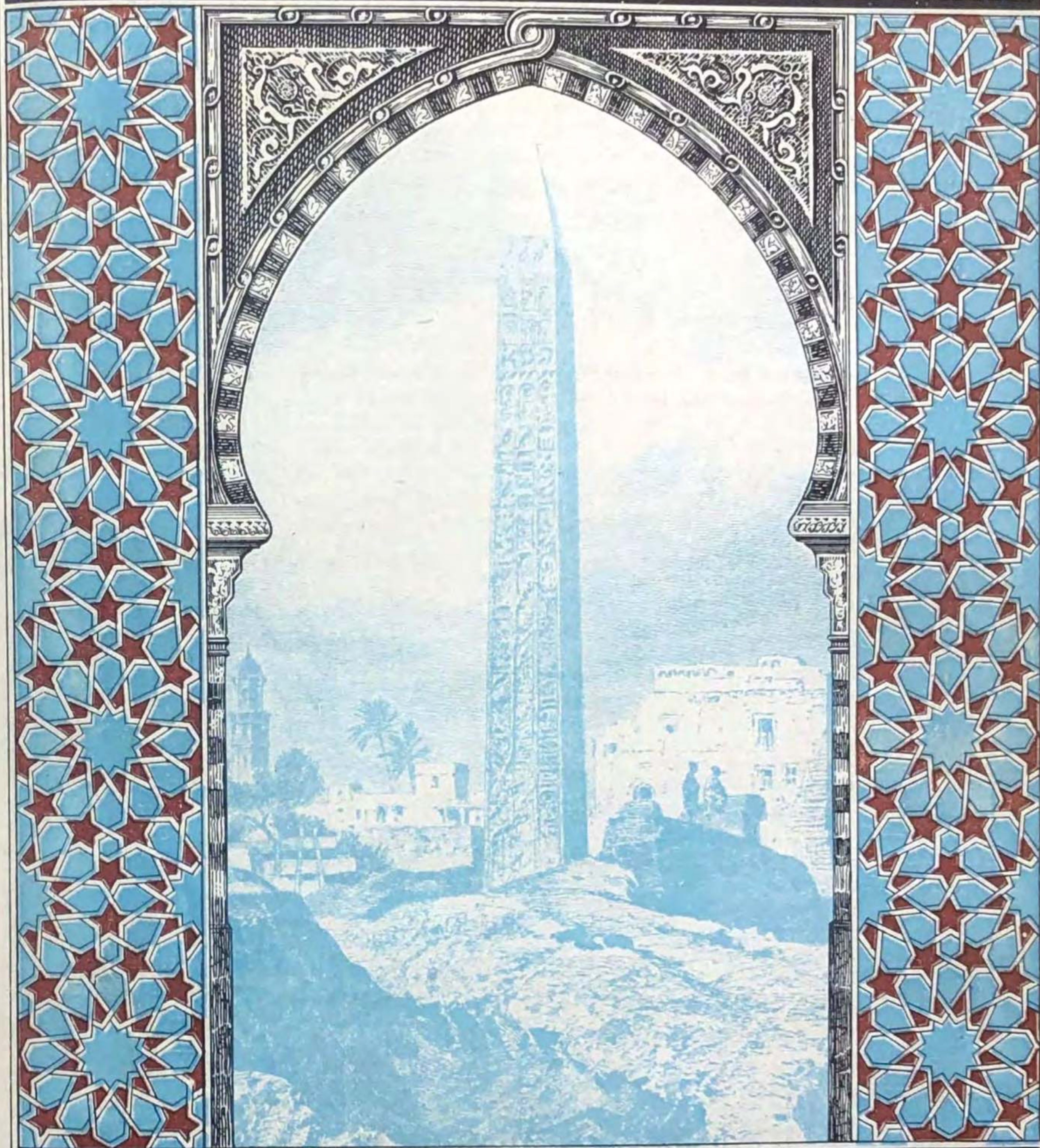


L'ORIENT PHILATELIQUE

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ORGANE OFFICIEL DU
CLUB PHILATELIQUE D'EGYPTE, LE CAIRE



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Plaquette de Bronze, Exposition Internationale Philatélique «WIPA 1933»
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NOTRE COUVERTURE

L'abondance des matières ne nous a pas permis de publier dans notre précédent numéro, les quelques notes suivantes au sujet de la nouvelle illustration de notre couverture.

L'illustration de la couverture des numéros de cette année est un sujet très familier aux collectionneurs des timbres d'Egypte.

Il s'agit, en effet de «l'Aiguille de Cléopâtre» à Alexandrie qui figure sur le coté droit des timbres de la deuxième émission (1867) faisant pendant à la Colonne Pompée qu'a illustré l'année dernière la couverture des numéros de cette revue.

