

The Quarterly Circular of THE EGYPT



STUDY CIRCLE

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& Todd**
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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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Draft Meetings Programme

Please bear in mind that the following programme is provisional only, dependant on government pandemic regulation

Nov 14, 11-5	Victory Services Club	Auction 61 and Maritime	Pierre Louis Grech
Feb 20 2021, 2-4	Stampex	Sinai	All members
Spring 2021	Date, venue TBA	Postal Auction 62	All members
April 2021	Morley Hayes Hotel, Derby	Joint meeting with Sudan group	All members
Jul 3 2021, 2-5	Victory Services Club	Letters A-B-C-D and ten sheets	All members
Oct 2 2010, 2-4	Stampex	Room and postal Auction 63	All members
Nov 13 2021, 2-5	Victory Services Club	Conflict: wars, invasions etc	Speaker needed

EGYPT STUDY CIRCLE OFFICERS

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Committee	Brian Sedgley , 6 Mulberry Way, Ashtead, Surrey KT21 2FE witchboy19@gmail.com
Committee	Vahe Varjabedian , 6 Mohammed Galal St, Apt 61, Heliopolis 11341, Cairo, Egypt vahev@hotmail.com

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Editorial

The Covid-19 pandemic has brought tragedy to the world, breaking apart families and national economies alike. We all hope and pray that members and their loved ones remain free of it, and that life can soon return to something like normal. Our major ten-year exhibition, London 2020, fell victim, as indeed have all other recent meetings: our next is planned for November 14, its circumstances not yet finalised. We are exploring the possibility of an online virtual reality meeting: I shall keep you posted. Members have continued to produce material for the *QC* through the lockdown, and I am happy to acknowledge new contributors. I am also sad to have to leave some pieces for later issues, and apologise to Frank Van Geirt, Vincent Centonze, John Davis, Ramez Atiya, Essam Saleh and Michael Ryan. Happily, their turn will come. – **Mike Murphy**

Lockdown and Egypt Post

Vahe Varjabedian (ESC 390) and Mike Murphy (ESC 240)

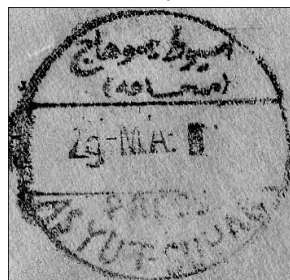
The Egyptian postal service is struggling more than most from the effects of lockdown/curfew, and mails to and from Egypt have been very much delayed. Vahe reports from Heliopolis: The Post Office headquarters in Attaba Square has been closed since March 15 and officials say it will not open until the end of June. Advantage is being taken of the closure to redecorate the whole premises to “make it more presentable”, but in the meantime no new stamp issues are planned. Our colleagues in the Philatelic Society of Egypt have had to close the doors of their Downtown Cairo premises and will not re-open until August at the earliest.



Vahe’s own local PO is closed to overseas registered mail until the end of June, which has led to some interesting developments. As some of you may know, he sells a few items on eBay, and has always had difficulty in communicating with some foreign countries via Egypt Post. So he sought my help and for a while sent me packets of envelopes to be forwarded from London to “difficult” countries. One packet was delayed at Cairo Airport from March 15 to May 17 and finally returned to him with a new Instructional marking for the record (*see left*), all-Arabic 5.3x2cm in blue, reading “Return to sender. No service”. Another was opened by the Post Office, and every internal envelope opened and then closed with sealing tape, eventually arriving safely however. So Vahe switched to DHL couriers – with the same outcome! “Security reasons” was the explanation. The most recent packet, however, has arrived untouched. It will be interesting to follow this long-running interruption to normal services.

Unrecorded TPO for Press train

I have recently been lucky enough to discover a TPO postmark like no other. On a letter franked with a 10m Marechal and sent from one lawyer to another in Cairo on 29 MA 51, the CDS reads



Asyut-Suhag / (Sahafa) in Arabic above, and PRESS / Asyut-Suhag below. Sahafa is Arabic for “journalist” or “press”, and so the postmark seems legitimate. It is not entirely clear on the envelope, but sufficiently so as to leave no doubt about the wording. But what purpose could it possibly have served?

I have heard mention of a “qitar el

sahafa”, that is, “press train”, said to have run between midnight and five in the morning – but why? Carrying daily newspapers? From Asyut to Suhag? Not the main centres where papers were published? Anyone with knowledge please let us know more of this fascinating discovery. – **Vahe Varjabedian**



Crown overprint error: the original sheet



**Lucien Toutounji (ESC 164) and
Mike Murphy (ESC 240)**

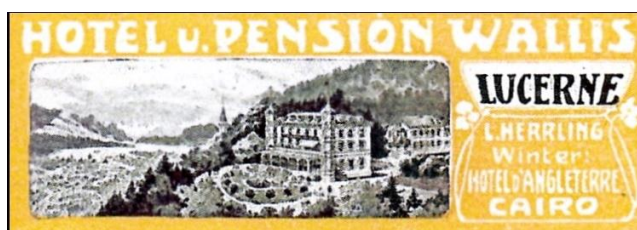
Illustrated in colour on the front cover of this *QC* is a strip of four from this quite remarkable one-millième Crown overprint printing error, which was sold at Feldmans in March. On a recent visit to London, Lucien Toutounji was able to reveal a copy of the original 1923 8x4 interpanneau gutter block – now, alas, completely broken up into strips of four - from which the strip was taken.

The certificate by Charlie Hass (ESC 181) details that the 200-stamp sheet received only a partial impression of the Type III “wide crown” overprint when the overprinting press disengaged immediately after the impression had begun in Cairo, resulting in the left-hand column of 20 stamps receiving a full overprint, the second column a half-overprint, and others none at all.

There is no sign of an albino overprint, he reports, and sums up that this is “the only error of this type known to exist within the whole spectrum of the 1922/23 Kingdom overprints”. Only 20 such strips are possible. He does not explain the Arabic notation in the lower left margin: if any member can help with a translation the Editor would be happy to hear from him/her.

The mint, never-hinged strip of four, catalogued as Zeheri 69.III.g, SG 98c , Scott 78 (var.) and Nile Post D78 III f (\$1,000), was given a reserve of 500-800 euros and sold for 850 euros. What might the bidding have achieved had the sheet remained complete as we see it at left?

Proving that it pays to advertise, Lucien also showed a postcard sent to Siena in 1913 by M L. Herrling, owner of the Hotel Pension Wallis in Lucerne. It carries a bright advertising label (*right*) introducing his visitors to his alternative “winter” hotel, the d’Angleterre in Cairo.



Census of First Issue covers used at Gedda / Jeddah

Gregory Todd (ESC 585)

This article has been covered before, the listing below being originally made by Baron Jacob von Uexkull and published in *The Early Postal History of Saudi Arabia* in a limited edition of 450 copies by Sahara Publications (ISBN 1-903022-10-X) in 1998. The handbook lists the seven covers known and no more have surfaced in the last twenty years; the handbook illustrated, however, only one cover, albeit on the front of the book. The covers were originally listed in the order used below and whilst this is somewhat illogical, I felt it more sensible to retain the original format to avoid confusion.

Background.

The Egyptian Post Office in Gedda was opened on 8 June 1865 during the Government Post period. On 1 January 1866 the first Egyptian adhesive postage stamps were issued. Stamps were supplied to Constantinople, Smirne and Gedda overseas offices by early March 1866 - reference Post Office Circular No. 417, dated 27 Feb 1866 at Alexandria¹. However, values other than the 1pi claret and 2pi orange-yellow of the First Issue appear not to have been regularly issued in Gedda². Mail was carried by the Azizieh Line. Rates were the 1866-67 standard tariff of 1 piastre for a letter under 10 grams. If mailed from Gedda a 'Port to Port' single rate cover to Suez or Alexandria would cost 1 piastre. A letter mailed from Gedda to Cairo would be carried at the 'Port to Port' rate of 1 piastre plus an additional 1 piastre for the Alexandria-Cairo leg of the journey. The sole cancellation used is the POSTE VICE-REALI EGIZIANE / GEDDA datestamp (Feltus I-1), found only in black on the 1866 issue. The earliest cover recorded is 28 April 1867 (*right*) but the earliest recorded usage of the PVRE / GEDDA datestamp is still as listed by Peter Feltus in *Egyptian Postal Markings*: 17 October 1866.



The Listing.

Cover 1: 'Port to Port' rate to Alexandria bearing 1pi claret, SG 4, cancelled by 28 April 1867 cds with information strike at right. Suez and Alexandria datestamps on reverse, these dates being unrecorded in the cover's previous auction descriptions. Illustrated in *Egyptian Maritime Postal History* by Hany Salam on page 51. The earliest recorded cover. Signed Sorani.

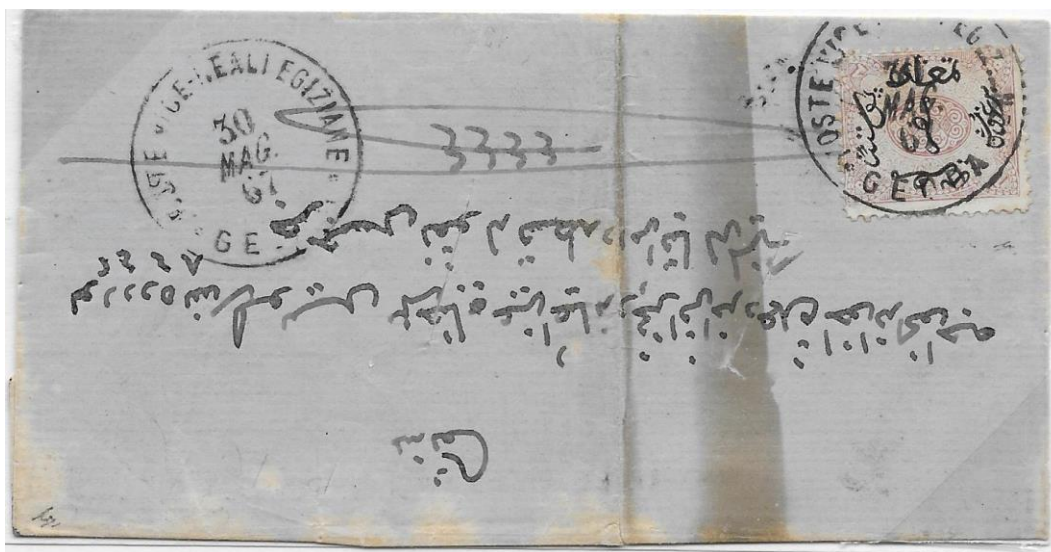
Ex Harmers, London, 11-12 June 1956, lot 367.

