

The
Quarterly Circular
of
**THE
EGYPT**



STUDY CIRCLE

September Quarter 2018 – Vol XXIII No 7 – Whole Series No 266 – Pages 147-170

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

Massawa, November 11, 1879: Cover, written in the hand of General Charles 'Chinese' Gordon, docketed at top 'No. 323, C.G.' in manuscript addressed to Colonel Harvey of the Royal Engineers, Gibraltar. Massawa 'Maktab Bosta Khedewiya Masriya' negative seal handstamp in black (Egyptian Khedevial Post Office) and 'Poste Khedevie Egiziane / Massawa' datestamps at left. Suez transit (Nov 25) and cover awaited forwarding and mailed with 1879 2pi. orange cancelled at Port Said (Dec 8). Rare.



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Meetings dates for 2018

We had hoped to hold two Live Auctions based on Peter Andrews' material at the two Stampex meetings this year, but circumstances beyond our control led to their cancellation. Much of his material will however be included in our big autumn postal auction, details of which will be emailed to members very shortly. Our one remaining meeting this year is listed below, together with early notices for next year. Full details of 2019-2020 meetings will be given in the December QC.

Nov 10, 2pm	Victory Services Club	TPOs & Egyptian Railways	Sami Sadek
2019			
Feb 16, 2pm	Stampex	Revenues and Fiscals	All members
Apr 26-28	Derby weekend	Joint meeting with Sudan SG	Details soon
May 29-Jun 2	Sweden	ESC meeting at Stockholmia	Details to follow

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Facebook

Report of the July 7 Meeting: Laurence Kimpton, Baghdad-Cairo Air Mails

Despite the alternative attractions of stunning summer weather and a football match in Russia, a very select group of members met at the Victory Services Club – small, but perfectly formed.

Those PRESENT: John Sears (President), John Davis (Chairman), Jon Aitchison (Deputy Chairman/ Meetings Secretary), Mike Murphy (Secretary), Neil Hitchens (Webmaster), Mike Bramwell, John Clarke, Peter Grech, Paul Green, Laurence Kimpton. Guest: Mrs Pat Sears. There were APOLOGIES for absence from Brian Sedgley, Sami Sadek, Hani Sharestan, Tony Cakebread, Trent Ruebush, Ibrahim Shoukry, Cyril Defriez, Ted Fraser-Smith, Greg Todd, Ronny Van Pellecom, Vahe Varjabedian, Richard Wheatley.

The Chairman welcomed those attending, and particularly John and Pat Sears, and was pleased to announce that Peter Andrews' family had generously agreed that we might auction his collections: look forward to a fascinating ESC auction in September/October. At about the same time, however, Grosvenor will handle the dispersal of the material of Alan Jeyes, our respected former Secretary/Treasurer.

Admin was quickly dealt with, the Secretary announcing that David Feldman had recently published two more books of Joe Chalhoub in the "Great Philatelic Collections" series – *Foreign Post Offices* and *Post Offices Abroad*. The *Commemoratives* volume is already out of print.

He noted a couple of changes in the meetings programme – including a "Pyramids" topic for September 15 (please bring along any suitable material). And there was a surprise when he showed a recent packet of stamps received from the Philatelic Bureau in Cairo – clearly so marked – that had been opened and resealed with a bright purple strip from the (UK) Home Office / Border Force. Has anyone seen another?

There was another surprise when Laurence Kimpton opened up his magnificent display, with three rounds of frames each holding 48 sheets and detailing as much as anyone could possibly want to know about the early mail services between Cairo and Baghdad. His research not only into the mails and the mail services but also into the aircraft (and other forms of transport) that carried them, not to mention the men who actually flew the planes, was nothing short of prodigious, as his recently published book also indicates.



Cover from Baghdad to England flown by RAF DH 4 on first flight carrying mail westward. Unloaded in Palestine and forwarded by train

Noting that the first aerial mail was carried from Cairo in 1918, he explained how the England-Australia air race encouraged early possibilities, and that the RAF operated the Aerial Post / EEF service from as early as 1919, with De Havilland 9 aircraft. The Abukir-Port Said leg was serviced by seaplanes. From the first Cairo-Baghdad Air Mail of early 1919 and the opening of the service in 1921, the display showed how Egypt gradually found its place in a central role in the communications of the Middle East, even if it required furrows ploughed in the desert to point the way!

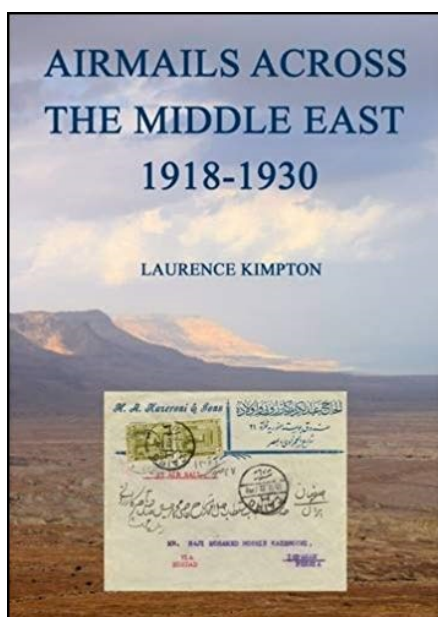
As Britain's major "representative" in the area and the guardian of the sea routes, it would have been unthinkable in No 10 for any other of the great nations to usurp its role – until two New Zealander brothers came along in mid-1923 with a typically Down Under flair for innovation and for cocking a snook at authority with the Nairn Motor Mail service. There was fierce competition between the RAF and motor services between 1923 and 1926, when the RAF abandoned the service, which was taken over by Imperial Airways and extended to Basra.

The Nairn intervention shook up the established air services and led to a reduction in fees for mails in both directions. But Laurence managed to stay well on top of the plethora of minimal changes, and en route showed some wonderful covers – and dispelled at least one myth: Egypt's first Air Mail stamp in 1926, showing a De Havilland 34 over the Nile – was a neat piece of artwork. But the DH34 never went to Egypt and was scrapped before the stamp was issued.

Laurence's display treated those who attended to an impeccable display of an area of which we were all vaguely aware but with little expert knowledge. His enthusiasm and deep research are to be greatly applauded, as the Chairman said in his closing remarks.

Book Review: **Airmails Across the Middle East 1918-1930** by Laurence Kimpton (ESC 591)

This book, published in 2015, should have been reviewed earlier and for this I do apologise. At least I now know why I sold my airmail collection – this book was not then available!



Published in A4 size with soft covers and 328 pages including many maps, Laurence Kimpton's guide is a superb reference to the subject and includes the background history in great detail. As a lover of history I have learnt a great deal from a very cursory scan through the pages in order to produce this review and am now determined to re-read the entire book.

Almost all the covers illustrated are in full colour while the many early photographs of aircraft or their pilots, co-pilots and so on are in black and white. All airmen are named as well as those in authority in the various territories covered. Clearly Laurence has undertaken a mass of research, including into the National Archives from where early maps, timetables and announcements have been gleaned. He has also had access to two of the most important collections on the subject including that of our own Lucien Toutounji.

For the collector of Egypt not all of the 26 chapters are of direct interest, but I list those dealing with the RAF Cairo-Baghdad Air Mail Service to show just how much detail is available to the reader: there are no fewer than nine chapters covering this one service. Individual chapters include:

Proposals and Preparations, 1920-21; The First Six Months, 1921-22; The Operation of the RAF Cairo-Baghdad Air Mail Service:1921-22; Improvements and Changes, 1922-23; Competing with the Overland Mail 1923-26 (Note: the Nairn Overland Mail Service has a chapter of its own.). The postal history is covered in a further four chapters.

The early and pioneering flights are described in great detail - Laurence lists a hundred, as well as the setting up and running of the early airlines. Imperial Airways alone has four chapters, the last dealing with the airships.

For the airmail collector this is an absolute goldmine at £45 and I only wish it had been available when I was actually collecting Egypt's airmails.

John Davis (ESC 213)

Railway stations during 1879-1914, Part 3 *

Ronny Van Pellecom (ESC 618) and Alain Stragier

4. MANSOURA – MANSURA (State Railway)

Mansourah, 16,000 inhabitants, capital of the province of Dakahlieh.

