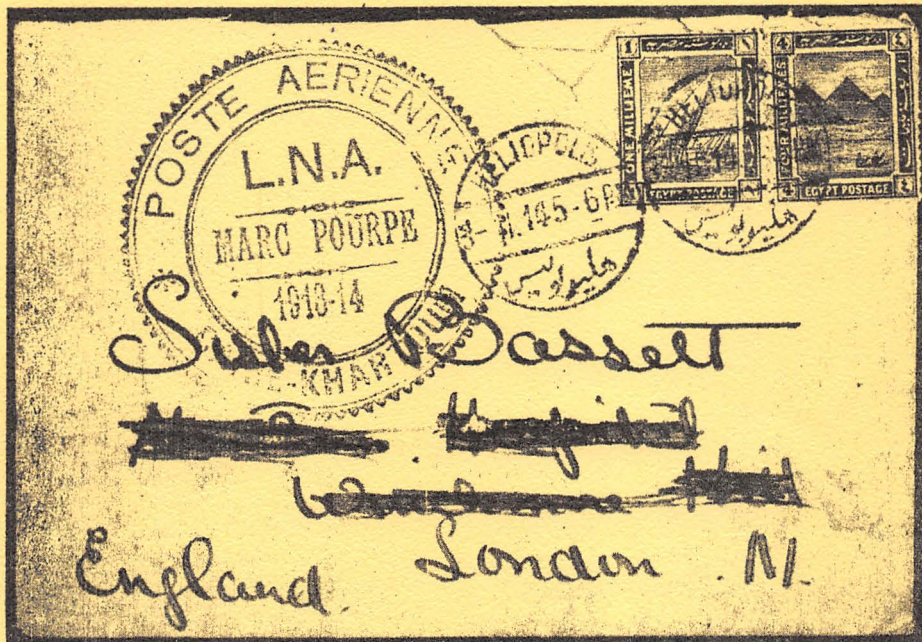


EGYPTIAN TOPICS



VOL.3 NO.4 WHOLE 16

MAY AND JUNE 1971

Egyptian Topics



EDITOR AND PUBLISHER

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P. O. BOX #36491
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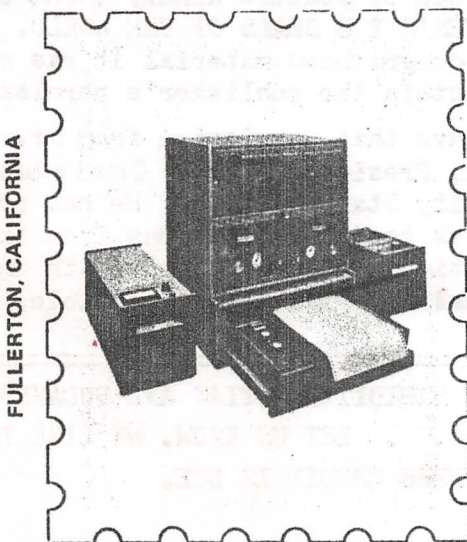
THE AMERICAN AGENT FOR THE PHILATELIC SOCIETY OF EGYPT

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taining to the Philatelic Society of Egypt,
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FULLERTON, CALIFORNIA

JUNE 12 - 13, 1971

BECKPEX SALUTES ECOLOGICAL RESEARCH

with the editor

In our last issue we mentioned the big job we had of moving and we carefully listed our new address so the transition would go along smoothly. Well . . . we're back on our pet peeve - the U.S. Mail, boy, what a foul-up. Mail was returned to the sender long after our change of address had been put through. Our new issues were sent back to Cairo and, as you may remember, we had to use photos of the 200 and 500 m. values. The problem continued so we have taken steps to remedy it once and for all. We finally broke down and rented a P. O. Box. Please address all future correspondence to:

P. O. BOX # 36491
Los Angeles, California, 90036

Hopefully, this will solve our problem. If anyone has mail returned, please re-send to the above listed box number.

THINGS ALWAYS SEEM TO SLOW UP about this time of the year, with the possible exception of the eager buyers trying to beat the new catalogue. However, in talking with several of our dealer friends who run auctions, they tell me that the summer months bid fair to maintain a steady market, as they did last year. They always tell me there is plenty of material (Until I ask for the first issue on cover, multiples of earlies and pioneer airmails on cover, etc.). What they really mean is that a dirth of the common, run-of-the-mill varieties exist. Don't be dismayed - ever so often a real gem or two does show up to make it all worth while. OF COURSE, we are always plugging the shows. What better way to publicize our special area of the hobby than to show it, particularly when a nice award ribbon hangs on the first frame. People just have to notice. When was the last time you exhibited? You did? Why not tell us about it? Your fellow readers want to know who won what, and where? What did you show?

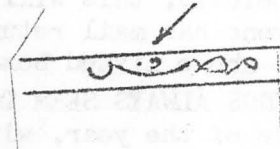
Dr. Peter Smith was a recent visitor to our City of Smogsville. We managed to spend a little time together. Very pleasant to see him again after more than two years. As usual had some constructive comments for Topics which will show up in later issues.

Peter Feltus made the trip down Oakland for FILA-FAIR and a visit. Our visit was short due to personal business that could not be delayed but we will make up for it in July or August.

W. F. Billens

PHILATELIC**FUN AND PROFIT**VISIT OF THE KING OF SAUDI ARABIA TO EGYPT

A one value issue in pale and deep yellow green appeared on 10 January, 1946 to honor King Abdel Aziz Al Saud; 10 Mills (Zeh. No 83, page 147) and generally, a pretty clean printing. I have, however, located two copies (does this prove it is actually constant?) with a small green dot in the Arabic in the upper right corner, just left of the shaped character.

ANGLO - EGYPTIAN TREATY - MONTREUX

This set of three values, issued 22 December, 1936, appeared in an earlier issue of Egyptian Topics showing facsimiles of the signature of Anthony Eden. Although 240,000 complete sets were issued (total number of the high value - 20 m. blue - Zeh. No. 58, page 140) no varieties are listed. I have located a copy of this same 20 m. with a reasonably sized dot, in blue, in the center of the Arabesque in the UPPER right corner.

**AWARDS 'DEPARTMENT'**

RALPH TIPPER - GOLD AWARD and the U.P.S.S. Certificate for his showing of eight frames (48 pages) of the Postal Stationery of Egypt at the Annual Exhibition of the London (Ont) Canada, Philatelic Society

AND . . . A SILVER AWARD in the expert Class for PREVIOUS GRAND AWARD WINNERS. For eight frames of Egypt, 1879 to 1937, in a March Exhibition held by the North Toronto Stamp Club.

GORDON B. GARRETT At 13- IPEX - 71, One of three major awards (Best Exhibit by an Associate Member); Silver award for five frames of Airmail Stamps and Covers of the Sudan.

AND . . . A presentation showing at FILA-FAIR, by invitation only, May 21-23, 1971, in Los Angeles consisting of five frames of SUDAN AIRMAILS (60 pages), and five frames of the First three issues of Egypt. Coverage of this show was made by Life Magazine. No awards were given. FILA-FAIR this year took the place of A.S.D.A. WEST.

HENRY WHITTAKER writes to us from Victoria Canada that he vacationed in Hawaii during the A.P.S. Convention and thoroughly enjoyed himself in the sun. Oh yes! He also walked off with A GOLD AWARD for his superb collection of the Sudan.

EGYPTIAN TUBERCULOSIS SEALS

Following our publication of an illustrated article on these seldom-seen seals in Vol. 2, No. 5 (July-August, 1970), we have received several requests for additional information.

Dave Strock of Seattle kindly sent us data from GREEN'S T B SEALS OF THE WORLD. Since this is copyrighted material it was necessary to obtain the publisher's permission.

We now have that permission from Mr. R. C. Mosbaugh, President of the Christmas Seal and Charity Stamp Society. He has promised to send us good reproductions from the catalogue which we will publish with as much additional material as is available.