Ex Collection Emile Antonini, D. Feldman, Zurich, 10-15 April 1983, lot 32311.



Cover 2: 'Port to Port' rate bearing 1pi claret, cancelled by 30 May 1867 cds with information strike alongside. Slit and toasted for disinfection.

Originally formed part of the Heddergott collection of Egyptian covers. Cert. Todd AIEP.
Ex Exclusiv Philatelie, Munich.
Carmichael & Todd list 1999.



Cover 3: 'Port to Port' rate bearing 1pi claret, cancelled by 30 July 1867 cds with information strike alongside. The 30-LUGL-67 in the datestamp is inverted. Slit for disinfection.

Ex Collection William C. Hinde, Robson Lowe, London, 16-17 Oct 1957, lot 445.
Ex Wingfields (A.L.Michael).
Ex Collection Harry Hibbert, Harmers, London, 10-11 March 1987, lot 1.



Cover 4: Triple 'Port to Port' rate bearing 1866 2pi. yellow, SG 5, in combination with 1867 1pi. red, SG 14, cancelled by 20 August 1867 datestamp. Information strike at left. Reverse with Suez arrival cds, 6 Sept 1867. The First Issue adhesive used in the 'grace' period, the 1867 1 piastre used in the first month of issue. The sole known mixed issue franking. Illustrated in Peter Smith *Egyptian Stamps and Postal History* on colour plate 3 and in *Egyptian Maritime Postal History* by Hany Salam on page 51. Signed Todd AIEP.

Ex Collection William C. Hinde, Robson Lowe, London, 16-17 Oct 1957, lot 447.

Ex Collection Peter A. S. Smith, Corinphila sale 198, Zurich, 28 May 2015, lot 5615.

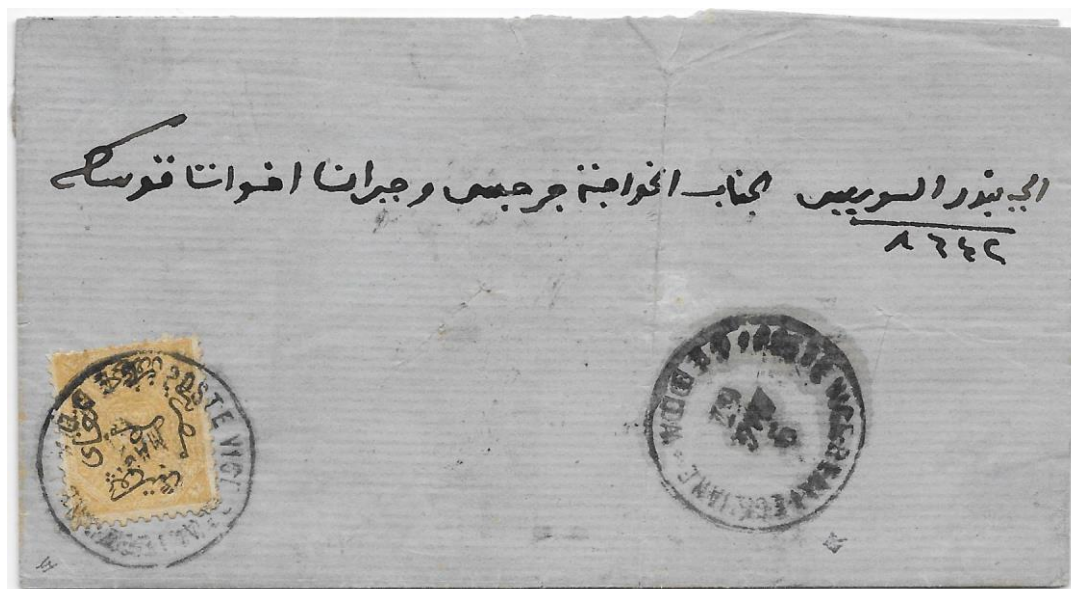


Cover 5: Double 'Port to Port' rate to Alexandria bearing 1866 2pi yellow, SG 5, cancelled by 9 May 1867 cds. Information strike at right. Arrival datestamp 14 May 1867 on reverse. Slit for disinfection. Listed by Uexkull as 9 March 1867, this being erroneous, or this would have been the earliest known cover. Arabic text shows the date, 5 Moharram 1284 = 9 May 1867, mentions two enclosures and that it was to be carried on the motor ship *Desouk* of the Azizieh Line. Cert. Todd AIEP.

Ex Harmers, New York, 19-21 Oct 1953, lot 489.

Probably ex Collection Alberto Bolaffi.

Ex Soler y Llach, Barcelona, 29 April 2020, lot 159.



Cover 6: Double 'Port to Port' rate to Alexandria bearing 1866 2pi yellow, SG 5, cancelled by 9 May 1867 cds. Information strike at right. Arrival datestamp 14 May 1867 on reverse. Slit for disinfection. Mailed and carried on the same day as Cover 5, the stamp being applied sideways. Best available picture shown.

Ex Harmers, 1942.

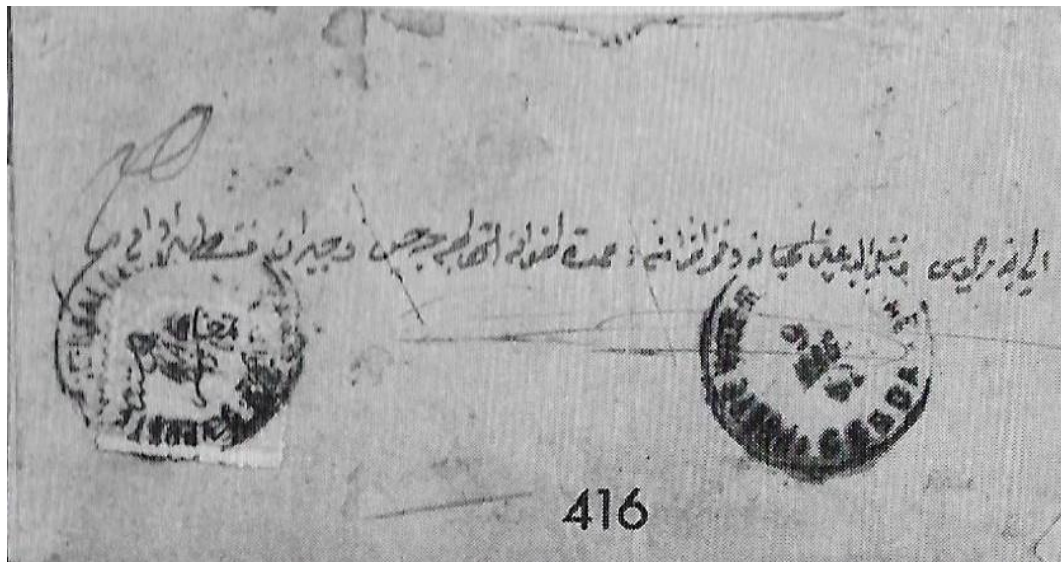
Ex Collection William C. Hinde, Robson Lowe, London, Oct 1957, lot 446.

Ex Collection Cotta-Kehr, RL, London, 27 Jan 1965, lot 352.

Ex Collection Georges Gougas, Robson Lowe, Basel, 28 Feb 1973, lot 832.

Ex Collection T. Kuyas, Stanley Gibbons, London, 31 May-1 June 1979, lot 416.

Collection Max Mayo.



Cover 7: Double 'Port to Port' rate to Suez bearing 1pi claret horizontal pair, SG 4, cancelled by 1 July 1867 cds, information strike at right. Reverse with Suez arrival 6 July 1867. Spink description erroneous: clearly dated LUGL for July and not August as stated in 2011. Sole such usage known.

Ex Collection Dr Alex Kaczmarczyk, David Feldman, Zurich, 16-21 Nov 1987, lot 30313.

Ex Collection Baron Jacob von Uexkull.

Ex Collection Armand Rousso ('Pasha'), Spink, London, 19 Oct 2011, lot 2001.



References:

1. *L'Orient Philatelique*, January 1963.

2. Peter Smith, *Egypt Stamps & Postal History* (Bendon 1999), page 573.

3. Hany Salam, *Egyptian Maritime Postal History* (Musée des Timbres, Monaco 2019).

Postcards of mystery

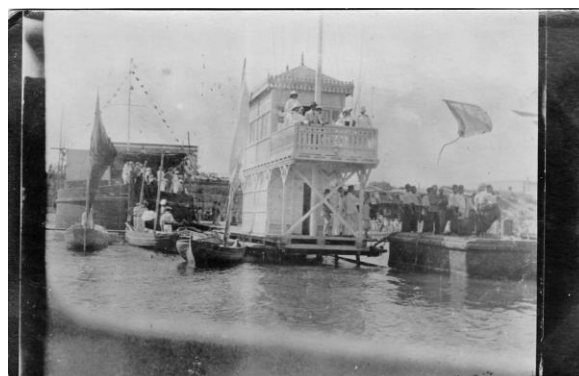
Mike Murphy (ESC 240)



Egyptian postcards are a delight – I love to collect all sorts of categories – hotels, stations, post offices, agriculture, ancient ruins, you name it... but most of all I like to find the odd ones that don't jump out and say: "I'm a palace" or whatever.



Here are three on which I'd very much welcome colleagues' advice: what are they? Right above, two very



oddly shaped buildings apparently by the sea. I might guess Ras el Bar, but can anyone name them? Below it, the cutting of the dam blocking the Nile's entry into the Khalig canal, an annual event celebrated with a vast festival but ended forever in 1899. So when was the photograph taken?

And at left above, the "tower of Samadun" What is it? Clearly of brick, is it a Late Roman column set in the small town northwest of Cairo. Or is it some other Samadun, like all those cards you find in a dealer's box labelled Mansoura or Qantara that are in fact in Algeria? All three have stories to tell. Can anyone tell them?

.....

