

The Quarterly Circular of THE EGYPT STUDY CIRCLE



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Meetings Programme 2024

Saturday Sept 7	UK Zoom meeting	Julian Bagwell: British Forces in Egypt 1932-1941	All members
September 19-21	Greco-Roman Museum, Alexandria	National Exhibition hosted by Alexandria PS and PSE Cairo	All welcome
October 23-26	Islington, North London	2024 Stampex International exhibition	All welcome
Saturday October 26, 12.30-2.30pm	At Stampex	ESC meeting (Room B), informal – ten sheets, recent discoveries, acquisitions	All welcome
Saturday Nov 2	Zoom meeting	Topic(s) to be announced	Hosted USA

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Facebook

Report of a meeting held at the Union Jack Club, London, on 1 June 2024

Jon Aitchison (ESC 661) presented a spectacular and fascinating display of postal stationery which deserved a far better audience. Reflecting recent meetings (and see Editorial on next page), only half a dozen members attended, half of them Officers.

The display covered three sessions, with envelopes, postal cards and cassette post envelopes, each of which had previously won gold medals nationally or internationally. All three included several unrecorded items and much new research, and erroneous information that had crept into catalogues was corrected. Many UPU Specimen overprinted envelopes and cards were shown together with examples uprated with adhesives by the Post Office to use remaining stocks after rate increases.

Envelope essays by Prevost, Penasson, the National Bank Note Company and Renard (particularly scarce) were not specifically aimed at postal stationery contracts but were printed to illustrate how stamps would appear when used. All envelope issues for the first 100 years were covered in depth, including the scarce UPU essay produced in response for a pre-paid return that led eventually to International Reply Coupons, along with essay artwork and die proofs with uncatalogued offsets, shades and paper types. The 1892 5m revalued overprints were displayed extensively including “error” settings, trial colours and trial type size.



1869 20 para essay envelope by Renard of Paris



1914 Harrison 10 mills pictorial card as sold in 1931, with uprating 3m stamp

The postal cards display covered all issues from the first in 1879 to the final “Soldier card” set in 1954. Unrecorded types were shown with unrecorded card stocks. Used examples included commercially printed fronts and backs, cut-outs on cover and reply cards used in both directions. The 1891 3m revaluation of 5m postal and reponse cards included “error” settings and unlisted varieties, with misplaced overprints and varieties on other issues. Multiple examples of the rare 1928 repurposed reply cards, the 1931 10m Harrison pictorial,

and the 1931 repurposing of the 1917 3m+3m reply cards were included. Post-revolution handling of the remaining stocks of monarchy-period cards were also explored.

The 6 mills post-revolution “Soldier cards” comprised 25 views, each in four colours, with photogravure printing on two card stocks and a lithographic printing. With mint and used, up to 600 items could be displayed! This exhibit showed examples of all designs, but not all 600, in 32 sheets.

The Cassette Post envelopes display started with a 1939 “Voice Record”, intended for recording a personal message in a booth, along with the wooden gramophone needles needed to play it, and a printed envelope used from Cairo. An actual cassette was shown - a mystery to many young people - with envelopes of all issues including mint, genuinely used, errors, printer’s waste, shades, varieties and missing colours. Others rubber-stamp cancelled for official use after the service ended were also on display.



1939 ‘Voice Record’ disc, precursor to the cassette post with wooden needles, sent from Cairo to Asyut

- A Zoom meeting held on July 6 had a better turnout with 21 members enjoying the display of Malcolm Coe (ESC 721) on Egypt/Sudan mail of 1890-1920 (see the website or tinyurl.com/bdzza3fy for YouTube). A scheduling mishap meant Julian Bagwell could not display his British Forces 1932-41, but will show his collection on Zoom on September 7.

Editorial: Study Circle faces the future

The Egypt Study Circle – YOUR study circle - is stepping into the new age of technology and is ready to grow and change. For this to happen we need new blood and new methods beyond those that have served us for 90 years.

For a start, we have already decided to take almost all our meetings online. This will both allow all our worldwide members to participate and help to co-ordinate a stronger ESC for future generations to understand the importance of stamp collecting, investments, camaraderie and just plain great fellowship among like-minded people.

Apart from the two Stampex of most overseas visitors – we online Zoom meetings, participation to all members in than those who happen to be in



**FOUNDED 1935 – ready
for the 21st century**

For members cautious about novel way, we have two willing to help co-ordinate your collection or any stamp that you can narrate to share

meeting in London – the period will convert the ESC fully to allowing internet access and full every corner of the world rather the UK at the time.

presenting their material in this experienced volunteer members with anyone willing to share related items in a presentation your beloved treasures.

WE WANT TO SEE WHAT YOU HAVE.

We want to share knowledge and learn and grow from each other. But the transition goes wider than that: we are considering making the *QC* digital rather than printed. Twenty per cent of our members already make this choice, and the advantages in cash and time savings are obvious.

Stepping forward, we are now looking for individuals globally to fill positions for the ESC, and will be happy to respond with more detailed explanations of what is involved. Most of all, we need a new Secretary for the day-to-day running of the group.

We will lighten his/her duties by also seeking:

- Membership secretary, to field and respond to application queries
- Meetings secretary, to arrange meetings and book speakers
- Publicity officer, to give members and the wider world society information.

We need a new and up-to-date website to take advantage of all the new opportunities on offer. Planning is well under way.

We need bloggers and social media experts to share their skills for the ESC

We need closer ties between our Facebook page and the old Circle. Ideas and volunteers welcome.

We need to encourage younger members, to capture the next generation.

Most of all, **THIS IS YOUR CHANCE** to make a change. **We need** every member's help and can't wait to hear your thoughts in each and every capacity.

Please, think very hard about what you can do to help. And get in touch.

Mike Murphy, Hon Secretary and Editor, Egypt Study Circle

ESC Library under new stewardship

Neil Hitchens (ESC 651) and John Davis (ESC 213)

The baton of Study Circle Librarian has been passed successfully from John Davis, our President and keeper of the volumes for very many years, to Neil Hitchens. This significant transition marks a new chapter in the history of our beloved Library.

John Davis, a stalwart figure who joined the Circle in March 1977, has tirelessly served as Librarian since volunteering to take over from F.W. “Jim” Benians; the appointment was gazetted in *QC* 126 of June 1983. His dedication, knowledge and passion have expanded and shaped the Library into a haven for readers, researchers and curious minds. A full list of all the volumes and pamphlets can be found on the website. As he steps down, we express our heartfelt gratitude for his unwavering commitment.



***Library in transit ... the volumes
set out down the M40 to Surrey***

Neil Hitchens, Webmaster and Vice Chairman, who joined the Circle in July 2010, has not undertaken this role with anything other than the greatest respect for what John has brought to the role and hopes, at the very least, to emulate his enthusiasm for the Library while at the same time preserving its rich heritage.

Along with the full Library of many thousand items came the Study Circle Record, the original preliminary reports from study leaders as they recorded discovery after discovery on many and varied topics, most of which – but perhaps only a close inspection can reveal precisely which – have since been published in the Smith and Chalhoub volumes.

The transition has not been without challenges. Neil faced the daunting task of repacking heavy items—an arduous process that required meticulous care – as well as transporting the entire collection, weighing in at over one tonne, down the M40 to Surrey, and then unpacking himself at the other end.

Happily, he had the help of John’s twin daughters in the careful packing into 60 boxes of ancient manuscripts, fragile maps and rare volumes, all of which are now stored in a secure location awaiting the next stage of proceedings: to check each and every item to ensure their preservation for generations to come. One main problem to be faced is that of access – posting books within the UK is costly, for overseas it is nigh on impossible.

John writes: “The Library was officially handed over to me some forty plus years ago and I have been adding to it ever since. The result is a very fine collection, even for a specialist society; it must be one of the most complete libraries within philately and I am very proud of it.

“When I was asked to take in the Record I found I could not get it all in the ‘cupboard’ in my cottage – in fact not a cupboard but a bricked-up porch to one of two labourers’ cottages where spiders ruled - , especially if it was destined to be combined with the main library. Nonetheless I was sorry to see it go. Inevitably there will have been one or two items left behind and I undertake to get those to Neil when we get to meet. Sadly, largely because of digitisation, fewer members have borrowed books in recent years but I guess, that’s progress.”

John added: “It has been an honour and a privilege to expand on the original Library over all these years and to handle such evocative and important volumes. But the time had come.... My wife Rosemary and I were simply being overwhelmed by paper in our little country cottage in the Vale of Evesham.”

We look forward to a new era for the Library. The baton has been passed, but the legacy of knowledge, curiosity and imagination endures.