WHEN YOU EXHIBIT EGYPTIAN AND SUDANESE MATERIAL . . . LET US KNOW. WE LIKE TO GIVE CREDIT WHERE CREDIT IS DUE.

Gordon B. Garnett

THE LOCAL POST

And Penal Philately

UNICEF - U.N. - Local Post - Penal Philately

Local Posts have been around for many years but relatively few specialists or even general collectors have shown much interest in this fairyland fantasy phase of our hobby.

Recent years however, have shown a marked trend in this direction. Even a specialized catalogue of Local Posts and lupos has been published as a guide. Even so, relatively few have used them to purposeful advantage. Among those who have is man who, ordinarily you would not associate with a philanthropic enterprise yet, this is precisely the case.

The brainchild of DONALD OUIMET, an inmate in the State Correctional Facility at South Walpole, Mass., has created not one, but two Local Posts in the span of less than two years, while active in penal philately.

Penal Philately is relatively new although a club has been in operation for the past 15 years at So. Walpole.

In August, 1969 the first Local Post operated from within a prison made its debut, as a project of the "906" Stamp Club. Called the "906" Local Post, it caught on. After several successful issues and a firm foundation, Donald handed the reins over to other members of the club and created still a second local post, "THE GUS LETTER EXPRESS" in January, 1971 in honor of their advisor, A.G. (Gus) Gauthier, a man with rare insight in problems of penology.

Through one of Topics subscribers, who at that time was an inmate, your editor became interested and, on March 10th, 1971 accepted an appointment as G.L.E. Postmaster for the state of California. In turn, Klaas van Ingen of Fullerton was appointed assistant postmaster.

Being unable to function for lack of stamps, we promptly printed our own after the design of the original but, on green paper in black ink, instead of blue on pink paper. "PROVISIONAL" was overprinted in red. These were in use from March 23rd until April 17, when

a supply of the new issue was received from the main office, with FDC on April 18th.

Covers bearing this new lupo will be sold at the BECKPEX EXHIBITION at Fullerton, Calif. on June 12th and 13th. They will receive both the Beckpex and special GLE cancels.

All proceeds from the sale of these covers will be donated to help the needy kiddies through UNICEF. Not one penny except postage will be retained. Fully serviced covers are 35¢ each. Your stamped-addressed covers 25¢ each, five for \$1.00.

NOW, THE INTERESTING ITEM FOR EGYPTIAN COLLECTORS. A special lupo has been designed

for collectors of the "MIDDLE EAST" as illustrated at the left. It will be printed on gummed paper in red and black. Scheduled for release early in the Fall. G.L.E. is designated as the fun post and all emissions are intended to be humorous.



For those among you who lack interest in lupos, it does provide an opportunity to contribute a small sum to a legitimate and extremely worthy cause, and, for which, you do receive something in return. Your cover will always be an interesting conversation piece at any stamp club gathering.

Topics has Never made a pitch for any charity but we do feel UNICEF is worthwhile and we thought you might like to be included.

ORDER YOURS NOW - the current issue or the Middle East Peace Issue. Please specify the lupo of your choice. Mail your order to the Editor, P. O. Box # 36491, Los Angeles, Ca. Zip Code 90036.

Peter A. S. Smith

CANCELLATIONS

Found on the

FIRST ISSUE

of SUDAN



Figure 1
The First Type

THE FIRST ISSUE OF SUDAN, consisting of Egyptian stamps overprinted in Arabic and French, had a life span of only about one year, during which only a small part of the Sudan was opened up to postal service. In addition, the country was in a highly disorganized state, and very few of the population was literate. The consequence of these facts is that these stamps were not heavily used and are quite scarce with genuine postmarks.

On the other hand, the basic stamps were in use for many years in Egypt, whose literate population was large, and used stamps without the "SUDAN" overprint are quite common. The temptation to the forger to convert common used Egyptian stamps into what appears to be scarce used Sudanese stamps by the addition of a forged overprint was great, and enormous quantities of such forgeries are to be found. A lot of them can be recognized by the cancellations, especially when they are of familiar Egyptian cities, such as Cairo and Alexandria. But what are the genuine Sudanese cancellations like?

Some of the cancellations used in the Sudan are shown in Gisburn and Thompson's book "Stamps and Posts of the Anglo-Egyptian Sudan", but that book contained so much

misinformation that one should not trust anything stated in it without independent verification. Robson Lowe's "Encyclopedia" Vol. II (Africa) has essentially nothing to add.

The small booklet, written by D. B. Armstrong and published in 1912, "The Postage Stamps of the Anglo-Egyptian Sudan", does not illustrate any of the postmarks used on the First Issue, but warns against forgeries, and states that "the postmarks on genuinely used copies should be those of Abu Hamad, Debbeh, Halfa, Wady Halfa Camp Korti and Merowe - -". Gisburn and Thompson are ambiguous in their statement; in one place they state, referring to cancellations in use in 1897 - 1898", that "The following were used on the line of march of the Expeditionary Force during the currency of the Provisional Issue:- Wadi Halfa, Wadi Halfa Camp, Halfa, Argo, Khandaq, Debbeh, Korti, Kerma, Abu Fatmah, Dongola, Shendi, Merowi (or Merawi), Berber and Wad Hamad. Suakin - - - - was also issued with these stamps - -". However, in a later part of the book, where specific types of cancellations are illustrated and the offices known to have used them are listed, certain of these offices are not listed at all, and others are listed as only being

found on the Second Issue (Camel design).
What are we to believe ?

In the absence of official records, the only thing we can do is refer to the actual stamps - - what cancellations have actually been seen ? I list here the cancellations that I have seen on the First Issue over a period of about 25 years of observation:

Wadi Halfa	Souakin	Abu Fatmah
Halfa	Korti	Kerma
Debbeh	Berber	Dongola
Travelling Post Office		Merawi
Challal / Wadi Halfa		

In addition there are two types of telegraphic cancellations, plus a presumably postal cancellation reading simply "SUDAN POSTAL SERVICE HALFA".

when an Egyptian post office operated there (how did it survive the 12 years under the Khalifa ?). This is the type with a crescent and star beneath the name of the town. It had only a short life, and it is quite scarce for it was replaced by a heavier type in which a black panel is at the bottom, as shown in the illustration. (See Figure 1).



Figure 2
Merawi used the same type of postmark as Korti at first, although it is not known used at an earlier period as with Korti. Probably this postmark was prepared for use in 1885, but because of the retreat back to Wadi Halfa after it was found to be too late to relieve Gordon at Khartoum, the Merawi office may never



Figure 3
EXAMPLES OF GENUINE CANCELLATIONS

Some of these postmarks are illustrated here as they appear on the actual stamps, although they are not always complete or clear. Some of these offices had more than one type of postmark. Wadi Halfa continued to use those that it had used before the First Issue, at the time when only unoverprinted Egyptian stamps were in use. There were at least two types, differing in size. A forged postmark of Wadi Halfa also exists; one of its features is that the inner arc is not concentric with the outer circle. Halfa is, of course, the same place as Wadi Halfa.

Korti, at first, used a postmarking of the Egyptian type; in fact, apparently the very same postmark that had been used in 1885

have been opened. The second postmark for Merawi, with spelling changed to Merowī, also matched that of Korti. Debbeh and Kerma also used the same type as the second postmark of Korti and I believe I once saw an example of Dongola in the same type, but I do not have one.



Figure 4
Dongola and Abu Fatmah used bilingual cancellations in the contemporary Egyptian style; with a double circle split by a date band, with English at the top, Arabic at the bottom, and vertical lines in the segments in between (As shown in Figure 5).