Membership changes

New Members:

- ESC 732** **Fredrik Omerson**, Fosievägen 29 b, 21431 Malmö, Sweden
(Egypt and Sudan)
- ESC 733** **Zubin Kabraji**, 55 Anand Park, Lane No 3, Aundh, Pune 411 007, India
(Sea Post Office covers, First Flight covers, India used abroad, British India, Republic of India)

Membership restored:

- ESC 149** **Dr Antoine Winter**, 73D rue de Gisors, 95300 Pontoise, France
(Cancellations, TPOs, postal history: maritime, censorship etc)

Change of address:

- ESC 394** **Peter Newroth**, 2677 Dunlevy Street, Victoria, British Columbia, Canada V8R 5Z3
- ESC 502** **Ayman S Rizk**, 311-14000 Riverport Way, Richmond, British Columbia V6W 0B2, Canada
- ESC 505** **Samir Nabih Attia**, Attaba PO Box 412, Attaba, Cairo, Egypt
- ESC 528** **Jay David**, PO Box 45292, Phoenix, Arizona 85064, US
- ESC 530** **Ole-Fredrik Olsen**, P.O. Box 135, N-3201 Sandefjord, Norway
- ESC 571** **Vincent Centonze**, 140 Caladium Avenue, Lake Alfred, Florida 33850, United States
- ESC 585** **Greg Todd**, Clonfadda, Macroom, P12 RV08, Co Cork, Ireland
- ESC 632** **Omar Wassef**, 2214-55 Harbour Square, Toronto, Ontario M5J 2L1, Canada

- Resigned:** **Stephen Roche** (ESC 612) **Lapsed:** **Colin Narbeth** (ESC 615), **Hani Haddad** (ESC 633),
Nabil Guirguis (ESC 670), **Kevin Everett** (ESC 700), **Andrea Giachino** (ESC 703)

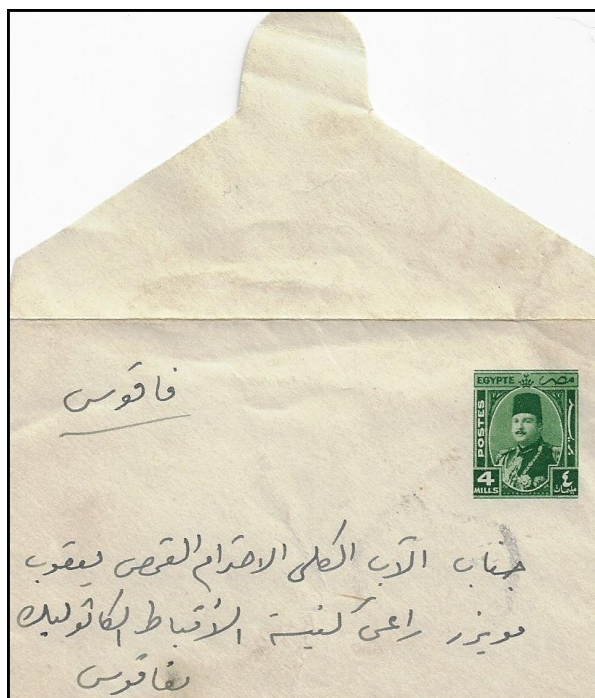
Unlisted Farouk greeting-card envelope?

Vincent Centonze (ESC 571)

I recently came across an interesting variety of the 1946 four-millième greeting card postal stationery envelope with a portrait of King Farouk in military uniform – the so-called Marshal portrait. I am unable to find it listed in *Nile Post* or elsewhere.

These envelopes were provided specifically to pay the greeting-card or printed matter rate of 4m / 50g which had been in effect from 1941 until 1967.^{1,2} *Nile Post* lists the grouping of envelopes as SEN37 through SEN39, with three major and six minor listings.³ The listings are predicated upon two printing screens for the indicia, two knife cuts, a filigree design on the inside of some envelopes, and three watermarks (two types of Arabic watermarks and the "Crown and Arabic F" watermark) in various vertical, horizontal, reversed, and normal orientations.

Based on combinations of these variables, one is not surprised by numerous and perhaps hitherto unrecognized varieties. Smith acknowledged that these items "present a complex picture", and admits that his listing may not be complete.

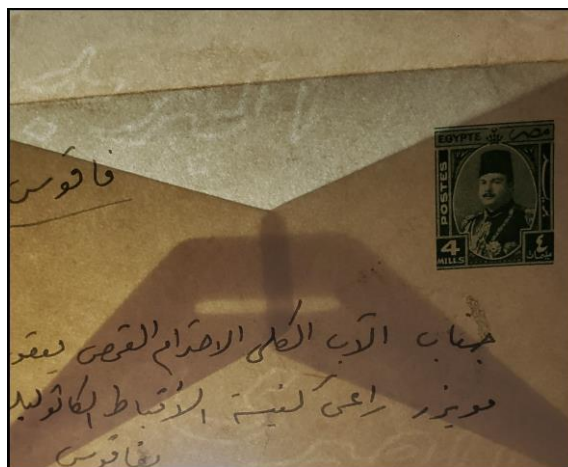


**The 1946 Marshal greeting card envelope ...
"a complex picture", said Peter Smith**

The variety that I encountered is a lightly cancelled used example with indicia printed with a 90-degree photogravure screen. It also has a horizontal type I Arabic watermark, oriented normally, and the envelope is cut using Knife B. The closest *Nile Post* listing is SEN37b, with the exception that this envelope has a 90-degree screen instead of SEN37b's 45 degrees. As I am fairly new to the area of Egypt postal stationery, I'm curious to know if this variety is commonly seen.

References:

1. Sven Eriksson, "Extracts from the Postal Guide of Egypt and from the U.P.U. Congress", *Quarterly Circular* XVIII (8), pp. 183-96 (whole no. 207, Dec. 2003).
2. P.A.S. Smith, *Egypt: Stamps and Postal History*, James Bendon, Ltd., Limassol Cyprus, 1999.
3. J.H. Chalhoub, *The Nile Post*, Westmount, Canada, 2003

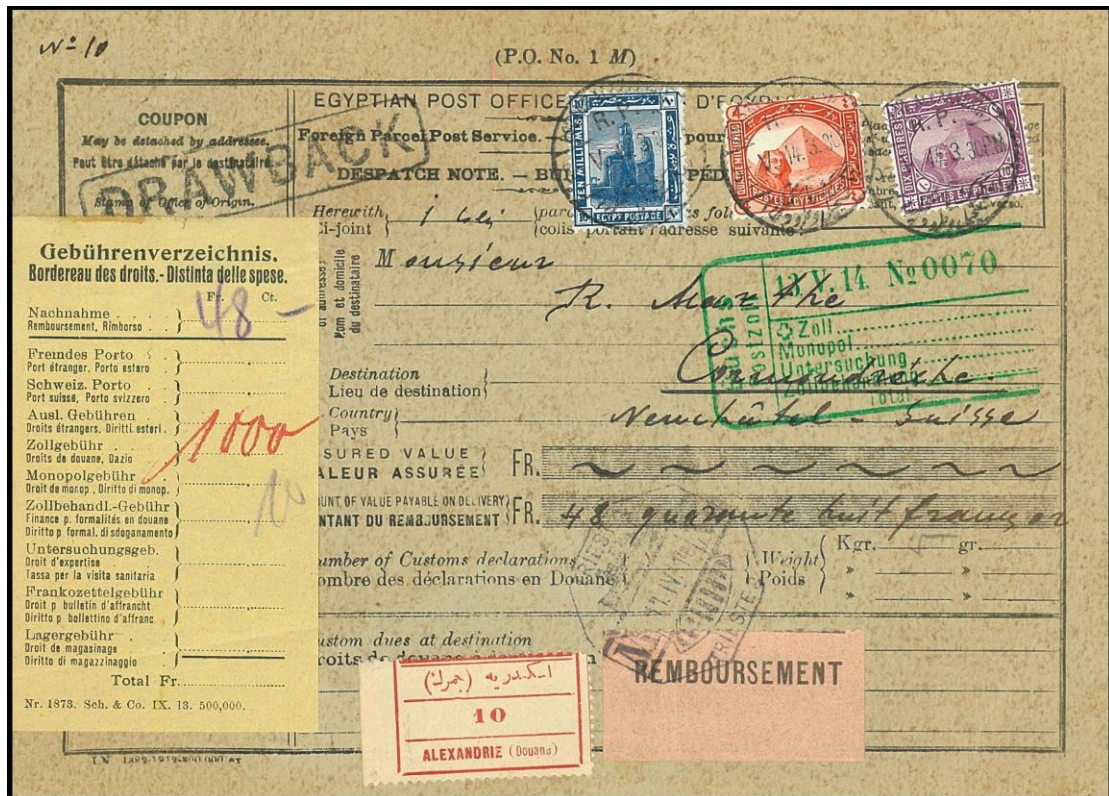


The 90-degree setting for the photogravure printing screen sets this envelope apart from others in the SEN37-39 range, each of which has a different Arabic watermark. Here it is Type I.

Egypt parcel rates 1914

Richard Wheatley (ESC168)

For a long time now, the rates of postage for parcels have been a mystery to me - and they still are. To get the amount of postage paid to agree with what was supposed to be the correct rate at a certain time is a challenge worthy of these long days of “lockdown”. The example illustrated here is a classic example.



1914 Alexandria to Switzerland via Trieste with Drawback

This buff foreign parcel card is franked 11 piastres 4 mills, with all the stamps neatly tied by a Douane Alexandria / R.P. datestamp of 5 V 14. There is a red on white Alexandrie (Douane) customs label, a black on pink Remboursement (refund) label, a black boxed handstamp DRAWBACK, followed by a nice octagonal Trieste transit mark of May 11, then the green Swiss customs label dated the 13th and finally, on the reverse, an arrival datestamp of the 14th. Not bad going for a 5kg parcel.

The best I can do with the postage is as follows:

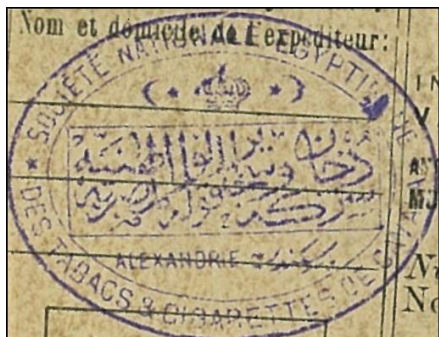
Egyptian parcel charge:	3 piastres
Transit charge per country,	
2 piastres each:	6 piastres
Sea crossing Alexandria to Trieste:	2 piastres
Handling charge:	4 mills
Total	11 piastres 4 mills

I would be extremely pleased if any member can confirm that this calculation is correct.

Those of you with an eagle eye will have spotted that I have omitted to mention the stone coloured slip affixed to the left-hand side. I was saving this till last, for I believe that I have cracked this one!

The Swiss *Gebühren-verzeichnis* (*Geb.* for short) slip means “pay what is due”, or in one simple word, “refund”. The amount of refund had already been calculated in Alexandria and written into the appropriate line on the parcel card after the word Remboursement: “48” (francs). This was the amount of Drawback, that is, the proportion of the import tax into Egypt that had been paid on the tobacco that was inside the parcel.