**The Eye of Horus –
our new beginners' corner
with David Ogden**

Are you new to philately or collecting Egypt stamps? First, I want to welcome everyone and let you all know that the Eye or Horus section plans to be a great place to encourage your journey to a wonderful stamp collection. If you would like to see a specific topic covered, all ideas will be gratefully received. Or, for a speedy response from collectors who are delighted to advise, you could ask your question on the Egypt Study Circle Facebook page (facebook.com/groups/EgyptStudyCircle)

The Once-Beloved King

Farouk I, full name Farouk bin Ahmed Fuad bin Ismail bin Ibrahim bin Muhammad Ali bin Ibrahim Agha (1920-1965), was the King of Egypt and the Sudan from 1936 until his abdication in 1952. Following the death of his father, King Fuad I, in 1936, Farouk came to the throne at the age of 16 and quickly became known for his extravagant playboy lifestyle. At this time, he remained very popular among the people, who called him the Beloved King.

The first series of definitive stamps featuring the new monarch was the extensive “Boy King” portrait series of 1937.

His 5 millièmes Royal Wedding stamp in 1938 is one of the most beautiful Egyptian stamps and the wedding was marked by his wife changing her name to Farida, since Farouk believed F-names were lucky! The £E1 18th birthday commemorative a little later in the year was even more impressive. Later series of definitives featured an older Farouk. Another stunning issue marked his second wedding, this time a 10mills value when he married Queen Narriman in 1951.



Farouk of Egypt, ruled 1936-1952

Farouk's popularity, however, slowly declined. The Egyptian military, led by Gamal Abdel Nasser and the Free Officers, launched a coup d'état that became the Egyptian Revolution. Farouk was forced to abdicate in favour of his infant son, Ahmed Fuad, who succeeded as King Fuad II with a regency council. Stamps featuring the deposed Farouk were overprinted with three black bars.



Truly beautiful stamps marked Farouk's rein: Wedding to Farida, 18th Birthday and wedding to Narriman

Many of his possessions and valuables, including his vast and personally augmented stamp collection, were left behind when he fled Egypt, first travelling to Monaco. One of his stamps was the British Guiana 1851 two cents “cotton reel”, one of the world's greatest philatelic rarities.

In 1953 the monarchy was abolished and Egypt was declared a republic. General Mohamed Naguib became its first President. Farouk died in exile in Rome in 1965 at the age of 45.

- **Did you know?** The first definitive Egyptian stamps were issued on 1 January 1866. Printed by Pellas Brothers in Genoa, Italy, they were watermarked with an iconic Pyramid and Sun design and Egypt's position as an Ottoman province was reflected in a Turkish overprint in black showing the value. SG 1 is the 5 para grey or greenish grey issued when 40 paras was equal to 1 piastre. This issue became obsolete on 1 September 1867.



Did you know? Sayed Darwish (1892-1923) was a talented musician from Alexandria who composed the revolutionary anthem *Oum ya masri!* (Stand up, O Egyptian!). It immortalised the events of the 1919 revolution against the British occupation and is still popular to this day. The 10-piastre stamp SG 1843 featuring Darwish in 1992 to mark his birth centenary used this picture, taken shortly before his death. Listen to the song on YouTube: tinyurl.com/2nb9hsud

- **Online resource:** Exploring Stamps is the creation of an online philatelist, Graham Beck. He started his YouTube channel in 2016 after rediscovering his childhood stamp album and began researching the various subjects portrayed on stamps. In this episode he explores a 130-year-old Egyptian stamp that teaches him something of the country's modern history. tinyurl.com/k89kz4w3



Gold for Jon in Estonia

ESC Committee Member Jon Aitchison (ESC 661) was awarded a Gold Medal with 93 points, and a special prize for material, at Mare Balticum 2024, the Estonian international stamp exhibition. The exhibition was held from Friday 26 to Sunday 28 July at the National Museum in Tartu, Estonia. Jon's eight-frame exhibit was in the postal stationery class and entitled *The Postal Cards of Egypt*.

- We congratulate Jon on his latest success, and would be most grateful to hear of other members' successes at exhibitions, whether at national, regional or international level.

Members' Matters

We are saddened to have to record the passing of one of our closest French colleagues, Pierre Meniaud (ESC 446), who passed away on July 11 at the good age of 91 after having resigned from the Circle the previous year on the grounds that he was "too tired" to continue collecting. Pierre, who had one of the most evocative of addresses in Chariot of Gold Street in Lyons, joined the Circle in June 1994 and had enlisted the help of several members in successfully tracking down the final two stamps required to make his Egypt collection complete. Our sincere condolences to Madame Chantal, his long-term partner.

New Members:

ESC 764 Kenneth Turner, Box 70 College Avenue, Midale, Saskatchewan S0C 1S0, Canada

(Egypt: I like what I collect, and collect what I like)

ESC 765 Ramez Ebeid, 7 Suez Canal Street, Cairo

Stamps of Egypt pre-1950, and stamps of Europe

Suez Canal forgeries by Saatjian – Part 2

Paul Grigg (ESC 476)

The forgeries produced by Saatjian are the most dangerous of all Suez Canal imitations because they show all the design test features of the genuine stamps. Since my article in *QC* 283 (December 2022, pp. 282-4), I have prepared more information which might help with identification of these forgeries.

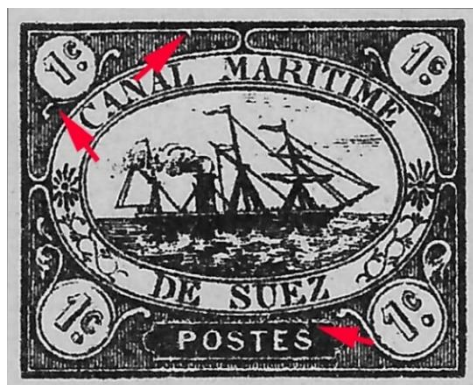
As mentioned previously there are eight transfer types of both the 1c and 5c values. Both have characteristic features carried over from the 40c example chosen as the basis for the new printing stones. It will do no harm to mention the main identifying features that are common to all eight types.

Clues to identifying Saatjian forgeries of 1c stamps –

Number 53 is the only subject on the sheet of 40c stamps to have all three features indicated below by the black arrows. These are:

1. A white nick into the shading from the inner top frame line just above and slightly to the right of the “L” of CANAL; 2. A line of colour in the surround of the POSTES tablet just to the right of the T; And 3. a line across the lower appendage of the northwest value tablet.

Though there are minor varieties on each of the eight types it is not necessary to examine them closely for the purpose of identifying the Saatjian forgery. The three features are present on all Saatjian 1c values as indicated by the red arrows. They never appear together, or at all, on genuine 1c stamps.



Saatjian forgery of the 1c value showing features carried over from subject 53



Saatjian reprint of subject 53 from the original stone taken from the Suez Canal Company offices

Clues to identifying Saatjian forgeries of 5c stamps –



Saatjian 5c block of eight subjects

Number 101 is the only subject on the original 40c sheet to have the five features indicated by the black arrows. These, as well as other features indicated by red arrows above, are carried across on to every Saatjian 5c forgery. Consequently, each of the eight Saatjian subjects has the following main features:

- Line across the appendage to the northwest value tablet.
- A tiny block of colour in the curve of the central top shading.
- Broken left serif to the T in MARITIME.
- A blob of colour in the shading protruding towards the top of the M in MARITIME
- Extra-long leg to the T in POSTES
- Break in the oval just below and in front of the M of MARITIME (constant only on Saatjian types).
- Missing serif on the second M of MARITIME (constant only on the Saatjian types)
- In making the 5c values Saatjian caused a break in the inner circle of the southwest value tablet opposite the C. This also occurs on all eight subjects.

The individual 5c subjects have other features, indicated by red arrows, as follows:

Subject 1: White mark before the P of POSTES

Subject 2: White spot over P of POSTES slightly protruding into the pane.
Diagonal line of colour above left floral design.

Subject 3: Tiny but definite nick in lower left corner of frame line

Subject 4: White comma shaped mark before P of POSTES

Subjects 5 and 8: As subject 1, with no other constant features.

Subject 6: Small mark of colour in the margin just below southwest value tablet.

Subject 7: Bulge on outer oval just above left floral design
Lump of colour crossing the lower panel line of POSTES just below the S
Faint dot in front of P of POSTES

The printing process used by Saatjian may or may not make these features obvious. Most of these plate features are minor but if your 5c stamp has a line across the lower appendage to the northwest value tablet you should be suspicious. The main features will confirm a Saatjian forgery, the minor features indicated by the red arrows are useful for plating stamps to blocks.

