to the port would have attracted Alexandrian attention. By confusion of the tree with a pepper tree, the port was also known as the Port of Peppers by early travellers, but this appellation may also have to do with the fact that during these years Bab Sidra was the principal port for export of spices and pepper.

**MEX:** *Mex* المكس is the singular of *Mokkous* المكوس, the direct taxes of the pre-Islamic period; and later became the tax due by merchants on entry to a particular town. Since the Mex area is that of entry to Alexandria from the west, this is where the taxes had to be paid.

**DEKHELA:** The word is derived from *Dakhl* دخل or *Dokholieh* دخولية, which is the tax levied on salt or on building stone coming from the quarry west of Alexandria: as for Mex, it was the spot where the tax due was paid. An alternative theory is that the name derives from Thecla, an Egyptian saint of the early years of Christianity, who is said to have had a Coptic monastery in the district.

**BAB RACHID (PORT ROSETTE):** Also known as the East Gate, it gave access to Rosetta and the east generally. Massively built of granite and involving a chicane built between the thicknesses of the double wall, the gateway and attendant walls were part destroyed in 1882 and the years immediately following, gradually becoming hills of rubble. In September 1885 Alexandria's fortifications were abolished, the land seized and the materials sold.





MANCHIA: This is the common term for Liberty Square and its surrounds. The square has been known as Mohamed Aly Square since his equestrian statue was set up there, and before that as Consuls Square. After the bombardment and burning of 1882, in which this area was affected very badly, it was extensively rebuilt, in Arabic *ouchia*, and hence La Manchia, the Rebuilt.



GABBARI: The area is named after a hermit of the Alexandrian Melkite rite whose full name is recorded in a fifteenth-century manuscript as Abu el Kassem el Qabbary bin Mansour bin Yehia, said to have been born in about 1229. Known for his wisdom, he had an orchard in the area from which he both fed himself and offered to others.

WARDIAN: Corruption of the Italian *Guardiani*, or guardians, stationed in the district either to supply portering services or in connection with collection of the *Dokholieh* taxes on salt or on building stones. It is interesting to note that the horse-drawn cab drivers of the first quarter of the century used to shout out “Wardia”, a corruption of “guardia” or “prenez-garde”, supporting the theory of the Wardian quarter’s name.

RAMLEH: *The Sands* is the suburb to the east of Alexandria, built on the sand dunes. In fact, up to 1886 the sands stretched from Ramleh Station to Abu Qir without break, and were known as the “Abu Qir Sands” or The Sands for short. The area was not built up extensively until the start of last century, with the development of the Alexandria and Ramleh Railway Co. There is another theory for the name, which is that Ramleh is a corrupt version of *Preamble*,



View from Fort Casarelli.

the name of a garrison of Italian troops which settled in the area under Mustapha.

**KOM EL DEKKA:** The name given to a hillock in the centre of Alexandria, today razed to the ground. It recently bore a fort built by General Marmont as the town's main fortifications and after the victory over the Turks at Abu Qir it became the burial place of Colonel Cretin, whose name it took, having previously been known as Observation Signal Hill. It has also borne the names St Catherine Hill, Fort Napoleon and Fort Cafarelli. It should be Kom el Dekka **كوم الدكة** rather than Kom el Dik, since the former is referred to in a 1365 history as the place of tribute of one Lakhm to Amr ibn al Aas.

**ABU KIR:** Takes its name from St Cyr, a devout monk from the beginning of the Christian period. He was known as Father Cyr or Kyr, or in Greek *Apa Kyr*, and the name gradually developed, encountered in several different versions in the early writers: Bouker, Bucharis, Bikkir, Bechieri, Bequiers, etc. St Cyr was martyred after coming out of his desert exile to save a Christian mother and her three sons, said to have been an Alexandrian.

**IBRAHIMIEH:** The name is relatively modern, representing the immense area extending from the sea to the hills of Hadra. This zone was owned in part by Prince Ibrahim Pasha Ahmed, young son of Ibrahim Pasha and grandson of Mohamed Aly, and in 1888 passed into the hands of a syndicate who conceived the idea of calling their new development of houses and commercial enterprises in honour of the ancient owner. A 1931 author records that at the beginning of the last century the whole area between Sidi Gaber and Mazarita and between the sea and the Abu Qir road changed hands for £E6. In 1890, he says, there was not a single house between Chatby and Mustapha, and the Caesar's Camp Company looked in vain for buyers for its land at half a piastre a *pik* (about 30in square).