«Après les suicides de Cléopâtre et d'Antoine vaincu par Octavien, celui-ci montait sur le trône des empereurs et l'Egypte déposait son sceptre sans résistance, devenant province romaine.

Dans la plaine à l'Ouest d'Alexandrie, à l'endroit où Antoine avait été battu, Auguste fonda le faubourg de Nicopolis. Les alexandrins élevèrent le «Sébasteion», en l'honneur

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de Tibère, auprès du grand port à l'emplacement sur lequel s'élève aujourd'hui cette «aiguille de Cléopâtre» que réclame la ville de Trieste. L'autre obélisque qui est longtemps resté gisant à terre a été enlevé par les Anglais, et n'est arrivé à Londres avec le navire étrange qui ne le portait qu'après une traversée longue et aventureuse.

Les deux obélisques n'ont rien eu de commun avec Cléopâtre; il n'est pas vrai que cette reine ait fait construire le Sébasteion en l'honneur de César. Le nom de Cléopâtre est de ceux qui se sont conservés dans l'esprit des générations postérieures et qu'on a rattachés à toutes les grandes oeuvres du passé; voilà pourquoi notre obélisque le porte.

C'est à Héliopolis, la vieille ville du Soleil, qu'on enleva le célèbre obélisque pour en orner le Sébasteion. Il mesure 21m,6 de haut. Son frère jumeau, que Mohammed Ali donna aux Anglais lui a été ravi, et se dressera un jour sur le quai de la Tamise, comme l'Obélisque de Luqor se dresse sur la place de la Concorde, à Paris. Le roi Thoutmès III fit tailler la soi-disant aiguille de Cléopâtre au seizième siècle avant notre ère, à l'époque

brillante de l'Egypte; une couche de vermeil revêtait la pointe et les hiéroglyphes gravés dans la pierre qui célèbrent sa gloire. Ces monuments, dont le granit et l'or poli ont reflété jadis les rayons du soleil, sont consacrés à Râ, le dieu Soleil. Le Sébasteion à la porte duquel ils se dressaient, avait pour annexes des jardins et des portiques ornés de tableaux et de statues. Il fut brûlé en 366 après Jésus-Christ, lors d'une révolte des païens contre les chrétiens; on le releva mais nous ne savons pas dans quelles circonstances et par qui fut consommée sa ruine définitive. Aujourd'hui un tailleur de pierres a choisi pour entrepôt l'emplacement du palais antique, le sifflement des locomotives retentit dans la gare voisine du chemin de fer de Ramleh et trouble le spectateur; l'obélisque, vénérable monument du passé, ne produit aucun effet, dégradé qu'il est par ce voisinage misérable; il faut le regarder de la mer pour qu'il reprenne quelque charme pittoresque et rappelle la grandeur évanouie de la ville grecque».

*Gravure et texte extrait de «l'Egypte ..
Alexandrie et le Caire» par Georges Ebers,
1880.*

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"THE WORLD", STATIONSSTRAAT 89, APELDOORN-HOLLAND (EUROPE).

Conseils aux Collectionneurs

(Suite de la page 395).

Nous continuons la publication d'extraits de l'excellent ouvrage (depuis longtemps épuisé) du regretté Fernand SERRANE: *Guide du Collectionneur Spécialiste de Timbres-Poste* (1), avec quelques modifications minimales pour l'adapter à la situation actuelle.

Le collectionneur traite parfois brutalement ses pauvres figurines et leur enlève ainsi des dents, un coin, une épaisseur de papier... en même temps qu'une bonne partie de leur valeur. Les manipulations successives la toilette des timbres, le renversement de bouteilles d'encre, les coups de ciseaux intempestifs, (nos pères, hélas ! ne s'en sont point privés), l'humidité, les incendies, les explosions sont autant de causes de destruction; la guerre, la meilleure des machines à faire le vide, est venue s'y ajouter.

Examinez toujours avec un soin extrême le timbre qui va avoir l'honneur de faire partie de votre collection. Ne le considérez pas seulement de face, mais aussi au verso et — si l'on peut dire — sur ses six faces comme un parallépipède rectangle! Soyez pointilleux, il y va de votre bourse, et demandez-vous bien avant de l'acquérir s'il est digne de devenir un de vos amis de tous les jours, s'il est comparable aux modèles que vous avez déjà et pourra figurer honorablement à côté d'eux.

Quatrième règle d'achat. (Suite de la collection.)