CANCELLATIONS FOUND ON THE FIRST ISSUE OF SUDAN (Continued)

Figure 5



Figure 6



Figure 7

Unfortunately, the example of Abu Fatmah is very incomplete. The travelling Post Office cancellation was also in this style. Its exact use is uncertain, and has been the subject of much discussion. The choices are either the short railway line along the Nile southwest from Wadi Halfa or the long railway south across the desert to Abu Hamad. One hypothesis is that it was initially used on the first line, but was then transferred to the second when it became the more important. It is rare, and although covers are known, none of them carry a clue as to the actual site of use.

Soukin (Sawakin) used the Egyptian cancellations that it had used all along, before the advent of the First Issue, for, like Wadi Halfa it had not fallen to the Mahdi, and its post office had never closed. It is not a common cancellation on the

on the First Issue, probably because most of the military activity was concentrated along the Nile.

The steamer service that operated above the First Cataract at Assuan had carried mail between the docks at Shellal (Challal) and Wadi Halfa for many years before the appearance of the First Issue. The steamers carried a post office, which cancelled mail with a postmark containing the names of the terminal offices. Most of the examples I have seen before 1898 were on Egyptian stamps, but occasionally a stamp of the First Issue is seen with such a cancellation (see Figure 8).

Finally, there is the enigmatic "SUDAN POSTAL SERVICE / HALFA" postmark. Its peculiarity is that it has no indication of the date. It is uncommon, but not rare, but its exact use is not known.



Figure 8



Figure 9

Perhaps it may have been used on Printed Matter.

The foregoing remarks cover all that I have observed about postal cancellations on these stamps. However, they are also known cancelled with telegraphic cancellations. Usually stamps bearing such cancellations also have a hand-stamped overprint consisting of the letters "TEL" in an oval, denoting their intended telegraphic use, but this is not always so. There are two main types of telegraphic cancellation: a large double circle inscribed ARMY TELEGRAPHS, and a large oval inscribed with the town name, in English, at the top, Arabic at the bottom (see Fig. 10)

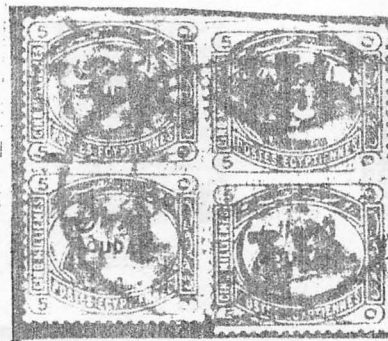


Figure 10 KERMA (oval)

This latter type is much less common, and I know of it only for Kerma and Berber.

The former type (see Figure 11), has no Arabic and does not show the town name; however, at the beginning and end

of the date line, two capital letters appear. These are a code designation for the particular office. Some of them are fairly obvious, such as H - L for Halfa, but some have not yet been identified. B - B and B - R are believed to be Berber, D - N is Dongola, M - R is Merowi. However, I have K - R, shown in Figure 12, on the page following,



Figure 11 H - L ARMY TELEGRAPHS

ing, with a strip of five on a piece of telegraph form. It could logically be either Kerma or Khartoum.

In the Robson Lowe Postal History Auction for January 12th, 1965, several other letter codes are listed (lots 59 to 65): DR, IL, CT, and RH. The last probably is Railhead,

but the others are mysterious. They continued to use the same types of cancellation - after the introduction of the definitive

telegraph stamps, and additional codes came to be found on them.

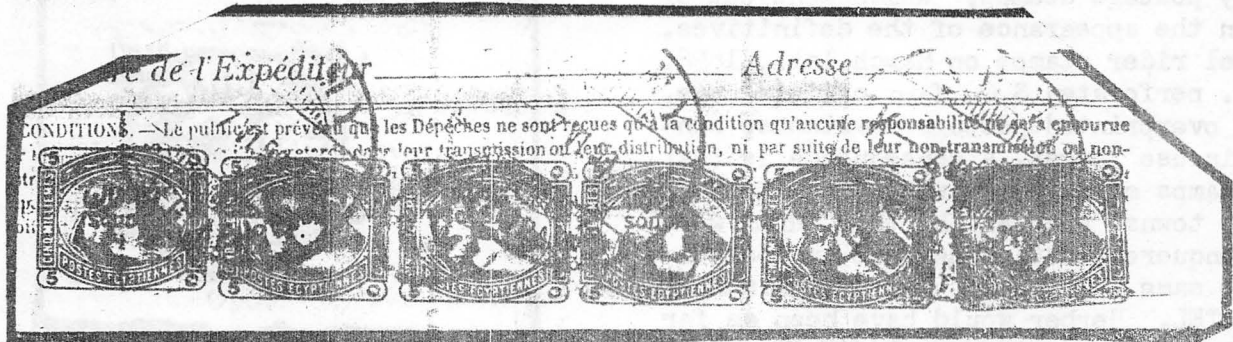


Figure 12 - ARMY TELEGRAPHS K - R ON PIECE OF TELEGRAPH FORM

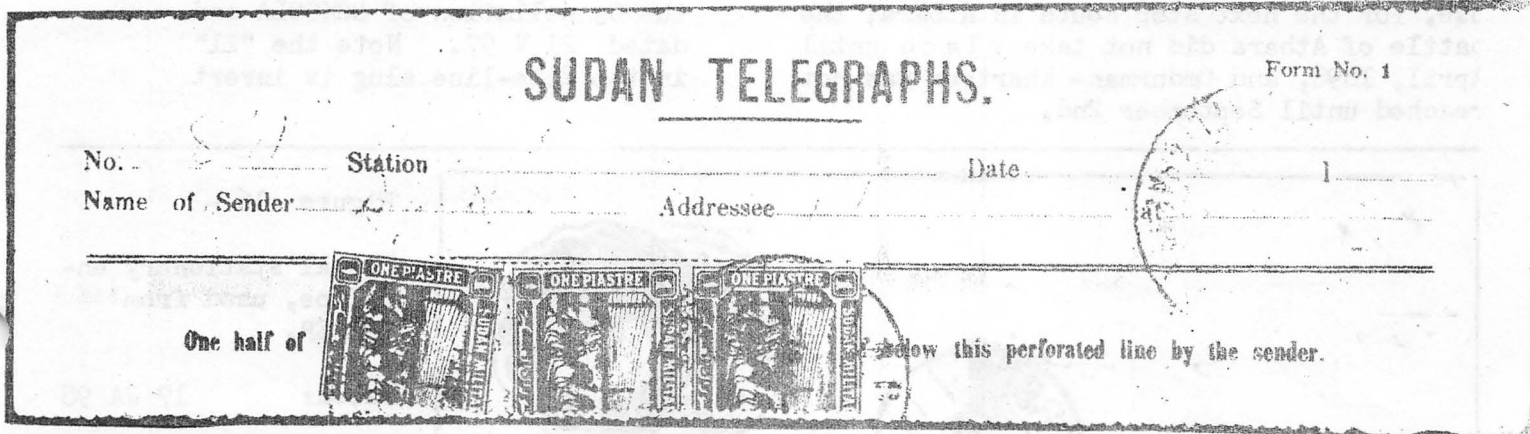


Figure 13 - ARMY TELEGRAPHS D - N ON PIECE OF TELEGRAPH FORM

The ARMY TELEGRAPH cancellation is not an intrinsically Sudanese marking, and in fact was used in many different parts of the world, and at many different periods, where ever and whenever British military operations required telegraphic services. Thus these cancellations can be found on other stamps than Sudanese, and often on stampless covers. Many examples that are met with originated in the Boer War. A very similar type of marking inscribed ARMY SIGNALS came into use later and was similarly used in widely separated military theaters. I do not know that it was used in the Sudan, but it was definitely used in the Middle East area during World War II. That, however, is a different story, and has nothing to do with the First Issue of Sudan. An example used in Egypt (Fayid Camp) is illustrated just to show the similarity.