*Cahiers d'Alexandrie* Vol 2, issue 3, July 1964, pages 1-18

**HAGAR EL NAWATIEH:** There are two hypotheses - one that Nawatieh derives from *Naw*, meaning tempest. *Hagar* is stones, thus Stones of the Tempests, or perhaps, in effect, the stones giving shelter from the tempests. More plausible, though, is that Nawatieh derives from *Nouti* (plural *Nawatieh*), meaning boatmen (perhaps derived itself from the Greek *nautikon*), thus the boatmen's stones or the stones where the boatmen are found. The area is near the Mahmoudieh Canal, on the ancient site of the Hadra lake, and perhaps the name has to do with a landing-stage for boatmen, or more simply a quay.

**VICTORIA:** Victoria College, opened in 1889 in a building at Mazarita, moved to its present site only in 1910, when the tramways, then ending at Siouf, home of Mr Choubouk, were extended to the entrance to the college between the Abu Qir rail line and the college itself. The college gave its name to a quarter that has grown and prospered ever since, and has become one of the Ramleh landmarks. Equally it gave its name to the rail station (changed in 1948 to Nokrachy after Mustapha Fahmy el Nokrachy, the Prime Minister who pleaded Egypt's cause at the UN and died at the hand of an assassin). The college changed its name after Suez to El-Nasr, *Victory* in Arabic. The College also gave its name, 50 years later, to a tramways line, the Victoria Line, distinguished by its red V from the blue B of the Bacos line. The sign was later changed to an Arabic 2, and then again on December 23 1963 to el-Nasr line. Today not the College, not the station, not the tram line retain the name Victoria. Only Victoria Street, the old Red Street, carries the name: but the district continues nevertheless to be known as Victoria.



**SOTER:** We have spoken of Mazarita station. The second station on the Ramleh suburban line was called Soter until very recently; now it will be known as Chahid Mustapha Zayan. Soter was the name of the first Ptolemaic King of Egypt, given him by Rhodes, which had sought help in battle against Macedonia and received it in full, leading to Demetrius of Macedonia's defeat. Soter (Greek, Saviour), was a title retained by all the Ptolemies.

**SABA PACHA:** One of the best known and most competent Directors-General of Posts (January 3 1887 to September 15 1907), and the first Egyptian head after the takeover on January 2 1865 (Post Day, still celebrated annually throughout the country), Saba Pacha succeeded W.F.Halton Pacha, who was Director-General from December 25 1879 to January 2 1887, in keeping Egypt's name at the forefront in all the international congresses. With the aim of perpetuating his memory, his name



was given to a station in the tram network. But alas, a commission charged with removing foreign names from the line replaced it (about 1963, it seems) with Boustan, meaning garden, after the palace where Fuad lived as a prince, and probably called Garden Palace because of its enormous park

**SMOuha:** The Smouha Estate or City of Smouha was originally a vast swamp known as the Mehallat Hadra, or Hadra salt-lake. It was owned by Prince Omar Toussoun, who tried with the help of Swiss engineers to drain the area but lost heart when it took so long and sold the area to an English Jew, Joseph Smouha, between 1925 and 1930. He took English engineers' advice that Lake Mareotis was 10ft lower than the swamp, and so joined the two stretches of water with a conduit under the Mahmoudieh Canal, and the siphon principle drained his lagoon. The area was then divided into lots for building, and flourished under this enterprising businessman. After Suez ownership of the land was seized by the state.



**SIOUF:** Is the plural of *Seif*, meaning sword. It is the name of a widespread and well-to-do Alexandrian family which owned many lands in the area. It gave its name particularly to the second-last station on the Ramleh line, where Mr Choubouk, Director of the Tramways Society at that time, had his home. The terminus being at Palais, this latter tramway was built expressly for the station, that is, before Victoria College moved to its present site, in the early years of the century. It also gave its name to a vast area, once agricultural but later subdivided and now a residential quarter known as Domaine de Siouf.