Ayant de bons modèles, vous pouvez commencer à acquérir de chaque émission les timbres les moins chers. Etant de petite valeur ils n'ont été falsifiés qu'à de rares exceptions et si vous les achetez dans les envois à choix de cercles sérieux ou chez des marchands honnêtes, vous pouvez le faire sans avoir la hantise du timbre faux.

Il faudra néanmoins commencer à employer une bonne loupe, car on trouvera déjà des timbres défectueux et légèrement réparés qu'il faudra rejeter (fentes recollées, dents recollées ou remplacées, amincissement retapé, etc.)

Le collectionneur aura alors rassemblé ce qu'on est convenu d'appeler une petite collection, mais elle contiendra déjà un grand nombre de pièces à l'état parfait.

Cinquième règle d'achat (Moyens et rares).

L'achat des timbres moyens et rares exige de la prudence, mais en y procédant par gradation comme il l'a fait jusqu'à présent, le spécialiste n'aura aucun mécompte. Il connaît déjà les timbres, certaines émissions lui sont familières, le catalogue indique parfois les pièces dont il faut se méfier et les ouvrages spéciaux le renseigneront suffisamment.

Le meilleur des exercices est d'examiner à la loupe toutes les acquisitions nouvelles en procédant par comparaison; examinez les nombreuses parties de la gravure, tâtez le papier, voyez si les timbres de la même émission ont bien la même apparence, regardez-les par transparence pour voir si le grain, la texture du papier sont semblables. Au moindre doute, montrez la pièce à un ami expérimenté ou à la première réunion de votre société timbrophile. Vous serez immédiatement fixé; si elle est fautive, rendez-la au marchand indécis qui la reprendra sans contestation... et changez de marchand.

Un marchand ne peut exciper de sa bonne foi quand il a vendu un faux et il est très utile de lui faire les remontrances les plus vives, surtout s'il y a d'autres clients dans sa boutique. On ne s'établit pas joaillier quand on ne peut reconnaître un caillou d'un pur brillant!

Le marchand qui vend des pierreries fausses pour des bonnes est un escroc; le marchand de timbres qui se livre à la même opération aussi.

Pourquoi les mêmes lois ne s'appliquent-elles pas aux uns comme aux autres? Gou-

(1) «Aucun droit réservé (même en Scandinavie). Chacun peut copier et piller à son aise.

Merci d'avance». (F. Serrane).

verner c'est prévoir, dit-on; ne comprend-t-on pas qu'en diminuant la responsabilité des marchands d'objets de luxe on donne une prime à la malhonnêteté? Peut-on vendre de faux titres?

Les marchands les plus consciencieux ont pris la très bonne habitude de faire expertiser les pièces dont ils ne sont pas sûrs.

Quand il s'agit de timbres dépassant cent francs de valeur, on admettra que payer cinquante ou soixante centimes de plus en 1919, pour avoir une pièce signée d'un expert connu est une assurance peu chère. Elle garantit l'acheteur comme le vendeur et donne une plus-value certaine au timbre: les tableaux authentiquement signés de Rembrandt valent plus que ceux de même facture qui lui sont attribués.

Le spécialiste armé d'une bonne loupe, d'un odontomètre exact et d'une méfiance à toute épreuve est suffisamment armé.

Ayant acquis les timbres les moins rares des émissions qu'il n'a pas encore commencées, il aura bientôt de nouvelles références qui lui permettront de pousser sa collection et arrivera aux timbres rares quand il aura déjà un gros bagage de connaissances techniques.

A remarquer qu'un timbre fort rare ne se différencie souvent que par le chiffre de la valeur et la teinte d'un timbre très commun de la même émission. Ne pas oublier de vérifier au compas les dimensions — hauteur et largeur — des timbres rares.

Sixième règle d'achat. (Pays et émissions à éviter). Le collectionneur fera bien d'écarter une fois pour toutes de sa collection, certains pays dont les timbres sont faux le plus souvent, ont de fausses surcharges, et ceux qui sont difficiles à expertiser et à trouver authentiques.

En Europe, on évitera les timbres d'Albanie, les bureaux russes de la Crète, la Bulgarie du Sud et les timbres surchargés de la Roumélie Orientale. Une collection n'est jamais complète et on peut parfaitement écarter ces pays et avoir une belle collection d'Europe qui soit. C'est le seul moyen de ne pas classer dévotement des nullités payées fort cher.

On écartera aussi momentanément les émissions spéculatives dont les prix sont gonflés pour ne les acquérir que le jour où il y aura du « flottant » sur le marché. Ce jour-là on les aura au prix réel.

