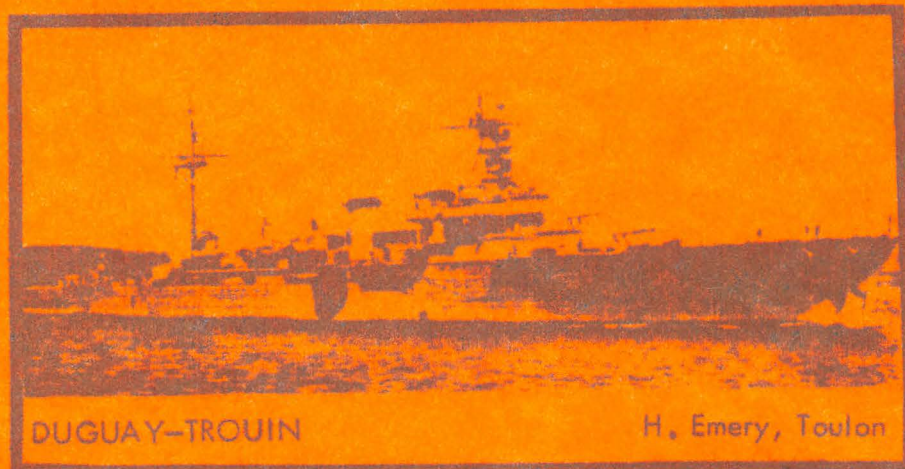


EGYPTIAN TOPICS

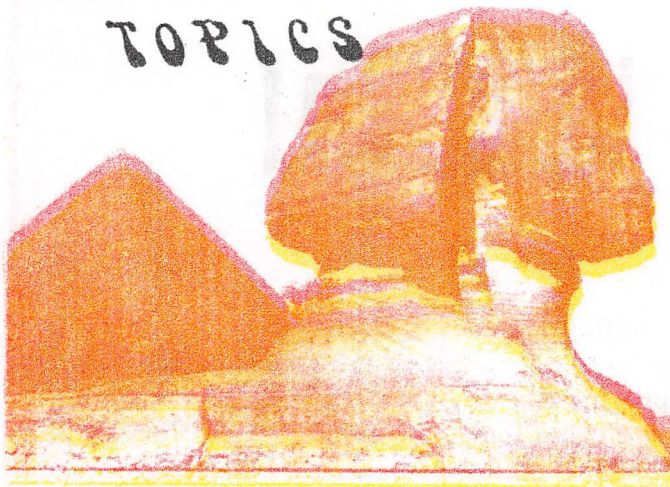


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avoid confusion his address is available by mail
from the editor . . .

OUR COVER . . .

Photographs of the French Warships -
"DUQUESNE and DUGUAY-TROUIN interned at
Alexandria - 1940-43. See Ken Pierce's article
on Page 40 of this issue



with the editor

A little late again, but not by choice. Should be caught up and on time with our next issue. Big news should be the formation of the new Egyptian Society so overwhelmingly approved by the ballots received. Still a lot of spade work to be done before we can submit for final decisions. A lot of pros and cons on the name, which seems to be important — we believe it is important too. A final decision will rest with you and will be included on the final ballot along with the officers. All of our present subscribers will become Charter Members. No need for dues at present. Only cost is the regular subscription to Topics.

We are working hard to obtain some good articles in depth for coming issues and we badly need your help. Meanwhile, suffering along with your editor in his regular presentations of the story behind the story in the history of Egyptian airmail may be a bit boring to some not interested in airmail. We do receive requests for anything and everything in Egyptian and Sudanese philately, especially more information on the De La Rue issues. Apparently they were so well done that few realize the possibilities. Ostensibly, there is little to write but, we don't agree. The watermark varieties, lightly touched on, leave room for a lot of work, as well as color and perforation varieties, printings, control numbers, essays, proofs etc. These have been so common for so long we take them for granted! Have you tried to acquire any large stock lately? Much remains too, in chronicling the Khedivial Mail line, the early forwarders (Waghorn excepted), the chalky papers and, of course, many later issues which we also tend to take for granted. Mr. Chافتar pointed this out in connection with a presentation of the early Fuads in Topics last year. A word to the wise should be sufficient?

Our thanks to Dr. S.A. Goudsmit for his timely notes in our defense — in explanation of the propaganda stamps reported in Topics. Dr. G. is the highly respected Editor in Chief of "The Physical Review" and the "Physical Letters", published by the Brookhaven Labs. We hope this is only the first of a long series of articles and comments by the good Doctor.

Have a nice Spring . . . keep an eye on the new Auctions for the "good stuff".

Ken Pierce

french offices in egypt

MAIL OF FRENCH SHIPS DETAINED

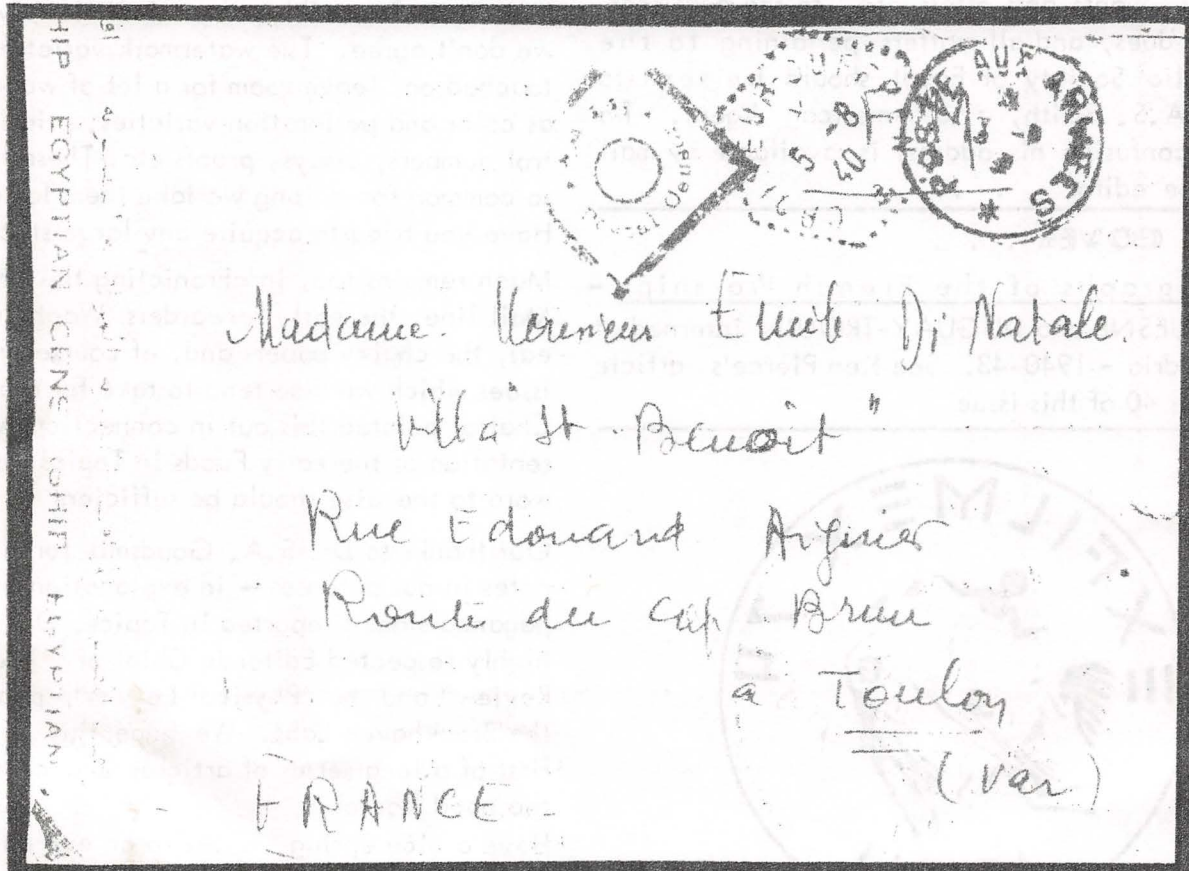
IN ALEXANDRIA, EGYPT, 1940 - 1943

NOTE: A more detailed account of this subject has been submitted for publication to L.O.P. and the Q.C. of the Egypt Study Circle of London by Dr. A. Winter of France.

From the French Armistice with Germany of June 25, 1940 until June of 1943, the French Eastern Mediterranean Fleet, known as "X Force" was detained in the Port of Alexandria by the English. It included the battleship "Lorraine", the cruisers "Duquesne", "Suffren", "Tourville", "Duguay-Trouin"; the destroyers "Basque", "Forbin", and "Fortune" and the submarine "Protee". Of these all but the destroyers and the submarine had nav-

al postal agencies aboard. The date stamps used by these agencies had the name of the ship on the upper part of a hexagonally shaped canceller with the outline formed of dashes. Mail from the ships without a postal agency were cancelled on one of the ships with an agency.

Fig. 1. Cover addressed to Toulon, France with CDS "Poste Aux Armees", the octagonal canceller of the cruiser "Suffren" and the Egyptian censor band and marking. Incidentally the Egyptian Postal Censor mark is in green. Examination of a large collection (over 300) of World War II Egyptian censored letters did not turn up any examples of this mark in green. Can anyone shed some light on this green censor marking?