**LAURENS:** Edouard Laurens, the cigarette maker, owned a villa that remains to this day – if somewhat modified – in the corner of the station. Originally Swiss but domiciled in Egypt for many years, he installed a cigarette factory in Salah el Din Street and quickly developed a reputation for fine cigarettes of Egyptian and Turkish tobacco of a special aroma. There are two Laurens streets in Alexandria, one at the station, parallel to the tram line, the other in town parallel to Salah el Din Street, site of his factory. Today the station is called Pharaohs. One really cannot see what the Pharaohs are doing here.

**SEFFER:** The name has nothing to do with Hassan Pasha Seffer, Admiral of the Egyptian Fleet under Mohamed Aly (1811-1848), who has a street named after him in Ras el-Tin, but rather is named for Seffer, a foreign businessman established in Alexandria, amateur horticulturalist and shareholder in the new Ramleh District Railway Company, for whom the station and district became known.

**SCHUTZ:** The name of Edward Wilhelm Schutz, consul-general for Holland, first of all in Constantinople a century ago, then in Alexandria for many years, lives on in the station and in the district his family helped to create; the station marks the area of the family home.

**GIANACLIS:** Nestor Gianaclis, born in Thrace 1850, came to Suez in 1864, and then to Cairo in 1869, when he became interested in the tobacco business at a time when all the local people rolled their own. He developed his work with diligence and was the inventor of the “Egyptian cigarette” style, a popular development that received a great boost when the English came in 1882 and the Gianaclis brand suddenly found itself involved in world markets. He was the supplier to Khedive Tewfik, who demanded an order of 50,000 cigarettes for a single banquet at which a large number of British officers were entertained. But he did not rest on his cigarette laurels and spread his interests widely, taking up the challenge of making the desert flower as in ancient times by planting olives and vines between Libya and the Delta and on the coastal strip as well as in Wadi Natrun; today his wines are world-famous.



**GLYMENOPOULO:** Ephstathios Glymenopoulo, born in Naphlion in 1827, a little before the Greek war of independence, was the son of a Government employee, studied law, and took up a career in the Greek Ministry of Foreign Affairs, being appointed in 1869 vice-consul in Alexandria before being transferred to Istanbul. After a brilliant diplomatic career he gave it all up to return to Alexandria as a judge of the Mixed Tribunal, largely because of his love of Ancient Egypt and its monuments. He gave his massive collection to the Greco-Roman Museum in Alexandria soon after its foundation in 1893, and spent the rest of his life in Athens, where he died in 1902. The Ramleh network station named after him has recently been renamed Ramses.

**ABU EL-NAWATIR:** The area bounded by Mustapha Pacha Khalil Street, the Abu Qir railway line and Horreya Street is called Abu el-Nawatir. The verb *nashir* means to flow or to drain, and implies the existence of water; the noun *nawashir* thus means hydrant or spring and the term has been deformed into *nawatir*, Abu el-Nawatir meaning the area from which water issues. It should be noted that not so long ago the area now covered by schools and the Pepsi-Cola factory was devoted to orchards and vegetable farms, bananas and palms... Another theory is that *nawatir* is a deformed version of *nawafir*, the plural of *nafurah*, which means fountain, spring — the same premise. And a 1917 map indicates that the water company reservoirs are in this area: perhaps this lies behind the name of the quarter?

**CHATBY:** The name carried by this suburb is that of Abu Abdallah Mohamed bin Soliman el Moaferi [*do not understand – MM*], who, it is said, was an extremely pious ascetic man who died in 672 A.H., aged more than 80, who founded a school for teaching Arab science. Do not confuse the Alexandrian Chatby with Abu Kassem el-Chatby, scholar and grammarian, who lived and died in Cairo. The Chatby mausoleum (Alex) is, virtually unnoticed, in the south-east corner of the El Orwa el Woska Muslim charity shop on the Corniche. Early this century Mr Choubouk, then director of the Ramleh Railways Society, newly transformed into tramways, had the pleasant idea of changing the site into a bathing station, and built the Chatby Casino, installing baths which replaced those demolished during the construction of the East Port quays. The station was renamed Chatby les Bains, and the area became very fashionable, though the name has recently fallen into disuse with the development of various modern beaches in Ramleh.



