

The
Quarterly Circular
of
THE
EGYPT



STUDY CIRCLE

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

EGYPT.

De La Rue Ipi. ultramarine used on Advice of Receipt form #39, cancelled at Alexandria (June 8, 1886) with 'Tripoli/Syrie/Turquie' confirmation of arrival datestamp below (June 11, 1886). Reverse showing further Alexandria datestamp of distribution to sender (June 17, 1886). Rare.

(نمبر ٣٩ ٨٩)
ADMINISTRATION DES POSTES D'ÉGYPTE
مصلحة البوستة المصرية

AVIS DE RÉCEPTION علم التسليم

L'Expéditeur de l'objet suivant (1) *Lettre recommandée*
موسل لارسالية الاتي بيانها وهي (١)

portant le N^o *24489* et l'adresse de M. *Ch. Saporio*
a Tripoli
بوسم جناب روضو عليها نمرة

désire savoir s'il a été reçu. يوجب الاستعلام عما اذا كانت تسلمت ام كيف

L'Employé des Postes.
مستخدم البوستة
J. Saporio

L'envoi ci-dessus désigné m'a été remis contre reçu le *11 Juin 86*
لارسالية الوصحة اعلاه تسلمت بالاىصال اللازم بتاريخ
1886 سنة ١٨٨٠

Signature,
لاعضا
مروسي
مروسي

(1) Indiquer la nature de l'envoi, si c'est un objet recommandé, une lettre de valeur déclarée, ou un colis postal avec ou sans valeur déclarée.
Cet avis doit être renvoyé, sous recommandation d'office, au bureau d'origine, muni de la signature du destinataire; si ce dernier ne consent pas à le signer son refus et la remise de l'envoi doivent être attestés par l'employé du bureau de destination, lequel utilise à cet effet la formule ci-dessus en la modifiant. Le bureau d'origine se charge, ensuite, de le faire tenir à l'expéditeur, comme objet recommandé.
Au moment de l'expédition on doit attacher cette formule à l'envoi avec une épingle, excepté pour les colis postaux, pour lesquels elle doit être attachée au bulletin d'expédition.

(١) يتوضه نوع الارسالية اذا كانت مسجلة او خطاب ذا قيمة مقررة او طرد بوستة مؤمن او غير مؤمن عليه
يصبر رد هذا العلم مسجلا رسميا للمكتب المرسل الاصلى بعد امضائه من المرسل اليه فان لم يقبل امضاه يتوضه من مستخدم المكتب المرسل اليه عن ذلك وعن تسليم الارسالية على هذا المطبوع بعد اجرا تعديله به ثم على المكتب المرسل الاصلى ان يسلم هذا مسجلا للمرسل منه
يحال تصدير الارسالية يرفق بها هذا المطبوع مشموكا بدبوس انما تستثنى من ذلك طرود البوستة اذ يقتضي ارفاق المطبوع المذكور بحافظة ارسال

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2013 Meetings List

There have been exciting developments in our Meetings List for 2013, with meetings at the Royal Philatelic Society premises in London so that we can judge the Meeting Room (July) and the Council Room (November) with a view to cutting the cost of future meetings. The other four meetings have been split between Stampex and the Victory Services Club. Please note that from this year all Stampex meetings will be confined to 2.30-4.30pm. Details of the second Royal meeting will be presented well in advance.

September 21	At Stampex	Hotel Posts of Egypt	Richard Wheatley
November 9	At the Royal	De La Rue First Issue	John Davis

Watch out for details of our Circle Auction 52 with over 550 lots
– coming soon!

-floor bar from 1pm. Details of the Royal's accommodation will be provided nearer the meeting date

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Report of the Meeting, July 13, 2013: The Overland Route

PRESENT: John Sears (President), John Davis (Deputy Chairman/Librarian), Mike Murphy (Secretary), Edmund Hall (Editor/Webmaster), Jon Aitchison, Mike Bramwell, Angela Child, John Clarke, Pauline Gittoes, Paul Green, David Worrollo.

APOLOGIES FOR ABSENCE: Brian Sedgley (Treasurer), Sami Sadek (Committee), Alan Jeyes, Mostafa El-Dars, Cyril Defriez, Tony Schmidt, Peter Grech.

Those members perspicacious enough to gather on a blazing hot London afternoon in the air-conditioned calm of the Royal Philatelic Society headquarters were treated to an outstanding display and talk on The Overland Route by one of the Royal's Fellows, Dr Geoffrey Eibl-Kaye of Winchester.

As far as the Circle is concerned, the Overland Route has to do with passage of the mails through Egypt itself. But as Dr Eibl-Kaye indicated, all of the 200 or so covers on display – each of them intimately written up in great detail – had passed through Egypt en route between India and the UK but very few bore any such indication. Only those covers handled by forwarding agents based in Egypt – of whom of course Thomas Waghorn was far and away the best known and most active – were likely to show any "Egyptian" markings of any sort. For security purposes, the mails were locked securely away in metal or wooden boxes or sealed in canvas bags, untouched during their passage through Egypt.

As a forwarding agent between Alexandria and Suez, Waghorn's method of working was to accept a piece of postal material, place upon it one of his characteristic handstamps – and pop it into the normal mails for onward transmission. For this service he charged a fee – and it is easy to see why mails handled in this way have become sought-after over the years.



Dr Eibl-Kaye showed two Waghorn covers, one of them (*above*) handled in Egypt for 2s 3d en route between Falmouth and Bombay (80 days transit between August and November 1837) with the Care of Mr Waghorn / Alexandria two-line handstamp; the other (*next page*) taking 64 days to pass between Calcutta and London via Marseilles between March and May 1838 at a total charge of 19s. This one received the Care of / Mr Waghorn / Suez oval handstamp. Between them they helped to paint a picture of just where Waghorn fitted in to the much wider global panorama of mails between India and the UK.

But the range of research displayed by Dr Eibl-Kaye went well beyond Waghorn and the forwarding agents, important though they may have been, and delved deep into the long significance of the East India Company in acting in effect for the British Government in all trade, including handling the mails from India, from about 1600 right up until 1854. Relations were not always harmonious.

The sea route around the Cape of Good Hope at the tip of southern Africa was long and arduous, wasteful and frustrating. One letter displayed took no fewer than 476 days to travel from Tellicherry via Bombay and St



Helena to Bath between April 1782 and September 1783. This was, admittedly, an exception: more usual was between 130 and 170 days' transit.

Clearly an overland route would save time and expense, reducing the journey from 16,000 miles to 6,000 miles. Waghorn offered many suggestions, but was ignored by the East India Company and the Post Office, concentrating instead on moving passengers from Alexandria to Suez via Cairo.

Eventually, after an overland route experiment had been carried out up the Euphrates, Waghorn's ideas bore fruit and what we know today as the Overland Route was established in the late 1830s as follows: inland to one of Bombay, Calcutta or Madras; India to Suez; Suez to Alexandria; and Alexandria to UK via Falmouth (to 1843; then Southampton to 1880), Marseilles (from August 1839) or Brindisi (from October 1870).

Transit time was quickly reduced from 130-170 days to 35 days, and less in exceptional circumstances, and postal rates were reduced as a consequence. Perhaps remarkably, Waghorn's Egypt transit, via coach (Suez-Cairo) and Nile barge (to/from Alexandria) proved its worth even after 1869 when the Suez Canal was opened: slow speeds and night-time restrictions meant that the canal passage was extremely slow.

The breadth and depth of Dr Eibl-Kaye's research goes far beyond what can be recorded in this brief summary. Suffice it to say that with access to the archives of the Post Office and the India Office (which holds the records of the East India Company) he was able to flesh out the bare details of travelled material with many intimate details.

All life aboard ship had to be logged by the master, and all the logs remain available for research – an invaluable primary tool detailing fascinating aspects of life aboard, even to mutinies, and a mail ship being captured by a French man'o'war which was in turn captured by a British vessel whose master wanted to retain the prize for himself... the detail is fascinating, and almost overwhelming. That he was able to complement the research into dates and rates with wonderful anecdotes from the logs, and to illustrate salient points with a breathtaking display of postal material, provided the icing on the cake.

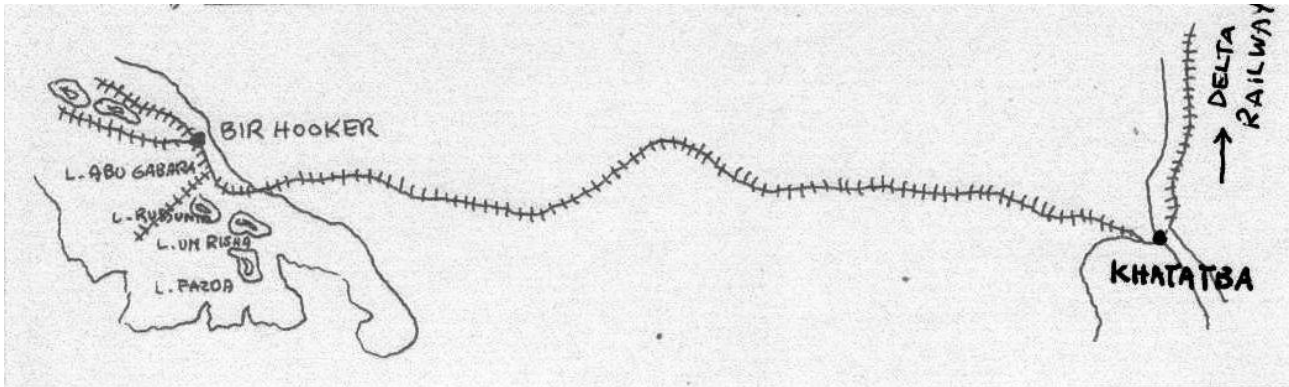
Our President, John Sears, led the appreciation by thanking Dr Eibl-Kay for a "most erudite and interesting display", mentioning that the Circle had been honoured to have on show material that "we would never expect to see in such mass". Members were generous with their applause.