Talkah, a small town located opposite Mansourah, on the other side of the Nile. A ferry carries travellers from Talkah station to Mansourah station. (*Égypte – Notes et Itinéraires, 1882*)

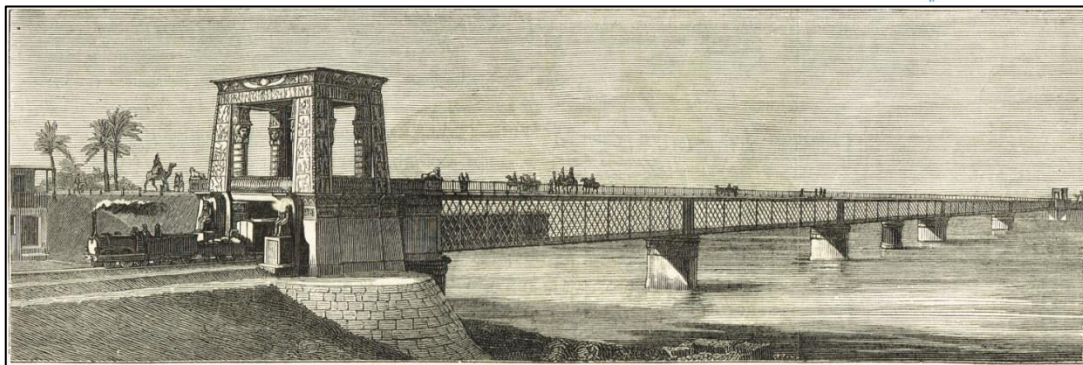
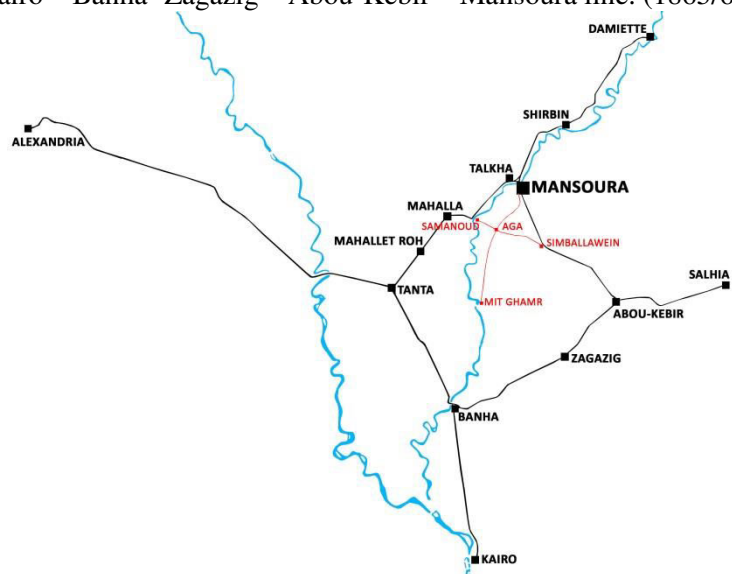
Station on the line Zagazig – Mansoura – (ferry to Talk(h)a until 1895) – Damiette (1865/1869)

Cairo was connected with Mansourah by the line Cairo – Banha – Tanta – Mahalla – Talk(h)a – Damiette only by using the Talk(h)a - Mansoura ferry until 1895.

Mansura was also connected with Cairo by the Cairo – Banha- Zagazig – Abou-Kebir – Mansoura line. (1865/69)

For travellers to Mansourah Talka was the final station and they had to take the ferry until the bridge was built.

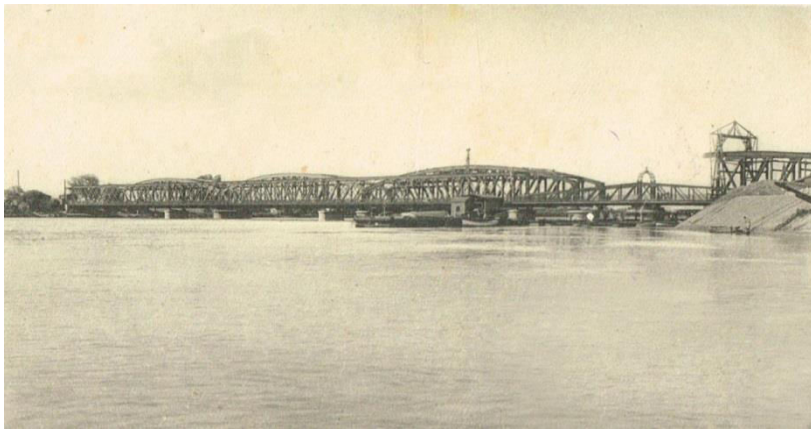
The traveler must hire a ferry-boat for crossing the river from Mansourah to Talka, but an iron bridge is being built.
(*Murray's Handbook for Egypt, 1891*)



Proposed iron bridge across the Nile at Mansoura (never built) (The Graphic Dec. 29 1877)



The completed bridge of 1895



MANSOURA – The new bridge of Talka (LL)

The decision to replace the existing single bridge with a double span was made in 1909. (*Egyptian Gazette Aug. 5 1909*)



MANSOURA – The new bridge of Talka (LL)

MANSOURAH NOTES.

The New Railway Bridge.

(FROM OUR OWN CORRESPONDENT.)

MANSOURAH, July 17.

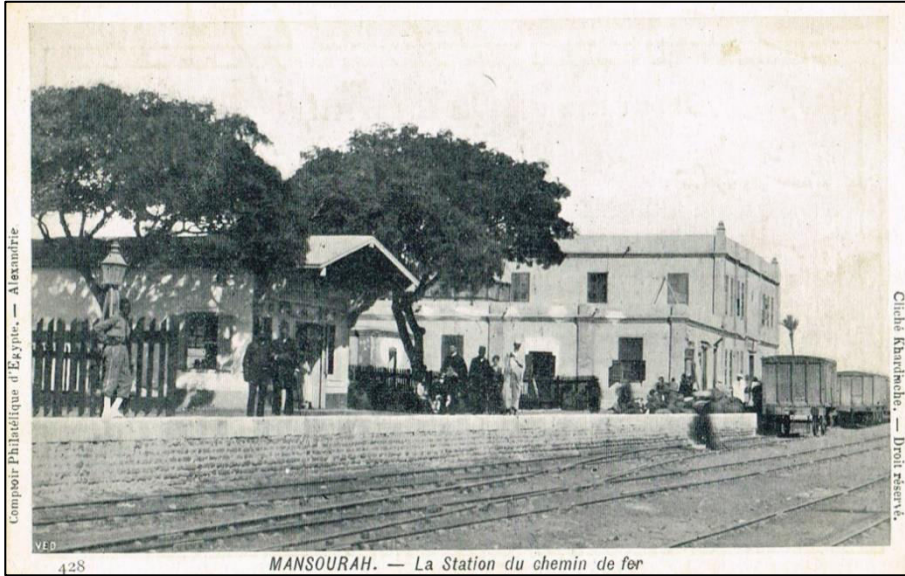
This new bridge is making rapid strides towards completion. The iron work spanning the four piers from the Talkha side is almost complete, and the fourth span towards the Mansourah bank end will have to be put off owing to the Nile rising which is expected in about three weeks' time. The connecting work between what has been done and the Mansourah bank will then cease till January next, when the river goes down, and then will be started again, and the whole thing completed by March next year. There is no doubt the work is a great credit to the contractors in every way, and to Mr. Joostens, the resident engineer in charge, who is to be congratulated upon the very neat finish in the work, masonry and, ashlar, as well as the iron work spanning the trim piers, and the paving of the paths, &c. The town will, it is expected, receive an impetus to business, on the opening of the new bridge, as will the travelling public benefit by express trains to Tantah. Messrs. Zogheb brothers are also completing their engine house farther down the Nile, which from what one sees, is going to be a pretentious building for a 4 inch pump to irrigate the 40 feddans of land, ghezira and sahel, between the Nile bank and the river. This building from the opposite side of the Nile looks as if it was at a sufficient angle to divert the current against the Irrigation buildings on the other bank, which is being rubble-dressed and strengthened.

Egyptian Gazette Jul. 19 1912

Talka was connected by rail in 1863 (Cairo – Damiette) line



TALKA – The railway station (*Comptoir Philatélique d'Egypte – Cliché Khardiache*)



Comptoir Philatélique d'Egypte. — Alexandrie

Cliché Kharbouché — Droit réservé.