**RAS EL SODA:** As the name indicates very clearly, *Ras* signifies head, cape or tongue of land (promontory); and *Soda* means black. Ras el-Soda is a tongue of black land (Nile silt) interrupting the sands of Ramleh.

**MAZLOUM PASHA:** The tram station and district is named for one of Alexandria's most illustrious families. Ahmed Mazloun Pasha was born in 1849 in Ras el-Tin, elder son of Mohamed Mazloun Pasha, former Under-Secretary of Finance, and went to school with his younger brother by one year, Ali Mazloun Pasha, at the Brothers College in Khoronfish, Cairo. After a short period in Paris, Ahmed was named Director of the International Anti-Slavery Bureau, and ally to the legal department of the Alexandria Customs. In 1881 Ahmed became a Judge of the Mixed Tribunal, first in Mansura then in Alexandria, until going to Port Said as Governor-General of the Suez Canal. In 1892, after the accession of Abbas Hilmy II, he became Grand Chamberlain, and the following year was Minister of Justice in the Riaz Pasha Cabinet, which was forced to resign by Kitchener's intervention. Later he served in the Cabinets of

Nubar Pasha and Mustapha Pasha as Minister of Finance until 1907, when he retired, only to be chosen as President of the new Legislative Assembly in 1914. In 1919-20 he came anew to politics with his old comrade Saad Zaghloul and filled several other senior posts before retiring once more on the death of Zaghloul. He died five years after his brother, who had risen to be Counsellor of the Mixed Court of Appeal.

**BACOS:** The area once owned by the Bacos family, later broken up into individual lots and sold off for housing and commercial use. The family mansion once contained a massive sunken garden, now the site of the various Bacos markets, and an ancient banyan tree.

**SIDI GABER:** The district extending from the railway station to the beach, it is probably named for Ibn Gobair, an explorer born in Andalucia in 1145 who was employed by Abi Said ibn Abdel Monem, a rich



Grenada merchant. His first voyage to the Orient, with a doctor friend named Ahmed ibn Hassan, started from Spain in February 1183, and his impression of the Alexandria Customs staff was “wicked and crude”; he wrote movingly of his journey through Alexandria, Cairo, Red Sea, Mecca, Iraq, Palestine, Sicily, and returned after 27 months. Another journey of similar length followed, starting in April 1185, after which he settled in Morocco for 20 years, leaving on his third journey only after the death of his wife in 1217. This time he stopped in Alexandria, where he died the same year, aged 72.

Cahiers d’Alexandrie Vol 2, issue 4, October 1964, pages 79-91

ANTONIADES: Named after Sir John Antoniadès, one of Alexandria’s foremost Greek personalities. Born in Lemnos 1819, he came to Egypt at the age of 15, and died in Alexandria in 1895. The only son of Antoine Antoniadès, who also had four daughters, he left his name with the Antoniadès Gardens (not what they were) in Nouzha.

MAAMOURA: Between Montazah Palace and Abu Qir, known at the turn of the century as “the ruins” or “the desolation” because it was so far from civilised Alexandria. But when Princess Malak built a palace and residence there the name changed overnight to Al-Maamoura, المعمورة “the prosperous”. Towards the end of Farouk’s reign prisoners were used to bring order to the dunes and beach and to plant trees, and now it is a famous beach and has model farms and tourist facilities. Transferred from the Mudiriyyeh of Behera to Alexandria municipality only in 1959.

SIDI BICHR: Named after the Sidi Bichr Mosque, which protects the bones of a Saint Bichr, who cannot be identified, but may have been Bichr Ibn Abdel Malek, commander of the Egyptian fleet in the eighth century. One of the most popular beach areas of the Ramleh stretch, it was made popular by the extension of the rail line from San Stefano to Mohamadiyeh (with the intention of linking Abu Qir to Alexandria), which was reserved exclusively for the Khedive until 1909. There was an exodus of people from Bab Sidrah towards this area after the bombing of Alexandria on 23 June 1940, and the population grew from 1,000 in 1937 to 5,131 in 1947 and 11,000 in 1960.

