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with the editor

As we begin our Sixth Year we find that constantly rising prices have finally caught up with us. Regrettably, we must announce a price increase beginning with the New Year. The new postal rates and the higher costs of paper, ink, printing materials simply leaves us no choice.

Topics has never been a profit making enterprise - it was never intended to be but this step is necessary to enable us to continue. We beg indulgence from all of our readers who have so loyally given their support over the past five years.

MARKET NOTES is conspicuous by its absence in this issue, primarily because prices realized from two fine auctions held overseas in November are not yet available. We hope to have reports from them in our next issue. First, of course, was the fabulous collection formed by Mr. J.H.F. Rudkin F.R.P.S.L. of prized essays and proofs of the Sudan, held under the aegis of the Robson-Lowe organization in London on November 6th. Included were some very rare covers from 1925 African survey flight by Alan Cobham.

Second came the fine classical material auctioned by Austrophil (See ad in last issue of Topics) from the sale Nov. 22/24 in Vienna. We hope many of you took advantage of this one and sent for the beautifully illustrated catalog with resulting bids to your advantage.

More and more among the better auction houses & dealers with specialized Egyptian material to sell are finding their best market is reached thru their advertisements in Topics. When you see these ads please support them and say you saw it in Topics. It can only be to our advantage if the best material is seen here first for your consideration.

Another specialized sale of Egyptian items with a label of quality will be offered by the Jackson Winter Organization here in Los Angeles. Set for early February, we will give the details in our January/February issue.

Congratulations to GORDON TORREY for winning a GOLD at FLOREX during the SPA Convention - a remarkable showing of Russian Levant. Sadly too few of us are exhibiting these days. What better way to help popularize our material, create new enthusiasts and appreciate our holdings? Auction publicity and regular exhibitions will keep Egypt in the limelight and the catalogs will have to take notice. Have a Happy Holiday, Drive carefully (if you have the gas) and enjoy a long New 1974.

TO WISH YOU
ALL THE JOY
OF A MOST HAPPY

*Holiday
Season*

Dr. A. Winter

THE AFRICAN EXPEDITION

Guilbaud — Bernard

1926—1927

The EXPERIMENTAL FLIGHT — FRANCE TO MADAGASCAR — was organized on the initiative of the Director of Aeronautics of the Ministry of the Navy in Paris, in view of exploring a maritime and fluvial route between France and Madagascar.

This journey was of wide interest as it was noted as the first important expedition of the French Marine aviation. A few rare covers remind us of this historical flight (See illustration, fig. 4).

VOYAGE AÉRIEN
FRANCE - MADAGASCAR

Fig. 1 - Cachet in purple

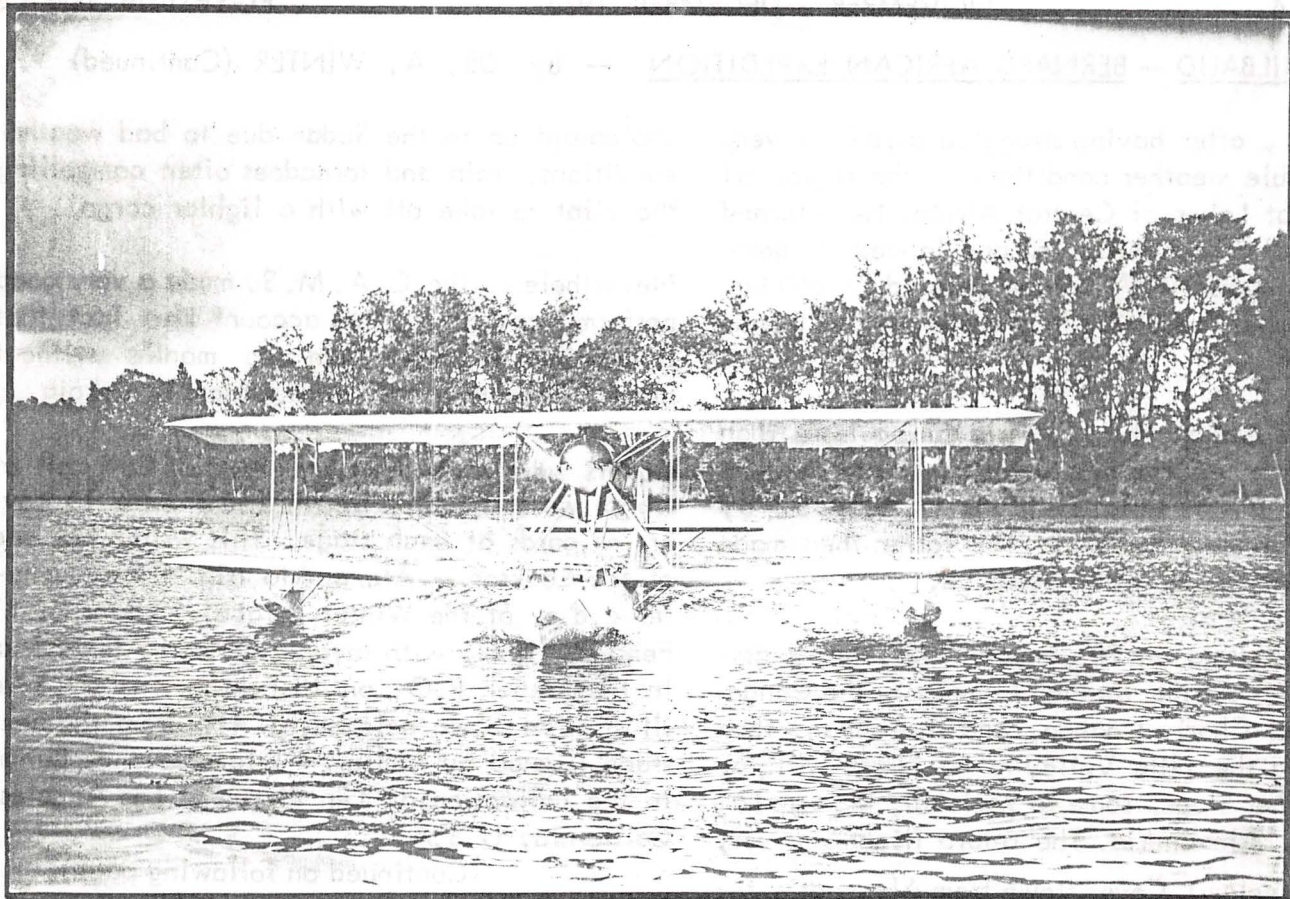
The machines used were two biplane hulled hydroplanes; one C.A.M.S. 37 G.R. (Chantier aéro-maritime de la Seine) with a Lorraine-Dietrich 450 hp engine; the other a Liord-Olivier fitted with a Gnome-Rhone Jupiter 420 hp engine.

The first hydroplane was flown by Lieutenant-Commander de vaisseau Guilbaud, leader of the

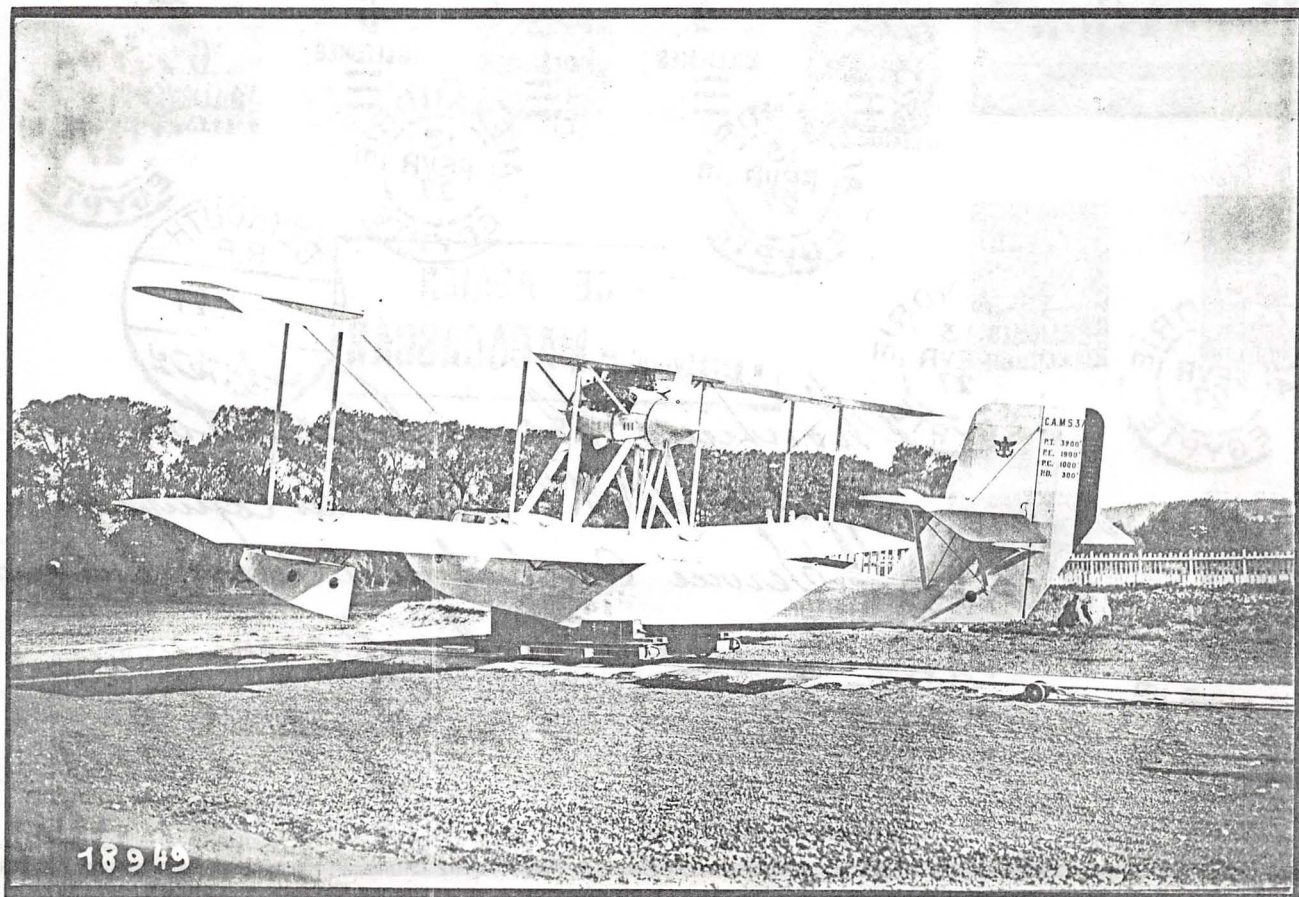
expedition, his mechanic being Bougault. Lieut. Bernard piloted the second plane assisted by Gara as mechanic.