Clues to identifying Saatjian forgeries of 20c stamps –

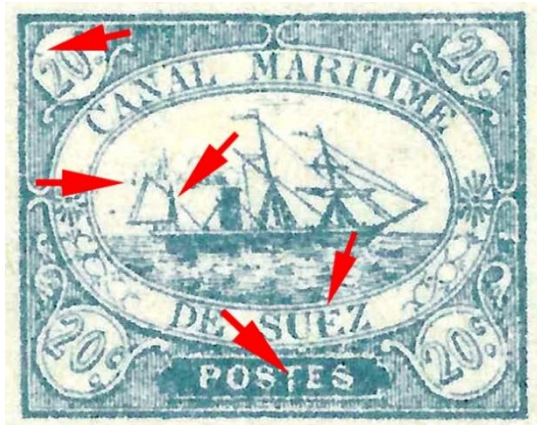
The layout of the subjects on the Saatjian 20c stone is very unusual. There are four identified ‘transfer’ types which seem to have been laid down in a haphazard order. This layout suggests that a different craftsman set out the 20c stone. The changing of the value from 40 to 20 seems to have been carried out not very carefully. Selection of the subjects for transfer was unthoughtful in that the best subjects were not chosen.

Which subjects were selected is difficult to determine except perhaps forgery type 4 which was taken from subject 92 on the 40c sheet. This is the genuine type 4. It is necessary to detail each of the four Saatjian types with its characteristics as there are no common features as with the 1c and 5c values.

The Saatjian 20c type 1 is taken from a 40c type 3, perhaps subject 31. Saatjian type 2 is taken from a 40c type 2 and his type 3 from a 40c type 1.

The main features of each Saatjian type are shown by red arrows on the following scans. These will identify each type and will prove their status as a forgery, but all features are somewhat variable

depending on the quality of the print. From my stock, clarity seems to improve from top to bottom of the sheet.

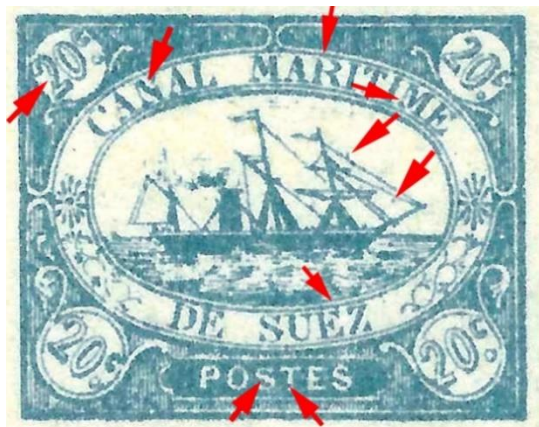


**Saatjian 20c type 1 (subject 63) forgery
from 40c of original type 3**

Type 1 features:

- a) Line above 2 in NW value tablet.
- b) Distinct dot of colour at the end of the smoke.
- c) Break in diagonal rigging to right of rear mast.
- d) Leg of T in POSTES broken by a line of colour.
- e) Defect in top line of E in SUEZ.

c), d) and e) are common to the original 40c type 3. A nick in the vertical stroke of the D of DE on the original is not present on the Saatjian 20c values.



**Saatjian 20c type 2 (subject 61) forgery
from 40c of original type 2**

Type 2 features:

- a) Small break in the 2 in NW value tablet.
- b) Diagonal of N of CANAL is bent.
- c) Gap in top of R of MARITIME
- d) Break in leg of second M just above its foot.
- e) Projection at top of front diagonal rigging.
- f) Dot of colour just below the diagonal rigging above the bowsprit.
- g) The top serif of the E of SUEZ is joined to the oval frame above it.
- h) Small dot of colour on the edge of the S of POSTES.
- i) Dot of colour on upstroke of the T of POSTES.

c), d) (not always present), e), f), g), h) and i) are common to the original 40c type 2.



**Saatjian 20c type 3 (subject 62) forgery
from 40c of original type 1**

Type 3 features:

- a) Small circular mark in background (not always present) and foot of 2 connected to the circle with a thickened line in NW value tablet.
- b) Also this tablet is connected to the upper appendage with a line just opposite the stop.
- c) A of CANAL has a thickened RH leg extended to the inner oval at its top.
- d) White dot in RH top arm of T of MARITIME.
- e) Leg of T in POSTES is too long.

e) is the only major feature of the original 40c type 1 to survive conversion to 20c.

Ghirgheh V-4 'never seen on cover' - John Clarke (ESC 497)



Mahmoud Ramadan's article in *QC* 289 ('Philatelic nation', pp 139-144) lamented that he had never seen a Ghirgheh Type V-4 postmark on cover. It sparked a vague memory, and sent me to my ancient collection of material accumulated some 45 years ago while working in the Middle East... and there it was! Far from lovely, battered and unloved over many years, but clearly a Ghirgheh cancel of 29 October 77 on a 2 piastre yellow Third Issue with very clear information strike alongside on a cover addressed to Cairo (arrival cds on reverse, along with a transit mark of Siut).



Saatjian forgery type 4 (subject 64) with features of the 40c type 4, subject 92



Striking features of 40c subject number 92

Many 40c type 4 features were generally associated with the value tablets. These were of course lost on conversion to 20c. There is a very faint dot of colour to the right of the centre of the E in SUEZ and this is very often also seen on the Saatjian type 4.

I was able to study my 20c sheets and can confirm that the layout of the four types is exactly as that detailed in the d'Humières book. However, I do not have any examples to show the eight replaced subjects that he mentions. Identification of some of his 40c reprints is not straightforward and requires careful examination of both paper and gum as well as close inspection of ink and workmanship. Basically, the paper used on the originals is of a particular quality and the gum is always cracked, so comparison helps. Saatjian often used inferior paper of differing thicknesses and shades that when gummed was always bright and shiny.

Any postmarks should immediately sound alarm bells. Please refer to *The Private Ship Letter Samps of the World, Part 3, The Suez Canal Company* by Jean Boulad d'Humières for detailed information on the genuine stamps and their use.

MacArthur plating of the 1872 20pa - II

The Kelemenis-Porter Amendment to the MacArthur Plating
Ramez Atiya (ESC 246)

The Kelemenis-Porter Amendment: In a previous article, “The MacArthur plating of the 1872 20 para” (QC 288, March 2024), it was noted that if the last column of the block in *Figure 1* represents MacArthur plating positions 65, 75, 85 then the stamps in the block cannot be 63-65/73-75/83-85 using the same plating. It was concluded that either MacArthur had misidentified some positions or there must be an unknown setting of the 20pa. It was pointed out to me (R. Porter, private communication) that some years ago C. Kelemenis (ESC 249) and R. Porter (ESC 340) (KP) proposed that MacArthur had misidentified the positions of the third column of the block. They proposed that MacArthur positions 65 and 68 should be interchanged with each other, as should 75 and 78. If we call the image assigned by MacArthur to position 75, Im(age)-75, then under the KP amendment Im-75 is reassigned to position 78. Similarly, if image Im-78 was assigned to position 78 by MacArthur, it is reassigned to position 75 by KP. That is what it means to interchange positions 75 and 78. Because this might be confusing, we give a specific example. The image at the top right hand corner, Im-75, which MacArthur assigned to position 75, is now reassigned to position 78. To express it pictorially,



Figure 1 - The block should be amended from MacArthur 63-65/73-75/83-85 to Kelemenis Porter 66-68/76-78/86-88



Figure 2 - MacArthur's Im-65 → KP posn. 68

Extending the reassignment of the third column, Im-75 is reassigned to position 78, and Im-85 to position 88. Completing the reassignment, Im-63 must now be reassigned to position 66, Im-73 to 76, and Im-83 to 86. So the image of block stays as is, as it must, but the positions are reassigned. The positions of the first and last row are reassigned positions. Therefore, now the block is **66-68/76-78/86-88** according to KP and not 63-65/73-75/83-85 as originally thought by MacArthur. But now we have a problem with the middle row, for which no reassignment has been carried out. To have consistency, the row that MacArthur thought was column 4 (64/74/84) must actually have been column 7 (67/77/87) in the position numbers and image numbers assigned by MacArthur. Nor surprisingly, he did not plate positions 67 or 87. He did however (perhaps accidentally) correctly assign Im-77 to position 77 (*Figure 3*)!