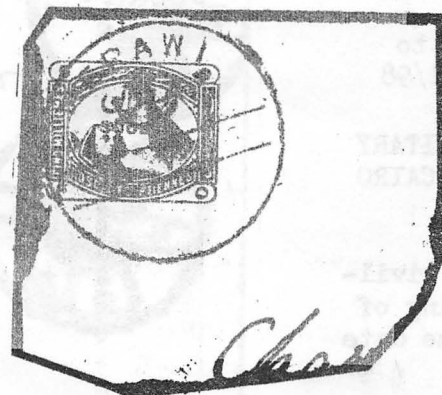
Figure 14 -

Block of four with the postal cancellation of Dongola.



Figure 15 -

The postal cancellation on a piece - MERAWI dated: 20 V 97



CANCELLATIONS FOUND ON THE FIRST ISSUE OF SUDAN (Continued)

The foregoing discussion of postmarks found on the First Issue actually applies only to ordinary postage stamps, which went out of use upon the appearance of the definitives, the Camel rider stamps on March 1st., 1898. The 5 m. perforated S.G. for official use, and the overprinted postage due stamps, continued in use longer. A consequence is that these stamps may be found with cancellations of other towns, such as Khartoum, which were not reconquered until later. It is possible that the same is true of the stamps hand-stamped TEL. Berber would have been as far south as postal services could have been expanded while the First Issue was still in use, for the next stop south is Atbara; the battle of Atbara did not take place until April, 1898, and Omdurman-Khartoum was not reached until September 2nd.

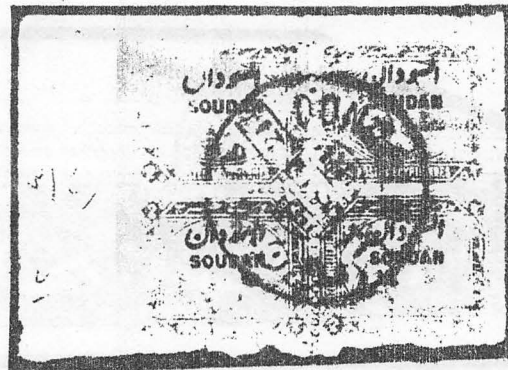


Figure 15 A block of four with the Cancellation of DONGOLA and dated 21 V 97. Note the "21" in the date-line slug is invert



Figure 16 -

Postal stationery envelope, used from BERBER.

Dated: 17 JA 98

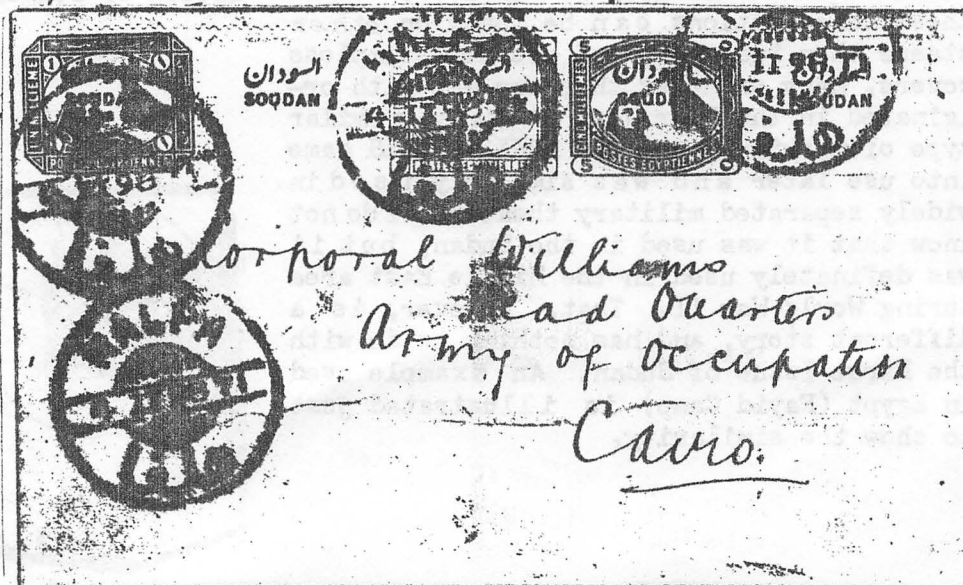
Backstamped at HALFA on January 25, and at CAIRO on February 1st

Figure 17

Cover from HALFA to CAIRO, dated 4/11/98

Backstamped MILITARY POST OFFICE / CAIRO 15 II 98

Also the normal civilian postal marking of CAIRO on the same date



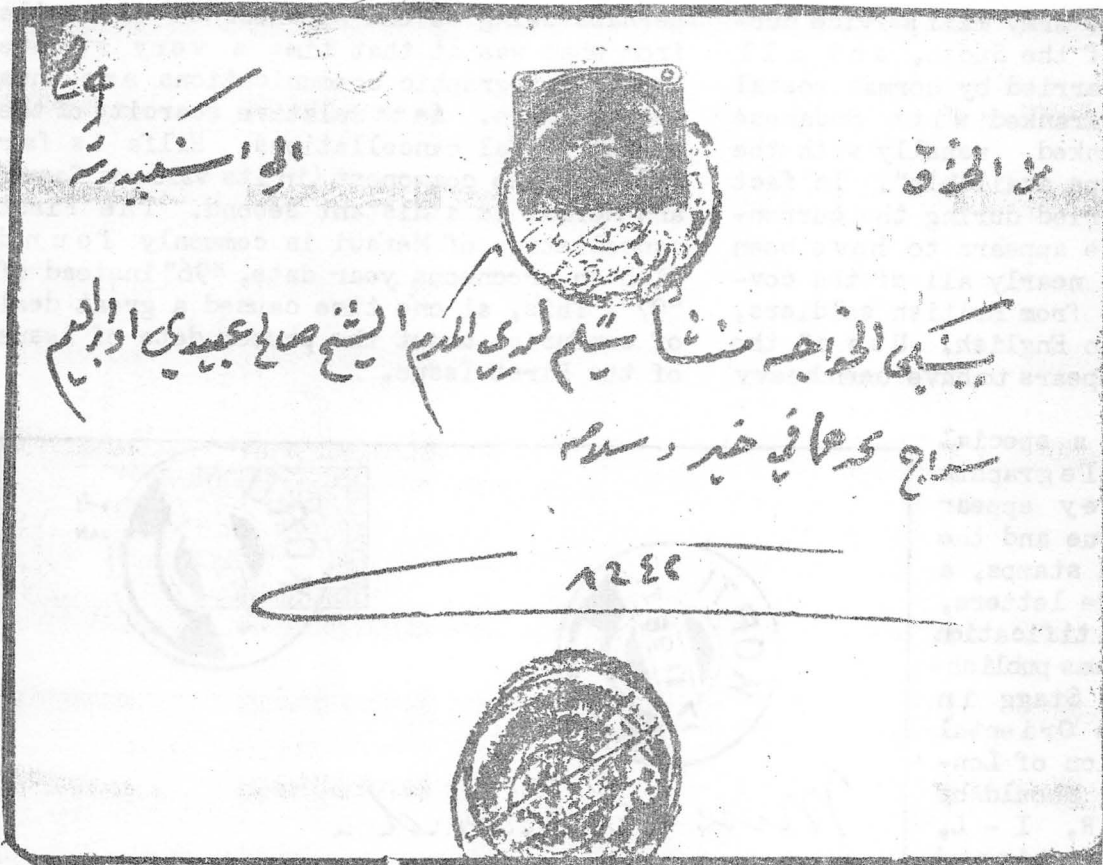


Figure 18 -
Example of a native cover with cancellation of the Travelling Post Office