The *Geb.* slip has the refund amount inserted at the top, “48” (francs). Below this there is 1000 in red, which is the *Ausl(and) Gebühren* = Foreign Fee of 1000 (centimes). Below this there is a “10” (centimes), a handling charge. These deductions leave 37 francs 90 centimes to pay to the customer when the parcel is collected. The original 48 francs was equivalent to 192 piastres and the nett amount refunded was 151 piastres and 60 mills.



One last thing. How do I know that the parcel contained cigarettes? Well, under the *Geb.* slip there is a large purple oval cachet which reads: SOCIETE NATIONALE EGYPTIENNE / * DES TABACS & CIGARETTES DE CAVALA * Now what on earth has Cavala, the small port in Greece where Mohammed Ali was born, to do with this parcel card? And there I was, thinking that I knew all about it!

Editor’s note: Richard’s explanation is fascinating, but for me – who has never been able to understand the Drawback system – it poses some questions. I understood that the tobacco importer should receive a refund when his manufactured cigarettes were later re-exported. It seems to me bizarre, however, that the Swiss government and a Swiss cigarette-seller get part of the tax refund? Why wasn’t the manufacturer given his refund in Alexandria? I would very much welcome an article on how the Drawback system worked in detail.

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Alexandria Philatelic Society جمعية هواة طوابع البريد بالاسكندرية

French Censor 373 - Erratum

Pierre Louis Grech (ESC 266)

In *QC* 253 (June Quarter 2015) I wrote a short article entitled "The Story Behind the Cover" (pp.126-127), illustrating a couple of unusual covers from the French Levant. One was from the French P.O. at Rhodes, sole survivor of the French POs in the Levant, due to the fact that Italy had taken over that island in 1912.



Envelope illustrated above. In the description of the many postmarks on the cover I indicated that it had been opened and resealed by French Censor 373 "at Marseille". Alain Stragier (ESC 241), has pointed out that Censor 373 was "at Bordeaux", not Marseille. He is indeed correct. I used as reference Stephane Strowski's book *Les Estampilles de la Grande Guerre* and it lists the many censor numbers and locations in two columns, 6 cm apart, on page 215. Reading across, for 373 I accidentally picked Marseille (301-350) instead of Bordeaux (351-400), one line below. At the time it did not flash as an obvious error since much of the mail from the eastern Mediterranean passed through Marseille.

Not every item of mail was opened by censors, and this cover may have passed through Marseille without being checked. Originating from Italian Rhodes, it might also have sailed on an Italian ship to Brindisi, then continuing the journey overland. This would reduce its exposure to German submarines active in the area. Therefore rather than upon its arrival in France, the letter was censored on its way out of France, to America.

Here is now an opportunity to provide some additional information about this cover, which had been omitted from the original article for brevity. Why Bordeaux? From April 1915 to January 1919 the French State decided to transfer the terminus of the New-York Line to that city, in order to clear up the usual harbour of Le Havre for the war effort (the transport of soldiers, equipment, materials, etc. for the French and British armies). In spite of the inherent difficulties which this displacement represented during the hostilities, the Compagnie Générale Transatlantique's French Line had five or six paquebots at a time ensuring the regular service across the Atlantic (some ships were requisitioned by the French Navy, but then later returned to service). However on 11 March 1918 the French State declared a "General Requisition", commandeering five of the paquebots exclusively for military use, thus effectively terminating the service. (The USA by then had entered the war, requiring additional transport).

There was little correspondence during this troubled period. Our cover from Rhodes, having reached Bordeaux, and been duly controlled by Censor 373, sailed to the United States on board the French paquebot *La Touraine*, which left on 4 June 1916, arriving New-York on 13 June, as confirmed by the arrival postmarks. It was then re-directed to Morrisville, Vermont (refer to the original article in *QC* 253).

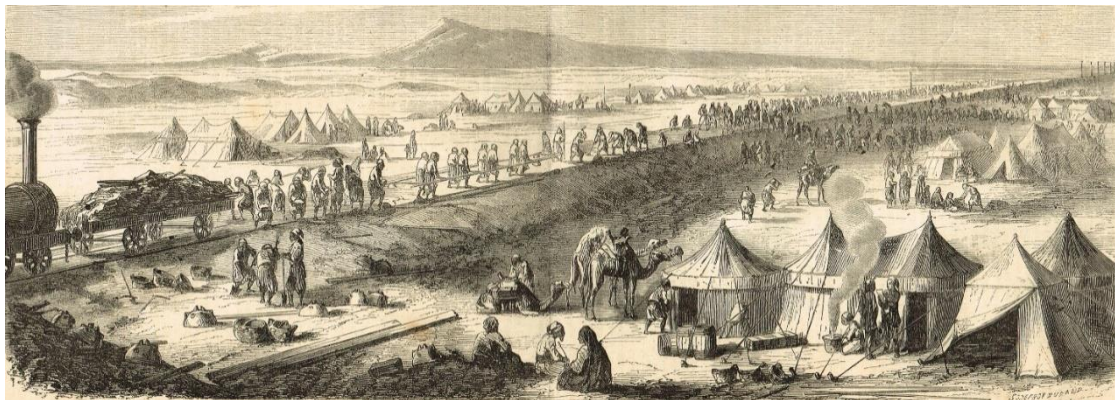
Following the end of the war Le Havre became once more the starting point for travel to New-York by the French Line. On 8 February 1919 *La Touraine* was the ship which inaugurated this restored service, as it was back in 1915 before its transfer to Bordeaux. For its part, the French P.O. at Rhodes closed in July 1923.

Railway stations during 1879-1914, Part 8

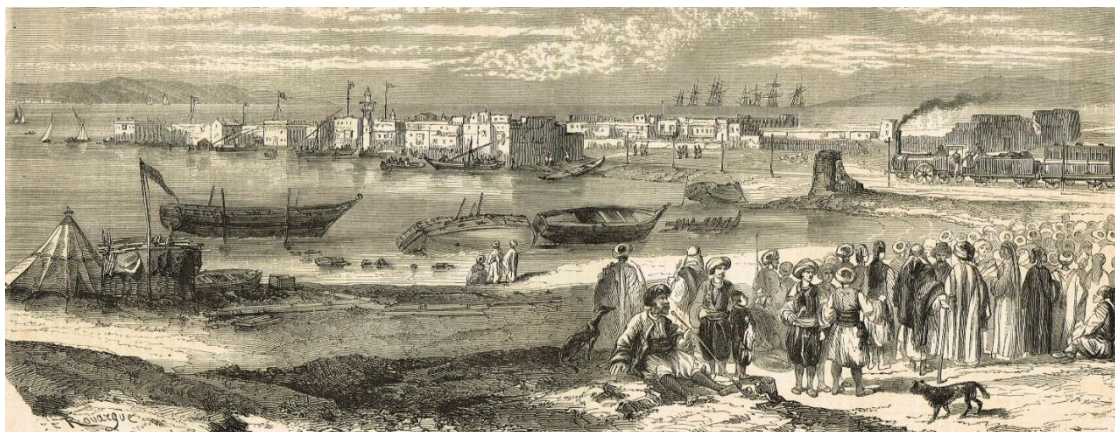
Ronny Van Pellecom (ESC 618) and Alain Stragier (ESC 241)

SUEZ

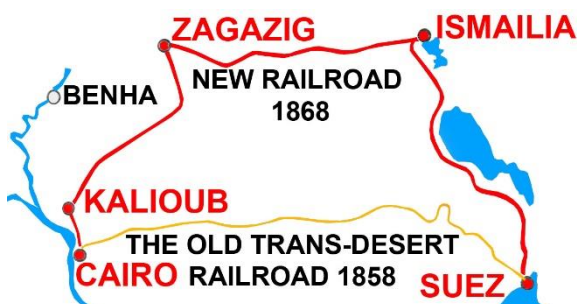
Suez was the location of the Greek town of Clysma, which became the Muslim Qulzum in the seventh century AD. After the Ottoman conquest Suez developed as a naval station, and became a major port for trade with Arabia, Yemen and India (*Encyclopaedia Britannica*). The British East India Company had been present in India as early as 1700 and after the Treaty of Paris in 1763 most of India came into British possession. Suez was the final major harbour before reaching India. To make the journey from Great Britain more economic, a railway connection from Cairo to Suez was built.



Establishment at Sayal-el-Elagate of the railway line to connect Suez with Cairo
(According to a sketch by M. Bardot) *L'Illustration*



Completion of the Cairo railway in Suez (From a drawing by Mr Em. Bardot) *L'Illustration*



The Cairo-Suez connection was completed in 1858 but this trans-desert railroad had many disadvantages, and supplementary trains were necessary to supply intermediate stations with the water needed for the locomotives. After completion of the Zagazig-Ismailia-Suez railway in 1868 the Cairo-Suez desert railroad was abandoned despite the longer distance of 243 km compared to 144 km.

