

# EGYPTIAN TOPICS

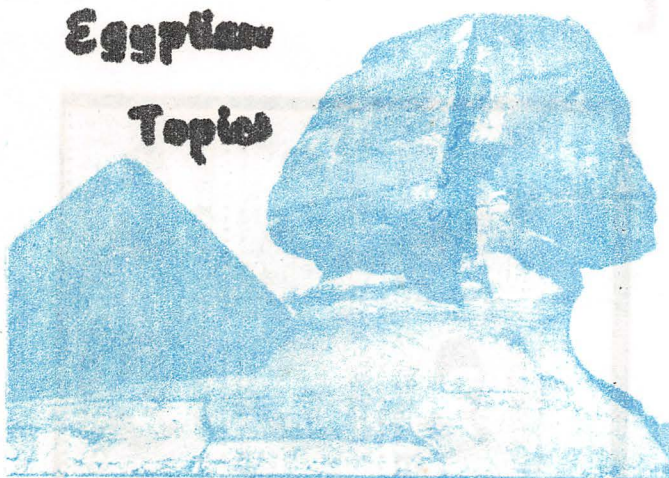


THE ALABASTER SPHINX AT MEMPHIS

Vol. 5 No. 6

Whole No. 30

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### EDITOR AND PUBLISHER

GORDON B. GARRETT  
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### NOTES ON PROPOSED ARTICLES . . .

From time to time we publish memos on items of specific interest planned for later issues. Occasionally they do not appear until later. This is necessary for a number of reasons. Frequently something of immediate import is used instead, such as an item of news interest. An example would be an article such as Peter Smith's on the Booklet pages which were then coming up in auction and erroneously described in the catalog. To safeguard our readers we felt this was of prime importance, etc. We do use every article of merit we receive.

Dr. Winter wrote a fine article on the wreck of the S.S. CAIRO not knowing that we were translating the longer article from the L'OP version in French. At his request we will use the longer article with the Dr's. fine illustrations.

## *with the editor*

Vol. 5, No. 6, Whole No. 30 . . . Five full years of Egyptian Topics. Little did we realize back in the Fall of 1968 that we would be able to maintain, month after month, a continuous run of well over 600 pages devoted exclusively to material of Egypt and the Sudan. We realize, of course that some issues have been better than others but we have endeavored to bring you a variety of items and articles that were, for the most part, original in nature, or translated from the original language for the first time for our English speaking friends.

We owe this fine track record to dedicated writers and collectors of Egyptian material who, somehow, find the time to feed a steady stream of interesting factual information from all parts of the globe. We hesitate to name any for fear of offending those we omit yet some stand out prominently such as: Dr. A. Winter of Montrouge, France, Ibrahim Chaftar of Alexandria, Egypt, Dr. Peter A. S. Smith of Ann Arbor, Michigan, Kenneth Pierce of Los Angeles, J. Boulad d'Humieres of Lusanne, Switzerland and George T. Houston of Melbourne, Australia; Peter Feltus of California and Charles Fox of Ohio, and many, many more; a veritable list of Who's Who in Egyptian philately. Only space precludes naming more. In coming issues may we add your name to this illustrious list?

We have often asked for your preference regarding the articles we publish. Rarely do we have a request. This is your Journal. Let us know what you want to read about. We'll do the rest.

Some months ago we put out a feeler about formation of an "Egyptian Society", not to replace the Study Circle or P.S.E. but as a supplement. Not one letter — PRO or CON was received. While a big fuss is not our intention, it does have some definite advantages; it would make us eligible, as a Unit for SPA & APS literature competition, among others. Your editor has twice won the SPA National with another publication. I feel we could do as well with Topics. As members, as well as readers, it would make an ideal sounding board where members' views and observations could be aired !! Drop us a line, and at least, express your opinion.

Officers could be minimal and, honorary or working as you see fit. Have a Happy philatelic Fall . . .

Peter & S Smith FRPSL

# The UNCUT

## Booklet

### Sheets

### of the



## FUAD- FAROUK

#### FURTHER INFORMATION

The article on this subject that appeared in the June Issue of EGYPTIAN TOPICS was written in a hurry, in order to meet the publication deadline, and there was not enough time to seek out everything that might be known about the subject. I can now amplify what was said, and answer some of the questions raised.

First of all, a typographical error on p. 66 should be corrected: booklet pane sheets of the 15m were prepared as well as the 5, 6, 10 and 20m., & were incorporated in booklets containing twelve 5m., six 10m. and six 15m. stamps. The 10m. sheets for booklet panes, however, were all used up, apparently, for the 10m. is not known to have been sold in the Post Office in panes of 60 after the manufacture of booklets was stopped. The absence of the 10m. in the last paragraph of p. 67 is thus intentional and correct.

## Era



The uncut sheets of 120 stamps (two panes of 60 separated by a gutter) that were in the Palace archives are listed in lots no. 549 to 561 in the catalog of the auction of the Palace Collections in 1954. The numbers of such sheets are all even, and it is evident that there were two for each control number. The explanation for this is given by the fortunate circumstance that two control number blocks of the 6m., both A/42, came into my possession, originating from the sheets of 60 sold at the post office; the two control numbers are of slightly different position and shape. It is thus evident that two plates, not one, were used to print this value. It thus appears that the reason for the apparent duplication in the material in the Palace Collections is that two plates were used for every printing of the booklet sheets. Almost certainly, this fact arises from the use of a printing cylinder with two full sheets of 120 on it (most Egyptian stamps are printed in this way, and most control numbers can be found in two slightly different forms).

The catalog descriptions make it clear that both the perforated sheets and the imperforate sheets on thick paper with "CANCELLED" on back were in uncut sheets of 120. The numbers of sheets listed are:

|      |                   |   |           |
|------|-------------------|---|-----------|
| 5m.  | perforated        | - | 12 sheets |
| 6m.  | imperforate       | - | 6 sheets  |
| 6m.  | perforated        | - | 4 sheets  |
| 10m. | perforated        | - | 2 sheets  |
| 10m. | imperforate proof | - | 1 sheet   |
| 15m. | perforated        | - | 4 sheets  |
| 15m. | imperforate proof | - | 2 sheets  |
| 20m. | perforated        | - | 2 sheets  |
| 20m. | imperforate proof | - | 1 sheet   |

On addition to the above sheets, there was a number of sheets equal to the number of uncut normally perforated sheets, but with perforations a cheval (apparently an alternative device for rendering the stamps unsalable for postage; they should thus be considered as proofs).

Several points emerge from these statistics: 1), the Palace Collection is the only source of the uncut booklet panes of the 10m.; 2), the uncut sheets of 120, or strips identifiable as coming from them because of the interpanneaux gutter, are rare; 3), the imperforate proof sheets are twice as rare as the perforated sheets.

Next we come to the booklets with stamps of the second Farouk design (in Marshal's uniform). Uncut sheets of booklet panes are known only for the 10m. value and are listed in lots no. 668 to 672. These are sheets of 54 stamps, consisting of nine panes of six, each separated from the other by large interpanneaux gutters (one is illustrated in Jean Boulad d'Humieres' article in L'Orient Philatelique for January 1965, p. 423). There are two imperforate sheets in which four or six stamps are defaced by bars, two undefaced imperforate sheets and one imperforate proof sheet on thick paper overprinted CANCELLED on the back. Also known are two uncut sheets with normal perforations, and two sheets with perforations a cheval.

This stamp was never sold to the public in uncut sheets, and the foregoing must be the total number in existence. Interpanneaux pairs of booklet panes cut from these sheets would be unequivocally identifiable, but even then, there could be a maximum of six pairs from each type of sheet; their rarity is obvious. Each sheet bears the control number A/51, in Arabic.

Lastly, there is the matter of the 20m. "Boy King" value prepared for booklets and sold over the counter in uncut panes of 60. No booklet containing this value is listed in Boulad's otherwise exhaustive article in L'O.P., and I have not seen one; nevertheless, H. R. Work's catalog of booklets (1958) lists a booklet selling for 270m. containing two panes of 6m. and one pane each of 15m. and 20m. Can any reader report having seen one?

