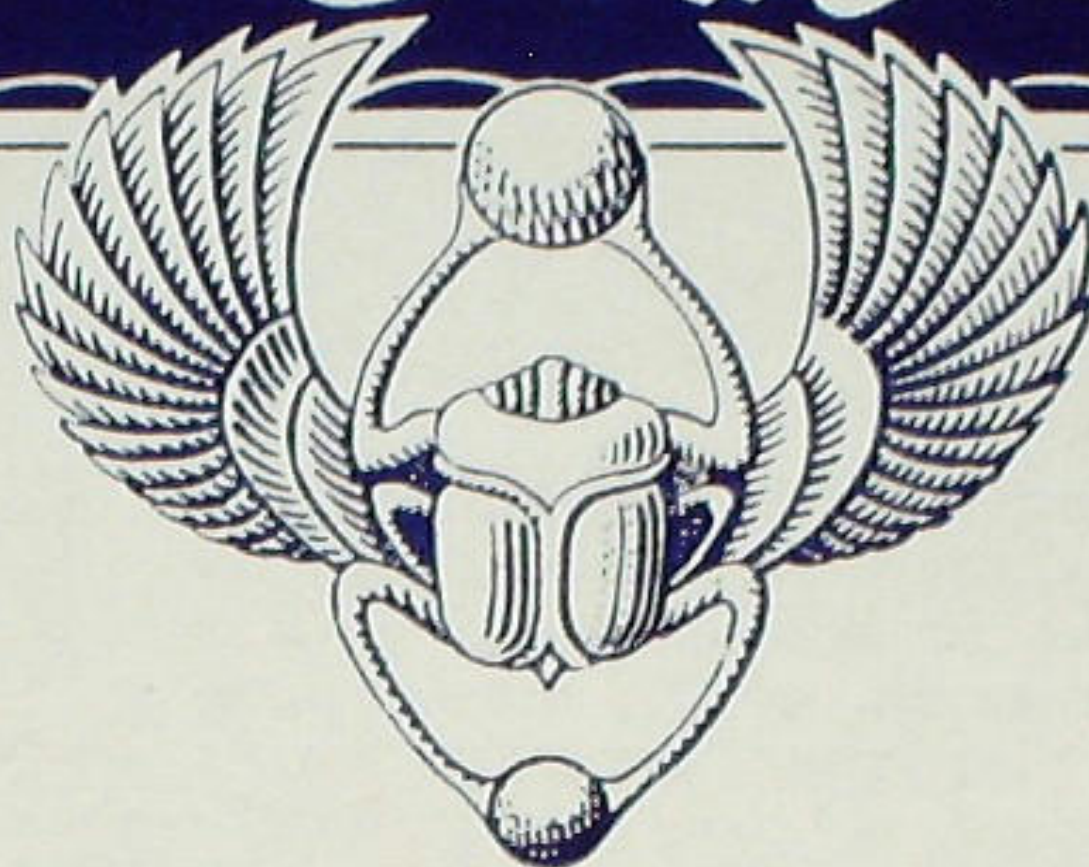


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JOURNAL DE LA
SOCIETE PHILATELIQUE D'EGYPTE
LE CAIRE

JOURNAL OF THE
PHILATELIC SOCIETY OF EGYPT
CAIRO

L'ORIENT PHILATELIQUE

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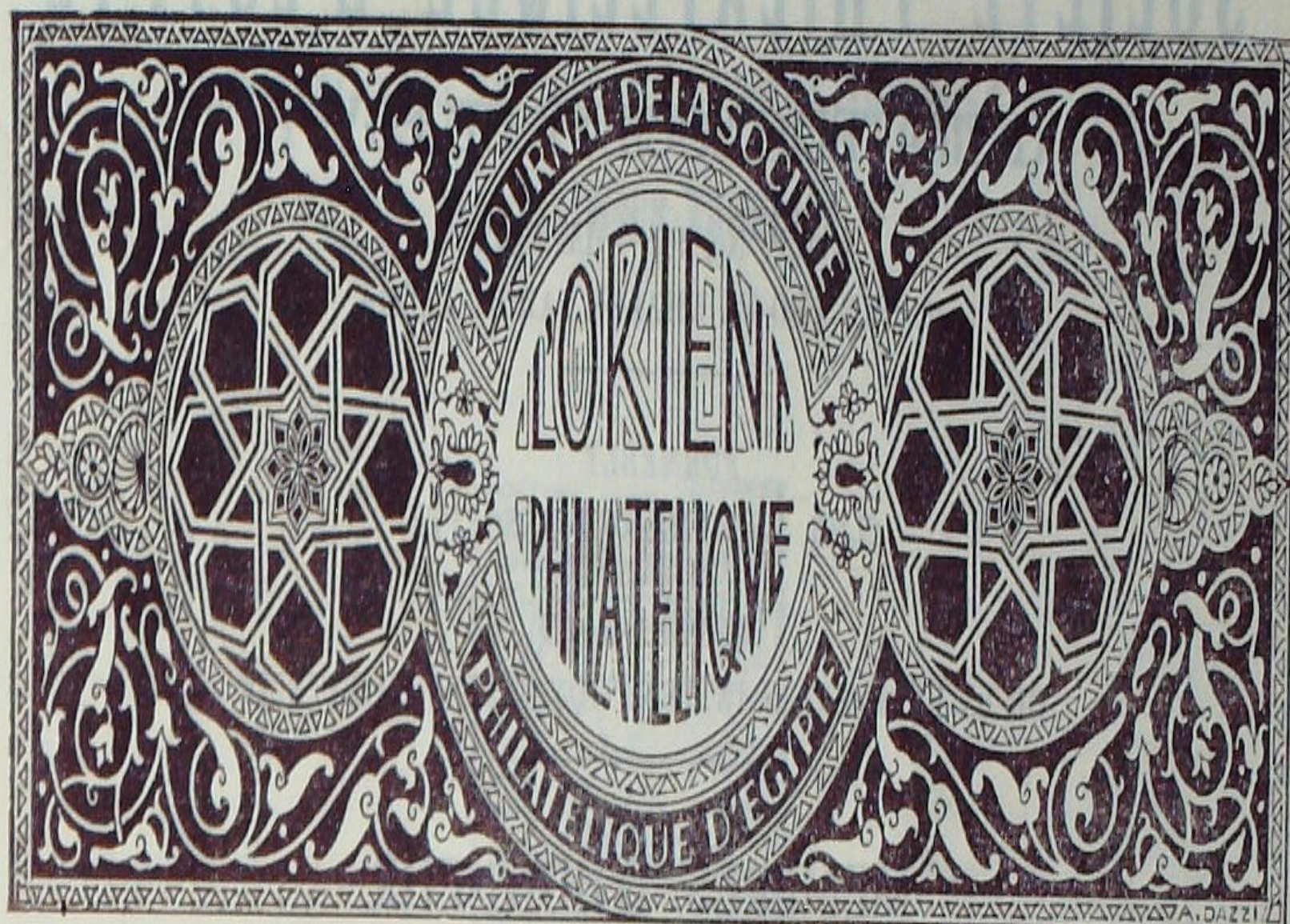
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VINGT-DEUXIEME ANNEE

VOL. VII, No. 76

OCTOBRE 1951



MEMBRE FONDATEUR DE LA FEDERATION INTERNATIONALE
DE LA PRESSE PHILATELIQUE

Plaquette de Bronze, Exposition Internationale Philatélique «WIPA 1933»

Plaquette de Bronze, Exposition Internationale Philatélique «PRAGA 1938»

Médaille d'Argent, Exposition Philatélique d'Alexandrie 1939.

Médaille d'Argent, Salon du Timbre, Alexandrie 1945.

Médaille de Bronze, Exposition «Phila» Tel-Aviv 1945.

Médaille de Vermeil, Exposition Philatélique du Caire 1946.

Médaille de Bronze, Exposition Internationale Philatélique «Imaba 1948»

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(PHILATELIC SOCIETY OF EGYPT)

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Octobre 1951

L'ORIENT PHILATELIQUE

215

THE SUDAN LEGISLATIVE ASSEMBLY ISSUE

by G. SEYMOUR THOMPSON



Being curious to discover if the key-plate of this issue was identical with that of the Jubilee I had enlarged photos made of each and I can assert with some confidence that it was a new one.

The points of the design to which I would specially draw attention are as follows :

The cliff or escarpment on the right of the stamp was given certain characteristics by Col. Stanton. In this case the engraver appears to have given it further scarifications and the two patches of sand below it will be found to have lost their shading. The desert is far less shaded generally. These effects may of course be only due to light pressure and later prints should be watched for possible strengthening.

The camel's tail seems to be straighter. Col. Stanton was careful to make the appendage anatomically correct and neither stamp design is quite faithful to type. A photo of the Stanton sketch is to be found in the Sudan handbook and should be compared in detail with the stamp design.

The point of the spear projecting beyond the «Sudan Postage» label appears to have been clarified.

It may be remarked here that the driver's face in the sketch has clearly defined features whereas in all the stamp designs the lines of shading are carried right across the face giving it a swarthy appearance. The stripes on the head-cloth have not been reproduced upon the stamp.

Attention is also to be drawn to the skeleton if such it be in the S.W. corner which normally has the appearance; roughly speaking, of a Roman figure VIII, but loses some details in the smaller designs. The rocks between these remains and the camel's forelegs are not to be found in the Stanton sketch.

One of the rocks, the largest, has changed slightly in shape. The controls are set very unusually: Plate I, viz 10 mils.

- 1) In colour of frame (black) over No. 2 and over No. 49.
- 2) In colour of centre (red) below No. 50.

5 piastres:

- 1) In colour of frame (green) over No. 9 below No. 42.
- 2) In colour of centre (orange) below No. 50.

The existence of a second plate cannot be assumed with any certainty. It is preferable, I think, to suppose that plate I covers 2 sheets, as we know them, and the presence or absence of a given fault does not necessarily indicate inconstancy.

Printing of Sudan stamps in the hands of De la Rue tends to deteriorate with each new issue. As regards perforations some columns are badly centred.

The Arabic inscription reads:

«Iftitah al-gamaaiyat al-tashriaiyat, Disember 1948» — the English version being a literal translation.

Reviews

Review Copies of «The Codrington Correspondence» (1743-1851) by Robson Lowe and of «The Encyclopaedia of British Empire Postage Stamps, Vol. III — The Empire in Asia» have unfortunately reached us too late to include reviews in this number of our Journal. An honest commentary upon each of these two impressive volumes will entail much serious reading which is quite precluded by the short time available before we go to press. I hope however to prepare my notes for our next number. In the meantime we render our thanks to our good friends at 50, Pall Mall, S.W. 1., for sending us the above books.

MAURICE de TERMES
F.R.P.S., L.

The 36th Autumn Edition of the THIAUDE Catalogue, containing the description of the post stamps of France and of the French Union, has been issued as usually at the beginning of September.

We have noticed that numerous prices have been modified and this proves that the quotations have been carefully studied in compliance with the French philatelic market.

The firmness of this market has been exactly registered, and the French stamps seem to be particularly sought for. Especially the old stamps of the French colonies are benefiting of an obvious interest.

The printing of this catalogue is excellent. The new cover is very attractive. The numerous quotations and various information make this catalogue highly valuable. The price has remained moderate, 150 Francs, and we think that this new edition will meet with the same success as the precedent issues. The catalogue is on sale everywhere and at the Publisher's: H. THIAUDE, 24, Rue du Quatre-Septembre, PARIS.

LES NOUVEAUTÉS

par YEHIA MATOUCHALEH

EGYPTE. Une série commémorative de 3 valeurs: 10 m/m. marron, 22 m/m. vert et 30 m/m. bleu et vert foncé, dentelure 13 1/2 vient de paraître ensemble avec un feuillet souvenir à fond crème comprenant les trois mêmes timbres et aux mêmes couleurs à l'occasion des 1ers. Jeux Méditerranéens qui se déroulent à Alexandrie depuis le 5 jusqu'au 20 Octobre 1951 (voir photo sur notre couverture).

Tirage timbres postes, 10 m/m: 350.000, 22 m/m, 205.500. 30 m/m, 205.500, feuillets 50.000.



SUDAN. Le 1er Septembre 1951 a paru la 6ème série d'usage normal composée de 17 vignettes de vues différentes depuis la valeur de 1 m/m. jusqu'à 50 piastres, dont ci-dessus nous reproduisons le 2 m/m. et le 2 piastres.



NOTRE NOUVELLE COUVERTURE

Avec ce numéro de l'Orient Philatélique nous présentons notre Revue sous une nouvelle couverture, elle est l'œuvre de Mr. Alfredo Dazzi. C'est d'ailleurs au talent de cet artiste que nous devons tous les dessins de notre Revue depuis son origine, tant les couvertures que les têtes de chapitres.

Pour l'exécution de ses dessins, Mr. A. Dazzi s'est presque toujours inspiré de l'Art Arabe, utilisant avec talent et goût les motifs décoratifs si variés de cette civilisation.

Cependant cette fois-ci, pour réparer un oubli, nous avons voulu faire figurer sur la nouvelle couverture de notre Organe Officiel l'emblème de notre Société, le légendaire Scarabée, symbole de l'immortalité, réunissant ainsi les deux arts fondamentaux de l'Egypte: l'arabe et le pharaonique.

NOTES SUR DIFFERENTS SUJETS

par

Maître Gabriel Boulad

(1)

Au sujet de l'ouvrage de Mr. Georges Chapier : « LES VIGNETTES DE FRANCHISE D'EGYPTE »

Dans l'article que j'ai consacré à l'étude de cet ouvrage et qui a paru dans le numéro d'Avril 1951 de cette Revue j'ai dit que Mr. Chapier semblait ne pas connaître les vignettes rouges, assez nombreuses qui constituent la fin de l'émission du Type V, ce qui, avais-je dit, est assez grave.

Or en disant cela j'ai commis une erreur, erreur que Mr Chapier a relevée dans une lettre qu'il m'a adressée. Il m'a fait remarquer, en effet, que ces vignettes rouges étaient si peu ignorées de lui qu'il les a bien mentionnées, avec certaines autres, comme constituant le Type E de l'Emission de 1871, type auquel il donne la date de 1877 à 1880, ces vignettes étant énumérées à la page 14 de son ouvrage.

Cela est exact et je dois m'excuser de l'erreur par moi commise.

Cependant ces vignettes rouges, relatives à une vingtaine de villes environ, sont généralement considérées comme constituant pour ainsi dire un type à part, type appelé « Fin de l'Emission », bien que leur dessin les appartienne au Type E. C'est que leur couleur rouge les caractérise d'une façon spéciale, cette couleur qui sera uniquement employée dans plusieurs types ultérieurs successifs, ceux qu'on désigne généralement comme étant les Types VII, VII a), VIII et VIII a). En outre, il est certain pour moi que ces vignettes rouges sont postérieures à toutes les autres du Type V, de A jusqu'à E. C'est pourquoi il me semble plus opportun de les classer à part, comme constituant, ainsi que je l'ai rappelé, la fin de l'Emission.

(2)

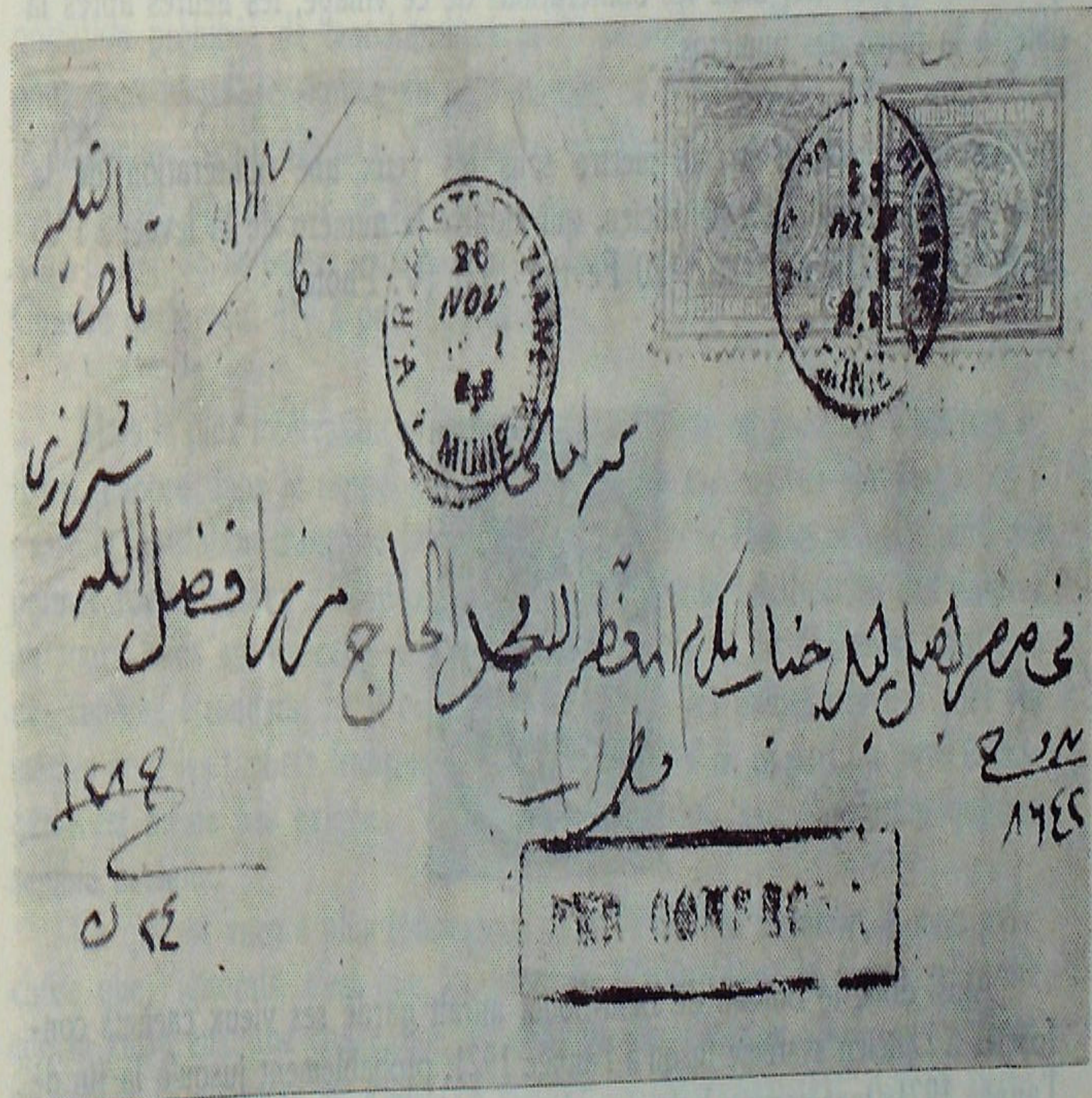
AU SUJET DU CACHET « PER CONSEGNA » EMPLOYE A MINIEH ET DE LA DERNIERE DATE D'EMPLOI DE CE CACHET

Cette Revue a publié dans son No. d'Octobre 1949 (page 237) la photo d'une enveloppe faisant partie de la collection de notre Président S.E. Mazloum Pacha affranchie à Minieh par une bande de 3 de la piastre dite Penasson,

avec le cachet « Per Consegna ». Il est ajouté que la gravure des timbres est fine et que le cachet « Per Consegna » était encore employé à Minieh en l'année 1872 et non le cachet « Raccomandate ».