From Cairo to Suez via Ismailia, 243 km, one train a day (*Isambert 1878*)



Carte de l'Isthme de Suez et plans des villes Port-Said, Ismailia & Suez 1869

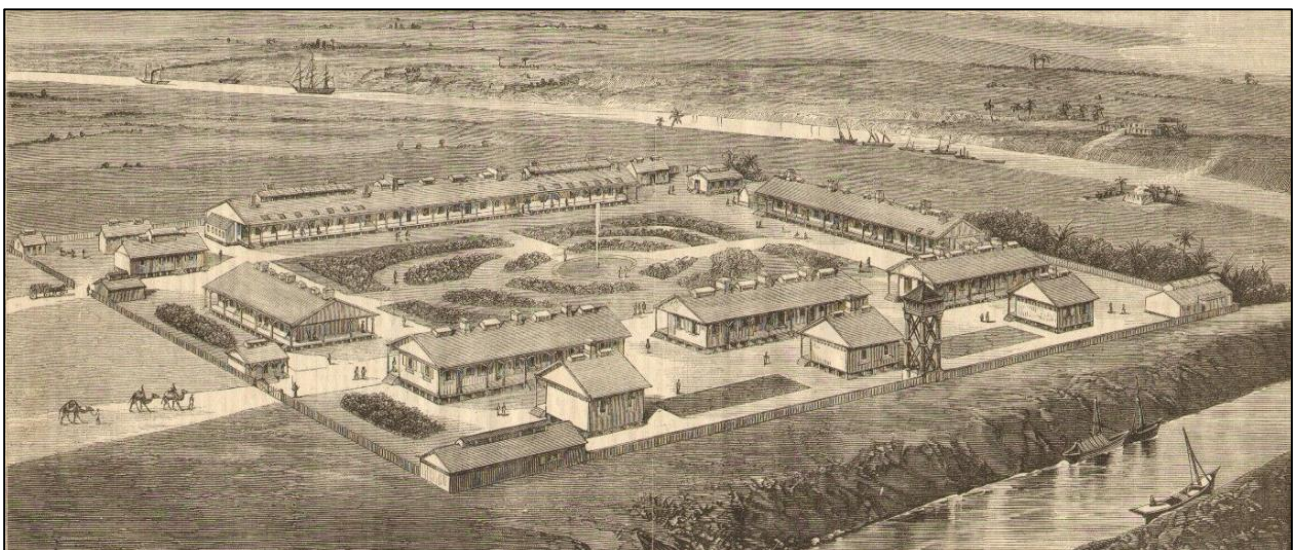
Suez

Population: (31 December 1877) 11.327, plus 1,508 foreigners: total 12.835

Population in 1882: 15.000

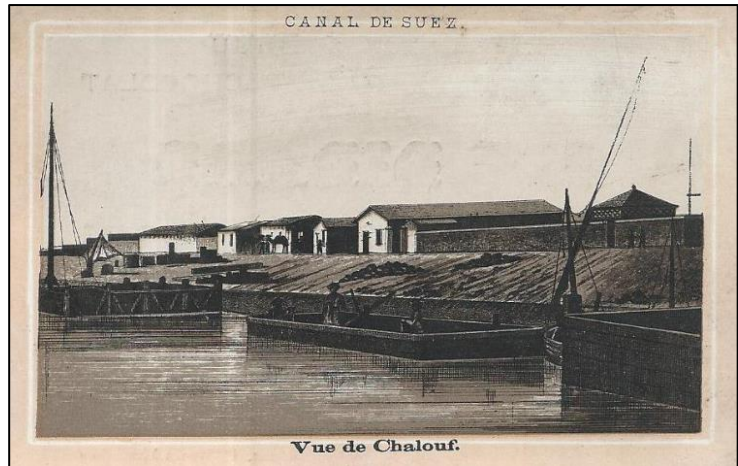
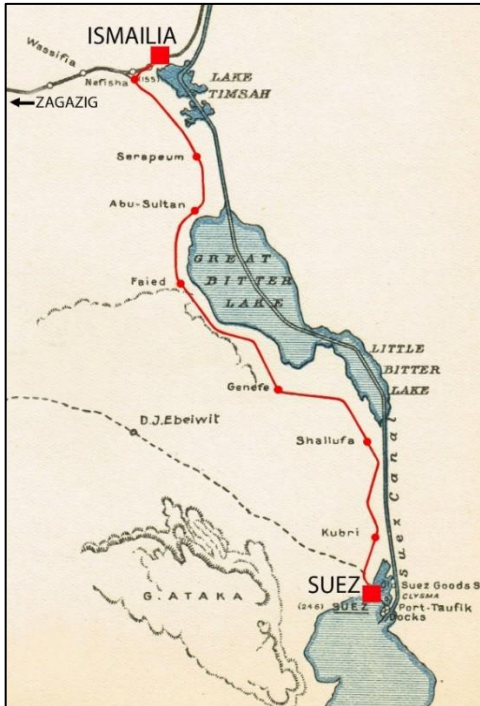
The port is capable of holding 500 vessels of all sizes. English hospital. The railway is heading north.

Égypte, Notes et itinéraires 1882



Victoria Hospital, Suez. *The Builder*, 11 April 1868

ISMAILIA TO SUEZ



CHALOUF (Shallufa), site and photograph of the station on the Ismailia-Suez line



ISMAILIA to SUEZ

STATIONS	EVENING	PRICES			DISTANCE (MILES)
		1 ^e Class	2 ^e Class	3 ^e Class	
ISMAILIA	4.06	PT	PT	PT	
NEFICHE	4.11	5	3	2	2,39
SUEZ	7.00	46,20	29,20	18,20	56,01

SUEZ to ISMAILIA

STATIONS	MORNING	PRICES			DISTANCE (MILES)
		1 ^e Class	2 ^e Class	3 ^e Class	
SUEZ	8.00	PT	PT	PT	
NEFICHE	10.49	41,20	26,20	16,20	2,39
ISMAILIA	11.00	46,20	29,20	18,20	56,01

François Levernay *Guide-annuaire d'egypte 1872-73*

The railway stations

Guide-annuaire d'Égypte 1872-73 (François Levermay):

Cairo to Suez (via Bilbeis)

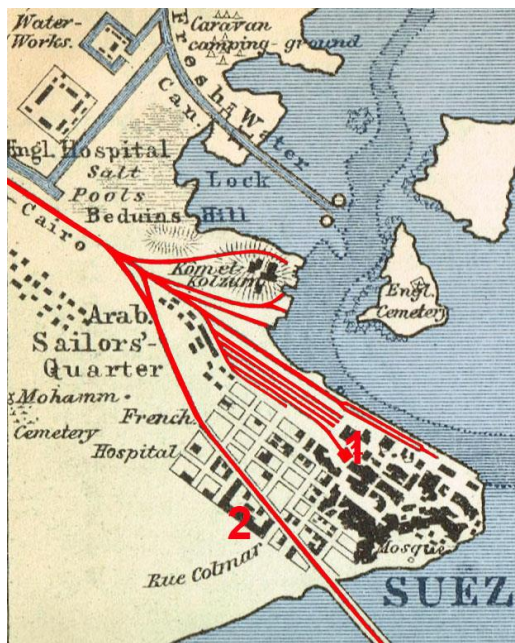
STATIONS	MORNING	PRICES			DISTANCE
		1 ^e Class	2 ^e Class	3 ^e Class	
CAIRO	9.00	PT	PT	PT	
ZAGAZIG	1.33	40	26,20	16	51,74
ISMAILIA	4.06	79,20	52,20	32,20	100,13
SUEZ	7.00	116	76	47	156,14

Suez to Cairo (via Bilbeis)

STATIONS	MORNING	PRICES			DISTANCE
		1 ^e Class	2 ^e Class	3 ^e Class	
SUEZ	8.00	PT	PT	PT	
ISMAILIA	11.00	46,20	29,20	18,20	56,01
ZAGAZIG	1.55	76	49,20	31	105
CAIRO	5.25	116	76	47	156,14

The station is on the north of the city, on the old landing platform. There is a train a day to Cairo, Alexandria, etc. A special train takes travellers to Alexandria immediately after the arrival of the boat from India. The Egyptian post office is in the station.

(Émile Isambert, *Orient – Malte, Égypte, Nubie, Abyssinie, Sinâi 1878*)

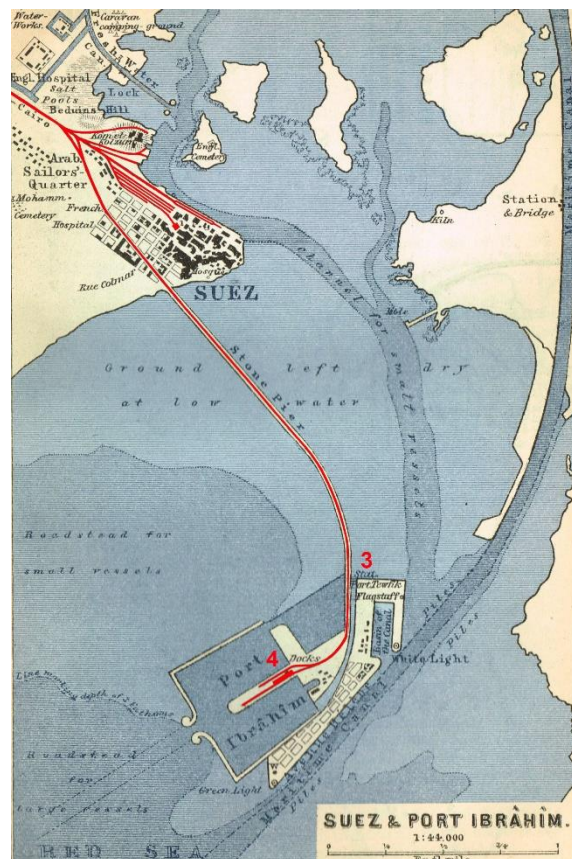


Baedeker 1898

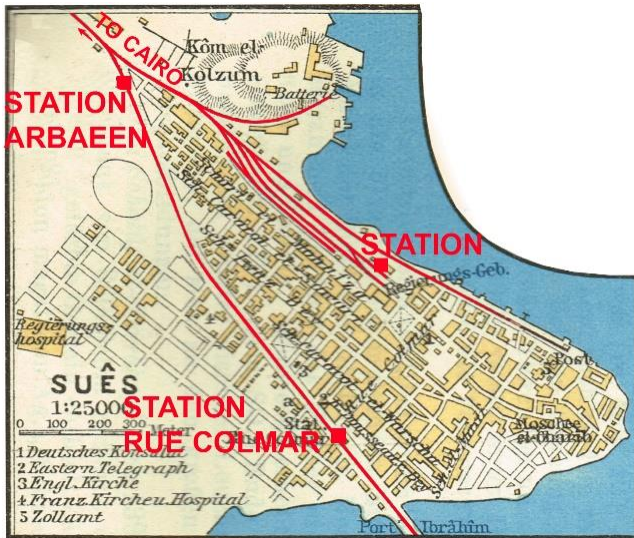
Railway stations:

1. Station
2. Rue Colmar (both for the town of Suez)
3. Terre-Plein (for Port Tewfik)
4. Docks station (for the docks)

Telegraph at the station



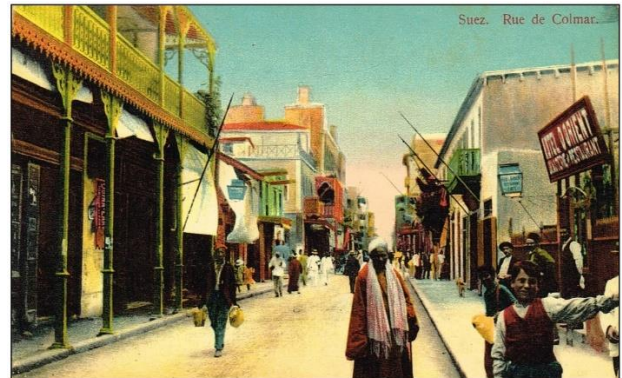
The railway stations are undergoing an evolution. The first station was near the quay so that passengers were not required to make a long walk to or from the ships. This was also a terminus. In the course of time there has been a southern expansion of the city so that Colmar station became the centrally located station and therefore more important, all the more so because the train continues to Terre-Plein.