AL MANDARA: An ancient suburb known for the conservatism of its architecture, because under the Kingdom it was formally forbidden to build above one storey high. The name goes back three or four generations to a time when the district supplied vegetables and fruits to Alexandria - but was too far away to travel into and out of the city in one day. So the greengrocers built a *Mandara*, meaning a place to stay overnight in groups, usually intended for passing strangers or travellers, and the name was carried over to a railway station on the building of the Abu Qir line. The name was used on an 1866 map of Alexandria by Mahmoud Bey el Falaki, Astronomer to the Viceroy. Some residents of the Douane area prefer to feel it is named for the Sitt Mandara, a female Saint, but there is no evidence for this supposition.

AL MONTAZAH: In Arabic, المنتزة the *stroll*, and so by extension the place where one strolls, ie, the promenade; it is the name given by Abbas Hilmy II to the new residence he gained from several small acquisitions. It seems that originally it was a beach bungalow built by a Frenchman called Zone, who was asked by the newly installed Khedive (Abbas Hilmy II came to the throne on 11 January 1892 on the death of his father, Mohammed Tewfik) — on a rail exploration of his new domain — how much he wanted for it. Zone, no fool, gave it to the Khedive, who immediately started working on his neighbours and eventually accumulated 325 *feddans* (337 acres), in which he built a palace, parks and gardens.

In 1914 the English took it over as a military hospital for convalescents and war-wounded, and Fouad restored to a palace on taking it back in 1924. After the 1952 Revolution, the Italian Mokkatam and Montazah company



was given authority to run the estate: the Salamlik was turned into an hotel, the Haramlik into a gaming and night club.

**AL TAHOUNAH:** There are two places named Al-Tahounah, which literally means The Mill; and both derive their names from windmills. The first stands between Palace station and Sidi Bichr Mosque, the mill itself, on a small hill, having been bought by a manufacturer of prefabricated houses and turned into an observation tower. Its name has been given to the adjacent beach. The second locality is found between Mandara and Montazah, and the windmill, now in ruins, lies directly on the sea-front, where it can be seen from the Corniche. There was a move to take away the name of the first Tahounah and rename it after Abdel Latif Abu Heif, the world swimming champion; but there was an outcry against the loss of an ancient name, which, it was felt, was needed to remind Alexandria of the day when the windmills stretched from Mex to Abu Qir.

**ZIZINIA:** The tramway station, and then by extension the district, named after the Zizinia family, originally from the Greek island of Chios, which its founder, Menander Zizinia, fled to avoid a Turkish massacre of 1822. He was the father of Etienne (or Stephanos) Zizinia, who became Belgian consul and built the Zizinia Palace. It was bought by Prince Mohamed Aly, heir to the throne, in 1936, and rebuilt in the Macedonian style of Mohamed Aly, and renamed Kasr el Safa, Palace of Serenity. But the old name lives on.

**SAN STEFANO:** The station name commemorates “Saint” Etienne (or Stephanos) Zizinia, patron of the Zizinia family, and the Greek Orthodox Church built to his name in 1867 by Michel Tositsas, a relative and Greek benefactor who died in 1870. The San Stefano Casino was opened on June 28 1887, built by the Ramleh Railway Company to encourage the inhabitants of Alexandria to visit the spot, and to use the railway to do so. The Casino was sold in 1898 to the Société d’Hotels for £E30,000.

**HADRA:** Two hypotheses — one that it stems from a corrupt version of the Arabic *hadra*, meaning inclination or slope; in fact the area occupies a slope to al-Moassat Hospital. The other is that Hadra Fakhima el-Khediwiah, named after the the Mahmoudieh Canal on the edge of the Turkish costume given to people of a



the northeast from the heights of the is the abbreviation of el-Hadra el-Ismaïl Pacha palace on the bank of Moharrem Bey. The term signifies certain social rank.

**ANFOUCHY:** There is much doubt about with much hesitation, is that this large and between Sayala and Ras el-Tin, owes its Kahanfouchy” recorded in the 12th century.