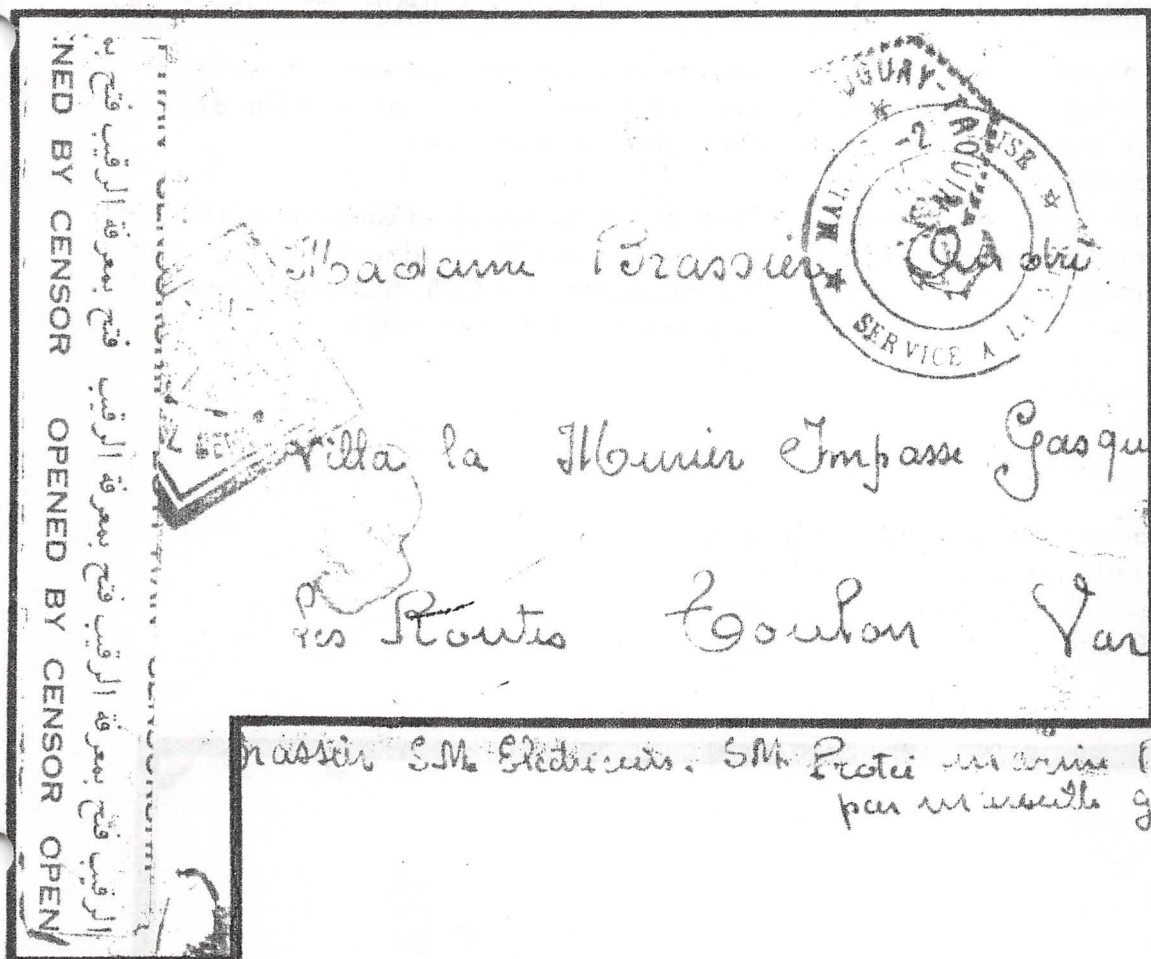
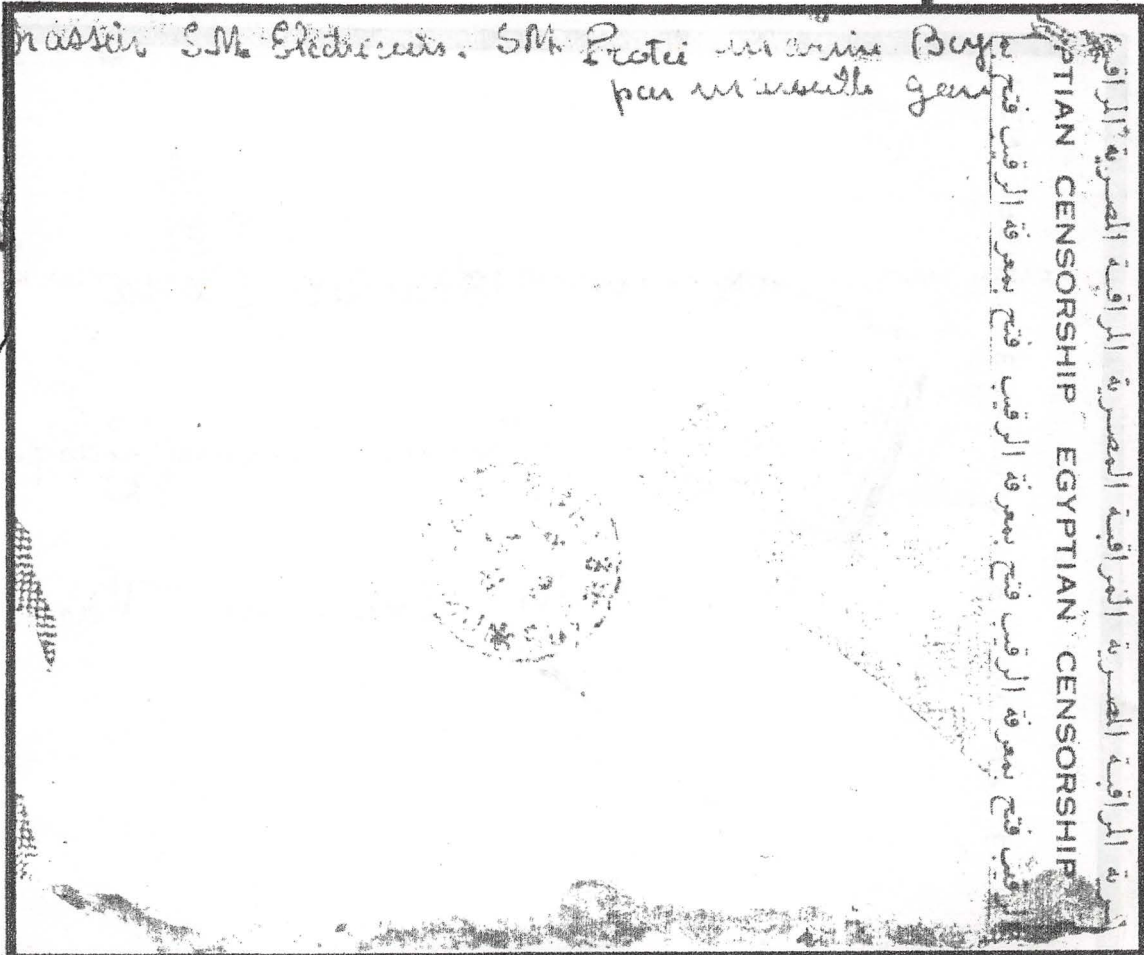


Fig. 2 - Obverse -

Cover from a sailor aboard the submarine "PROTEE" (which did not have a postal agency) with on the obverse the date stamp of the cruiser "Duguay - Trouin", the circular stamp



of "Maritime Francais / Service A La Mer" and Egyptian Censor Mark in Red. The obverse, (Fig. 3) with CDS "Poste Aux Armees" and the return address from the "PROTEE".

Continued on the following page . . .

FRENCH OFFICES — MAIL OF FRENCH SHIPS DETAINED IN ALEXANDRIA — 1940 / 1943.

Mail to France was by varying routes including road or ship between Alexandria and Beirut and thence by railroad through the occupied countries, via South Africa to Great Britain thence through Portugal and Spain and occasionally, directly between Beirut and Marseilles. Obviously, many different censor and route marks appear on these covers.

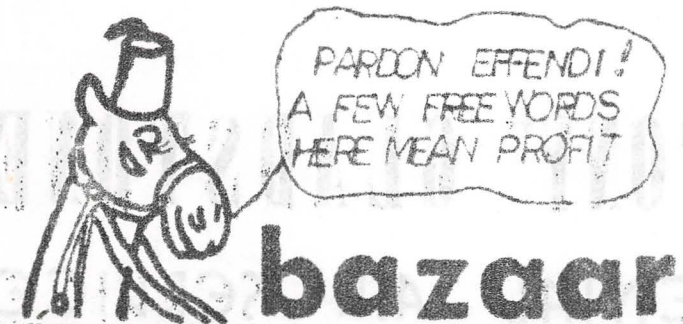
The covers illustrated apparently traveled on the overland route to Beirut and from Beirut to Marseilles by air or sea.

Egyptian censor marks and bands are the only censor marks usually found on the letters traveling this route. The CDS "Poste Aux Armees" is very rare on "X Force" mail.

Fig. 4 -

A cover similar to that depicted in figure 2, from the same sailor aboard the submarine "PROTEE", however, this one bears the date stamp of the Cruiser "Tourville".





There is never a charge for WANTS or OFFERS listed for our readers in EGYPTIAN TOPICS. .

URGENTLY NEEDED — For Egyptian Study Circle monograph. . . Details, including a photocopy of both sides of Napoleonic - Egyptian covers not previously reported to me. Send information now to: JOHN A. FIREBRACE, Little Chart, Walden Road, Chiselhurst, Kent BR7 5DH, England.

OFFER: Over 60 different numbers of L'ORIENT PHILATELIQUE for sale at \$1.00 each. Send me your L'OP want list and I'll tell you which ones I can supply. PETER R. FELTUS, 4970 Desmond Street, Oakland, California, 94618 . . .

OFFER: Registered cover (not First Day) of Anglo Egyptian Treaty franked with 2 5 m. and 2 15 m. stamps. Postmark is Cairo / 12 MR. 37 / R.D.C. Make offer to: HOWARD COURTNEY, 2135 No. Bigelow, Peoria, Illinois., 61601 . . .

WANTED: Editor needs Type II (circular cancel), of the 1919 E.E.F. emergency mail flown by the R.A.F. for airmail display. If you can help write to: GORDON B. GARRETT, P. O. BOX 3875 Torrance, California, 90503 . . .

OFFER: "THE UNIVERSAL POSTAL UNION" — By G. A. Coddling (1964 @ \$6.50) And "Carrying British Mails Overseas" by H. Robinson (Issued in 1964 @ \$7.50). Fresh and new — the pair together for only \$5.00. Both contain many references to Egyptian Postal History. Write PETER R. FELTUS, 4970 Desmond St., Oakland 94618 . . .

WANTED: Your surplus of Egypts' 1867-69 issue and Egyptian Revenues, for my collections. I Will Buy or Swap. PETER R. FELTUS, 4970 Desmond Street, Oakland, California, 94618 . . .

S. A. GOUDSMIT PROPAGANDA ON STAMPS !

I just want to say a few soothing words to those who take offense at propaganda on stamps or at the article about it in the Jan-Feb. 1974 issue of "Egyptian Topics". It is obvious that governments use stamps extensively to spread their own, often extreme points of view, or for advertising their country's attractions. The distinction between these two is not sharp. In the distant past stamps were only used to pay postage and the face value was the most important piece of information they carried. Stamps often showed a portrait of the Chief of State or a landmark characteristic of the country. The country's name was sometimes even omitted. Then came the commemoratives with pictures. Though most of these are purely historical, they could have some propaganda value by reminding us of old wounds. I doubt, however, that any of our independence issues will cause many people to want to fight the British again.