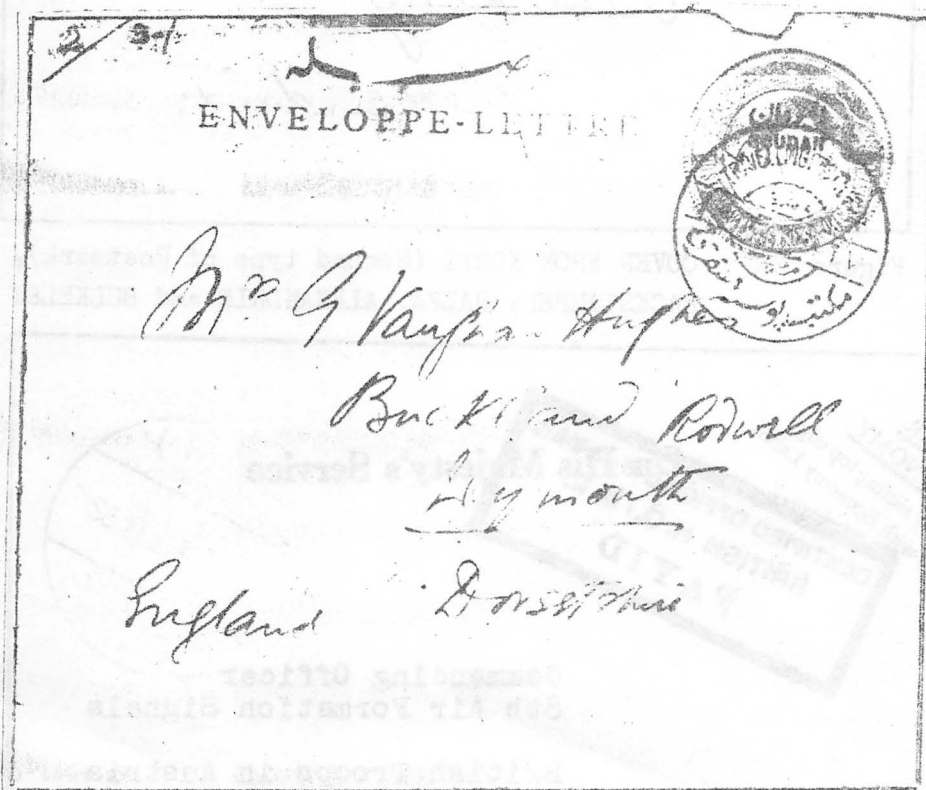


Figure 19 -
An example of Postal Stationery cover with cancellation of the Travelling Post Office in the Sudan, to England. Probably military mail to a wife or mother.

CANCELLATIONS FOUND ON THE FIRST ISSUE OF SUDAN (Continued)

There was no separate army mail service during the reconquest of the Sudan, and all soldier's mail was carried by normal postal channels, whether franked with Sudanese stamps or sent unfranked, usually with the endorsement "No stamps available". In fact most of the mail carried during the currency of the First Issue appears to have been soldier's mail, and nearly all of the covers I have seen are from British soldiers, addressed entirely in English. Use of the telegraph service appears to have been heavy

perhaps owing to the slowness of the mails from what was at that time a very remote area. Telegraphic communications are thus not uncommon. As to relative scarcity of the of the postal cancellations, Halfa is far and away the commonest (in its various forms) and Merawi is a distant second. The First cancellation of Merawi is commonly found with an erroneous year date, "96" instead of "97". This, at one time caused a great deal of confusion about the proper date of issue of the First Issue.

For those who have a special interest in the telegraphic cancellations as they appear both on the First Issue and the definitive telegraph stamps, a list of the known code letters, with tentative identification of some of them, was published by Major E. C. W. Stagg in the Journal of the Oriental Philatelic Association of London. To his list should be added: R - H, D - R, I - L, C - T, and K - R, mentioned earlier in these notes.

Bibliography:-

- OPAL, Vol. 3, p. 58 Postmarks
- Vol. 7, p. 12 Sudan TPO
- Vol. 10, p. 25 ck. list
- L'ORIENT PHILATELIQUE, No. 33, p. 197, British Military Post, by G. Boulad.
- STAMP COLLECTING, 15 Aug., '52 by W. L. Freshwater.
- JOURNAL OF PHILATELY, Vol. VII No. 1, p. 3 Forged Covers, Peter Smith

Figure 21 -

Post-World War II cover from Fayid military camp, Egypt, showing the ARMY SIGNALS Cancellation that succeeded the ARMY TELEGRAPHS type.

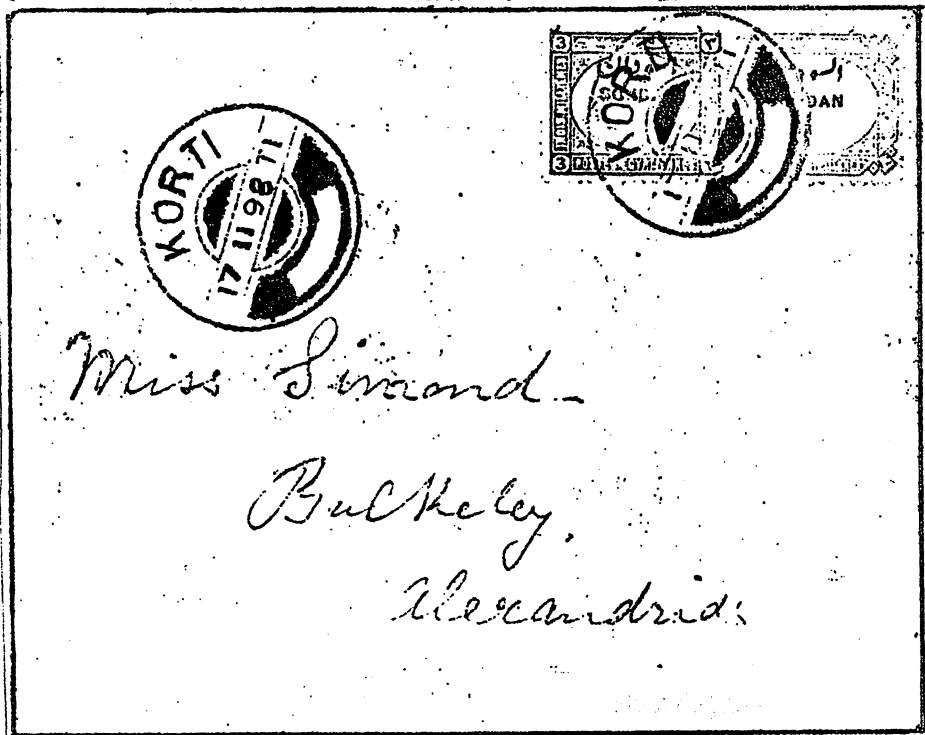
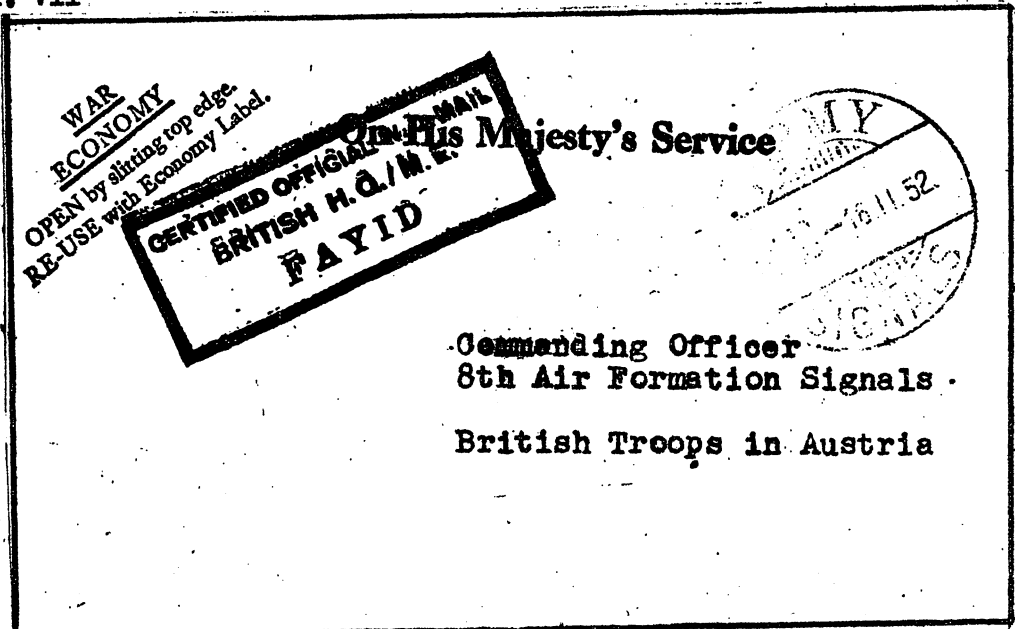