Since the appearance of the June issue of Topics, I have been offered as one lot, a selection of the uncut sheets of 120 of the Farouk "BOY KING" values, and of 54 of the 10m. "MARSHAL" by the original purchaser of the Palace Collection lots.

I am proposing to break them up into strips of booklet panes with interpanneaux gutters. There are also a few Fuad tete beche items. If any of our readers are interested in acquiring duplicates by trade or purchase, I would be glad to furnish full details.

Write directly to Dr. P. A. S. Smith, C/o Dept. of Chemistry, University of Michigan, Ann Arbor, Michigan, 48104.

Ken Pierce

RARE AND UNUSUAL

# french offices in egypt



THE PROVISIONAL  
OVERPRINT OF  
PORT SAID

Those of us who collect the French Offices in Egypt are familiar with the first issue of the French Offices in Port Said. Overprinted PORT SAID on the Sage type French stamps in various colors, the type face a form of antique with serifs.

Unless you read L'O.P. (L'Orient Philatelique, the Journal of the Philatelic Society of Egypt) you may not be aware of the provisional or local overprint on the same Sage type French stamps which pre-date the issuance of the first issue by a week.

The author's first knowledge of the local overprint (and the beginning of a four year search for an example for his collection) came from a two paragraph note in L'O.P. by Peter Smith in 1969. He advised of a pair of the 5c type Sage with the cds of Port Said of November 24, 1899, overprinted PORT SAID that he obtained some years before. The overprint was not the normal antique type but was of block letters without serifs. The only reference found by Dr. Smith to these stamps was the addenda to volume II of the Kohl Briefmarken-Handbuch, page 1024. Kohl in turn referenced an article in Echo de la Timbrologie.

Dr. Antoine Winter (1972) answering Dr. Smith's appeal for further information, in a subsequent L'O.P. reported on two similar items he had located and further advised that there was a reference to these local overprints in Yvert et Tellier specialized, French Offices section. Dr. Winter in his article also translated the story which Kohl had referenced from L'Echo de la Timbrologie, April 1928. According to Winter, the 1928 article stated that on October 6, 1899 the French Ministry of Trade decided that the stamps sold in the offices at Port Said and Alexandria would be overprinted with the names of these offices. A Mr. Broquedis, the postmaster of the Port Said office was advised that a shipment of 9000 of the overprinted PORT SAID 10c was in transit to him. He immediately wrote to the Ministry in France to expedite the other overprinted values so that they would be available for the 30th anniversary celebration of the opening of the Suez Canal. In spite of the cable confirmation of his letter, the rest of the overprinted stamps were not forthcoming. Undaunted, Mr. Broquedis applied to Mr. Sunnaripa, the French Consul in Port Said, for permission to overprint "locally" the words "PORT SAID" on some of the French stamps he had in stock. The approval was forthcoming and during the early part of November 1899, a French printer

in Port Said, a Mr. Colomb, was intrusted to make the overprints.

As these preparations were taking place the 9000 overprinted stamps arrived from France and were used as a model by the printer. Since he did not have the same type face, he used the nearest type he did have. While the size was comparable the type face was block instead of antique as that used on the stamps from France. As the 10c was overprinted in red it was assumed by the local printer that all of the officially printed values would bear a similar overprint, so the provisionals were all overprinted in red. Of course, this was not the case as the official stamps were overprinted in many colors.

The provisionally overprinted stamps were on sale for one week only, November 17-24, 1899. They were replaced by the officially overprinted stamps which finally arrived on November 22, 1899. Two (200) hundred stamps of each value of the provisionals were said to have been printed.

Dr. Winter's article just whetted the author's appetite for these stamps and finally early this year it was partially fulfilled when a postcard with four of the overprinted values was acquired. However, the search continues for more information and for ultimate catalog recognition of these stamps. Two major questions remain partially unanswered, one being the actual quantities printed; second, and more important, what values were overprinted?



Fig. 2 -

The Official French overprint on the 2c of the First Issue.

(With serifs)



Fig. 3 - Two copies of the 5c on a postcard from Port Said to St. Jean D'Angely, Char. Infre., used on the first day, November 17, 1899. (From the collection of Dr. A. Winter of Montrouge, France).

Fig. 1 - (Top of opposite page) Two copies of the 2c on a piece used on the last day, November 24, 1899. (Present owner unknown).

THE PROVISIONAL OVERPRINT OF PORT SAID By KENNETH PIERCE (Continued)



Fig. 4 - One copy each of the 1c, 2c, 3c, and 4c on an untravelled, but first day cancelled postcard. The picture on the reverse is of a statue of Ferdinand de Lesseps. The pencilled notation translates "Local overprint of Broquedis". (Author's collection).

There is an unconfirmed report of a postcard bearing copies of the provisional (quantities and denominations unknown) held by a Paris dealer.

Illustrated are photographs and descriptions of all copies known to the author. They are all used. No unused copies are known to exist.

| <u>DENOMINATION</u> | <u>COPIES KNOWN</u> |
|---------------------|---------------------|
| 1c                  | 1                   |
| 2c                  | 1                   |
| 3c                  | 3                   |
| 4c                  | 1                   |
| 5c                  | 4                   |

As Peter Smith wrote in his article, "If these stamps were, indeed, issued under the conditions described here, they should be included in the catalogues". The author trusts that with effort and time this will occur.

YOUR COMMENTS AND ANY ADDITIONAL INFORMATION REGARDING ANY OTHER COPIES OF THIS STAMP, OR UNCITED REFERENCES WILL BE SINCERELY APPRECIATED.

WRITE TO: KENNETH PIERCE  
 City of Hope Medical Center  
 1500 E. Duarte Road  
 Duarte, California, 91010, USA

Bibliography: "The French Post in Egypt — Two Notes, P.A.S. Smith, L'Orient Philatelique, No. 121, p. 178, Jan/July 1969.

"Local Overprint on First Issue of Port Said, French Post Office", Antoine Winter M.D. in L'Orient Philatelique, No. 121, p. 124 in the April 1972 issue.

Fig. 5 - (Below)

Pair of the 5c used on the last day, November 24, 1899. (From the collection of Dr. P.A.S. Smith).



# Market Notes

## "JACKSON WINTER" SALE IN LOS ANGELES AUGUST 26TH FEATURED NINE LOTS OF THE FRENCH OFFICES USED IN EGYPT . . .

Because of the interest in this area we are listing the catalog detail with prices realized, and comments where they seem appropriate. The nine lots we mention are all covers. The sale also included two mixed lots off cover, one of 174 stamps, estimated at \$191.83 - brought \$40.00, **This lot also** contained items from other countries. The second lot also was mixed countries bringing \$43.00.

All nine are illustrated hereon:

612 #14 (6x), 18 (6x), tied to a folded 1862 letter by the petit numeral cancel 3704 of Alexandria and Marseilles receiving cancel. A scarce and striking multiple usage with minor faults, appears fine - very fine Est. \$50 It sold on the floor for \$37.00 & a rare bargain for someone.

613 - France #32, 35 tied by large 5080 cancel to folded letter bearing "Alexandrie, Egypt, 26 Nov 1864 cds, perf. flts at edge of cover. VG-F Est. \$20 Brought full estimate.

614 - #73, tied by 1878 "Alexandrie, Egypte" cds to cover sent via Brindisi to Bordeaux, bkstp. Very Good Est. \$20 Realized \$15.00.