Figure 3 - MacArthur position 77 and position 77 from the block

The KP amendment states that only four position were incorrectly identified. This implies that the rest of the positions are correctly identified. The assumption can be checked. It was shown in the March *QC* article that if the upper right corner stamps was incorrectly identified as position 65, then the entire left hand column, 63/73/83 as identified from the MacArthur plating, did not match the flaws seen on the left-hand column of the block. If on the other hand the upper right-hand corner stamp is position 68 (*Figure 2*) then the positions of the left-hand column are 66/76/86. We can look up and compare the flaws on those positions from the MacArthur plating and check to see if these flaws correspond to those seen on the block. The results are shown below (*Figure 4a-c*). The match is perfect. Clearly the Kelemenis-Porter amendment must be correct.



Figure 4a - Position 66 from the MacArthur plating – Position 66 from the block



Figure 4b - Posn. 76 from the MacArthur plating - Hooked Moon – Posn. 76 from the block



Figure 4c – Posn. 86 from the MacArthur plating – Posn. 86 from the block

The analysis gives us an unexpected bonus. Positions 67 and 87 are now plated. Consistency has been achieved when the block is assigned positions 66-68/76-78/86-88 as asserted by Kelemenis and Porter.

The Kelemenis-Porter reassignment is illustrated below. The arrow indicates the interchange that must be made to obtain the correct plating.

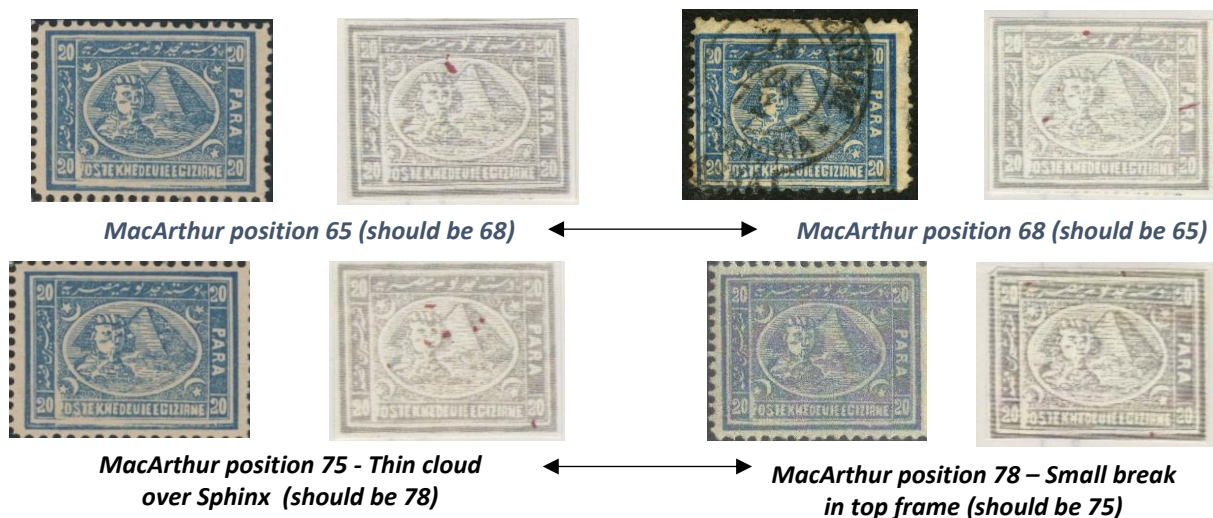


Figure 5 - Amended MacArthur plating

Further Check

The standard method for confirming position is to check overlapping blocks for common flaws. Unfortunately, no overlapping blocks are known. However, there is an overlapping vertical pair which was identified as 65/75 (*Figure 6*). Comparing the upper left vertical pair on the block (now 65/75 after the KP correction) with the vertical pair with the MacArthur identification, it is clear that they match (see *Figure 5*)



Figure 6 - Position 65/75, pair and MacArthur corresponding identification

After the Kelemenis-Porter corrections to the four position, everything falls into place without the need to postulate the existence of a heretofore unknown setting.

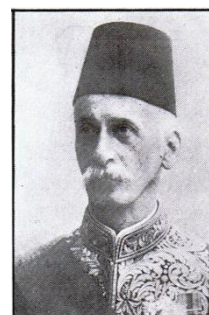
I wish to thank Robert Porter for clearing up for me the problem posed in the March *QC* article. Many thanks to Ali Gabr (ESC 726), Rober Porter (ESC 340), Trent Ruebush (ESC 179), and Adel Al Sarraf (ESC 705) for kindly responding to the call for additional blocks in the best tradition of the ESC.

Postmaster-General Annual Reports 1877–1909

Tobias Zywietz (ESC 696)

[**Note from the Editor:** First-hand information, that is, knowledge gained directly from the originating source, is invariably more useful, more accurate and so more valuable than even the most soundly based theorising by our most eminent collectors. That is why the Egyptian Postal Guides and Postal Bulletins are so fruitful for postal historians and collectors. It is also why we are happy to publish a plea from Tobias Zywietz, one of our foremost seekers after official documents and Publisher of the *Middle East Philatelic Bulletin*, which is free online at www.zobbel.de/mepb/mepbulletin.htm. Please, if you can, answer his call.]

Tobias writes: I am looking for the Annual Reports of the Postmasters-General pre-WWI. I have posted requests and published a few excerpts on the ESC Facebook page, but there have been no leads as to whether these reports are accessible anywhere. I am not a specialist Egypt collector and not familiar with every journal and publication, but I have never seen these reports published or referred to in detail. Surely they must be known amongst collectors and I have somehow missed their publication.



**Alfred Caillard
1841-1900**

I should very much like to consult the original reports. The first I came across was for 1877, submitted by the British Postmaster-General, Alfred Caillard, to the Ministry of Finance. What I found is a contemporary German translation, but I think that large parts were summarised. The same German journal published summaries of the reports (though not every year) until 1909.

They are mainly statistical accounts of the postal service, number and types of letters transported, parcels, money orders, number of post offices, revenues and expenses, etc. Some include interesting accounts of the accidents, quarantine measures, rates changes, the rural service, the Sudan war, etc.

One of them reports the novelty of the provision of the first Postal Guide (1888-89) with its lists of regulations and itineraries. Here are a few paragraphs from the 1877 report (translated from German to English):

“The first organisation of the Egyptian state posts dates back to the start of the year 1865, when the Khedive’s government took over the management of the postal service in Egypt, which until then had been run as a private institution. The original hastily implemented organisation did not keep pace with the rapid increase in postal traffic; the composition of the numerous administrative staff left much to be desired; and expenditure was not in proper proportion to the requirements of the service.

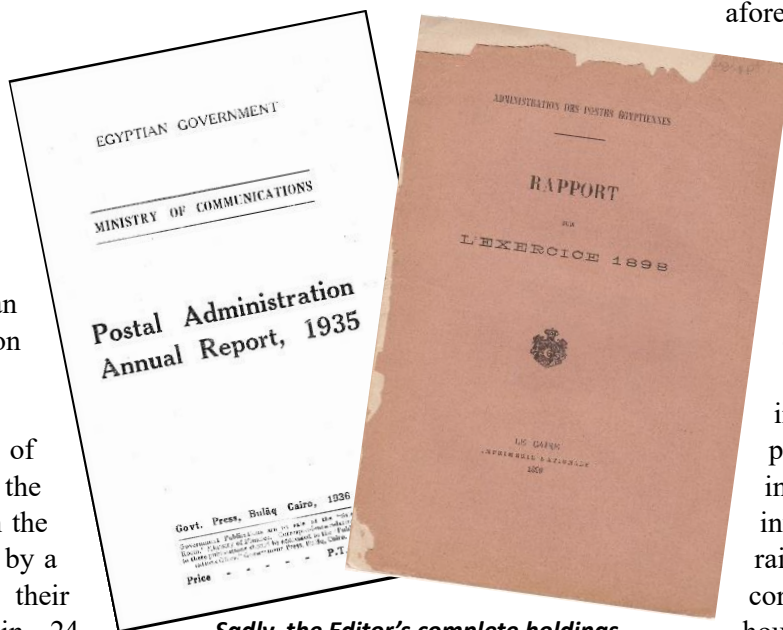
“These facts help to explain the deficits that recurred every year in the postal administration. As this situation became more alarming from year to year and finally threatened to jeopardise the regularity of the postal service, energetic measures had to be taken. These consisted of a radical reorganisation of the higher administrative departments. As a result, the deficit, which in 1876 had amounted to 320,235 piastres, turned into a surplus of 1,298,271 piastres in 1877.

“The report reassures that these savings were achieved without any impairment of the safety and speed of the postal service. The essential part of the reform had been achieved by reducing by more than 50 per cent the disproportionately high general expenditure.