Les spécialistes des colonies françaises devraient prendre plutôt les timbres oblitérés et éviter les colonies à surcharges fausses et à émissions spéculatives; les marchands ont

leurs classeurs bourrés de ces timbres et les catalogues ne les renseignent souvent qu'à l'état neuf. Vendre très cher aux collectionneur ce qu'ils n'ont eu que la peine de payer à la valeur faciale au bureau de la rue Vaneau (Paris), leur plait beaucoup. Rechercher et classer ces timbres oblitérés, non décentrés, même s'il faut les payer un peu plus cher? Jamais!

Les collectionneurs ont souvent le crâne « piriforme » et les marchands leur font avaler ces timbres neufs avec une grande facilité, espérant remettre à la mode les timbres neufs anciens et écouler ainsi leurs rossignols.

QUALITE OU CHOIX DES TIMBRES

Les règles suivantes permettront au collectionneur et au marchand — ce collectionneur en gros — de mieux se défendre, en lui faisant connaître les défauts des timbres et le timbre de premier choix, c'est-à-dire sans aucun défaut.

Amincissement. Lorsqu'on regarde un timbre par transparence (le verso du côté de l'oeil) et qu'on aperçoit à l'oeil nu des parties plus claires, comme si le timbre avait été gratté, il est aminci et ce défaut est d'autant plus grave que l'amincissement s'étend plus en surface et en profondeur.

Le timbre aminci est exposé à se déchirer pendant le lavage ou dans les manipulations de classement.

Si le papier est épais, l'amincissement léger, non visible par transparence, mais visible à la loupe, le défaut est moins grave, le timbre étant plus « solide ».

Exigez toujours qu'on vous présente des timbres lavés ne présentant aucun papier étranger au verso. Les papiers collés au dos et surtout l'« innocent » papier blanc gommé, provenant du bord des feuilles de timbres en cours cachent trop souvent un amincissement, un replâtrage, un trou. C'est une fraude dont on ne peut évaluer la gravité.

Si tous les collectionneurs exigeaient toujours des timbres parfaitement lavés, ou collés très légèrement par une seule charnière gommée s'il s'agit d'envois à choix, le pli serait vite pris et les marchands devraient s'y soumettre. C'est surtout chez eux que le papier collé au dos du timbre est dangereux, car c'est le seul prétexte qu'ils peuvent invoquer, n'ayant rien vu (hum?), pour vendre cher un timbre aminci de 2e ou 3e catégorie.

Personnellement, nous renvoyons toujours sans y toucher les timbres non lavés qu'on nous adresse, mais nous signalons à nos cor-

respondants ceux qui nous intéressent en les priant de nous les renvoyer lavés s'ils sont en bon état. Très peu nous reviennent. Peu nous chaut, puisque nous avons raison de nous méfier, et c'est le vendeur qui est mari d'avoir raté une bonne affaire... pour lui.

Timbres réparés. Le timbre réparé perd toujours de sa valeur. Si la réparation est insignifiante: une dent, un très petit coin, la perte de valeur est déjà très grande; si le timbre est entièrement réparé, il n'a plus qu'une valeur minime et, dans ce cas, une pièce très rare n'a plus qu'une valeur documentaire.

La «chirurgie philatélique» s'est beaucoup perfectionnée ces dernières années, mais le spécialiste consciencieux trouve bien vite, avec un peu d'expérience, une bonne loupe et un trempage du timbre dans la benzine, les traces du travail opératoire.

Les timbres fortement amincis sont grattés jusqu'à l'être partout; le réparateur leur adjoint alors au moyen d'une colle insoluble — dont nous ne donnerons pas la recette ici — une feuille de papier très mince d'un grain semblable à l'original. Un foulage-glacage pour bien faire adhérer les dents s'il y en a, ou les bords, et le tour est joué. Le malheur est qu'un simple coup d'oeil suffit le plus souvent à l'amateur expérimenté, à l'expert, pour découvrir la fraude, l'interposition de la gomme donnant aux pièces réparées une teinte bizarre au verso (les octogonaux auxquels on a rajouté des coins, se voient fort bien dans la benzine, les coins refaits sont moins transparents que le reste, la benzine fait apparaître toutes les réfections des timbres).

Se méfier au recto des dentelures refaites et de gros traits d'oblitération qui marquent souvent le travail accompli.

Des Marges dans les timbres non dentelés. Il va de soi que les non dentelés doivent avoir des marges suffisantes; elles seront plus ou moins grandes d'après les intervalles qui séparaient les timbres dans les feuilles d'émission.

Le spécialiste, qui a étudié ses références, connaît, pour chaque émission des pays qu'il recherche, la largeur de marges suffisante pour que le timbre soit de première qualité.