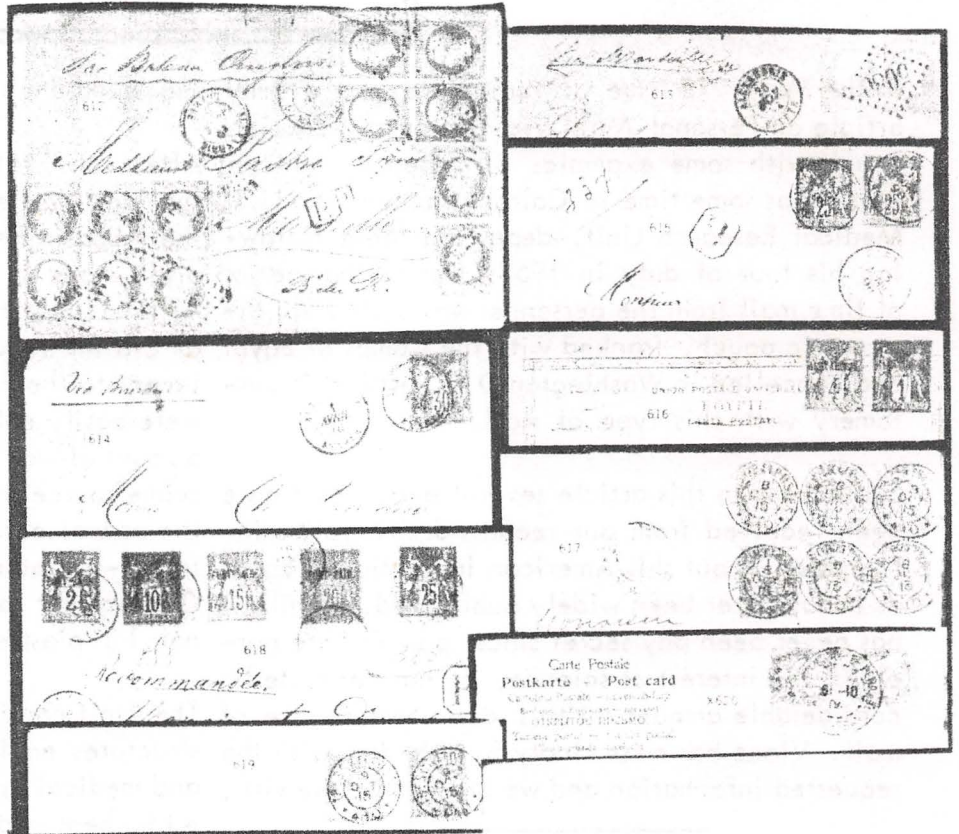
615 - France #100(2x) tied to a cover by Port Said, Egypte, 13 Avril 98 cds, and reg'd to Paris and bkstp. Fine-VF Est. \$30 Nice cds and "R" marking, brought \$15.00.

616 - Alexandria #1 & 4, tied to 1901 picture p/c to the U.S., crease at BL away from stamps and markings, still Fine - Very Fine. Est. \$10 A nice item, it realized \$12.00.

617 - 1915 cover bearing 20c franking ("Alexandrie"), tied by Tesor et Postes /410/8 Oct 15 cds, of the Dardanelles Expedition, "Corr. d'Armes / 2 Nov 15/Alexandrie receiving cds, clean cover and Fine - Very Fine. Est. \$25 Nice with six "socked on nose", it brought \$23.

618 - Port Said #2, 6a, 7-9, tied to a 1901 reg'd cover to Germany (bkstp. Very Fine Est. \$20 Beautiful, clean strikes, a prize for \$21.00.

619 - Port Said #23 & 24, tied by "Tesor et Postes /410/9 Oct 15", cds of the Dardanelles Expedi-



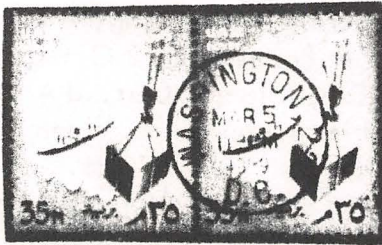
tion, sent to Alexandria, F-VF Est. \$15 It brought over estimate - \$20.00.

620 - EGYPT and TURKEY, Correspondence of 6 p/c, three 1904 from Constantinople and three from Port Said, all franked with French Offices Issues and sent to Athens, colorful & VF. Est \$30 This last item realized \$15.00.

\* \* \*



# Vincent J. Berzinskas



An example of a common U.S. cancellation on a pair of Egyptian stamps carried by diplomatic courier.

## NAMRU #3

Personal Mail Via

## DIPLOMATIC POUCH

In the May 1972 issue of Topics we ran a brief article on Personal Mail Via Diplomatic couriers

pouch with some examples furnished by Vincent Berzinskas some time in Cairo attached to a U.S. Medical Research Unit, departing there following his tour of duty in 1957. During that period of time mail from the personnel was posted via diplomatic pouch, franked with the stamps of Egypt and cancelled in Washington D.C. which is customary with this type of mail.

Subsequent to this article several enquiries have been received from our readers desiring more information about this American Institution in Egypt as it has never been widely publicized. While it has never been any secret since pursuits are purely in the interest of science, it has generated a considerable amount of this diplomatic type of mail. Vince has most kindly furnished us with the requested information and we present it herewith.

### A SHORT HISTORY

#### NAVAL MEDICAL RESEARCH UNIT #3

The United States Naval Medical Research Unit #3 (hereafter referred to as NAMRU #3) is an outgrowth of the International Typhus Commission which played an important public and military health role during World War II. At the end of the conflict in 1946 the U.S. Navy Department recognized the unique opportunity that presented itself for an American sponsored research unit in

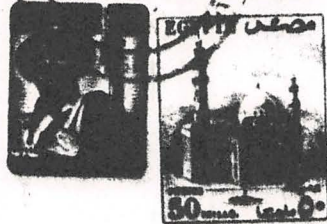
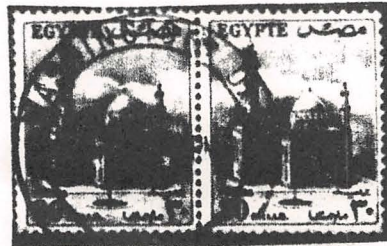
the Middle East.

After consultation with the Egyptian Government the Unit was established on January 15, 1946 at the Abbasia Fever Hospital. This 1000 bed hospital is one of the largest of its kind in the world. After a short time the unit was moved to a group of old military hospital buildings that were adjacent to the Fever Hospital. These buildings were easily enlarged and converted. The immense amount of war surplus material in the area was a prime source of the furnishings and equipment for the new research Unit. The grounds, approximately 2-1/2 acres, were leased from the Egyptian Government for a period of 25 years for a nominal 10 piastres a year.

The Unit consists of some 20 odd neat and orderly structures equipped with the latest in scientific and medical equipment and the whole is surrounded by neat and well tended gardens. The scientific and support staff is composed of about 150 people, this number including American service personnel, some U.S. Civil Service personnel and the remainder Egyptian Nationals.

The chief mission of NAMRU #3 is to investigate those endemic diseases that cannot be studied in the United States. In addition, studies of health problems of the Unit provide the medical practice of Egypt and neighboring countries with information for the recognition and treatment of diseases

NAVAL MEDICAL RESEARCH UNIT # 3 by VINCENT J. BERSINSKAS (Continued)



ifage  
Laugherty



This article originally mailed in country indicated by postmark



This article originally mailed in country indicated by postmark



# THE PHILATELIC LITERATURE OF EGYPT

"AN ANNOTATED RESEARCH BIBLIOGRAPHY"

By GORDON B. GARRETT

With valuable assistance from CHARLES FOX

## SECTION X — POSTAL MARKINGS (Con. from Previous Issue).

### FROM: L'ORIENT PHILATELIQUE

L'OBLITERATION "REGIE POSTE EGIZIANE" — BOULAD, Gabriel, Vol. III, No. 42, July 1939, pp. 524-528. (F). Data concerning the Royal Egyptian post in the time of Ismael with illustrations of some rare and interesting cancels, such as Cantara, Dardanelli, etc.

THE POSTAL MARKINGS OF EGYPT — 1866 TO 1880 — BLOMFIELD, R.S. (Study VI of the Egypt Study Circle of London. Vol. III, No. 43, Sept., 1939, pp. 569-574 plus 3 pages of excellent illustrations. Most useful and a must for the specialist without the handbook.

LA CENSURE POSTALE EN EGYPTE — BOULAD, G., Vol. IV, No. 47, Jan., 1941, pp. 95-97. (F) Interesting material, well illustrated with some of the more unusual censor markings including "martial law", the blue and green adhesive seals, the star and others.