I claim that for advertising or propaganda, stamps are utterly valueless and thus, harmless. The general public used stamps to pay postage; they look only at the face value, not at the pictures and are, in fact, irritated by the variety of frequent changes. Similarly, few people know whose portraits appear on the five, ten and twenty dollar bills. In 1924 Italy issued stamps with paid advertising space for various products. It didn't seem to help sales and was soon discontinued, since advertising experts don't waste money. Some of these stamps are quite rare now. I think that this proves decisively that stamps are not to be taken seriously as a propaganda medium. Collectors are the only ones who notice such details. They may agree or disagree with the propaganda; be amused or irritated by it. Fortunately, our hobby requires a large degree of mutual understanding and tolerance.

Eds. Note. We welcome Dr. Goudsmit's clear-cut analysis of what might have been a sticky situation. He has clarified and simplified the message we attempted to bring you in our last issue.

Gordon B. Gemett

CAPT. T. A. "TONY" GLADSTONE

EXPERIMENTAL AIR SERVICE

EDITOR'S NOTE: We are deeply indebted to Mr. Francis J. Field and Mr. N.C. Baldwin of Sutton Coldfield, England for much of the factual material presented here.

We are also grateful to Mr. Field for much of the material used here for illustration which, over the years, has been supplied from his fine philatelic stock. Mr. Field recently celebrated his 50th Anniversary as an Aero-philatelist, and his help and advice along the way, is appreciated.

CAPTAIN T. A. "TONY" GLADSTONE, related to William E. Gladstone who served as Prime Minister of Britain for 17 years during the reign of Queen Victoria, and as such, will be remembered by historians for his indecision and procrastination in the matter of withholding troops from battle commitment during the siege of Khartoum by the Mahdi, resulting in the death of General Charles Gordon of Sudan fame.

Learning to fly in 1916 and attached to the R.N.A.S. during the Great War, he earned the Air Force Cross for meritorious service. During a 1924 tour of Africa he was most favorably impressed with the possibilities of an air service on the Nile, particularly between Khartoum and Kisumu and approaching the governments concerned, i.e., Sudan, Tanganyika, and Kenya and Uganda, each of which was most encouraging to



The DH 10 or 10B Pelican took part in the first air mail service between Khartoum and Kisumu in 1925. It is seen here at the Museum at Rochester, Middlesex, flying to Khartoum in 1925.

Khartoum

to

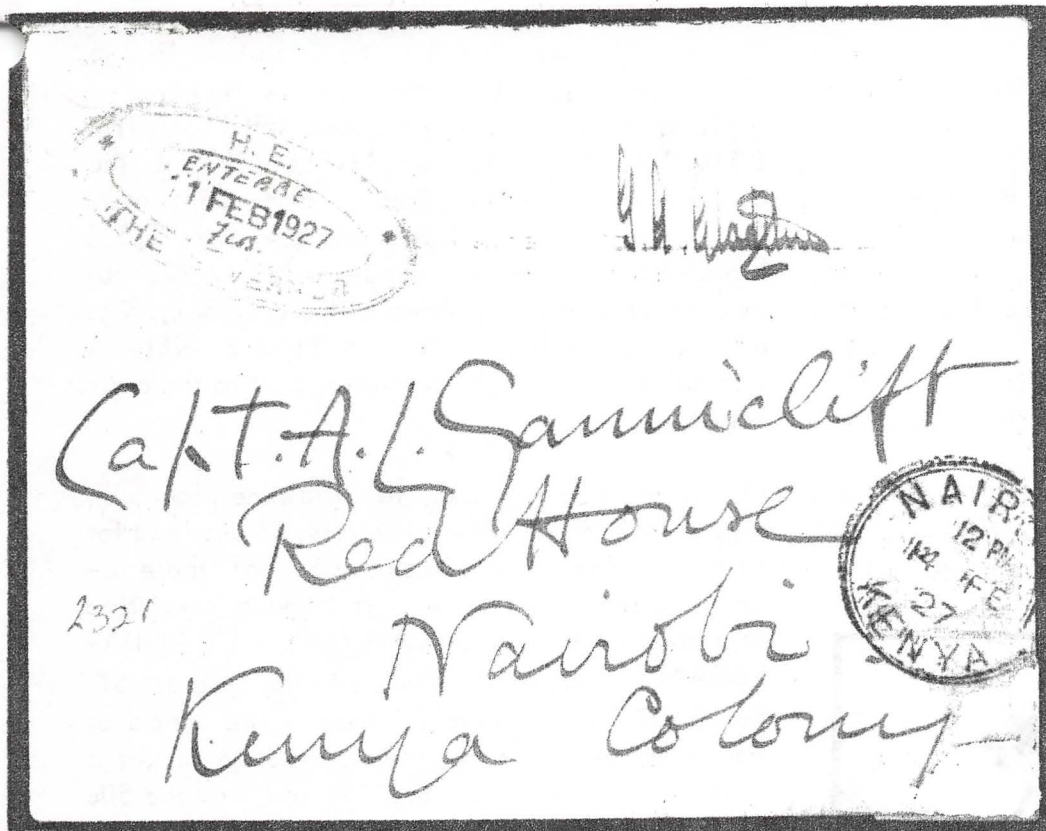
Kisumu

1927

his proposal. Armed with these assurances and their interest, he returned to Britain where he joined the North Sea Aerial and General Transport Co., Ltd., a subsidiary of the Blackburn Aeroplane and Motor Co., Ltd. which had been founded in April 1919 by the Hull Aircraft Company, a forerunner of Blackburn.

By April 1925, Blackburn had completed negotiations with the aforementioned governments, and their proposals accepted. Subsidies from these governments, and from Blackburn launched the program.

(Continued on next page).



One of the eight covers carried from London to Cairo-British Air Commodore Weir travelling as a passenger carrying them in hand.

Transport from London to Cairo was in Imperial's new De Havilland 66 Hercules G-EMBY, (Illustrated below) being ferried to the Middle East for its maiden trip from Egypt to Baghdad via Gaza.

It is not known whether they were transported to Khartoum by R.A.F. machine or taken by normal surface post.

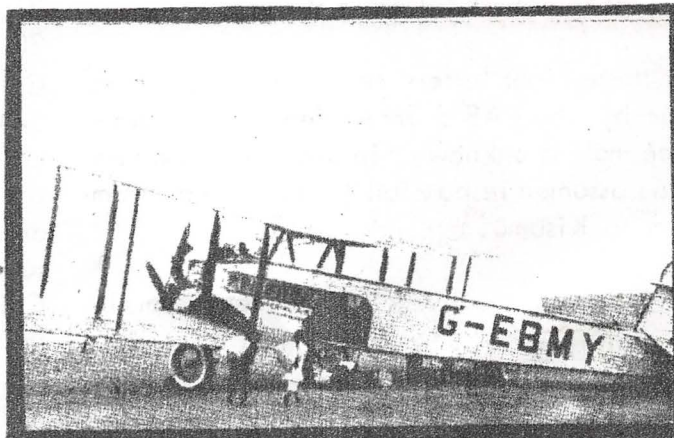
At the time, however, Blackburn did not have a machine suitable for the proposed work and a machine was purchased from the De Havilland Company. This machine, a D.H. 50J, was launched at Rochester, on the Medway, in late 1926 and christened the "PELICAN". Thus, the service scheduled to follow the Nile Valley between Khartoum in the Sudan and Kisumu in Kenya Colony, was actually a forerunner of the route ultimately established by Imperial Airways.

The ultimate plan, established by Gladstone and another co-director of North Sea Aerial & General Transport, Sir Alan Cobham, was an experimental service to be conducted for the governments mentioned, in conjunction with the British Colonial Service in an effort to establish communications for the Empire. planning connections with the R.A.F. at Cairo. Its demise, apart from the initial wrecks involved, resulting in severe delays, was brought about, not through failure to complete the mission, but rather by a government ruling stating that all Empire communications were to become the responsibility of Imperial Airways, the government owned entity formed in 1924 by the union of four smaller British commercial airlines, and which, at the time was doing A

*Carried London-Cairo
on G-EBMY
A.C. Weir*

A.C. Weir's signature on the reverse of the envelope with his notation, "Carried London - Cairo on G - EBM Y."

Below - The "City of Baghdad", flown from London for service in the Middle East beginning 1927.



CAPTAIN T. A. GLADSTONE'S EXPERIMENTAL SERVICE — KHARTOUM TO KISUMU — Cont.

large amount of survey work in Africa in preparation for the line which was ultimately established in February / March 1931.

While the necessary repairs were being made to Pelican, the Royal Air Force loaned another machine to Gladstone, a Fairy IIID, a Floatplane, G-EPBZ. No official mail was carried on this flight but an unofficial mail of only eight letters, (8) from London, addressed to officials and military personnel in Kenya were carried. (Below).

Repairs to the "Pelican" were made necessary due to a crash on the initial take-off 2 January, 1927 when Captain Gladstone as pilot crashed in Lake Victoria. Pelican was assigned letters G-EBOP.



These eight letters were hand-carried on the new Imperial machine, G-EBMY, a De Havilland 66 Hercules biplane being ferried to Cairo for its inaugural Imperial run between Cairo, Gaza, Baghdad and Basra, by Air Commodore J. Weir, a passenger on the ferry ride from London. Each cover was autographed by him on the reverse with the notation "Carried London-Cairo on G-EBMY". Commodore Weir lost his life, along with Sir Sef-ton Brancker, Civil Aviation Director in the tragic crash of the Airship 101 on its first leg of the United Kingdom-Egypt-India flight on October 5, 1930. 48 people were killed in this crash.

Whether these eight letters were carried on to Khartoum by the RAF or forwarded by the normal surface mail is unknown. In any event Captain Gladstone assumed responsibility for them from Khartoum to Kisumu.

Each letter received a three line cachet in purple

"CARRIED BY THE AIRLINE BETWEEN
KHARTOUM AND KISUMU, KENYA COLONY.