Earlier our Deputy Chairman had welcomed members to our first meeting at the Royal since our 70th Anniversary display in 2005. The Secretary presented a new member for consideration – welcome, Claude Paulson, of Lower Hutt, New Zealand! – and said that he would very much welcome illustrated lists of material for the autumn auction (No 52) on or preferably before August 15.

* The Secretary is grateful to members for pointing out an error in the May meeting report: it was of course Abbas Hilmi II (ruled 1882-1914) who was visiting Constantinople as Khedive at the outbreak of the First World War and not Sultan Hussein Kamel (1914-17).

Bir Hooker, Wadi el Natroun

Vahe Varjabedian (ESC 390)



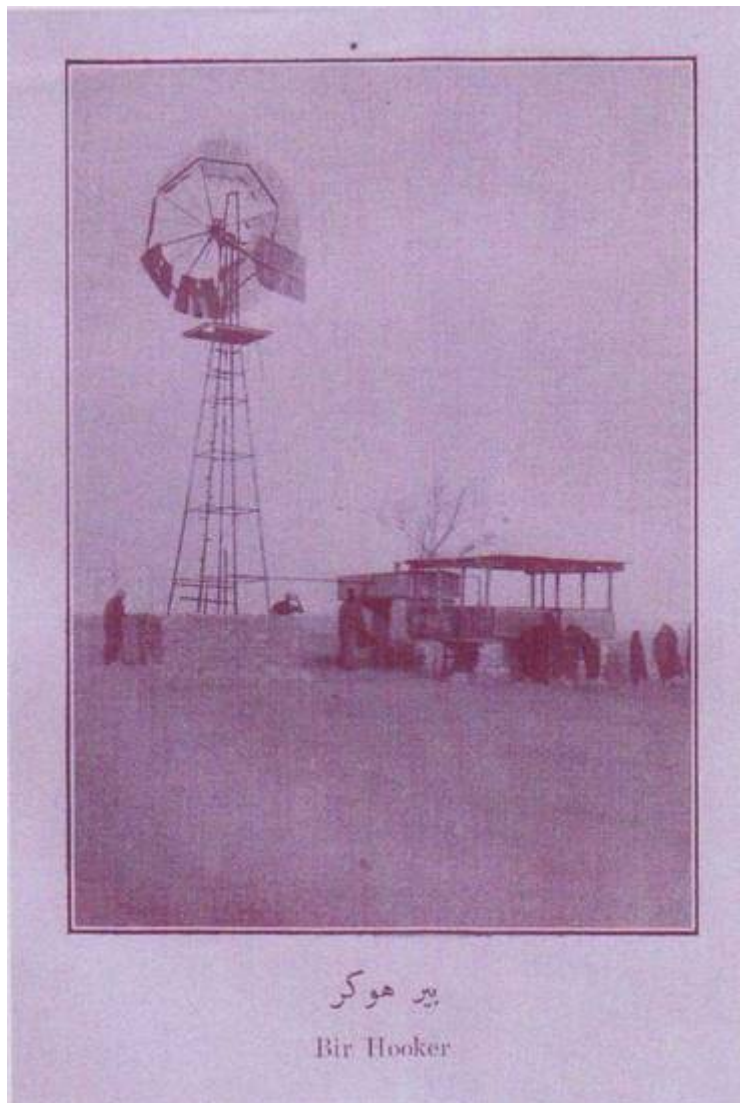
I have often asked postal history collector friends and colleagues about the Bir Hooker post office in the Wadi el Natroun, and have rarely had much of a response, largely because of the very few references available on this tiny place.

In recent months, however, I have been able to collect some information from various sources, and have been lucky enough to come across a never-before-seen printed photograph of the works with a wonderful windmill or wind-operated pump (right).

Bir Hooker was (and still is) situated in Beheira province of the Nile Delta, at the mouth of the Wadi Natroun depression and its four remaining monasteries, about 100km northwest of Cairo on today's Alexandria desert highway, a little beyond Sadat City. The reason for its existence was a series of large lakes, said to be connected to the Nile, which dried up in the summer heat.

These lakes were worked by a British company, the Salt & Soda Company, for salt products and for natron, which has a history going back to its use in mummification. Well out in the Libyan Desert and away from the cultivation, the lakes were connected to civilisation by the company's light railway, which was built in 1897 out of Khatatba, on the edge of the desert, a journey of 34 miles taking three hours, according to Baedeker.

The name of the place is part Arabic – *bir* meaning spring or well – and part English, named after Ayerst Henham Hooker (1854-1930), who lived for 49 years in Egypt, starting as a chemist with the Customs department in 1878. He reported the bombardment of Alexandria in 1882 for the *New York Herald* and the (English) *Morning Post*; and was then awarded the Queen's Gold Medal for Gallantry in helping to deal with the terrible cholera outbreaks between



1883 and 1890. In 1886 he was appointed to the Orders of Osmanieh (Third Class) and Medjidieh (Third Class) as Senior Sanitary Inspector for Egypt. At some point after that Mr Hooker was made Manager of the Salt and Soda Company, and was still in office in 1916 before retiring to UK in 1927.

It seems that the post office was probably opened late in 1897, a simple wooden kiosk, perhaps to service company employees for their correspondence with their families, but probably also for official company correspondence. The 1904 *Postal Guide* lists Bir Hooker as a Class 4 office (open to ordinary and registered mail only) served by Khatatba; and ten years later the 1914 *Guide* gives it a Class 3 code, able to deal with parcels as well as correspondence.

After that I can find no mention among official lists, except that in 1925 a Rural line was opened between Khatatba and Sidi Abdel Rahman, probably confined largely to the edge of the agricultural land. But one of the 12 stations is named as Ezbet el Combanieh (ie, Company) – which will have been a long journey to pick up and deliver the occasional letter.

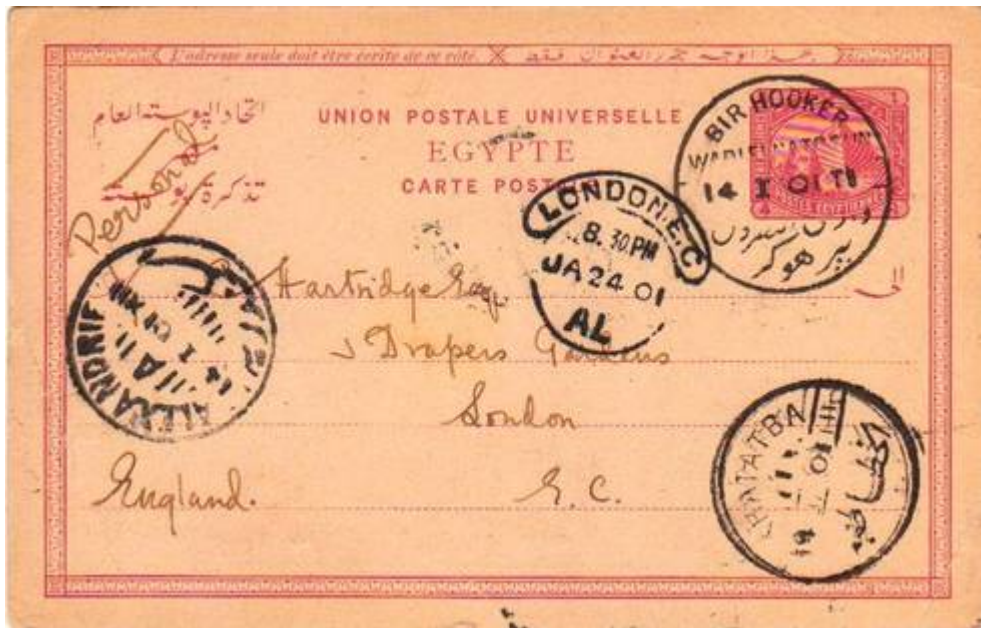
Two types of Bir Hooker cancellations are recorded:



Type 1 (28mm diameter), from January 1898 to January 1901; and **Type 2** (30mm), from November 1906 to April 1911. It seems that the Salt and Soda Company probably closed the post office during the First World War; as there is no trace of Bir Hooker cancellations after the start of the war.