Le timbre qui a des marges empiétant sur ceux qui l'entouraient dans la feuille est toujours exceptionnel et vaut bien plus que la valeur qui lui est assignée dans les catalogues. Les bords et coins de feuille ont aussi une grosse plus-value.

Le plus fréquemment, les marges sont plus grandes sur trois côtés que sur le quatrième. Quand le filet d'encadrement est visible tout le long de ce côté et qu'une marge visible existe, le timbre peut être considéré comme étant de premier choix s'il remplit les autres conditions indispensables.

Le terme «court de marge» est employé fréquemment alors que le timbre a été coupé exactement sur un ou plusieurs filets d'encadrement: c'est abusif et il faut employer ici l'expression «sans marge».

Si vous avez le choix, prenez toujours les non-dentelés avec quatre marges bien uniformes et suffisantes; ils sont plus jolis ainsi, les marges sont le cadre du tableau.

Le non dentelé est recherché en paires et en blocs parce qu'il est ainsi «situé» sans contestation possible.

Quand il y a des timbres non dentelés et dentelés identiques comme gravure et teinte (par exemple les 1c., 5c. et 8c. des émissions françaises de 1853 et 1862), les débutants feront bien de ne prendre le non-dentelé (plus cher) que s'il est bien margé ou si une ou plusieurs marges comprennent le filet d'encadrement du timbre suivant ou une oblitération qui indique que c'est bien le non dentelé.

Timbres dentelés. Pour être de premier choix, le timbre dentelé doit avoir toutes ses dents. Les dents de coin sont souvent un peu diminuées par l'arrachement; elles sont suffisantes si le timbre, dents comprises, a l'aspect rectangulaire ou carré suivant le cas et toutes les dents visibles. Ne pas oublier le coup d'oeil nécessaire pour s'assurer si des dents ne sont pas retournées, recollées, rafistolées ou refaites.

Timbres décentrés. Les timbres décentrés ne sont pas à proprement parler des timbres défectueux, puisqu'ils ont été émis dentelés et usagés tels que, mais ils le sont au point de vue de la beauté de la collection.

Quand ils ont une marge énorme d'un côté et que de l'autre côté la dentelure empiète sur la gravure, le défaut est grave et il faut les écarter. Le mieux est de prendre les dentelés bien centrés et nous restons d'accord en ceci avec ce que nous avons dit des marges dans les non-dentelés. La plupart des anciennes émissions dentelées, Belgique, Suède, Lombardie, etc., présentent beaucoup de décentrés.

Timbres pliés. Le pli qu'on rencontre le plus fréquemment est celui d'une dent de coin ou d'un coin ou le pli d'un angle. Peu

accentué, le défaut est minime, mais exige néanmoins des soins de manipulation.

Un pli transversal léger n'est pas non plus un défaut bien grave; on peut quelquefois le faire disparaître au moyen d'un trempage dans l'eau tiède, — si la couleur le permet, — suivi d'un pressage avant de sécher. Procéder avec prudence pour les pièces rares.

Le timbre est irrémédiablement défectueux quand le pli, très prononcé, se voit des deux côtés du timbre et montre au recto de petites déchirures peu profondes lorsqu'on le plie.

Oblitérations. L'oblitération doit laisser paraître le motif central de la gravure et ne jamais cacher le signe principal servant à différencier les timbres (Types groupe I et II, France, etc.). Elle ne doit jamais être appuyée au point de former tache.

Un seul timbre présente souvent deux et même trois fragments d'oblitérations voisines; il est moins beau ainsi malgré que ce ne soit pas un défaut. Les timbres allemands de grand format sont oblitérés obligatoirement de deux cachets.

Quand un timbre est beaucoup plus commun usé que neuf, l'oblitération peut être peu visible ou très peu appuyée, mais si l'usé est plus cher que le neuf ou d'un prix approchant, il est nécessaire que l'oblitération soit nette, même appuyée; qu'elle porte sur une grande partie du timbre. C'est l'oblitération seule, dans ce cas, qui confère la plus value et si on peut l'avoir en paire avec une oblitération complète ou sur lettre, la garantie est plus grande encore.

Les timbres sur lettres ou grands fragments ne font pas bien dans un album et c'est pourquoi beaucoup de philatélistes leur préfèrent — avec raison — le timbre neuf quand il est moins cher qu'oblitéré. Si chacun faisait ainsi, le petit commerce des oblitérations fausses aurait vécu.

En résumé: l'oblitération doit être nette et propre pour que le timbre soit de premier choix.