428

MANSOURAH. — La Station du chemin de fer

MANSOURAH – La Station du chemin de fer (Comptoir Philatélique d'Egypte)



MANSOURAH - GARE DES CHEMINS DE FER DE L'ÉTAT

Ch. Hanoutides 28.2.98



MANSOURAH – Station of the State Railways (Édition G. Papastefanou)

MANSÛRA 28 II 08
to
BRUXELLES ARRIVEE
5 MARS 08



No. 9 - Imp. La Prospérité, Mansourah, Egypte.

Mansourah Station المنصورة - المحطة الايوبيه

Le 3 Mars 1908





*André Sakakini
J. C. P. C. 970*

Mansourah Station (Imp. La Prospérité Mansourah)

MANSÛRA 4 III 08 via
ALEXANDRIA I 4 III 08
to Chartres (F)

Sent by A. Sakakini
member of the Carto-
Philatélique-Club of
Mansoura

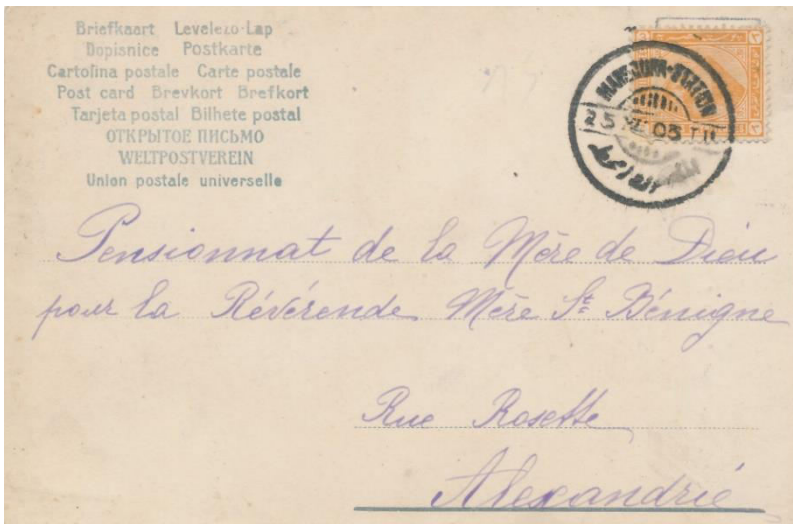


ST_MS_01			
	MANSOURA-STATION	1st Date 3 XII 94	Double ring 28/13 mm 7 Bars
	25 XII 03 T II		
	MANSOURAH MAHATTA	Last Date 10 II 04	
ST_MS_02			
	MANSÛRA (STATION)	1st Date 6 XII 04	Single ring 28,5mm
	6 XII 04 TV		
	MANSOURAH (MAHATTA)	Last Date 11 V 07	
ST_MS_03			
	MANSURA STATION	1st Date 21 VI 07	Bridge 28mm
	20.XI.07. 8 50 AM		
	MANSOURAH MAHATTA	Last Date 14 III 10	
ST_MS_04			
	MANSÛRA STATION	1st Date 9 X 10	Single ring 27,5mm
	5-XII.10.12 – 1 PM		
	MANSOURAH (MAHATTA)	Last date 27 XII 13	

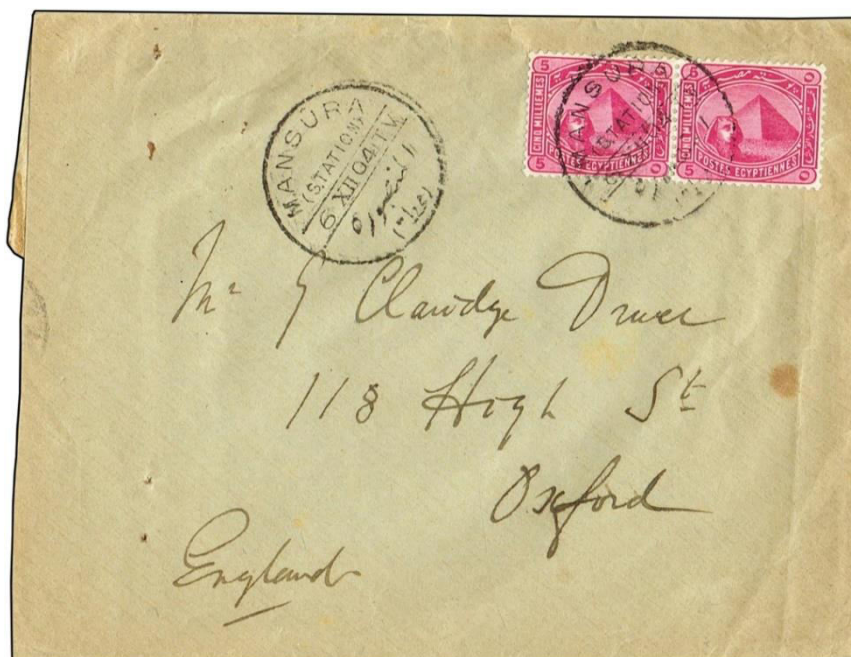
Seen as		
DEPART	ARRIVAL	TRANSIT
X	No cancellations on arrival or in transit recorded	



MANSOURA-STATION II I 03
to Belgium
JETTE 17 JANV 1903
by
TPO
DAMIETTE-TANTA
star-and-crescent
AMBULANT
II I 03

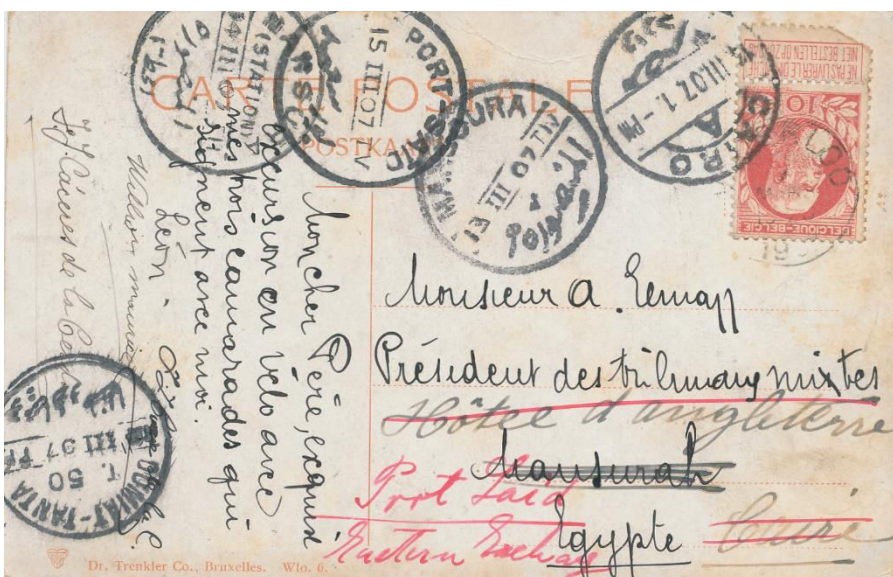


MANSOURA-STATION
25 XII 03
to Alexandria



MANSOURA (STATION)
6 XII 04
to
OXFORD DE 14 04

Postage 10 millièmes



WATERLOO 7 MARS
1907
to Mansoura via
DUMIAT-TANTA T.50
12 III 07
CAIRO 13 III 07
Arrival Mansoura (city)
MANSOURA 13 III 07