L'observation est intéressante, vu que le cachet « Raccomandate » était en usage à la Poste Egyptienne depuis longtemps. Cette Revue a en effet, publié dans son No. de Juillet 1950 la photo d'une enveloppe faisant partie de la collection de notre éminent Collègue Mr. Mackenzie Low qui porte le cachet « Raccomandate » en date du 20 Juin 1865, soit presque aussitôt après la cession de la « Posta Europea » au Gouvernement Egyptien, ce qui est la première date connue pour ce cachet.

Voilà donc que, près de sept ans après la création du cachet « Raccomandate », le bureau de Poste de Minieh employait encore le vieux cachet « Per Consegna ». Sur cette question de la persistance de l'emploi du cachet « Per Consegna » à Minieh, ou éventuellement ailleurs, j'ai examiné ma propre collection et j'ai trouvé que je possédais moi-même ce cachet, employé à Minieh, à deux dates postérieures à celle qui se trouve sur l'entier de S.E. Mazloum Pacha. En effet, j'ai ce cachet sur deux lettres provenant de Minieh; la première porte la date probable du 25 Juillet 1872, mais le cachet « Per Consegna » n'est pas clair, bien qu'il soit certain; quant à la seconde elle est du 26 Novembre 1872; l'oblitération et le cachet sont très clairs (V. Photo).



Cette date du 26 Novembre 1872 est-elle la dernière date d'emploi du cachet « Per Consegna » en Egypte ou tout au moins à Minieh? J'ai tout lieu de le croire et je serais heureux si les possesseurs d'entiers pouvaient m'aider à éclaircir ce point. Jusqu'à preuve du contraire, je retiens que la date sus-indiquée est la dernière date d'emploi de ce cachet en Egypte.

(3)

AU SUJET DU CHANGEMENT DE SYSTEME SURVENU EN 1906 DANS LES OBLITERATIONS EGYPTIENNES

Dans une étude publiée dans cette Revue (V. Juillet 1945 p. 320), j'ai signalé que le changement de l'ancien système d'oblitérations égyptiennes, qui consistait à indiquer les numéros des levées après la date, système remplacé par celui qui consiste à indiquer les heures des levées à la place de leur numéro, avait eu lieu d'abord à Alexandrie, en Février 1906, puis au Caire, en Juillet 1906, et enfin dans les autres villes et bureaux de poste d'Egypte successivement.

Et j'avais signalé que le bureau de poste de Kafr-Daoud (Béhéra) semblait être le dernier à avoir opéré le changement, ayant conservé l'ancien système jusqu'à la fin de l'année 1921; ce n'est en effet, que le 1er Janvier 1922 qu'on voit apparaître, dans les oblitérations de ce village, les heures après la date, à la place des numéros.

Le hasard vient de me mettre sous les yeux une oblitération de la ville de Béni-Souef du type ancien, qui montre le numéro de la levée: «TV» après la date, laquelle est le 10 Février 1921 (V. Photo).



Ainsi donc le Bureau de Béni-Souef aurait gardé ses vieux cachets conformes à l'ancien système jusqu'à l'année 1921, probablement jusqu'à la fin de l'année 1921, tout comme le bureau de poste de Kafr-Daoud, peut-être même jusqu'après celui-ci, et il serait peut-être ainsi le dernier à avoir continué à suivre l'ancien système d'oblitérations.

Je serais heureux si l'un des philatélistes qui s'intéressent aux oblitérations d'Egypte et qui les collectionnent pouvait indiquer la date, tout au moins approximative, où le bureau de poste de Béni-Souef a fini par procéder au changement et adopter le système actuel des heures des levées.

(4)

A PROPOS DU FAUX EN PHILATELIE

Dans un article paru dans cette Revue (No. 62 d'Avril 1948 page 333) j'ai parlé du «Faux en Philatélie». Prenant occasion de la fameuse affaire du faussaire Jean de Spérati et la relatant, j'ai parlé de la falsification des timbres égyptiens et j'ai mentionné les principaux faux timbres d'Egypte connus. En terminant j'ai dit qu'on devrait, en Egypte comme dans d'autres pays à la législation avancée, punir non seulement la falsification des timbres en cours, mais aussi celle des timbres hors-cours et même celle des timbres des pays étrangers auxquels l'Egypte est unie par les conventions relatives à l'Union Postale Universelle.

Or notre grand confrère français «L'Echo de la Timbrologie» vient précisément de publier, dans son numéro du 31 Octobre 1948 (page 449), une étude intitulée: «Le timbre-poste et le Droit Pénal», étude due à un avocat du Barreau de Strasbourg, docteur en droit, Me. Armand Kientzi.

Dans cette étude, l'auteur rappelle précisément l'aventure du faussaire Spérati et dit que celui-ci a été condamné par deux sentences: la première de la Cour d'Appel de Chambéry en date du 15 Avril 1948 pour délit d'exportation prohibée de marchandises et la seconde du Tribunal de la Seine pour escroquerie. Je signale en passant que ce dernier jugement a accordé à la Chambre Syndicale des Négociants en Timbres-poste, qui s'était portée partie civile, une somme de 300.000 francs à titre de dommages-intérêts, et ce sans parler de la peine principale d'un an de prison que Spérati a récoltée. Comme on le voit, il y a des juges à Paris....

Mais le plus intéressant à mon avis dans l'étude en question n'est pas là; il est d'abord dans le rappel des diverses étapes successives par lesquelles a passé la législation française jusqu'au point où elle se trouve actuellement, qui permet aux tribunaux de condamner non seulement la falsification des timbres en cours, mais encore celle des timbres anciens, neufs ou oblitérés, ainsi que des timbres étrangers. Et il est à remarquer que les peines prévues sont les mêmes pour les timbres français et que la réciprocité de la part du pays étranger n'est même pas exigée. Voilà, on peut le dire, une législation qui me semble parfaite.

Ce qui est encore plus intéressant dans l'étude en question, à mon avis, chose que j'ignorais, c'est que les pays de l'Union Postale Universelle ont conclu entre eux une convention en date du 1er Octobre 1907 qui contient un article 18 consacré au «faux en matière de timbres-poste»: Or en vertu de cet article les Etats membres se sont engagés à prendre des mesures législatives ou autres pour réprimer l'usage de timbres faux ou ayant déjà servi à l'affranchissement.

Ainsi donc l'Egypte, membre de l'U.P.U., a pris l'engagement que je viens de rapporter par la Convention du 1er Octobre 1907. L'affaire des faux Port-Fouad et toutes les autres falsifications dont les timbres égyptiens

sont l'objet, sans parler des timbres étrangers, suffisent pour que le Gouvernement Egyptien puisse promulguer la législation pénale prévue par la Convention du 1er Octobre 1907.

(5)

AU SUJET DE CERTAINES PARTICULARITES

LINGUISTIQUES RELATIVES AUX

TIMBRES DE TRANSJORDANIE

J'ai été dernièrement frappé par une particularité des timbres de Transjordanie relative au nom de ce pays y figurant en langue arabe.

On doit supposer que le nom d'un pays, tel qu'il est libellé dans la langue même du pays, ne change pas, qu'il est toujours correct et conforme à lui-même. Or il est curieux de constater qu'il n'en est pas ainsi de la Transjordanie. Non seulement le nom de ce pays a changé plusieurs fois dans ses timbres, mais quand il a fini pour ainsi dire par se stabiliser, il a adopté deux formes différentes.

C'est ainsi que les premiers timbres de ce pays à partir de l'année 1920 donnent son nom comme étant: شرق الاردن. Un peu plus tard, en 1921 d'après le Catalogue Stanley Gibbons, en 1923 d'après le Catalogue Yvert, le nom du pays change et devient: حكومة الشرق العربية. Cependant ce nom ne tarde pas à être légèrement altéré pour devenir, en l'année 1924, حكومة الشرق العربي (V. Nos. 83 et suivants Yvert, Nos. 125 et suivants Stanley Gibbons).

Au 1er Novembre 1925 on revient au premier nom, mais avec une petite variante; au lieu de شرق الاردن, le nom est écrit: شرق الاردن. Cela se voit sur les timbres Nos. 98 et suivants Yvert, Nos. 143 et suivants Stanley Gibbons.

On aurait pensé que ce changement a été mûrement réfléchi et qu'on s'en tiendrait à la nouvelle appellation ou nouvelle orthographe. Eh bien, il n'en est rien. Il est vrai qu'on ne revient plus au nom de: حكومة الشرق العربية; mais le nom de شرق الاردن n'est pas exactement maintenu; dès l'année 1927 on revient à l'orthographe: شرق الاردن (V. Nos. 113 et suivants Yvert, Nos. 159 et suivants Stanley Gibbons).

Une nouvelle émission de timbres a lieu en l'année 1930 dans laquelle la dernière orthographe reste telle quelle (V. Nos. 148a) et suivants Yvert, Nos. 194b) et suivants Stanley Gibbons).

Mais en 1933, dans les timbres à images (Nos. 162 et suivants Yvert; Nos. 208 et suivants Stanley Gibbons), on revient à l'expression: شرق الاردن.

A-t-on fini d'hésiter? Nullement. En 1946, pour commémorer l'indépendance du pays, la fin du mandat britannique et l'érection du pays en royaume,

une nouvelle série est émise (Nos. 184 et suivants Yvert, Nos. 250 et suivants Stanley Gibbons). Ces timbres portent une nouvelle dénomination: بريد المملكة الاردنية الهاشمية. Ce nouveau nom que prend le pays en cet honneur est maintenu en 1947 pour deux nouvelles séries: celle destinée à venir en aide aux Arabes de Palestine (Nos. 197 et suivants Yvert, série non-cataloguée dans Stanley Gibbons, j'ignore pourquoi) et celle destinée à commémorer l'inauguration du 1er Parlement (Nos. 209 et suivants Yvert, Nos. 259 et suivants Stanley Gibbons). Il a été aussi maintenu en l'année 1949 pour la commémoration de l'U.P.U. (Nos. 218 à 222 Yvert).

De sorte qu'avec toutes ces transformations du nom du pays on finit par ne plus savoir quel est son nom exact.

Le plus curieux peut-être en tout ceci est que dans une même série de timbres, les timbres-taxe de 1929, les deux expressions sont employées simultanément. En effet, le timbre de 10 mill. porte: شرق الاردن tandis que les autres timbres de la même série portent شرق الاردن (V. Nos. 29 à 34 Yvert, D 33 à D 38 Stanley Gibbons).

En terminant ces observations, il y a lieu de se demander quelle est parmi les deux expressions شرق الاردن et شرق الاردن celle qui est correcte ou la plus correcte. D'après les personnes plus compétentes que moi que j'ai consultées, il semble que les deux expressions sont correctes. Cependant, d'après la majorité de ces personnes, c'est l'expression شرق الاردن qui est la meilleure. D'après moi c'est la seule correcte. En effet, cette expression se traduit par: Est du Jourdain, tandis que l'autre se traduit par: A l'Est du Jourdain. Or le nom d'un pays doit être un substantif et non autre chose. Je note à ce propos que les traductions données par Stanley Gibbons ne me paraissent pas exactes.

Il est, en tous cas, étonnant que ce pays arabe ait tellement hésité sur la meilleure forme arabe à donner à son propre nom et qu'après avoir amélioré la première forme adoptée, il y ait renoncé pour y revenir par la suite. Il est encore plus étonnant que dans une même série de timbres il ait adopté les deux formes.

GABRIEL BOULAD

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1872	10 par. mauve, an unused copy with printing flaw. Zeheri 15c. cat. 400p. (£4) ...	£ 2 0 0
1872	1 pi. rose-red, a mint copy with printing flaw. Zeheri 17c. cat. 1000p. (£10) ...	£ 7 10 0
1879	5 par. on 2 1/2 pi. pale violet. A fine mint block of four ...	£ 2 10 0
1881	10 par. lilac-rose, mint block of four ...	£ 8 0 0
1914	IMPERF. 1m., a mint pair without watermark ...	12/6
	Ditto, 2m., a mint pair without watermark ...	12/6
	Ditto, 2m., a mint pair with watermark ...	£ 1 2 6
	Ditto, 3m., a mint pair with watermark ...	£ 1 8 0
	Ditto, 4m., a mint pair without watermark ...	12/6
	Ditto, 4m., a mint pair with watermark ...	£ 1 10 0
	Ditto, 5m., a mint pair without watermark ...	12/6
	Ditto, 5m., a mint pair with watermark ...	£ 1 15 0
	Ditto, 10m., a mint pair without watermark ...	12/6
	Ditto, 10m., a mint pair with watermark ...	£ 1 15 0
	Ditto, 200m., a mint single without watermark ...	£ 3 0 0
1915	2m. on 3m. A mint block of nine, centre stamp with broken «e» ...	£ 1 10 0
1922	1m. used with overprint. Zeheri type 1 ...	£ 3 10 0
	1m. A mint block of four with two varieties. Zeheri 69a and 69b ...	£ 1 5 0
	2m. A mint block of four with inverted watermark ...	£ 1 10 0
	15m. A mint vertical marginal pair with misplaced overprint ...	£ 3 0 0
	100m. A mint corner block of four (scarce in blocks) ...	£ 5 0 0
1926	King's Birthday 50 pi. used with inverted watermark ...	£ 4 10 0
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ENGLAND

ESTABLISHED 1884

Octobre 1951

L'ORIENT PHILATELIQUE

225

August 1951

Day in... Day out...

EXHIBITION ECHO. It was a great pity to have been forced to cancel our Exhibition. But we had to, without option and in spite of ourselves. From several quarters, particularly the United States, reports came in that eminent collectors felt unhappy about sending invaluable exhibits in the uncertain atmosphere ruling at the time. It was to have been a really great philatelic occasion. From Britain we expected a matter of 30 to 40 first class entries. The United States contemplated sending about 50 of their leading collections. France had some 40 prepared, while Switzerland, Belgium, Denmark, Norway, Sweden, Holland, Greece and Portugal were willing to contribute about 20 each. Inquiries were even received from Germany (Western Zone, of course) and from the Latin States of South America.

An interesting feature would have been the entries of manufacturers of Philatelic Accessories. Those gadgets so dear to the majority of collectors, and not easily acquired locally. Some leading British houses were interested in showing their best products. Yes indeed, it was to have been a treat for all stamp lovers. From all quarters messages of sympathetic understanding were received and I would profit by this opportunity openly to place on record our deep appreciation of the real collaboration we had from Jurors and Commissioners appointed by the Executive Committee in many countries.

CAPEX. By the time our present number appears, the Canadian International Philatelic Exhibition will have been held. As Exhibition Commissioner for Egypt I have been constantly kept abreast with the latest news from Toronto. Everyone is satisfied — more than satisfied — with the volume of high class matter entered for this big North American event. Once again H.M. King George VI has graciously permitted an outstanding selection of his North American material to be exposed in the Court of Honour. Miss Theresa Reiter, who rendered such valuable service in the organisation of the London 1950 Exhibition, was specially invited to organise «CAPEX», and from all accounts is maintaining her reputation for efficiency and dynamic energy. We in Egypt were unable to participate in this big show for lack of transportation facilities, since Ibrahim Chaftar Bey who had been invited to serve on the International Jury had been unable to accept the offer by reason of his absence from Cairo on special duty in his employment. He was to have acted as our special courier.

OUR FRIENDS: — 1) Dr. WILLIAM, BYAM, O.B.E.: who has been in Addis Ababa as Principal Medical Superintendent at the New Memorial Hospital since early this year writes to inform me that he has just recovered from a bout of malaria followed by pneumonia. He is spending his spare time (or rather what little leisure he has) prosecuting his study of the Third Issue

of Egypt. When I met him at Farouk Airport en route to Ethiopia in February he had a goodly pile of baggage, the heaviest item being a suitcase full of his Third Issue material! We can be certain that on the completion of his work on that interesting emission, new facts will be brought to light.

(2) The late GEORGE KHAYAT'S death came as a shock to us all. It is true that he had been seriously ill; but he appeared to be making a satisfactory recovery. I was with him one morning at my pet dealer's with whom he was busy exchanging a big lot of stamps intended for friends at Beyrouth where he meant to enjoy a holiday and a change. Two days later he was no more. Georges did a lot to help the Society and will be sorely missed on the Control Committee.

(3) That great veteran of Egyptian Philately, NICOLAS ALFIERIS, was recently sadly afflicted by the loss of his wife. Mme. Alfieris had been ailing for some time and finally succumbed. Mr. Alfieris has our heartfelt sympathy in his sorrow. He is naturally distressed in this sudden separation from a good companion of a lifetime.

A LOCAL PHILATELIC GROUP. I have just been privileged to peruse the philatelic section of a magazine created by the personnel of the Shell Company of Egypt. This is a very active young group that runs its business efficiently, and in an interesting manner. Some of its members are also members of the Philatelic Society of Egypt, and are therefore known to us. They are keen and we wish them every success. The Magazine is remarkably well produced, both text and illustrations on glossy paper, being as near perfection as can be. The only fault I find with it is that too little space is devoted to the hobby. But then as the periodical is meant for the Shell Company's staff in general, many of whom are not interested in philately, this is easily understood.

MAURICE de TERMES
F.R.P.S., L.
E.S.P. 691

I. CIFARIELLO

S.P.E. 1406 — R. C. C. 67367.

NÉGOCIANT EN TIMBRES-POSTE

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SERVICE NOUVEAUTÉS TOUS PAYS.

ACHATS — VENTES — ECHANGES

SUR UNE TOMBE

L'existence de l'être humain n'est qu'une étape précédant son envol vers l'éternité à laquelle nous sommes tous destinés. Si, de notre vivant, nos actes nous suivent, après la mort ils nous survivent. Puissants ou misérables, nos Œuvres seules témoignent alors pour nous; notre valeur repose désormais sur les mérites acquis.

Œuvres et mérites connus de Dieu seul, sans doute, mais dont l'éclat rejaillit sur l'homme de bien au cœur généreux.

Homme de bien, homme généreux, tel fut celui qui, au matin du 12 juillet dernier rendait à Dieu son âme et confiant dans la mansuétude divine s'endormait paisiblement, j'ai nommé notre regretté Président-Fondateur: Georges KHAYAT.

Ami fidèle et sincère, il apportait à tous un concours dévoué, sachant avant tout servir.

A d'autres de rappeler sa carrière d'écrivain, de conférencier, ses causeries. Je retiendrai que nous lui devons et notre Association et notre Revue.

Au début de 1928 paraissait au Caire une nouvelle revue : LE RAYON. Une chronique philatélique que Georges KHAYAT s'était imposé de rédiger régulièrement établissait les premiers liens suivis entre les philatélistes d'Egypte. Bientôt ce fut la création du CLUB PHILATELIQUE DU RAYON (C.P.R.) qui tenait ses réunions dans le local du Cercle Saint-Marc, de Choubrah, dont Georges Khayat était membre. Parmi les pionniers le vétéran Anton Korecko qui, âgé de près de 80 ans venait apporter aux «débutants» le bénéfice de son expérience philatélique. C'est avec fierté que le C.P.R. devait enregistrer les noms de Mazloum bey (depuis pacha) et de Charara bey.

Ardent travailleur, Georges KHAYAT n'eût de cesse qu'il ne fit quitter au Club le cadre de la banlieue de Choubrah pour l'installer confortablement et sous l'appellation nouvelle de CLUB PHILATELIQUE D'EGYPTE en plein centre, dans un local dû à la bienveillance de Mazloum bey. Ce fut dès lors l'efflorescence sans cesse plus étendue que l'on connaît.