Sidi Agami himself, who, according to legend, was martyred on the promontory west of Dhekeila village. The old men of the Sayala quarter say he was such a misogynist that if any vessel making for Alexandria had any trace of a woman on board, it would be sure to be shipwrecked before arriving at Agami fort.

this one. One theory, put forward rather remote semi-circular bay, name to a religious figure called “al-

This Kahanfouchy is no other than

**SPORTING:** Clearly descends from the Alexandria Sporting Club, started in 1889, of which the racecourse was opened on September 10 1890, on 100 acres between the Cairo rail line and the sea. At that time public transport reached as far as that only on race days; in 1956, after Suez, the station took the name Riyadhah (Arabic for Sport).

**PALAIS:** Named after a clifftop palace built by Tewfik, started in 1889 but took many years to achieve, and the family had not moved in when Tewfik died on January 10 1892. The khedivial family took the palace as being a sign of bad luck, and the Alexandrians named the place “*Saray el-hazine*” (palace of sadness) — the name by which the area was known until the 1939-45 war, when the palace was turned into a coastal battery. In 1891, before the death of Tewfik, the San Stefano railway was extended to the Palace (and after his death the station was known as Sadness Palace Station); later it was further extended to Mohamadieh, and later still to Victoria, to join up with the track to Abu Qir. It was not until 1909 that this spur line was freed from khedivial to public use.

**SAYALA:** According to the Alexandrian writer Yussef Fahmy el-Gazayerli, the name of the area is that of a family from the Maghreb, many of whose members are still living today.



**Queries 93-96 and Responses.**

**Query 93 Suez Canal cancels, from Thierry Beugnet (ESC 628)**

I hope members might be able to help me with information about the attached Suez Canal cancellations:



The single scan was cancelled with little blue lozenges ... not those of Ismailia (dots), nor those of Suez (circular and the lozenges were bigger). So where has it come from?



The other two stamps are both cancelled “Direction Générale des Travaux” in a double-ring outer circle, with “Canal de Suez” in the centre.

I have the usual references, including Boulad d’Humières, Ringstrom & Tester’s *Ship Letters of the World*, and no postal marking of this type is known, but may I ask a question: Could it be that the company created this canceller only for internal postage or another purpose?

**Reply, by Peter Grech (ESC 266):**

Page 247 of *Ship Letters* illustrates dozens of forged postmarks. “More are known, but not shown due to lack of complete strikes”. It seems that these stamps fall into that category, the one with diamond dots for sure.

The stamps were used for less than six weeks. Those sold, but not used, were demonetised. The rest were given to VIPs or to the postmaster, who had lost his job, as part compensation. Many thousands left over he sold to Paris dealers which almost immediately went on to the philatelic market. Consequently used copies are infinitely more valuable than mint. None were retained for the Company's use.

The cachet on the other two stamps is well made, but if not an outright forgery, it is at best a fabrication (i.e. never postally or fiscally used) and is quite similar to Forgery 22 (p.247). Even if it was a genuine company cachet, there is no date and no reason for such use, and it could have been applied 50 years later.

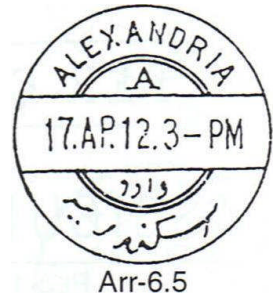
**Query 94 Alexandria postmark - from Peter Heim (ESC 384)**

This row of stamps all show a postmark similar to the Alexandria postmark classified as Arr 6.5, but without the A in the upper segment and the *waarid* (Arabic for “Arrival” in the lower part.



My dates run from ..VII 07 to ..VII 08. I have 14 copies, and all but one are on De La Rue stamps of the first OHHS bilingual overprint issue (1907).

Some years ago I reported these postmarks to Lars Alund, but he had never seen an example of it. I suppose that they might be predecessors of the so-called double-bridge Arr 6.5. It would be of interest if there is a complete cover which proves that it is an arrival-postmark of Alexandria.



### Query 95 Quartier Arabe / Port Said from Joan Soriano (ESC 636)



I have two sizes of Arab Quarter (Quartier Arabe) cancels for Port Said. Would these be the only two, and did any other towns have the same? There is no mention in Peter Smith's book. The larger, on the Salt Tax stamp, dated January 1896, is 28mm. The smaller, dated May 1902, is 26mm. The Arabic characters differ visually quite radically.