“Among extensions to the postal service carried out in 1877, the establishment of post offices in Kordofan, Darfur, Fashouda, Sennaar and Fazoglu deserves to be mentioned first and foremost. Thanks to the energetic intervention of the Governor General of the Sudan, Gordon Pasha, preparatory work for the opening of several post offices in the

was already advanced towards so that the most the Sudan will soon regular postal experienced and has been sent to title and powers of an supervise the operation

“Improvements Egypt in the service of made it possible for the number of villages in the which are not served by a letters with their or Alexandria within 24



Sadly, the Editor's complete holdings...

of these post offices. considerably the end of the year, remote towns of be able to enjoy a service. An competent official Khartoum with the inspector to of these post offices.

introduced in Lower postmen on foot have inhabitants of a large interior of the country, railway, to exchange correspondents in Cairo hours.

“To meet a long-felt need, new messenger posts have been set up at the request and under the guarantee of merchants who have established branches away from the post offices. Establishment of a railway postal service between Alexandria and Cairo has speeded the delivery of incoming mail for the latter city from abroad, all the more so as the mail is made available to the owners of private letter boxes as soon as it arrives at the post office.”

Anyone who has such documents, for any year, should contact Tobias at mep-bulletin@zobbel.de. As you can see from the extracts above, they contain much valuable material that should not be lost.

Imperial Airways crash mail with an Egyptian connection

Ken Sanford (ESC 762)

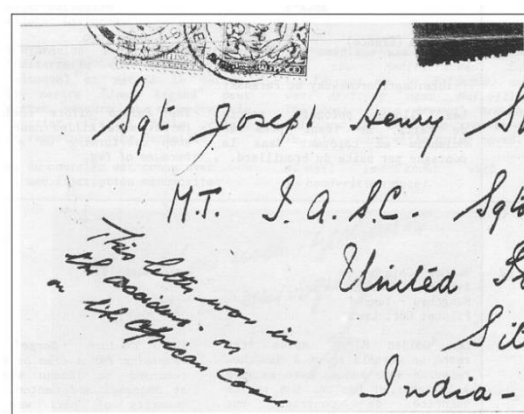
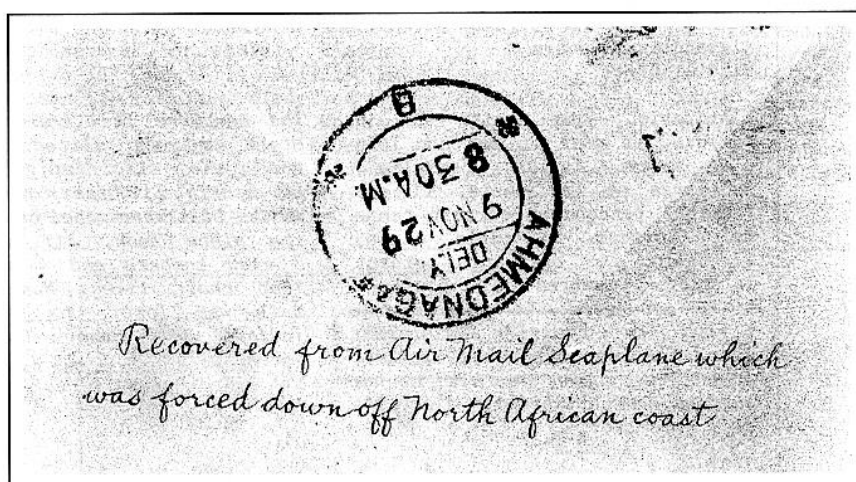
Imperial Airways was Britain's international airline from 1924 to 1940. In 1929 it started a route between Great Britain and Alexandria via various European and Mediterranean cities. This article describes in date order all known Imperial Airways crashes with an Egyptian connection, both those carrying mail and a few from which no mail has been recorded.

On 26 October 1929 Imperial's Short S.8 Calcutta *City of Alexandria* (G-EBVG) flying boat (pilot Captain Stocks) was landing for a refuelling stop at Mersa Matrouh when a wingtip struck a buoy in the harbour. The aircraft was damaged, so passengers and mail were transferred to the Short S.8 Calcutta *City of Athens* (G-EBVH), with Captain F. J. Bailey.

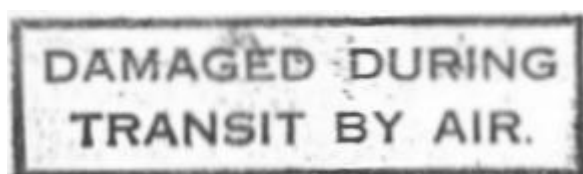
City of Athens had difficulty lifting off because of a lack of wind, hitting a reef, ripping open the bottom of the hull and settling on rocks. It was reported that instead of the main channel the pilot had mistakenly gone into the shallow breakwater and the aircraft could not clear submerged rocks. Pilot and passengers were unhurt.

The recovered mail was carried onward by the *City of Baghdad*.

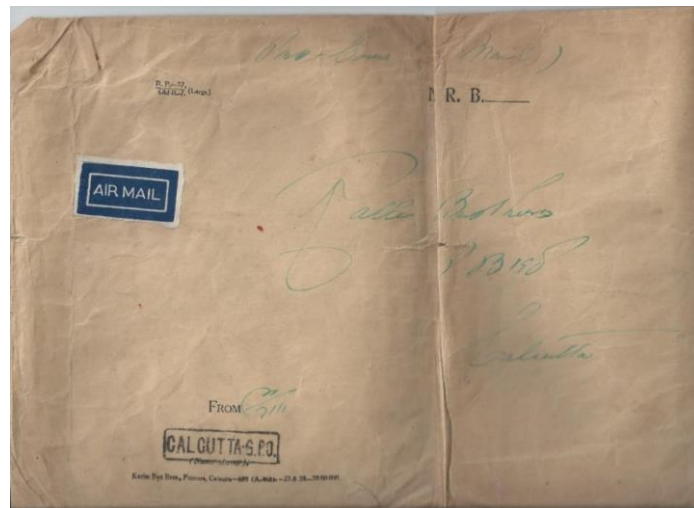
The Times newspaper reported that on arrival in Bombay on November 7 the mails were soaked, with some packets so stuck together that they could not be sorted nor addresses deciphered until they had been exposed to the sun for some time. Eventually they were given extra wrappers and delivered. Few covers are recorded from this crash. See illustrations on this page and the next.



Above, three line manuscript note



Left, two line purple boxed cachet



Calcutta ambulance cover



Four line cachet on label applied at Bombay

The next incident came on the very same day, October 26, at La Spezia, Italy. The aircraft was the Short S.8 Calcutta *City of Rome* (G-AADN) and the route was India-Egypt-Europe-London. The pilot was Captain L. Spence Birt, flight engineer F. T. Pembroke and wireless operator S. J. Stone. After leaving Ostia en route for Genoa the aircraft encountered engine problems and strong winds and was forced to land on the sea about ten miles from La Spezia. A gale was blowing and the sea was quite rough. In response to an SOS call, an Italian ship, the *Famiglia*, took the flying boat under tow with a 250ft cable. The ship began to make toward the shore at slow speed to avoid breaking the cable. The flying boat crew helped by keeping her engines running. But after 15 minutes in the rough seas the cable broke and the aircraft eventually capsized and sank. All three crew members and four passengers died.

Most of the mail was lost. One cover to India has been recorded, backstamped November 7, but as the flight was operating in the opposite direction it is not likely that it is from this crash. Wingent² reported that all the mail was lost, while Proud³ said that mails from India (Karachi 20.10.29), Iraq 22.10.29, Gaza and Alexandria 23.10.29, were lost. The following is a notice issued by the General Post Office, London:

“The Postmaster General regrets as a result of the wreck of the *City of Rome* in the Gulf of Genoa last Saturday the whole of the Indian airmail which left Karachi Oct. 20, Basra and Baghdad, Oct. 22, Gaza and Alexandria Oct. 23, is believed to have been destroyed.”