A PROPOS DE L'OBLITERATION- "REGIE POSTE EGIZIANE" — BOULAD, G. Vol. IV, No. 48, (F) pp. 149-50. Not illustrated. Additional discussion on the article in No. 42 of July 1939.

L'OBLITERATION "AMBULANT" — BOULAD, G. Vol. IV, No. 50, Apr. 1945, pp. 257-261 (F). An excellent work with illustrations of many of the various types of Ambulant cancels.

OBLITERATIONS EGYPTIENNES — BOULAD, G., Vol. IV, No. 51, July 1945, (F), pp. 320. Some brief notes on the changes in cancellations which took place in 1906.

OBLITERATION MECANIQUE — (Egyptian Novelties) F Vol. IV, No. 53, p. 409. Illustration of a meter-marking advertising the Museum. with an issue date of 8 Oct. 1945.

QUERY ? MEX FIRST — 1945 memo from MacKenzie Low to G. Boulad. Vol. IV, No. 55 July 1946. Illustration of Mex First cancel and a request for information on cds in his collection.

LA CENSURE POSTALE EN EGYPT PENDANT LA GUERRE DE 1939 - 1945 — (POSTAL CENSORSHIP IN EGYPT DURING WORLD WAR II — 1939 - 1945 — BOULAD, G., Vol. IV, No. 56 October 1946. pp. 629-638. (F) Repeated in No. 119, Jan/April 1968. pp. 40 - 52. A definitive work of top quality in this area. This article has been translated from the French and was presented in the May issue of Topics in English with the original illustrations. Vol. 4, No. 4, May/June 1972.

THE CROWNED CIRCLE HANDSTAMPS OF EGYPT — RAWSON, Brig. C.D. Vol. V, No. 57, Jan., 1947, pp. 9-15. well illustrated. A project of the Egypt Study Circle of London. Contains a good check list of the recorded handstamps.

OBLITERATIONS RARES, CURIEUSES OU PEU CONNUES — DE COCK, ANDRE, Vol. V, No. 58, issue of April 1947. (F) Two illustrations of maritime markings (Rhomboid with anchor in center).

THE QUARANTEEN OFFICE MALTA — PATTON, DONALD S., Vol. V, No. 61, Jan., 1948, pp. 281 to p. 290. Reprint from "THE PHILATELIST", Vol. 13, NO. 10, July 1947. Well illustrated and of special interest to Egyptian collectors because of the transit traffic thru Malta.

(To be continued)

# ARAB REPUBLIC OF EGYPT

ALL ISSUES OF EGYPT AND SUDAN ARE PRINTED BY THE POSTAL PRINTING HOUSE IN

CAIRO UNLESS OTHERWISE NOTED . . .

## THE TWENTY FIRST ANNIVERSARY OF THE REVOLUTION

A set of three commemoratives and a souvenir sheet

OMAR MAKRAM  
NOBLE HEADMAN



THE HISTORIAN  
RAHMAN AL GABARTI



THE MARTYR  
MOHAMED KORAYEM



Date of Issue: 23 July 1973  
Denominations: 20 Mills each  
Designer: Not Listed  
Designs: Makram's portrait on a back ground of Islamic decoration within a decorated frame.

Gabarti's portrait with colored back-ground behind the head in a frame.

Watermark: Multiple Eagle

Designs: Korayem's portrait on a back ground of Islamic decoration within a frame.

Dimensions: 24 x 42 mm.

Sheet: 50 Stamps 10 x 5

Perforation: 11-1/2 each

Colors: Makram: Pale green, brown and blue

Gabarti: Orange and brown

Korayem: Turquoise, brown and blue

Quantity: 1,000,000

## THE SOUVENIR SHEET — RECONSTRUCTION AND THE BATTLE

Date of Issue: 23 July 1973  
Denomination: 110 Mills  
Design: Lifted hands holding a pen, a wrench a gun and an olive branch.

Dimensions: 60 x 60 mm.

Colors: Not known - illus. from photograph. .

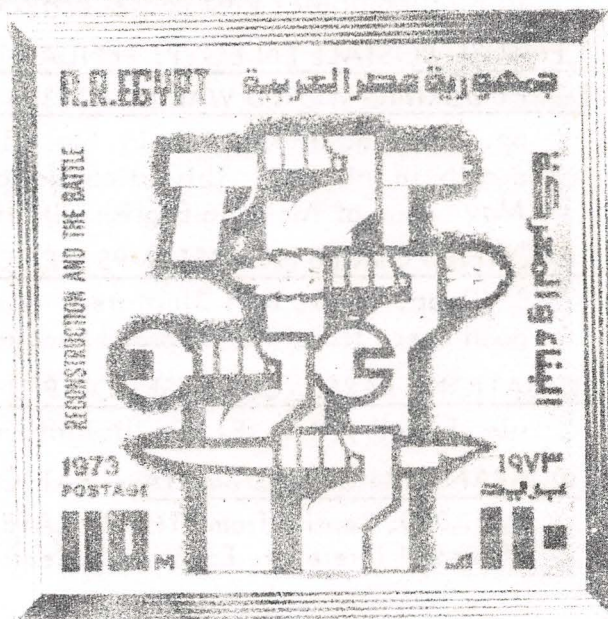
We did not receive an example of sheets.

Watermark: Multiple eagle

Quantity: 100,000

Printing Process: Rotogravure

The president has summarized its significance in 3 points: 1 - Liberating of the Land, 2 - Rebuilding the society, and 3 - Establishing peace based on Justice during this critical stage.





PARDON EFFENDI!  
A FEW FREE WORDS  
HERE MEAN PROFIT

# bazaar

There is NEVER a Charge for WANTS or OFFERS listed for our readers in EGYPTIAN TOPICS . . .

WANTED: L'O.P. No. 109, E.S.C. Q.C. Vol. I, No. 8. Also covers of the U.N.E.F. in Egypt. Description and price required to: MR. K. D. KNIGHT, 75 Ansdell Road, Rochdale, OL16 4TT Lancs, United Kingdom . . .

WANTED: Booklets: Farouk, 6m, 15m, and 20m; First Fuad, 5m + 10m + 15m; any earlier and any imperforate proofs. Also any Sudan booklets. Buy or trade — I have duplicate booklets. Write to PETER SMITH, Dept. of Chemistry, University of Michigan, Ann Arbor, Michigan, 48104

OFFER: An exceptionally fine selection of Interpostal seals. Many shades and varieties of most types — priced right. Write to our old friend at NEW ENGLAND STAMP COMPANY, 45 Bromfield Street, Boston, Massachusetts, 02108 . .

WANTED: Odd lots, album pages or accumulations of Egypt — U.A.R. — Sudan. Send description and prices first: CHARLES W. MAYER, 1927 Wakefield Dr. Nashville, Tennessee, 37215

WANTED: EGYPT FDC's of Scott #121-4, 177-90, #224. Please write quoting price to CHARLES F. HASS, P. O. BOX 106, Jenkintown, Pennsylvania, 19046 . . .

THE NEW ZEHERI CATALOG: Available for immediate delivery. Special price for P.S.E. members \$7.00, others, \$7.75. Order from PETER R. FELTUS, 4970 DESMOND STREET, OAKLAND, CALIFORNIA, 94618 . . .

BOB COHEN, P. O. Box # 162, Parkchester Sta. Bronx, New York, 10462, would like to acquire a block of 25 of the recent Egyptian commemorative issued for the air crash in Libya. Would also like five FDC's. Write to him if you can help!

## OUR NEW ISSUE SERVICE

Our NEW ISSUE SERVICE for readers of TOPICS is going great. A visit with TOM OLSON, who has undertaken this task so we can receive new issues from Cairo as they appear, at reasonable cost, confirms that the program is well along & several orders have been received and distributed to those participating.

WE REPEAT THE INTERESTING PART: A collector desiring mint singles only will have received the first 19 stamps (all issues) for a total outlay of only \$1.54. Blocks of Four and First Day covers are proportionate.