Postcard to Trieste, cancelled with Type 1 CDS, 5 V 99. As always, travelled via Khatatba, then on to Alexandria / A, and with fine Trieste double-ring arrival



Bir Hooker
W. 21. 1510m
A. 1901
Jan 13. 1901

Dear C.

I have used your safety razors since last. How are you & the family - Very fit: I hope.

I am not v. sound & am knocked off all work for 6 months - however at present they are keeping my bath open for me. The next 2 months will settle much. Am learning Arabic at present. Filthy voyage - unlucky in every way. How are Kathleen's & Hannah's? Love to all

Yrs ever
V. Att.

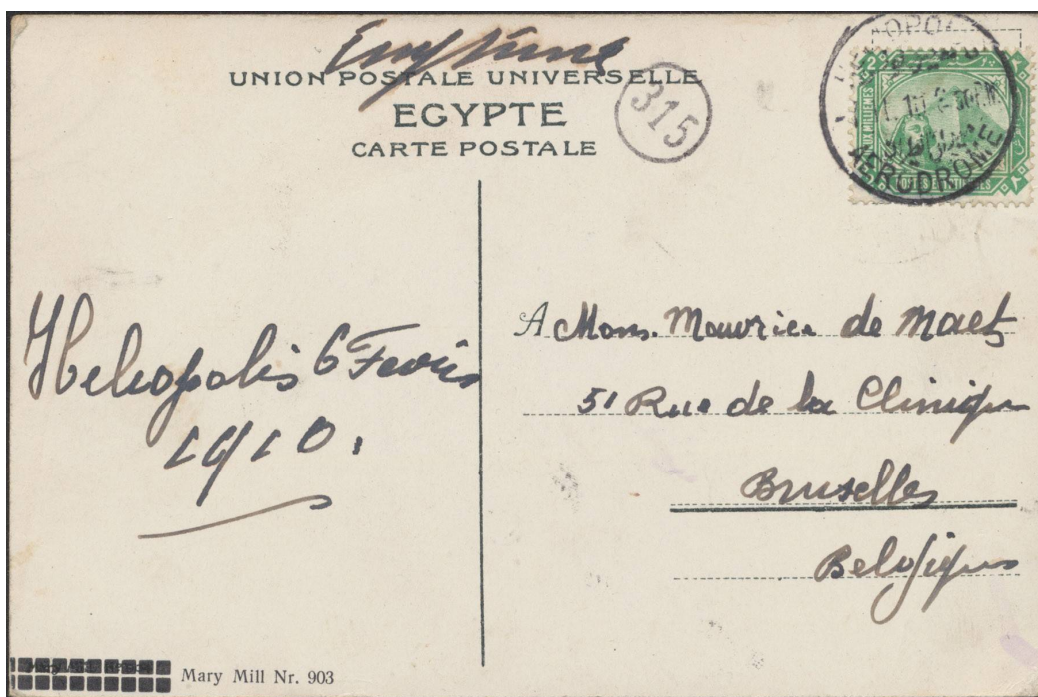
address
 Bir Hooker
 Cairo

Above, 4 mills postal stationery card to London with Type 1 CDS of 14 I 01 and Khatatba and Alexandria / A transit marks; left, the card's message; and below, a Type 2 CDS of 2 DE 07 on a 5 mills postal stationery envelope to Abbassia Barracks, Cairo. Khatatba, Cairo backstamps.



Heliopolis Aerodrome New Date Discovered

Hani Sharestan (ESC 595)



I recently purchased this lovely postcard with the rare Heliopolis Aerodrome "Midan el Tayaran" postmark. After careful examination I noticed that the date was February 7, 1910, the second day of the competition: it was a rather windy day, but the competition went on. A handstamp with this date had never before been seen and it was unrecorded in Pierre Louis (Peter) Grech's 2010 *Heliopolis - Grande Semaine d'Aviation*.

Once I realised the importance of this date the postcard went from "nice to have" to "must have". I was jubilant when I found out that I won the card, although it went for very close to my highest offer, which was high. Once I paid and received the card I shared the good news with Peter, who confirmed that this truly was the first one discovered [could it be the only one?].

Peter indicated that he will include this date as part of a second edition of his wonderful catalogue. Currently all known dates are at the bottom of his page 38, and they are February 6, 8, 10, 11, 12, 13 ... and now the 7th as well. After this discovery the only date now missing is February 9th (happy hunting everybody!).

The card itself features a dancing monkey dressed in a girl's clothing as part of a Mary Mill "humour" series and titled "A Darwinian Study". The date handwritten on the front is 6 February 1910, but the sender didn't actually post it until the next day.



A nice touch is the Belgian postman's delivery number in a circle (315) validating that it did indeed travel. The 2 mill stamp is the correct rate, justified by the mention "imprimes" for a postcard sent as printed matter.

Please feel free to contact me if you would like more information about this card. And I hope members will let me know if there are any other cards out there with a date of February 7, 1910.

Chalk-Surfaced Stamps and the De La Rue Fourth Issue

Scott Van Horn (ESC 619)

The precise release date of the De La Rue Fourth Issue chalk-surfaced stamps seems always to have been in question. Even Smith states: "The date of appearance of stamps printed on chalk-surfaced paper cannot be precisely documented...". While the traditionally accepted year of release is 1902, nothing finer appears to have ever been determined. In reviewing contemporaneous material (see below) within a few years of the release of the Fourth Issue chalk-surfaced stamps, no reference to a more precise date within 1902 is mentioned, while other stamp releases of the time are listed with at least a month and year.

Mekeel's Stamp Collector (23 Feb 1903), Chronicle of New Issues: Mentioned as "Egypt - Current stamps on the smooth (called) "chalk-surfaced" paper now used and furnished by Messrs. De La Rue."

Scott's Standard Postage Stamp Catalog (1903, 62nd ed., 1905, 64th ed.): Chalk-surfaced varieties not mentioned.

Stanley Gibbons Priced Catalogue of Stamps (1904, 16th ed.): Separate listing with the statement, "1902. Same types [to the 1888 issues] on chalk-surfaced paper."

Gibbons Stamp Weekly (16 Sep 1905), Gossip of the Hour: Mentioned as "Chalk-surfaced paper has long been in use in some of our colonies and by some foreign countries.", and mentions Egypt since 1902.

The American Philatelist Yearbook (1908), John N. Luff - The Postage Stamps of Egypt: Separate listing with the statement, "In 1902 the stamps were printed on chalk-surfaced paper."

Mekeel's Weekly Stamp News (4 Dec 1915), R. E. R. Dalwick, Egypt - A History of its Stamps: Separate listing with the statement, "The 1902 "Chalky" Issue: 1902-1906 - Similar types [to the 1888 issues], but printed on chalk-surfaced paper."

Scott's Standard Postage Stamp Catalog (1916, 74th ed.): Noted as "Nos. 40 to 44 and 46 to 48 exist on both ordinary and chalky paper."

Before detailing a new proposed Fourth Issue release date, let's first talk about the chalk-surfaced paper itself. From the few articles available at the time, the chalk-surfaced stamps, in general, had a varied reaction from the stamp collecting community. From *Gibbons Stamp Weekly* (16 Sep 1905) in its "Gossip of the Hour" column, Cornelius Wrinkle writes: "The exciting topic of the hour is the news that in future our De La Rue colonial stamps, and probably our English stamps before long, will be all printed on chalk-surfaced paper.

"Chalk-surfaced paper is an additional safeguard against the fraudulent cleaning of stamps, and it also yields better results than ordinary paper from the printing point of view. It is a paper which is coated with a preparation of chalk, and then highly rolled so as to give it a glazed appearance. This surface is so sensitive that if wetted, as, for instance, to soak off the back of an envelope, portions of the design will easily rub off. Hence in the near future the collection of fine used copies will be rendered much more difficult.

"Now as to the collectability of this chalk-surfaced paper as a variety, I am glad to learn from the Editor of *G. S. W.* [*Gibbons Stamp Weekly*] that it is not intended to catalogue it in this weekly of ours. It is essentially a specialist's variety."

So how is this chalk-surfaced paper made? In *The Treatment of Paper for Special Purposes*, by Louis E. Andés (1907), the precise recipe of Warren De La Rue's (son of Thomas) chalk paper is provided:

"Zinc-white is ground extremely fine in water and mixed with glue (1 part of dissolved glue in 60 parts of water), in the proportions of 34 parts to 10. The liquid is strained through a fine sieve, and applied to the paper in three or four coatings. After the last coating is dry, the paper is calendered between press sheets."

[Calendering is the process of smoothing the surface of the paper by pressing it between cylinders or rollers which forms a glossy finish.]