### Reply, by Mike Murphy (ESC 240)

Though you are right in saying that the Arabic characters differ visually, they do in fact say precisely the same thing, using the Arabic phrase for Arab Quarter. The larger



says Port Said (Bur Said, actually) above Hai el Arab; the smaller says Hai el Arab above Bur Said. Interestingly, Port Said / Hai el Arab is listed in the few Postal Guides references I have seen between 1911 and 1932, but in 1935 it becomes Qism Sani (ie, Second District). This was probably in fact the same post office (Class 2, like Hai el Arab).

### Query 96 1867 20-para unrecorded variety from former member Einer Lind

Einer Lind (formerly ESC 380), who resigned in December on account of advancing years, reports that he is still collecting Egypt and recollects seeing in a stamp shop that closed before the First War an upper pane of the 5 para on 2½ piastres surcharge with all stamps in excellent condition, and a very clear cleft in the pyramid in position No 1.

But his query is on the 20-para of the Second Issue, where he has spotted, on a used Type I (probably 1869 printing), a clear variety in a very crumpled frame line over the first Arabic word from the right in the bottom inscription.

This variety has not been catalogued or even recorded, he believes. Has anyone seen another one?





## A Tribute to John Grimmer

In *QC 113* of March 1980 John, who was then Editor, prepared a “bumper edition to mark the London 1980 Exhibition”. He was also one of the leading lights behind the organisation of the event itself.

I believe this was the first *QC* to use colour using a thermo-graphic process and had three pictures on the first inside page. Illustrated is part of a card from John’s own collection which he used on that occasion. John was Editor from 1977 to 1992 and edited 61 editions of the *QC* (albeit some were issued in double editions). This is the highest number from among all the editors since the first edition in 1938. The longest serving was F.S. Mumford, the first Editor, from 1938 to 1961, who produced 58 issues.



John always harboured an ambition to produce the *QC* completely in colour, and now, thirty years later, this ambition can be realised. You, hopefully, will have noticed that this *QC* is produced in full colour. Since becoming Editor I have gradually been introducing colour, while acutely aware that the increased cost could not be covered by subscriptions if more than four colour pages were used.

In discussion with other stamp society editors, the issue of costs arose and I was pointed in the direction of another printer whose prices for full colour were appreciably cheaper. I finally bit the bullet and requested a quotation and a sample copy to see whether this “cheaper” printer is up to it. I was very impressed indeed, and so this edition has been printed by him. Assuming that all is well, I shall make the change to the new man permanent, so from now on the *QC* will be in full colour, allowing us to do full justice to the articles and items it contains.

Thank you, John, for those many years of great service to our society. If you can look down, I hope you will enjoy and appreciate our move to meet your ambition.

Our ambition now is to take full advantage of this new feature, and to entertain and educate fellow members with some colourful and educational articles.

**Editor**

## Egypt on the internet

**Mike Murphy (ESC 240)**

As well as the excellent work carried out by our own Webmaster, Edmund Hall, on our website [egyptstudycircle.org.uk](http://egyptstudycircle.org.uk), members and other Egypt enthusiasts have been busy on the internet.

Two of our members, Omar Wassef in Texas (ESC 632) and Volker Kleiner in Germany (ESC 660), have combined to produce a fascinating look at Egypt’s enigmatic **Interpostal seals** on [www.interpostals.com](http://www.interpostals.com). Their work is based, needless to say, on Ernie Kehr’s detailed catalogue *The Interpostals of Egypt, 1864-1892* (1962, reprinted

1984) , but not only reproduces his listing of types but also explains the differences with full and close-up illustrations.

The site allows the visitor to explore his or her collection via placename, or via Type number, listing all in detail, and expanding the basic listing to show the differences between Die A and B of Type III, between Types IV and IVa, the five dies of Type V, the two dies of Type VII and Types VIII and VIIIa.

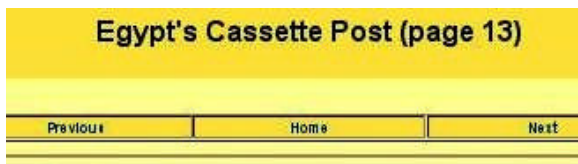


All this is an invaluable aid to both beginner and Interpostal enthusiast, and the site is augmented by illustrations of the very rare use of Interpostals on a number of covers and documents (one of them figuring in our last ESC Auction No 50!), and a comprehensive listing of articles and other publications dealing with the topic, including many internet links. There is a forum for discussion, rarely used however.