Since Topics began, over four years ago, numerous complaints have been received about the high prices charged by some dealers for new issues — if the dealers even bothered with them. With Tom's system of multiple purchases in one order, the costs of mailing and registry are paid pro-rata, reducing it to a bare minimum.

For those interested who have not taken advantage of the offer, we will print the ground rules again — as follows:

### ADDRESS YOUR REQUEST TO:

TOM OLSON  
1115 Keith Avenue  
Berkeley, California, 94708, U.S.A.

DO NOT send your form or deposit to Topics. This will only delay your order.

TOM: Send me the following NEW ISSUES of Egypt, for which I enclose my deposit as follows to apply against my order.

- \_\_\_ Single of each issue: Deposit \$ 2.50
  - \_\_\_ F.D.C. of each issue: Deposit 2.50
  - \_\_\_ Blk. of 4, each issue: Deposit 10.00
  - \_\_\_ Other: \_\_\_\_\_
- Deposit to be arranged

MY NAME IS: \_\_\_\_\_  
Please print

MY ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE \_\_\_\_\_



Captain S. S. HALSE carried 24 pilot signed  
ROSE and BAGSHAW 25 signed  
75 unsigned

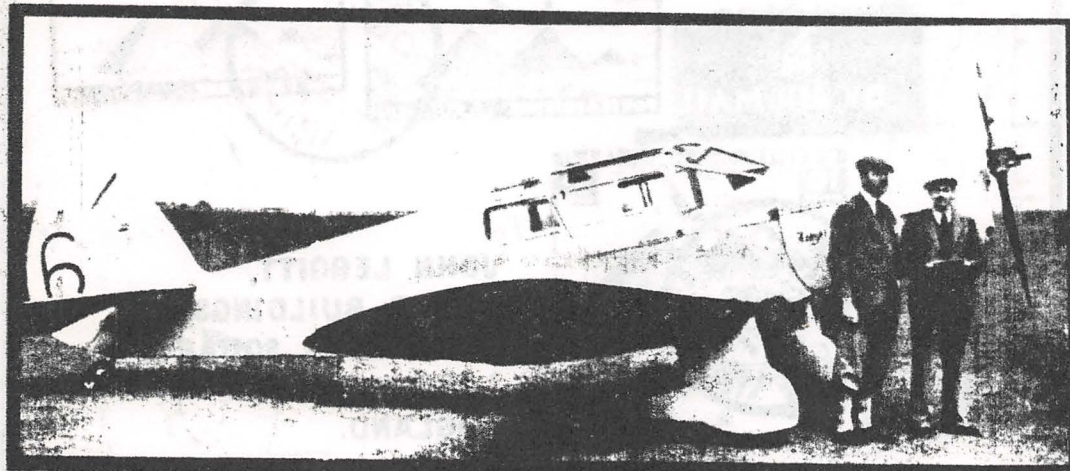
Flying Officer A. E. CLOUSTON carried 45  
all signed and salvaged from the wreckage.

VICTOR SMITH Carried 35 signed  
at Khartoum where he was forced to retire  
from the race due to engine trouble.

Captain C. W. A. SCOTT Winner of the race  
carried 100 covers for a British dealer. All  
apparently lost. 25 others did survive.

It is possible that some of those carried by Booth, Allington and Miller may have survived but they retired early in the race in Europe and their covers would have little appeal for Egyptian enthusiasts. We have no record of mail carried by Llewellyn and Hughesdon who force landed because of bad weather at Abercorn in Tanganyika Territory although we believe they too, carried mail. If any reader can enlighten us on this point we would be most interested.

As you can quickly realize, 204 is a very small number for the thousands who are interested in this kind of material since a great many aero-collectors who have no interest in Egypt or the Sudan collect them from the standpoint of other South African nations, notably South Africans, where the race terminated and where these covers enjoy great popularity, and from those who specialize in race material as a Topical subject.



C.W.A. SCOTT and GILES GUTHRIE beside the sleek Percival Vega Gull entered by Guthrie's father, Sir Connop Guthrie.

Carrying number six, it was the only one of the nine starters that finished the race.

#### AND NOW, FOR THE STORY OF THE RACE ITSELF:

On Tuesday morning, September 29, 1936, nine competitive planes roared off the ground at Portsmouth Airport in England bent on establishing a new speed record and winning the £ 10,000 sterling as the prize, put up by Mr. I. W. Schlesinger. The retirements began early in the race and only ONE out of the NINE starters actually finished the race and landed at Rand Airport in Germiston, South Africa. The Vega Gull, powered by an A.D.H. Gypsy II engine, piloted by C.W.A. Scott and Giles Guthrie emerged victorious & the winning time was a total of two days, four hours and fifty seven minutes from take-off to landing, covering 6,150 miles in an actual flying average of 156.3 miles per hour (116 mph elapsed time included).

First to retire were the two ALLINGTONS and BOOTH in a B. A. Eagle when they damaged their machine on landing at Regensburg in Bavaria.



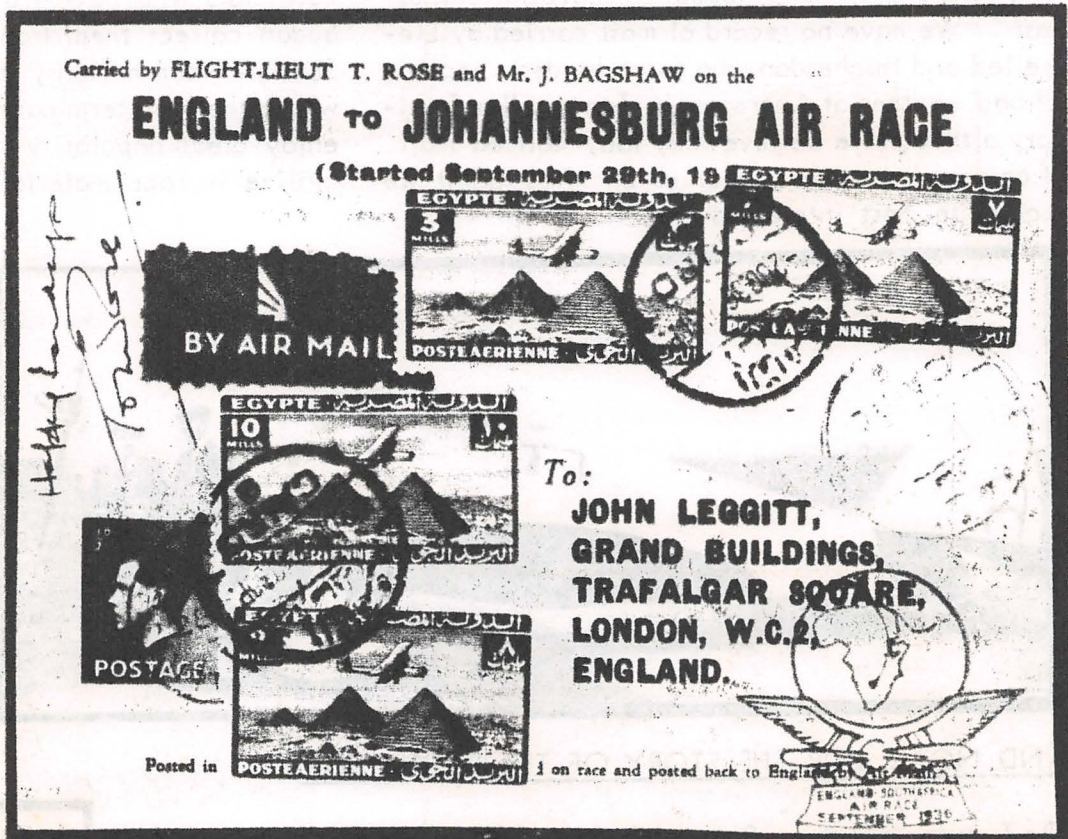
Mr. Giles Guthrie and Mr. C. W. A. Scott.