Baedeker 1913

Baedeker's Egypt 1902:

Railway station between the European and Arab quarters – Tramway between the quay and the railway station, Steam Tramway to St. Vincent, a settlement to the east, in connection with the steamers on the Canal and to Port Said.



Colmar street (Edition Egyptienne)

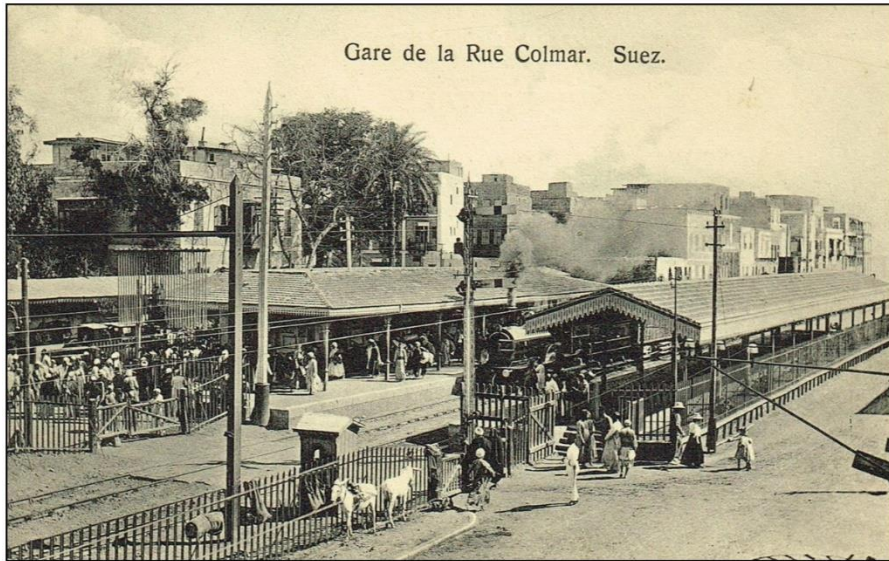
The *Baedeker* of 1913 mentions four railway stations¹:

1. ARBAEEN: for the new quarter of Arbaeen
2. RUE COLMAR: for the town of Suez
3. TERRE-PLEIN: for Port Tewfik
4. DOCKS: for the docks in Port Tewfik



Railway station of Suez (Universal Bazar S. D. Antippa)

¹ The *Baedeker* doesn't mention the station near the quay any more, but according to the maps it is still there



Railway station Rue Colmar, Suez (Hotels Bel-Air et Sinai)



Railway station, Suez



Colmar Street Station - Suez (C.A.)

ADMINISTRATION OF THE RAILWAYS
TELEGRAPHS AND PORT OF ALEXANDRIA
NOTICE

Timetable for trains running between RUE COLMAR, SUEZ DOCKS and vice versa, from 15 Mai until 14 August 1893

ADMINISTRATION DES CHEMINS DE FER DES TELEGRAPHS et du Port d'Alexandrie.

AVIS

L'horaire des trains circulant entre la Rue Colmar, Suez Docks et vice versa, pendant la durée du 15 mai jusqu'au 14 août 1893 sera modifié comme suit.

ALLER
Omnibus 2 et 3 classes

Départ de la Rue Colmar : 5.15 6.30 7.30 8.30 9.30 10.30 matin ; 12 midi ; 1.30 2.30 3.35 4.30 5.30 6.20 7.30 8.30 10.30 soir.

Arrivées au Terre-Plein : 5.27 6.42 7.42 8.42 9.42 10.42 matin ; 12.12 1.42 2.42 3.47 4.42 5.42 6.32 7.42 8.42 10.42 soir.

Départ de Terre Plein : 5.28 6.43 7.43 8.43 9.43 10.43 matin ; 12.13 1.43 2.43 3.48 4.43 5.43 6.33 7.43 8.43 10.43 soir.

Arrivées aux Docks : 5.30 6.45 7.45 8.45 9.45 10.45 matin ; 12.15 1.45 2.45 3.50 4.45 5.45 6.35 7.45 8.45 10.45 soir.

RETOUR
Omnibus 2 et 3 classes

Départ des Docks : 5.45 7 8 9 10 11 matin ; 12.20 2 3 4 5 6 6.40 8 9 11 soir.

Arrivées au Terre-Plein : 5.47 7 8 9 10 11.2 matin ; 12.22 2.2 3.2 4.2 5.2 6.2 6.42 8.2 9.2 11.2 soir.

Départ de Terre-Plein : 5.48 7.3 8.3 9.3 10.3 11.3 matin ; 12.23 2.3 3.3 4.3 5.3 6.3 6.43 8.3 9.3 11.3 soir.

Arrivées à la Rue Colmar : 6 7.15 8.15 9.15 10.15 11.15 matin ; 12.45 2.15 3.15 4.15 5.15 6.15 6.55 8.15 9.15 11.15 soir.

Le Caire, le 15 mai 1893.

Le Conseil d'Administration,
W. F. HALTON, *Président*,
PROMPT, } administrateurs.
10996-1 BOGHOS NUBAR, }

Egyptian Gazette 22 Mai 1893

FROM

Omnibus 2nd and 3rd Class

Departure RUE COLMAR : 5.15 – 6.30 – 7.30 – 8.30 – 9.30 – 10.30 – 12.00 morning ; 1.30 – 2.30 – 3.35 – 4.30 – 5.30 – 6.20 – 7.30 – 8.30 – 10.30 evening

Arrival TERRE-PLEIN : 5.27 – 6.42 – 7.42 – 8.42 – 9.42 – 10.42 morning ; 12.12 – 1.42 – 2.42 – 3.47 – 4.42 – 5.42 – 6.32 – 7.42 – 8.42 – 10.42 evening

Departure TERRE-PLEIN : 5.28 – 6.43 – 7.43 – 8.43 – 9.43 – 10.43 morning ; 12.13 – 1.43 – 2.43 – 3.48 – 4.43 – 5.43 – 6.33 – 7.43 – 8.43 – 10.43 evening

Arrival DOCKS : 5.30 – 6.45 – 7.45 – 8.45 – 9.45 – 10.45 morning ; 12.15 – 1.45 – 2.45 – 3.50 – 4.45 5.45 – 6.35 – 7.45 – 8.45 – 10.45 evening.

RETURN

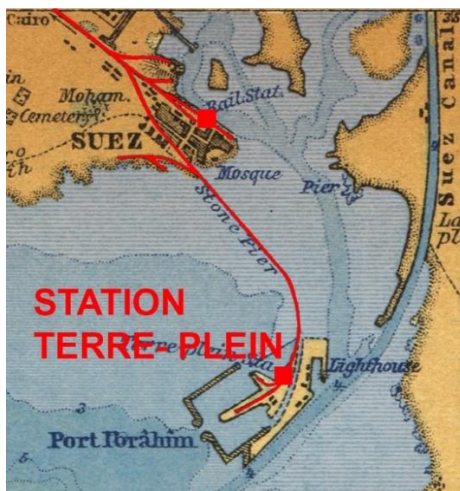
Omnibus 2nd and 3rd Class

Departure DOCKS : 5.45 – 7 – 8 – 9 – 10 – 11 morning ; 12.20 – 2 – 3 – 4 – 5 – 6 – 6.40 – 8 – 9 – 11 evening.

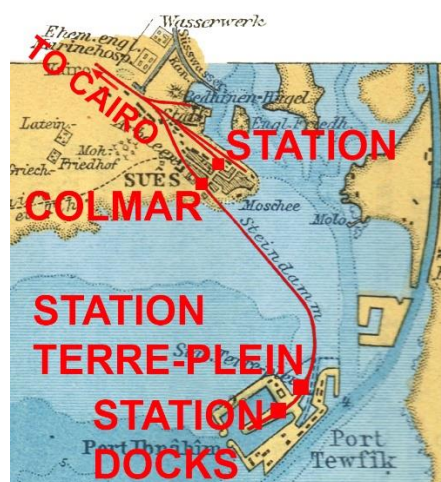
Arrival TERRE-PLEIN : 5.47 – 7.20 – 8.20 – 9.20 – 10.20 – 11.20 morning ; 12.32 – 2.20 – 3.20 – 4.20 – 5.20 – 6.20 – 6.42 – 8.20 – 9.20 – 11.20 evening.

Departure TERRE-PLEIN : 5.48 – 7.30 – 8.30 – 9.30 – 10.30 – 11.30 morning ; 12.33 – 2.30 – 3.30 – 4.30 – 5.60 – 6.30 – 6.43 – 8.30 – 9.30 – 11.30 evening

Arrival RUE COLMAR : 6 – 7.15 – 8.15 – 9.15 – 10.15 – 11.15 morning ; 12.45 – 2.15 – 3.15 – 4.15 – 5.15 – 6.15 – 6.55 – 8.15 – 9.15 – 11.15 evening.



Baedeker 1902



Baedeker 1913

Terre-plein, built in 1867 by the Suez Canal Company, was renamed Port Tewfik in 1882.