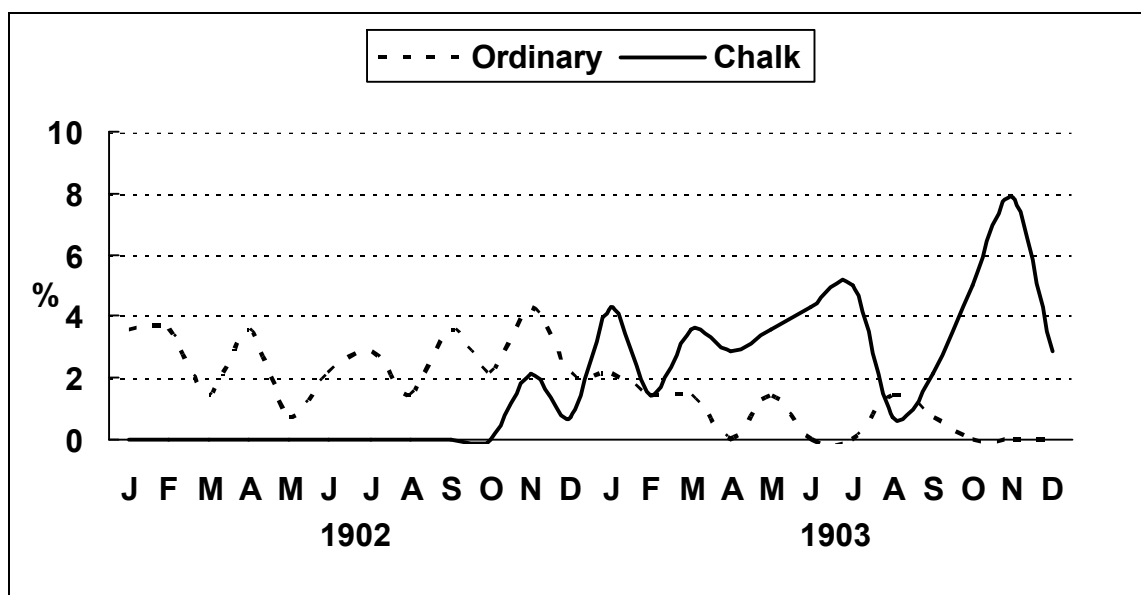
And what about the current “silver-mark” test to determine if a particular stamp is chalk-surfaced or ordinary? There is a good read on the Murray Payne Ltd. website discussing chalky and ordinary papers. Although the article discusses this topic in relation to the Great Britain King George VI issue, it does apply to the stamps of Egypt as well.

In a nutshell, the article states that the traditional “silver-mark” test for chalk-surfaced paper is caused by the silver tarnish reacting to chalk powder residue (if any) on the stamp surface, and not with the chalk coating itself. With this discovery, the many years of collectors attempting to determine chalk-surfaced stamps by “silver-marking” has essentially been for naught, as many of the chalk-surfaced stamps “lost” any chalk powder residue years ago, if there were any at the start.

So without the “silver-marking” test, how can you tell the difference between ordinary and chalk-surfaced paper? The answer is that it must be a visual inspection. Again, referencing the Murray Payne paper, using a magnifier (I’ve found that at least a 10x, and sometimes a 20x, magnifier is required), chalk-surfaced paper will display small holes caused by the escape of trapped air under the surfacing. Chalk surface paper also produces a cleaner, smoother impression. On the ordinary paper, loose fibers are distinctly visible under magnification, and will produce a blurry, rougher impression since the ink tends to infuse into the surface.

OK, now back to the Fourth Issue release date mentioned earlier. I recently purchased several thousand used Fourth Issue stamps, and have, among other things, been recording all 1902 and 1903 CDS dates visible, along with whether the stamp is chalk-surfaced or ordinary.

After collecting all the data, and plotting the results, conclusions indicate that the chalk-surfaced issues were released during the last quarter of 1902 (I found no chalk-surfaced paper cancelled before Nov 1902). In addition, in looking at the ordinary paper usage trend, throughout all of 1902 the usage is fairly consistent, but starting at the beginning of 1903 fewer ordinary paper stamps are to be found, and they gradually disappear towards the latter half of 1903, while the chalk-surfaced paper stamps begin a steady rise.



1916 3 mills Postal Card Reply 1931

Peter A S Smith (ESC 74)

The 3-millièmes orange Ras el Tin Palace reply card, first issued in 1916, became obsolete in 1921 when the UPU postcard rate was increased to 10 millièmes. After it was no longer needed, the 3-mills card, with revised text, was rehabilitated for general use by obliterating the text REPLY and REPLY PAID with two thin bars. The single cards could then be used for domestic mail, or for foreign mail with additional stamps.

It is listed as “one example recorded” in the *Nile Post* catalogue (SPC33, page 680) and in Magdy Abdelhadi's *Egypt Stamps* (C36, page 563), both of which show an unused example. Now a used one has turned up, sent from Alexandria and uprated to the foreign rate for Lausanne.

The date of issue for the reply card without obliteration is uncertain, and has been the basis for assigning 1931 as the date of issue for the rehabilitated version. I know of no documentation for either date, and the scarcity of used examples does not provide useful information.

In a postal stationery lot that I recently bought at auction, without knowing details of its content, the used example of the rehabilitated reply card shown here turned up (to my astonishment and delight!). It is clearly and unequivocally dated 3 MR 28. This tells us that the card without obliteration was issued at least two years earlier than supposed, and that with obliterating bars was in use three years earlier than believed. This puts the obliterated card contemporary with the other rehabilitated card, the 4-millièmes.

These cards are quite rare; one wonders why. It is probable that their appearance was not announced to the trade, and they were largely used up and thrown away.

Any used example of the 3-millièmes card, with or without obliteration, could be of help in more accurately establishing the dates of issue.

If any member has used examples, please let us know!



3 Millièmes Farouk Army Stamp.

Edmund Hall (ESC 239)



This stamp has a very high premium on cover. It was issued on December 16, 1939, intended for Forces mail for Christmas and New Year cards at the concessionary rate, but released only after most the mail had already gone to reach Blighty before the 25th. By the following year a few early Christmas mailings can be found but it was made redundant by the concession of free postage for the troops. A few covers are found with the Army stamp used to make up postage rates with Egyptian stamps. Contrary to regulations I believe.

Now the catalogues price the stamp, both mint and used, at a few dollars/pounds. It is quite conceivable that the mint stamps could be inexpensive because the remainders no doubt found their way on to the philatelic market. But why should used examples also be inexpensive if there were comparatively few covers off which stamps could be soaked by eager collectors of the time.



The solution to this puzzle seems to be answered by the offering of a part sheet pre-cancelled by the Cairo Philatelic Office. But the cancel is dated 1945, so my original thought - that these were produced so that collectors could buy mint and used together on the date of issue - was incorrect. John Hobbs states "a large number cancelled to order ... Cairo (civil) postmark ... dated October 1945 ... are quite worthless". The postmark is from the philatelic counter of the main Post Office on Ataba Square. Hobbs also shows a FDC of 16 DE 39 with both the 3m and 10m having the same postmark. I have a similar cover, but dated 8 JU 40 (*above*). So the puzzle remains....

Rates at the US Army Post Offices in WWII.

Peter A S Smith (ESC 74)

Covers from the American Forces in Egypt in World War II are only moderately scarce in general, but some rates are quite scarce, or even rare. The actual rates are those for all locations, including domestic ones, not only for Egypt. Since these may not be easily found if one does not have access to specialised works, I show them here, with actual examples.

Free franking for stampless letters (surface mail only) (*Fig. 1*)

3¢ per ounce for surface letters from non-military personnel; quite uncommon (*Fig. 2*)

6¢ per half-ounce for air mail letters (*Fig. 3*).

15¢ registration charge (really scarce) (*Fig. 4*)

3¢ for return receipt for registered mail (truly rare!) (*Fig. 5*)

Note: Since ordinary letters cost 3¢ an ounce, it was a common misperception that the 6¢ air mail rate was also for 1 ounce. Consequently, covers seemingly properly franked at 6¢ are occasionally seen with a 6¢ postage due charge (for letters over a half ounce). (Postage due on any mail within the US postal system was charged at only the single deficiency.)

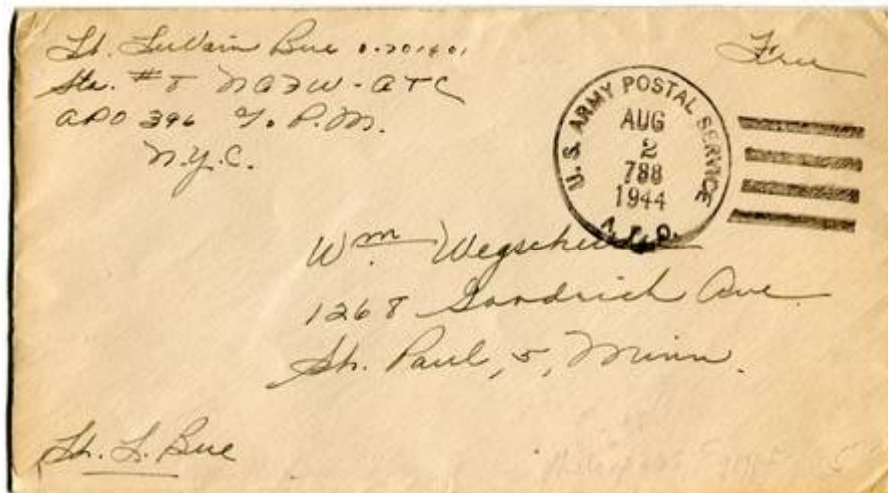


Fig. 1. Free, from John H. Payne Field NAFW Air Transport Command, Heliopolis..