Redirected to Port Said via
MANSOURA (STATION)
14 III 07

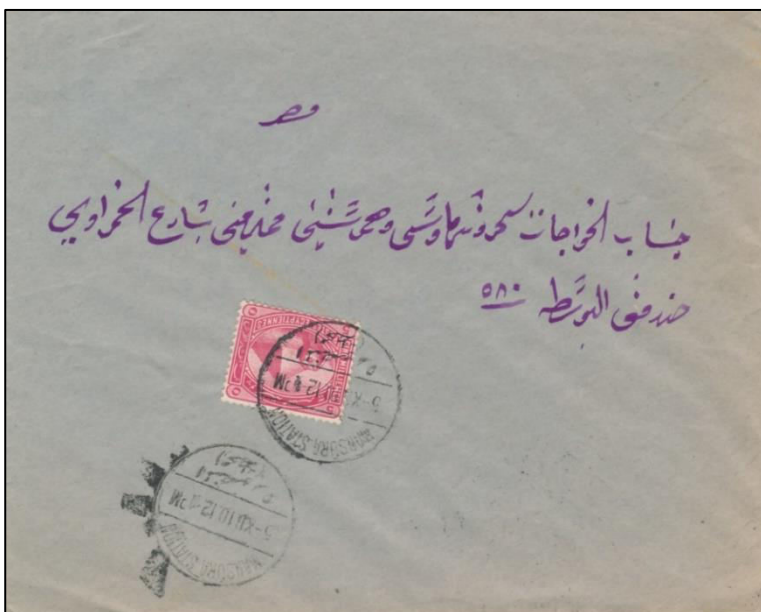
Arrived
PORT SAID 15 III 07



MANSOURAH MIT-HADER with a cancellation of MANSÛRA STATION 15 X 09



MANSURA STATION 20 IX 07 to BERLIN 28 II 07 via ALEXANDRIA 20 XI 07



MANSÛRA STATION
5 XII 10
to Cairo

ALEXANDRIA-CAIRO
& V.V. T.P.O.
5 XII 10




View of Mansourah on a postcard cancelled with MANSÛRA STATION
 31 VIII 11 via ALEXANDRIA A 1 SE 11 to
 WESTENDE (Belgium) 7 IX 1911



TELEGRAPH

T_MS_01

	MANSURAH MAHATTA	Stamped in black 26 APR 10	Single ring 30mm
	11 SEP. 10		
	MANSURA-STATION	Stamped in lilac 11 SEP 10 – 25 SEP 13	

Form No. G 14. (Receiving) قسمة وارد نمرة ١٤ G

EGYPTIAN STATE TELEGRAPHS.—TÉLÉGRAPHES DE L'ÉTAT ÉGYPTIEN.
 تلغرافات الحكومة المصرية
 —McC. & Co., Ltd., London.—80,000.—1909.

No. <u>11</u> نمرة	Station <u>MANSURA-STATION</u> محطة	Transmitted to <u>إلى</u>
Original No. <u>11</u> نمرة اصلية	Date <u>26 APR 10</u> تاريخ	Date <u>26 APR 10</u> تاريخ
Words <u>2</u> كلمات	Date <u>26 APR 10</u> تاريخ	h. <u>3</u> m. <u>15</u> الساعة دقيقة
Remarks <u>ملحوظات</u>	Time received <u>9</u> وقت الورد	Clerk <u>اسم العاطي</u>
Clerk <u>اسم النوبتجي</u>	Route <u>طريق</u>	Remarks <u>ملحوظات</u>

RECEIVED THE FOLLOWING TELEGRAM:— *Reçu le Télégramme suivant:—*
 وصل التلغراف الموضح ادناه

Station from De من محطة Date 26 APR 10 h. 3 m. 15
 To إلى من محطة بالتاريخ ساعة دقيقة

من محطة بالتاريخ ساعة دقيقة إلى

Telegram MANSURA-STATION 26 APR 10 in black

Form No. G 14. (Receiving) قسمة وارد نمرة ١٤ G

EGYPTIAN STATE TELEGRAPHS. — TÉLÉGRAPHES DE L'ÉTAT ÉGYPTIEN.
 تلغرافات الحكومة المصرية
 Imp. J. C. Lazardakis - Alex. — 90,000 - 191

No. <u>21</u> نمرة	Station <u>MANSURA-STATION</u> محطة	Transmitted to <u>إلى</u>
Original No. <u>1396</u> نمرة اصلية	Date <u>25 SEPT 13</u> تاريخ	Date <u>25 SEPT 13</u> تاريخ
Words <u>8</u> كلمات	Date <u>25 SEPT 13</u> تاريخ	h. <u>12</u> m. <u>28</u> الساعة دقيقة
Remarks <u>ملحوظات</u>	Time received <u>12 28</u> وقت الورد	Clerk <u>اسم العاطي</u>
Clerk <u>اسم النوبتجي</u>	Route <u>طريق</u>	Remarks <u>ملحوظات</u>

RECEIVED THE FOLLOWING TELEGRAM:— *Reçu le Télégramme suivant:—*
 وصل التلغراف الموضح ادناه

Station from De من محطة Date 25 SEPT 13 h. 12 m. 28
 To إلى من محطة بالتاريخ ساعة دقيقة

من محطة بالتاريخ ساعة دقيقة إلى

Telegram MANSURA-STATION 25 SEP 13 in lilac

4.1. MANSOURA – MANSURA (Private Railway)

Mansoura was also served by private railway companies

CHEMINS DE FER ECONOMIQUES DE L'EST EGYPTIEN

The Economic Railway Company of the East of Egypt has the honour of informing the public that on Wednesday the 9th it will open its Mansourah - Mit Ghamr line for travellers of first, second and third class as well as for goods of all kinds.

CHEMINS DE FER ECONOMIQUES DE L'EST EGYPTIEN.
A V I S.

La Compagnie des Chemins de Fer Economiques de l'Est Egyptien a l'honneur d'informer le public que le mercredi 9 courant, elle ouvrira ses lignes de Mansourah-Mit Ghamr et Mit Samanoud-Sembellaweine pour les voyageurs de 1^e, 2^e et 3^e classes ainsi que pour les marchandises de toutes sortes.

Pour les prix des places des voyageurs et le tarif des marchandises, s'adresser au Siègè Central au Caire, ainsi qu'à toutes les gares de la Compagnie.

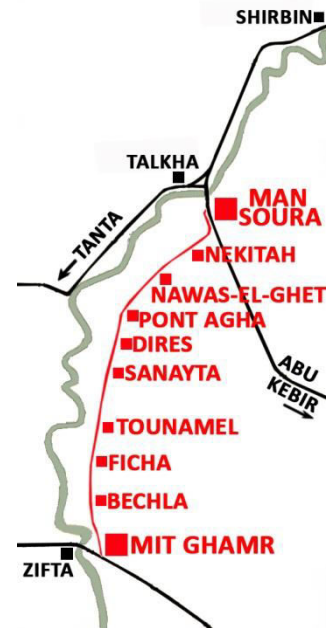
Le Directeur Général,
PICIOTTO.

16814-6-1

Service des trains des voyageurs à partir du 9 Novembre 1898.

LIGNE DE MANSOURAH A MIT GHAMR et vice-versa.

STATIONS	TRAIN N° 2		STATIONS	TRAIN N° 3	
	matin	soir		matin	soir
Mansourah	dép. 6.35	2.05	Mit Ghamr	dép. 5.30	1.10
Nekitah	arr. 6.42	2.22	Bechia	dép. 6.04	1.43
Nawas-el-Ghet	dép. 6.47	2.37	Fioha	dép. 6.09	1.48
Pont Agha	arr. 7.03	2.43	Tounamel	arr. 6.20	2.—
Dires	dép. 7.08	2.48	Sanayta	dép. 6.35	2.05
Sanayta	dép. 7.20	2.59	Dires	arr. 6.42	2.22
Tounamel	x 1.65. x 8.10.9	3.09	Mit Ghamr	dép. 6.47	2.27
Fioha	dép. 7.58	3.38	Nawas el Ghet	arr. 7.03	2.43
Bechia	arr. 8.10	3.49	Nekitah	dép. 7.08	2.48
Mit Ghamr	dép. 8.15	3.54	Mansourah	arr. 7.19	2.59
	arr. 8.28	4.05		dép. 7.24	3.04
	dép. 8.31	4.10		arr. 7.36	3.16
	arr. 8.42	4.21		x 2 6 5 x 4 10 9	
	dép. 8.47	4.26		dép. 8.02	3.42
	arr. 9.03	4.42		arr. 8.19	3.58
	dép. 9.08	4.47		dép. 8.24	4.03
	arr. 9.19	4.58		arr. 8.40	4.18
	dép. 9.24	5.03		dép. 8.45	4.23
	arr. 10.—	5.40		arr. 9.—	4.33



Egyptian Gazette, Nov, 7 1898

The
“Compagnie des Chemins de Fer Économique de l’Est
Égyptien”
was founded on May 16 1897
by the Belgian industrialist
Baron Édouard Empain (1852-1929).

The Egyptian Government granted the concession for 70
years, after which the railway
had to be handed over to the State.

The company merged with
“Egyptian Delta Light Railways Company”
in April 1900 by exchanging shares.