Figure 20 COVER FROM KORTI (Second type of Postmark), BACKSTAMPED: HALFA, ALEXANDRIE and BULKELEY



Commanding Officer
8th Air Formation Signals
British Troops in Austria



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* * *

WANTED - For a topical exhibition display Any material dealing with Nasser; Unusual items, autographs, collateral material, on cover, errors etc., write now to G. "Scotty" RASMUSSEN, 11039 Barman Ave., Culver City, California, 90230

WANTED Used or unused EGYPT Scott #8 - types 1 & 4 (Zeheri descriptions) #9 type 4 #11, type 4 and #13, type 1. I will trade other types of similar numbers, or will buy Write D. A. ANDERSON, 11633 Menlo Avenue, Hawthorne, California, 90250.

WANTED Correspondence with anyone who can supply me with the new issues of Egypt at a reasonable profit over face. Also need some 1960 - 1971 issues. Write to GUS KATHMANN, 3606 Kipling Ave. St. Louis Park, Mn., 55416

WANTED Your editor is looking for early airmail items of the Sudan and Egypt; collateral material, covers, vignettes, labels, ANY covers flown by Walter Mittelholzer, to AFRICA or other destinations. Needed now to document a planned article on the life and flights of this famous Swiss pioneer.

WANTED V. ANDONIAN, P. O. Box 11093, Oakland, California, 94611, needs various sets and singles of the Royal Imperforates. Let him know what you have in duplication. Write first and please include your price.

AN OFFER We offer to print your ad absolutely free, in this space. Our readers always have things to buy, sell or swap. Mail your copy to the editor now while its fresh in your mind. You may be happily surprised at the results from just one little adlet.

EXCHANGE A. S. MISHRICK M.D., 520 Franklin Ave., NYC, N.Y., 11530, has a very extensive collection of varieties & imperfs. He would be delighted to compare notes and exchange. Write to him now if you are interested. . .

Thomas E. Higel

MINOR SUDAN FLAWS

Some interesting, although minor, flaws occur on later issues of the Sudan, and probably of interest to the specialists. Unrecorded previously as far as we know.



A "white spot" (ca. $\frac{1}{2}$ mm dia.) occurs on the hip of the soccer player.

15 m., issued in 1960 for the "OLYMPIC GAMES".

Blue, black, yellow, green.

Zeheri No. 135

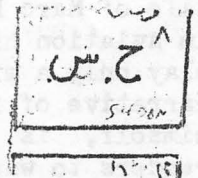
Scott No. 130

An interesting color shift on Zeheri No 147 Scott No. 142, issued in 1962 to publicize the eradication of Malaria



On the 15 mm., violet, blue and black; the blue figure on the right is raised ca. 1 mm. while the purple figure on the left has moved slightly down and ca. $\frac{1}{2}$ mm. toward the center.

A perforation shift: vertically ca. 4 mm. and horizontally about 1 mm. The latter is insignificant but the former is very obvious (see sketch). I have heard that only one sheet originated in this condition. Zeheri No. 69, and Scott No. 071, on the 8 Piastre overprinted Official issued in 1962. Overprinting was accomplished prior to perforating).



WANTED Help in plating the 10 para, 20 para and 1 P.T. stamps of the 1867-69 issue. I want to borrow (to photograph) or buy blocks and strips of any size. Also, singles that are very much off-center, and thus show enough white margin on any side to show that they are from an edge of the sheet. Any aid wo;; be reciprocated. . . What may I do for you? Write to Peter Feltus, 4970 Desmond Street, Oakland, California, 94618

SEND IN YOUR WANTS AND OFFERS NOW FOR OUR

NEXT BIG ISSUE . . . FOR JULY - AUGUST

INTRODUCE A FRIEND TO EGYPTIAN TOPICS NOW

Marc Pourpe

MY VISIT TO THE

PHARAOHS



Marc Pourpe's flight Cairo-Khartoum, 1914.

NOW, OUT OF THE PAST; FROM THE LIVING PAGES OF HISTORY COMES MARC POURPE'S OWN STORY, WRITTEN OVER 57 YEARS AGO AND PRESENTED HERE, FOR THE FIRST TIME IN ENGLISH, ALONG WITH THE ORIGINAL PHOTOGRAPHS FROM THE FRENCH JOURNAL "JE SAIS TOUT", PUBLISHED IN ITS ISSUE OF 15 APRIL, 1914.

WE ARE INDEBTED TO DR. A. WINTER OF MONTRouGE FOR DIFFICULT TASK OF TRANSLATION FROM THE OBSOLETE AND OUTMODED FRENCH, AND TO HIS FRIEND, MR. GORCE-BRIDE OF PARIS WHO FURNISHED THE ORIGINAL MATERIAL.

Editors Note: While much of this article deals with the history of and events in the life of Marc Pourpe leading up to this epic in aviation history, and matters philatelic play only a minor role, we believe that the narrative of facts, written by Marc Pourpe himself, is of sufficient interest to our readers to warrant its presentation here.

+ + +

FROM MY EARLIEST CHILDHOOD I HAVE ALWAYS liked travelling and if, when I was young and lived in Egypt near the Suez Canal I did not think of fantastic raids in an aeroplane, it was only because aviation was not yet born.

Following the hero of the day, or from the book of adventures I was reading, I saw myself, now sailing the oceans on a ghost ship generally represented by an empty box laying on a lawn; now crossing the African desert at the head of a caravan (1893-1898, a time of the wars of the plundering Dervishes who pitted themselves against the mixed English and Egyptian troops). I had as much sympathy for the plunderers as for the soldiers who defended honest people. I was one or the other, according to the results the newspapers gave me.

I can see myself again, perched on a branch of a pepper shrub more than fragile, well hidden in its leaves, watching all afternoon an armed troop who never came or again, to creep along in the hot sands of Suez, looking for an imaginary well to slake a three day thirst, not less imaginary.

These difficulties that I liked and which germinated in my brain were the joy and amusement of my holidays and the nightmare of my nights. As for these natural inclinations, the system of education that my parents made me follow could only develop my ideas of adventure and travelling.

I spent one and a half years in England, at Harrow, the preparatory school for Oxford and Cambridge Universities. I became rider, footballer, cricket player, oarsman, boxer, etc. . . from there I was sent to Germany to Heidelberg, where I was thrilled by winter sports such as skating and tobogganing.

During my holidays, I was sent to visit historic Europe, and I must admit with great shame that from my stay in Italy, where I visited three museums a day on average, except the impressive muscles of the Roman athletes and gladiators, I brought very few

memories back, to the great concern of my family, while from Belgium, Germany, Switzerland, and Austria I came back with a provision of extraordinary stories of trips and a healthy look.

But these travels themselves made me lose my patience as soon as I stayed at the same place for more than a fortnight.