They took off from the Berre mere (South of France) a base of the French Marine aviation, on October 12, 1926 and had a successful journey during the first 7,780 km, having touched the following Port of Calls: Tangiers, Casablanca, Las Palmas de Canaria, Port Etienne, (Mauritania), St. Louis (Senegal), Kayes, Bamako, Segou, Timbouctou, Gao (all in French Sudan, now Mali), Gaya (Fr. Niger) Djebba, Lokoja in Nigeria on November 1, 1926. All postmarks of these towns (and the ones following) are to be read on the covers that made the round trip. They fill recto and verso of these covers only seven of which were made. One of these scarce items (initialed by the pilots) was sold for \$500.00 in a French auction in 1972.

In Lokoja, the two hydroplanes separated due to the breakdown of an engine which immobilized Guilbaud. Bernard was forced to continue the journey by himself. He reached Madagascar on the 21st of November where he experienced a difficult time alighting on a small lake at an altitude of



Figs. 4 & 5 — Two views of Guilbaud's plane. The hydroplane C.A.M.S. 37 G.R.
Photos from: MUSEE DE L'AIR — PARIS. Tous Droits de Reproduction.
Through the courtesy of the author and Kenneth Pierce.



THE GUILBAUD — BERNARD AFRICAN EXPEDITION — By DR. A. WINTER (Continued)

1,800 km, after having struggled against very unfavorable weather conditions in the region of the Great Lakes of Central Africa. He returned to France without difficulty and landed in Berre on 12 January 1927, having covered 27,460 km. in 46 stages, resulting in average of 600 km. per stage.

Guilbaud was stuck in Nigeria during more than two months, at the end of which a new engine arrived. It was installed in the C.A.M.S. by Rapin, a new mechanic. The latter then made the journey back with Guilbaud.

Leaving Lokoja on 20 January 1927, they crossed Central Africa through Cameroon, the Congo, Oubangui-Chari, Uganda, and the Sudan, then following the Nile Valley to go North with, among other stops, some in Malakal, Dongola, Louksor, Alexandria. The return flight was very

unpleasant up to the Sudan due to bad weather conditions, rain and tornadoes often compelling the pilot to take off with a lighter cargo.

Nevertheless, the C.A.M.S. made a very good performance, taking into account the fact that it remained for more than two months without protection during the rainy season in Lokoja.

Covers were made at several Ports of Call, all of which were actually flown. There were 15 covers or cards at each stage. This writer has one of the Louksor — Alexandria trip. It bears a hotel c.d.s. of the Winter Palace, Louksor of 11 February 1927, with arrival c.d.s. at Alexandria in the French P.O. on 13 February 1927. The illustration shown below (fig. 4) is from the next stage (signed by Muller) — Alexandria — Beirut in the collection of Ken Pierce of Los Angeles, California, U.S.A.

(Continued on following page).

Fig. 4 (below) Cover flown from Alexandria to Beirut (Fron Kenneth Pierce collection).



The pilot took off from a lake south of Aboukir, next to Alexandria then alighted on the sea at Beirut where they were welcomed ashore by Admiral Bonis and General Wallier.

After stops in Turkey, Greece, Malta and Tunisia, they returned to St. Raphael in France on 7 March 1927.

These moving covers bear witness to this bold journey which demonstrated the possibility of penetrating by air in the many countries without any aeronautical substructure, which was an important event at the time when France owned a vast Colonial empire.

* * *

Fig. 5 (at right)

Lieutenant Commander de vaisseau Guilbaud in the uniform of French Naval Air. (Photo: MUSEE DE L'AIR - PARIS. Tous Droits De Reproduction.)

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Catalogue Historique and Descriptif Des Timbres de la Poste Aerienne. Theodore Champion, 1930-37.

Monthly Airmail, Vol. 1, No. 1. — June 1930, John S. Davis, Eng.

The Historical Airmail Catalogue of 1931 — K. Lissiuk & Company.



NEW "SUDAN" BOOK TO DEBUT IN MARCH!

Major E.C.W. STAGG of England and late of the Sudan has written a fascinating book entitled "The Postal Markings — 1867 to 1970". A good definitive work on this subject is long overdue and we are most fortunate in that the author is a man who knows his subject, and if further recommendation is necessary, it is being printed by the Royal Philatelic Society of London. Tentative price is set at 4 to 4.50 Pounds sterling. While we have not yet seen a copy or a proof we do know that it is a gold mine of information divided into 8 chapters arranged in chronological order. Hopefully we'll be able to review it for you and list a firm price & other pertinent data in our next issue.

For a Study currently underway by Kenneth Pierce of Los Angeles and Dr. A. Winter of Montrouge, France. It will be greatly appreciated if anyone having any covers with the French W.W.I Egyptian TRESOR ET POSTE 410 C.D.S. or TRESOR ET POSTE 507 CDS would communicate the date of the CDS to:

KENNETH PIERCE
City of Hope Medical Center
1500 E. Duarte Road
Duarte, California, 91010

Gabriel Boulad

DISASTERS

By Fire and Shipwreck

THE TRACES LEFT IN THE PHILATELIC FIELD IN THE MIDDLE EAST —

BY THE SHIPWRECKS AND FIRES. . .

THIS ARTICLE ORIGINALLY APPEARED IN L'ORIENT PHILATELIQUE, No. 113, the APRIL / JULY 1964 ISSUE, IN THE FRENCH LANGUAGE, TRANSLATED AND PRESENTED HERE FOR THE BENEFIT OF OUR ENGLISH SPEAKING READERS WITH THE KIND PERMISSION OF MR. MEHANNY EID, THE EDITOR OF L'OP. . .

(Editor's Note: Bearing in mind that this article was written nearly a decade ago we have, in an effort to clarify certain points and to upgrade the value of the material, taken certain liberties by making frequent reference in the form of footnotes to "A HISTORY OF WRECK COVERS" by the late Mr. Adrian E. Hopkins, Third Edition, (Robson Lowe — London).

While many of the disasters referred to in this article also appear in the Hopkins work, many do not and are therefore, unique in their inclusion here. Mr. Hopkins himself was the first to admit that a great deal remains in the way of research before all of the facts are uncovered in this interesting field.

Please bear in mind that a certain amount of morbidity must attach to material of this kind, however, it has a very definite place in our

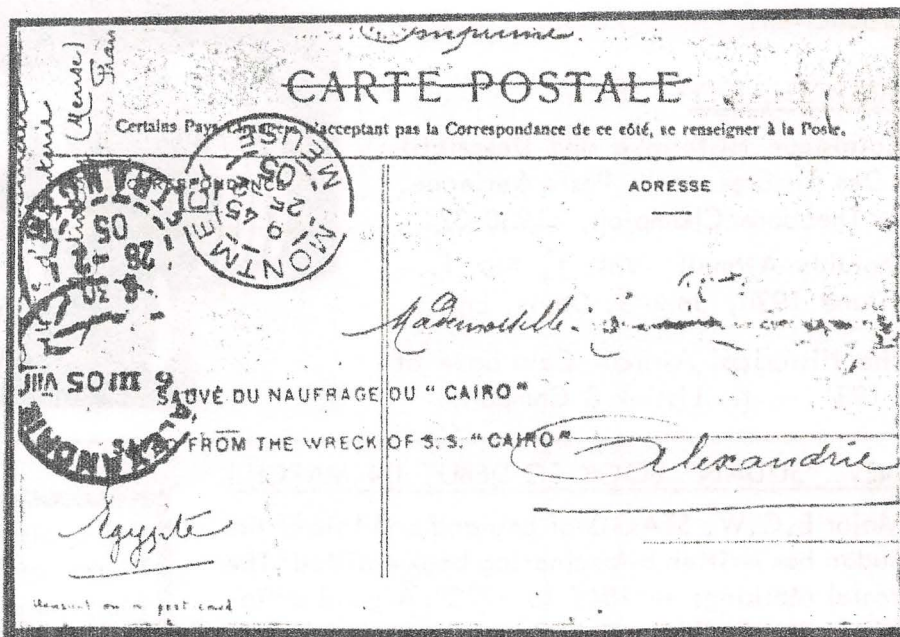


Fig. A — A unique cover from the collection of Dr. A. Winter from the wreck of the S.S. CAIRO, posted in France and addressed to Alexandria. Not in original article.

International Postal History scheme and our reasons for presentation here are purely philatelic.

Particular thanks must go to our translator, who wishes to remain

anonymous, and to Dr. A. Winter of Montrouge, France for his kind assistance.