THE 1936 SCHLESINGER AIR RACE — ENGLAND TO SOUTH AFRICA

The second casualty was Major Miller's Mew Gull which made a forced landing some thirty miles short of Belgrade, Yugoslavia causing great consternation there. Wonderful cooperation was offered by all of the airport officials in Yugoslavia and every airport in that little country was "at the ready" to assist the racing competitors.

A shortage of fuel caused Miller to land in rugged terrain where communications were non-existent and it took four hours before he could obtain 12 gallons of low grade petrol (gasoline) enabling him to fly on to Belgrade after a dead-stick landing. He decided to retire from the race on reaching Belgrade due to the uncertainty of his engine condition from the poor octane gasoline used.

Trouble began when Tommy Rose and Mr. J. Bagshaw of South Africa developed fuel trouble in their B.A. 4 Double Eagle on a fouled feedline causing them to land at Linz. Several other unscheduled landings took place as the problem persisted. Compounding this, one of the undercarriage legs folded on the field at Cairo causing them to crash land. Repairs were possible but certainly not in time to get back into the race and they were forced to retire in Egypt. A flight in another machine carried them to Egypt. Cover illustrated right carries official cachet.

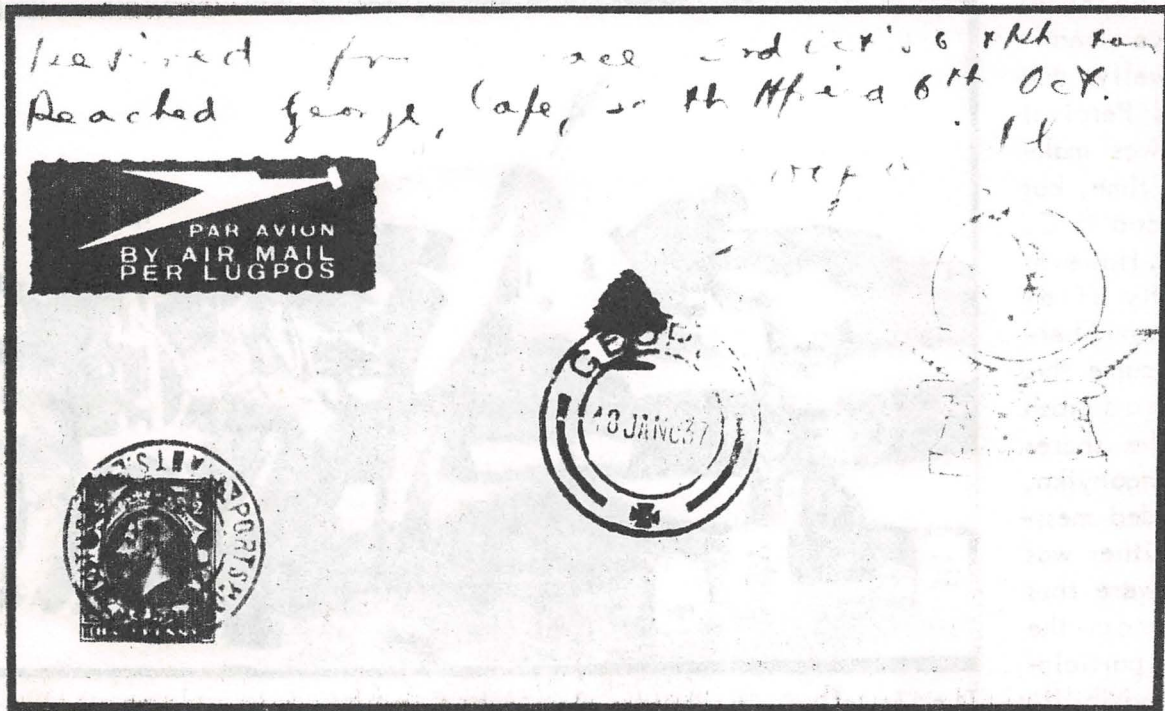


Cover carried by ROSE & BAGSHAW to Egypt where they were forced to retire from the race. Posted back to England from Cairo, inscribed and signed by Tommy Rose. (From the editor's collection)

Meanwhile the rest were well on the way to Cairo although Victor Smith in his Miles Sparrow Hawk was running late due to a choked oil return valve which had caused him to land at Skoplje between Belgrade and Salonika for emergency repairs. He continued on to Khartoum but the trouble persisted and he was forced to retire there for extensive repair work. He finally made it on to South Africa several days later in slow stages much too late to be a contender.

The remaining five, although plagued by problems, continued on. Meanwhile Findlay and Waller, flying a twin-engined Airspeed Envoy, had been forced land at Kerma in the Sudan some 200 miles short of Khartoum. Taking off after refueling they made excellent time, continuing on to Khartoum and landing at Abercorn in Northern Rhodesia. While they were on the ground force winds came up and the only possible take-off was both up hill (at 6000 feet altitude) and toward





Cover carried by the South African entrant, VICTOR SMITH, youngest pilot in the race, flying a Miles Sparrow Hawk. Postmarked at Portsmouth 28 SP 36 and mail-back with late date stamp GEORGE, S.A. 18 JANc37. He had retired from racing on October 3rd and his notation on the cover reads "Reached S.A. on Oct. 6th". No explanation for the time delay. (From the editor's collection).



A refresher for Victor Smith at the turning point at Belgrade. He retired his Sparrow Hawk at Khartoum after earlier delays, though at one time it looked as though he might be a finisher.

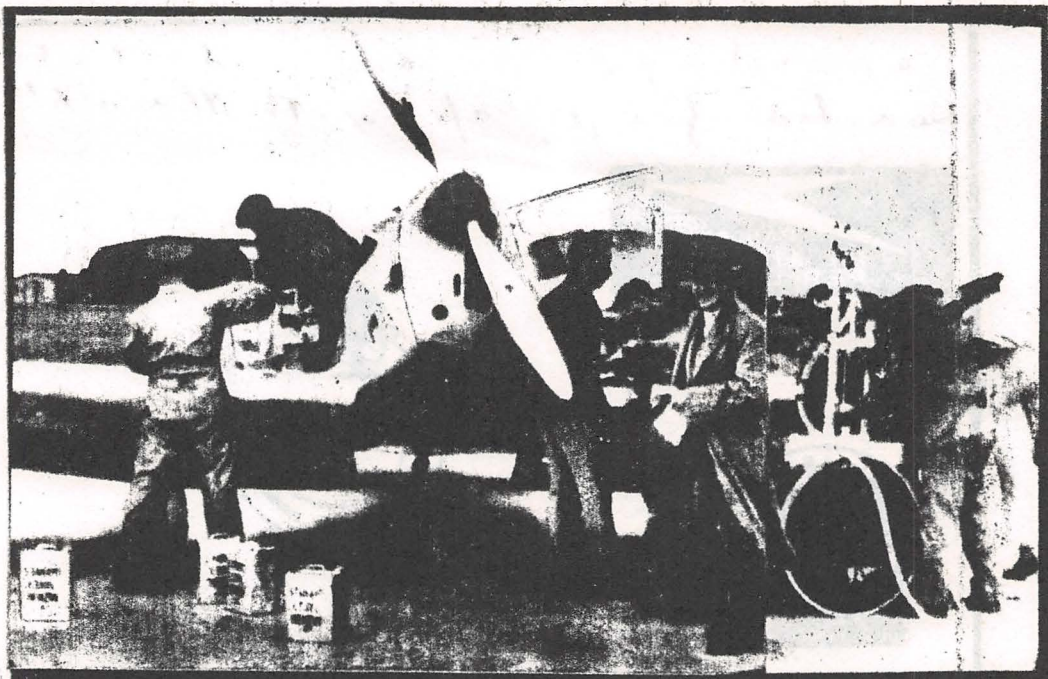
some trees. Regardless of warnings from airport officials they decided to risk it. The Envoy struck the trees on take-off and Captain Max Findlay and A. H. Morgan, the radio operator, were killed in the crash. Mr. Waller and a passenger, Derek Peachey managed to escape with minor injuries.