Mais, si nous enregistrons avec fierté le succès actuel comment ignorer l'ouvrier de la première heure, l'artisan qui se dépensa sans compter pour consolider les résultats acquis et asseoir définitivement sur des bases solides l'organisation tant soit peu instable.

Georges KHAYAT ayant su persévérer dans la ligne de conduite qu'il s'était tracé, le succès vint couronner ses efforts. Il fut tout à son honneur d'avoir réussi là où avant lui d'autres n'avaient pu aboutir.



Puis, ayant multiplié les contacts, les manifestations, les expositions, ayant su créer entre les philatélistes l'atmosphère voulue assurant ainsi la pérennité de l'organisation, il résigna les fonctions présidentielles qu'il occupait jusqu'alors. Une motion générale lui décerna le titre de Président-Fondateur de la Société.

Aux résultats acquis s'établit la mesure de l'homme qui vient de disparaître.

Notre association perd en lui son fondateur qui fut toujours un conseiller écouté à l'activité inlassable et la Commission du Contrôle l'un de ses membres les plus zélés.

A sa veuve, à sa mère, à ses frères vont l'expression de notre sympathie douloureusement attristée et nos condoléances émues.

Qu'il repose en paix.

La mémoire du juste lui survit.

MEHANNY EID

ROBERT PERULLO Négociant en timbres-poste R.C.C. 4349 S.P.E. No. 156 13, RUE ADLY PACHA LE CAIRE ACHATS ECHANGES VENTES EGYPTE — SOUDAN PALESTINE FRANCE-LIBRE COLONIES ANGLAISES	MINASSE TCHALIKIAN NÉGOCIANT EN TIMBRES-POSTE Fournisseur des grandes Maisons Philatéliques, aux meilleurs prix — Opérations à commission. Nouveautés : LIBAN, SYRIE, IRAK, TRANSJORDANIE, EGYPTÉ. Non dentelés LIBAN, SYRIE. Acheteur timbres divers en quantités et en paquets. Echange de commémoratifs des susdits Pays, spécialement Aviation. 101, Rue Raad El Hani Beyrouth, (LIBAN)
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At the request of many of our English speaking members, we are reprinting this article, which originally appeared in French in No. 75 of this journal issued in July 1951, and express our sincere thanks to our Hon. Sec. Major Maurice de Termes for this rendering of the article in English. (Ed.)

British Cancellations

used in the Middle East during 1939-1945.

This subject should be treated in two parts: a) Military Postal Cancellations and b) Military Censorship marks. As it would take up too much space to include both these headings in one study I shall in the present article deal only with the postal cancellations; the censorship marks to follow.

The scope of this part is a very wide one. I shall endeavour to be as brief as possible, leaving out for the moment 1) Egyptian Army postmarks, and 2) postmarks of foreign armies that fought in the Middle East, principally the Free French Forces. Herein I shall limit my study to the Postal Cancellations of the British, Dominion and Colonial forces.

I. — BRITISH ARMY

This section is devoted to the Land Forces: at the end of the study I shall mention a few words regarding naval cancellations.

The British Forces in Egypt, an army of occupation since 1882, had its own cancellations for Cairo and for Alexandria. These postmarks are distinguished by the letters M.P.O. (Military Post Office) with, at foot, the name of one of these two cities. (Fig. 1).

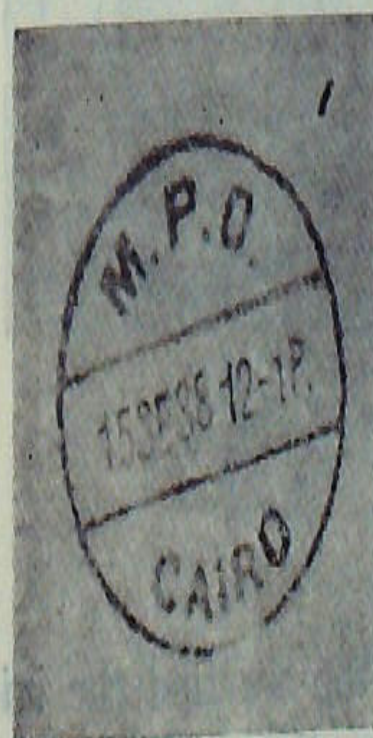


Fig. 1.



Fig. 2.



Fig. 3.

Upon the declaration of war in September 1939, these postmarks were almost immediately replaced by those of the various fighting units. The

first cancellation of this kind, so far as I am aware, (I may say that all particulars given below are with errors and omissions excepted, and I invite any corrections with pleasure) bears at foot characteristic numbering from 601 to 615 all preceded by the letter E, while at top appear the initials B.P.O., M.P.O. or F.P.O., which are self-explanatory (vide Fig. 2 and 3).

To the best of my knowledge the earliest date of these cancellations is 24th October 1939 with No: 601; there may, of course, be earlier ones. These cancellations were used until the month of December 1941.

It would appear No. 601 was used in Cairo, 602 in Alexandria, 603 in Suez (or Port Tewfik), 604 in the Sudan, 607 probably another Alexandria number. I have been unable to establish the localities of the remaining cancellations. In due course I shall endeavour to locate the other sectors so far as it is possible. It would be useful if an interested collector could contact the War Office and obtain full particulars (1).

The next step should normally be the study of the Field Post Office cancellations, the first date of which goes back to November, 1939: However, by reason of the importance attaching to this group, I prefer to clear the ground of the other and less important ones.

In these circumstances I go on to the next in chronological order and which curiously enough has the characteristic of the initials K.W: at foot. These initials stand alone sometimes, but are more often followed by a number varying between 1 and 6. The earliest date of these cancellations is 24th July 1940, and the last is 13th June 1944: There is every reason to believe that they were used by the New Zealand Forces.



Fig. 4.



Fig. 5.



Fig. 6.

In these cancellations, as in the preceding one, at top we find the initials B.P.O., M.P.O., or F.P.O., which need no explanation (vide figs. 4, 5 and 6).

(1) No complete list of the various postal sectors exist, to my knowledge, in respect of the 1914-1918 war. In these circumstances what can be said of the campaign under study?

A third postmark met with at the beginning of the war, but the use of which was continued throughout it bears the legend, Base Army Post Office, with die number 4 at foot. I do not believe that any other die numbers were used; on the other hand however, in the centre and above the date, will be found a letter, generally «A» and more rarely «B». This cancellation was probably used by G.H.Q., Cairo, (vide fig. 7). As far as I am aware its first date of use was 11th May, 1941.



Fig. 7.



Fig. 8.



Fig. 9.

A fourth postmark, similar to the foregoing one in its text, but not in its set-out, reads: «Base Office». This cancellation, which is the largest of the Military ones could be subdivided into various types, viz:

- No. 2 under Base Office, with the abbreviation «SOR» at foot (vide Fig. 8).
- Nos. 1 or 2 in the same place, with a rosette at foot (vide Fig. 9).

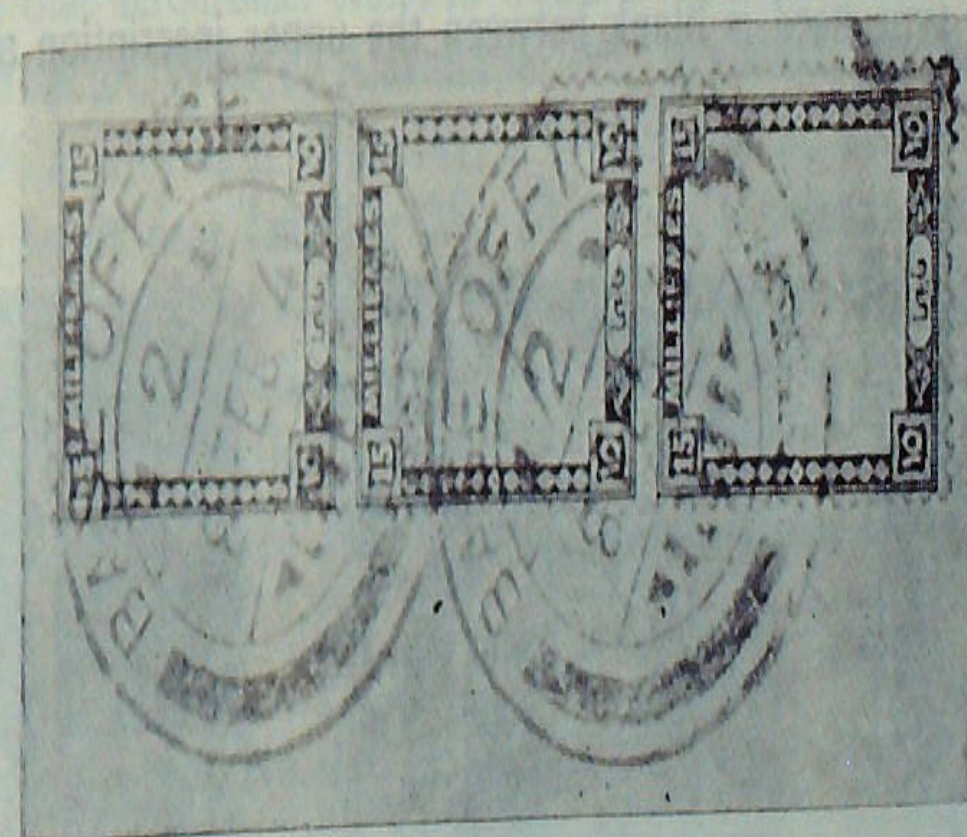


Fig. 10

- No. 2, as above, with a thick black bar at foot (Fig. 10) :

- The abbreviation «SOR» preceded by «C» in lieu of a number and with a rosette at foot.

A variety of this type bears the inscription «No. 7 Advanced Base Post Office» or «C: Base Post Office: Reg.» or «Base Post Office No.» with «SOR», instead of «Base Office», all with rosette at foot. (vide Fig. 11).



Fig. 11.

Taken as a whole, this type covers the period 1st December 1940 (Sudan) to 23rd August 1944. But the use of this mark in its various varieties is rather rare.

We now come to the two most important cancellations which read: «Field Post Office» and «Egypt-Postage Prepaid».

The former exists in three major types all with one common characteristic, i.e. a sector number at foot.

The first type used is blank between the upper inscription and the date (vide fig. 12).



Fig. 12.



Fig. 13.



Fig. 14.

The second has the letter A or B (vide fig. 13):

The third has either a rosette or a star (v: fig. 14).

Types 1 and 3 having been most generally in use, I shall first deal with type 2, always with the intention of clearing the ground of matters of less importance. The cancellation with the letter A first came into use on 16th April 1940. The sector numbers of these known to me are the following: 28, 36, 69, 76 (Jérusalem), 157, 170, 235, 309, 494, 509, 519, 578, 655 and 656. The last date of use appears to be the 5th April 1945.

The postmark with the letter B is much scarcer. It always bears sector No. 76. It was used between 7th February 1943 and 17th June 1944. According to information collected it would be the one used by the British Military Mission to Egypt (General Stone).

The cancellation bearing «Field Post Office» without either letter or rosette (star) came into use on 1st November 1939, almost at the beginning of the war. I have it with that date and sector No. 42. This type was in use throughout and after the war; it may even be employed to date in the Canal zone. It would take up too much space to detail all sector numbers since these go from No. 33, and perhaps from No. 1, to No. 800 possibly No. 900 or No. 920.

Finally, type «Field Post Office», bearing either a rosette or a star between the heading and the date, came into use on 27th September 1940, with sector Nos 164 and 172. This type, like the preceding one, continued in the Canal zone. The numbers seen in this type also run from 30 to at least 700 if not more. We also find in this type sector No. 121, used in Palestine, probably at Jerusalem, as we have seen with the type with letter A:

I can also specify in the type without the rosette, No. 193 is the sector of the Athens (Tatoi) aerodrome, used by the British between the end of 1940 and the beginning of 1941. This same number, with rosette, was also used at that aerodrome. No. 142 would be the Benghazi sector; No. 149 is the Greek sector West of Alexandria; No. 164 was used in Cyprus; Nos 172 and 174 at Beyrouth; Nos 191, 235 and 656 at Tripoli; Nos 196 in the Belgian sector near Ismailia; No. 201 is by a French sector; Nos 220 and 535 by the Greeks in Palestine; No. 245 appears to be the special British Military Mission one at Cairo; Nos. 553 and 558 were apparently used in the Lebanon; No. 705 in Sicily; No. 718 in the Sudan; No. 574 was used by a Greek Corps in Italy; No. 776 was also in Italy; No. 783 in Athens after the liberation.

In the rosette type No. 164 is Jerusalem; No. 171 is French; Nos 172 and 242 at Moascar (Ismailia); No. 174 in Khartoum or Shendi (Sudan) and is French; Nos 186 and 187 are Alexandria (Mustafa Pasha); No. 190 is GHQ, Cairo; No. 191 the French Navy sector; No. 192 at Suda Bay, Crete between end 1940 and the beginning of 1941; No. 148 at Mersah Matruh; No. 199 at Derna; No. 201 the French Corps in Syria; No. 217 at Tobruk; No. 220 the Yugoslav sector; No. 243 a hospital sector, probably French at Dabaa; No. 300 was the Civil Affairs sector at GHQ, Cairo; Nos 460 and 571 for Tunisia; No. 754 in Sicily; No. 756, Iraq, No. 782, Athens, after the liberation.

Another very important type of cancellation is the «Egypt-Postage Prepaid». This type first appeared, generally speaking on 3rd May 1941, with No. 11 as follows: The word «Egypt» is at top, below it is the sector number, then follows the date below which is «Postage Prepaid». The numbers appear to run from 1 to 152 or a little more. (v. fig 15.)



Fig. 15.

I give below the principal locations that I have been able to fix: Nos 4 and 24, Mustafa Pasha Camp; Nos 15 and 41, Yugoslav units in the western Desert; No. 17, Suez Canal; No. 18, Command Paymaster, Egypt; Nos 21 and 64 Air Stations near Alamein; No. 22, a New Zealand Hospital; No. 37 a South African Artillery Unit near Cairo; No. 44 in Palestine; Nos 47, 70, 73 and 99, South African sectors; No. 48 a military unit in Alexandria to which was attached the Carlile Club; No. 52, a Mauritian unit; No. 57, a Belgian unit in Camp at Kassassine in 1943; No. 58 must have been in Palestine in 1942; No. 65 in Tripoli; No. 68, a hospital near Rosetta; No. 72, a hospital; No. 80, the British Military Mission; Nos 86 and 90, in Cairo; No. 93, the South African General Hospital; No. 100, at Tobruk; Nos 102 and 132, a hospital; No. 115, a Greek Sector; No. 135, a Greek Unit; No. 149 a Belgian Unit; No. 152 the British Military Mission under General Stone.

I give below the principal locations that I have been able to fix: Nos 4 and 24, Mustafa Pasha Camp; Nos 15 and 41, Yugoslav units in the Western Desert; No. 17, Suez Canal; No. 18, Command Paymaster, Egypt; Nos 21 and 64 air stations near Alamein; No. 22, a New Zealand Hospital; No. 37 a South African Artillery unit near Cairo; No. 44 in Palestine; Nos 47, 70, 73 and 99, South African sectors; No. 48 a military unit in Alexandria to which was attached the Carlile Club; No. 52, a Mauritian unit; No. 57, a Belgian unit in camp at Kassassine in 1943; No. 58 must have been in Palestine in 1942; No. 65 in Tripoli; No. 68, a hospital near Rosetta; No. 72, a hospital; No. 80, the British Military Mission; Nos. 86 and 90, in Cairo; No. 93, the South African General Hospital; No. 100, at Tobruk; Nos 102 and 132, a Hospital; No. 115, a Greek sector; No. 135, a Greek Unit; No. 149 a Belgian unit; No. 152 the British Military Mission under General Stone.

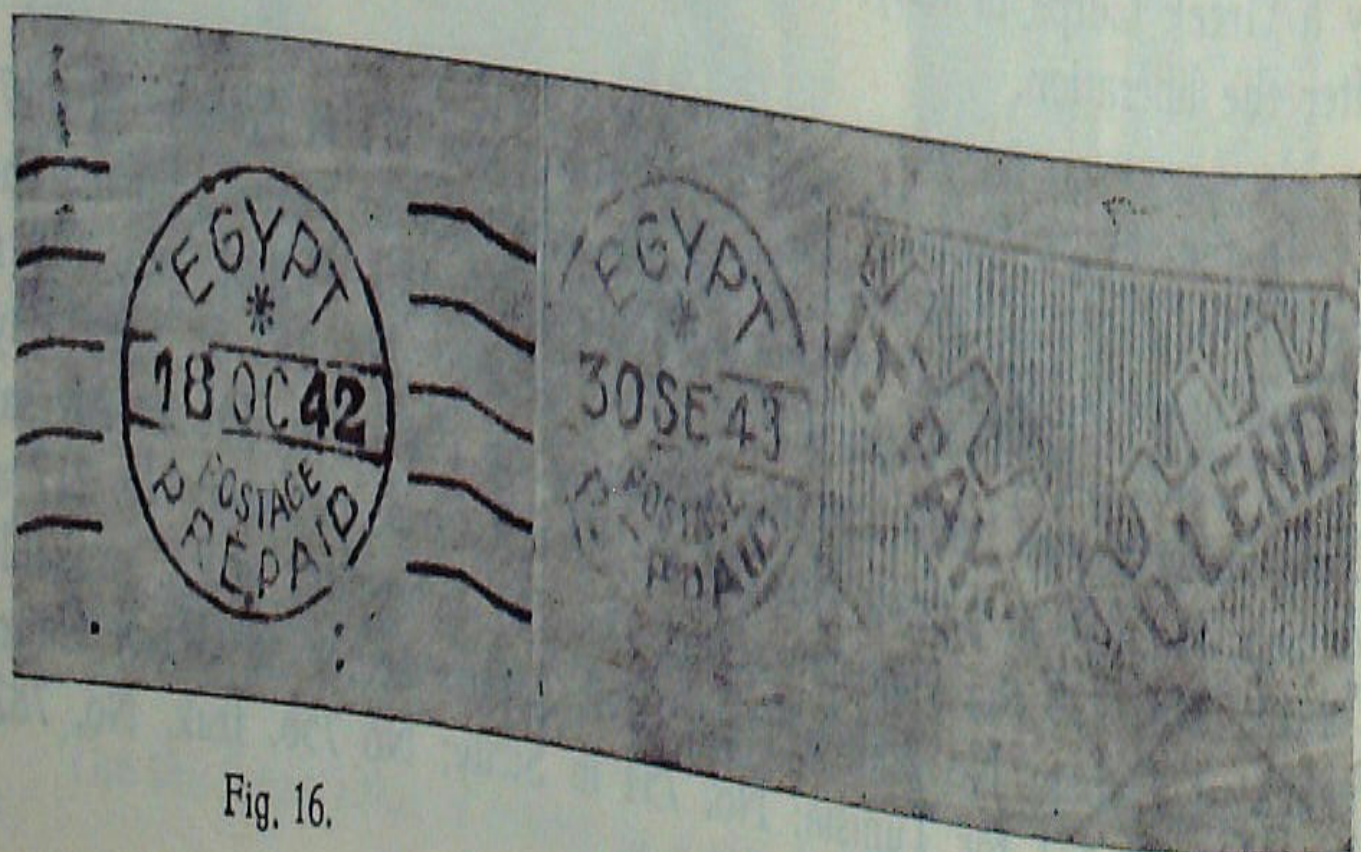


Fig. 16.