The next incident was on 11 October 1930 in the desert near Baghdad. The aircraft was a de Havilland DH.66 Hercules *City of Cairo* (G-EBMW), pilot unknown. The following is from *Lloyd's Weekly Casualty Reports* of 17 October 1930:

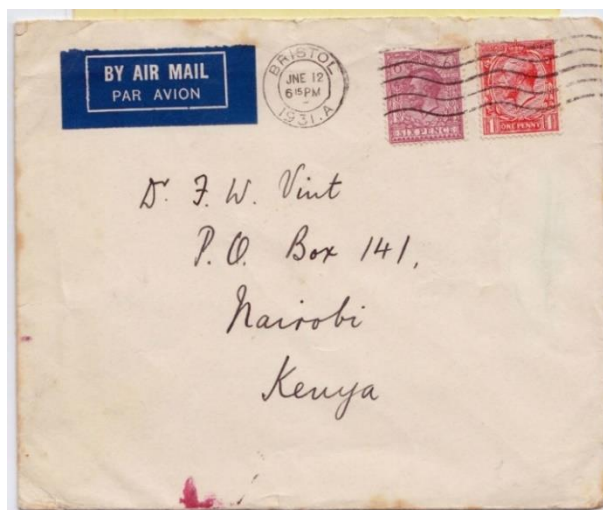
“Baghdad, Oct. 13 – The Indian Air Mail liner, which left here last Friday (Oct. 10), made a forced landing in the desert and a second machine, dispatched to its assistance, failed to locate it and was also obliged to come down away from its base. R.A.F. aeroplanes, which were sent to search for the missing machines during the weekend, finally located them both and enabled the necessary repairs to be effected. The mails have been forwarded to Cairo.”

*Lloyd's List*⁴ reported that departure from Baghdad was at 0232 on October 11. No covers have been recorded.

On 24 May 1931 the Imperial Airways Short S.17 Kent Scipio Class *Satyrus* (G-ABFC) was operating the route from Alexandria to Britain. The pilot, Captain Stocks, made a forced landing at Candia, Crete, and damaged a wingtip float. A passenger was quoted as saying: “We were due to land at Candia and we came down just outside the harbour. The sea was very rough, and we bumped three times on the waves, one of the wing floats being damaged. The pilot immediately throttled up, and we flew round to Mirabella, and there we made a perfect landing.”



The Short flying boat *Scipio* carried the mail on to Corfu two days later. After this incident, the regular landing place was moved from Candia to Mirabella Bay. Some authors have erroneously attributed this incident to the *Scipio*, which is understandable because that was the name of the rescue aircraft and *Satyrus* was a Scipio Class aircraft. Very few covers have been recorded, one of which is shown (above).



The only known cover recorded from the Aswan crash

On 16 June 1931 the Armstrong Whitworth A.W. Argosy I *City of Birmingham* (G-EBLO) was landing at Aswan. As it descended too quickly it hit a hill, overturned and was destroyed. The pilots were Captain R. O. O. “Root” Taylor and wireless operator Phillpot. The mail was recovered, and one cover has been recorded.

The next incident was on 22 August 1931 near Lingeh, Persia. The aircraft, a de Havilland DH.66 Hercules *City of Karachi* (G-AARY), was on the Egypt-India route. The pilot was Captain Roger P. Mollard. *Lloyd's Weekly Casualty Reports* of August 28 stated: "Karachi, Aug. 22 – The *City of Karachi* has been forced to land near Lingeh, on the Persian Gulf, 100 miles west of Bandar Abbas. All onboard are safe. London, Aug. 26 – The air liner *City of Baghdad* took the passengers and mails of the air liner *City of Karachi*, which made a forced landing, owing to engine trouble at Lingeh on Aug. 22, and proceeded to Cairo. The *City of Karachi* has proceeded to Basra."

Captain Mollard left the other captain and the passengers and walked for five hours to Lingeh to seek help. After dark, he returned with the Imperial agent and food and bedding carried on donkeys. The passengers spent the night beneath the aircraft wings. Next day the engine was repaired and the aircraft was flown off the salt pan and continued to Basra. One cover is known from Calcutta to London (*right*), which is more than likely from this incident.



On 13 February 1933 the Armstrong Whitworth A.W. Argosy I *City of Arundel* (previously *City of Wellington*) (G-EBOZ) was en route from Cairo to Britain. Unable to land at La Spezia for fuel, the pilot (name unknown) made a forced landing at Sarzana in thick mud. Rescuers took 40 hours to retrieve the aircraft. No other details are available, and no covers have been recorded.

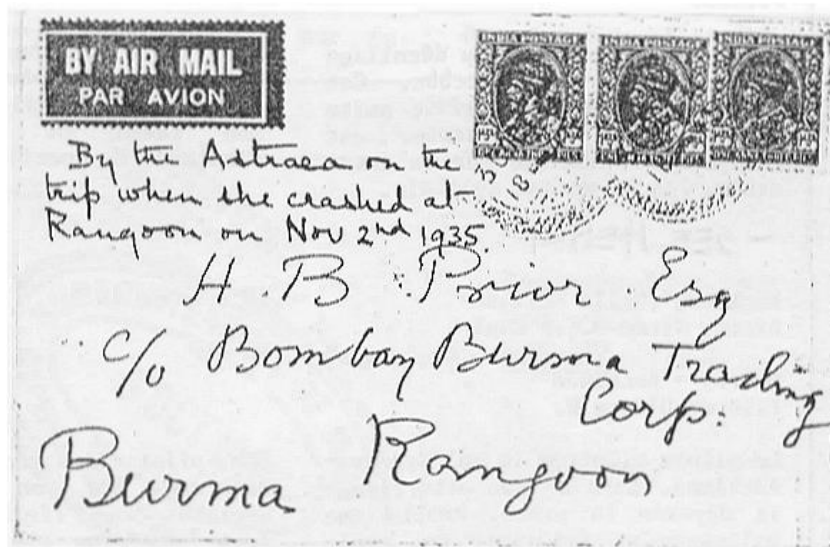


Captain Vernon G. Wilson was attempting a non-stop flight from Alexandria to Athens in the Short S.17 Kent Scipio Class *Satyrus* (G-ABFC) on 4 March 1933 when he ran out of fuel. The aircraft made a forced landing on a heavy sea near Gayduronisi (Patrocles Island) off Cape Sunion, twenty miles short of Piraeus, the port for Athens. A Greek Coastguard patrol located the aircraft and towed it to Phaleron Bay late in the evening. The mail for Athens (mainly transit mail for Central Europe) was taken to the Athens Post

Office and backstamped March 5, 1933. No special cachet was used and covers (*left*) are very rare.

The next incident was on November 2, 1935 at Rangoon, Burma. The aircraft, an Armstrong Whitworth AW 15 Atalanta Class *Astraea* (G-ABTL), was operating the Great Britain-Australia route (pilot Captain J. S. Sheppard). Mail which left Croydon on 26 October 1935 on Imperial Airways Service IE 387 was collected on schedule at Karachi by the *Astraea* on October 31. Overnighing at Jodhpur and Calcutta, the aircraft touched down at Rangoon at 1215 on November 2, but skidded on the wet runway, overshot and crashed into the boundary fence, damaging the starboard wing tip, cabin floor and nose. Captain Sheppard suffered a

slightly hurt leg, but the two passengers were uninjured. The aircraft could not continue. Mails were transferred to AW15 G-ABPI *Arethusa*, which left on November 4 for Bangkok and Singapore. The DH86 VH-UUA *Adelaide* arrived at Darwin two days late on November 7 when the DH86 VH-USD *Brisbane* took over and delivered mail for the Eastern states to Brisbane on November 9. At least eight covers to Australia are recorded, including mail from the UK, South Africa, Sweden, Germany, Greece, Egypt and India.



Cover with a handwritten explanation

On 9 November 1935 the Short S.17 Kent Scipio Class *Sylvanus* (G-ABFB), with pilot Captain D.H. Drew and engineers J. McKeag and J.H. Brammah, was operating the London-Brindisi-Alexandria route when the aircraft caught fire while refuelling at Brindisi and was completely destroyed. Ten passengers and three crew were on board: 12 died, the other was seriously injured. It is not known if mail was carried, and no covers have been recorded.

Operating from London to Australia via Alexandria on 31 December 1935, the Short S.8 Calcutta *City of Khartoum* (G-AASJ) was crewed by Captain Vernon G. Wilson, pilot, with flight engineer H. C. Amor and wireless operator H. K. A. Baker. As the aircraft approached a flare path for landing at Alexandria harbour after dark it apparently ran out of fuel as all three engines stopped at about 600ft. It sank immediately after hitting the water and most of those on board were unable to escape. Captain Wilson and two passengers, the only survivors, held on to a piece of the wreckage for five hours before being picked up by the destroyer *HMS Brilliant*. It is believed that Captain Wilson, an accomplished swimmer, was able to escape through a sliding window in the cockpit. The other two crew members and nine passengers died.

An inquiry later established that lack of fuel was the cause of the accident. The fuel gauges were known to be inaccurate and the position was made worse by the incorrect adjustment of the fuel jets in the carburettors, which increased consumption by 10 per cent. Captain Wilson was summarily dismissed by Imperial Airways, with several other pilots, in 1937. No reason was given, but the pilots had apparently been critical of the company over aircraft equipment and flight security.