In France, where I was sent back to finish my studies, with the praiseworthy intention of making an honest notary or a rich banker of me, the sudden change from the open air life I had led until then for a sedentary and too inactive life gave me the feeling that the walls of my college were those of a real prison. I missed fresh air and because of my health, which could not bear such a diet and of my violent temper, my parents had to let me go my own way in life at my own risks with a number of diplomas which were considered insufficient but, in my opinion, quite adequate and complete enough for my vagrant mind.

The automobile, at that time was in full swing, and this mechanical sport attracted me irresistibly. I succeeded, after several fruitless attempts (knowing nobody and struggling alone) from working in a factory; I stayed there for two years but, I arrived too young in a too old world, and seeing that I had little opportunity of finding there a situation which suited me, I gave up this career.

In 1908 began the heroic period in French aviation and I had the good luck to go through it and to run beside the great champions of the time, and the sorrow to see them fall one after the other.

But this was my calling, and in five years I flew successively in Australia, New Zealand, Tasmania, and then in the North of France and in England.

The Colonies tempted me the most and I visited Ceylon, India, Burma, Malaysia, Cambodia, Conchinchina, Annam and Tonkin. Then I came back to France to rest and to prepare for the flight which was the dream of my life.

All of these flights which I accomplished in various colonial areas, in climates less propitious to the success of flying,



OFFICIAL CONGRATULATIONS AT KHARTOUM

(Photo 1.) The aviator Marc Pourpe, on his arrival at Khartoum, was the subject of a splendid reception from the population, enthusiastic at the success of such a prodigious journey above the desert. The Sirdar, Sir Reginald Wingate (left) and Colonel Smyth Pacha (right) congratulate Marc Pourpe who, disembarking from his aeroplane, gives them the first mail carried from Cairo by air.

(Continued on next page)

MY VISIT TO THE PHARAOHS- MARC POURPETRANSLATED BY DR. A. WINTER

made me quite sure that apart from the pleasant aspect of travelling, there was a much more serious and important aspect to which until now nobody had given much thought, and which I felt ought to be made known. For this reason, it was necessary to fly, to fly every where until the aeroplane's usefulness was recognized in the colonies.

I made some long flights in our wonderful colony of Indochina, in four of its regions less hospitable from the aeronautic point of view, among which Cai Kim & Yente where we chased the Detham and its troops of Chinese for eighteen years, the only result of which was our loss of several hundred courageous officers and soldiers.



(Photo 2) At Abou - Hamad, a Bedouin to whom Marc Pourpe had entrusted his aerolane, stayed near it without moving for the entire duration of his stay.

MY JOURNEYS TO THE COLONIES ATTRACT ATTENTION

As a result of these journeys - which were often dangerous, the authorities came to take an interest in aviation and to believe in its future. They made great promises which have not yet been fulfilled. I resumed work immediately in regions other than the colonies and I shall describe the interest which was taken in my practical experiments.

I left Cairo with the intention of making the Cairo - Khartoum return flight - that is to say to connect by air the Capital of Egypt and the capital of Sudan, flying over the Nile in a round trip of 4,500 Km. When I arrived in Cairo, I met with Lord Kitchener, whose support I needed to carry out my plans. I will always remember my first meeting with the great colonial organizer. I realized what an exceptional man he was. He told me that he knew about my flights in India, and he quoted me some details. He had also followed all of my Indo-Chinese flights, and he had not missed one. He asked me for information on details which then seemed to me insignificant but which I later discovered had considerable importance. At last, coming to the subject of the purpose of my

visit, he managed to avoid asking me the usual disappointing questions that I had heard so often in similar circumstances: "Have you studied your route carefully? What you are undertaking there is not feasible. Be careful" and did not enumerate the string of responsibilities which hinder every initiative and behind which the goodwill of our colonial administrators barricades itself.

Lord Kitchener simply asked me: "Have you brought your itinerary with you? Please give it to me". He took it, read it, and turned towards a map of the region at a scale of 250,000e, following with his finger all of the ports of call. Then suddenly he stopped and said: "You must not stop at Kerosko; there are no police to protect you; better you should stop at Derr, 60 Km further South. He continued in this way until we came to Khartoum on the map. He added: "The rest is perfect. You know how to organize your journey, and you are quite decided, aren't you?" Upon my affirmative answer, he called his aide-de-camp, Commander Fitzgerald, and handed him my route map, saying to him "Mr. Pourpe, as we know from the papers, is leaving for Khartoum in an aeroplane. Give

orders in accordance with his instructions so that the troops prepare all the landing-

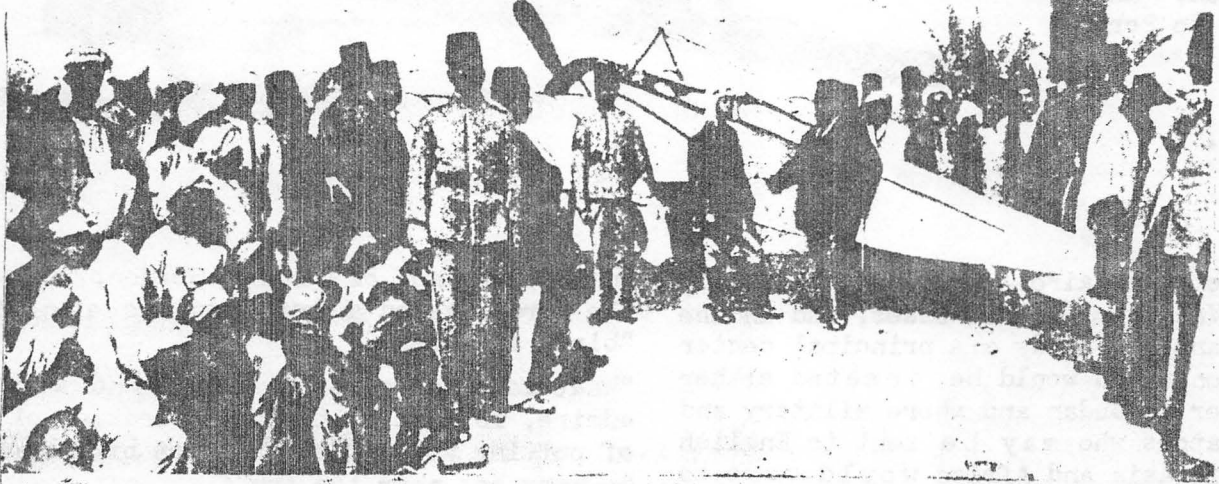
grounds and his refuelling. I very much want Mr. Pourpe to succeed, and I am relying on you".

SOME ANECDOTES - "WORDS" FROM THE NATIVES

I thanked him, but he did not let me finish saying it was he who had to thank and encourage me, this he did and he wished me every success.

After having completed my Khartoum flight, to the town he had created in the middle of

the African desert, I saw him again in this same Khartoum. His joy was obvious, and he asked me to report on my flight and then to prepare a full study of the organization of a



(Photo 3)

THE STAY AT EL DERR

While on the way out, Marc Pourpe made very good time accomplishing the 2,400 km from Cairo to Khartoum in just five journeys each without stopping. On the return he only made trips of 200 to 300 km to show the natives this wonderful bird. Our photograph shows him at EL DERR, where the Mamour (village mayor) surrounded by Bedouin cheiks welcomes him.