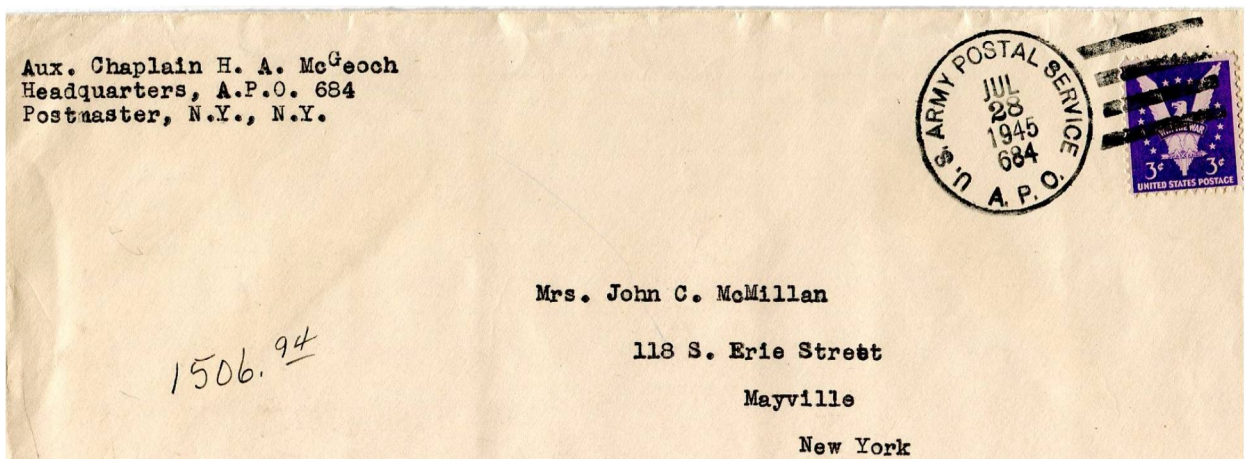


Fig. 2. 3¢ postage from non-military personnel.



Fig. 3. 6¢ per half ounce, from Cairo, using provisionally surcharged postal stationery.



Fig. 4. 15¢ registration fee, from Abu Suwer.



Fig. 5. Registered with return receipt, from Abu Suwer.

BRITISH NAVY Propaganda Label

Edmund Hall (ESC 239)

I have had in my collection for some years an internal cover dated 22 DE 40 bearing a label stating that:

**“WE REALISE IN EGYPT THAT THE SAFE ARRIVAL
OF THIS LETTER IS DUE TO THE BRITISH NAVY”**

It's in my Egypt military collection, ostensibly to represent the British Navy in World War II. The British fleet based at Alexandria played a significant part in the defeat of the Axis forces in the Mediterranean. The cover has a tombstone censor mark, type N100 according to Daynes, which I am informed by the naval specialist of the Forces Postal History Society was used at Alexandria.

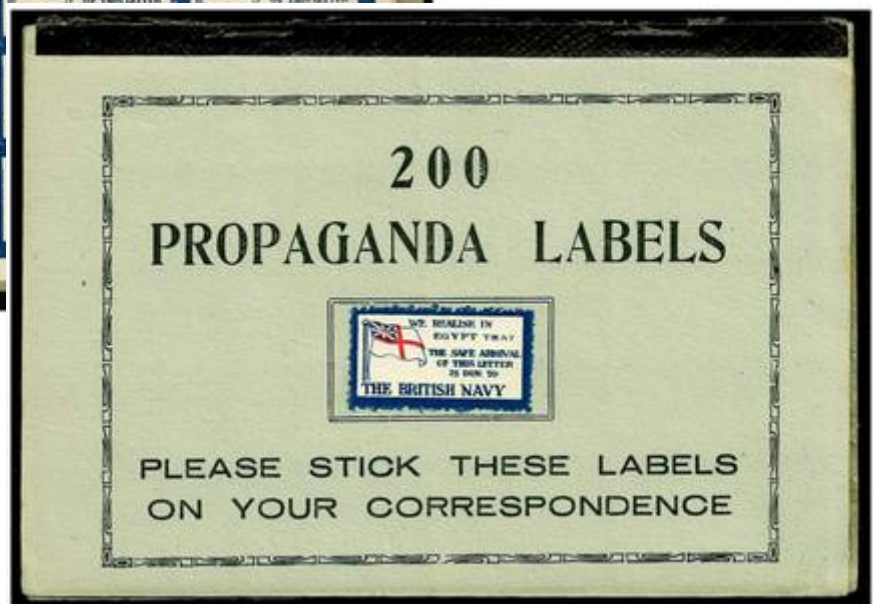


I really did not give the label much thought and from the price I paid for the cover I assume no additional value was given to it. A few months ago a pane of these labels was offered on eBay at several hundred pounds: it got me wondering about them. Were they sold, were they government issued, what was thier origin etc.

Were they sold, were they government issued, what was thier origin etc.



I had a good dig around the internet and found a book of these labels being offered in an Australian auction house. Again at such a princely sum that I decided my collection could well live without them.



I have seen similar WWII covers with an almost identical label but with other country names instead of Egypt. I therefore assumed that these labels were issued during World War Two and probably from a single government source.

However I came across this article from *The New York Times* of February 5, 1917

It seems that these labels were produced since the First World War and I have found covers dated Nicosia 1917 and 1921, Firenze 1921 as well as World War Two covers with the country names of Australia, Malaya and Rhodesia.



Earlier versions have different designs and company names of those who produced the labels. Most of the Second World War labels are of a similar format, with only the name of the country being different.



Malta had a label extolling both the Royal Navy and the Royal Air Force. This I found in a digital library in Australia.



Fiji sold their labels, with the money going to the Fiji bomber fund. These are the subject of a book, *The Fiji Bomber Fund*, by Brian Jones of the Pacific Study Circle. Apparently these are well sought after by collectors of the Pacific Islands

But I'm still none the wiser as to who produced the Egyptian labels and whether they were issued freely or sold.

**NEW STAMP TELLS
OF NAVY'S DEEDS**

**It Says, "Don't Forget the Safe
Arrival of This Letter Is Due
to the British Navy."**

England is using at the back of foreign letters a new stamp to show that her navy is doing other things for neutrals besides ordering them into Kirkwall or Falmouth for examination of their cargoes. Here is a reproduction:

**DON'T
FORGET!
THE SAFE ARRIVAL
OF THIS LETTER
IS DUE TO
THE BRITISH NAVY**
John Walker & Co. Ltd. London.

It was affixed to a letter mailed on Jan. 18 in London, from a Harvard man who is now serving with the American Ambulance Corps. In his letter he says that London is much as it was in peace time except for the khaki and the lack of lights at night. "Food is plentiful and so is white bread," says the letter. "Don't for a moment lose heart about the outcome of this business for the British Empire. You haven't seen the English soldiers' faces, as I have."
He expects to be at the front when the "Spring push" starts.

Japan Mail Steamship Co.

Scott Van Horn (ESC 619)

This may seem like an odd title for an article in a quarterly focused on Egyptian philately, but that's the same reaction I had when I came across a Japan Mail Steamship Co. postcard cancelled in Port-Taufiq

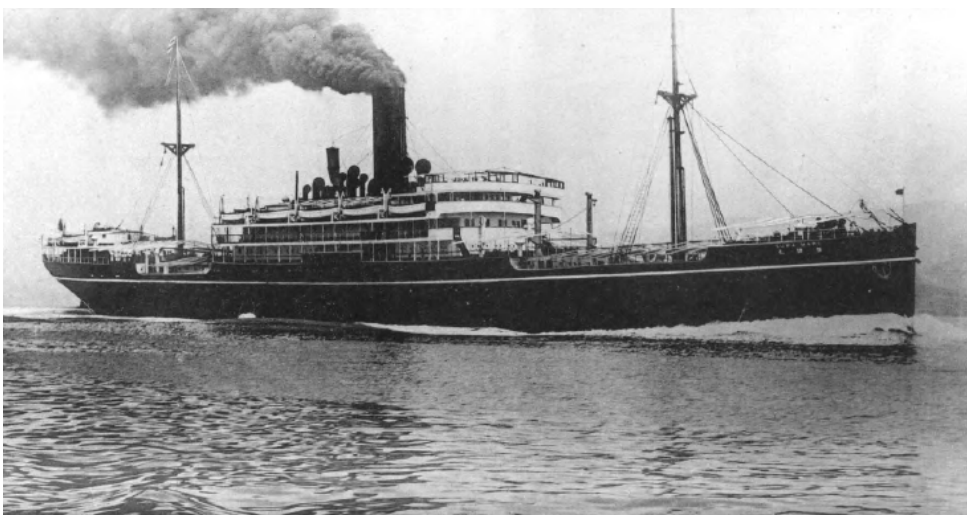


The card was posted at Port-Taufiq (Type XI-1) on 1 Nov 1907, with a Leytonstone receiving CDS (9 Nov 1907). The card has a boxed “T” and a blue manuscript “10” to indicate 10 centimes due (double postage), and a handstamped Great Britain 2d due Foreign Branch marking. At this time the post card rate was 4m, with 4m = 10 centimes = 1d

The Japan Mail Steamship Company (or Nippon Yusen Kaisha, N. Y. K.) was formed in 1885 when the Kyodo Unyu Kaisha (Union Transport Co.) and the Mitsu-Bishi Kaisha (Three Diamonds Co.) merged. The new company had in its possession 58 steamers totalling some 69,000 tons. The company remained local to Korea, North China and Vladivostok, until 1893 when it started service to Bombay.