Fig. 17.

This type seems to have gone out of use in February 1945:

The «Egypt-Postage Prepaid» type varied occasionally in that the number of the sector was substituted by a small star. In this form it is a machine «killer» provided with five undulating lines between the postmarks. This type first appeared in July 1942 (v. fig. 16).

In March 1943, the undulating lines were replaced by a rectangle with vertical lines and some cog design bearing the words: «It Pays To Lend». At times the cancellation seems to vanish leaving only the date (vide fig. 17).

This type is more in the nature of an arrival postmark than an ordinary cancellation, but I have a few specimens used as cancellations. This type went out of use shortly after the war in September 1945.

As an ending to this first section of my study I shall now indicate some uncommon and exceptional cancellations probably used in connection with certain units. I shall also touch upon maritime postmarks. Here are a few unusual surface cancellations:

Home Depot R.E.R.S. (1940).

Div. Supply H.Q., P.O. — SPI (1941) (v. fig. 18).

Army P.O. — A.M. (1941) (vide fig. 19).

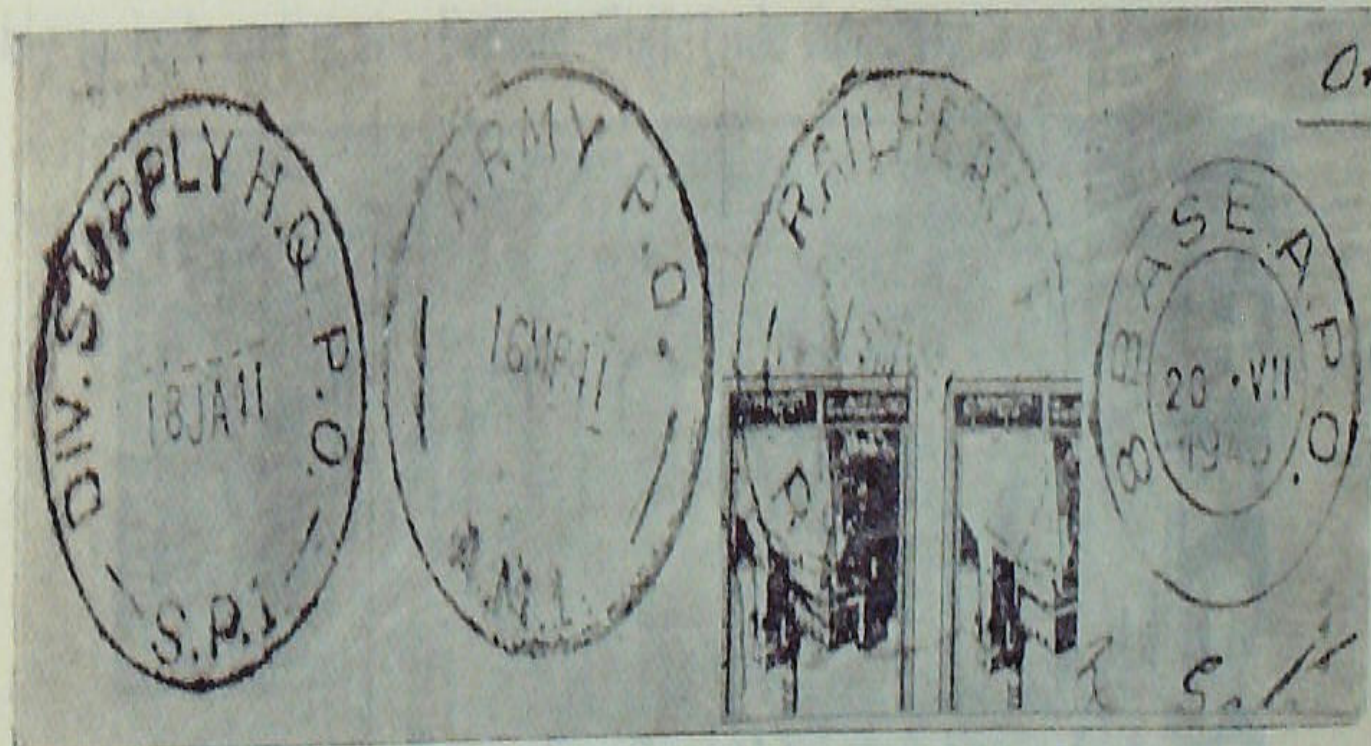


Fig. 18.

Fig. 19.

Fig. 20.

Fig. 21.

Railhead P.O. — R.W. 1 (1941). (vide fig. 20)

Base P.O. — B.W. (1941 and 1942).

8 Base A.P.O. (July 1945). (vide fig. 21).

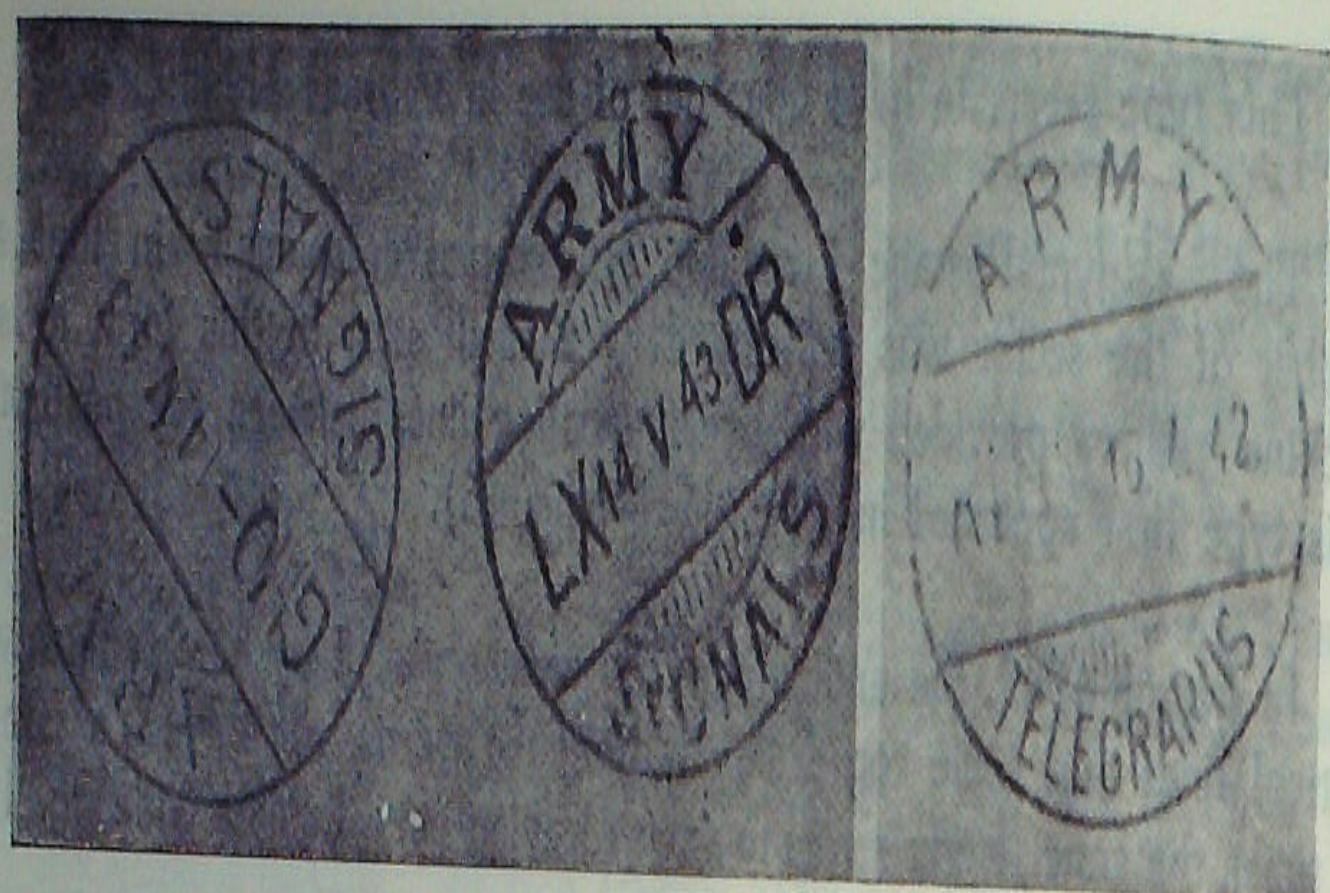


Fig. 22.

Fig. 23.

A certain type of large postmark reads: «Army Signals» or «Army Telegraphs». These latter are very rare (1942), whereas the «Army Signals» are common (1941-1944). (vide figs. 22 and 23).

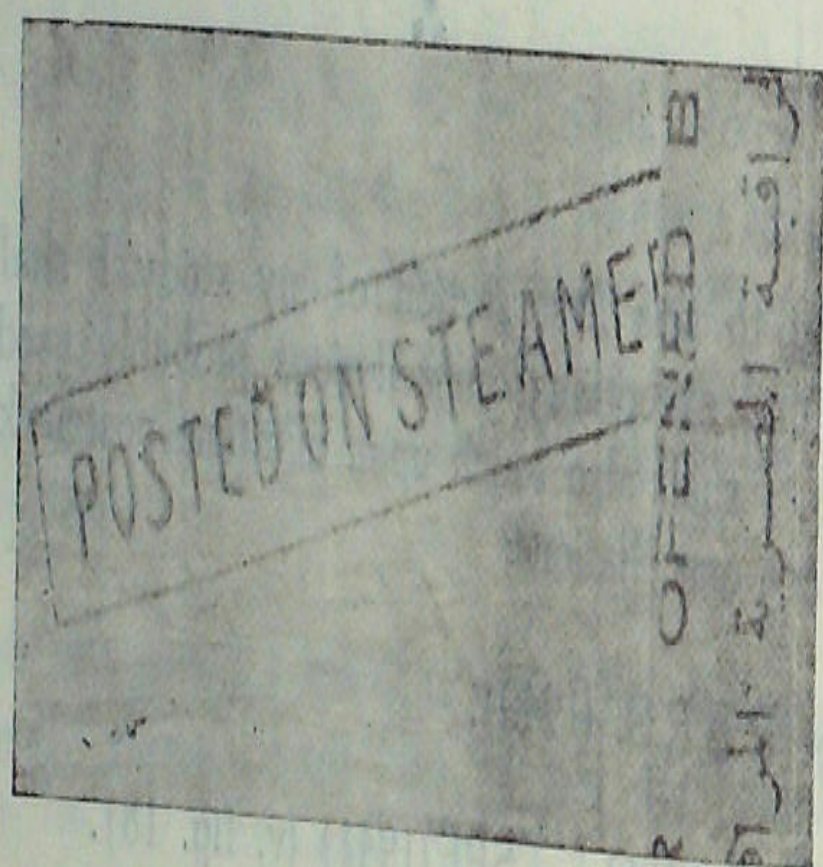


Fig. 24.

As for Maritime Postmarks they have special shapes and are interesting:

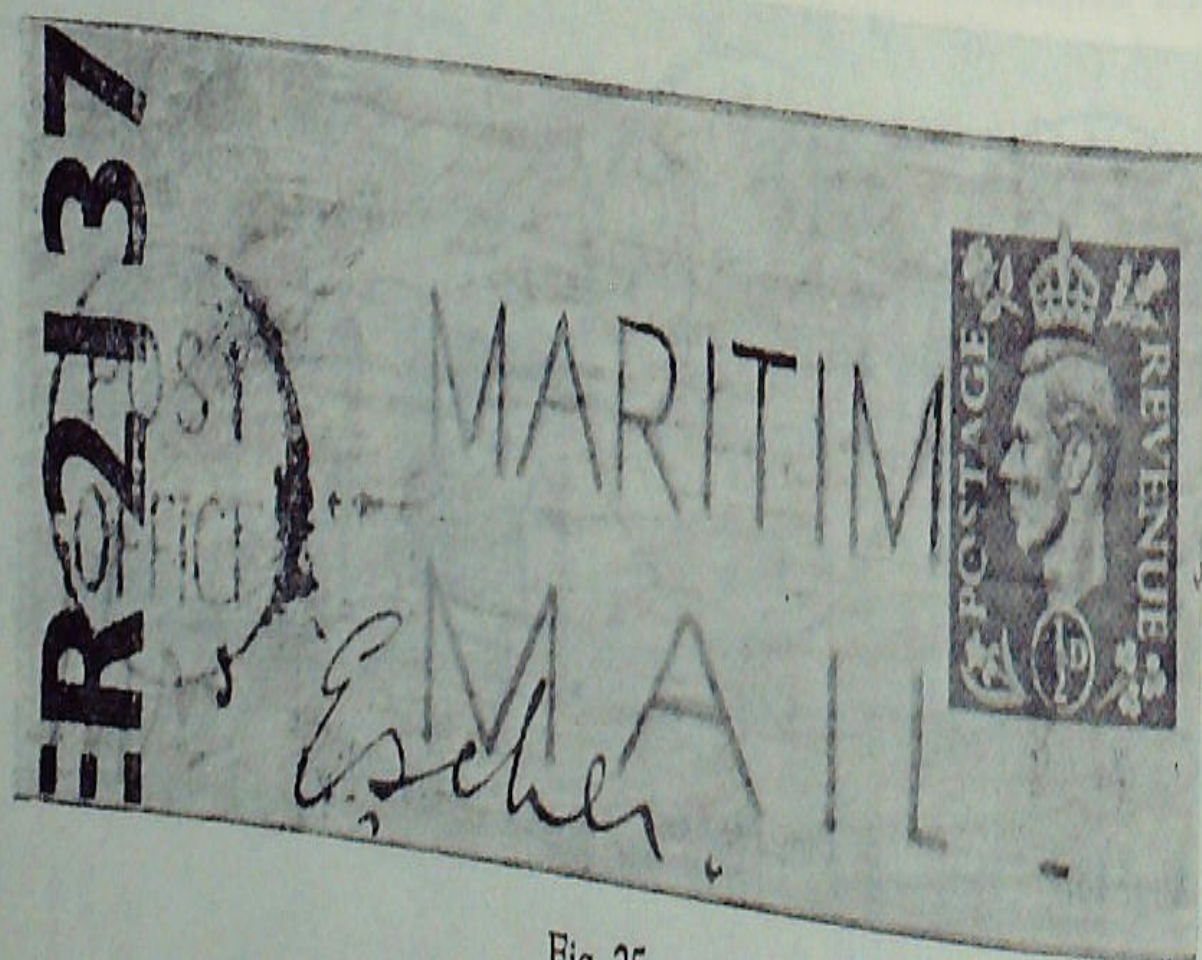


Fig. 25.

«Posted on Steamer» in a rectangle (1943). (vide fig. 24).

«Post Office» in a circle with the words «Maritime Mail» in large letters at right (1944). (vide fig. 25).

Lastly a less usual form consisting of a double circle similar to the Field Post Office type and reading «British Fleet Mail». I have one of these dated 25th January, 1945, on a cover posted by a Greek Sailor bearing also the round mark bearing the words: «Greek Naval Censor».

II. — DOMINION AND COLONIAL FORCES

The most important among these, judging by the volume of its mails, was the Indian Army. I shall therefore begin with them.

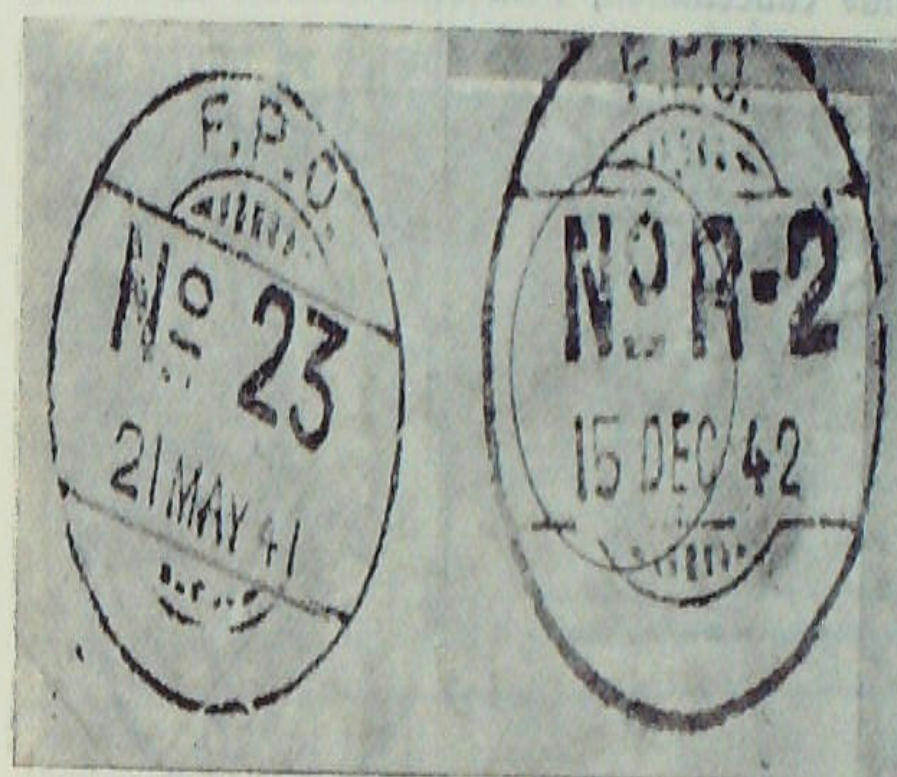


Fig. 26.

Fig. 27.

The most ordinary and typical postmark of this Army is the big cancellation, about 32 mm. in diameter bearing in the centre a large number. At top are the letters F.P.O. This mark is by the way a relic of the 1914-1918 war, but the numbers that were very low in that war became very numerous in the 1939-1945 war. I believe they go

from No. 1 to 194, and perhaps to 200 (vide fig. 26):

A variety of this type is when the letter R is inserted between «No.» and the figure. This may indicate the word «Registered». (vide fig. 27).

The Indian Army however also used, although more rarely, another cancellation: «C. Base Post Office», with an asterisk at bottom, and 25 mm. in diameter. I believe that this mark was only used in 1942 and 1943, probably in Iraq and in the Persian Gulf. (vide fig. 28).