In recent years a great deal of additional material and information has come to light, some of which has already been published in "Topics". We will welcome any additional information from any of readers that will enlarge on this study.)

Philatelists, more and more, are becoming interested in the philatelic traces left by shipwrecks and fires, so much so, that in the various auctions such damaged covers have attained interesting prices. Such is the case in the Robson Lowe sale of 16 and 17 October, 1957 when twelve shipwreck covers ranging over the years from 1905 to 1951 were sold for 11 Pounds Sterling (Lot # 423). Similarly, in the famous auction of October 1961 when Dr. Byam's material was sold, two covers, one of which bore the handstamp "Sauvee de naufrage du Cairo" and "Saved from the wreck of S.S. CAIRO", a price of 20 Pounds was realized (See Lot # 855).

On the other hand, we know that societies have been formed in England and in the United States whose members are interested only in maritime entires, and in particular, in shipwreck covers.

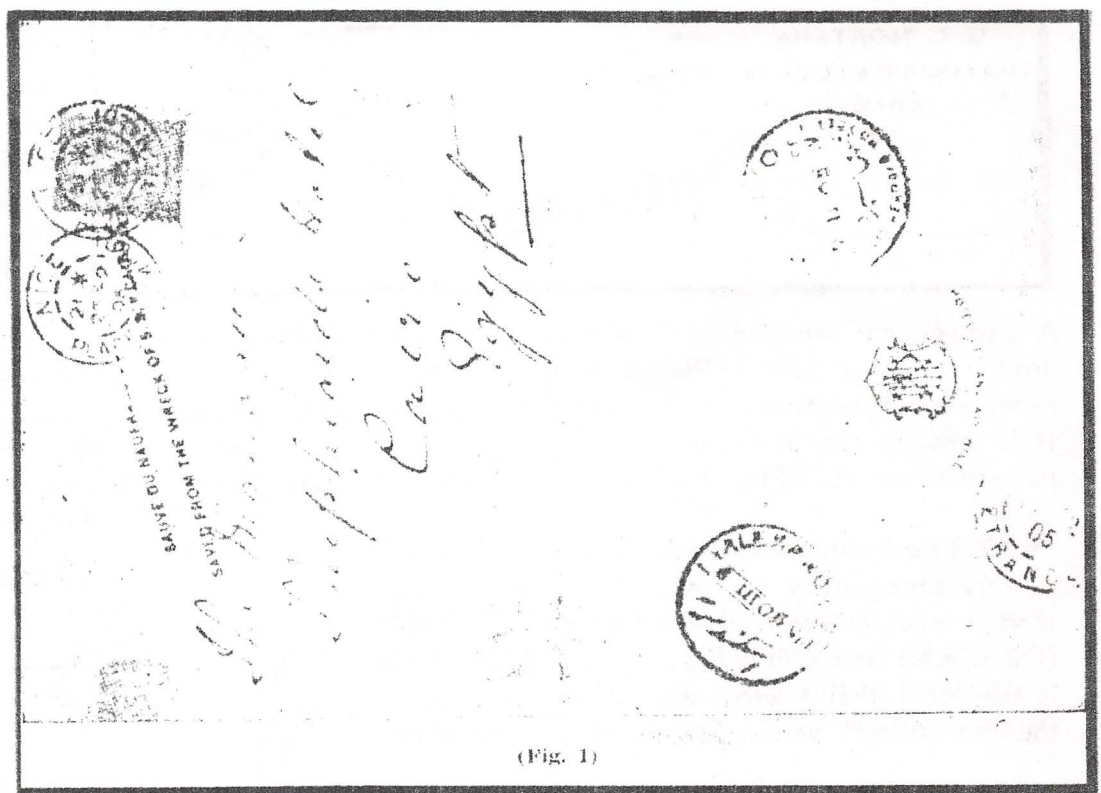
Fig. 1 - Photograph of one of these covers from the author's collection coming from "Hotel de Angelais" (English Hotel) in Nice addressed to the manager of Shepard's Hotel in CAIRO. It bears a nice backstamp showing arrival at Shepard's 7 March 1905; that is; only two days after the wreck. As is readily apparent, the Egyptian Post Office had performed quickly and well.

(Cont. - next page).

I will continue now about the various cases of shipwrecks and fires that are interesting from a philatelic standpoint, especially those that occurred in the Middle East.

THE S.S. CAIRO — The first case is that of the steamship S/S CAIRO, just mentioned. This ship, belonging to the old company "Florio Rubbatino", met with very rough seas while approaching Alexandria harbor on 5 March 1905. It ran upon the rocks during the darkened early evening hours at the Agami Point, almost at the entrance to the harbor where it remained precariously perched and rocked all night long.

Among the passengers was the Italian actor Novelli and his Troupe, who firmly believed that their last days had come; that the ship was going to be torn apart and that they were going to be thrown into the sea. No such thing happened though. Next morning the Port Authorities came to the rescue and all were saved. What happened to the mail? It was a heavy mail and most of it was badly damaged in the water. Most of the stamps were washed away and the letters opened. The Egyptian Post Office took charge of this mail. They sealed the opened letters — as they had not yet created the repair labels we now know as "return stamps" — by the labels known as "Interpostals". Letters sealed in this manner are very



(Fig. 1)

DISASTERS — BY FIRE AND SHIPWRECK — GABRIEL BOULAD (Continued)

rare. These and others as well, received a hand struck special cachet created for this occasion. It is bi-lingual and reads as follows:

"SAUVE DU NAUFRAGE DU "CAIRO".
"SAVED FROM THE WRECK OF THE S.S. CAIRO

I have written in considerable length about this particular wreck as I really consider it most interesting in that it actually happened on the outskirts of Alexandria and, that I almost lived it as an unusual experience during my youth. *

My notes on the following items will be shorter and the wreck that I will cover next happened between 23 January and 9 March 1918. The mail from this disaster received a rectangular handstamp "DAMAGED BY IMMERSION IN SEA WATER". **

**DAMAGED BY IMMERSION
IN SEA WATER.**

Fig 1A — Cachet of 1918 wreck

Another important mail was damaged in leaving Alexandria around the end of March 1918 and was handstamped in Italian "NAUFRAGIO" (Shipwreck). See illustration Fig. 2 below — +



(Fig. 2)

A steamer was wrecked in the Mediterranean Sea around the end of June 1918 and the mail salvaged received a handstamp: "Recovered from the Sea". It is possible that it might have come from a torpedoed ship. (See Fig. 3 - following page). ++

In 1923 mail enroute to England was recovered, severely damaged by the sea. On arrival in England it received the English label "FOUND OPEN (OR TORN) and OFFICIALLY SECURED". This is the label that I wrote about in my article on the "so-called" Return Stamps. It was also back-

stamped with "Damaged by Immersion in Sea Water". (See illus. Fig. 3A (From Hist. of Wreck Covers). (et)

The Great War ebbed and the situation finally returned to normal. However, a fire broke out on a ship in Naples Harbor on 7 January 1947 and damaged a heavy mail. Special procedures were taken one of which included the stamping of the damaged covers with a special cachet reading: "Oggetto ricuperato nelle condizioni in cui si trova - dall'incendio di Napoli Porto" (Article recovered in this actual condition from a fire in Naples harbor)".

I own such a letter addressed to me by the Engineer, Alberto Diena, dated 13 December 1946 which bears traces of the fire.

After the above mentioned fire, a special case, rather scarce, can be placed. It is the maritime collision of the paquebot S. S. EXCALIBUR" which occurred in New York harbor on 27 June 1950. (See illustration following page Fig. 3B)#

CRASH OF THE AIR LINER "COURTIER"

I come now to an important wreck which occurred near Athens on 1 October 1937. It was that of a plane carrying a heavy load of mail to various countries of Europe and probably America. It is probably the first air wreck carrying regular mail (?). The numerous covers salvaged from this accident received various cachets according to the different countries of destination. The comparisons of these cachets is most interesting.

References: Hopkin's A History of Wreck Covers.

* p. 57 (Third edition

** p. 81

+ pgs. 83 & 83 ++ p. 82

(et) Egyptian Topics, A. Winter Vol. 4, #2, p 24

p. 111 (Hopkins — Hist. of Wreck Covers.



Aus verunglücktem Flugzeug
durchnässt geborgen.

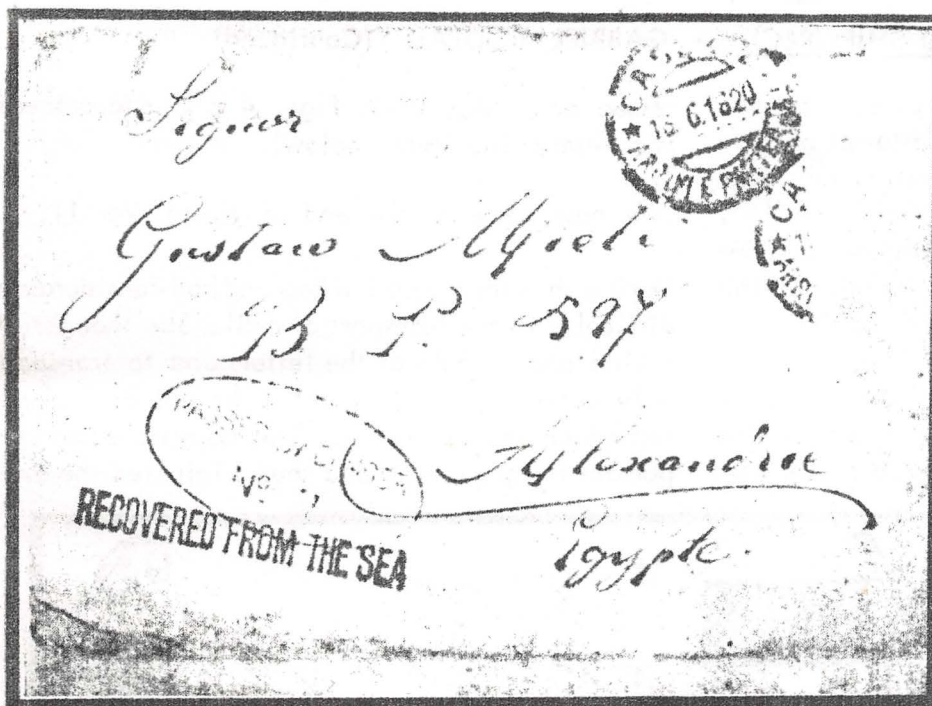


Fig. 3 — From a steamer wrecked in the Mediterranean, possibly a war-time torpedo casualty ?