Pilot's signature _____

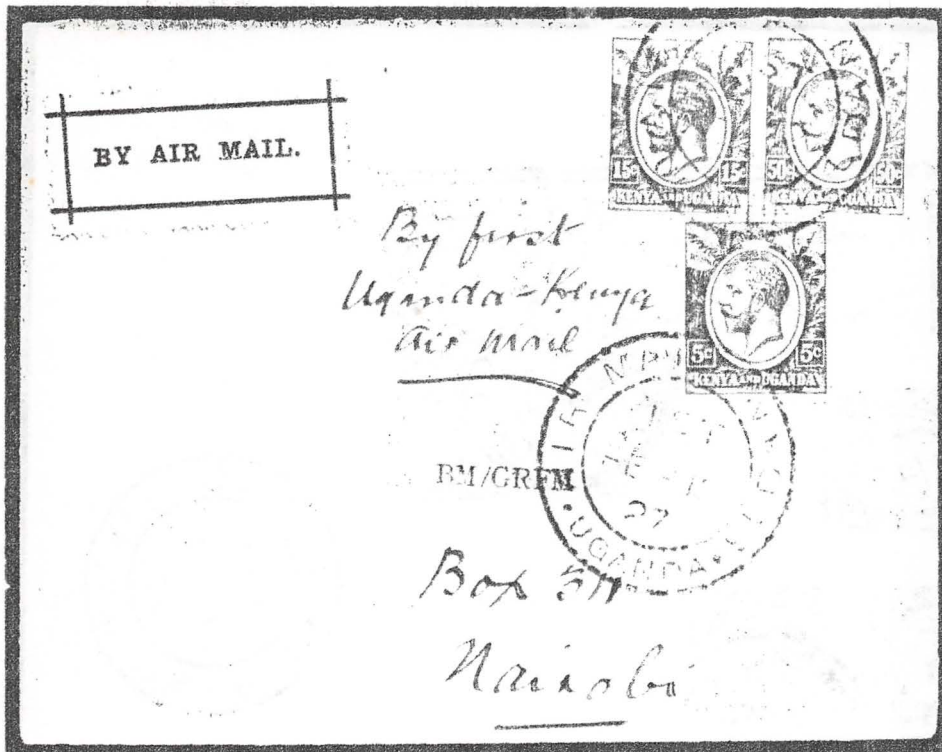
The third line was signed T. A. Gladstone in blue. On arrival at Entebbe the covers received a triple ring oval cachet inscribed "H. E. / THE GOVERNOR" and the date 11 FEB 1927 in the center. Entebbe is inscribed in manuscript in red ink along with the initials of the governor "F.B.". No doubt this letter was hand-carried to Nairobi where an orange 20c stamp of Kenya Colony was affixed, cancelled 12 PM / 14 FE / 27 KENYA and delivered through the normal post to the addressee.

Flying on to Jinja, Captain Gladstone picked up a total mail of 40 official letters, 36 destined for Khartoum and 4 for Kisumu. Each of these received a special red cachet in Uganda consisting of a double ring circle as AIR MAIL * UGANDA-SUDAN * between the rings and the date as 1ST / FE 12 / 27 in the center. These were used as cancellers on the stamps themselves. My cover is franked with the 5c violet, 15c red, and the 50c gray in payment of postage, 70c being the rate per half ounce. These covers also received a red single-ring backstamp as KENYA — SUDAN / 1ST / FE 12 / 27 / AIR MAIL and the normal double ring date stamp of KISUMU 6 PM / 12 FE / 27 & a single-ring NAIROBI / 14 FE / 27 applied on arrival. This red single-circle cachet was used only as a backstamp and is exceedingly rare. (See illustrations on the following page).

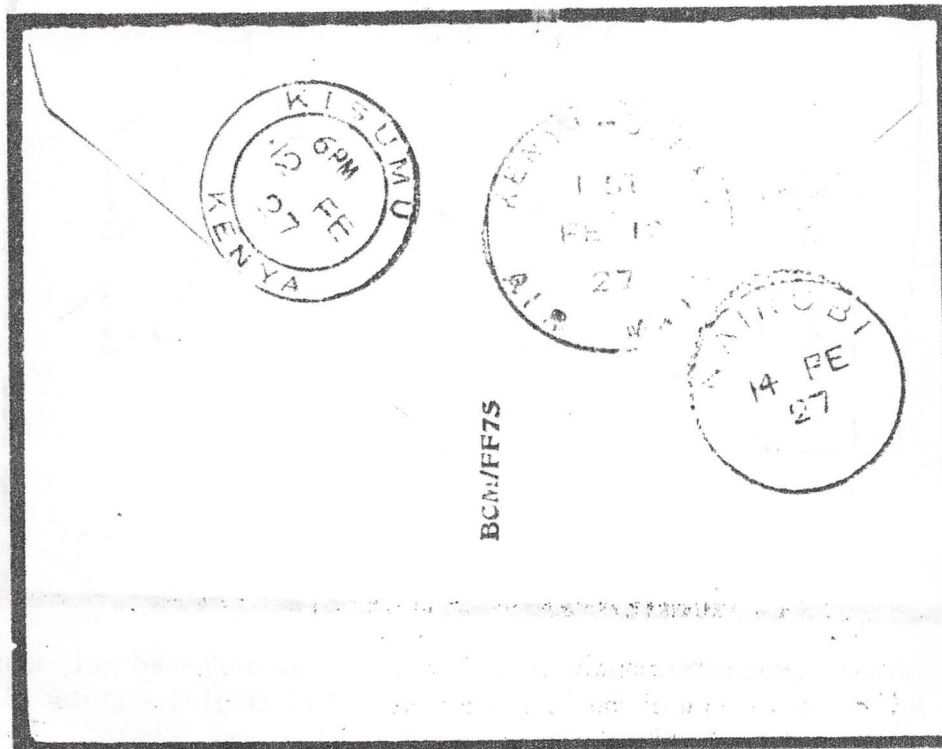
The letters destined for Khartoum were then re-loaded and no further markings were applied. In addition to the above 36 letters for Khartoum, a new mail of some 2000 letters were despatched from Kisumu and each of these received a single-ring cachet in red as illustrated, but, with the date altered to read FE 15 / 27. The two covers illustrated each received Cairo backstamps dated 20 February 1927.

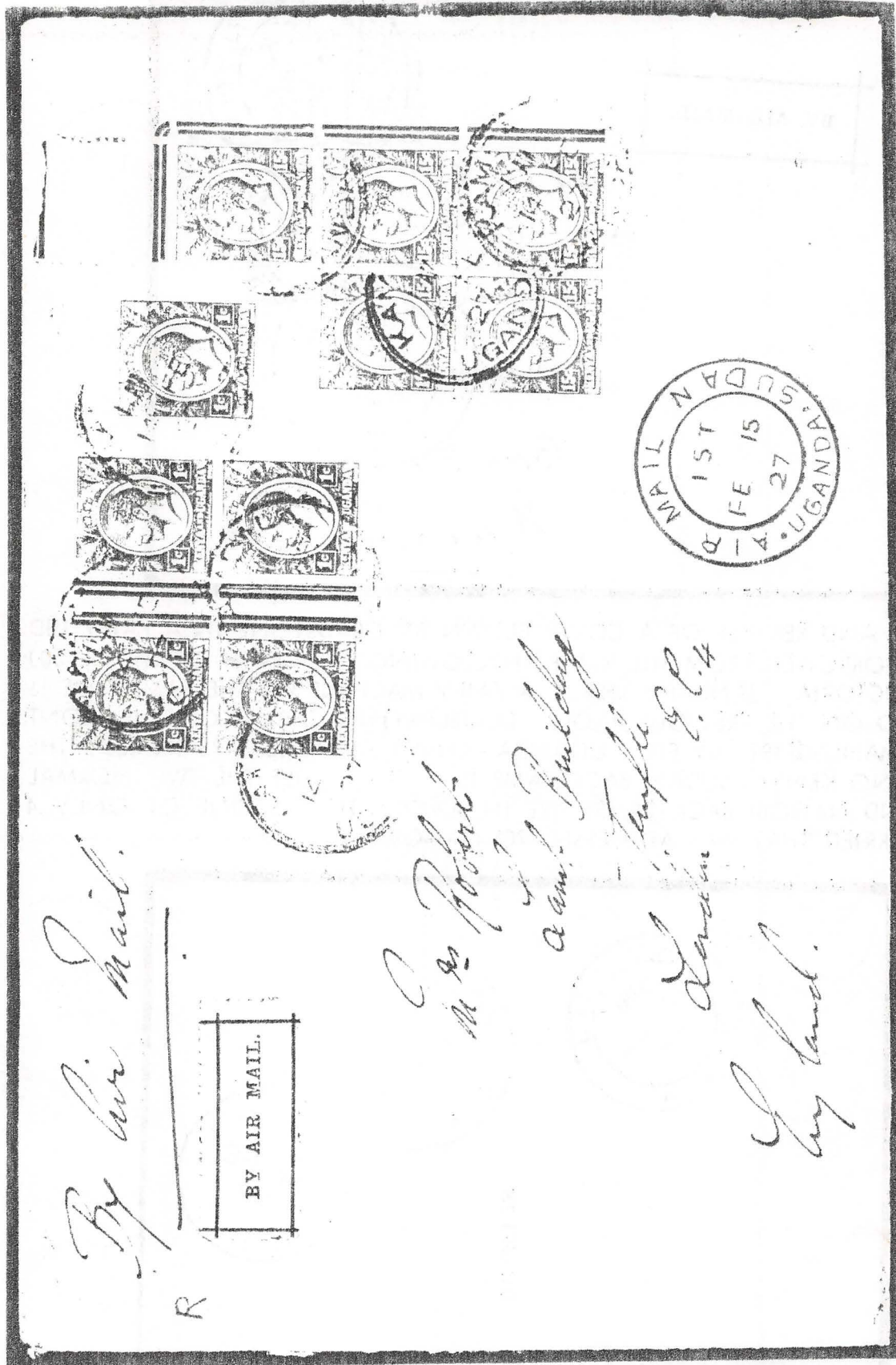
Calling again at Jinja, an additional despatch of 544 letters were collected and each of these received the red Uganda single-circle marking with the date of FE 15. Gladstone reached Khartoum around noon on the 18th and the mail was immediately taken aboard an RAF machine and flown to Cairo where all of this mail was backstamped with the 20 February datestamp.

(Continued on the following page).