Un conseil: si votre oeil exercé — ou une bonne loupe — vous fait découvrir la date de 1881 sur un timbre qu'on vous présente comme le non-dentelé de Luxembourg (No 4 première émission), il y a les plus grandes chances pour que ce soit un dentelé No 40 (émission soignée) spécialement édenté à l'usage des «poires». Prouvez à votre vendeur que vous n'êtes pas à ranger dans la catégorie de ces «fruits à jus» en lui disant des sottises et en vous passant de ses services.

(à suivre)

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The Egypt Study Circle - Interim report on study I.

The History of the Egyptian Post Offices in Turkey, the Red Sea and the Sudan (before 1896)

their duration, the stamps used in them, and the postal rates and routes.

(Study entrusted to Charles FOX, C.P.E. No. 244).

(continued from Page 413).

II. RED SEA AREA.

ESTABLISHMENT OF THE OFFICES

As previously mentioned, the eastern coast of the Red Sea in the vicinity of Jedda was closely controlled by the Turkish Government, since this was the most convenient approach to Mecca. However, the western coast, although nominally Turkish territory for centuries, was, during the early XIX Century, largely controlled by petty sultans who were virtually independent. A Firman of 1841 gave Mohammed Ali part of the coast, probably as far south as Massowa, since Egyptian troops were sent there first in 1848. Firmans of 1865 and 1866 gave Ismail control of Suakin, Massowa and their dependencies, which were considered to extend to the Strait of Bab-el-Mandeb. In 1867 Jafaar Pasha Mazhar, governor of the Sudan, was sent on a voyage of inspection around the Red Sea and formally took possession of Berbera. Later in 1867 Abdul-Kader Pasha was appointed "Governor of the eastern coasts of Africa" and in 1870 his authority was extended definitely to include the entire coast from Suez to Cape Guardafui, including a part of the Indian Ocean coast, also claimed by Egypt. Within the next few years Egypt established control over the coast from the Strait of Bab-el-Mandeb to Berbera, including Bulhar, Zeila and Tajura, and in 1875 took possession of Harar. Within the next nine years this region was greatly benefited by Egyptian rule, wars between the petty sultans were stopped and the towns, particularly Berbera, were much improved. The rebellion of the Mahdi in the Sudan brought about, in 1884, international

complications too involved to consider here, which resulted in the withdrawal of Egypt from the coast south of Massowa. It should be noted that from 1867 to possibly 1877, when Gordon was appointed Governor-General of the Sudan, the western coast of the Red Sea was administered separately from the Sudan, by different governors (D). The office at Massowa, which remained open after the evacuation of the coast, was probably under the Egyptian Postal Administration for the entire period of its existence, but the office at Suakin was apparently transferred to the Sudan Administration at some unrecorded date, since we find that in 1885 it was absorbed into the Egyptian Administration.

THE K.M.L. IN THE RED SEA.