£20 bearer bond issued July 1 1897



Fragment with the cancellation MANSOURA-MIT GHAMR & V.V.
12 III 10 T. 137



Letter from RAS EL TIN 16 III 10 to MIT GHAMR.
First addressed to MINA EL BASAL 3 16 II 10,
it was then redirected to Mit Ghamr

MINA EL BASAL 5 17 III 10 via
ALEXANDRIA I 17 III 10 to MIT GHAMR 17 III 10
using the railway
MANSOURA-MIT GHAMR
& V.V.
18 III 10 T.134

CHEMINS DE FER DE LA BASSE-EGYPTE



MANSOURAH
Station of the Lower Egypt Railways Limited Company (LL)

This company was also founded by the Belgian Baron Edouard Empain and authorised by decree of S.A.le Khédive on January 26, 1896, for the concession of the line Mansoura – Matarieh¹.

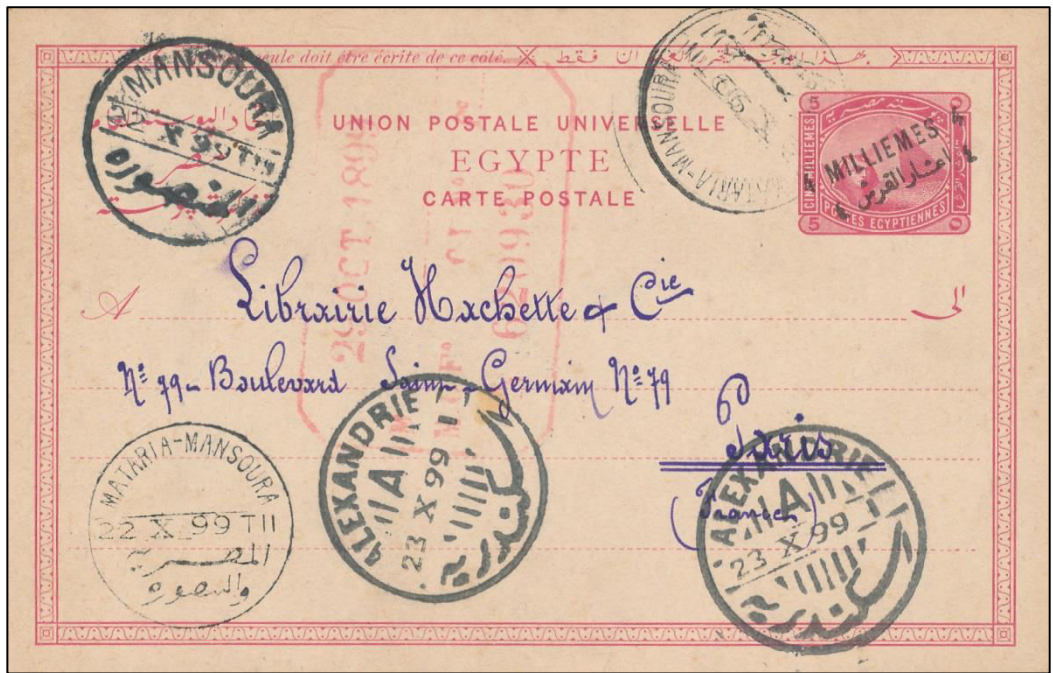
(Les entreprises belges en Égypte – Henry de Saint-Omer, 1907)

The line was opened in August 1897
(The Travelling Post Offices of Egypt – Peter A.S. Smith)

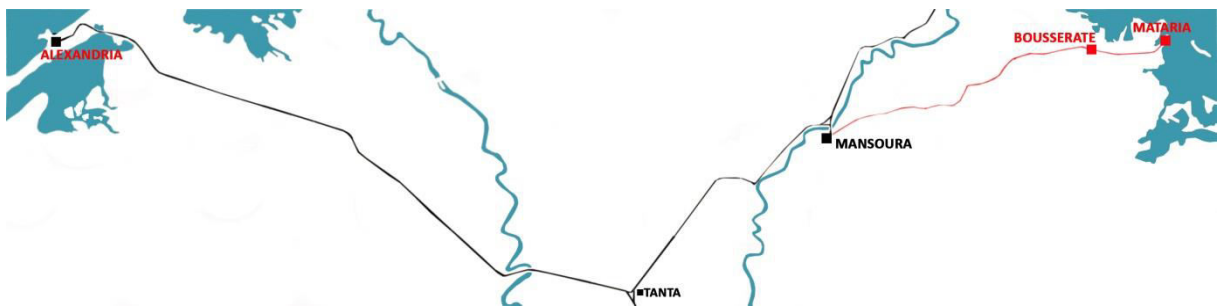
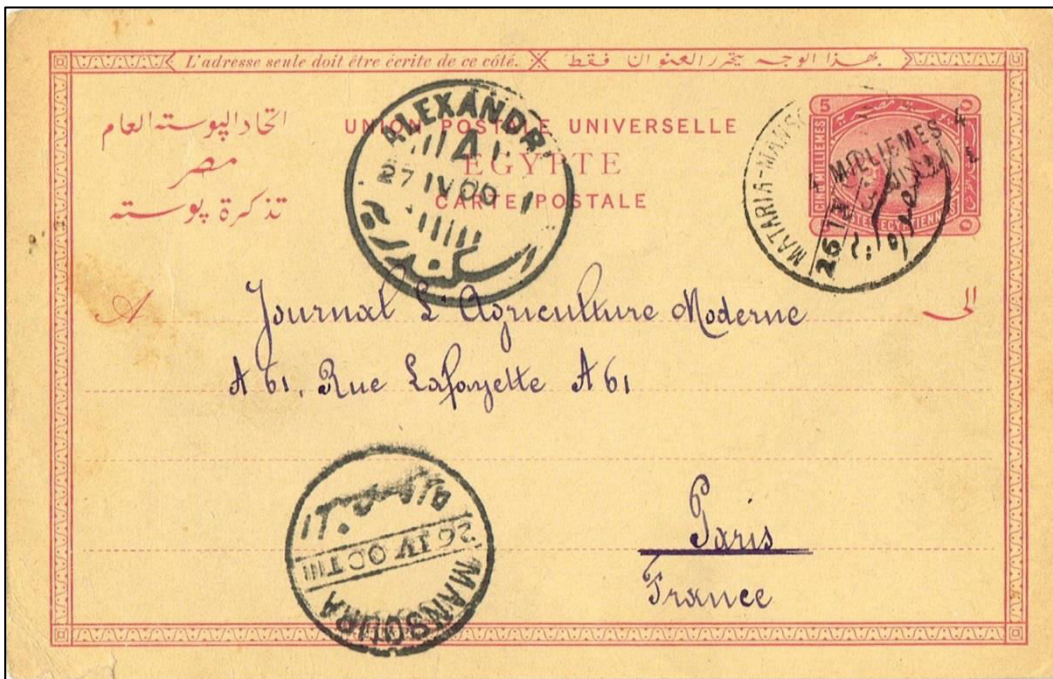
*Bearer bond for 500 francs,
issued on Mar 15 1896*











¹ In fact, the provisional concession was first granted in 1894 to a Frenchman in Cairo, F. Ozion, who left the contract to the Belgian group of Empain.



Two cards from BOUSSERATE, with the TPOs MATARIA-MANSOURA 22 X 99 and MATARIA-MANSOURA 26 IV 00 to Paris via MANSOURA and ALEXANDRIA



Editor's apology: Inexperience has let down both the Editor and the authors in respect of the quality of some recent illustrations . He apologises and presents this table from *QC* 265 p.130 at their request.

ST_BA_01			
	BANHA (STATION)	1 st Date 30 AO 05	
	30 AV 06 II		
	BANHA (MAHATTA)	Last Date 16 IX 08	
ST_BA_02			
	BANHA (STATION)	1 st Date 29 SE 05	
	2 MR 07 IV		
	BANHA (MAHATTA)	Last Date 19 MR 09	
ST_BA_03			
	BANHA (STATION)	1 st Date 4 IV 09	
	13 I 10 6.30 P.M.		
	BANHA (MAHATTA)	Last Date 4 III 12	
ST_BA_04			
	BANHA (STATION)	1 st Date 6 XII 09	
	3 - VII 09 4.30 P.M.		
	BANHA (MAHATTA)	Last Date 10 I 14	

Postmarks update - Brian Sedgley (ESC 268)

Brian has kindly provided some updates to the article in *QC* 264 (p.103) from his collection:

Ismailia (Sta-6, unrecorded)

25.02.1875 - 27.10.1875

Teh-el-Barud (not recorded)
date and type unclear

Minia (Sta-6) late date 1880

Suez (Sta-6) Nov 1874 with
inverted month

Ismailia (Sta-5n) early date

24.03.1876



British PO at Alexandria: earliest use of first circular CDS?