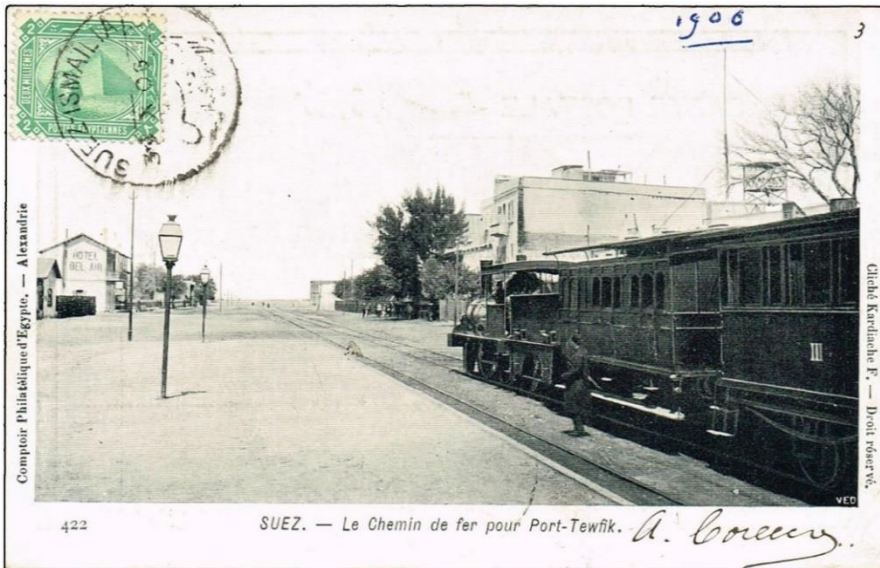
Photograph of Terre-Plein railway station



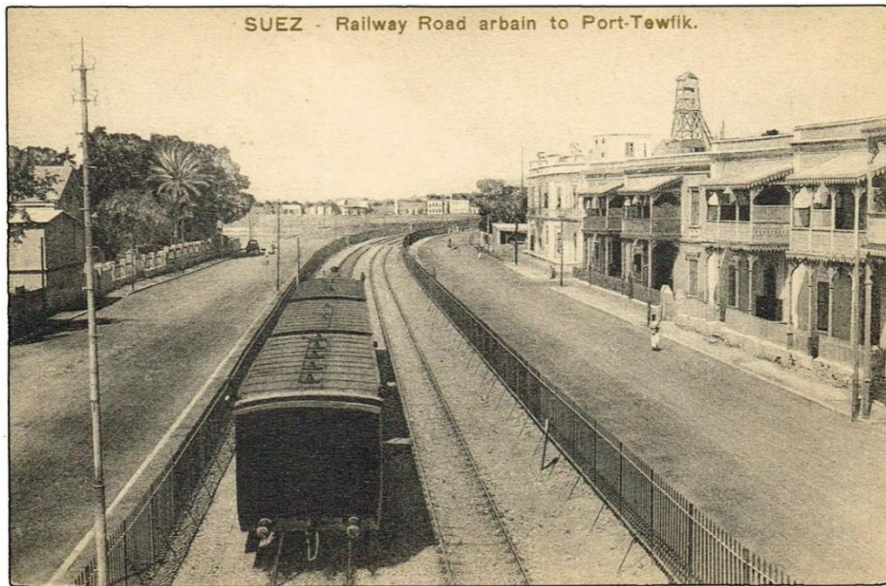
Railway station Port Tewfik (Zangaki)



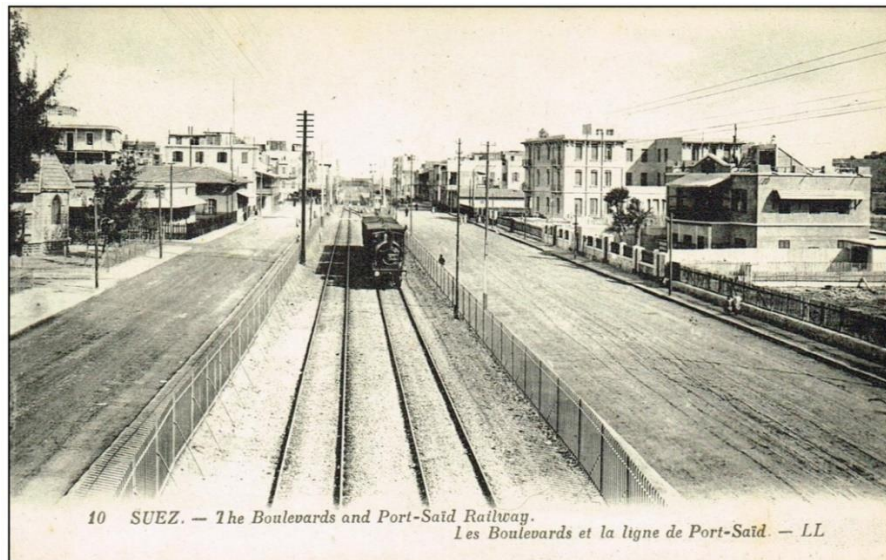
Train from Port Tewfik to Suez over the stone dam (M. Hadras)



Suez – The railway to Port-Tewfik (Comptoir Philatélique d’Egypte)



Suez – Railway Road Arbain to Port-Tewfik (The Cairo Postcard Trust)



Suez – The boulevards and Port-Saïd railway (Lévy et Neurdein réunis)

EGYPTIAN STATE RAILWAYS. NOTICE.

The Board of Administration has the honor to bring to the Notice of the Public that, as the renewals which were being carried out on the section between Genéfé and Suez have been completed, trains will arrive at Suez-Docks 25 minutes earlier and leave 25 minutes later according to the attached time-table.

This to take effect from 1st June, 1905.

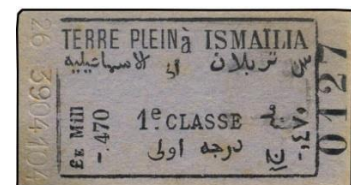
STATIONS	No. 103		No. 105	
	1, 2 and 3 class		1, 2 and 3 class	
	arr.	dep.	arr.	dep.
	p.m.	p.m.	p.m.	p.m.
Ismailia	—	2.35	—	9.40
Nefiche	2.43	2.44	9.48	9.50
Faied	3.17	3.21	10.23	10.27
Genéfé	3.43	3.44	10.49	10.51
Rue Colmar . .	4.21	4.30	11.31	11.40
Terre-plein . .	4.37	4.38	11.50	11.53
Docks	4.40	—	11.55	—

STATIONS.	No. 104		No. 106	
	1, 2 and 3 class		1, 2 and 3 class	
	arr.	dep.	arr.	dep.
	a.m.	a.m.	p.m.	p.m.
Docks	—	7.35	—	5.50
Terre-plein . .	7.37	7.40	5.52	5.53
Rue Colmar . .	7.50	8. —	6. 2	6. 8
Genéfé	8.40	8.41	6.47	6.48
Faied	9. 3	9. 7	7.10	7.13
Nefiche	9.40	9.42	7.46	7.47
Ismailia	9.50	—	7.55	—

Train No. 6 will leave Docks at 7.10 a.m., and arrive at Rue Colmar at 7.22 a.m.

26049-1

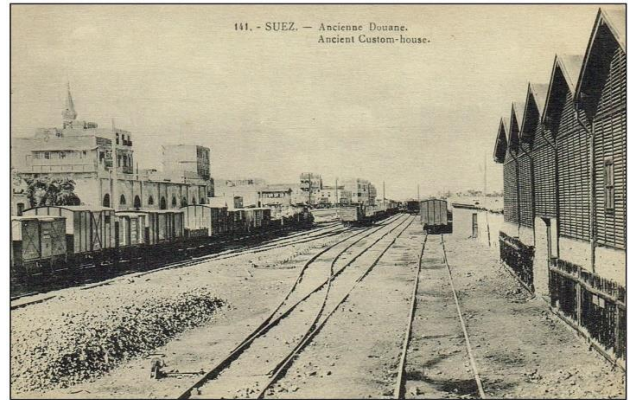
Egyptian Gazette
2 June 1905




As well as the four stations, there was also a branch line to the Customs section





Suez Customs (Andréa J. Grammatico)




Suez - Ancient custom-house (Béhar et fils)

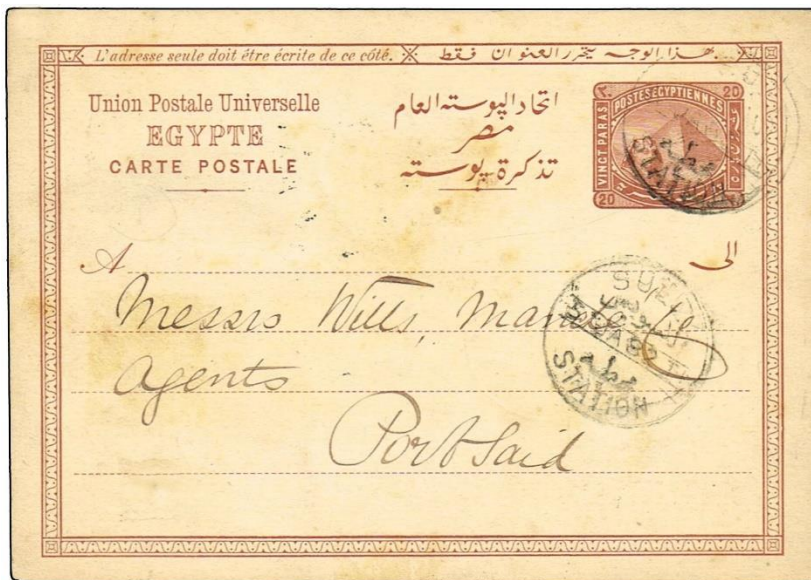
ST_SU_01			
	SUEZ EL SUWEIS	First Date 5 JA 82	Single ring 25 mm
	15 AO 94 TI	Last Date 2 AV 96	
	MAHATTA STATION		

ST_SU_02			
	SUEZ STATION	First Date 7 JA 98	Single ring 25 mm
	26 JL 00 T2	Last Date 1 MR 03	
	MAHATTA EL SUWEIS		

ST_SU_03			
	SUEZ (STATION)	First Date 16 NO 03	Single ring 27 mm
	8 FE 06 TI	Last Date 26 FE 07	
	EL SUWEIS (MAHATTA)		

ST_SU_04			
	SUEZ STATION	First Date 15 XI 07	Bridge 27 mm
	16 VIII 09 12.10.PM	Last Date 6 VII 16	
	EL SUWEIS MAHATTA		

Seen as		
DEPART	ARRIVAL	TRANSIT
X		X



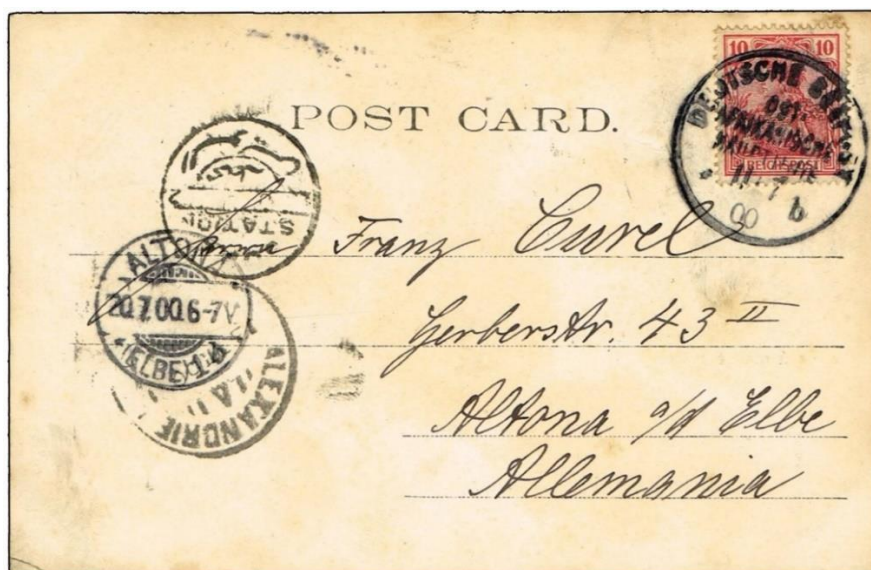
SUEZ STATION 5 JA 82 (ST_SU_01) to Port Said.