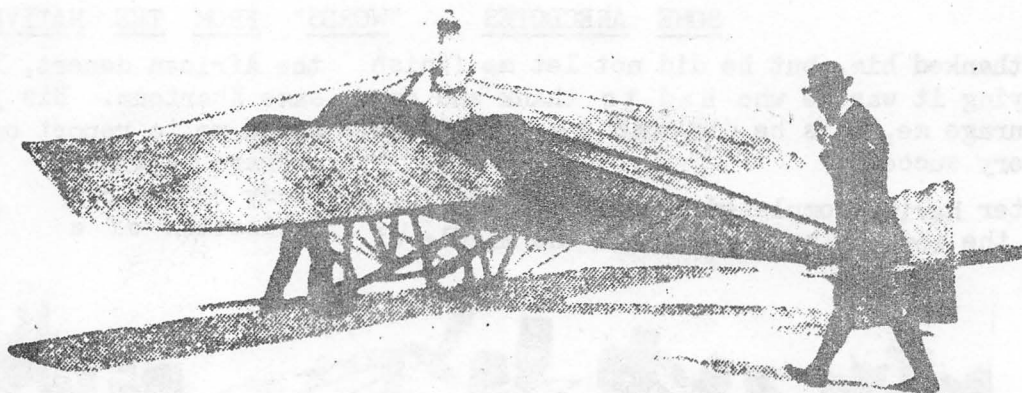
(Photo 4)

MARC POURPE AND HIS MECHANIC AT SUEZ

Marc Pourpe flew from Cairo to Suez, crossing the desert by the road constructed in the time of the Pharaohs, and used by Bonaparte's army. This road is now completely abandoned.

THE
DEPARTURE
FROM
SUEZ

Marc Pourpe was the first aviator flying from Cairo to Khartoum, and from Suez to Port Said.



(Photo 5).

service between Cairo - Khartoum, El Obeid, the Nile Valley and the oases, and in the same was another study on a principal center of aviation which would be created either in Egypt or in Sudan and where military and civil aviators who may be sent to English colonies in Asia and Africa would come to be instructed.

From other conversations I had with him afterwards, I learned that he intended to put this into effect in early 1915. Knowing the man, I do not doubt he will execute his project, which may seem a little bold to timorous minds.

During our interviews, Lord Kitchener took great interest in the stories I told him on the natives' impressions; some of them are rather sharp and show a pronounced sense of observation.

A Sudanese soldier would not believe that I had emerged from the bowels of my aeroplane and that I had crossed the desert he knew so well; he asserted that the large bird which passed making a lot of noise above his mud-hut and his palm trees had come all by itself. When I pointed out to him that the bird was not alive and could not go alone, he thought it over a while then, having no more arguments, told me; Well, why do you tie its feet as we do our camels if you are not afraid it will fly away by itself?

He was referring to the two posts to which I tied the wheels so as the wind could not shake my aeroplane too much.

An old servant of General Gordon, to whom the Sirdar asked a few questions about my "bird" answered:

"What astonishes me the most, and which I admire, is that he thought (speaking of me) of putting a ventilator before him; he must be very hot near the sun"!

But the most extraordinary was the servant who, seeing me turning above the Ondurman Palace, doing figures of eight, volplanes, said with much sentiment: "May Allah bring him good fortune and may he return safe and sound with all the treasures of the earth".

The Sirdar asked him what he meant, to which he answered;

"His father was as him a bird - man and he must have got lost in travelling. His son, who is good, is looking for him everywhere; that is why he came here in the desert and is turning around in all directions, without stopping. He will find him, In Sha' allah. (May God be pleased).

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SECTION VI AIRMAIL (CONTINUED FROM THE MARCH / APRIL ISSUE)

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- IPSWICH - DELHI - A PIONEER FLIGHT OF 1919 - The Aero Field, Vol. 1, No. 12, March, '27 pp. 279 & 281. Factual on the follow-up flight of 1918.
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- MY MOST THRILLING DISCOVERY - VI - TOWNSEND, Air Commodore E.J.D., The Aero Field, Vol. 10, No. 7, Aug-Sept., 1946, pp. 158-159. The detailed story of the RAF flight in 1926 from Heliopolis to Cape Town.
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- THE EMPIRE'S FIRST OFFICIAL CHRISTMAS AND NEW YEAR FLIGHTS - ENGLAND / SOUTH AFRICA, 1941 - The Aero Field, Vol. 9, No. 10. pp. 212-217. The detailed story of these special Imperial Airways flights, with excellent charts, rate schedules, and illustrated cachets.
- THE EMPIRE AIR ROUTE TO AUSTRALIA - The Aero Field, Vol. 9, No. 2. (from the London Times) March, 1945. pp. 36-38. Details of the complete flight with notes on stops in Egypt. Map and air letter illustration.
- BRITISH AIR SERVICE - CAIRO / ANKARA - The Aero Field, Vol. 9, No. 1, Jan-Feb. 1945, Notes and itinerary on this new service to Turkey. Brief.
- WINGS FOR PEACE - Published by the British Labour Party at Transport House, Smith Square, London. Information of the wrangle between Britain's Imperial Airways and the Italians for a reciprocal arrangement for landings in Italy and Egypt; the negotiations in 1926, the beginning in 1928, the re-negotiations in 1930 and the final agreement in 1931. A capsulized version appears in the Aero Field, Vol. 8, No. 5, June 1944, pp. 94-95. Map of the Middle East.
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(To be continued in next issue)

UNITED ARAB REPUBLIC

Information concerning current issues is very limited. Data given is from our own examination of the stamps themselves and, for a number of reasons, may not conform exactly to the official descriptions, when they become available.

MILITARY



Not listed as a commemorative, this item is simply listed as a "Military Stamp" without the usual supporting data:

DATE OF ISSUE 15 April, 1971
 DENOMINATION 10 Mills
 DESIGN The emblem of the UAR over the insignia of the four branches of the military with a floral adornment in a shield.
 DIMENSIONS 25 x 30 mm.
 PERFORATION 11
 SHEET 100 stamps (10 x 10)
 COLOR Purple
 WATERMARK Unwatermarked
 PRINTING Postal Organization Printing House in the U. A. R.
 QUANTITY Not listed

WHO DIABETES COMMEMORATIVE

DATE OF ISSUE 30 April, 1971
 DENOMINATION 20 Mills
 DESIGN Hesy Ra, a physician of 3000 B. C., Apers papyrus scroll - with hieroglyphics and WHO emblem
 DIMENSIONS 42 x 25 mm.
 PERFORATION 11 1/2
 SHEET 50 Stamps (5 x 10)
 COLOR Deep purple, mustard, white
 WATERMARK Unwatermarked
 PRINTING Postal Organization Printing House in the U. A. R.
 QUANTITY Not listed



DATE OF ISSUE 17 May, 1971
 DENOMINATION 20 Mills
 DESIGN Map of Africa & ITU Emblem and bolt of lightning
 DIMENSIONS 42 x 25 mm.
 PERFORATION 11 1/2
 SHEET 50 sgamps (5 x 10)
 COLORS Blue, white, green, yellow, and deep purple
 WATERMARK Multiple Eagle
 PRINTING Rotogravure - Postal Organization Printing House in U A R
 QUANTITY Unlisted



REPUBLIC OF SUDAN

DATE OF ISSUE 2 May, 1971
 DENOMINATIONS 2 P., 4 P., 65 mms.
 DESIGN Emblem of the Republic and emblem of I. E. Y.
 DIMENSIONS 30 x 40 mm.
 PERFORATION 11
 SHEET 50 Stamps (10 x 5)
 COLORS 2 P. Gray-silver, black, Gold Turquoise-blue, & white.
 4 P. Purple, Gold, vermilion, black, red and white.
 65 mm. Black, White, brown, gold
 WATERMARK Unwatermarked
 PRINTING Egyptian Postal Organization Printing Press
 Quantity Unlisted

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UNITED ARAB REPUBLIC (Continued)

ORDINARY DEFINITIVES



DATE OF ISSUE 1 May, 1971
 DENOMINATIONS 20 and 55 Mills
 DESIGN Effigy of President Nasser
 DIMENSIONS approx. 25 x 31 mm,
 PERFORATION 11½
 SHEET 100 stamps (10 x 10)
 COLORS 20 m. Light & deep steel blue, (head), pale mauve and brown violet (background & figures)
 55 m. same colors but reversed as to head & background.
 WATERMARK Unwatermarked
 PRINTING Appears to be steel engraving
 Postal Org. Printing House
 QUANTITY Unlisted