Christopher C. Smith (ESC 702)

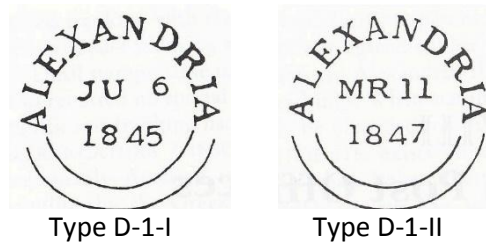


Fig. 1. The two known types of the first date-stamps issued to the British agency in Alexandria. Note how the inner arc at the bottom of Type D-1-II is farther from the "A's" of Alexandria than in Type D-1-I.

Background and Review

The British Post Office opened an official agency in Alexandria in August 1839¹. A circular date-stamp of two types was issued to the Alexandria agency (*Fig 1*); both types were in use simultaneously.

The date-stamps were struck in black to indicate that the letter was unpaid or in red to indicate that it was prepaid. Usually the manuscript rate was also written on the letter, again in red to indicate prepayment or black to indicate that the letter traveled bearing. Covers in *Figs 2* and *3* illustrate the two different types of date-stamps and the two colours.



Fig. 2. Type D-1-I of the first date-stamp issued to the British Agency in Alexandria, struck in red to indicate that postage was prepaid, with the rate written in matching red crayon.



Fig. 3. Type D-1-II of the first date-stamp issued to the British Agency in Alexandria, struck in black indicating that the wrapper travelled bearing with the rate noted in manuscript at upper left.

The Question at Hand

The question of earliest known use arises from the wrapper in Fig 3. As with the wrapper in Fig 2, this one was sent to Malta. There it received the typical disinfection hand-stamp (see Fig 4) and two slits were made on the front for disinfection purposes². There is no receiver handstamp on the reverse.

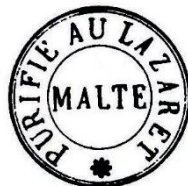


Fig. 4. The Malta disinfection hand-stamp

Peter Smith notes that he had seen the date-stamp struck “in black as early as May 25th 1840”. The date of the CDS in Fig 3 is February 22 1840, pre-dating the example Smith notes by 93 days (1840 was a leap year). This suggests that the example in Fig 3 is the earliest known use. A review of examples listed in available auctions from the past several years does not reveal examples dated earlier than February 22 1840³. Do ESC members know of an earlier use?

References

1. Peter A. S. Smith, *Egypt, Stamps and Postal History* (Limassol: James Bendon, 1999), p.57. The background information that follows and the illustrations in Fig 1 are from Smith’s comprehensive work.
2. For more information on the Malta Lazaretto, see Raymond Salles, *La Poste Maritime Francais*, Tome II (Limassol: James Bendon, 1992), pp.23-24. Salles called Malta “le ‘bastion sanitaire de l’Occident’”.
3. The seven examples illustrated in the Chalhoub collection publication range in date from December 22 1843 to April 21 1855 (see *Great Philatelic Collections: Egypt*, Volume II, Foreign Post Offices (Geneva: David Feldman, 2017), pp.170-75).

1945 misperforate / Cancelled back: how many stamps?

Amro E Kandeel (ESC 657)

The basis for this article was a post I made on the Study Circle Facebook page after a question asked me by my dear friend Mr Adel Al-Sarraf (ESC 705). I believe that it represents an important update in the number of misperforated and Cancelled-back stamps issued in connection with the 1945 visit to Egypt of King Abdulaziz of Saudi Arabia based on a new discovery, the layout of the press sheet.

Three scans are illustrated:



The first (*left*) is of a misperforated control block of six sold at a Feldman auction last summer to a collector friend. It shows the figure “5” in the A/45 control number slanting slightly upwards and the block’s perforations rotated in a clockwise direction.

The second scan (*right*) is from Mr Joseph Chalhoub's “Great Philatelic Collections” volume on Egypt’s *Commemoratives*. It shows the same control block of six with the same figure “5” sloping slightly upwards, but this time with the perforations rotated in a counter-clockwise direction.



The third scan (*above*), from my personal collection, shows a control block of four with the figure “5” showing a straight parallel top - not slanting upwards - and with the perforations rotated counter-clockwise just as Mr Chalhoub's block of six.

These scans suggest that this issue might have been printed in a press sheet formed of two panes of 50 stamps each, one pane with the control A/45 with the top of its “5” slanting slightly upwards and the second with its “5” straight and parallel.

The panes were apparently separated before perforation. This would result in four panes, two of them rotated in a clockwise direction and the other two counter-clockwise. So all in all we end up with 200 stamps misperforated and 100 stamps Cancelled-back, as confirmed by Lot 684 in the Palace Sale of 1954.

But the question is: Why are there two Cancelled-back panes for this issue rather than the single pane as was the case with all previous issues and all later issues EXCEPT those of 1947, the single year in which the Egyptian postal authorities adopted dotted and undotted controls?

So we see the 1947 Fine Arts set, 1947 Interparliamentary Union and 1947 Withdrawal of British Forces existing as Cancelled-backs in quantities of 100 (two panes of 50, one with dotted control number and the other without a dot).

Oddly enough, in sorting through these dotted and undotted controls, all the catalogues agree that there are only two panes of 50 misperforated and not four panes of 50. Since, as we have seen, the press sheet was formed of two panes of 50, there should be 100 stamps misperforated with a dotted control and 100 stamps misperforated without a dotted control.

In conclusion, the updated count for the Visit of King Abdulaziz misperforated stamps should be 200 and not 100 as listed in all the catalogues. As for the reasons why? I guess it will remain an open case for now. Hope I wasn't too boring with my article. Sorry, Adel Al-Sarraf, but you asked for it. ☺

- To explore and take part in the ESC Facebook page please search for "Egypt Study Circle" or visit www.facebook.com/groups/EgyptStudyCircle/

1933 Aviation Congress semi-postal project

Abdelrahman Daw (non-member)

It is astonishing what new knowledge can come from long-archived material! I am a stamp dealer in Egypt, and a customer recently brought to me a consignment to sell ... including a suggestion for a semi-postal surcharged issue in connection with the 1933 Aviation Congress, still contained in the six-page letter explaining it to the authorities.

This philatelic gem was submitted by Hassan Mazloun Pasha, former president of the Postal Administration, to Mohamed Taher Pasha, president of the Historical Study Societies of Egypt. With his note of explanation he attached a 1-millieme 1927 Fuad definitive with a preliminary surcharge essay in inked lettering reading 1933 / CONGRÈS / AVIATION / +1 m/m.

Mazloun Pasha was suggesting introducing semi-postals in Egypt, following the lead of several European postal administrations, and noted that the amounts raised could go to the help of such charities as the Red Cross or anti-tuberculosis. He asked Taher Pasha to approach the King with the idea, but apparently Fuad refused the project.



This remarkable find represents the second preliminary surcharge project on Fuad definitives. The first, which was brought closer to fruition before being abandoned, was for the 1925 Geographical Congress: Nile Post illustrates (E298) two First Fuad 10m stamps with hand-drawn lettering from the Survey Department reading (in two formats) CONGRÈS / INTERNATIONAL / GEOGRAPHIE / CAIRO / 1925.

Mazloum's idea differed from the earlier project in that an actual amount of the surcharge was to be printed on each stamp: he suggested that as much as 207,500 piastres could be realised if 350,000 stamps were surcharged. Eventually the first actual semi-postal was the 1940 child welfare issue (5+5 millièmes) featuring the portrait of Princess Ferial at 18 months. Many more were to follow.