THE FRONT AND REVERSE OF A COVER FLOWN BY GLADSTONE IN A FAIRY IIIID MACHINE BORROWED FROM THE R.A.F. FOLLOWING THE CRASH OF THE DH 50J IN LAKE VICTORIA, JANUARY 1927. A FAIRY MACHINE OF THE SAME TYPE IS ILLUSTRATED ON THE PREVIOUS PAGE. DOUBLE-RING CACHET ON THE FRONT AND THE MANUSCRIPT "BY FIRST UGANDA-KENYA AIR MAIL" ARE IN RED. THE SINGLE-RING KENYA-SUDAN BACKSTAMP IS IN RED WHILE THE TWO NORMAL KISUMU AND NAIROBI BACKSTAMPS ARE IN BLACK. THIS IS ONE OF ONLY 4 LETTERS CARRIED THAT WAS ADDRESSED TO NAIROBI.



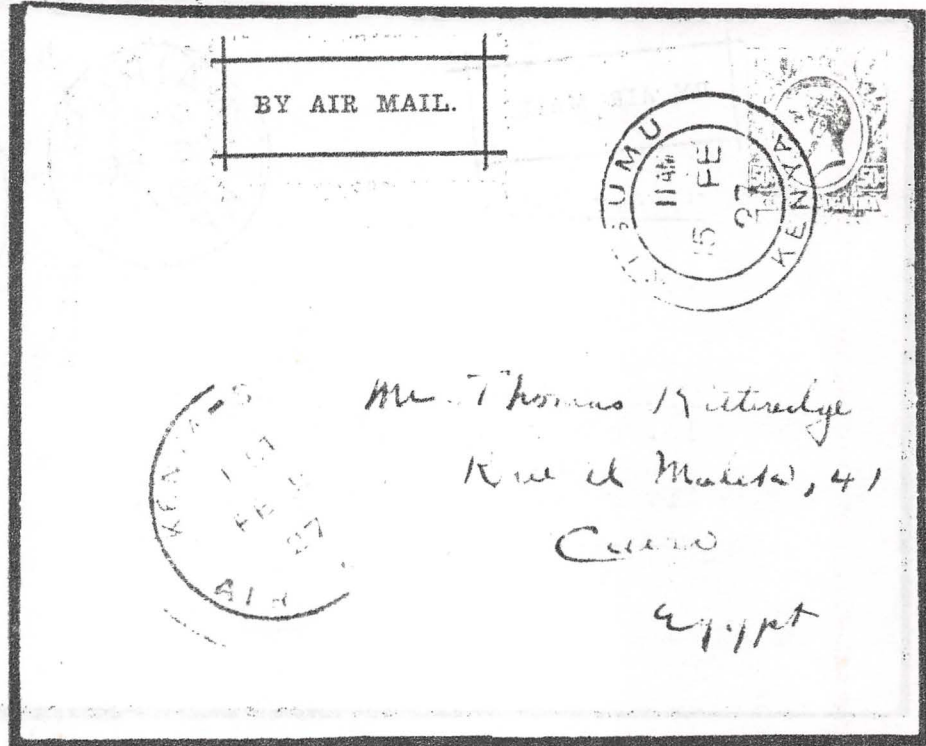


An oversize envelope, posted at Kampala on 14 February 1927 addressed to London franked with a block and a single of the 1c and a marginal block of five of the 15c issue of Kenya and Uganda. Double circle cachet 1ST/FE.15/27 is in red. The backstamp is a blurred, normal, single ring CAIRO / 20 FE.7.50 PM obliteration.

On the two flights remaining to his experimental service no official mail was carried southward. It is possible that a mail might have been picked up in Uganda for Kisumu as on the first trip but this writer has never seen one, nor has it been verified.

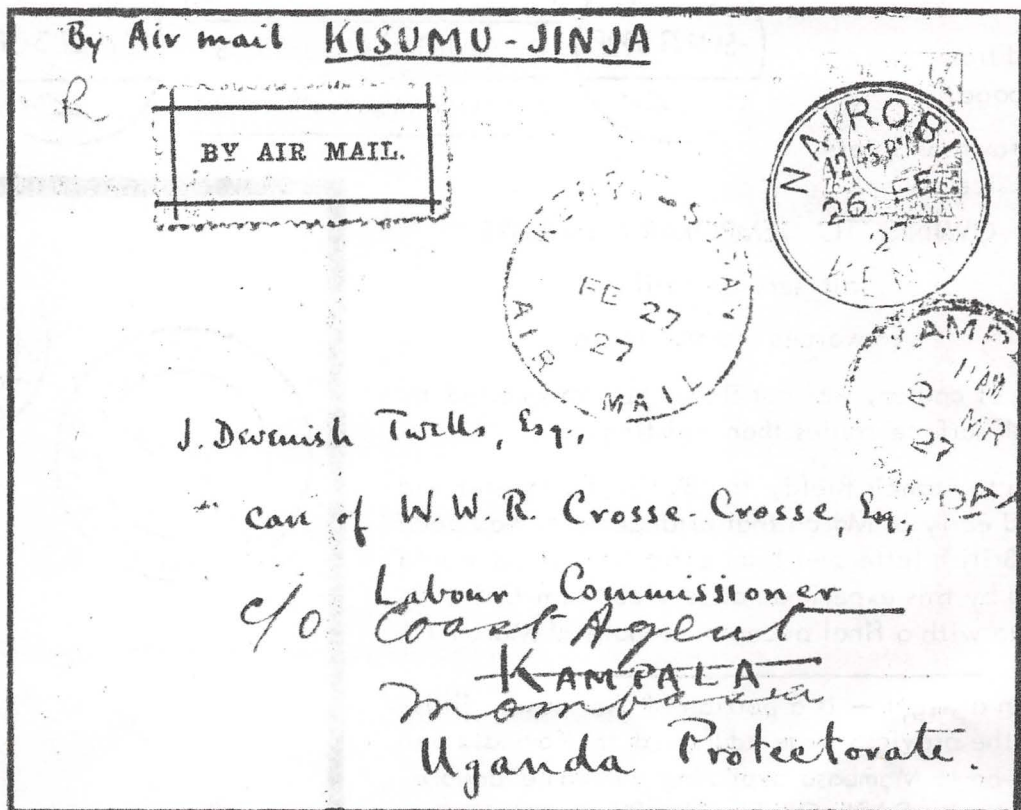
The second north-bound flight departed from Kisumu on February 27th and mail received for this flight received the same single-ring cachet in red as illustrated for the Feb. 12th flight but with the 1st omitted. A very small amount of this mail, backstamped at JINJA, also received the red double-ring cachet as previously shown on the FE 12 cover but, with the date FE 28/27. A total of 2,238 letters were picked up at Jinja but the number loaded at Kenya (according to Francis Field) is not available.

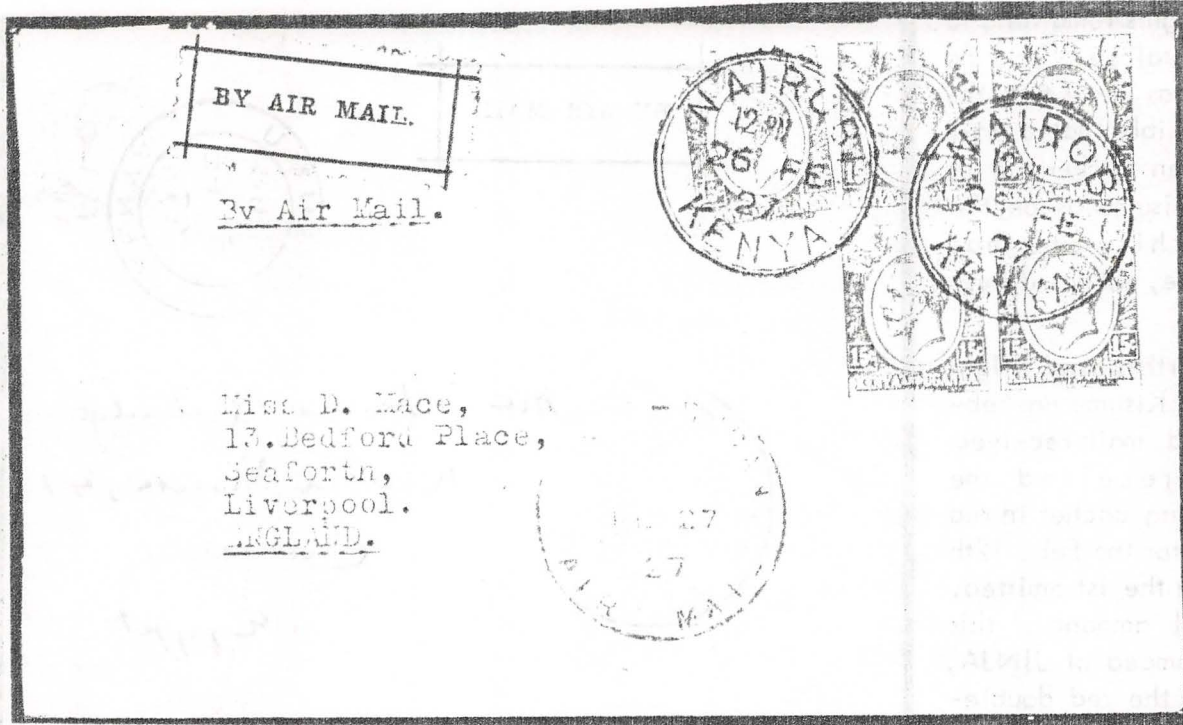
Following his return to Kisumu after this flight Gladstone turned the machine over to another pilot. The Pelican was ferried to Kisumu on March 10th with a trip planned for departure on March 12th. Unfortunately, this unlucky machine again crashed on takeoff on Lake Victoria and had to be returned to the Blackburn Works in Greece once again for repairs. The mail from this ill-fated flight received a special cachet after being salvaged from submersion in the lake, in violet as: -



Cover above - FE 15 / 27, posted on 10 FE at Nairobi is addressed to England with single-ring Kenya Sudan cachet in red. Cairo Machine slogan cancel of 20 FE 27 on the reverse.

Same cachet below with 1st omitted and with the rare FE 28 / 27 double-ring Kenya cachet on the reverse, forwarded to Mombasa.





Another cover from Nairobi, enroute to Liverpool posted on 26 FE. It carries the single-ring cachet of Kenya - Sudan in red. It is one of the small number picked up at Jinja for the flight north. Taken to Cairo by R.A.F. machine, it received the slogan machine cancel illustrated below with date of 5 MAR 27 . 3:30 P.M.