In 1896, after the China-Japan War, the N. Y. K. decided to expand even further by offering steamer lines of passenger and freight service to Europe (the European Line), America (the American Line), and Australia (the Australian Line). In addition, all these steamers were to run under mail contract with the Japanese Government.

The European Line had regular bi-weekly service between Yokohama, London or Liverpool via Kobe, Moji



or Nagasaki, Shanghai, Hong Kong, Singapore, Malacca, Penang, Colombo, Suez, Port Said and Marseilles. By 1917 there were at least a dozen steamers on this line, anywhere from 6500 - 11,000 tons.

(The N. Y. K. Lines have survived until today as the wholly owned subsidiary Crystal Cruises, Inc.)

The 10,927 Ton “Suwa Maru” steamer on the European Line



1914 European Line Travel Poster.

Advertisements.

SHIPPING

N. Y. K.

JAPAN MAIL STEAMSHIP Co., Ltd.

A regular FORTNIGHTLY Service is maintained between Japan and Europe by the following NEW TWIN SCREW STEAMERS.

UNDER MAIL CONTRACTS WITH THE IMPERIAL JAPANESE GOVERNMENT.

Specially designed for the Company's European Service, lighted throughout by Electricity, provided with excellent accommodation for First & Second Class passengers, and fitted with all the latest modern improvements for their safety & comfort.

RATES OF PASSAGE FROM SINGAPORE

WITHOUT LUGGAGE.

To	1st Class	2nd Class
Penang	yen 23	yen 17
Colomb	yen 100	yen 65
Port Said	yen 260	yen 225
Marseilles	yen 460	yen 325
London & Antwerp	yen 450	yen 300
Hongkong	yen 72	yen 47
Kobe	yen 120	yen 85
Yokohama	yen 130	yen 90

Payable in local currency.

Singapore Free Press Advertisement 1907

The 1917 Nippon Yusen Kaisha Hand Book of Information had this to say about the Suez and Port Said ports-of-call:

Suez

Port at the southern entrance of Suez Canal. Company's steamers do not stay here long enough to enable passengers to visit Suez.

Postage:- To all countries in the Postal Union (with exceptions as below) - Letters 1 tariff piastre = 2 1/2d. for 20 grammes, Postcards 4 millièmes = 1d.

To Great Britain and all parts of the British Empire, also Italy and Austria - Letters 5 millièmes = 1 1/4d. for 20 grammes, Postcards 4 millièmes = 1d.

Port Said

Port at the northern entrance of Suez Canal. The Company's steamers anchor close to shore. Boat hire, 3d. each person. Double fares after dusk.

Hotels:- The Eastern Exchange, Savoy and Continental.

Currency:- Egyptian piastre, but coins of any nationality are accepted by shop-keepers and others.

Postage:- Same as Suez.

Membership changes

New member

ESC 680 **Claude Paulson**, 37 Heretaunga Street, Petone, Lower Hutt 5012, New Zealand
(Revenue stamps, Tobacco Tax, Interpostal seals, Victorian GB revenues, Canadian revenues)

Restored to membership:

ESC 675 **Yannis Lazarides**, c/o Habtoor Leighton Specon, PO Box 32187, Doha, Qatar

Mobinil Commercial stamp, the Third in Line

Sherif Samra (ESC 311)

In a new attempt to make stamps provide good revenue income, the Post Office in Egypt decided a few years ago to design, print and issue commercial stamps on behalf of companies and organisations that wanted a special reminder for publicity and/or celebrations. A decision was taken that such a service could be provided, in return for an agreed sum of money on top the value of the stamps.

This decision was taken by the Post Office following the approval of the Post Office Committee. At the time the Philatelic Society of Egypt had no representation on the committee*; as a result, there was no collector input, and no guidelines for such productions were properly thought through!

Mike Murphy's article *Marsa Alam Resort: Egypt's First "Commercial" Stamp* (QC 227, December 2008, p.94) drew attention to the first of these stamps, apparently published on December 24, 2007, and a similar issue quickly followed (*below*) on July 19, 2008, for the Makadi Resort and Golf Spa near Hurgada on the Red Sea (Postal Authority Press, designed by Hayam Abdel Kareem and Saeed El-Badrawy, 150p, sheet 3x10). Both have half size advertising labels attached.

Now a third such stamp has come to light – and for reasons outlined in the article mentioned above, all three commercial stamps have been very largely unavailable to collectors.

Although all three were and are still valid for usage, in an astonishing departure from normal practice, the Post Office produced no First-Day covers, and the stamps were not sold through the Post Office. The whole of the stamp production – 100,000 for Makadi and unknown for Marsa Alam – was handed over to the ordering company to use as they saw fit.

The story of the third stamp (*above, right*) goes further than mere order and delivery. During the last few months of 2010, the Mobinil mobile telephone company, Egypt's biggest by far, was heading towards reaching a record of 30 million subscribers, expected by the end of the year. The company wanted to celebrate the achievement and so signed a deal with the Post Office for another commercial commemorative stamp.

On December 16, 2010, the Printing House at the Post Office produced the stamp in sheets of 50. The denomination was £E1, to cover the internal rate at the time. It is believed that again 100,000 stamps were produced and the whole of the production was handed over to the company. The blue, orange and brown stamp shows a number of hands reach up in celebration, an orange band and the figure 30 above in the skies, with the word "celebration" in white above.



It proved virtually impossible to obtain any number of stamps for collectors. A very few sheets have however surfaced suddenly in Cairo during the last few months: it does not seem possible for more to appear. It is believed that all were used by Mobinil locally on correspondences to subscribers in Egypt.

Between 50 and 100 printed Mobinil envelopes, with the Philatelic Office postmark of December 31, 2010 (*below*), were prepared for VIPs on the day the company actually celebrated the 30 million subscribers at the end of the year as expected.

But the celebration never took place. Mobinil realised that they had not – quite – hit the 30 million mark. So the celebration covers were kept for a later date in January 2011. But before that could happen a much greater event intervened, with the resignation of President Mubarak during the Egyptian revolution of January 25. As far as we know, very few of these covers remain intact.

** Dr Sherif Samra, President of the Philatelic Society of Egypt, is now a member of that Committee.*



“TH/&Co/Ltd”: A New Perfin Discovery

Amgad Bassili (ESC 564)

I am rather puzzled by this perfin, which I acquired a while ago. Although the pattern has some resemblance to the well-known “R/&Co/Ltd” that Reinhart & Co. used until 1921, there is no evidence to suggest that they are related.

Another thought that came to mind is whether it is related to the “TC/&S” pattern used by Thomas Cook & Sons, but again there does not seem to be any relationship. Thomas Cook used perfin stamps in many countries all over the world and always used the pattern “TC/&S”. The only exception can be found in Swiss stamps from the Thomas Cook branches in Bern where they used “TC/B”. I am therefore left with no choice but to believe that we are dealing here with a new perfin pattern not previously recorded.



The unique example is recorded on a 1m pale brown of the 1888-1906 DLR issue (SG #58) with a partial cancel of Alexandria and unclear date. Punch details are: Height 6.5mm: **T** 7 holes, **H** 11 holes & 13 holes, **C** 8 holes, **O** 6 holes, **L** 7 holes, **T** 5 holes, **D** 7 holes, one hole below **O**, 2 holes below **TD**.

I appreciate any feedback from my fellow members. I am curious to find out if anyone has seen another copy or can provide any extra information.

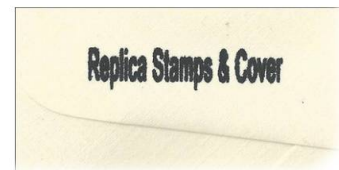
Facsimiles Online

Edmund Hall (ESC 239)

A short while ago I saw on eBay a Zeppelin cover with the two commemorative stamps cancelled at Port Said. The seller indicated they were not genuine but as best as one could tell from the screen image the stamps looked good and the whole very believable. Out of curiosity, I purchased the item for a few dollars even though I have the said Zeppelin Port Said cancel on a postcard with just the 50 millième surcharge stamp correctly used.

On receiving the item I noticed the stamp colours needed careful examination to confirm that they were not originals. Also, the perforations were too perfect - as if they had been guillotined, with dead straight lines. The whole cover was a modern fabrication. Wondering why anyone would bother, I visited the seller's eBay shop to discover many such items for sale from many countries, with the seller apparently having no genuine items for sale. As well as facsimile covers some reproduction stamps were offered.