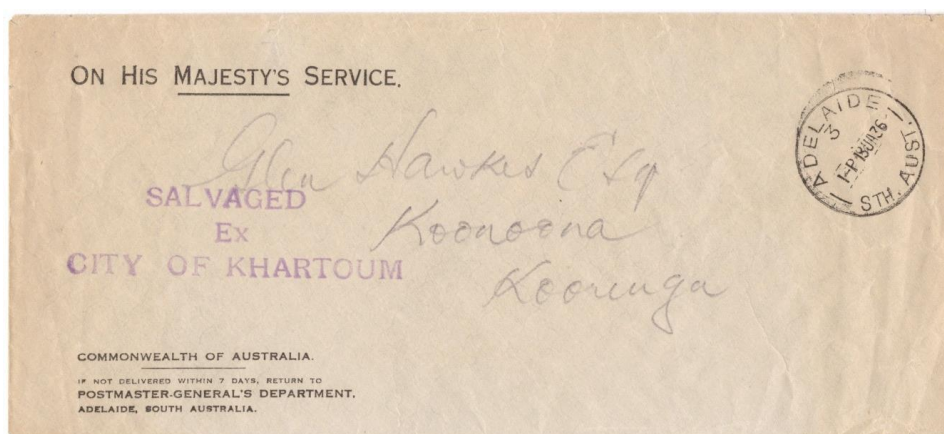
Seventy-one bags (390kg) of mail were recovered a week after the accident. The Indian mail was spread out to dry on the lawns of the General Post Office in Bombay. It was then forwarded to the various destinations, with Australian mail dried in a bakery in Melbourne. Only about one in a hundred of the letters were undeliverable. The various destination post offices used many different cachets, labels and mimeographed explanations for the damaged covers. Hopkins reported:

"I had ... two covers addressed to Hong Kong. In each case the departure marks have been washed off with the adhesives and there is no clue as to origin, except that one came from somewhere in Kent, and a note enclosed in the other after receipt to say it was posted at Westward Ho!, North Devon. Both have a Hong Kong Officially Sealed label on the back, tied by a date stamp of Victoria, Hong Kong 19 JA 36. Each has the boxed legend "RECEIVED DAMAGED/AT HONG KONG" 59x15mm overall."

Duncan Crewe⁷ reports three covers to Hong Kong. Field⁵ reported: "71 bags destined for Egypt, Palestine, Iraq, India, Siam, Malaya and Australia was salvaged after almost a week's immersion and forwarded by boat." Overall, there are 37 cachets recorded, far too many to be illustrated here.



Black cachet on mail to Egypt



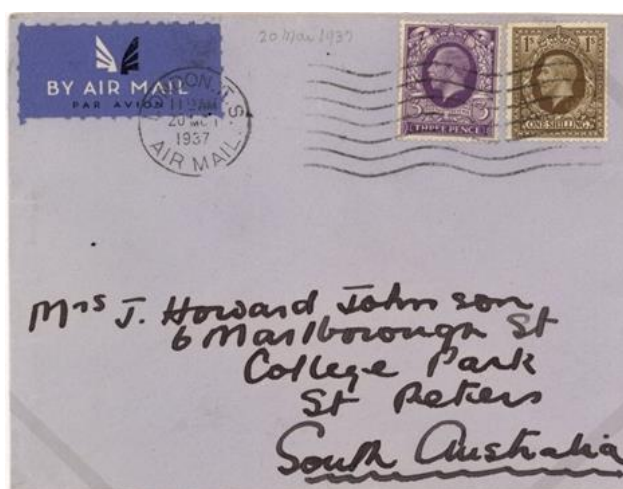
Ambulance cover from Adelaide

On 28 December 1936 the Short S.8 Calcutta *City of Alexandria* (G-EBVG) was operating the Great Britain-Mirabella Bay-Alexandria route (pilot, Acting Captain S. G. Long). The aircraft was doing supplementary duty during a period of heavy mails and was returning light to its Alexandria base. It spent the night at Mirabella Bay, Crete, where a storm came up and a gust of wind picked up a wing, nearly flipping the aircraft. There was some damage to the wing structure and an engine. Next day another strong gust lifted a wing and turned the plane over: it filled with water and sank. No crew members were on board. It is not known if mail was carried and no covers have been recorded.

The Short S.23 'C' Class *Capricornus* (G-ADVA) was on its inaugural flight from Britain to Egypt on 24 March 1937 with Captain A. S. "Jock" Paterson, first officer Gareth E. Klein, flight clerk D. R. O'Brien and radio operator J. L. Cooper when instead of landing at Mâcon, 40 miles north of Lyon, it was caught in a violent snowstorm in the Rhone Valley. The pilot lost all visibility and circled while trying to determine his position by radio. It was thought that the aircraft also encountered severe icing.

A wing hit two trees, and the aircraft crashed into a mountain at 2,200ft at Le Carouge, near Ouroux in the Beaujolais hills. Five of the six occupants were killed. Radio operator Cooper survived, escaping from the wreckage and finding aid at a nearby farm. Next day 40kg of gold and jewels, and 65 bags of mail were recovered. The mail was sent to Mâcon, and carried onward by *Cygnus*. It was not damaged, so no special

markings were applied. Very few covers have been recorded. Mail leaving London on March 24 was recorded for Australia, India and Malaya.



*Cover cancelled
London F.S. 11-15AM
20 MCH 1937*

References:

1. *Air Crash Mail of the World*, ed. Ken Sanford, pub. American Air Mail Society, 2023. Available for \$30 plus postage from kaerophil@gmail.com
2. *Movements of Aircraft on Imperial Airways African Route 1931-1939*, Peter Wingent, Winchester, UK, self-published, 1991.
3. *The Postal History of British Air Mails*, Edward B. Proud, pub. Proud-Bailey Co, Heathfield, East Sussex, 1991.
4. *Lloyd's List*, various issues.
5. *The Aero Field*, various issues, as noted in text. pub. Francis J. Field Ltd., Sutton Coldfield, UK.
6. *A History of Wreck Covers*, A. E. Hopkins. pub Robson Lowe Ltd, London, 1967
7. *Duncan Crewe*, miscellaneous correspondence.

[This article will be concluded in the December QC, No 291]

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Tracking the TPOs: Cover with four markings

Sami Sadek (ESC 559)

[The Editor is grateful to Dr Sami and hopes that Tracking the TPOs might become a regular column. Please all feel free to contribute on TPO topics.]

Covers carrying multiple markings of the Travelling Post Office (TPO) to reflect their journey are well documented. Two TPO datestamps are often seen on a single cover, and three are occasionally found but are much less common. Until now there has been no published record of four TPOs on one cover. I illustrate for the first time a four-TPO journey and route analysis.



The letter, a printed envelope of the Grand Hotel d'Angleterre in Rouen in Normandy, northern France, is addressed to Sidi Salem, near Kafr el Sheikh in the Nile Delta, franked with a 25-centime French adhesive and cancelled in Rouen on 24 August 1909. On arrival in Egypt it was redirected, first to Giza, then to Wardan, which is a little to the west in Menufia governorate. Eventually its journey would take nine days.

Journey analysis: The travels of the cover around the western Delta are clearly indicated by the fascinating series of circular datestamps on the reverse (*see above*).

1. Posted Rouen 24 August 1909.
2. Cancelled Paris transit mark August 25.
3. Arrives in Alexandria August 31.
4. Letter leaves the main Alexandria to Cairo line and alights at Tanta (assumed; there is no CDS) to head towards its destination.
5. **TPO 1: Tanta-Damanhur** 31 VIII 09 TT 57 (Type 5A3; note unusual double T before train number). Egyptian State Railways train 57 departs Tanta 11:50am, arriving at Kallin 13:07pm and the cover is transferred to the Sherbin-Kallin line (no CDS) and stops at the destination of Kafr El Sheikh, arriving at 2pm.
6. Redirected to GIZA, then WARDAN. Second leg of the journey starts next day with another Kafr El Sheikh cancellation, 1 IX 09 8:30 am.



1. **TPO 2: Sherbin-Kallin** state railway TPO Type 7A3 (month in Roman, only one other copy recorded, dated VII 15). Departs Kafr El Sheikh 10:01am, returning to Kallin 10:45.
2. The letter is then transferred back to the Alexandria-Cairo main line (no CDS) for the connection to Tanta, arriving at 14:15.
3. **TPO 3: Cairo-Alexandria**, 1 IX 09 T 90 (Type 5A3). Express train picks up the letter at Tanta (assumed). But the express does not stop at Wardan station, so this piece of mail is released at the Teh El Baroud stop.
4. **TPO 4: Cairo-Teh El Baroud** 1 IX 09 (Type 8A1). Train number is unclear, but the timetable reveals that train T72 would arrive from Teh El Baroud at Wardan 17:07.
5. Finally, arrival cancellation of Wardan 1 IX 09 TIII.