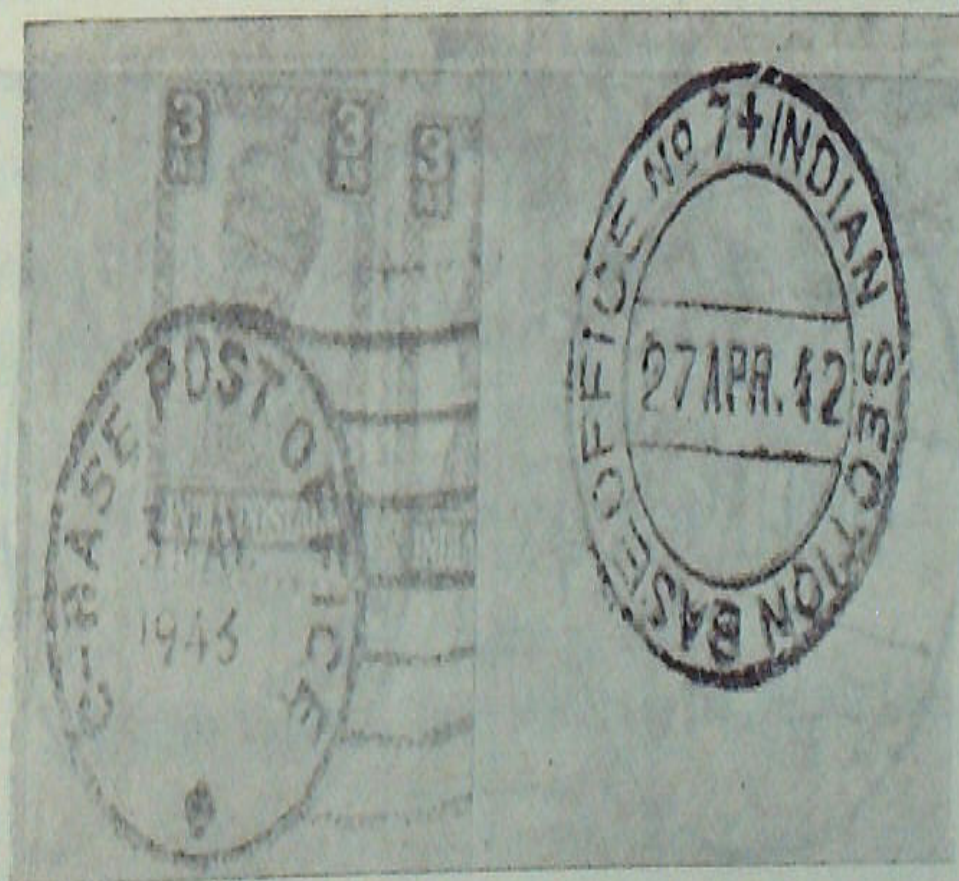


Fig. 28.

Fig. 29.

Another large Indian cancellation is: «Indian Section Base Office No. 7». In diameter it is about 31 mm. and it was in use between 1942 and 1944 (see fig. 29).

A further large Indian cachet (about 32 mm.) bears: «No. 7 Advance Base Post Office» with the letters R E G.

Finally the Indian Army used two small postmarks reading: «IND. B.P.O.-Egypt»; the upper portion of this text is sometimes rounded and sometimes straight.

Let us now consider the Dominions and Colonies.

I believe that Canada must have been represented in Egypt. They used a «Egypt Postage Prepaid» cancellation, with sector No. 61 or 64.

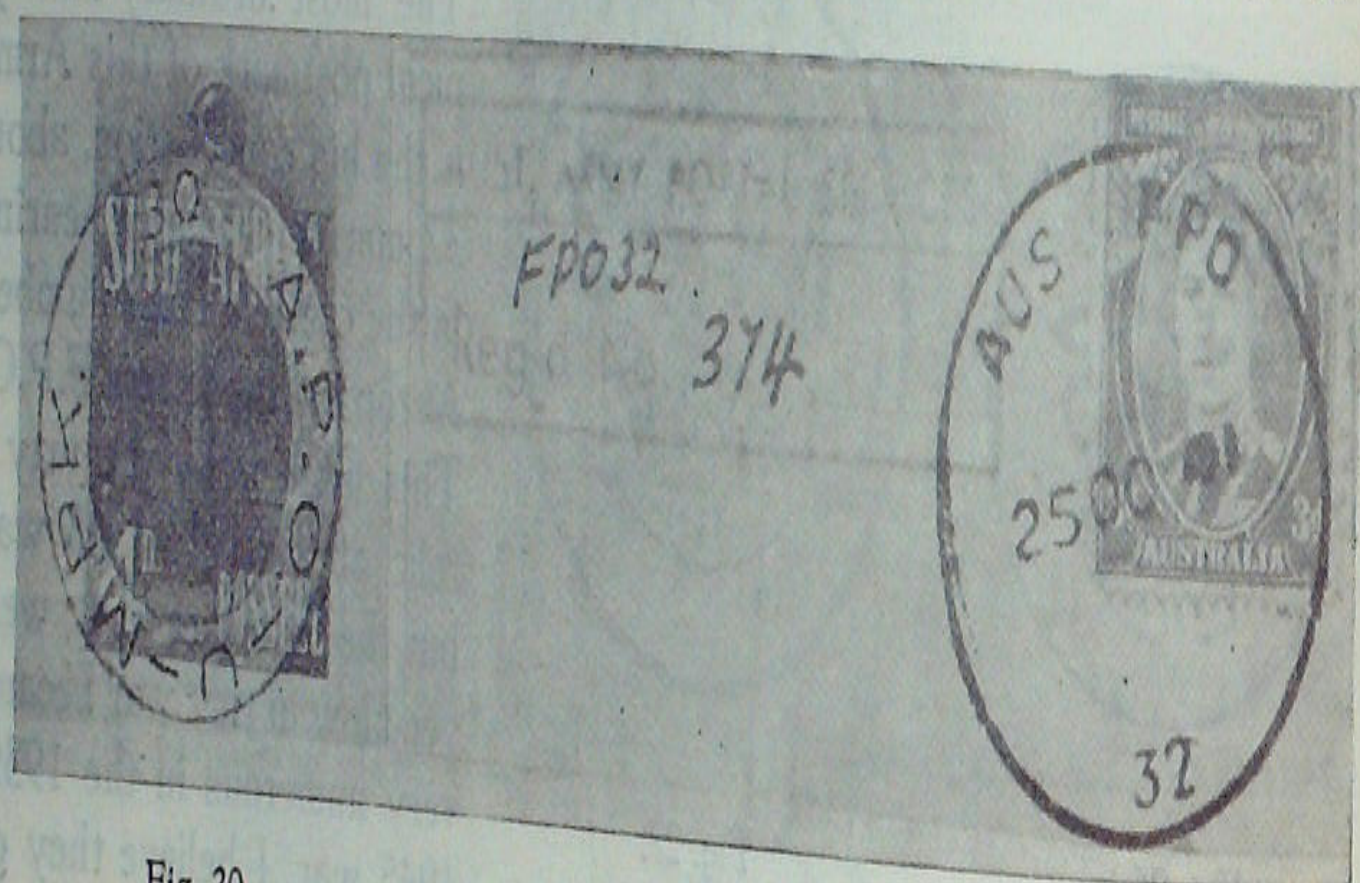


Fig. 30.

Fig. 31.

The Union Defence Force also used this cancellation but with Nos. 70, 73 and 99. But they usually used their own cachet reading: «A.P.O. — U — M.P.K.» with No. 30 at foot (1941-1943) (vide fig. 30).

The Australian Forces normally used a cancellation which read: «AUS. — F.P.O.» with or without a sector number below. The numbers known to me are: Nos. 32, 33 and 37 (vide fig. 31).

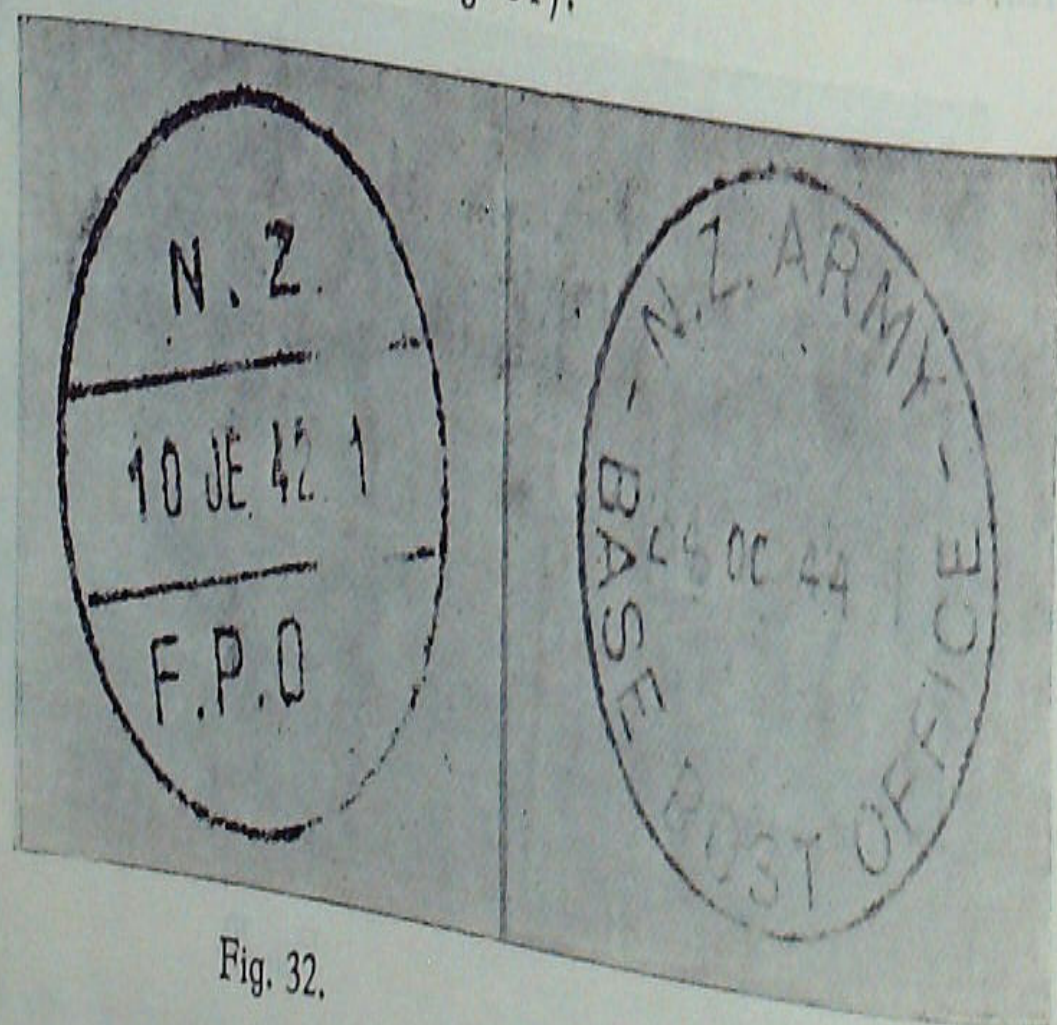


Fig. 32.

Fig. 33.

The New Zealand Forces used cancellations in varied forms, but all bore the typical letters «N.Z.» (vide figs. 32 and 33).

An early cachet has these initials above with the letters «F.P.O.» at foot. Another type bears these initials in an arc with the letters «F.P.O.» and No. 1..... (not clear) (one or 2 lines). Also, I have reason to believe that cancellations bearing the initials «K.W.» mentioned above are those used by the New Zealand Forces. Finally they also employed a postmark «Egypt-Postage Prepaid» with No. 30.

I know of no other Dominion or Colonial cancellations.

As stated at the beginning, cancellations used by non-British forces are also to be studied: Egyptian, French, U.S.A., Polish, Greek, Belgian, etc. But these would be outside the scope of the present study. I hope in due course to undertake this.

Gabriel BOULAD

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EGYPTIAN BRANCH

Parlons Filigrane.....

Lors de l'apparition de la 5ème Edition 1950 du Catalogue Zéhéri, des timbres d'Egypte, tout collectionneur a pu se rendre compte que la nomenclature des timbres poste types d'Egypte, avec le filigrane renversé (F. IV — F. VIII et F. XII) avait été sensiblement enrichie, car depuis l'impression de la précédente édition du dit Catalogue, en 1946, nombreuses ont été les trouvailles de certains timbres portant le filigrane renversé, et l'édition 1950 du Catalogue, les avait fidèlement annotés.

Aujourd'hui cette nomenclature est quelque peu plus importante, car dans l'entretemps, d'autres timbres poste d'Egypte avec ces filigranes renversés, ont été découverts; la chance et aussi la persévérance dans la recherche de ces filigranes, permettent à tout le monde de collaborer à une plus grande connaissance de ces filigranes, et c'est avec une certaine satisfaction qu'on peut constater que depuis quelques années, nombreux sont les collectionneurs qui désirent enrichir leurs collections de ces timbres, pour la plupart, oblitérés, car à l'état de neuf (surtout pour les émissions relativement anciennes) ces timbres, avec le filigrane renversé, sont très difficiles à être décelés.

Voici donc le détail de ces nouveaux venus et il est à espérer que lors d'une prochaine édition du catalogue des timbres d'Egypte, ils puissent y être mentionnés.

AVEC LE FILIGRANE IV

Emission du	No. du cat. Zéhéri
1874 (2ème tirage)	18ff dent. 13 1/4 x 12 1/2 - 2 pias.
1874 (2ème tirage)	19ff „ 12 1/2 x 13 1/4 - 2 1/2 pias.
8/ 1/1914	45 2 millièmes
15/10/1915	54 2 mills sur le 3 mills
1921/22	64 15 millièmes (Milliman-مليمان)

AVEC LE FILIGRANE VIII

1922 (surcharge couronne)	
Type 2	70 2 millièmes
„ 3	71 3 „
„ 4	75 15 „ (Milliman-مليمان)
„ 1	77 20 „

AVEC LE FILIGRANE XII

1927 à 1934	100 3 mills Vert bleu foncé
„	104 10 „ rouge foncé
1950	13 „

TIMBRE COMMEMORATIF FIL. VIII

2/4/46	10 50 P.T. lilas brun
--------	-----------------------

AVIATION FIL. XII

Nov. 1943	31 5 mills, Brun rouge et centre brun rouge clair
-----------	---

Les trois timbres précédés par le signe 000 étaient déjà connus avec le filigrane renversé; c'est probablement, par simple omission, qu'ils n'ont pas été mentionnés dans l'édition 1950 du catalogue.

COMPTOIR TIMBROPHILE D'ALEXANDRIE

JEAN A. FRANGAKIS

MAISON FONDÉE EN 1904

MICHEL NICOLAIZOS

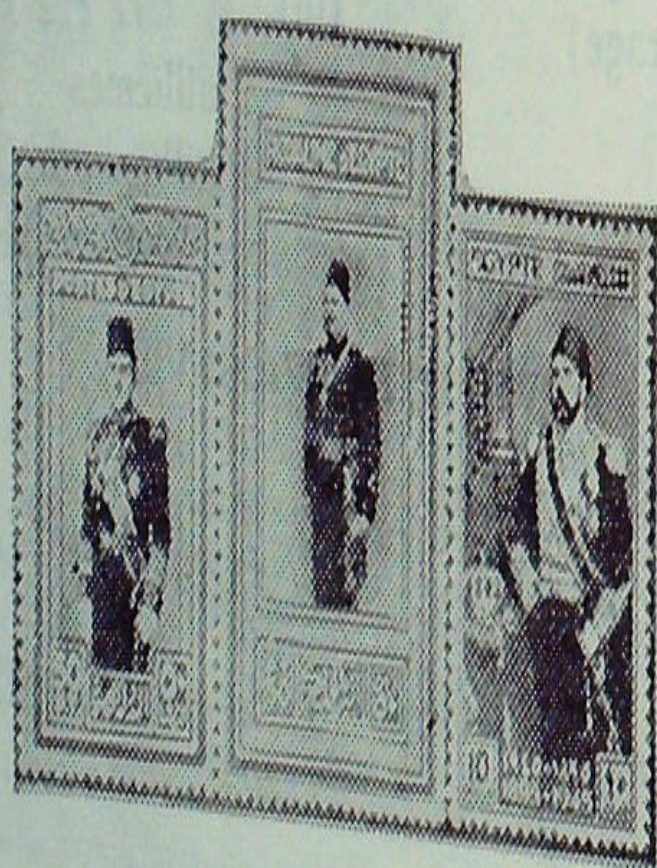
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ALEXANDRIE - EGYPT

ACHAT-VENTE-ECHANGE



GRAND CHOIX DE TIMBRES-POSTE
D'EGYPTE, SOUDAN ET MOYEN-ORIENT

ALBUMS, CLASSEURS, CATALOGUES ET TOUS
ACCESSOIRES PHILATELIQUES TOUJOURS EN STOCK

AGENT DE LA MAISON

YVERT & CIE. - AMIENS

Princess Ferial Stamp Overprinted 1943

By LOUTFI GUINDI

Never in the history of Egyptian commemorative stamps has an issue been the object of such hard fluctuations as that of Her Royal Highness Princess Ferial.

Issued by the Postal Administration on 17th May, 1940, to commemorate the 1 1/2th anniversary of Her Royal Highness, the price of the stamp was made 5m/ms.+5m/ms. The charge for inland letters was 5m/ms. at the time; the other 5 m/ms were designated to the Waifs and Strays Institution, thus following the universal system of issuing charity stamps to assist certain social projects. Nevertheless, this practice, new in its kind in Egypt, did not appeal to the public and the circulation of the stamp proved to be weak. In fact, it was hardly possible to sell big quantities.

Then, in 1943, the Postal Administration decided to dispose of these stamps in some other way. As a first step, all the quantities available were withdrawn from circulation. And, on 17th November, 1943, date of the 5th anniversary of the Princess, the stamps reappeared on the market overprinted in green with the year 1943 in Arabic and Latin figures.

As the quantity overprinted was too small — nearly 40,000 — applications were submitted by the Philatelists to the Postal Administration who decided, in view of the increased demands, to allot 10 % of the quantities applied for.

A few hours after the stamps being put on sale, one of the Philatelists noticed an error on the 96th stamp of the sheet.... The Arabic figure reads 1493 instead of 1943. In other words, we went back in history 430 years.

Fluctuations then followed as Philatelists and profiteers tried to corner the market. Some of the holders of sheets detached the single stamp containing the error, others — well informed of course — detached the 8 stamps forming the «control block». Unfortunately, the quantities detached in the latter way were too small. Besides, the total of the erroneously dated stamps being only about 400, the price of the stamp jumped to several pounds. It is still considered one of the most highly valued Egyptian commemoratives.

Once this quantity has been exhausted, stamps went on fetching very high figures; the Postal Administration decided, instead of destroying the printers' waste resulting from the overprint and amounting to 50.000 stamps, containing several technical defects — some said to be bearing double and inverted overprints, to liquidate this quantity by auction sale in favour of the Cooperative and Economic Institution of the Postal Administration Employees; an announcement was published in the Official Gazette of 25th January 1945 inviting Philatelists to attend the sale on 16th March 1945.

This announcement marked the beginning of an intense warfare between the Philatelists and the Postal Administration; articles were published in the press, complaints submitted to the competent authorities to the effect that such a procedure would be a very bad propaganda for Egypt and would affect the reputation of the Egyptian stamps in general. Finally, the Postal Administration abolished the sale and the stock in question was destroyed on 26th March, 1945.

A few months later, the 1943 stamp met the same calamity of the other highly valued stamps FORGERY!!!!

Fortunately, the imitation was not so dangerous being very badly carried out.

Yet the most strange aspect of the matter is that the person entrusted with the distribution of the forged stamps — he was a youth well known on the local market at the time — was detected from the very first operation he intended to carry out as it was very easy to discern the forgery instantly..... instead of the dark green colour of the overprint, it appeared in a dark blackish colour, in addition, the type of the Latin figures was very different from the authentic. The following photo shows clearly the difference between the genuine and the forged overprints.

Genuine overprint



Forged overprint

As if Destiny wished to avenge this forgery, the boy (distributor) was found killed on the Metro lines at an isolated spot a few days after the discovery of the forgery.
And the forged stamp was born dead!!!!

C. ARGYRIOU

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247

EGYPT STUDY CIRCLE, LONDON

The History of the Foreign Post Offices in Egypt. THE POSTS OF GREAT BRITAIN IN EGYPT.