But who would buy such items? Those like me, just out of curiosity, or collectors who realise they would never be able to afford such items? Making reproductions of expensive pottery, furniture, cars and so on has been going on for the last few centuries so there is nothing new in the reproduction business. Most of the covers are addressed to Maryland and the seller gives his address as Parkville, Maryland, United States, so it's possible he is using his home address.



The work is of a high calibre and the seller is obviously going to great pains to make sure his items are not sold as genuine: the covers have "Replica Stamps & Cover" stamped several times on the back. He has a positive eBay rating of 7078 and with the covers being sold at \$8.99 he has found willing customers and possibly a lucrative little business.



Sold as "Reproduction of Rare 1926 Egypt Issue on Illustrated Cover" but the date stamp is 18.JL.1887

Cover copied from genuine Philatelic Stores cover and using the philatelic counter datestamp.



Changes in Egypt's Postal rates From June 1, 2012

We are indebted to Dr Sherif Samra (ESC 311), President of the Philatelic Society of Egypt, for having provided the following list of new internal and external rates from Egypt Post, dating from the middle of last year. Comparison with a clarification memo to all staff (below), dated only a month earlier, shows that there are increases all round and some astonishing "rounding up" increases in revenue fees.

From June 1, 2012:

Internal registered envelope up to 10gm (first weight step): £E 3.50.

Internal registered with Avis de Reception to 10gm: £E 8.50.

Registered to Arab countries to 10gm: £E 10.50.

Registered to foreign countries to 10gm: £E 11.50.

Internal registered and registered with Avis de Reception weight steps (private, government, companies, etc.):

Weight (gm)	Amounts to be added in stamps to the above
20-50	£E 0.25
50-100	£E 0.50
100-250	£E 1.50
250 -500	£E 2.50
500-1000	£E 4.50
1000-2000	£E 7.50

External registration:

Weight \ Groups	Arab Countries First Group	Foreign Countries Second Group	Foreign Countries Third Group	Foreign Countries Fourth Group
Grammes	£E	£E	£E	£E
10-20	1.00	1.50	2.00	2.00
20-50	2.00	2.50	3.00	3.50
50-100	4.00	5.00	6.00	8.00
100-200	10.00	13.00	14.00	17.00
200-300	15.00	19.00	21.00	33.00
300-400	20.00	24.00	28.00	38.00
400-500	25.00	30.00	36.00	46.00
500-600	29.00	39.00	46.00	53.00
600-700	33.00	46.00	53.00	69.00
700-800	37.00	51.00	61.00	76.00
800-900	42.00	59.00	68.00	89.00
900-1000	47.00	66.00	76.00	101.00
1000-1500	67.00	86.00	96.00	116.00
1500-2000	87.00	106.00	119.00	146.00

Extracts from a circular letter distributed on May 3 2012 to answer queries raised by post office employees

- A. Fees will be applied to all correspondence of ordinary mail and internal and external registered correspondence (private - government entities - companies - banks - legal bodies)
- B. Calculating internal registration and registration with Avis de Reception is as follows:
1. Registration is a fixed fee of £E 2.
 2. Registration with Avis de Reception is a fixed fee of £E5.
 3. Registered letter = normal letter fee according to weight + registration fee
 4. Registered letter with AR = normal letter fee according to weight + registration + AR fee

Examples:

- 1- Registered letter, first weight = £E1.00 + £E2.00 = £E3.00.

- 2- Registered letter fee, second weight = £E1.25 + £E2.00 = £E3.25.
- 3- Registered letter fee, third weight = £E1.50 + £E2.00 = £E3.50.
- 4- Registered letter fee, fourth weight = £E2.50 + £E2.00 = £E4.50. And so on for other weights.
- 5- Registered letter with AR fee, first weight = £E1.00 + £E2.00 + £E5.00 = £E8.00
- 6- Registered letter with AR fee, second weight = £E1.25 + £E2.00 + £E5.00 = £E8.25.
- 7- Registered letter with AR fee, third weight = £E1.50 + £E2.00 + £E5.00 = £E8.50.
- 8- Registered letter with AR fee, fourth weight = £E2.50 + £E2.00 + £E5.00 = £E9.50. And so on...

C. Calculating registration of external letter is as follows:

- a. Registration fee £E7.00 as a fixed fee
- b. Registration letter fee = normal external registration letter fee according to weight + country group + registration fee.

Examples:

- 1- Registered letter fee, first weight, Arab countries = £E3.00 + £E7.00 = £E 10.00.
- 2- Registered letter fee, second weight, Arab countries = £E4.00 + £E7.00 = £E11.00.
- 3- Registered letter fee, third weight, Arab countries = £E5.00 + £E7.00 = £E12.00.

Similarly:

- 4- Registered letter fee, first weight, second group = £E4.00 + £E7.00 = £E11.00.
- 5- Registered letter fee, second weight, second group = £E5.50 + £E7.00 = £E12.50.
- 6- Registered letter fee, third weight, second group = £E6.50 + £E7.00 = £E13.50.

And so on for remaining weights and country groups.

Due to numerous complaints from post office employees, and in order to regulate the accounts and increase the level of supervision on revenues it has been decided to round up all payments to the next 25 piastres as follows:

- 1- From 1 piastres to 24 piastres to be rounded up to 25 piastres to the favour of the postal authority.
- 2- From 26 piastres to 49 piastres to be rounded up to 50 piastres to the favour of the postal authority.
- 3- From 51 piastres to 74 piastres to be rounded up to 75 piastres to the favour of the Postal Authority.
- 4- From 76 piastres to 99 piastres to be rounded up to £E1.00 to the favour of the Postal Authority.

Response to Query 116 from Andreas Birken (ESC 419)

The hand stamp is French not because some centuries ago French was the language of diplomacy, but because it was and is the official language of the U.P.U. I think that hand stamp was applied in Istanbul.

Response to Query 117 - Curved Abu Qir from John Davis. (ESC 213)

Subsequent correspondence by e-mail with both Richard Wilson and Hisham Bassyouny implies that the civilian curved Abu Qir was used from time to time during both parts of the Postal Concession - the so-called N.A.A.F.I. seals period ending in 1936, and the subsequent system when the Fouad Army Post stamps were issued.

The cover illustrated in *QC 245* page 239 was sent during the first period as was the First Day Cover of the 1935 George V Silver Jubilee owned by Hisham Bassyouny. Both have the civilian curved Abu Qir; my own collection includes civilian Aboukir during the N.A.A.F.I. seals period, and also the curved Abu Qir cancelling a Farouk 10 millièmes Army Post stamp. An article by Minett and Firebrace in *Q.C. 61*

concerning civilian date-stamps used during the Concession Period suggests that the civilian use did not occur during

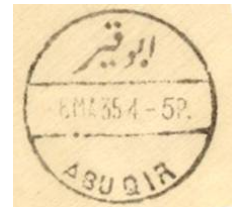
the currency of the military M.P.O. Abu Qir date-stamp. It would seem that the curved Abu Qir is rather less common than the straight line version though more information is required.



This cover was recently offered on ebay, date 6.MA.35.

At MIDPEX a dealer was offering the Fuad 10 millièmes on cover with the curved Abo Qir mark. I think it was dated MA 1936.

Ed.



Egypt's Euromed design success

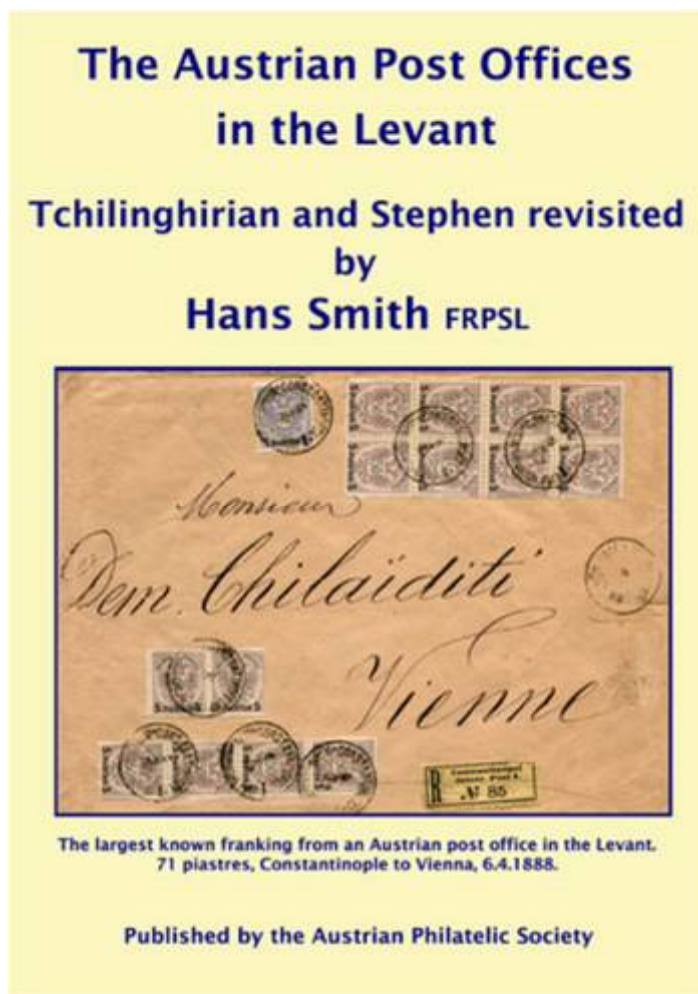
Egypt Post and its designers have beaten five other national organisations to win the competition to design a stamp which will be issued next year by all 36 member nations of Euromed Postal, the organisation linking the 27 EU countries with nine Mediterranean partners.