The author has an identical letter sent seven days later with precisely the same address and redirection clearly including Giza and Wardan. It has only three TPOs. All train times recorded here are from the official 1909 Egyptian State Railways timetable.

A legacy of Alexander the Great?

John Davis (ESC 213)

The late great Alexander died in around 332 BC, and it must be said that there have been precious few such “Greats” ever since: our own King Alfred, Tsarina Catherine, to name but two, but only the Macedonian military commander Alexander is credited with having ‘founded’ some one hundred cities.

These were scattered across what perhaps would have been the largest “empire” possible by the time of his death, spreading across the whole of the known world as far as India. And – perhaps to confuse future postal historians - most of them were named after him.

I was about to write up a cover (*Figure 1*), posted from Staines, Middlesex (though the return address on the back is Ashford in the same county), addressed to Bulkeley, Alexandria, when I noticed that it had initially been sent by the British Post Office to Alexandria in Dunbartonshire, arriving in Scotland four days later! Even Alexander the Great did not get that far.

After the helpful addition of a pencil marking “EGYPT?”, the letter did eventually arrive in the Egyptian Alexandria however, but some time later in the same month judging by the receiving postmark on the reverse of the cover.

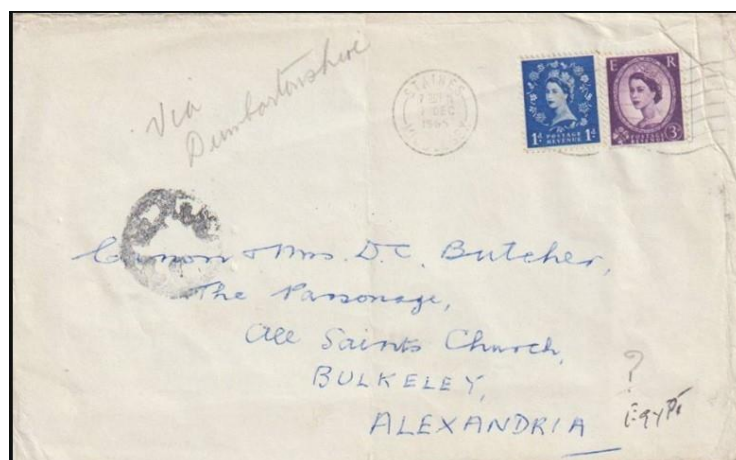


Fig. 1 - Front of cover from Staines to Bulkeley, Alexandria, in 1965



Fig.2 - Part of the back of the cover showing postmarks

The receiving mark, apart from the date-bridge, is all in Arabic and thanks to Sami Sadek we can read it as Sidi Gaber / *tawzieh* (that is, Distribution) with the date 31 1 65 (unclear). Interestingly, the wavy line cancellations in England and Scotland resemble those used from time to time at both Cairo and Alexandria.

That brings me to another item that has been in my collection for many years. The auction description, under the heading "Italian Post Offices Abroad," was:

"1859 Sardinia 40c brick-red, 2 large margins but just touched at bottom left and top left, clearly cancelled ALESSANDRIA 12 MAG 59 SG 51."

Sardinian stamps were used by the Italian Consular Post Office at Alexandria, which was originally housed in Giacomo Muzzi's Posta Europea offices before moving to the offices of the Adriatico-Orientale shipping line at 9 Rue de la Poste and later still to Via della Posta Italiana. The office closed on 31 January 1884.

Figure 3 at right shows a sheet from my Italian Consular Post Office pages on which the story is told; the postmark (centre stamp in the second row) bears no resemblance to that used at Alexandria in Egypt but does resemble closely other Italian postmarks of the period from Turino, Genova and so on.



I concluded many years ago that the Alessandria in this case was the one in Liguria in the far northwest of Italy, and I can only assume that the auctioneer made the same mistake as I did when I bought it, albeit not from his auction. I now know better, but did Alexander the Great ever reach Liguria?

Returning to his childhood collection as a relief from the pressures of making a professional life in a new country, Ahmed Abouesh found inspiration in history and moved on to delight in Egypt's glorious philatelic variety



Why I collect Egypt – Ahmed Abouesh MD (ESC 761) – Chico, California

As an ambitious psychiatrist who immigrated to the United States, I found myself caught in an endless cycle of work, work, and more work. After a decade or two, this routine became overwhelming. Several years ago, I realised I needed a hobby to serve as an outlet and a distraction from everyday life. I turned to my childhood passion for stamp collecting. I retrieved my first stamp and the rest of my collection from storage, proudly framed that first stamp - a rectangular Queen Mary stamp I received from my late father at the age of seven - and placed it on my desk.

Recognizing the potential to build a significant collection, I began collecting in earnest. Initially lost and without direction, I decided to start from the very beginning of Egypt's postal history, fascinated by covers and the stories behind them. The French Revolution, with its historical significance, seemed like a logical starting point. I acquired my first French Egypt Campaign cover, which sparked my collection of the French Post Office. Slowly, my collection expanded to include the British Post Office and the Egypt and Sudan campaigns.

As I gained experience, I decided to focus on three or four specific collecting areas. I added the postal history of Egypt's airmail and a postage due collection, aiming to gain depth and knowledge in these aspects rather than spreading myself thin across the many and varied aspects of Egyptian philately.



Cover from Napoleon's Egypt Expedition, addressed to General Kleber with 'Belbeis' cachet in manuscript. Unknown date. One of only five covers recorded as sent to Kleber



Unique specimen marginal proof block of four of the 1931 Zeppelin overprint, with two examples of the '0' spaced from the '5'. Each stamp is marked on the reverse with the handstamp of the Unione Filatelica Nazionale Roma



I also turned to exhibiting my collections, which has been a wonderful experience. Although initially quite challenging, it has enhanced the way I collect and organize my collections. I would earnestly encourage every new collector to consider exhibiting as an integral part of stamp collecting.

Being a dedicated collector of Egypt's rich philatelic history has been a life-changing experience. Joining the Egypt Study Circle has been inspirational. The resources, whether in the form of literature or the individual knowledge of generous members, have been invaluable. I hope one day to return the favour and be a resource for other collectors of Egyptian philately.

● We welcome all members' stories as contributions to this regular column of the QC

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Stamps & Postal History, Coins & Banknotes, Sporting Memorabilia & Collectables

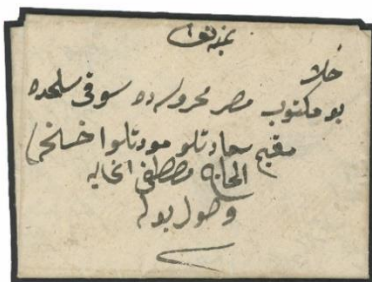
John Gibson's Exceptional Collection of the Sudan, November 2024



Exceptional Airmails & Travelling Post Offices



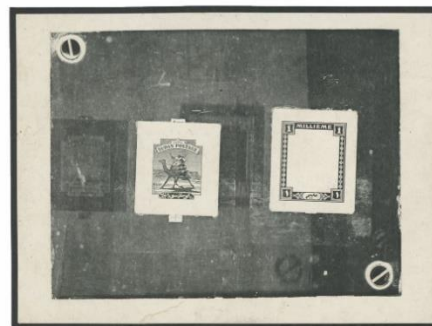
Military Mail covering all Campaigns



1838 Suakin: Earliest known Mail from Sudan



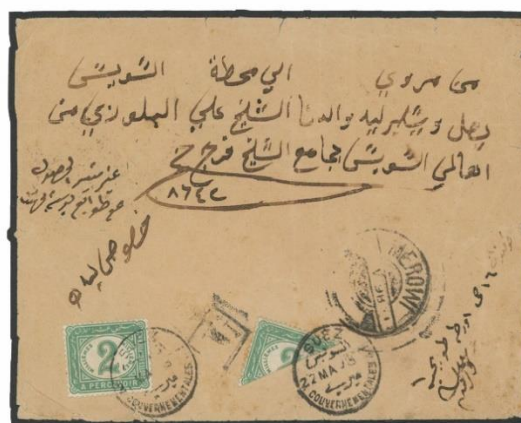
Unadopted Essay



Beautiful De La Rue archival material



1852 "Chartum" to Austria, with enclosed Letter



Egyptian soldier's cover with Bisected Postage Due

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