By Brigadier C. D. RAWSON

SUMMARY

I. THE BRITISH POST OFFICES IN EGYPT.

- (a) Alexandria.
- (b) Suez.
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VIII. PHILATELIC MATERIAL AVAILABLE.

IX. SOME PROBLEMS AWAITING SOLUTION.

I. THE ESTABLISHMENT OF THE BRITISH POST OFFICES IN EGYPT

Three Post Offices were established in Egypt; at Alexandria, Suez and Cairo in that order of precedence.

The railway between Suez and Cairo was completed in November 1858 and the mails and passengers then went by it from the Red Sea to the Mediterranean. The Suez Canal was opened in 1869 but it was not until 1888 that it was used for mails instead of the railway.

(a) Alexandria

In August 1839 a British Packet Agency was opened, Mr. H. Johnson, being appointed the British Agent. Johnson continued to serve until 17th March 1858, when he was succeeded by Mr. R. Thorne (1858 to 1866). With this change of personnel the Packet Agency became a Post Office.

On March 30th 1852 a treaty was signed with the Egyptian Government for the carriage of the mails through Egypt. The mails were carried in sealed bags on camels, the journey from Alexandria to Suez taking some 75 hours.

In 1858 as the railway was nearing completion, a new treaty was necessary, and we are indebted to Anthony Trollope, the eminent novelist, who was then in the Postal Service for details of its development.

We learn from his autobiography that early in 1858 he was asked by the Directors of the G.P.O. to go to Egypt to make a treaty with the Pasha for the conveyance of our mails through that country by railway. Trollope journeyed across France to Marseilles, and thence to Alexandria, a terribly rough journey in those days. On arrival he met an Armenian called Nubar Bey, «a most courteous gentleman» he says — «who called at his hotel every other day, bringing him papers, servants and coffee». After much discussion they reached complete agreement except on one point. Trollope asked that the transit of the mails through Egypt should not exceed 24 hours, but Nubar

Bey wished 48 hours to be allowed. Eventually Nubar Bey gave way, and the 24 hours timing was thereafter punctually kept. (In the treaty of 1852, 65 hours was the agreed period of transit). Trollope was of opinion that the 48 hours period had been pressed for at the instigation of the P. & O. S. N. Coy. who were great paymasters on the railway, as it suited their traffic better. The discussions on the terms took nearly two months and the treaty was signed on 16th June 1858.

On 18th May 1873 the treaty was revised and the agreed time of transit was reduced to 16 hours between Alexandria and Suez, and 13 hours between Suez and Alexandria.

The Post Office at Alexandria was closed on 1st April 1878.

(b) Suez.

Mr. H. Levick was appointed the British Postal Agent on 8th January 1847 and held the post for no less than 32 years. He was succeeded by Mr. R.L. Hammond on 6 August 1880. Mr. Levick kept the Agency in his own house until 1861, when the opening of the railway necessitated the establishment of a Post Office. The cost of this was Lst. 2500, and «a stamping board, a safe, clock and set of Royal Arms» sent out for its embellishment.

The Post Office was closed in 1878 simultaneously with that at Alexandria and the following letter from the British Consul General to the Earl of Derby clearly explains the reasons.

POLITICAL

No. 174.

(Ref. F.O. 78. 2638)

CAIRO

10 June 1877.

My Lord,

The success attending the administration of the Egyptian Posts by Mr. Caillard, an Englishman sent out from H.M. Post Office, and the great inconvenience arising from the multiplicity of the Post Offices at Alexandria which compels merchants and men of business to send all round the different Foreign Post Offices scattered in different parts of the town to collect their letters arriving either by British, Austrian, French or Italian mail boats, has emboldened Mr. Caillard to suggest to the Egyptian Government the abolition by mutual agreement between the Governments interested of all the Foreign Post Offices at Alexandria and Suez as was done in the case of Cairo (q.v. in (c) below). I enclose a preliminary draft of an Anglo-Egyptian Convention..... The advantages of this scheme (if all the Powers agree to it) would be the abolition of the inconvenience and the multiplicity of Post Offices at Alexandria and Suez, of which merchants complain, and the economy of the expense of the staffs employed in them: while the surveillance of a travelling British Packet Agent would seem to afford a sufficient guarantee for the safety of the Indian mails.

(signed) C. Vivian.

P.S. If it recommends itself on its own merits, England need hardly wait for France and the other Powers who may cling to the questionable advantages of their own Post Offices. I think we can well afford to take the lead and leave others to follow.

The Postmaster General saw no objection to the withdrawal of the British Post Offices at Alexandria and Suez and the substitution of British Postal Agents at these places. The new convention was signed in London on November 14th 1877 by Mr. Caillard on behalf of the Khedive and by Lord John Manners for the G.P.O.

The following provisions were made:

- (1) The British Post Office to have the right to maintain agencies at Alexandria and Suez, and to send its own messengers with mails.
- (2) The powers of these Agents to be limited to the superintendence of the transit of the British Mails.

The Convention came into operation on April 1st 1878 on which date the British Post Office was abolished, and its terms hold until the present day.

(c) Cairo

A Postal Agency was established at Cairo at the British Consulate on ? . Paid letters and newspapers directed to Cairo, and received at the Alexandria Post Office, were regularly forwarded in charge of a messenger in sealed bags addressed to H.B.M. Consul in Cairo, with the mails for India.

Similarly letters were forwarded from Suez to Cairo. All letters on arrival at Cairo were sorted, and kept at the Consulate until delivered to their owners, their servants, or their hotel keepers. The Consular officials had nothing to do with postages.

In 1856 the Postal Official at the Consulate was granted an annual gratuity of Lst. 20, but he was not responsible to the G.P.O. and letters could not be prepaid at Cairo, nor received from the other British Post Offices unprepaid.

In 1858 Anthony Trollope in his survey of the British Postal arrangements in Egypt considered that there was a grave lack of accommodation for correspondence in Cairo «being a place of great resort for English pulmonary invalids and the amount of correspondence considerable». He was of opinion that «the establishment of a British Post Office in Cairo would be of great service not only to the English residents, but to Europeans generally. No other Government but the British has the power of opening a Post Office established in the centre of Egypt without making special arrangements for the conveyance of mails to and from that town. Such conveyance is, however, already established and paid for by us for the Indian Mail Service. At

present, letters are delivered daily except Sundays but they are not delivered the whole day from 9 a.m. to 5 p.m. There is a box for posting letters but they cannot be prepaid..... about 100 letters are now sent to Cairo by each mail from Alexandria, and about 25 from Suez; but the number would probably increase once there was an establishment of a Post Office.

The Office should be under Alexandria, and not only paid letters, but also unpaid should be delivered from such office, postage being paid on delivery in the latter case; and that postage should be collected on paid letters from Cairo to the United Kingdom, and that the postage revenues should be submitted to Alexandria.»

After a good deal of argument the Post Office was established at the Consulate on February 23rd, 1859.

The British Post Office at Cairo was closed in 1873, the National Post Office being by then firmly established in that city by the Egyptian Government.

II. MAIL SERVICES BETWEEN EGYPT AND ENGLAND.

The Early Packet Services.

The earliest records of a British Postal or «Ship Pacquets» Service under the Postmaster for Foreign Affairs in Britain, are of boats being rowed or sailed across the English Channel in 1633.

In 1688 Falmouth was first used as a mail-packet port by the Post Office, selected for its location, as sailing ships in ports higher up the Channel might be held stormbound for days or weeks by westerly gales.

The first «Falmouth Packets» ran to Corunna and Lisbon and later to the West Indies and North America. By 1800 two packets a week were sailing for Spain and Portugal, and the town of Falmouth, a tiny village in 1688, had become a busy and prosperous centre.

Up to the end of the Napoleonic wars these packet ships were hired by the Post Office from their owners or private syndicates, but the whole system became rotten with corruption and robbery.

The Admiralty Packet Service.

In 1827 all the Packets sailing out of Falmouth were transferred to the Admiralty against the most vigorous opposition of the Post Office; the former stating that they needed the ships for the training of seamen and half pay officers; the latter protesting that the regularity and certainty of the carriage of mails would be unlikely to be achieved by ships manned by training ship seamen, and elderly officers who had to be found jobs !

The Admiralty Packet Service to the Mediterranean and the East was run in stages. The sailing brigs from Falmouth ran once a week, wind and weather permitting and took some three weeks to reach Lisbon. Mails for Egypt went to Malta, and were transhipped there for forwarding to Egypt once a month.

Up to 1830 mails for Malta and Egypt went by sail packets, but in that year the Admiralty sent out their first steam packet the «Meteor», and followed with 8 others for the Mediterranean.

In 1837 an Act of Parliament confirmed that the charge of all packets and powers then existing in the Postmaster General, under any contract for the conveyance of mails, should be transferred to the Admiralty. The Post Office still regulated the times of departure of the packets, and received the reports of any delays in their arrival.

By a late act in that year the Postmaster General was authorised to contract for the conveyance of all letters by private ships, provided that the ships were British, the rates being the same as the packet rate.

The Peninsular and Oriental Steam Navigation Company.

The Service, however, remained uncertain and irregular until, in 1836, the founders of the Peninsular Steam Navigation Company (Messrs Willcox and Anderson) who had built up an efficient steamship service to Spain and Portugal presented a plan and proposals to the Admiralty guaranteeing a quicker and cheaper service to the Peninsula, which was summarily rejected. The pressure of public opinion and business circles prevailed, however. At the request of the Government who had in 1839 made arrangements for the transport of mails to the East across France which proved unsatisfactory, the Peninsular Steam Navigation Company extended their service to Alexandria in 1840. The first sailing was on September 1st 1840, the charter was granted in December 1840, the company being afterwards known as The Peninsular and Oriental Steam Navigation Company.

Her Majesty's mails in sailing ship days were placed in charge of an Admiralty Agent, usually a very elderly Lieutenant of the Royal Navy, and the practice continued with the P & O whose ships had to be fitted with six or nine twelve pounder guns, and a quota of small arms.

When the mail was brought aboard, the Lieutenant dressed in full ceremonial uniform of a long tailed gold braided, brass buttoned coat, high stiff white collar, glazed cocked hat and sword stood to attention at the gangway. The ships with the Admiralty Agent on board were entitled to fly the long pennant of a man-of-war. The Postal flag of the old sail packet was the Red Ensign with a large white square in the centre bearing the design of a red jacketed post boy riding a white horse, and blowing a horn. The steamers had a special «Postal Flag» of the Red Ensign with a large yellow anchor and crown over it on the red of the flag. Admiralty Agents were carried until 1874, when the Master was allowed to take charge of the mails.

There were two routes for the mails:

(a) The Long sea route.

(b) The Overland route.

(a) *The long sea route.*

In 1840 the mails left London every Friday for Falmouth whence the P & O steamers sailed on Mondays. They visited Vigo, Oporto, Lisbon and Cadiz and reached Gibraltar in 7 days, thence 5 days to Malta by Admiralty packet, and four days to Alexandria, a total of 16 days. The process was reversed for the homeward bound mails.

Falmouth was abandoned in 1843 and the vessels left Southampton on the 1st of the month, reached Gibraltar on the 6th., Malta on the 10th., and Alexandria in 12 or 13 days, returning on the 15th.

The mails were taken over by Messrs Briggs & Co., the P. & O. agents at Alexandria, and conveyed across Egypt under arrangements made by the Egyptian Transit Company who had superseded the Waghorn, Hill and Coy. organisation in June 1842.

The heavier portion of the mails went by the long sea route, the lighter portion went by the overland route.

(b) *The Overland Route.*

(1) *England to Egypt.*

In 1843 the indefatigable Mr. Waghorn was developing travelling facilities from England, through France to Marseilles.

The «Overland closed mail» went from Calais or Boulogne via Paris, Chalons, Lyons to Marseilles in special coaches which were driven at high speed with only the briefest halts to change horses.

A special Indian Mail Service in charge of a British Official was inaugurated. The mail was packed in iron boxes fastened by means of internal springs so that they could only be forced by cutting through the lids with a pair of shears. The mails reached Marseilles on the 5th day after leaving London. From Marseilles they were conveyed by Admiralty packet to Malta, which plied to and from Malta once a month. At Malta it met the vessel which had come direct by sea from England, and the mails were transferred and carried to Alexandria.

On arrival at Alexandria the mails for Egypt itself went to the British Packet Office there, which was the only one in Egypt at that time. The post left Alexandria for Cairo every Monday, Wednesday, Friday and Saturday at 7 p.m. and returned on those days at the same time. The post arrived on the 4th day, went less frequently and took longer than the «Pasha's Post» which went every day except Friday and took only 36 hours.

(2) *Egypt to England.*

Mails were made up at the Alexandria Packet Office for Malta, Gibraltar, Syria and Marseilles. All letters, except those for Marseilles, had to be prepaid at Alexandria.

Letters from Egypt for England via France left Alexandria for Malta about the 23rd of the month and reached London about the 4th of the following month; their departure from Alexandria was dependent on the arrival there of the Indian mail from Suez. These mails, on arrival at Malta, were separated. Those marked «via Marseilles» being taken out, and sent on by a packet steamer which met the P. & O. vessels at Malta and carried them on to Marseilles; those «via Gibraltar» remaining on board. Letters «via Marseilles» arrived in London 4 days earlier than those sent «long sea» but the rate of postage was greater.

It is to be noted that the French Service took three days more than the P. & O. mail steamer, and the rate of postage was higher.

The quicker route overland via Marseilles might well have cut out the long sea route, but the British Government were not satisfied with this method of sending mails across France, a major factor being the possibility of Official Despatches being tampered with «en route». There was also the liability of delay by Admiralty steamers in meeting the mail at Marseilles.

In 1852 the P. & O. S. N. Coy. established an Agency at the port of Marseilles which has been held continuously to this day by Messrs Robert Gower & Co., the name of the firm was changed to Estrine & Co. on Robert Gower's death.

In 1859 mails for Egypt and the East sailed from England as follows:
Overland. Via Marseilles in the evening on the 3rd., 10th., 18th., and 26th. of the month.

Long sea. Via Southampton in the morning on the 4th., 12th., 20th., and 27th. of the month.

(3) *The Trieste Route. England to Egypt.*

In 1843 Mr. Waghorn was also developing another route through Belgium and Germany to Trieste. The route ran from Ostend to Liege by rail — Liege to Aix la Chapelle by coach — Aix to Cologne by rail. Cologne to Mayence by coach and Rhine boat — Mayence to Basle by steamer. From Basle by coach via Zurich to Wohlenstadt, and thence over the Alps to Brescia and Venice, thence by steamer to Trieste.

Although primarily a passenger service, it is possible that letters went also by this service to Egypt connecting with the bi-monthly service from Trieste to Alexandria which took 10 days in 1837, the mails being transhipped at Syra and touching at Crete.

In 1845 as an advertisement Waghorn carried the mail of the «Times» newspaper by this route, and proved it to be shorter than that by Marseilles by 14 hours. No covers of letters by this route have been seen. The Austrian Lloyd Service between Trieste and Alexandria became a direct one on May 10th 1848 taking 5 days and touching at Corfu. This was a monthly service which became bi-monthly in 1851, and a weekly service in 1873.

(4) *The passage through Egypt.*

To illustrate the discomforts suffered in traversing Egypt prior to 1830 one reads travellers from India journeyed in native craft landed in Egypt either at Kosseir on the Egyptian shore about 250 miles down the Red Sea, south of Suez or continued the sea passage to Suez. From Kosseir they crossed the desert to the Nile about Luxor, and thence sailed down to Cairo. This route was often quicker than the Suez route if winds were adverse.

In 1836-37 Waghorn's Agency tried to develop the overland route through Egypt, and the choice of these two routes was offered.

From Cairo down the Nile travellers proceeded by native sailing craft but later a tiny vermin infested steamer of 6h.p. carrying about 10 people was used. The journey to Atfe on the left bank of the Nile took a day and a night and then passengers transferred to the Mahmoudieh Canal for Alexandria. The canal was traversed in a native track boat towed by horses. A hornblower posted in the bows gave warning to other craft to clear the way. On meeting one of these the horses had to be halted and the rope lifted over its mast. The 48 miles of canal took anything from 12 hours or more to traverse. It was only the passengers, however, who travelled by this route, the mails went the whole way from Alexandria to Suez via Cairo by donkey and canal, and with relays of these the journey took, on the average, 64 hours.

The P. & O. Coy. were very dissatisfied with the conditions of transit of passengers across Egypt and took them over wholly in June 1842 with quicker and more comfortable vessels.

On 30 March 1852 an agreement was signed in Cairo between the Hon. East India Company and the Egyptian Government for the transmission of mails through Egypt.

In 1860 control of the mail packet service was transferred from the Admiralty to the Post Office, and in 1863 the mailboat connections between Egypt and England were these:

(1) *The Long Sea Route*

- (a) P. & O. S. N. Coy. — from Alexandria to Southampton touching at Malta and Gibraltar leaving Alexandria on the 11th and 27th of the month.

- (b) The Pappayanni Screw Steamships of Liverpool which plied between Alexandria and Liverpool touching at Malta.

(2) The Overland Route.

- (c) P. & O. S. N. Coy. from Alexandria to Marseilles touching at Malta, which left Alexandria on the 5th, 12th, 19th and 28th of the month.

In 1863 Ancona and Naples were connected by the Italian railroad which by 1866 had been extended to Brindisi. In the autumn of 1870 in consequence of the interruption of communications by the Franco Prussian war, it became necessary to divert the British mail from Marseilles to Brindisi via Belgium and Germany.

The first P. & O. steamer from Brindisi to Alexandria sailed on 20 December 1870, the mail having left London on 16 December.

This route was followed until 5th January 1872 when the opening of the Mont Cenis tunnel afforded a shorter and quicker journey to the south of Italy.

In 1870 mails were dispatched to and received from England and America by the P. & O. steamers. From England they went overland to Brindisi or to Marseilles. The Brindisi mail arrived at Alexandria on Wednesdays taking 7 days, and the mail from Marseilles took 8 days arriving on Thursdays.

Mails left Alexandria daily for Cairo, Suez, Ismailia and Port Said. Letters for Upper Egypt went by special messengers to Luxor, etc. under arrangements made by the British Consul in Cairo: 7 days from Cairo to Luxor, and 11 days Cairo to Assouan.

In 1879 the low tariff mails to the East were carried weekly by P. & O. steamers to Port Said and through the canal to Suez. The high tariff mails were transported by express trains from Calais through France and Italy via the Mont Cenis tunnel to Brindisi, thence by steamer to Alexandria and by railway to Suez. Rail transport was then much quicker than by canal.

In 1882 during the Arabi Pasha rebellion in Egypt, all Army mail was handled by the Army Post Office, run by a special postal unit which accompanied the Force. When the campaign ended, from October 6th 1882 the Army mail was handled by the Egyptian Post Office. Owing to disturbances due to the rebellion, the railway service for the Anglo-Indian mail was suspended from July 9th to November 30th and the mails from Brindisi were received at Port Said instead of at Alexandria. During this period a special service of the Khedivial mail line carried mails from Alexandria to Port Said connecting with the steamers from Brindisi.

During an interruption of the land service between Suez and Ismailia the Government conducted a special daily service by boat up the canal using steamers of the Suez Canal Company.

In 1888 the transportation of the Indian mails by railway was abandoned and they were sent by the canal owing to the greater speed now achieved by this route.