On arrival in Germany letters were affixed with a printed label reading: "AMTLICH VERSCHLOSSEN. Art der Beschadigung ... Zugegangen von ... Unterschrift... Zeuge... Stempel." This translates to: "OFFICIALLY SEALED", kind of Damage; Coming from: Signature: Witness & Stamp (cachet)." The cachet (hand stamp) on the letter in my possession is that of Munchen, 9 October 1937 (See illus. Hopkins, p. 158). Besides this another handstamp struck on the cover reads "AUS verungluekt tem flugzeug/durchnassi geborgen. We translate this to "Saved from a wrecked plane, damaged by water. (Illus. on previous page).



Fig. 3A — A cover from the Steamer "SPHINX" destroyed by fire. Possibly the one referred to.

France sealed the covers with a label reading "POSTES et TELEGRAPHES (Art. 26. IV. fasc. de l'instruction generale)". Translated into Post and Telegraph, Article 26, Fascicle IV. of the General Regulation." This cover also received a handstamp which reads as follows: "SERVICE POSTAL FRANCAIS/Correspondence retardee par accident d'Avion/Priere de ne pas taxer". This translates into "French Postal Service/Mail delayed due to airplane crash. Sealed officially by the French Postal Service. Do not tax."

Finally, in England the covers were stamped with the following text: "DAMAGED BY SEA WATER IN AIRPLANE ACCIDENT".

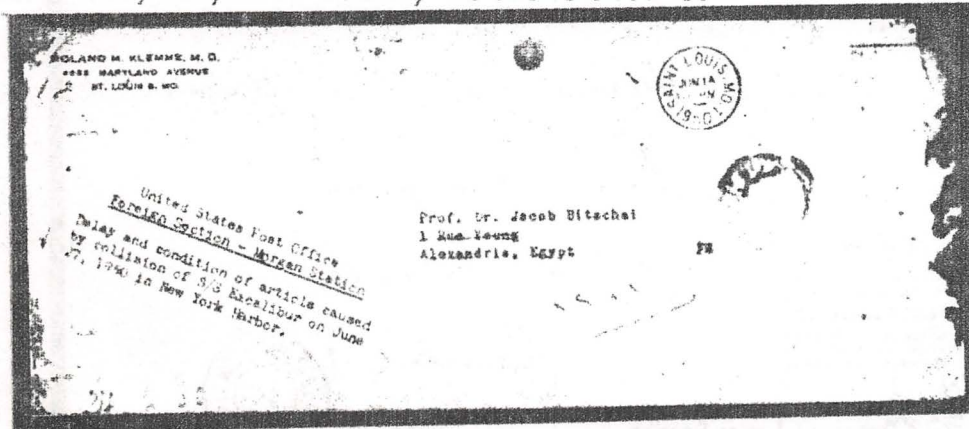
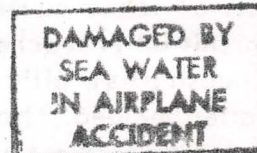


Fig. 3B — Cover from the S.S. EXCALIBUR, damaged in a collision in N.Y. harbor with unusual cachet.



I do not feel it is necessary to reproduce photos of the three covers which were sealed and labeled as the explanations I have given here seem sufficient (to me)***

Ref. *** Hopkins p. 157-9

DISASTERS — BY FIRE AND SHIPWRECK — GABRIEL BOULAD (Continued)

Other less interesting wrecks are spread out between 1937 and 1941 bearing handstamps of different shapes and sizes of which I will simply mention the text here. "DAMAGED BY SEA WATER", (in various forms), "DETERIORE DURANT LE TRAJET", SALVED FROM THE SEA (I mentioned this latter one in my study on the Return Labels).

I mention now a particular case. The Palestine Censorship authorities have used a cachet on the covers that lost their stamps in a ship wreck with the following text: "The postage stamp on the envelope was missing when the letter reached Jerusalem POSTAL CENSORSHIP". I have a cover with this cachet dated between 27 January and 19 May 1942. I do not think that other postal administrations took such precaution.

I come now to a very interesting case of fire in an airplane which happened at the end of 1942. The cover bears a stamp of British India probably used in the Near East dated Nov. 29, 1942. The stamp was placed at the upper right corner as usual. However, part of the stamp is burned, as well as the other corners of this cover. When this letter reached the English post office, the latter decided that this cover could not be forwarded to its destination in this condition. This post office placed the letter in another official envelope on which the address was written and this how the two envelopes, one inside the other, reached the add-

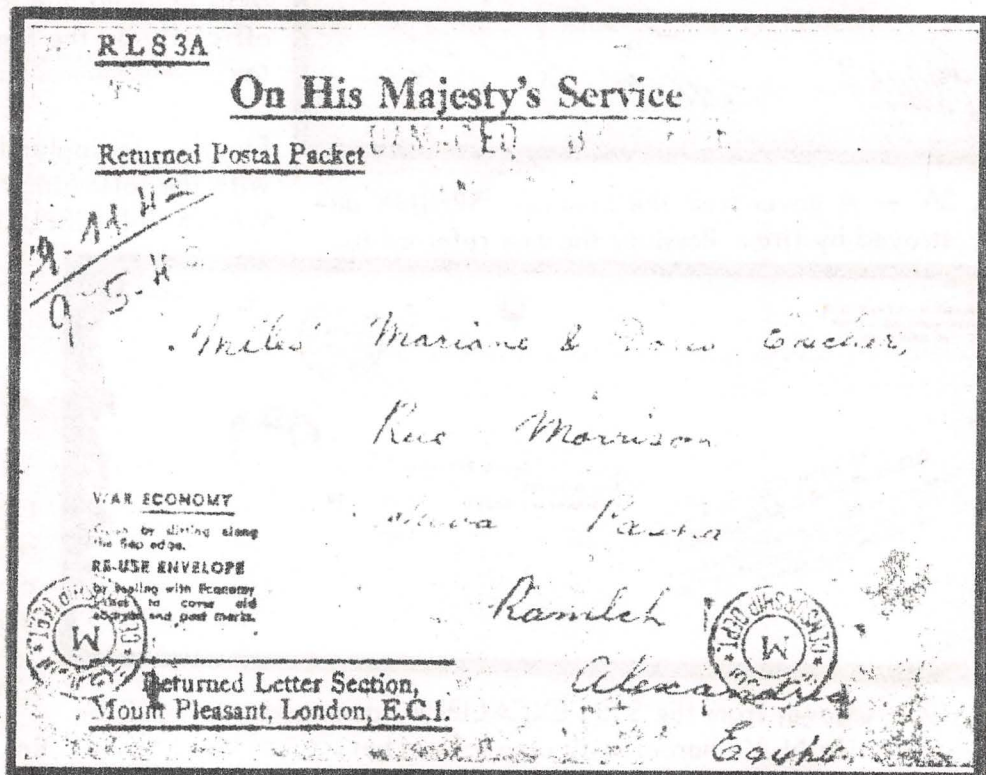
ressee on 9 May 1943. Figs. 4 & 5 depict these two interesting items (below).

We now come to the end of World War II.

During that trying period England had considerable difficulty in the transport of mail. She thought of taking photographs of the letters and to transport only a film which was light in weight and could reproduce several letters. This constituted an important freight saving and thus originated the sys-