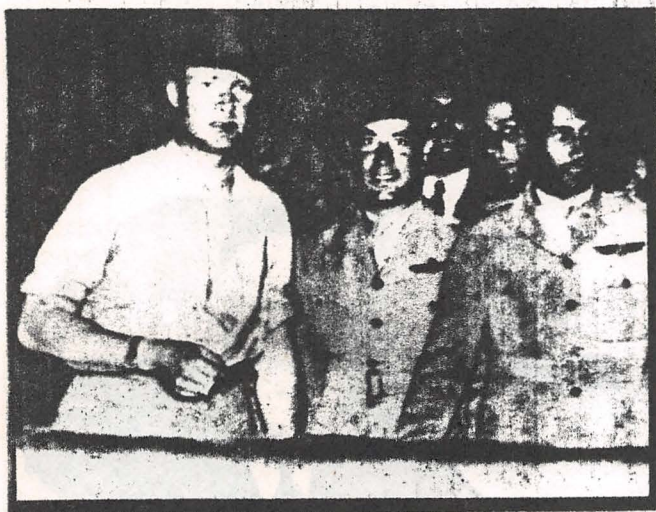
Mr. I. W. Schiesinger, the donor of the £10,000 prize money. He has generously suggested that the finishers' money which will remain unclaimed should be paid to the dependants of Findlay and Morgan, who met with a fatal accident in the race.

THE 1936 SCHLESINGER AIR RACE TO SOUTH AFRICA

In an amazing record of endurance meanwhile, Llewellyn and Hughesdon's Percival Vega Gull was making terrific time, but running second to C. W.A. Scott. However shortly shortly after taking off from Abercorn news came thru that they had crash landed on the shores of Lake Tanganyika, with the added message that neither was hurt. They were thus eliminated from the race active participants. Poor visibility was the cause.



The Llewellyn - Hughesdon Percival Mew Gull being refuelled during the ground stop at Vienna. (Flight photo).



Fatigued, but very much in the race is C. W. A. Scott shown here creating quite an event in the City of Cairo, one of the official checkpoints on the itinerary.

At this point only three competitors still remained, Scott, Halse and Clouston. Clouston had experienced serious difficulty when his Miles Hawk Six was held up at Khartoum for the replacement of a piston. Having passed Entebbe (Swaziland) in good time in spite of the delay at Khartoum nothing was heard from him until he landed at Mtoko owing to a fuel shortage. Refueled, he again took



A tired Tommy Rose in Cairo after he retired from the race following a landing gear mishap. (Flight photo)

to the air in extremely Bad weather. Overdue by several hours on Saturday evening, he was eventually discovered with his wrecked machine about 150 miles south of Salisbury.

Clouston had previously distinguished himself in a record run from London to Cape Town when on February 6-9, 1936 he set a new record.

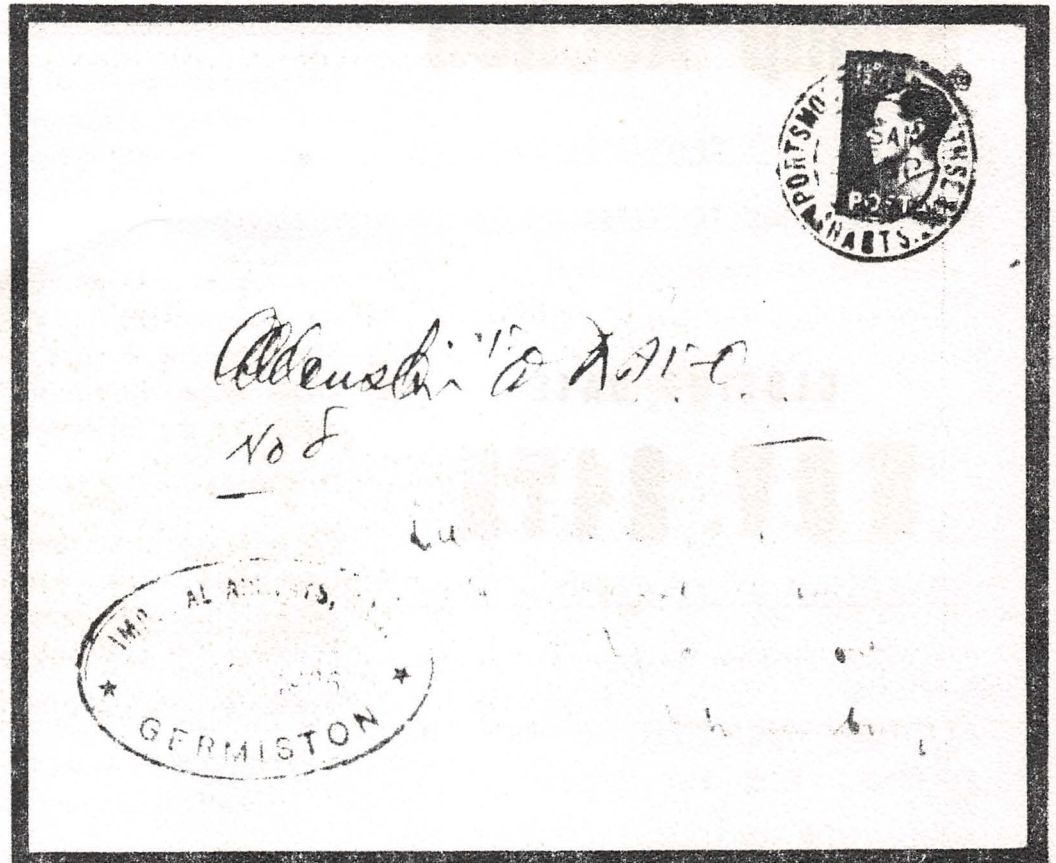
Captain S. S. HALSE, who had led the race most of the way in his Mew gull was, in a matter of only 36 hours well on his way to winning when fading light began to cause problems compounded by poor visibility due to veldt fires and he attempted a landing in what appeared to be a suitable field at Bomboshawa. Farth jammed in the Mew's spats and the machine went over on its back, dislocating Halse's shoulder. When the mishap ocured he was only twenty miles from Salidbury.

Meanwhile, Scott and Guthrie pushed on attempting to run the remaining 450 miles in hop. They landed at Germiston at 11.34 P. M. and were met by General Pierre van Ryneveld (who, with Sir Quentin Brand had made the pioneer flight in 1920 over this route). Mr. Schlesinger and the South African Defense Minister, Mr. Pirow.

A Victory Banquet was cancelled when the news of Captain Findlay's tragedy was learned. Mr. Schlesinger, the South African financier who sponsored the race suggested that since no other competitors would finish the remaining prize money be given to the dependents of those who lost their lives in this historic event in aviation. The first prize of £ 4000 was paid to Scott and Guthrie. They piloted the same plane to victory that had won the McRobertson Race to Australia in 1934.

Bibliography:

- FLIGHT MAGAZINE, Vol. XXX, whole nos. 1449 & 1450, Oct. 1st & 8th, 1936.
- AIR MAIL MAGAZINE, A. Phillips, Newport Mon, England, No. 4, June 1939
- THE AIRPOSTS OF SOUTH AFRICA, L.A. Wyndham, Printed by Cape Times Ltd., 1936.



Cover flown from England by F/O. A. E. Clouston and postmarked at Germiston where he arrived on October 6th the closest non-finisher to the goal. (See Topics, Vol. 5, #5 for the story of his 1937 flight to the Cape).



A brilliant effort doomed to failure: Capt. S. S. Halse, who seemed well on the way to a runaway win in a matter of thirty-six hours, but eventually crashed twenty miles from Salidbury. (Flight photograph.)

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## MORE ON FRENCH CANCELS

For the past couple of issues we have been printing questions and answers relative to a query supplied by Kenneth Pierce regarding (to him) four unusual cancellations on the Port Said stamps used in Egypt.

Ajax Jakes of England replied with some interesting explanations in our last issue. Dr. A. Winter of Montrouge, France, our old friend and a well known expert in this area to all of our readers replies with the following supplemental information.

Dr. Winter says, "No mystery about it at all!"