The weekly P. & O. Mail services from Alexandria to Brindisi and Marseilles have continued since 1880, and the fortnightly sailings to Southampton by the long sea route. They have only been interrupted during wars on the continent of Europe.

III. COOPERATION WITH OTHER POSTAL ORGANIZATIONS BEFORE THE FORMATION OF THE U.P.U.

(a) Egyptian Transit Company, and subsequently the Egyptian Transit Administration

The services to be performed were the conveyance of the Indian mails from Alexandria to Suez, and vice versa. These mails were carried in sealed cases, and therefore no covers with cachets of these organisations are known.

(b) Postal Services of France, Italy and Austria

(1) France

There is evidence in the Rawson collection that British mail was carried by France from Egypt to Malta on 27 May 1838, and to England on 9 August 1849.

(2) Italy

Cooperation with Italy consisted of carrying mail in British vessels from the time the service was established between Alexandria and Marseilles. Letters were posted at either the British or French P.O.s. Those transhipped at Malta were purified there. At Marseilles the circular PAQ. ANG. postmark was struck in red. From there the mail travelled overland by the Riviera route to its Italian destination.

From 1863 when the Italian P.O. was established at Alexandria, letters franked with stamps of Sardinia for transmission to Marseilles received the Italian marking «PIROSCAFI POSTALI INGLESII» enclosed in a rectangular frame, struck in blue or black. These letters were sent forward via Susa and Turin. We have knowledge of three covers of this nature. It is possible that mail transhipped at Malta was sometimes sent direct to Sicily or Italy though we have no record of covers travelling by this route.

As a result of disturbances caused by the Franco Prussian war, the Brindisi route was taken into use and in the autumn of 1870 British mail was carried between Brindisi and Alexandria in ships of the Adriatico Orientale Company. Those letters bear no Italian postal markings.

(3) *Austria*

There is evidence of the carriage of mail through Egypt for Austria. British stamps were affixed at Alexandria on mail passing through Egypt from Austria for purposes of accountancy, — (see Chapter VI Sec. III. 2.)

The rate was always 1/- and the stamps were obliterated BOI, but carry no Alexandria date stamp.

There is evidence of direct service in 1869 in the Byam collection of mail carried from Egypt to England franked entirely by stamps of Austrian Italy.

(c) *The Posta Europea*

Although British mail must have undoubtedly been collected and delivered within Lower Egypt by the Posta Europea, as yet no specimens have been seen by members of the Circle.

(d) *Modern Egyptian Post*

(1) *Government Frank with Great Britain adhesives.*

No examples of this cooperation have been seen.

(2) Letters for Britain or her possessions emanating from towns in Egypt, where no British Post Office existed, were carried by the Egyptian Postal Service, and franked by Egyptian adhesive stamps. The letter was received by the Egyptian P.O. at Alexandria or Suez, the stamps postmarked, and the letter sent to the British P.O. where presumably British adhesives were affixed and obliterated, the cost being collected from the addressee on arrival in England.

(3) An Anglo-Egyptian Convention was signed on 18th May 1873 and came into effect on 1st July of that year. By this convention mail was to be conveyed through Egypt in both directions in sealed containers for Lst. 8000 per annum payable in equal quarterly amounts, with the proviso that the sum was to be reduced to Lst. 6000 p.a. when mail was carried through the Suez Canal instead of overland.

Under this convention, mail between Great Britain and Ireland, and from the East carried to Egypt by the British service was to be franked completely by British stamps alone, and letters starting from

Egypt, from places other than Alexandria and Suez would be franked completely by Egyptian stamps, to the East Indies, Ceylon Straits Settlements, China, Japan, Australia or New Zealand as well as to the United Kingdom Malta, Gibraltar and the U.S.A. It was thus that combined franking no longer became necessary. Prepayment was obligatory except on letters to Upper Egypt beyond Assiut. They had to be prepaid to Assiut.

All registered letters had to be prepaid. A date stamp showing place of origin had to be applied to all correspondence, ordinary and registered, and the letters PD struck on all mail fully prepaid.

Registered letters to be struck with either the word «REGISTERED» or «RACCOMANDATA».

Letters insufficiently prepaid to be stamped «INSUFFICIENTLY PREPAID» or «INSUFFICIENTEMENTE FRANCAT».

For the purposes of the Convention the exchange rate was fixed at 97 1/3 Egyptian piastres to the Lst. 1.

The British mail between Alexandria and Constantinople was to be conveyed in closed containers by means of the steam vessels belonging to or subsidised by the Egyptian Government.

IV. BRITISH POST FROM EGYPT

(1) *Franking of Mail.*

(a) *Handstamps.*

The handstamps used before the introduction of adhesive stamps were, as shown under Type I. 1 and II. 1. Alexandria, Suez and Cairo respectively.

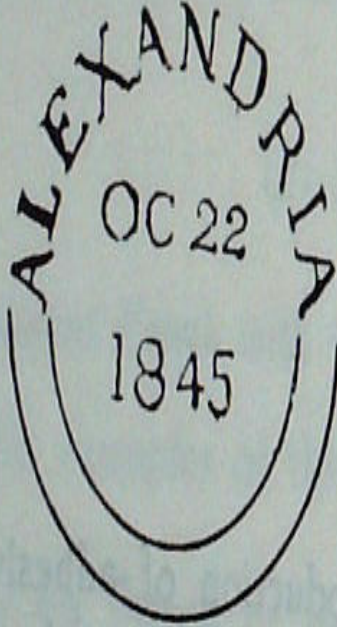
(b) *Adhesives.*

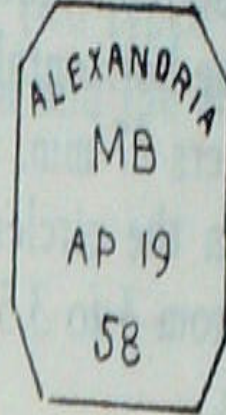
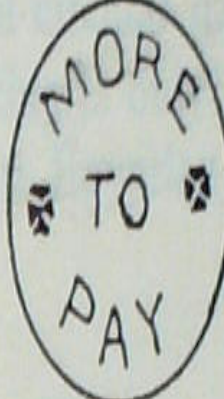
On 2 August 1859 the G.P.O. supplied their Post Offices at Alexandria, Suez and Cairo with British adhesive postage stamps. Simultaneously obliterations were issued to Alexandria (BOI) — Suez (BO2), but no obliteration was issued to Cairo.

These adhesive stamps believed to have been sent to Egypt are enumerated in lists under Alexandria and Suez showing the obliterations known on many of them.

V. POSTAL MARKINGS.

Classification. (a) ALEXANDRIA.

Type.	Illustrations.	Period of use from examples seen.		Ink.	Function & Remarks
I.	CROWNED CIRCLE FRANK STAMPS				
I. 1.		22 $\frac{10}{45}$	23 $\frac{12}{57}$	Red. Black.	As Frank stamps to defray postage.
II.	DATED MARKINGS				
II. 1.		24 $\frac{12}{40}$	4 $\frac{11}{51}$	Black.	Information and arrival stamps.
		22 $\frac{3}{45}$	21 $\frac{2}{47}$	Red.	
		21 $\frac{10}{51}$	9 $\frac{4}{56}$	Blue.	
II. 2.		12 $\frac{11}{59}$	5 $\frac{3}{68}$	Black.	
		12 $\frac{1}{61}$		Red.	
II. 3.	—	12 $\frac{10}{67}$		Black.	
IV. 4.	—				

Type	Illustrations.	Period of use	Ink.	Function & Remarks
II. 5.		—	Black.	Information and arrival stamp to date letters re- ceived from Mobile boxes carried on packet steamers.
III. 1.		1871.	Black	Postage Due. Applied at office of dispatch.
III. 2.		1871.	Black	
III. 3.	POSTED.AFTER CLOSING	1873.	Black	Applied at office of dis- patch.
III. 4.	POSTED.AFTER DEPARTURE OF PACKET	1870.	Black	For information.

DETAILED DESCRIPTION.

ALEXANDRIA

Type I. Crowned Circle Frank Stamp.

- I.1. Two concentric circles both of which are intersected at the top by a crown. The circles are slightly flattened at the top, the horizontal diameters being 29 mm. and 26.5 mm. and the vertical diameters 27 mm. and 25 mm. The crown is 13 mm. high and 8.5 wide. Within the circles is «PAID AT ALEXANDRIA» in 3 lines, the letters are from 3 to 3.5 mm. high. The stamp was struck both in black and red inks.

The stamp was registered at the G.P.O. on November 13th 1841 but was not put into use at Alexandria until May 1843.

	Earliest date.	Latest date.
In black	?	?
In red	22 Oct. 45 (Besly)	23 Dec. 57.

- (a) The cover from the Besly collection is from Alexandria to London, has the Malta purification mark and cuts, is marked «via Marseilles», and arrived 3 Nov. 1845. Rate charged 1/8. The date stamp (Type II.1.) is in blue.

- (b) The second cover is similar to the above but, not receiving purification at Malta, reached London via Marseilles in 8 days on 31 Dec. 1857. 9d rate being charged.

* See article on these Frank Stamps in «Q.C.» Vol. III. No. 1. page 3.

Type II. Dated Circular Markings.

- II. 1. ALEXANDRIA in serif caps. occupying the upper half of a double circle, outer diameter 30 mm., inner diameter 23 mm. Letters 3.5 to 4 mm. high. Date in two lines, figures 3 mm. high. Issued at Alexandria on the opening of the packet agency 19 Aug. 1839. It was superseded by Type II.2. The stamp was struck in black, red and blue inks.

	Earliest date	Latest date
In black	24.12.40.	4.11.51.
In red	22. 3.45. (J. Boulad)	21. 2.47.
In blue	21.10.51 (Mackenzie-Low)	9. 4.56.

- II. 2. ALEXANDRIA in Roman caps. 2.5 mm. high. within the upper part of a circle of diameter 19.5 mm. In the centre is the date in two lines. First used on 2 Aug. 1859 simultaneously with the issue of adhesive stamps.

There are two types — (a) has the code letter «A» between the word Alexandria and the date. (b) the code letter «B».

	Earliest date	Latest date
In black, «A»	12 Nov. 1859. (J. Boulad)	5 Mar. 1868.
In red	12 Jan. 1861.	

Note. There is a Scottish town, Alexandria, in Dumbartonshire which was allotted a circular date stamp similar to Type II.2, but the diameter of this marking is only 18 mm. and it therefore can be distinguished from that of its Egyptian sister.

- II. 3. ALEXANDRIA in Roman caps. 3 mm. high within the upper part of a circle of diameter 20 mm. In the centre is the date in two lines. This marking has three types with code letters «A» and «B» and without a code letter. This marking is known in black only.

	Earliest date	Latest date
In black «A»	12 Oct. 1867 (J. Boulad)	—

- II. 4. From two covers and a piece in the Byam collection there appears to have been another date stamp which was issued for use with Obliterator type III.2. (5 bars). This differs from Types II.2 and III. 3 as the diameter is 20 mm. height of letters 2.5 mm. to 2.75 mm. and code letters «A», «B», «E» and without code letter.

Note. The main difference in Types II. 2 and II. 3 is the more firm and solid appearance of the lettering in the latter; of which the diameter of the circle and lettering is slightly larger with a thicker circumferential line. In Type II. 3 the «E» has longer horizontal strokes, the crossbar of the middle «A» is higher, and the «D» and «R» are more widely spaced. Type II. 4 in these respects resembles Type II. 2.

IV. OBLITERATORS

Type.	Illustrations.	Period of use from examples recorded.		Ink.	Remarks.
IV. 1.	Horizontal oval. BOI with 3 thin bars	12 $\frac{11}{60}$	23 $\frac{2}{72}$	Black Blue.	Function. Cancellation of Adhesives. Obliterator 16x22 mm. BOI 6.5x15 mm. In use from 2.8.59 to 1873. Used with Types 11.2 and 11.3 but never in Duplex. Adhesives of other countries are sometimes found with this obliterator, which was presumably applied at the British P.O. at Alexandria on stamps which reached it uncanceled from the Egyptian P.O.
IV. 2.	Vertical oval BOI with five bars.	3 $\frac{1}{67}$	9 $\frac{4}{69}$	Black.	Obliterator 28x26 mm. BOI 6x18.5 mm. in use from early 1871. Used with Type 11.4. On covers seen, this obliterator and date stamp are in duplex, but they were evidently detachable and clamped together as their distance apart varies from 3 to 4 mm. and on one cover they are tête-bêche.
IV. 3.	Vertical oval. BOI with 4 bars.	1 $\frac{6}{71}$	14 $\frac{10}{77}$	Black	Obliterator 28x19 mm. BOI 7x14 mm. In use from early 1871. Used with Types 11.2 and 11.3 but never in duplex.

Type	Illustrations	Period of use from examples recorded.		Ink.	Remarks.
IV. 4.	Vertical oval. BOI with 3 bars.	4 $\frac{10}{74}$	18 $\frac{2}{78}$	Black	Function. Cancellation of adhesives. Obliterator 26x5 mm. BOI 8x14 mm. Used with Types 11.2 and 11.3 but never in duplex.
IV. 5.	Horizontal Oval. A 17 with 3 bars.				Presumably used with Type 11.5 to obliterate adhesives on letters received from mobile boxes from packet steamers.

Mobile letter boxes

In the Proof Book at the G.P.O. London evidence has been received that in 1857, locked mobile letter boxes were supplied to British Packet Steamers plying between England and Alexandria. Letters posted in these boxes by passengers were taken ashore at Alexandria, the boxes opened, and all letters stamped with a «tombstone» shaped date stamp (Type II.5.) and the stamps thereon cancelled by an obliterator A 17 (Type I). Although in the Proof Book it is evident that both date stamp and obliterator were sent to Alexandria on the same day — October 15th 1857 — no cover has been recorded with either mark.

To be continued.

Brigadier C. D. RAWSON

CATHERINE ARGYRIOU

113, Rue Mosquée Attarine, 113

ALEXANDRIE (EGYPTE)

MAGASIN DE VENTE: 14, rue EL SHOHADAA, ex-rue Averoff

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A DES PRIX DÉFIANT TOUTE CONCURRENCE.

Octobre 1951

L'ORIENT PHILATELIQUE

267



Aeroplane
Bombarding
the pyramids

5 m. air stamp of
1941-46

ويوجد هذا النوع في الطابع الثاني من اليمين في كل من الصفيين الأخير وقبل الأخير في
بعض أفرخ قليلة تحمل الرقم 40

مرزوقى عيبد

Dr. O. REICHERT

NEGOCIANT EN TIMBRES-POSTE

R.C.C. 1935

S.P.E. 308

ACHATS - ECHANGES - VENTES DE TIMBRES DU
MONDE ENTIER - EXPERTISE GRATUITE.

4, Rue EMAD-EL-DINE - LE CAIRE

فئة الثلاثين ملماً - والمعروف أنه لا توجد طوابع من هذه الفئة بعلامة مائة مقلوقة سوى ثلاثين طابعاً أو نحو ذلك - إذ لم يعثر إلا على فرخ واحد فقط بالحالة المذكورة - ولم يكتشف أن علامته المائبة مقلوقة إلا بعد أن كان قد أستعمل منه جزء في التخليص على المراسلات - ويظهر أن طوابع هذا الجزء قد ضاعت على الهواة ولم تقع في يد أحد منهم

متنوعات أخرى



(١) طابع الخمسة وعشرين ملماً الذي يحمل سحاباً - إذ ظهرت بقعة من نفس لون الطابع تحت الفئة المكتوبة باللغة الفرنسية - يشبه شكلها شكل سحاب في الجو كما هو واضح في الصورة المنشورة على يسار هذا الكلام

Cloud in the sky
25 m. air stamp of 1941-46

ويوجد هذا النوع في الطابع الثاني من اليسار في الصف الرابع من الفرخ - وهو يوجد في الفرخ ذات اللون الزنقي البني كما يوجد أيضاً في الفرخ ذات اللون البنفسجي الضارب إلى السواد

(٢) طابع الخمسة مللمت الذي تعرب فيه الشمس خلف الهرم الأكبر - وقد نشأ ذلك عن حدوث عيب طفيف في لوح الطباعة تسبب عنه عدم وصول اللون إلى جزء صغير من الرسم على الطابع بجوار قمة الهرم الأكبر - فظهر هذا الجزء أيضاً كما لو كان شعاعاً من الشمس - تنظر الصورة المنشورة تحت هذا الكلام - ويوجد هذا النوع في الطابع الأول من اليمين في الصف الأخير في بعض الفرخ التي تحمل الرقم A/40

Sunset behind
the pyramid



5 m. air stamp of
1941-46

(٣) طابع الخمسة مللمت الذي تقذف فيه الطائرة قنابل - وذلك راجع إلى وجود خط من لون الطابع يبدأ من الطائرة وينتهي خلف الهرم الأوسط - بحيث يخيل أنه بمثابة قنابل تتساقط منها - كما هو ظاهر في الصورة المنشورة فيما يلي

وأول ما صدر من هذه الفئات هما فئتا العشرة مللمت والثلاثين ملماً فانهما صدرا في التاريخ المتقدم ذكره - ثم تلتها فئة الخمسة وعشرين ملماً في شهر أبريل سنة ١٩٤٣ - وأخيراً صدرت فئة الخمسة مللمت في شهر نوفمبر سنة ١٩٤٣

وقد طبعت هذه الطبعة في مصلحة المساحة بالجيزة - بطريقة الفوتوجرافير - وبنفس الرسم تماماً الذي طبعت به الطبعة السابقة التي صدرت ابتداء من ١٥ فبراير سنة ١٩٣٣ - ولا تختلف هذه الطبعة من سابقتها في شيء فيما عدا اللون - فإن طوابعها جاءت بلون واحد لكل فئة بدلا من اللونين (لون للصورة وآخر للآطار الذي يحيط بها) التي صدرت بها طوابع الطبعة السابقة يضاف إلى ذلك أن الخطوط الأفقية التي كانت تظلل الفضاء الذي تطير فيه الطائرة لم تظهر في الطبعة الجديدة.