Figs. 4 & 5 — Burned cover from air crash enroute from India

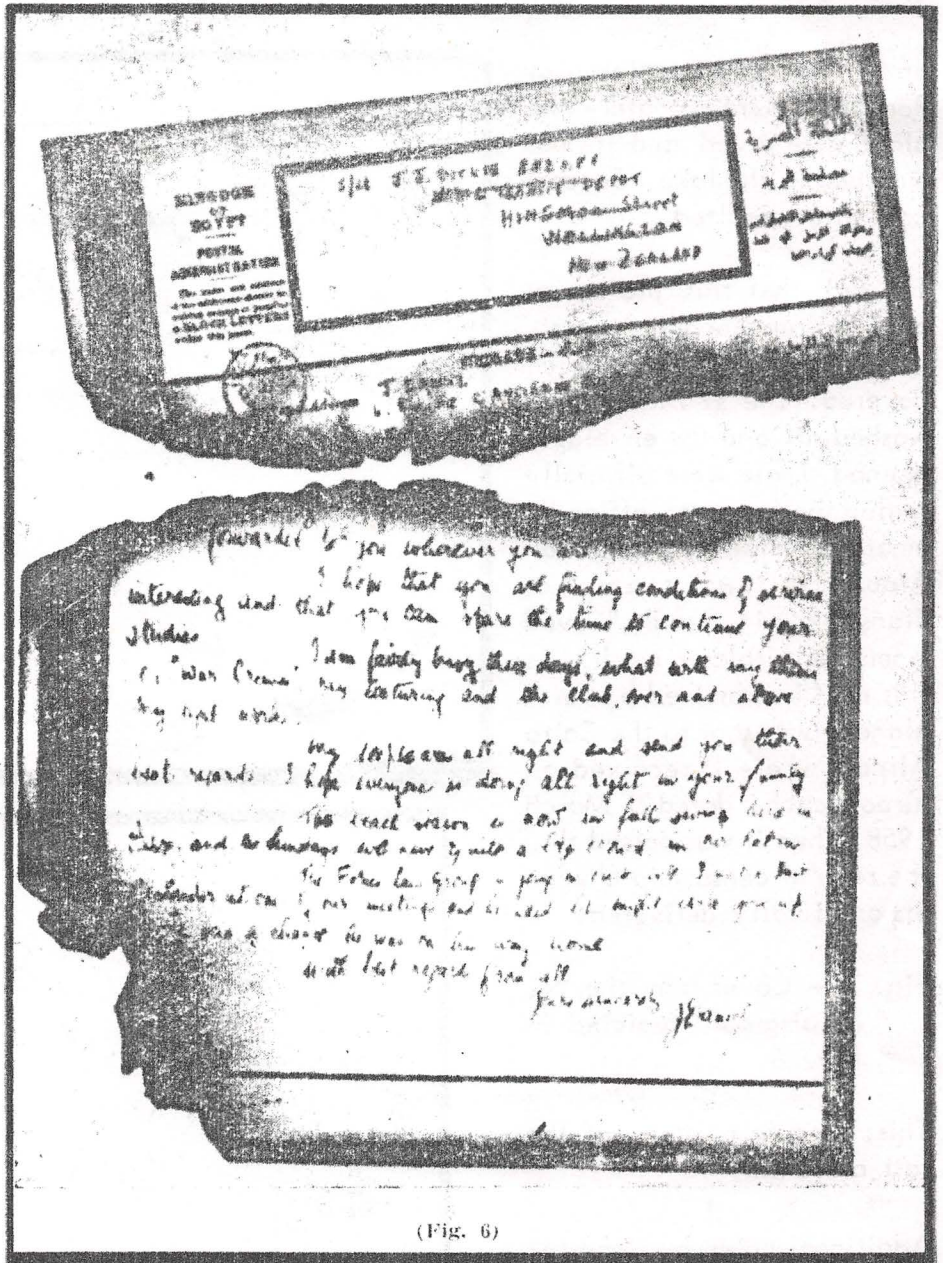


tem now known as "AIRGRAPHS".

However, one of the planes carrying such a mail was shot down by the enemy and caught fire. The mail was sometimes completely lost but the value here, of course, was the fact that it could be photographed again and resent to its destination. (See fig. 5 - last page)

This is how it came about that I now own a photo of letter sent from Cairo on 15 July 1945 which arrived mostly burnt, to its destination in New Zealand. Fig. 6-7.

An unusual phenomenon can be placed although it is neither a fire or a collision, still it is a part of this present study. In fact, it concerns the throwing into the sea of a bottle containing mail, which was a usual custom of the "S.S. EL MALEK FUAD", Steamer of the Khedivial Mail Line" whenever it crossed the Straits of Messina. The passengers were invited to trust to the bottle the mail they desired to send by this unique method. The ship would stamp these letters with the following inscription "STRAITS of MESSINA/ BOTTLE POST/ S.S. EL MALIK FUAD".



(Fig. 6)

Officers of the ship would throw the bottle into the sea and the fishermen would pick it up. They in turn would hand it over to the post office authorities in Messina or at Reggio Calabre from which it was forwarded on to its destination after taxing them.

Fig. 8 on the following page depicts one of these letters, obtained through the kindness of the well known philatelist Mr. N. Alferis, bearing the date of 17 August 1950 from Reggio Calabre.

I would like to mention that a study on this particular usage was made by Mr. Harold H. D. Gisburn, and published in the 6 November 1952 ed-

ition of Stamp Collecting although some of the details given at that time are not absolutely correct.

I will conclude this study with a fairly recent incident which occurred in Egypt. A violent sandstorm blew over the Delta on 7 March 1958. An airplane of the MISR AIRLINE, Inbound from Athens was attempting to land at Cairo Airport. The pilot was informed by the Airport Control that landing there was impossible and he was advised to return and try to land at Alexandria or at Port Said. This is what the pilot attempted although without success. Meanwhile the aircraft ran out of fuel and an attempted forced landing was made

DISASTERS — BY FIRE AND SHIPWRECK — GABRIEL BOULAD (Continued)

on the lake at Menzaleh near Port Said. Unfortunately the plane nose dived and it was wrecked in the lake. Several casualties resulted.

The mail that this plane was carrying remained in the waters of the lake until it was recovered. The stamps were washed off and the envelopes opened. These were officially sealed by the post office by means of strips on which an Arabic text was stamped. Translated, it reads "Saved from the Airplane crash". As this mail had arrived by airplane it was sent to the Cairo Airport where it received an airport cachet dated 27 March 1958. Then it was passed thru the regular censorship channels and finally delivered.

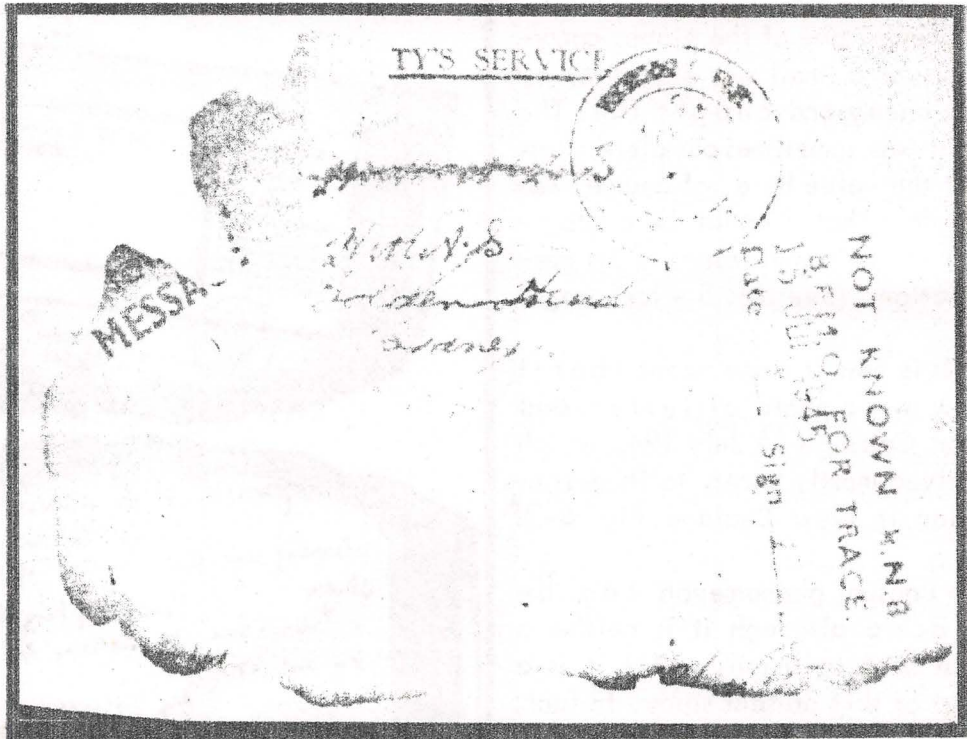


Fig. 7 — Cover from the N. Z. airgraph depicted in Fig. 6.

This, then is my story of the last air crash.

* * * *

Additional notes by Jean N. Pternitis, on a later air disaster . . . to follow . . .

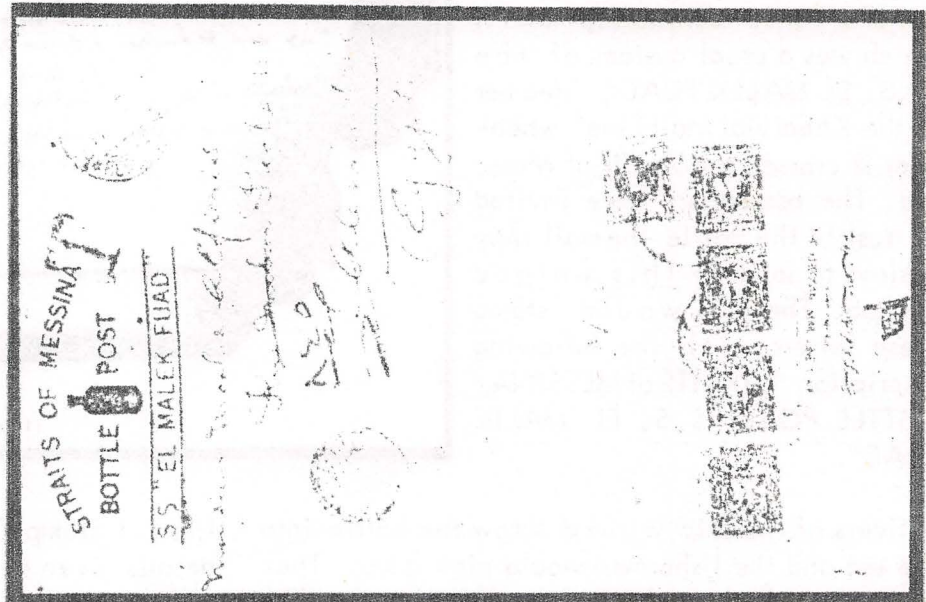
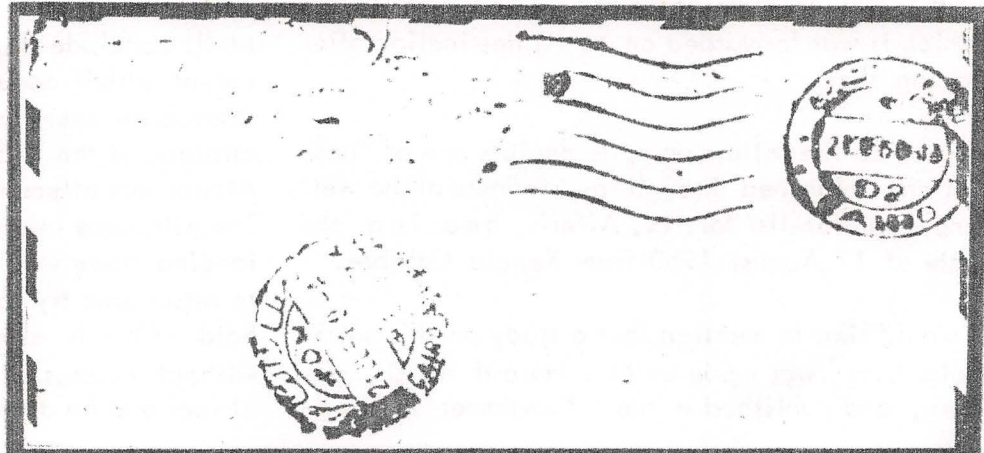