The explanations given by Ajax Jakes are entirely possible, with the addition of one other: Cancelled on arrival because of failure to cancel in Egypt at the point of origin.

The following is pertinent to the four items:

- 1) TROYES — AUBE (Troyes is a town in the East of France, Aube a Gov't. Dept.)
- 2) ARCACHON — GIRONDE (A town in the S.W. of France and a Gov't. Dept.)
- 3) AV. VICTOR HUGO — PARIS, a very common c.d.s.
- 4) PARIS

By referring to the illustrations you will note that Dr. Winter has underlined those portions of the c.d.s. which actually appear on the stamps themselves and with the explanations as noted it becomes quite clear. O.K., Ken?

(Eds. note). We received an interesting postcard from Ken today, franked with Hong Kong definitive where he is honeymooning. We wish he and his new bride the very best.



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|-------|---|---------------------|
| 1.    | DEFINITIVES: 1874 1pt. mint block of 6 (3x2), fine  | Est. \$ 7.50        |
| 2.    | 1922 15m. Fuad Essay (Zeheri # 90), horiz. pair, v.f.   | MB 15.00            |
| 3.    | 1924 200m. Fuad, horiz. imperf. pair (Zeh. cat £130), v.f.  | MB 65.00            |
| 4.    | 1929 15m. + 5m. Sinking Fund semi-postals of French offices in Alex. & Port Said, imperf. proofs of the 2 on special Atelier souvenir sheet, v.f. | MB 15.00            |
| 5.    | 1935 5m. Fuad booklet pane with 3 control numbers, v.f.   | Est. 5.00           |
| 6.    | 1940 6m. Boy King, pink booklet of 5 panes, stitched right, v.f.  | -----               |
| 7.    | 1952 17m. K.E.&S. ovpt. in Black, a color trial. 100 exist, fine  | -----               |
| 8.    | 1959 55m. on 100m. Nefertiti with Palestine ovpt., sheet of 100.  | -----               |
| 9.    | AIRMAILS: 1926-29 27m. violet & brown, mint block of each, f.   | Est. 20.00          |
| 10.   | 1946 30m. M.E.A.N.S. ovpt., cplt. sheet of 50, v.f.   | Est. 5.00           |
| 11.   | 1955 5m. & 15m. DC-3s, each with Double Palestine ovpt., fine   | Est 20.00           |
| 12.   | POSTAGE DUES: 1884 20para block of 6 (3x2), v.f., n.h.  | MB 40.00            |
| 13.   | 1884 5pt. block of 9 with selvage at left, f-v.f.   | MB 35.00            |
| 14.   | 1886 2pt. block of 15 with selvages at top & left, f-v.f.   | MB 25.00            |
| 15.   | 1889 2m. & Lpt., vertical imperforate pairs, v.f., n.h.   | MB 30.00            |
| 16.   | 1962 30m. K.E.&S. ovpt. in Black, a color trial. 100 exist, f.  | -----               |
| 17.   | OFFICIALS: 1922 50m. O.H.E.M.S., block of 4 (Zeh. cat £10) fine   | -----               |
| 18.   | 1924 10m. Fuad, type III ovpt. (Zeh. cat £8), fine used   | Est. 7.50           |
| 19.   | 1938 3m., 4m., 20m. & 50m. with oblique wild perfs, v.f.  | MB 10.00            |
| 20.   | REVENUE: 1939-50's 5m. purple General Revenue, horiz. Royal Imperforate pair with "Cancelled" on back, v.f.                                       | -----               |

## COVERS

|     |  |            |
|-----|--|------------|
| 21. | 1853 Posta Europea, type II Cairo on large folded native letter, strike fair, letter fine  | -----      |
| 22. | 1861 Posta Europea, type III Samanud on small folded native letter, strike poor, letter fair   | MB 3.00    |
| 23. | 1878 cover, with 20para 1872 and lpt. 1875, from Cairo with Constantinopoli arrival pmk., flap gone, still fine  | MB 25.00   |
| 24. | 1879-92 Postal Stationery: 12 diff. mint cards(4) & envelopes. (H&G cat. \$3.10), f-v.f.   | -----      |
| 25. | 1884-86 lpt. rose pair canc. Tintah/ Reccomandees on native cover, lpt. rose canc. Port-Said on cover to Scotland, & 10para green strip of 4 canc. Suez/Station on reverse of cover to Cairo. Some ragged edges but fine for such items. | -----      |
| 26. | 1887 cover from French P.O. in Alexandria to Bordeaux, with French 25c. black on rose tied by Alex. pmk., fine   | -----      |
| 27. | ca. 1900 7 color & 23 b&w unused picture postcards: Suez Canal scenes, Co. offices, deLessups statue, etc., mostly v.f.  | Est. 10.00 |
| 28. | ca. 1900 29 color & 18 b&w unused picture postcards: Cairo & Alexandria streets, mosques, bazaars, harbors, etc., f-v.f.   | Est. 8.00  |
| 29. | ca. 1900 20 color & 17 b&w unused postcards: misc. street scenes, "natives", buildings, etc., mostly f-v.f.  | Est. 5.00  |
| 30. | ca. 1900 15 color & 10 b&w unused postcards: pyramids, sphinxes and antiquities, etc., mostly f-v.f.   | Est. 5.00  |

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|-----|---|-----------|
| 31. | 1903 2m. 1888 on picture p.c., Cairo to Nice with clear French maritime transit pmk. "La Reunion a Marseille L.V. No. 4", v.f.                          | -----     |
| 32. | 1904 2m. 1888 pair on picture postcard from Hilwan with clear CATARACT HOTEL/ASSOUAN arrival pmk., fine   | MB 4.00   |
| 33. | 1907 2m. 1888 on picture postcard from LUXOR HOTEL/LUXOR (Boulad type 2), vg-f.   | MB 4.00   |
| 34. | 1907 4m. 1906 on picture postcard from CATARACT HOTEL/ASSOUAN to France, v.g-f.   | MB 4.00   |
| 35. | 1931 Zeppelin Airs on flown Continental Savoy Hotel envelope, CAIRE/GRAF ZEPPELIN pmk., to France with backstamps, flap missing but attractive and fine | MB 20.00  |
| 36. | 1941 6m. Boy King on on Hotel envelope canc. CONTINENTAL SAVOY/CAIRO, to Alexandria, v.f.   | MB 4.00   |
| 37. | 1949-50 Farouk stamps on 2 covers from CAIRO/COOK'S POST OFFICE and SHEPHEARD'S HOTEL to U.S.A., fine   | Est. 3.00 |
| 38. | 1961 Cacheted cover of Jugoslavian UNEF in Egypt, with cds of 27 XI 61 and commem pmk. of 5 yrs. stay in Egypt, v.f.                                    | -----     |
| 39. | 1967 30m. 1964 & 50m. 1967 Air on envelope from NIL HILTON POST OFFICE/CAIRO to France ("Nil" type unrecorded by Boulad), v.g.                          | MB 4.00   |
| 40. | 1967 Special P.O.W. postcard with Hebrew printed text and Arabic writing of prisoner in 1967, v.f.  | MB 4.00   |

#### BOOKS

- |     |  |           |
|-----|--|-----------|
| 41. | Baedeker's <u>Egypt</u> (1908). The best travel guide on Egypt; 623 pages, 24 maps, pocket size. Covers damaged but contents fine. A scarce & sought-after reference work. Worth having! | MB 7.50   |
| 42. | J.C. McCoan's <u>Egypt</u> (1978). Mostly about Egyptian government and commerce, with some useful data on postal system. 431 pages, hardbound, good.                                    | Est. 3.00 |
| 43. | E.A. Kehr's <u>The Interpostals of Egypt</u> (1962), a catalog, & <u>The 20th Century Stamps of Egypt</u> (1942), both fine  | Est. 3.00 |
| 44. | Zeheri, <u>Catalog of Egypt</u> (1960), paperbound, fine   | Est. 2.00 |
| 45. | Zeheri, <u>Catalog of Egypt</u> (1967), nicely hardbound, fine   | Est. 4.00 |

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