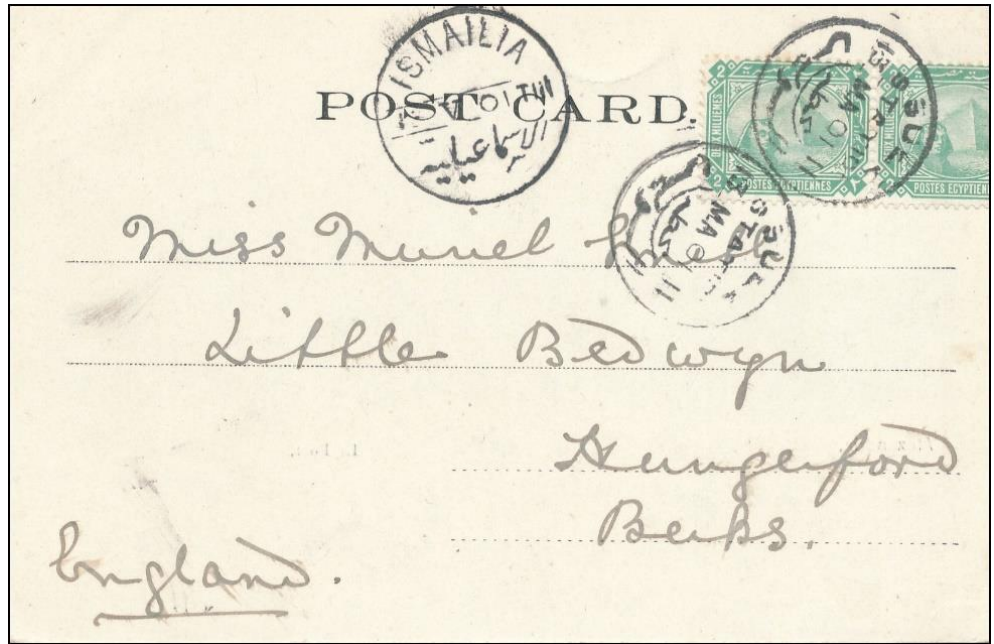
From Suez to ISMAILIA 5 JA 82 by railroad and from Ismailia to PORT SAID 6 JA 82 by steamer



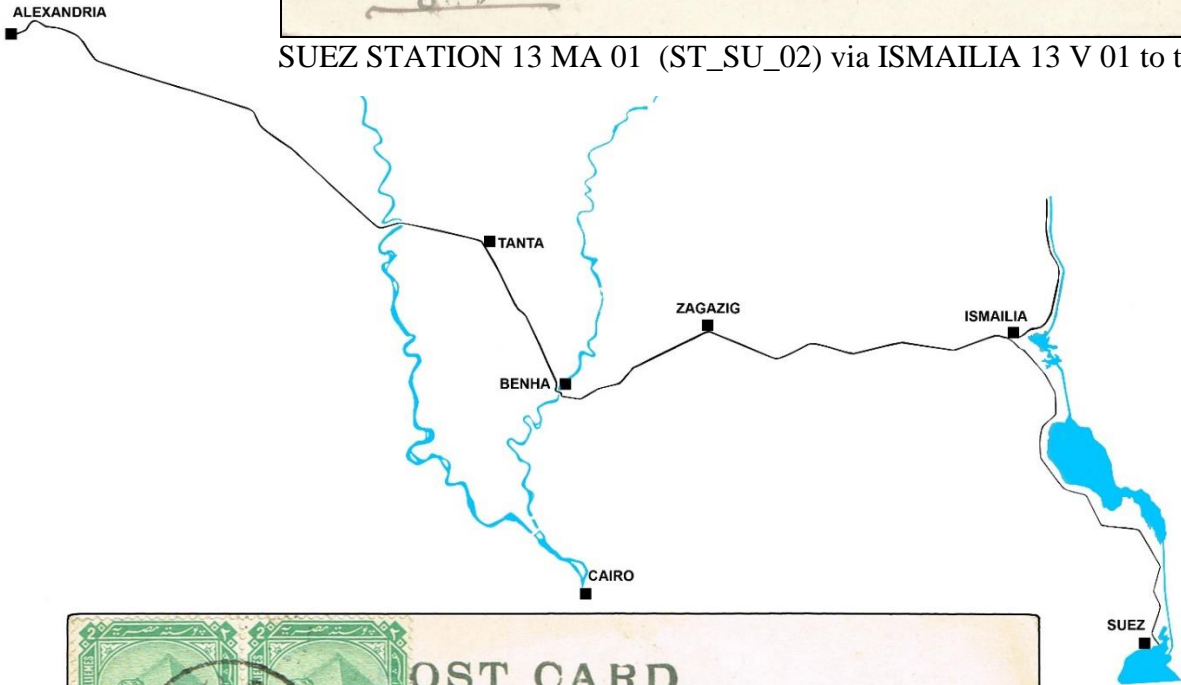
SUEZ STATION 16 JU 84 (ST_SU_01) to Cairo



German shipmail. DEUTSCHE SEEPOST OST-AFRIKANISCHE HAUPTLINIE II 7 00 via SUEZ STATION (ST_SU_02) and ALEXANDRIE 13 VII 00 to ALTONA 20 7 00



SUEZ STATION 13 MA 01 (ST_SU_02) via ISMAILIA 13 V 01 to the UK



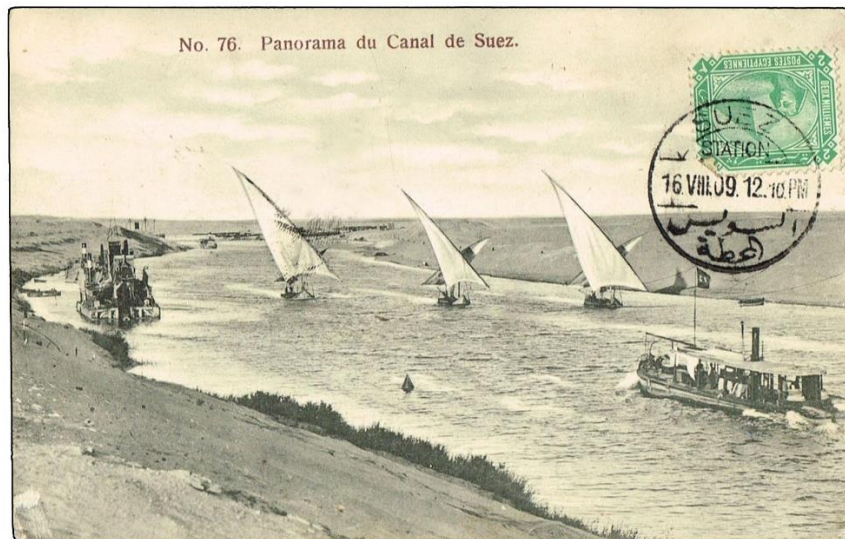
SUEZ (STATION) 8 FE 06 (ST_SU_03), direction Alexandria via BANHA (STATION) to ANGERS MAINE ET LOIRE 15 2 06



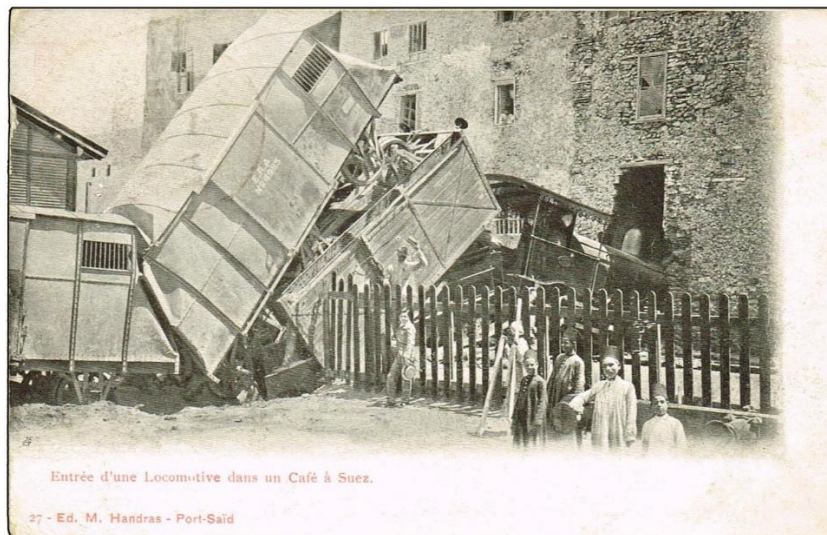
Postcard from SUEZ (STATION) 26 FE 07 (ST_SU_03), to New Zealand. Misdirected to ALEXANDRIA 27 II 07 and back to Suez by TPO SUEZ (AMBULANT) 27 11 07



Card from SYDNEY 26 NO 07 via SUEZ STATION 22 XII 07 (ST_SU_04) to POST OFFICE CAIRO 25 XII 07 COOKS TOURIST SERVICE



Postcard from SUEZ STATION 16 VII 09 (ST_SU_04) to Pau (France)



The entrance of a locomotive in a café in Suez (E. Handras)

Sometimes a train can arrive late, or doesn't come at all ... or cannot stop in time.

Doors closed at beloved Windsor Hotel



Photo: Arabic-language magazine Mantiqti

Nothing whatever to do with the postcard illustrated above is the news that the wonderful old Windsor Hotel in central Cairo, a venerable institution with a rich history and beloved of travellers for years for its faded grandeur and quirky Barrel Bar (the chairs are fashioned from old barrels) may have closed its doors for ever. For years Cairo has been digging in Alfi Street next door for a Metro extension, finally causing severe subsidence and serious cracking of the walls of the hotel, which was built in 1893. The Metro authorities have shored up the exterior with vast timbers, but the family-owned hotel, once a British officers' club and where I watched the Maradona "hand of God" goal through a "snowstorm" on the hotel TV in 1986, may be finished. All the more sad that its delightful and most welcoming owner, William Doss, passed away in January aged 105. – **Mike Murphy**