والوان فئات هذه الطبعة هي: البني الضارب إلى الاحمرار لفئة الخمسة مللمت - والبنفسجي لفئة العشرة مللمت - والزنقي البني لفئة الخمسة وعشرين ملماً - والاحضر الغامق لفئة الثلاثين ملماً إلا أنه في سنة ١٩٤٤ أعيد طبع فئة الخمسة وعشرين ملماً فجاء لونها بنفسجياً ضارباً إلى السواد بدلا من اللون السابق وهو الزنقي البني - وابتدى بيع هذا الطابع باللون الجديد للجمهور في يناير سنة ١٩٤٦

وكذلك الفئات الأخرى لما أعيد طبعها فيما بعد جاءت بلون يختلف نوعاً ما عن اللون السابق - خصوصاً فئة الخمسة مللمت فإن اختلاف اللونين واضح فيها أكثر من غيرها

متنوعات هذه الطبعة

لا توجد متنوعات من الشرشرة في هذه الطبعة - فإن جميع طوابعها بشرشرة مقاسها ١٣ ١/٢

متنوعات العلامة المائبة

العلامة المائبة لهذه الطبعة هي حرف (فاء) يعلوه التاج الملكي وتوجد طوابع بعلامة مائبة مقلوقة من الفئات الآتية:

فئة الخمسة مللمت ذات اللون البني الضارب إلى الاحمرار الغامق - وهو اللون المطبوعة به الفرخ التي تحمل الرقم A/40

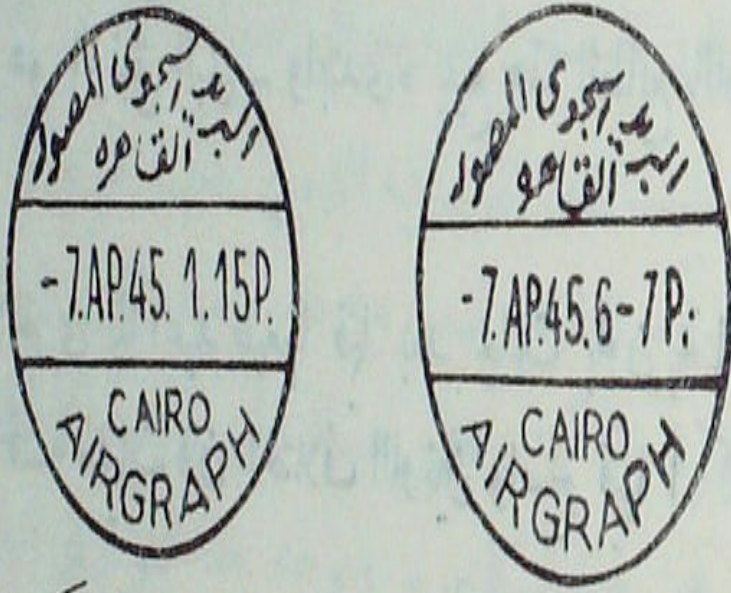
فئة الخمسة مللمت ذات اللون البني الضارب إلى الاحمرار الفاتح - وهو اللون المطبوعة به الفرخ التي تحمل الرقم A/40 A/45

والمعروف أنه لا توجد سوى بضعة أفرخ قليلة من كل من اللونين المذكورين تحمل العلامة المائبة المقلوقة - خصوصاً اللون الفاتح فإن الفرخ التي وجدت منه بالحالة المذكورة قليلة جداً

وافتح العمل بهذه الطريقة من الشرق الأوسط الى إنجلترا في ١٧ أبريل سنة ١٩٤١ - إذ أرسلت ٥٠.٠٠٠ رسالة فوصلت إنجلترا في ١٣ مايو من السنة المذكورة - أما الدفعة الأولى من هذه الرسائل التي أرسلت من إنجلترا الى الشرق الأوسط فانها كانت بتاريخ ١٥ أغسطس سنة ١٩٤١ ووزعت في مصر في ٢١ سبتمبر من السنة المذكورة

وفي ١٥ مايو سنة ١٩٤٢ ادخلت مصلحة البريد المصرية نظام البريد المصور وسمحت للمدنيين باستعماله بعد ان كان قاصراً على القوات الحاربة فقط - وطبعت لذلك أرائيكاً خاصة - وقررت رسماً قدره ٤٠ مليماً لكل رسالة - تلصق بقيمته طوابع بريد على الارنيك - ووزعت أول دفعة من رسائل المدنيين هذه في إنجلترا في ٣٠ مايو من السنة المذكورة - أما في إنجلترا فقد سمح للمدنيين باستعمال هذه الطريقة في ٢١ مايو سنة ١٩٤٢ عن الرسائل التي تصدر مصر بعد تحصيل رسم قدره ثمانية بنسات

وكانت الرسائل التي تصل مصر بهذه الوسيلة تختم - قبل توزيعها على أصحابها - بخاتم خاص ذي تاريخ يحمل عبارة (البريد الجوي المصور - القاهرة) - نورد فيما يلي نموذجين له



واتسع نظام البريد الجوي المصور فيما بعد - فشمّل الرسائل الى كندا ونيوفاوندلاند (ابتداء من ٣ مارس سنة ١٩٤٣) - واستراليا ونيوزيلندا الجديدة وتونجا وجزائر فيجي وهيريدز الجديدة (ابتداء من أول أغسطس سنة ١٩٤٣)

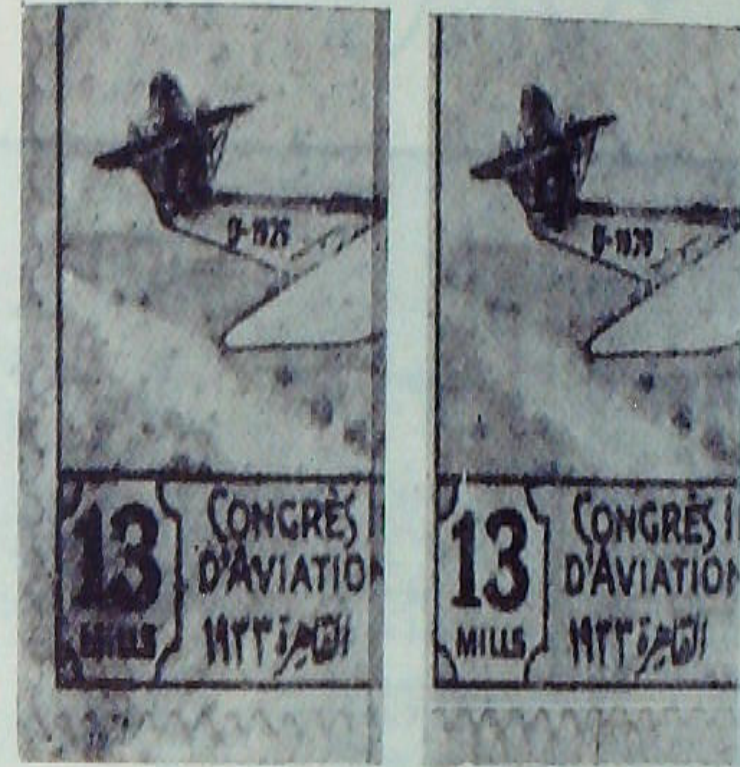
وخفض الرسم المقرر على البريد الجوي المصور الى ١٥ مليماً فقط - ابتداء من ٢٠ ديسمبر سنة ١٩٤٤

وفي أول يولييه سنة ١٩٤٥ ابطل العمل بهذا النظام عن الرسائل المصدرة من مصر الى كندا ونيوفاوندلاند - وفي آخر الشهر المذكور ابطل هذا النظام نهائياً عن الرسائل المصدرة من مصر لأية جهة أخرى .

طبعة البريد الجوي الثالثة

صدرت هذه الطبعة ابتداء من ١٨ مارس سنة ١٩٤١ - بأربعة فئات فقط (بدلا من العشرين فئة التي صدرت بها الطبعة السابقة) وهي فئات : الخمسة مليات - العشرة مليات - الخمسة وعشرين مليماً - الثلاثين مليماً

وهو أنه في عبارة (D-1929) المكتوبة على مؤخرة الطائر المائي يوجد كسر في رقم (٩) الأخير بحيث يقرأ (5) - وهذا الكسر يوجد على طابع من فئة الثلاثة عشر مليماً - وهو الطابع الرابع من اليسار في الصف الاول من الفرخ - ونورد فيما يلي صورة مكبرة لمقارنة الرقمين المذكورين



Wrong figure
(1925) on the
flying-boat

Correct figure
(1929) — 13 m.
International
Aviation Congress
1933

البريد الجوي المصور

بعد أن انقضى نحو عام ونصف على اندلاع الحرب العالمية الثانية - كانت الجيوش الانجليزية في الشرق الأوسط تقدر بمئات الآلاف - وكانت رسائل الطباط والجنود في هذه الجيوش لاتصل الى عائلاتهم في إنجلترا الا بعد فترات طويلة تبلغ نحو الستة شهور - لان البحر الابيض المتوسط كان مغللاً في وجه البواخر البريطانية بفعل أعدائها - مما اضطر إنجلترا الى أن تحوّل بوأخرها الى طريق رأس الرجاء الصالح والبحر الاحمر - فكان السفر بين إنجلترا والشرق الأوسط يتطلب قطع مسافة اثني عشر ألف ميل - مما جعل تأخير وصول الرسائل الى إنجلترا لا مفر منه - غير ان هذا سبب قلقاً شديداً لدى العائلات في إنجلترا على ذويهم المحاربين في الشرق الأوسط - فاستدعى الامر إيجاد حل سريع لهذه المشكلة احياء للروح المعنوية لدى القوات الحاربة ولدى عائلاتهم أيضاً - أستعانت مصلحة البريد الانجليزية بشركة كوداك بلندن - وبعد تجارب كثيرة اهدت الشركة الى تصوير الرسائل مصغرة على أفلام سينمائية حتى يسهل نقلها بواسطة الطائرات - وبعد وصول الافلام الى الجهة المقصودة تكبر وتصور منها الرسائل وتوزع على أصحابها

وكانت الرسائل تكتب كل منها على اورنيك أنساعه ٢٨ × ٢٠ سنتيمتراً ثم تصور على شريط سينمائي بمعدل ٢٥ رساله في الدقيقة الواحدة - مع تخفيض حجم الرساله الى ١٦ × ١٢ مليمتراً - وفي جهة الوصول تكبر الرساله الى حجم ١٣ × ١٠ سنتيمتراً - بمعدل ٤٠ رساله في الدقيقة وبالطريقة المشروحه كان الشريط السينمائي الذي يحمل ٤٥٠٠ رساله لا يزن سوى ٤٥٠ جراماً في حين أن وزن هذا العدد من الرسائل يبلغ ٧٥ كيلو جراماً فيما لو كتبت على ورق



وقامت مصلحة البريد بعمل خاتم خاص لحتم المراسلات التي تصدر من مكتب البريد الذي الحق بمكان انعقاد المؤتمر - نورد رسمه على شمال هذا الكلام - كما نورد فيما يلي شكل مظروف يحمل الخمسة طوابع - محتومة بالخاتم الخاص بالمؤتمر بتاريخ اليوم الاول لصدور هذه الطوابع



ومما يجدر التنويه به هنا - انه حصل خطأ في التاريخ المدون على الخاتم - فظهر هذا التاريخ بالارقام الانجليزية (20 DE. 32) بدلا من (20 DE. 33) - غير أنه لم تمض سوى فترة وجيزة حتى أكتشف هذا الخطأ في اليوم الاول لاستعمال هذا الخاتم - وأجري التصحيح اللازم فوراً - الا أن ذلك كان بعد أن ختمت بعض المظاريف بالخاتم الذي يحمل التاريخ الخطأ - وهذه المظاريف هي في حيازة بعض الهواة الآن ويقدرون لها ثمناً أعلا من ثمن المظروف الذي يحمل التاريخ الصحيح

وعدد مصادر من هذه الطوابع هو ٥٢٠٠٠ طابعاً من كل فئة - فيما عدا فئة الخمسة ملهمات فانه صدر منها ٢٠٢٠٠ طابعاً - ونظراً لقلة هذا العدد فقد أصبح ثمن المجموعة الكاملة من هذه الطوابع يبلغ نحو ثلاثين ضعفاً من ثمنها الاصل
والعلامة المائية لهذه الطبعة هي حرف (الفاء) يعلوه التاج الملكي - وشريتها بمقاس ١٣/٢ - ولا توجد متنوعات لامن العلامة المائية ولا من الشرشره
كما أنه لا توجد متنوعات أخرى من هذه الطبعة سوى متنوع واحد ليست له أهمية كبيرة -

البريد وطوابعه في مصر

طابع البريد الجوي

(تابع سلسلة المقالات المنشورة في الأعداد السابقة)

انتهينا في المقال المنشور بالعدد السابق من هذه المجلة من الكلام على طبعة البريد الجوي المصرية الثانية - وهي الطبعة التي صدرت ابتداء من ١٥ فبراير سنة ١٩٣٣ وكانت تحوي عشرين فئة - من فئة المليم الى فئة المائتين مليماً
وانشاء تداول هذه الطبعة انعقد بالقاهرة مؤتمر الطيران الدولي في ديسمبر سنة ١٩٣٣ - فاصدرت مصلحة البريد لهذه المناسبة طوابع تذكارية من خمسة فئات - ابتدئ في بيعها للجمهور في اليوم العشرين من الشهر المذكور
وقامت مصلحة المساحة بطبع هذه الطوابع بطريقة الفوتوغرافير - وكان الرسم على هذه الطوابع بثلاثة أشكال مختلفة :



الشكل الاول - صورة طائرة برية - وعلى جانبها رسم زخرفي - وخصص هذا الرسم لفئة الخمسة ملهمات باللون البني الضارب إلى الاحمرار - وللفئة العشرة ملهمات أيضاً باللون البنفسجي



الشكل الثاني - صورة طائرة مائية - طبعت على كل من فئتي الثلاثة عشر مليماً والخمسة عشر مليماً وذلك باللون الاحمر للفئة الاولى - وباللون الزنقي البني للفئة الثانية



الشكل الثالث - هو صورة المنطاد جراف زبلين - واقتصر طبع هذه الصورة على فئة العشرين مليماً باللون الازرق

أن عدد الغلطات التي نزلت بالطريقة الأخيرة كان قليلاً جداً فضلاً عن أن الطوابع نفسها التي تحمل هذا الخطأ كانت حوالي ٤٠٠ طابعاً فقط . وفي فجر أيام قلائل ارتفع ثمن هذا الطابع كثيراً جداً وما زال في موضع الصدارة بين الطوابع المصرية التذكارية المرتفعة الثمن .

وبعد نفاذ الكمية المخصصة للبيع تبين أنه يوجد لدى مصلحة البريد خمسمائة فرخ أخرى أي ٥٠٠.٠٠٠ طابع كانت المصلحة قد حجزتها لما جاء بها من عيوب في الطباعة . إذ قيل أن بعضها كان يحمل التعليق مزدوجة والآخر يحملها مقبولة إلى غير ذلك من العيوب . ولما تبين لمصلحة البريد أن هذه الطبعة قد بلغت أسعارها أرقاماً قياسية قررت بيع هذه الكمية المعبوءة بالمزاد العلني لصالح مؤسسة التعاون والاقتصاد الخاصة بموظفيها وذلك بدلا من اعدامها كالمعتاد في مثل هذه الحالات وفعلاً نشرت إعلان البيع بالجريدة الرسمية بتاريخ ٢٥ يناير سنة ١٩٤٥ وحددت للمزاد يوم ١٦ مارس الذي يليه . وهنا قامت قائمة هواة الطوابع بمصر والخارج ضد هذه الفكرة وكانت لهم حملة شعواء بالجرائد والمجلات كما قدمت شكاوى عدة إلى جهات الاختصاص ببيان ما في هذا التصرف من دعاية سيئة لمصر وطوابعها بنوع خاص .

وكان أن أخذ ولاية الأمور بوجهة نظر الهواة وصدر قرار بإلغاء البيع نشر بالجريدة الرسمية في ١٩ فبراير سنة ١٩٤٥ وقامت المصلحة باعدام ما كانت تحتفظ به من هذه الطوابع في اليوم السادس والعشرين من شهر مارس سنة ١٩٤٥ ، وبعد شهرين قليلة لاقى طابع عام ١٩٤٣ نفس المحنة التي تلاقيها معظم الطوابع التي يرتفع ثمنها كثيراً وهي محنة التزيف . على أن هذا التزيف جاء لحسن الحظ ممسوخاً غير متقن .

وأروع ما في الأمر أن من عهد إليه بترويج الطوابع المزيفة - وكان فتي حديث السن معروفاً في سوق الطوابع المحلي حينذاك - افتضح أمره عند أول محاولة له لتصريف كمية من هذه الطوابع إذ كان التزيف ظاهراً بكل وضوح فبدلاً من اللون الأخضر الغامق الذي طبع به التاريخ . كان اللون اسوداً . علاوة على اختلاف كبير في شكل الأرقام وخصوصاً الأرقام الأفرنجية التي تتميزها في التعليق الحقيقية مميزات خاصة . وفي الصورة المنشورة بصحيفة ٢٤٤ من هذه المجلة يتبين مقدار الفرق واضحاً . ولعل الأقدار قد شاءت أن تنتقم لهذا الغش الذي، إذ وجد الفتى الذي عهد إليه بترويج الطوابع المزيفة قتيلاً في مكان غير مطروق على خط المترو بعد أيام قلائل من افتضاح أمره . وهكذا ولد الطابع المزيف ميتاً !!!

الحظي هنري

طابع الأميرة فريال

المعلّى عليه ١٩٤٣

This article is translated on pages 243 & 244 of this Journal

لم يكن لطابع من الطوابع التذكارية المصرية من تعدد المفاجآت ما كان لطابع حضرة صاحبة السمو الملكي الأميرة فريال . فقد أصدرت مصلحة البريد هذا الطابع في السابع عشر من شهر مايو سنة ١٩٤٠ بمناسبة بلوغ سموها الملكي عاماً ونصف من عمرها السعيد . وكان ثمن الطابع عشرة ملهمات - منها خمسة ملهمات للبريد (وكان هذا هو الرسم الداخلي للخطاب العادي وقتئذ) أما الخمسة ملهمات الأخرى فكانت لصالح مؤسسة الطفولة المشردة .

ومثل هذه الطوابع معروفة في كثير من بلدان العالم وتسمى « طوابع الاحسان » 'Charity Stamps' بمعنى أنه يخصص جزء من ثمنها لصالح مشروع ما من المشروعات الاجتماعية . ولما كانت هذه الطوابع هي الأولى من نوعها في مصر . لم تكن لدى الجمهور فكرة سابقة عنها وبالتالي لم تنفذ جميع الكميات المطبوعة منها . واستمر بيع هذه الطوابع حتى عام ١٩٤٣ عند ما فكرت مصلحة البريد في إيجاد طريقة لتصريفها فقامت بسحب الكميات الموجودة بالمكاتب وأخذت الأفرخ الكاملة منها مضافاً إليها ما كان باقياً لدى المصلحة وطبعت عليها « سنة ١٩٤٣ » بالعربية والأفرنجية باللون الأخضر الغامق . وعرض الطابع بحالته الجديدة للبيع في السابع عشر من شهر نوفمبر سنة ١٩٤٣ وكان هذا التاريخ يوافق عيد ميلاد سمو الأميرة الخامس . وكان على راغبي الشراء التقدم بطلب خاص للمصلحة التي تبين لها من فحص هذه الطلبات أن الكمية المرغوب في شرائها تبلغ أضعاف الكمية المعروضة للبيع ومقدارها حوالي ٤٠٠.٠٠٠ طابع . فصرحت المصلحة لكل طالب بكمية قدرها ١٠٪ من طلبه فكان هذا سبباً في ازدياد التهافت عليها .

وبعد عرض الطابع للبيع بساعات قليلة اكتشف أحد الهواة خطأ في التعليق المطبوعة على الطابع رقم ٩٦ إذ وجد التاريخ العربي ١٤٩٣ بدلاً من ١٩٤٣ . أي أن هذا الخطأ عاد بالتاريخ ٤٣٠ عاماً للوراء وحال انتشار خبر هذه الغلطة قامت مصلحة البريد بنزع الطابع الذي به الخطأ من الأفرخ التي لم يكن قد تم بيعها لاعدامه فيما بعد . وتدافع الهواة وطلاب البيع على اقتناء هذا الطابع من الأفرخ التي تم بيعها تدافعاً شديداً وقام البعض بنزعه مفرداً من الفرخ بينما قام البعض الآخر - وهو فريق العارفين بلاشك - بنزع الطابع ضمن (بلوك) يحوي ثمانية طوابع في صفين وذلك لكي يكون شاملاً لرقم الكونتورول المطبوع على الفرخ . ومما يؤسف له

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