Mazloum's letter was in impeccable diplomatic French. The Editor's attempt at translation follows:

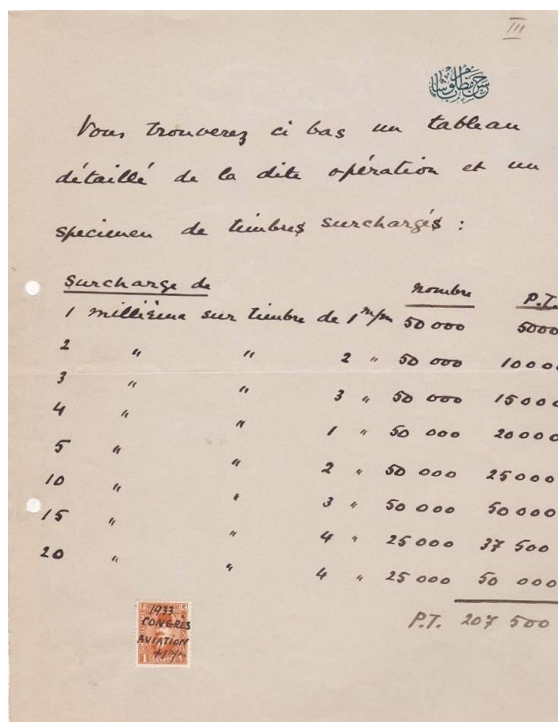
My dear Pacha, Following the discussion I had with you on the 14th of the month at the end of the meeting of the Board of Directors of the Misr Aviation Society following the statement you made about the Aviation Congress to be held in Cairo in December 1933, I hasten to bring to your attention that you will be able to obtain for the Government a grant of £2,000 from this Congress should His Majesty the King, our August Master, give His approval to the following project:

We will surcharge stamps of 1 2 3 and 4 millièmes by 1 2 3 4 5 10 15 and 20 millièmes and we will put between 25000 and 50000 of these values on sale to the public for three months. Below you will find a table of the said operation and a specimen of the overprint stamp:

Surcharge of	Number	P.T.
1 millième on stamps of 1 m/m	50,000	5,000
2 millième on stamps of 2 m/m	50,000	10,000
3 millième on stamps of 3 m/m	50,000	15,000
4 millième on stamps of 1 m/m	50,000	20,000
5 millième on stamps of 2 m/m	50,000	25,000
10 millième on stamps of 3 m/m	50,000	50,000
15 millième on stamps of 4 m/m	25,000	37,500
20 millième on stamps of 4 m/m	25,000	50,000
		P.T. 207,500



The 1933 Aviation Congress essay, from The Nile Post



The Government will not lose anything by approving this project as it [the stamp] will be fully paid by showing the postage, and the amount of the surcharge will be paid to you as a subsidy to cover the costs of the Aviation Congress. This project is followed by foreign post offices to help congresses and some charitable societies (Red Cross - league against tuberculosis, etc.)

In case His Majesty the King, Our Beloved Sovereign, approves the project, I will make myself available to place you in communication with the Director General of Posts to explain this project.

Believe, my dear Pasha, my very best regards

The fifth page of Mazloum's letter, detailing the suggested surcharge amounts and illustrating how they might appear

• This article is based on a "conversation" first published on the Egypt Study Circle Facebook page

Egypt flight of Graf Zeppelin

G.Paul Green (ESC 128)

At first glance the envelope illustrated at right appears to be an unremarkable cover carried on the return Zeppelin flight to Germany. There are, however, some discrepancies which might point to a forgery ... or are there explanations?

1. *Franking.* The Egyptian Zeppelin overprinted stamps have not been used. However the card illustrated below is clearly written by the same hand and is franked with the same stamps at the correct rate and, having the Friedrichshafen arrival date stamp, was accepted without question. Presumably therefore the use of the Zeppelin overprinted stamps was not obligatory.

2. *Rate.* This is a cover for which the postage was 100m but it is franked 50m, being the postcard rate. No doubt underpaid mail was not expected, so the postal authorities at Port Said eventually let it through without taxation.

3. *Transit.* On the back is a transit postmark of Alexandria. Why? Surely all mail for the Flight posted at Port Said would have been bagged for delivery to Cairo without sorting at Alexandria. Perhaps it was put on one side for consideration of the underpayment, and then sent on with the ordinary mail after the Flight mail had been despatched.



4. Although there are exceptions with mail posted on board on the return Flight which bear the red cachet, probably by favour, as well as an arrival datestamp, the general rule is that Egyptian mail carried on the return Flight did not receive the cachet because the return flight was not considered to be part of the Egypt Flight, and presumably because the mail bags remained sealed. So how did this cover receive a cachet and why did it not receive a Friedrichshafen arrival datestamp?

In summary, there are four discrepancies from the norm – underpayment without taxation, the Alexandria transit backstamp, the red cachet and no arrival datestamp.

A possible explanation would be that as it missed the Port Said Zeppelin mail bag, it reached Cairo via Alexandria in the ordinary mail after the Cairo mail bag had been sealed. Therefore it was handed separately to the Zeppelin postal clerk, who decided to apply the cachet to indicate that it was not in a sealed bag. On arrival in Germany he handed it in at the Friedrichshafen post office for onward transmission so that it was not included with the bagged mail being put through the cancelling machine.

If the foregoing sequence of events is accurate and explain the discrepancies, the cover is genuine, and probably a “one off” with a fascinating history. Incidentally, the cover and card were acquired from different sources many years apart, and it is nice to have them reunited.

Study Circle subscriptions for 2019

A small number of Committee members (Treasurer Brian Sedgley, North America Agent Trenton Ruebush and Secretary Mike Murphy) spend an inordinate amount of time and effort in chasing members who have overlooked paying their subscription by the due date. Please remember that the due date for 2019 is

January 1 2019

and prepare in advance so that the chasing doesn't have to take so much time and effort. Remember also please, that if your subscription is not received by the end of February you are in grave danger of losing your membership and your access to the QC. Quick reminder:

If you pay in	GBP	EUR	USD
For a printed QC please pay	20	23	27
To read it online please pay	15	17	20

If paying by PayPal (to egyptstudycircle@hotmail.com) please add £1 / €1 / \$2 to cover their charges. You can also pay to Trent Ruebush, Dr Ibrahim Shoukry in Egypt or Tony Cakebread in Australasia – or by cheque drawn on a British bank to Brian Sedgley. All addresses in the QC.

Please do your best to keep up to date. It is a mournful task having to write people off; much better that we all pay up on time.

MacArthur Award

Yes, we haven't yet had time to study the third of our 2018 magazines, but it is time to start thinking about who might deserve the prestigious MacArthur Award for the best and most significant article published in the year's full series. Simply email the Secretary at egyptstudycircle@hotmail.com with your nomination. There's another QC in December, so no need to make your minds up yet ... but the number of votes has been dropping, and it would be a great shame for members not to encourage their colleagues to write articles that maintain the magazine's high standard.

News and Views from Members and Beyond

• The Circle is very pleased indeed to congratulate some of our Egyptian members on excellent displays at Stampex in London from September 12-15. **Adel Hanna** (ESC 715) won Gold with two five-frame exhibits, the Kingdom Air Mails and Army Mail 1932-41, and Vermeil with two more, the Agricultural and Industrial Congresses and the 1925 First Commemorative issue. **Atef Sarian** (ESC 639) took Gold for his five frames on the Fourth Issue, and – most unusually – two Golds for single-frame exhibits, on the 1937 Farouk Booklet and Fouad's 55th Birthday, as well as Large Vermeil for another single frame, the OHEMS Overprint. **Ahmad Nabil** (ESC 713) was awarded Large Vermeil for five frames of Boy King issues and Vermeil for one frame of the SAIDE Flight issue. On another tack, **Jon Aitchison** (ESC 661) gained Large Silver in the ephemera class for a remarkable five frames of letters from spies in the Channel Islands.

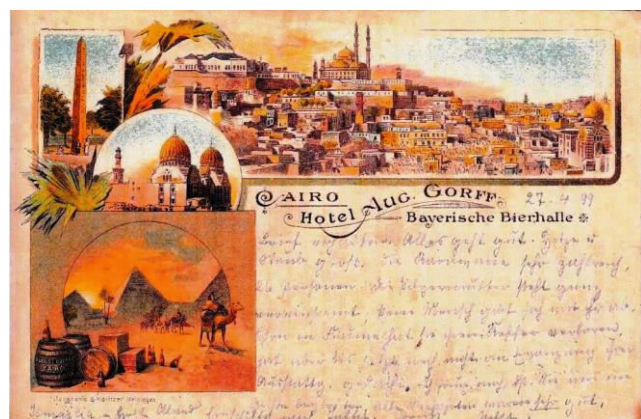
• More good news in the very welcome return, after several years of illness and ill fortune, of the inimitable **Charlie Hass** (ESC 181), who emails to say that he is spending a lot of time continuing/completing his unfinished or unpublished studies of various aspects of Egypt philately, as well as by listing some lots on eBay and joining the ESC Facebook page. We all wish Charlie – for those who may not know him, a former printer who made the study of Egypt overprints entirely his own, and publisher of the most detailed certificates ever known – a very happy return to Egyptian philately. He is, he says, desperate to renew acquaintance with all his old friends.