Fig. 8 — The Bottle Post from the S.S. EL MALIK FUAD, posted from Reggio Calabre addressed to Alexandria, Egypt.

Fig. 9 — KLM cover posted from Brussels on board a plane which crashed on a sand hill near Cairo - 11 June 1961.



Continued following page.

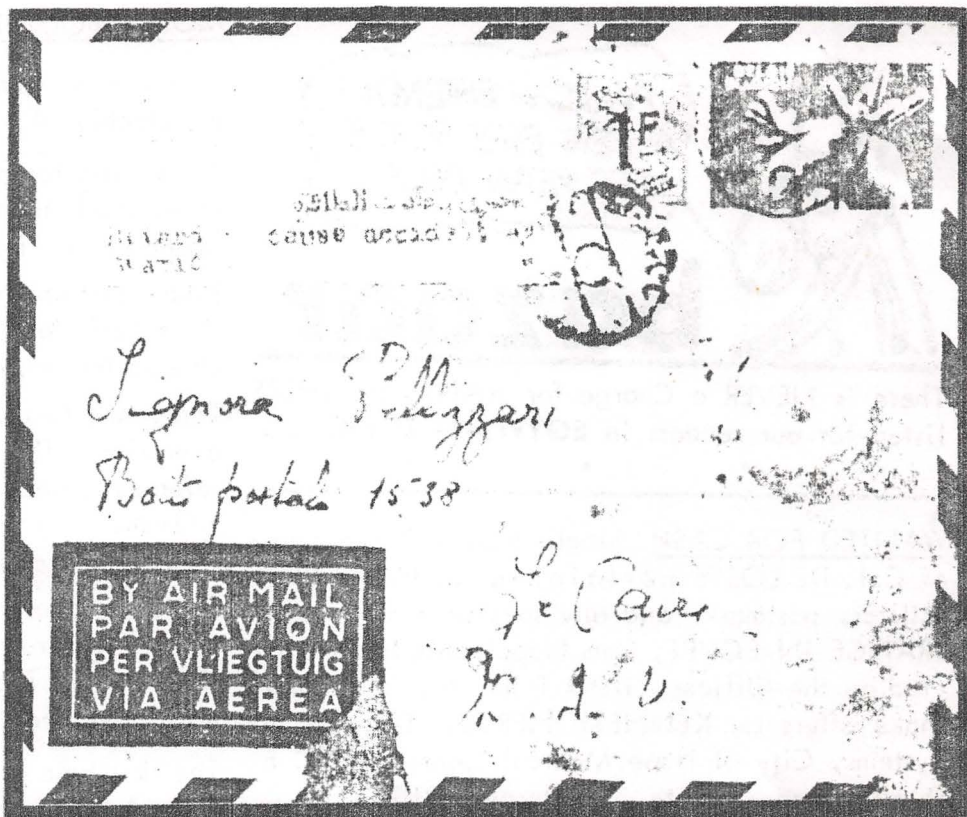
DAMAGED, DELAYED DUE TO AIRPLANE CRASH

Relating to the foregoing article on which I was privileged to read proof prior to its delivery to the printer, I would like to add mention of one more recent case of mail saved from an airplane crash of which I possess a cover, mailed from Brussels, Belgium on 10 June 1961. (see Figs. 9 & 10).

This mail was carried by an airplane of the Dutch KLM company which crashed while landing, on a sand hill not very far from the old Cairo International Air port during the dawn hours of 11 June 1961.

This mail in fact, was delivered with a delay of 10 days as indicated by the backstamps (Fig. 10) Cairo Airport and the Cairo Delivery Service on 21 June 1961.

A yellow label bearing the text mentioned in the heading, in Arabic and French which was dactylographed and polygraphed for this case with gelatin, using violet ink and then placed on the envelope and stamped with the casualty cachet. The Arabic text translates to "Burnt during the airplane crash" , , , Jeant N. Pternis.



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- The Aero Field, Vol. 5, #2, pgs. 26-30
- N.Z. Stamp Monthly, Vol. 1, #9, 3/38 & 7/39.

SUDAN PAIR WITH UNUSUAL "NON POSTAL" OVERPRINT

On page 61 of Vol. 5, No. 3, we illustrated a pair of Sudan camel stamps with an unusual surcharge as "NOT VALID FOR POSTAGE", which at the time we believed might hold one of two probable conclusions. 1) It was totally bogus, or 2) it was overprinted for use as fractional currency.

We are indebted to MAJOR E. C. W. STAGG of Middlesex, England for the following factual information, which, due to its scarcity, makes your editor very happy.

The Major goes on to say,

"The notes that I brought home with me when I left the Sudan are as follows:

"Not Valid For Postage" overprint. 60,000 of the 3 P.T. overprinted by Messrs. McCorquodale Ltd., Khartoum, in 1942. Used in Darfur Province, mainly at Sa'dun, Abu Gabra, Abu Matariq, Buram & Ed Da'ein and Mumallah, as one mill currency due to a shortage of the one millieme coin during July -August. Majority were used for the purchase of salt. One Mill bought 18 Dirhems (approximately 2 Ozs.). Once used they were destroyed. 105 copies unissued.

I have a block of six of them which is one of the largest known to exist. I hope this will be of help to your contributor. . . (Eds. note) It sure is Major as it reposes in Ye Ed's collection



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WANTED FOR CASH: Single copies of the books of Col. DE LOSTE pertaining to the French Military postmarks and any specialist material of FRANCE IN EGYPT, from Napoleonic to, and including the Offices. Items from, to, or through. Make offers to: KENNETH PIERCE, Director of Systems, City of Hope Medical Center, 1500 E. Duarte Road, Duarte, California, 91010 . . .

NEW ADDRESS: For TOM OLSON who operates our new issue service. All of the new issues at a fraction of retail cost. (EGYPT). Stamps, Souvenir Sheets, FDC's, Blocks, Postal Stationery, all from Cairo direct. Write now to: #4 Woodmont Court, Berkeley, California, 94708 . . .

WANTED: The air crash stamp issued by Egypt (25) copies and (5) First Day Covers. This is the stamp issued 1 May 1973. (See Topics July/Aug. 1973 on page 102. ROBERT J. COHEN, P.O. Box #162, Parkchester Station, Bronx, New York, 10462.

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

OFFER: An exceptionally fine lot of Interpostals. A fine selection of most types in many shades and varieties, mint and used. An unusual opportunity. Write to our old friend BILL BOGG at THE NEW ENGLAND STAMP CO., 45 Bromfield St., Boston, Massachusetts, 02108 . . .

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 A.S. SMITH, Dept. of Chemistry, University of Michigan, Ann Arbor, Michigan, 48104

MORE ABOUT THE O.S.G.S. OVERPRINT ON SUDANESE POSTAL STATIONERY

By Docteur A. WINTER, Montrouge, France

An illustration of Sudan's first post card, bearing under the French "Soudan" the letters O.S.G.S. appeared in "Egyptian Topics", Vol. 2, No. 4.

I have just uncovered another example of this curious "official" item, together with some documentation about it.

There are two different types of the O.S.G.S. overprint. The first was illustrated in the article referred to above. The overprint measures 13-1/2 x 3mm. It is found on Types I and III of "Soudan Provisional" overprint

The other overprint, in evidence on my card, is of a little larger size; 16 x 3mm. and is very distinct. Only Types II and III of the "Soudan" overprint have been seen with this larger size.

The first type is said to have no stop after the last "S". As a stop appears on the card illustrated in Topics, we may suppose it was caused by strengthening the photo for reproduction.

Even varieties have been noted such as a "raised O" in O.S.G.S. (small size).

Besides this postcard, another postal stationery item is known with this surcharge. It is an envelope bearing the large Camel imprint 5 mm. carmine. Both sizes of O.S.G.S. have been seen on it. On the small size there is no stop after the last "S" and the "O" here seems always to be a little raised. A double overprint is pointed out for the larger size. The date of issue given by J.F. Inglefield-Watson is 1906. He states that none of these cards and envelopes have been seen in used condition. This fact, added to the unusual serifed character of the overprint's letters make us seriously question their authenticity.