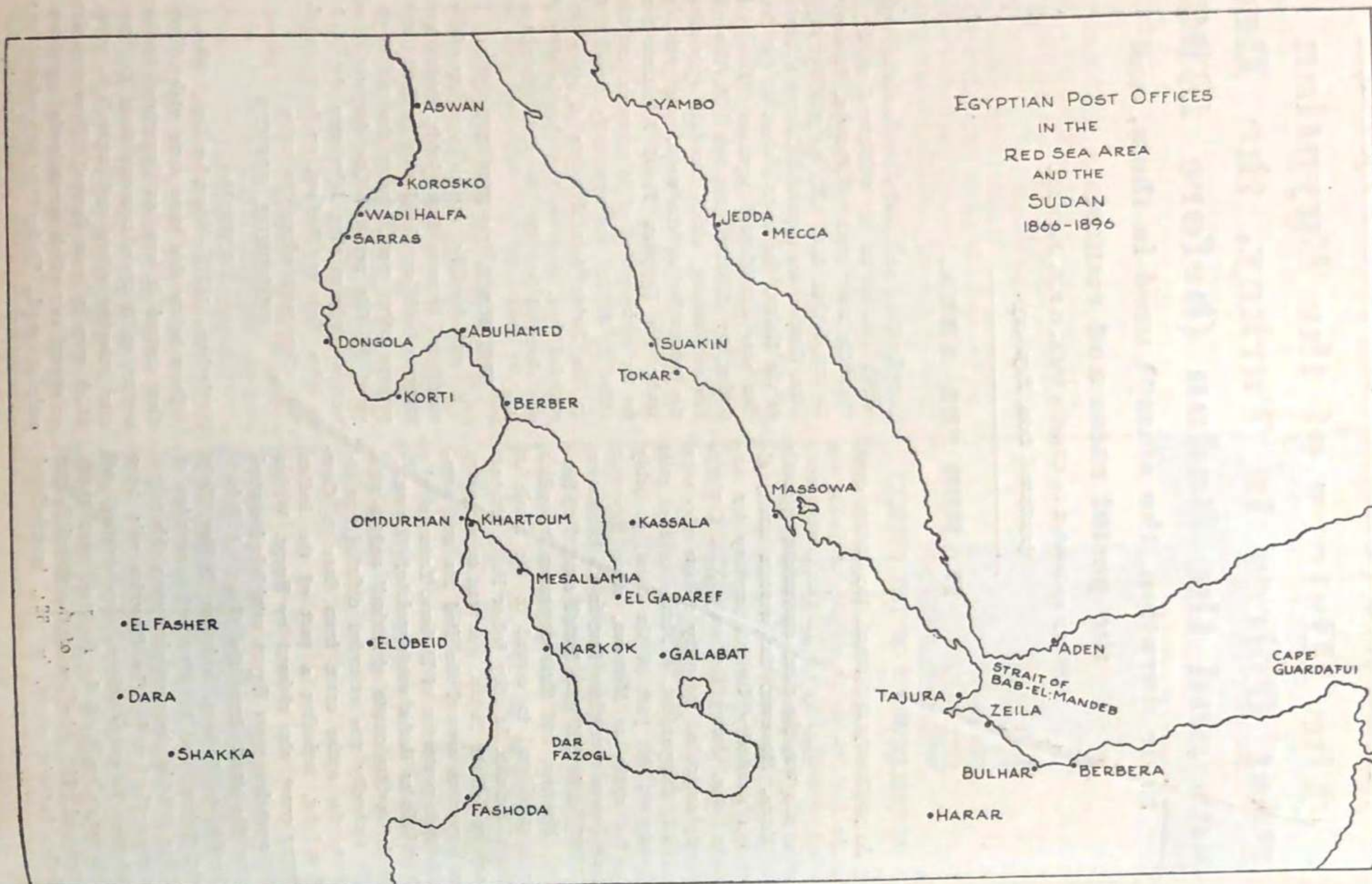
A semi-monthly service was irregularly maintained between Suez, Jedda, Suakin and Massowa, with occasional calls at Yambo and perhaps other ports, during the period covered by this report. Less frequently, at least as early as 1877, trips were also made to Aden, Zeila and Berbera, no doubt including other ports along the route.

INDIVIDUAL OFFICES

BERBERA

(Barbara. 1877?—November 1st., 1884).

Even before this town came under Egyptian control it was an important trading centre; to it came caravans from the interior bringing spices and aromatic gums, which were in great demand. There was also an annual fair which was attended by thousands of people. Under Egyptian control the



 I-1	 II-1	 II-2
 II-4	 FORGERY	 III-1
 III-2	 III-3	 III-4
 III-5	 IV-1	 IV-1.1
 IV-5	 V-5	 VIII-1

town was built up, the port improved, and even as early as 1873 the town began to feel the benefits of the new administration. L.P.E. mentions that an office was established there in 1881 but a note in (D) antedates this by several years. This note mentions the opening of an office, giving no date, but is quoted from a *Mémoire*, entitled "Notes," published by the "Etat-Major Egyptien," June 10th., 1877, at present in the archives at the Abdin Palace, Cairo. According to this reference the office was included in the Postal Union, which we believe would make it a civil office and not a purely official or military one. If it were either of the latter a lack of postmarks could be understood but if it were a civil office the volume of mail was probably so small that no postmarks have yet been seen. The closing date of this office is given in the Report, 1884, as November 1st., of that year, which is probably close enough to the actual date of evacuation to be accepted. Since an Interpostal of the 1878 issue is known we are inclined to accept the note in (D) and place the opening date at not later than 1877.

HARAR

(1881—November 1st., 1884)

This town was also built up under Egyptian control, although to a lesser degree than Berbera. The evidence for the existence of this office is: (a) the mention in L.P.E. of the opening of an office in 1881, and (b), reference (1), which mentions that there was postal service to Harar in 1881. The Report, 1884, mentions that the office at Harar was closed on November 1st, 1884.

JEDDA

(Gedda, Djeddah. 1866—August 1st., 1881).

The population of this town was variously estimated at from 15,000 to 40,000, the latter figure perhaps being during the pilgrim season. Jedda was the commercial centre of the Red Sea area and had much trade with Suakin, India and Egypt, through which came imports from Europe. Relations with Egypt must therefore have been very close, thus warranting the establishment of an office at an early date and its continuation until the final date of closing in 1881. Although the earliest date seen by the Study Circle is 1867, the opening date of 1866 given in L.P.E. has been accepted.