Continued from previous page.

Cachet shown on interrupted service cover.



VISIT GOVERNMENT EXHIBITION
OF EGYPTIAN INDUSTRIES
43 SHARIA KASR EL NIL, CAIRO



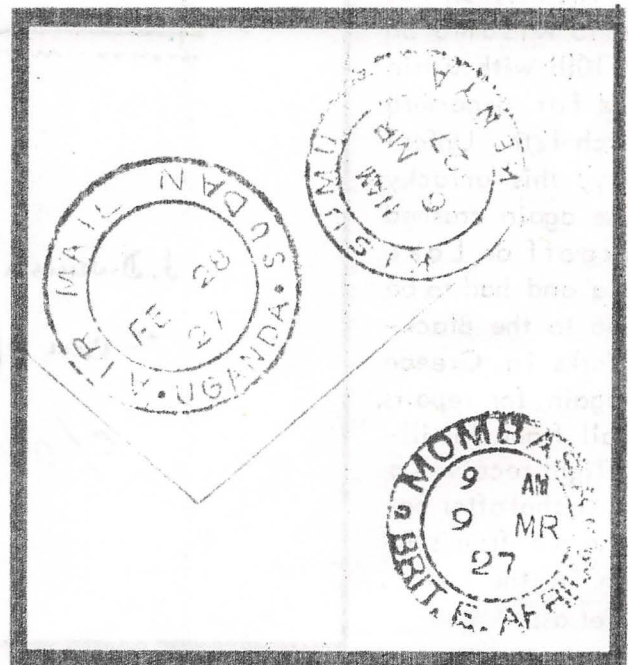
VISIT GOVE
OF ECYP
12 SVR

OWING TO TEMPORARY FAILURE
air service mail
forwarded normal route

This mail, of course, was not flown but transported by the normal surface routes then existing.

According to Francis Field, the British Postmaster had announced early in March that arrangements had been made for British letters with an extra fee of 6d would be carried by this experimental service from Cairo to East Africa with a final acceptance date of March 10.

Illustration at right — is a portion of the cover illustrated on the previous page addressed to Kampala and forwarded on to Mombasa depicting the rare double-ring cachet with DATE OF FE 28 / 27.



However, news of the accident reached London and all mail was forwarded by the ordinary route. Covers addressed from England to Kisumu are known bearing a red cachet "Service Officially arranged to operate from London March 10th 1927 but abandoned owing to breakdown of Hydroplane on Lake Victoria." They were backstamped at Kisumu on March 1st. (We illustrated a cover on page 100 of our July/August issue with a London departure stamp (cancel) of March 7th/London, which we believed was destined for this flight. It was addressed to the Sudan but did not receive the special cachet noted above, or any other delay markings. Mr. Field on personal examination gave the opinion that it was a forgery). In any event it is an interesting showpiece of the era.

This service, abandoned from March 1927 until new plans for its renewal were made in September when the PELICAN, repaired once again, arrived for the resumed flights. Again the British Postmaster arranged for special letters to be carried, as previously, with the final posting date as September 29th. Approximately 250 letters were despatched from London, and only 20 from Uganda.

British letters to Uganda received the double-ring cachet in red dated October 17th with the normal Jinja back stamp, same date. Those to Kenya received the red Kenya single ring cachet in red on the front, also with date of October 17th and the regular Kisumu backstamp, same date.

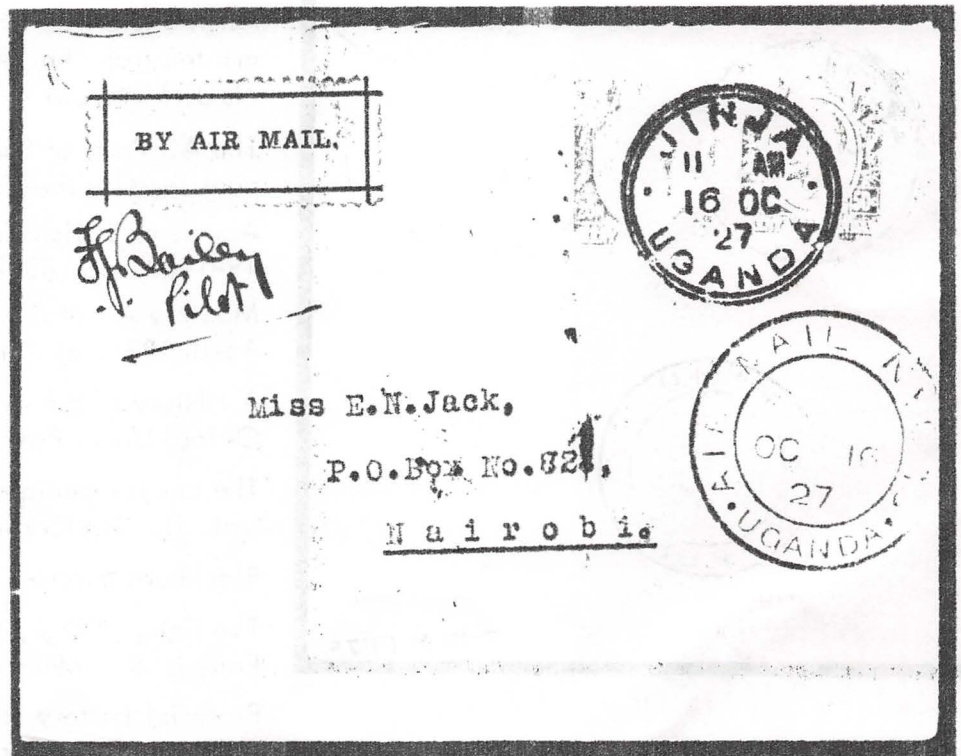
Uganda letters to Kenya bear the red double-ring Uganda cachet on the front with date of October 16/27 and the red Kenya single-ring backstamp with date OC 17/27 on the reverse in addition to the ordinary Kisumu and Nairobi backstamps dated the 17th and 18th respectively.

ONLY THE LETTERS FROM UGANDA TO KENYA RECEIVED THE CACHET WITH THE DATE OF OCTOBER 16 AND THE KENYA BACKSTAMP — A TOTAL MAIL OF LESS THAN 20 PIECES (Note Illustration at right).

This flight was flown by Pilot F.J. Bailey later a regular Imperial Captain flying legs of the scheduled Imperial runs to the Cape. The cover illustrated bears his signature.

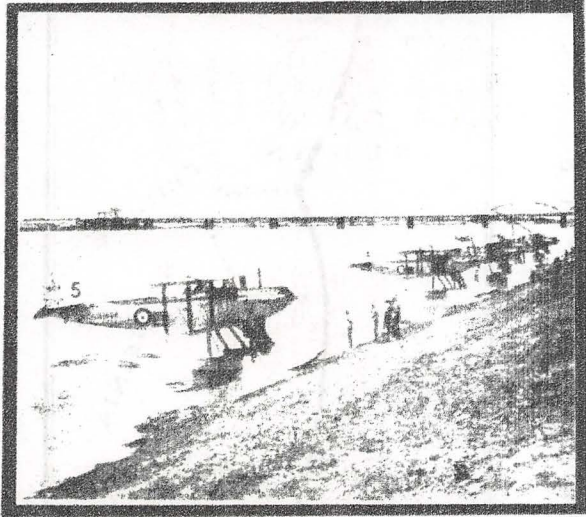


Map of the experimental route from Cairo to Lake Victoria. Leg from Cairo was flown by the RAF, from Khartoum South by Gladstone's experimental service in March and September 1927.



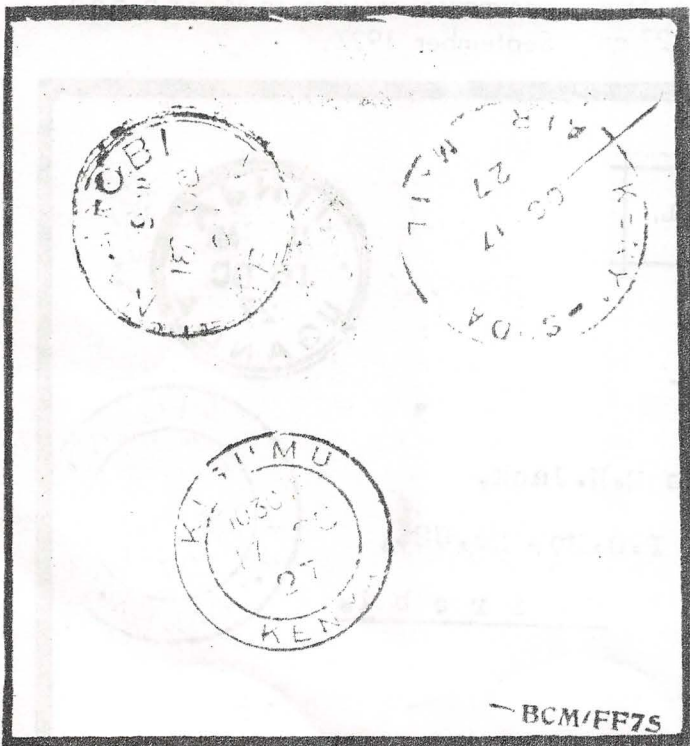
CAPTAIN T. A. GLADSTONE (Continued)

Following Captain Bailey's return to Kisumu the machine was taken for a trial flight by another pilot and poor old Pelican crashed once again, writing "finis" to a noble experiment.



Planes of No. 47 Squadron stationed at Khartoum in 1927, under the command of Air Commodore C. R. Samson, lined up along the Nile. Earlier they had been stationed at Helwan (Dec. 1926).

Flying Fairy IIID and IIIF machines, they carried the mail on the Khartoum-Cairo-Khartoum sector of this experimental service.



Later this same route was surveyed, with the formation of a new company in mind, by Capt. Gladstone and Sir Alan Cobham. The company became a reality bearing the name of Cobham Blackburn Airlines, later incorporating into Imperial Airways.

Sadly, this tale ends with the premature death of this gallant trail blazer. On the 5th of May 1931 in company with another aviation pioneer, Commander Glen Kidston, famous in his own right for his record run "to the Cape", Kidston, interested in the commercial possibilities and their extension into South Africa, were making a routine survey flight in a Puss Moth machine travelling from Johannesburg to Pietermaritzburg, crashed in the rugged Tondjiesberg mountains (The Mountain of Little Teeth) and both were killed.