BIBLIOGRAPHY:

"The Postal Stationery of the Sudan", by J. F. Inglefield-Watson in the "Journal of the Oriental Philatelic Association of London, Vol. 13, No. 2 (November 1970).

WANTED: Two back issues of L'OP. Vol. V, No. 61 (January 1948) and Vol. VII, No. 77 (January 1952). Write to CHARLES F. HASS - P.O. Box #106, Jenkintown, Penna., 19046. . .

Ken Pierce

QUERY ?

French Offices in EGYPT

The POSTAL CARD illustrated, from Mexico to Alexandria bears the CDS of both the French and the Egyptian post on the same day.

Dr. Winter has theorized that such dual markings could possibly indicate that the French post office in Alexandria could not deliver to street addresses and that mail so addressed was turned over to

the Egyptian Post Office for delivery.

I have two other covers in my collection similarly postmarked but none which bear a street address, just the Alexandria French post office CDS. However, I do have a cover, street addressed to Port Said, which only has the receiving CDS of the French post office there.

The Question then, is Dr. Winter's theory correct and, if so, was there ever home delivery from any of the French offices in Egypt or, was mail, street addressed, sometimes left for pick-up at the post office or until maybe a friendly post man stuck it in his pocket and dropped it off on his way home ?

CATALOGS ARE INTENDED TO BE A GUIDE. TO BE USEFUL THEY MUST ALSO BE FACTUAL. Unfortunately, those now listing material of the French Offices in Egypt do not list enough, lack of space the common excuse. We also suspect a lack of knowledge effects these omissions.

MR. PIERCE, in his new catalog, soon to begin serially in Topics, plans to remedy this. He will include numerous items now unlisted anywhere, but deserving of catalog status. Many of these are in his own collection but, he needs your help. IF YOU HAVE ANY UNUSUAL MATERIAL IN THIS AREA — PLEASE LET US KNOW !!

Your comments will be welcomed by the author, and by your editor who will be happy to coordinate the replies and print them in a future issue of Topics.

Mr. Pierce is doing a serious study on this interesting adjunct to the philatelic aspects of the area in which we are all interested. We had hoped to begin the presentation of the new catalog of this area by now but, it is a big job & Ken wants it right.



ARAB REPUBLIC OF EGYPT

All issues printed by the Postal Printing House in the Arab Republic of Egypt

UNITED NATIONS DAY — 1973

All Stamps issued on 24 OCTOBER 1973

The project of saving Philae's Temples can be divided into two separate steps or stages. The first stage is driving the steel sheet piles around Fiala Island, a distance of 750 metres. Then drying and cleaning the island and preparing the site on which the Temples will be rebuilt.

The 2nd. stage consists of disjoining and reerecting the Temples on their new site, at the same time enlarging the island. This project will last for 70 months (nearly six years).



The Light & Hope Society includes primary, preparatory and secondary schools for blind girls. Some go on to Universities, other to employment in the ministries. Its mission is summarized in what it offers:



Technical, medical, psychological and social aid to these girls either in or out of the schools until they reach high scholastic achievement. Many have proved superior in music and professional qualifications enabling them to take their places as useful citizens in a developing society.

SALVAGE OF THE TEMPLES OF PHILAE

Date of Issue: 24 October 1973
 Denomination: 55 Mills
 Designer: SAMI RAFI . SABER SAIDA
 Design: A symbol of the Temples of Philae sinking into the water and being raised with the help of UNESCO.
 Dimensions: 40 x 40 mm.
 Sheet: 35 Stamps — (7 x 5)
 Perforation: 11-1/2
 Colors: Royal blue, pale blue, black and orange.
 Watermark: Multiple Eagle
 Quantity: 1,000,000 Stamps

WILL RETURN TO PALESTINE

Denomination: (Airmail) 30 Mills
 Designer: LOTFY EL SAWAF
 Design: A refugee Palestinian family and a map of Palestine inscribed with the motto of UNWRA and inscribed with the words "Will Return".
 Dimensions: 40 x 40 mm. Sheet: (5 x 7)
 Perforation: 11-1/2
 Colors: Bright blue, pale yellow, green, deep brown and white.
 Watermark: Multiple Eagle
 Quantity: 400,000 Stamps

SILVER JUBILEE OF THE WORLD HEALTH ORGANIZATION (LIGHT AND HOPE SOCIETY)

Denomination: 20 + 10 Mills
 Designer: WAHEEG FARAG
 Design: A symbolic blind girl with white cane and the emblems and mottoes of the Society and the WHO.
 Dimensions: 42 x 24 mms.
 Sheet: 50 stamps (10 x 5) Perf: 11-1/2
 Colors: Bright blue, pale blue, white, and variegated gray-green.
 Watermark: Multiple Eagle
 Quantity: 200,000 Stamps.

The Bank was established in 1898. Its branches & agencies spread over the entire country, maintaining correspondents world-wide. It offers internal & external services such as:

Specialized foreign trade financing
Collecting the savings of Egyptian abroad
Investment personnel and investment certificates
The School Bank



CENTENARY of the WORLD METEOROLOGICAL ORGANIZATION

Denomination: (Air Mail) 110 Mills
Designers: LOTFY EL SAWAF . ABBAS S. ELIAS
Design: Motto of the Meteorological Organization and a Weather Vane.
Dimensions: 24 x 42 mms.
Sheet: 50 Stamps (10 x 5) Perf: 11-1/2
Colors: Royal blue, violet, white & Gold
Watermark: Multiple Eagle
Quantity: 250,000 Stamps

10TH ANNIVERSARY WORLD FOOD PROGRAM

Denomination: 10 Mills.
Designers: SAMI RAFI . ABBAS S. ELIAS
Design: The globe, an ear of corn and a cow with the program's motto.
Dimensions: 42 x 24 mms.
Sheet: 50 stamps (5 x 10) Perf: 11-1/2
Colors: Deep blue, green, white, brown
Watermark: Multiple Eagle
Quantity: 400,000 Stamps.



75TH ANNIVERSARY OF THE ESTABLISHMENT OF THE EGYPTIAN NATIONAL BANK

Denomination: 20 Mills
Designers: SAMI RAFI . LYDIA FARID
Design: The National Bank of Egypt in a circle on decorated background.
Dimensions: 40 x 40 mms.
Sheet: 35 Stamps (7 x 5) Perf: 11-1/2
Colors: Deep Orange, emerald green, black and white.
Watermark: Multiple Eagle
Quantity: 1,000,000 Stamps

WMO succeeded IMO (International Met. Org.) on 23 March 1951. The celebration of the elapse of 100 years took place in September 1973 since the First (IMO) Congress took place in Vienna (Austria) in 1873.



The Tenth Anniversary of the Committee of the World Food Program agreement between governments on the first program of food aid set by that organization. It works on more than 500 projects in over 80 countries under the supervision of the United Nations organization for food and agriculture, doing this simultaneously.

THE FESTIVAL STAMP - 1973

denomination: 10 Mills
Designer: EDMUND CALIVIS
Design: A rose in bloom in an Arab frame
Dimensions: 26 x 20 mms.
Sheet: 100 stamps (10 x 10) Perf: 11-1/2
Colors: Turquoise blue, light blue, green, rose red and white.
Watermark: Multiple Eagle
Quantity: 2,000,000 Stamps.

All issues are printed from the Rotogravure process. Special cancellations were not supplied for the Meteorological, the WHO and World Food Program issues. It is possible they exist.

THE PHILATELIC LITERATURE OF EGYPT

"AN ANNOTATED RESEARCH BIBLIOGRAPHY"

By GORDON B. GARRETT

With valuable assistance from CHARLES FOX

SECTION X — POSTAL MARKINGS (Continued from previous issue)

FROM: L'ORIENT PHILATELIQUE

LE SERVICE POSTAL dans L'ISTHME de SUEZ — BOULAD, M. Jean FRPSL, Vol. V, No. 63, July 1948, pp. 367-75. (F). Good illustrations of various postmarks, including Posta Europea used in the Suez Canal area. (See previous listing under Suez Canal). Excellent study

DOPO LA PARTENZA — (TOO LATE CANCEL) — DE MEAULTSART, CORBISIER, Vol. VII, No. 77 January 1952, pp. 2/9-80 (F) with comments, pp. 281-2 by A. Mazloum (F). Pertinent details of interest to specialists with one illustration (poor).

LES OBLITERATIONS de la POSTE ARIENNE et des AERODROMES d'EGYPTE — BOULAD, Gabriel, Vol. VII, pp. 288-297. A comprehensive work with many excellent illustrations of the various regular and commemorative cancels used in Egypt from 1910 to 1949.

LES CACHETS ET OBLITERATIONS MARITIMES — BOULAD, Gabriel, Vol. VII, pp. 317-324. (F) Profusely illustrated. A truly definitive work for the specialist by an acknowledged expert in this area. Covers French markings, paquebots, Pleine Mer, Piroscafi/Postali/Francesi, BM (Boite Mobile), and Cuirasse Provence / Franchise Militaire.

LES CACHETS: "DOPO LA PARTENZA" et "APRES DEPART" — Quels sont leur sens, leur but et leur portée — Vol. 7, No. 74, (F) Discussion of early usages of this marking.

LES CACHETS MILITAIRES — relatifs a la Guerre de 1939-45 employés dans le Moyen-Orient Vol. VII, No. 75, July, 1951, pp. 190-200. (F) Well illustrated with various markings of the F.P.O., M.P.O., Egypte Prepaid, Maritime Mail, etc.

NOTES SUR DIFFERENTS SUJETS — BOULAD, Gabriel, Vol. VII, No. 76, October 1951, pp. 218-223. (F) Some illustrations. Covers several unusual items.