Euromed announced the contest in December, and six member countries – including Cyprus, Lebanon, Malta, Morocco and Slovenia – took part in preparing a “Mediterranean”-themed stamp for use throughout the organisation, which aims to boost communications among its members. The Egyptian design was announced as the winner this month. The Mediterranean partner countries of Euromed are Algeria, Egypt, Israel, Jordan, Lebanon, Morocco, Palestinian Authority, Syria and Tunisia. – **Mike Murphy**



Book Review: *The Austrian Post Offices in the Levant, Tchilinghirian and Stephen revisited.*

By Hans Smith FRPSL. Austrian Philatelic Society. Stokesley, 2013. XXII + 188 pp. hardbound. £50



This book covers a large number of Levant post offices, the information on them said to be updated. However, in this “fractional” review, only the two post offices in Egypt are of concern. These offices were covered by Keith Tranmer, in Part Eight of the Tchilinghirian & Stephen series, after Simon Tchilinghirian’s death.

The Tranmer volume included prices, a listing of the stamps known used, and illustrations of all known postmarks. Much of this information is missing in the present volume. The original pricing of 1976 is of course greatly out of date, as the author notes, while stating that to provide prices that are up to date would require a tremendous amount of work, of the sort that is best done by a professional.

However, there is another aspect of pricing: it gives a fairly accurate idea of relative scarcity, and it is this aspect that has been lost, thrown out with the bath water. If one were to use only this book, one would have no idea of which stamps were relatively common and which rare. For example, the shield-type stamps (Lombardy-Venetia) are excessively rare cancelled at Port Said, compared to the Franz Josef effigy type, but are readily available from Alexandria.

The same problem affects comparison of the scarcity of the two offices. Port Said is enormously scarcer than Alexandria, but the closest this book comes is to state that Port Said was open for only three years. A collector of Egypt will continue having to rely on the work of Tranmer.

Peter Smith

The Egyptian Study Circle at Dallas 2014

The Egyptian Study Circle wishes to invite you to a gathering of members at TEXPEX Stamp Show from February 28 to March 2, 2014 in Grapevine, Texas. The show will be held at the Hilton Dallas-Fort Worth Lakes Executive Conference Center which is minutes away from the Dallas-Forth Worth International Airport (DFW). The airport services direct flights from across the United States as well as direct flights from London and Europe. Free transportation from the airport to the hotel is provided.

The show will have a dealer bourse, exhibits and seminars throughout the show. Moreover, it would be a great opportunity for members to meet one another, trade and discuss Egyptian philately. The show features free admission and free parking. We would very much like it if we could have 8-10 or even more good Egypt exhibits.

If you wish to attend or find out more information, please feel free to email either Andrew Titley (ESC Member and TEXPEX Director) at andrew@siegelauctions.com or Trent Ruebush (ESC American Representative) at truebush@usaid.gov. More details can also be found online at www.TEXPEX.org.

Blowing my own Trumpet



In the June 1998 *QC* (No. 185, p238) I wrote my first editorial, during the editing of my first issue, entitled:

FALLEN AT THE FIRST HURDLE BUT LIMPING ON.

I told the story of having arrived late at a meeting to enter into the middle of a discussion, or was it a plea, for a new Editor for the *Quarterly Circular*. Before I had taken another step, I said “I’ll do it, I’ve got a computer, printer etc.” Bemused looks spread across several faces, relief on others and one downright grin of “sucker”. This was certainly a case of not putting brain in gear before opening mouth. Even more so, of outright naiveté: “I’ll just scan into a computer those neatly presented erudite articles, collate them and print it all out....”

I continued with the joy of wrestling with software, and when asked at another meeting: would I change the format of the *QC*. “Not particularly,” I said, and then, in all innocence: “The main thing is to get the *QC* out regularly four times a year, March, June, September and December.” That was the hurdle, but my first *QC* (for June) arrived in August. So it was fallen at the first hurdle.

What I didn’t tell was that on arriving home after my “volunteer” meeting, my wife Ann burst into laughter at my news. “You!” she exclaimed. “But you can’t read or right properly.” This I could not deny. These days they give such slight obstructions impressive-sounding names – dextlexical or some such. In my days at school it was much simpler: the label “stupid” sufficed for my many inadequacies: “Go sit at the back of the class with raffia.” I have had several members over the years giving support to my wife’s notion with a request to put my articles into English. She’s the one in the picture. The fact that she is hanging on to a pole and has a drink in hand I believe are unconnected. She is a kindly soul and has been most happy for me to go and play with my stamp friends – it gets me out of the house so I’m not under her feet.

So now it’s 15 years on, three computers later, and several version of the software I use, each release getting more obscure and requiring more mouse clicks to do what the previous release did. You wouldn’t believe the contortions I had to go through getting the pages numbers in after a recent change to a new version of Word.

So why the trumpet blowing? This is my 62nd *QC*, which is one more than produced by John Grimmer, to date our most prolific Editor. Several of his were double issues so I have actually produced more in some respects. I’m far from the longest serving, the first editorship, that of Frank S.Mumford (ESC 22), lasted from February 1938 to May 1962 – an astonishing 23 years in which he edited 58 *QCs*. Ron Potter (ESC 86) took over in 1962 and produced 44 editions over 15 years. John Grimmer (ESC 164), his successor, also served us faithfully over 15 years. So I can claim the most *QCs* and the longest unbroken run of regular issues. Most of the hurdles have been conquered.

This of course has been possible only with the help of members, in particular John Sears and Robin Bertram in the early years. Mike Murphy has been a tower of strength, turning the articles into English, and recently with added help from Anton Jansen. And of course filling the magazine has been possible only through the contributions of our members. Have you contributed yet? Why not give it a go?

The Story Behind the Stamp: the Battle of Hattin, 1187. Balian 190 & 1146



The battle is seen as one of great significance in history marking the defeat and annihilation of the Christian Crusader armies of Guy de Lusignan, king of Jerusalem (reigned 1186–92), by the Muslim forces of Saladin. It paved the way for the Muslim reconquest of the city of Jerusalem (October 1187) and of the greater part of the three Latin States—Tripoli, Antioch, and Jerusalem—reversing the achievements made in the Holy Land by the leaders of the first Crusades.

It gave rise to the Third Crusade beginning in 1189 with forces under Richard the Lionheart, Frederick I Barbarossa, and Philip Augustus. They did not reconquer Jerusalem, which remained under the control of Muslim rulers until Allenby's entry into Jerusalem in December 1917.

During the 1170s, Saladin began expanding his power from Egypt and worked to unite the Muslim states surrounding the Holy Land. Saladin was defeated by Baldwin IV at the Battle of Montgisard. In the wake of the battle, an uneasy truce existed between the two sides. As the Muslim states were uniting, there was increasing dissension in Jerusalem with the elevation of Guy of Lusignan to the throne in 1186. Raynald of Chatillon, a supporter of Guy, repeatedly violated the truce with Saladin by attacking Muslim trade caravans.

After the assault on a large caravan Saladin led a force through into Raynard's lands. Guy hoped to strike before Saladin could invade in force. Renouncing his treaty with Saladin, Raymond fully reconciled with Guy and a Crusader army of around 20,000 men formed near Acre. Advancing, they occupied a strong position near the springs at Sefhoria. They advanced towards Tiberias under increasing attacks from Saladin's men, and reached a plain by the twin hills of the Horns of Hattin by mid-afternoon.

Advancing with his main body, Saladin began attacking in force and ordered the wings of his army to sweep around the Crusaders. Attacking, they surrounded Guy's thirsty men and cut off their line of retreat back to the springs at Turan. Under increasing pressure, the Crusader rearguard was forced to halt and give battle, stopping the entire army's advance.

Guy elected to halt the advance for the night. Surrounded by the enemy, the Crusader camp possessed a well but it was dry. The next morning, Guy's army awoke to blinding smoke. This came from fires set by Saladin's men to screen their actions and increase the Crusaders' misery. With his men weakened and thirsty, Guy broke camp and ordered an advance towards the springs of Hattin. Despite having sufficient numbers to break through the Muslim lines, fatigue and thirst badly weakened the cohesion of the Crusader army.

Advancing, the Crusaders were effectively counterattacked by Saladin. Two charges by Raymond saw him break through the enemy lines, but once outside the Muslim perimeter, he lacked enough men to influence the battle. As a result, he retreated from the field. Desperate for water, much of Guy's infantry attempted a similar breakout, but failed. Forced onto the Horns of Hattin, the majority of this force was destroyed. Without infantry support, Guy's trapped knights were unhorsed by Muslim archers and forced to fight on foot. Though fighting with determination, they were driven onto the Horns. After three charges against the Muslim lines failed, the survivors were forced to surrender.