The death of these two pioneer greats left a large void in the future of South African aviation. Later friends erected a large dome-shaped memorial or monument to their memory on the spot where they crashed. This monument contains reflectors acting as a beacon that can be seen by any pilot flying in the area.

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Kenneth D. KnightA CATALOGUE REVIEW

THE 1974 "OVERSEAS 2" catalogue published by Stanley Gibbons, is the first listing of Egypt by this firm for some years, and contains several changes and additions, the majority of which are among the earlier issues.

The First Issue (1866) has been completely rewritten. The 12-1/2 X 13 compound perforation varieties (previously Nos. 9c to 9j) appended to the listing of this issue are now incorporated into the standard listing. The perforation 13 varieties of this issue have been extended now to agree with Zeheri; previously, only the ten para value was credited as existing with this perforation. Also added to the listing is an additional shade of the five para, and the July 1867 bisect of the two piastre value. However, Gibbons does not state which offices were authorized to use the bisect.

A note relating to the existence of two types for all values has been incorporated into the text accompanying the listing of the First Issue, but no attempt to describe how the types may be distinguished has been made.

The 1867 Issue, has had several of the previously listed shades omitted, and the perforation varieties, Zeheri Nos. 8B, 11c, 12a and 12, have been added. The two piastre bisect (Zeheri 12h) has also been added to the list.

The only addition to the Third Issue is the incorporation of the 1872 bisect (Zeheri 18b), and whilst it is mentioned as having been authorised for use at Gallipoli, there is nothing to indicate to the non-discerning reader that Gallipoli is not in Egypt, or for that matter that Egypt had overseas post offices in the Ottoman Empire or Sudan.

Regarding the Third Issue, the notes relating to distinguishing between the 1872 and 1874 perf. 12-1/2 X 12-1/2 issues are, as in previous catalogues, totally inadequate.

The first three postage due issues have been added to by the incorporation of various imperforate, and imperforate between pairs.

No longer listed under the heading of Egypt are the seals and stamps issued for the use of the British army in Egypt, and the special issue for Pal-

Stanley**Gibbons****OVERSEAS****" 2 "**

estine. The Palestine stamps may be found in the same catalogue under the heading of Gaza, however, to obtain a listing of the army stamps it is necessary to purchase Gibbons British Commonwealth catalogue.

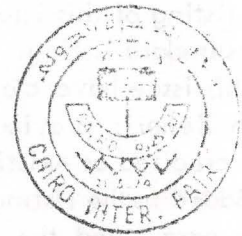
In summation, whilst the listing may be adequate for the general collector, the many omissions of relevant data (e.g., distinguishing the types of the 1866, 1867 and postage due issues, distinguishing the 1922 overprints, distinguishing the 1872 and 1874 perf. 12-1/2 X 12-1/2 issues etc) make it of minimal value to the specialist. At this point it may be interesting to note that the listing of Japan, which is contained in the same volume does go into far greater detail on similar matters.

Under the heading of Egypt for the first time, are the stamps of the French post offices in Egypt. Although mention is made of the numeral cancellations on French stamps of Alexandria and Port Said such stamps are not included in the listing. Mention of other foreign P.O.'s in Egypt is not made except the British BO1 & BO2 cancels. They are in Gibbons British Commonwealth Catalogue.

ARAB REPUBLIC OF EGYPT

THE CAIRO INTERNATIONAL TRADE FAIR

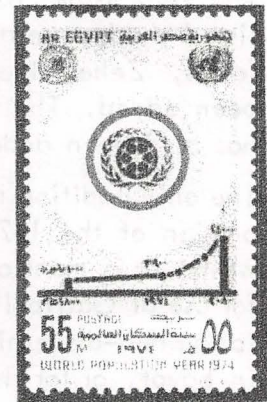
Date of Issue: 21 March 1974
 Designer: HALIM YACOUB MICKHAIL
 Design: An ear of corn, a cog, and the Fair's Motto.
 Dimensions: 25 x 42 mm.
 Sheet: 50 Stamps (10 x 5)
 Perforation: 11-1/2
 Colors: Pale blue, deep blue, blue, black, gray, turquoise, beige orange, pale orange and gray brown with pale salmon.
 Watermark: Multiple Eagle
 Printing: Rotogravure - Postal Printing House - A. R. of Egypt.
 Quantity: 1,000,000 Stamps



The Trade Fair, held each year, is considered an important trade center where men from business, industry and government meet, from both East and West to conclude transactions necessary to the economy. Both the established countries and the emerging nations display their best in industry and technology.

SOCIETY OF FAITHFULNESS AND HOPE

Date of Issue: 21 March 1974
 Denomination: (Semi-postal) — 20 + 10 Mills
 Designer: LOTFY EL SAWAF
 Design: Egypt's First Lady at the hospital (Jehane El Sadat consoling one of the wounded and the Society Motto in a circle of white.
 Dimensions: 60 x 48 mm.
 Sheet: 25 Stamps (5 x 5)
 Perforation: 11-1/2
 Colors: Emerald green, mauve, deep black, gold and white.
 Watermark: Multiple Eagle
 Printing: Rotogravure as above
 Quantity: 250,000 Stamps



A Society organized specifically for the care and rehabilitation of all citizens of the Arab and African nations injured in civil accidents, disasters, or during military operations, with the proper help to return them to their normal lives with training and professional assistance.

WORLD POPULATION YEAR

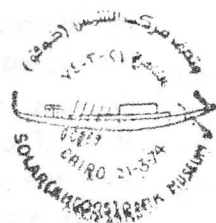
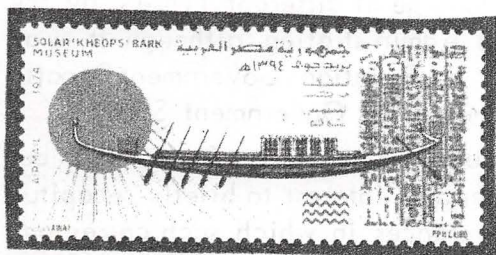
Date of Issue: 21 March 1974
 Denomination: 55 Mills
 Designer: LYDIA FARID
 Design: Mottos of the Organization, the UN, target and diagram.
 Dimensions: 60 x 48 mm.
 Sheet: 50 Stamps (10 x 5)
 Perforation: 11-1/2
 Colors: Emerald green, two shades of pale green, black, orange, royal blue & white.

The 5 goals of the Organization are: 1) to improve knowledge on populations trends and relevant factors. 2) To sharpen awareness of population problems. 3) Provide effective education on population, family life & reproductive problems. 4) To stimulate progressive thinking on alternative policies and development planning, and 5) Expand International cooperation in population fields and to supply technical assistance where required.

Watermark: Multiple Eagle
 Printing: As above
 Quantity: 400,000 Stamps

SOLAR BARK MUSEUM — BOAT OF CHEOPS

Date of Issue: 21 March 1974
 Denomination: 110 Mills
 Designer: LOTFY EL SAWAF
 Design: The Sun extending rays;
 The Sun Boat, a tablet of
 Egyptian characters.
 Dimensions: 28 x 61 mm.
 Sheet: 50 Stamps (10 x 5)
 Perforation: 11-1/2
 Colors: Turquoise blue, Gold, deep
 brown and white.
 Watermark: Multiple Eagle
 Printing: As before
 Quantity: 250,000 Stamps.

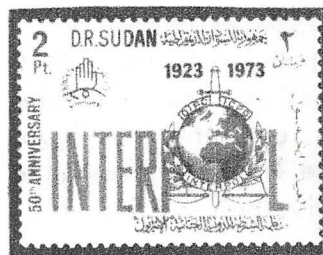


Found in May, 1954, in a pit to the south of the Great Pyramid of Cheops at Giza, it is approximately 42-1/2 meters long and made of cedar wood imported from Lebanon. It was dismantled but 1224 pieces of wood were found, the largest being 22-1/2 meters in length and the smallest 10 cms. Its prow and stern were made in the form of a lotus flower. Six pairs of oars were found near the boat approximately seven meters long. A wide deckhouse adorns the superstructure.

Such boats were used by the Egyptians in ancient times in their daily life. The purpose of putting a boat close to the Royal Burial place may have been for the King's use in visiting the sacred places in the second life, or in transporting the corpse of the dead King from the Capitol Memphis to the burial site at Giza.

REPUBLIC OF SUDAN

Date of Issue: 16 February 1974
 Denominations: 2 PT, 4 PT and 10-1/2 PT
 Designs: The Emblem of Interpol, a
 world globe, the dates and
 INTERPOL in large letters.
 Dimensions: (Perf to perf) 40 x 30 mm.
 Sheet: 50 Stamps (5 x 10)
 Perforation: 11-1/2
 Colors: 2 PT Gold, red, salmon, black
 white and gray.
 4 PT Gold, red, black, white
 pearl gray and gray.
 10-1/2 PT Gold, red, black, white
 robin's egg blue and gray
 Watermark: Unwatermarked
 Printing: Rotogravure - Postal Printing
 House in the A.R. of Egypt.
 Quantity: Unlisted.



J. Boulad d'Humieres, FRPSL

AN ANSWER

TO OUR

LAST QUERY

ON PAGE 27 of our last issue we presented an interesting question by Kenneth Pierce pertaining to a "Free Frank" on a French Consular envelope which passed through the Egyptian Post.

As is so often the case, our expert correspondent in Switzerland, J. B. d'Humieres, answers a difficult question with ease and references supporting his explanation. ed.

With the probability that it endured until 1940 or 1945, mail of the legations and Consulates of the foreign governments represented in Egypt were carried free of charge if they carried the official seal showing clearly their origin.

I recall discussing this with Douglas Mc Neille in Cairo when he was writing his article which appears in L'Orient Philatelique, No. 42, July 1939 on page 520. The section specifically in support of this query is contained in Chapter # 12 of a major article dealing with Officials. That part which is pertinent is reproduced hereon.

On the cover reproduced on page 27, the stamp of the "CONSULAT DE FRANCE — ALEXANDRIE" being a frank. The dated postmark of Alexandria is the departure date stamp. No arrival backstamp was struck on letters addressed in the town (En Ville). JBH/Lausanne 4/74.