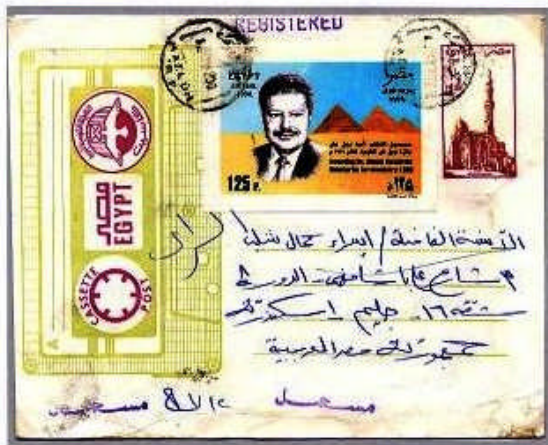
Recent additions include a map of the Mediterranean illustrating Interpostals from offices overseas, and a listing of Egyptian offices open in the 19<sup>th</sup> century (unfortunately labelled 18<sup>th</sup> century).

Overall the site is comprehensive and full of useful information, well presented though a concentration on capital letters is not to my taste. Perhaps more care might be taken in presenting illustrations of covers that are suspect of fabrication; and re-listing of Kehr's sometimes preposterous prices of quarter of a century ago is not to be too closely relied on.

On an entirely different front, a non-member, Wobbie Vegter, of South Africa, has placed online at <http://wvegter.hivemind.net/> his exhibition collection of Egypt's recent **cassette envelopes**, as detailed in the Balian, *Nile Post* and Magdi Moukhtar catalogues.

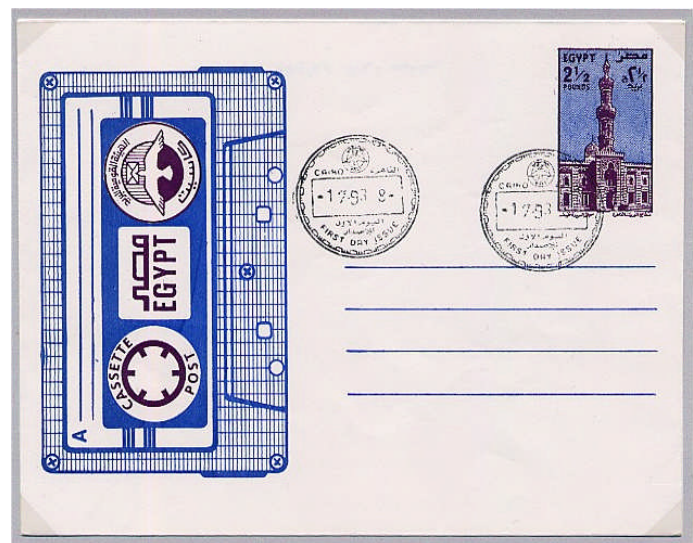


2- 1E Mousou Gaiti Baw



|                                |                                     |
|--------------------------------|-------------------------------------|
| Colour:                        | Pale yellow green and pale chestnut |
| Size envelope:                 | 160x127mm                           |
| Size stamp:                    | 21.75x40mm                          |
| Length address lines:          | 76mm                                |
| Distance stamp - address line: | 22mm                                |
| Reverse sender lines:          | No                                  |
| Reverse baseline:              | No                                  |
| Paper:                         | Off-white (thick paper)             |
| Listing ESC/JHC/MMA:           | ESC 1-4, JHC: SCE1c, MMA: unlisted  |

Up-rated (rate increased for domestic use) cassette envelope, sent from Mazloum to Gilym near Alexandria on 08-11-2000. Used cassette envelopes tend to show wear and tear due the nature of their contents. Note the two purple 'h's "Registered" in Arabic and English.



Some of the material clearly might be better classified as printer's waste, but the borderline between "waste" and "variety" is becoming ever closer, I fear, and the variety of types and values is fascinating. He asks, if members have comments, for feedback; any such message sent to me will be passed on to the site owner.