• It is always good, as an Editor, to receive feedback from your readers, and recent *QCs* have brought forth a small collection of useful comments. **Greg Todd** (ESC 585), for instance, comments on the cover with a tête-bêche pair of the Third Issue 5-para illustrated in *QC* 265 by **Bernd-Dieter Buscke** (ESC 533) that unfortunately the pair are cancelled with a falsified Cairo datestamp, the clue being in the break beneath the letter C (*see left*). Bernd-Dieter has generously responded by saying he was unaware of any such datestamp and that he has no problem with publishing the query and wondering if other members might care to comment.

• The discovery, on our Facebook page, of a major flaw on a First Issue 20 paras was published in *QC* 265 and has brought forth a further confirmation that it is position 198 on the sheet of 200 from **Joe Chalhoub** (ESC 450), publisher of the *Nile Post*. He reports: "I inspected the proof sheet of the 20 paras in my collection and noticed that position 198 has two flaws: a plate flaw as illustrated in the *Nile Post* and the overprint flaw as illustrated in the *QC*. Both Charlie Hass and I had reviewed the proof sheets of the First Issue in preparing the *Nile Post* and we managed to miss part of this important variety of the 20 paras." He will include the flaw when he revises the catalogue, which has been postponed as he prepares a series of 11 books on different aspects of his collection, three already published by David Feldman and two more completed. He hopes that by next spring it will be done.

• A little known German restaurateur, August Gorff, was the subject of a query at the July ESC meeting, when the Secretary appealed on behalf of a senior librarian at the German Archaeological Institute in Cairo who is researching information – and most of all memorabilia – on the man who ran the German Hotel and Bayerische Bierhalle in Ezbekieh during the late nineteenth century. The meeting drew a blank, but at right we publish one of his advertising cards; two more coloured mainly blue have been lost to view after failing to sell at a 2011 Auction of ours. If anyone has any detail on August Gorff please let the Secretary know.



- Not to be missed! **Dr Sherif Samra** (ESC 311), announced at the September meeting that the Philatelic Society of Egypt, of which he is President, will hold another of its immensely popular Continental exhibitions in October. Marking the 90th Anniversary of the PSE, the displays will be opened at 9.09am on the ninth day of the ninth month (a Monday) and run for six days until Saturday October 14. Under the auspices of the European Philatelic Federation (FEPA), the exhibits will have international and Egyptian judges, and the PSE is keen for as many members as possible to take part. Details are yet to be finalised, but Jon Aitchison, our commissioner, will be able to furnish more information in the very near future. Egypt's hospitality is world-renowned, just like its spectacular ancient glories. It will be a great experience!

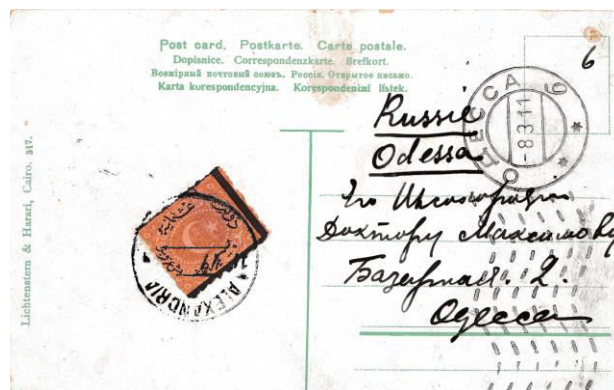
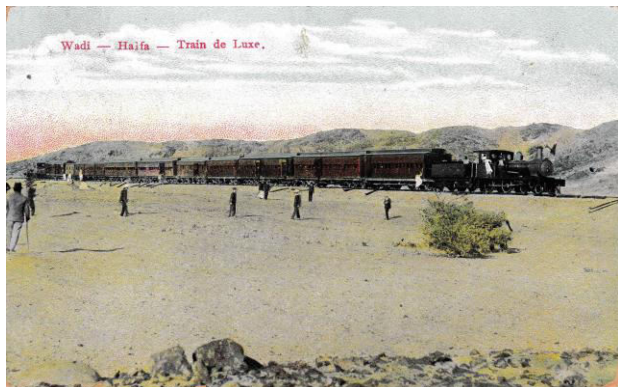
- **Alain Stragier**, a former member from Belgium, writes with a further postmark update: "I have read with interest the contribution in *QC* 264 of **Jos Strengholt** (ESC 606) on the first Heliopolis cancellation. It brought to mind the article of **Vahe Varjabedian** (ESC 390) in *QC* 230 (September 2009) on the same subject, and curiously not mentioned in the bibliography. In my collection I have December 24 and 25 1909 as



last dates for this first cancel HELIOPOLIS / CAIRO. This reduces to only six days the gap with the replacement cancel HELIOPOLIS (first date December 31).

- Online membership in our ESC Facebook page continues to grow, reports our Facebook co-ordinator, **Hani Sharestan** (ESC 595). As at September 13 there are 389 members with an estimated 100 of them regularly taking part with brief articles, comments, and "likes". Many of the posts involve new variety discoveries, postmark queries, even an amusing post showing a 1956 Scouts set with the "Qubba Palace" cachet on the reverse: an obvious forgery that received many "smiley face" comments. To take part, point your browser at www.facebook.com/groups/EgyptStudyCircle/

- As well as providing a number of updates to the Stazione handstamps mentioned in Part 1 of the Railway Stations 1879-1914 articles by **Ronny Van Pellecom** (ESC 618) and **Alain Stragier, Brian Sedgley** (ESC 268), our Treasurer, has offered this remarkable Lichtenstern & Harari card for consideration. On the picture side it shows a long train in the desert labelled "Wadi-Halfa – Train de Luxe"; with an engine at each end and apparent military men strolling about. And on the reverse is a Turkish overprint stamp cancelled Alexandria with illegible date. It is addressed to Odessa and has a clean roller arrival mark of -8 3 11. Brian wonders whether it might have been carried by a Turkish-Egyptian maritime mail service. Any ideas?



**EGYPT STUDY CIRCLE INCOME AND EXPENDITURE ACCOUNT (GENERAL ACCOUNT)
FOR THE YEAR ENDED 31 DECEMBER 2017**

	2016		2017
INCOME			
Subscriptions	3,400.85		3,982.62
Auction account	1,586.24		2,358.09
Donations	20.00		40.00
Advertisements	<u>0.00</u>		<u>200.00</u>
	5,007.09		6,580.71
EXPEDITURE			
Meeting room hire	776.00		765.60
Cost of Quarterly Circular	2,717.93		2,894.90
Website costs	623.38		140.25
Officers' stationery, phone etc	196.98		223.14
Insurance	149.04		151.84
ABPS subscription	<u>0.00</u>		<u>65.00</u>
	<u>4,463.33</u>		<u>4,240.73</u>
Surplus for the year	543.76		2,339.98
Surplus as at 1 January 2017	18,886.00		19,429.76
Surplus at 31 December 2016	<u>19,429.76</u>		<u>21,769.74</u>

BALANCE SHEET (GENERAL ACCOUNT) AS AT 31 DECEMBER 2017

	2016		2017
ASSETS			
Stamp collection at catalogue valuation	5,251.00		5,251.00
Circle library & records	-		-
2018 room hire prepaid	660.00		900.00
Cash at bank on current account	<u>14,818.26</u>		<u>16,583.58</u>
	20,729.26		22,734.58
LIABILITIES			
Secretary/Treasurer expenses	172.80		0.00
Members subs 2018	463.38		964.84
Printing of QC	<u>663.32</u>		<u>0.00</u>
	<u>1,299.50</u>		<u>964.84</u>
	<u>£19,429.76</u>		<u>£21,769.74</u>
Representing			
Accumulated surplus	<u>£19,429.76</u>		<u>£21,769.74</u>

I have prepared the Income and Expenditure Account and Balance Sheet from the records and explanations provided to me and confirm that they are in accordance therewith.

S W Bunce, Chartered Accountant, 23 March 2018