THE FOLLOWING EXCERPT IS CHAPTER 12 OF AN INTERIM STUDY (#5) OF THE E.S.C. OF LONDON, ENTRUSTED TO MR. DOUGLAS Mc NEILLE, ENTITLED:

THE HISTORY OF THE CARRIAGE OF EGYPTIAN OFFICIAL POSTAL MATTER AND THE USE OF INTERPOSTAL LABELS.

XII, CORRESPONDENCE ON OTHER THAN EGYPTIAN GOVERNMENT SERVICE CARRIED FREE.

A considerable amount of correspondence has been carried free of charge at different times by the Egyptian Postal Administration although it was not despatched by Egyptian Government Departments, nor was it on the Government Service.

Perhaps it is outside the scope of this study but it is of considerable interest to briefly recapitulate the circumstances in which such correspondence was carried.

Correspondence, etc. carried free. . .

(The figures in brackets after each item represent the month and year of the relative order).

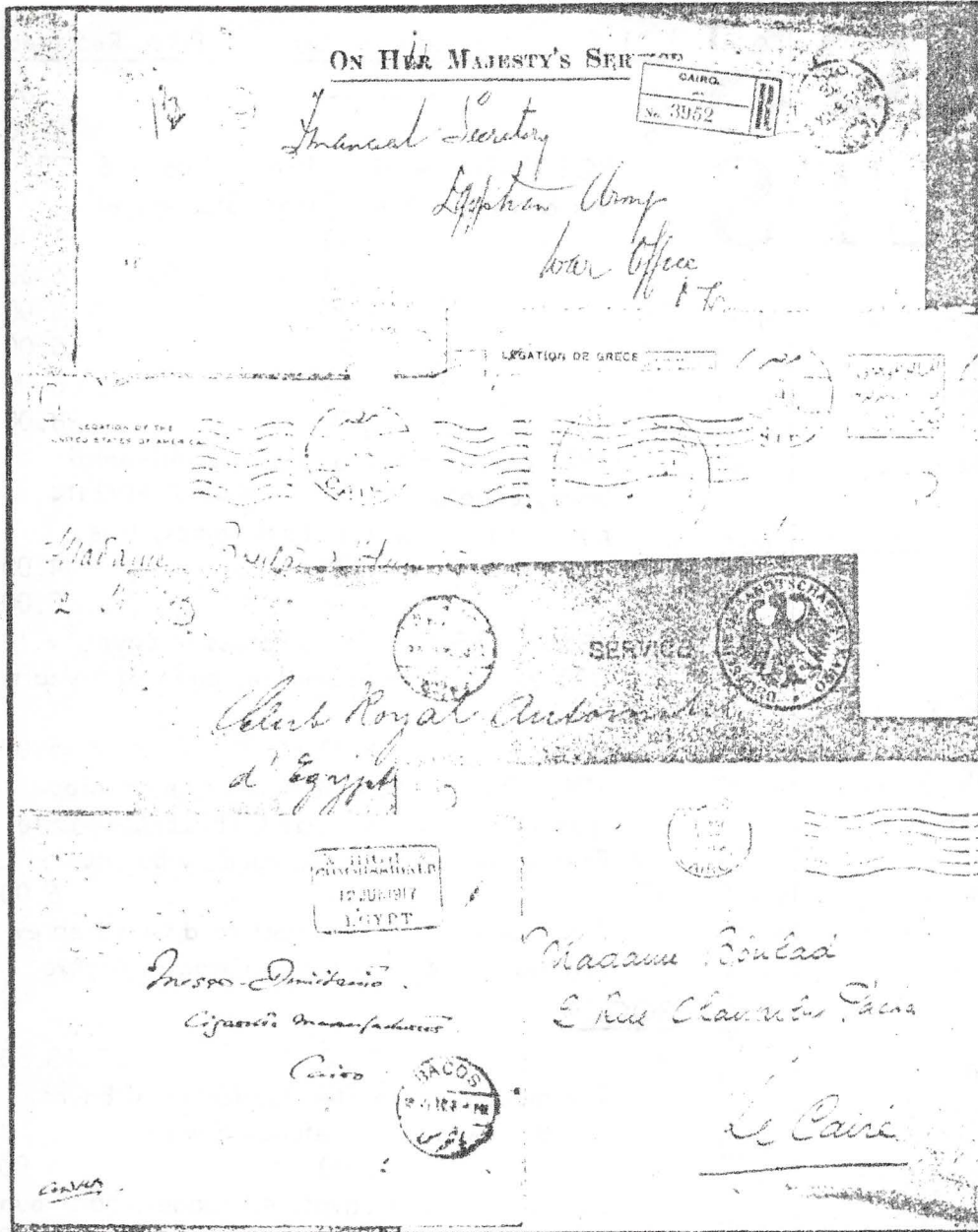
Specie forwarded by contractors for the use of the British Army (2-85) and the Royal Navy (6-85).

Note: Banking facilities in 1885 were not as now. The conveyance of specie was a State monopoly. Travellers were limited to a total of 100 Egyptian pounds at this date and in 1887 the limit was reduced to £50. In December, 1894, the monopoly was abolished.

British Army Official Correspondence on O.H.M. S. envelopes — from or to the United Kingdom or possessions. If registered the fee only, was payable. In other cases the charges were payable as for the public.

British Army, official parcels, inland (7-90).

British Troops, all ordinary correspondence sent by British, Colonial and Indian Troops to addresses to their homes, and if registered, the fee only, was payable.



9 to 15, Periods as stated in Chap. XII. Various covers, containing other than Egyptian Official matter, sent by the British Army. Legations, etc. of United States, Gt. Britain, Greece, Germany and France. (Unfortunately some of these markings do not reproduce well).

(Nos., 1 to 9 and 14 from Mr. McNeill's collection, the remainder from the collection of Mr. Jean Boulad).

Note: The concession was withdrawn 1-9-20. Field Service Post Cards addressed to the United Kingdom, Australia, New Zealand or Ceylon (2-15).

Note: The card was of the familiar "I am quite well." "I have been admitted, etc. type.

Parcels of books for transmission to the British Troops on active service for Egypt (12-16).



Correspondence from Prisoners of War at Malta (9-14). The order was amplified (9-14) to include prisoners of War irrespective of place of internment or destination of the letter. It was further ruled (12-16) that letters, etc., addressed to prisoners of war were to be accepted free.

Lady Allenby's appeal for comforts for the soldiers of the Egyptian Expeditionary Force. Some 3000 letters were involved — (1-18).

Correspondence of His Britannic Majesty's Commercial Agent addressed to the Sudan, Palestine or Egypt (8-19).

Note: The correspondence bore an oval stamp with the words "H.B.M. Commercial Agent for Egypt" round the margin and the date of posting in the center.

BIBLIOGRAPHY:

L'OP, No. 42, of July 1939, pages 520-21.

Les Obliterations Des Bureau Francais a l' Et-ranger. Y&T, 1924 p115

200 Years of Postal Progress will be the Theme Of the 7th U.S. International Philatelic Exhibit scheduled for May 29 — June 6, 1976 in Philadelphia Pa.

AUCTION RESULTS

Yes, at long last Peter Feltus has returned from his trek to the East Coast and, true to his word he has immediately forwarded the results of our last Egyptian Auction. We will list all of the lots that sold with highlights of the better items.

LOT #	MB Cat. or Est.	Price Realized
1	\$ 7.50	\$ 7.00
2	15.00	15.00
4	15.00	28.00
	1929 - 15 + 5m. Sinking Fund semi-postals of French Offices in Alexandria & Port Said, imperf. proofs of the 2 on a special Atelier Souvenir sheet, v.f.	
5	5.00	7.50
	5m. Fuad booklet pane with 3 controls, v.f. (Yes, booklets are good items - over est.).	
6	-----	6.00
7	-----	5.00
8	-----	11.00
	A full sheet 55m. on 100m., the Nefertiti with the Palestine overprint	
10	5.00	6.00
	For airmail buffs. A FULL SHEET of the M.E.A.N.S. Conference (50). this can be plated. A real buy for the specialist.	
11	20.00	19.00
	5m. & 15m. DC-3's, each with DOUBLE Palestine overprint, fine.	
12	40.00	40.00
	1884 Postage Dues 20 para block of six.	
18	7.50	8.00
21	-----	5.00
22	3.00	3.50
	Nos. 21 & 22 are Posta Europea covers - Cairo Type II and Samanud type III	
23	25.00	25.00
	1878 cover, 20 pa 1872 & 1 PT 1875, Cairo to Constantinople, arrival pmk.	
24	-----	3.00

LOT #	MB Cat. or Est.	Price Realized
25	\$ -----	\$ 7.00
26		6.00
	POSTCARDS - circa 1900. 7 color & 23 blk & white: Suez Canal, Statues, etc.,	
27	10.00	11.00
28	8.00	6.50
29	5.00	5.00
30	5.00	5.00
31	----	8.00
35	20.00	28.00
	1931 Zeppelin airs on flown Continental Savoy envelope, CAIRE/GRAF ZEPPELIN pmk., to France with backstamps, fine.	
36	4.00	4.00
38	----	5.00
	1961 UNEF Yugoslavia Forces in Egypt, with CDS 27 XI 61 and commem. pmk. of 5 years stay in Egypt, v.f.	
39	4.00	5.00
	1967 30m. & 1964 50m. Airs on envelope from NIL HILTON POST OFFICE/CAIRO to France (NIL type unrecorded by Boulad)	
40	4.00	6.00
	1967 special P.O.W. post card with Hebrew printed text & prisoner's writing in Arabic.	
<u>BOOKS:</u>		
41	7 50	13.50
	The much sought-after Baedeker of Egypt, (1908). Avaluable reference work.	
42	3.00	5.00
	J. C. McCoan's Egypt, 431 pages, hardbound	
43	3.00	2.50
	Ernie Kehr's works - The Interpostals of Egypt (1962) and the 20th Century Stamps of Egypt. (1942) Fine	
44	2.00	2.00
	1960 paperbound edition of Zeheri catalog.	
<p>A total of 17 bidders, 12 of which were successful PETER IS PREPARING ANOTHER AUCTION NOW AND, AS YOU CAN SEE, QUALITY MATERIAL, PRICED RIGHT SELLS. Much of this went for over the estimate because it was useful. SEND YOURS NOW, DIRECTLY TO PETER AT: <u>4970 Desmond St., Oakland, California, 94618</u></p>		