BRITISH CANCELLATIONS USED IN THE MIDDLE EAST DURING 1939-1945 — BOULAD, Gabriel, Vol. VII, No. 76, pp. 229-239. English translation by Major Maurice de Termes of the article which appeared in French in No. 75, noted above.

NOTES SUR DIFFERENTS SUJETS — BOULAD, GABRIEL, Vol. VII, No. 79, July 1952, pp. 450-461 (F) A variety of cancellations illustrated from the French, British military and special seals.

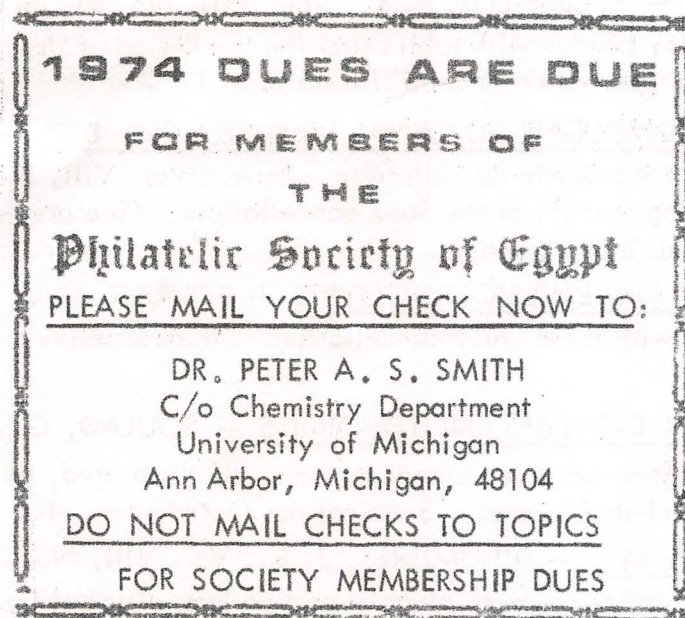
MARITIME CANCELLATIONS — DANSON, Lt. Col. J.R., Vol. VII, No. 80, October 1952, pp. 501-507, Some interesting additional information by this expert from his own collection supplement the the Boulad article in Nos. 75 and 76. Well illustrated.

LE SERVICE POSTAL RURAL — BOULAD, Gabriel, Vol. VII, pp. 512-516 (F). Well illustrated with several examples of different types of this special cancellation and an excellent study on its usage. Good reference to previous works in L'OP on this subject.

LES MARQUES POSTALES EGYPTIENNES EN LANGUE FRANCAISE DE 1866 A 1880 — CHAFTAR, I., Vol. VIII, No. 81, January 1953, pp. 7-14 (F). Interesting study on a variety of cancels used during this period with special emphasis on the Alexandria Railroad Station cancel "A".

- THE POSTAL MARKINGS OF EGYPT, 1865 to 1880 — BLOMFIELD, R. S., Vol. VIII, No. 81, pp. 15-18, Study VI of the Egypt Study Circle, London with tables showing the Period of Use, Earliest and latest recorded dates for each type with a page of illustrations. (1947-8)
- LES TIMBRES-POSTE ET LES TIMBRES A DATE de la COMPAGNE DU CANAL DE SUEZ (1868-1869) I
D'HUMIERES, J. Boulad FRPSL, Corr. de l'Academie de Philatelie - Paris., Vol. VIII, No. 81, pp. 20-28. Illustrations and interesting text (F) of the Suez cancellations. (See previous reference under the Suez section in this bibliography).
- LES OBLITERATIONS RELATIVES AUX TIMBRES DE LA 1ere EMISSION D'EGYPTE — BOULAD, G., Vol. VIII, pp. 32-35. Covers illustrated with these early cancellations with descriptive information on the cancels themselves.
- DES ERREURS COMMISES PAR LA POSTE EGYPTIENNE DANS SES OBLITERATIONS — BOULAD, G., Vol. VIII, pp. 56-58. (F). Detail information on seven unusual cancels, all illustrated, to include Premiers Jeux Mediterrannes, Guichets Europeens, Syndicat des Gornalistes, etc.
- LE TIMBRES POSTE ET LES TIMBRES A DATE (SUEZ CANAL) — D'HUMIERES, J. B., Vol. VIII, No. 82, April 1953, pp. 70-89. (F) Another definitive work by an expert on Suez illustrating the unusual pen cancels used during this period and illustrations of covers that exist.
- DU NOUVEAU AU SUJET DE L'OBLITERATION "REGIE POSTE EGIZIANE" — BOULAD, Gabriel, Vol. VIII, pp. 91-2, (F). Illustrated discussion of this cancellation on a piece used in Massawa on a 2-1/2 P.T. 1874 Boulac issue.
- AN UNRECORDED CACHET "5080" — COLUCCI, Guido, Vol. VIII, pp. 99-101. (F). A discussion of the use of the cachet "CHARGE" on a cover of the French office, four illustrations.
- ENCORE UNE-ERREUR DANS UNE OBLITERATION EGYPTIENNE — BOULAD, G., Vol. VIII, pp. 105. (F). Illustrations and discussion of cancel "CAIROWEST/DIST. (Le Caire (Ouest))
- T. F. WAGHORN ET SES CACHETS — CICUREL, Albert L., Vol. VIII, pp. 106-111, (F). The various types of Waghorn cachets illustrated with excellent study text for the specialist.
- LES PREMIERES MARQUES POSTALES D'EGYPTE — CICUREL, Albert L., Vol. VIII, pp. 117-119 (F). Illustrations of the various types of straight line cancels used on the Napoleonic posts of 1798-1801 with detailed information on each type. Ref. to LOP #81, p. 54.
- LES OBLITERATIONS MUETTES D'EGYPTE — BOULAD, G., Vol. VIII, No. 83, July 1953, pp. 175-178. (F). Various types of the Rhetta illustrated and typed. Good information.
- THE POSTAL MARKINGS OF EGYPT — MAZLOUM, A., Vol. VIII, No. 84, October 1953, pp. 195-199. Noted as some rectifications it deals with corrections on the articles previously noted by Chaftar and Blomfield in the form of additional information, well illustrated.
- NOTE ADDITIONNELLE AU SUJET DES OBLITERATIONS DE LA POSTE AERIENNE ET DES AERODROMES D'EGYPTE — BOULAD, Gabriel, Vol. VIII, pp. 223-5. (F). Illustrations of the early Air Mail cachets with definitive text. First: unboxed in English and Arabic, then boxed types (2) and two c.d.s. of Caire Aerodrome.
- EARLY DATES FOR THE SUEZ POSTMARKS OF THE BRITISH POST OFFICE — CICUREL, Albert, Vol. VIII, pp. 228-9. Data supplemental to Gen. Rawson's British military study in Nos. 76 & 78 of L'OP. An unusual cover illustrated with all of the pertinent data.
- SOUAKIN ET MASSAWAH — CHAFTAR, IBRAHIM, Vol. VIII, (Part Two), pp. 238-246. (F). A detailed study of the postmarks used in these Sudanese cities with a number of useful illustrations including seals, covers and interpostals.
- LES OBLITERATIONS MECANIQUES D'EGYPTE — BOULAD, G., Vol. VIII, pp. 247-255. (F). A comprehensive report on the machine cancellations well illustrated and numbered.

(To be continued)



Egyptian Society ?

In a recent editorial we inquired of the readers if they would be interested in the formation and organization of a Club or Society as a more definite identity as an International group and, basically to provide us with the opportunity to enter the various literature competitions as a specialty group rather than as an individual enterprise.

Not knowing whether anyone ever bothered to read our editorials we were somewhat surprised to receive several positive replies. No one wrote in to say he, or she, would not be interested. So we will enclose a little questionnaire to get the ball rolling. Please complete and return it to me.

As it stands at present our readers have practically all of the advantages of a Club or Society without the problems, such as formal meetings, record keeping, dues etc. We have an official journal, a free Wants and Offers column, a fine new issue service, regularly scheduled auctions and plenty of help via mail if needed. We don't plan to add any of the problems and I can't really visualize a need for dues at this point. Other than passing on information I can't see that the officers will have much to do either.

When the questionnaires have been returned two, or possibly three readers residing in the same area will be good enough to volunteer to count ballots so it will be done independently from Topics.

Special Subjects

On many occasions we have asked for suggestions with regard to articles that you would like to see in Topics. We would like to please everyone and given some preferences we will make an effort to accommodate. We do have some recent replies and among the subjects mentioned are:

Articles on cancellations: both current and postal history, military and civilian. Information on how the posts were organized, how the mail was delivered and handled from say 1866 to 1922, picking dates at random.

Although a lot of work is being done in England, we have also had requests on censorship markings of all kinds, the appetite no doubt whetted by by our translation of the article from L'OP, and a need for updating.

Several requests for more airpost information. We have attempted, with the kind and expert help of Dr. Winter, to provide one feature article in this area in each issue, particularly on little known, or experimental flights, record runs and races etc. Also information on aerograms, current and older, as this information is not furnished by the Egyptian Philatelic Agency — other than to list those available as current, without any pertinent information.

We have also had a request for data on Egyptian IRC's, and of course, several for dope on revenues. As most of you know, Peter Feltus has been working on this for several years but outside of Egypt, information is hard to come by. Perhaps in time to come some of our friends at SPE will find the time to give us a hand in this area.

Any other suggestions will be appreciated. Those among you who can help with an article on any of these items please drop a line to the editor. Every little bit helps to put it all together.

*A Very Merry Christmas, and
may the New Year bring you Health,
Happiness and Prosperity.*