MASSOWA

(Massaua, Massawah. 1869—Dec. 2nd., 1885)

This town had a small population of about

8,000 and its climate was very unhealthy, but it had quite a large trade. It was the only port for Abyssinia at the time and was the eastern terminus of caravan routes from the Sudan. Most of its trade was with the Hejaz, Mokka and Jedda, although some was with India. In November 1867 an Egyptian squadron went to Massowa carrying Abdulkader Pasha, the newly appointed governor of the coast. It is reasonable to suppose that after a year or so the new administration would have been well established and that a need would be felt for an office there. The L.P.E. date of 1869 for the opening of the office there agrees with dates seen on stamps so we may accept it. As a result of the international affairs mentioned above, Italy landed troops in the town on February 5th., 1885, and a condominium was set up which lasted until December 2nd., 1885, when by a sudden move, the Italians gained sole control of the town, the Egyptian garrison being sent back to Egypt on ships of the K.M.L. The Egyptian office continued to function during the condominium, several dated postmarks being known for the period, the latest one being September 19th. We may therefore assume that the office was in existence until the date of evacuation by Egypt on December 2nd., 1885.

TAJURA, BULHAR.

There is a possibility that offices existed in these towns but as yet no evidence has been found concerning them.

ZEILA

(1881—November 1st., 1884).

L.P.E. mentions the opening of an office in Zeila in 1881 and the Report, 1884, mentions that it was closed on November 1st., 1884. An Interpostal of May's Type V, Die E, printed between 1877 and 1880, is known, also one of Type VIIIa, 1885, which was probably printed during 1884 and may never have been used. One reference seen mentions that it was generally understood at the time that whatever importance this town had was due to the slave traffic, so if this is true it is quite likely that very little business was transacted by the office there.

(Note: Reference (C) mentions that there were 5 offices in the Red Sea area in 1876 or 1877. These offices could be Jedda, Suakin, Massowa, Berbera and one other, chosen from the possibilities given above).

III. THE SUDAN.

ESTABLISHMENT OF THE OFFICES.

Before discussing the postal service within the Sudan it might be well to consider briefly the subject of communication with the territory as a whole, a vital problem during its entire history. Of the two possible routes to the interior, down the Red Sea, or up the Nile, the latter, in spite of certain disadvantages, was by far the better and was used almost exclusively. Travel down the navigable portion of the Nile by boat was rapid, and also dangerous, due to the swift current, but for the same reason progress upward, especially before the introduction of steam river boats, was slow and undependable. In the time of Mohammed Ali mails were carried on land, by dromedaries, since they were the most rapid and dependable means of transport available. The transit time for mails between Cairo and Khartoum was then 50 days and we find that the same means of transport, with no decrease in time, was used until 1867, when the extension of the railroad up the Nile was begun. Mails were then carried from Cairo by train to the rail-head and forwarded, at different times, by one or more of the following means: dromedaries, runners furnished by the *Omdas* of the villages along the route and, later on, steam boats on certain stretches of the Nile. In 1874, with the arrival of the railroad at Assiut, the transit time was reduced to 28 days and after further improvements, to 20 days a few years later. On October 15th., 1880, the following schedule came into effect: mails left Alexandria on Monday and Thursday by rail for Assiut, left Assiut on Wednesday and Saturday by steamer for Aswan, left Aswan on Sunday and Wednesday by dromedary, via Korosko, arriving at Berber on Wednesday and Saturday and at Khartoum on Monday and Thursday, a total transit time of 14 or 15 days. Mails for Wadi Halfa left Korosko by dromedary on Tuesday and Friday and arrived on Friday and Monday. This schedule was maintained until 1884 when events to be described later made further changes necessary.

According to L.P.E. the first office to be opened in the Sudan was Suakin, in 1867, and since this date agrees within a year with the earliest postmark date seen by the Study Circle it may be accepted. The comments made on the town of Massowa apply almost

equally to Suakin so no further discussion of the town need be given. The next offices to be recorded, Wadi Halfa, Dongola, Berber and Khartoum, were opened on October 1st., 1873 (L.P.E.). Our earliest date for any of these offices is 1874 so that, for lack of further evidence, this date also may be accepted. Sir Samuel Baker, who had been commissioned by Ismail to suppress the slave traffic and improve communications in the Sudan, returned to Cairo from his expedition during August 1873 and it may have been on his recommendation or as a result of his report to Ismail that these offices were opened.

An office at Kassala was opened in 1875 (L.P.E.) but further data are lacking. In 1877 offices were opened at Mesallamia, Sennar, Karkok, Fazogl, El Gadaref, El Obeid, El Fasher and Fashoda, in accordance with the desire of Gordon (L.P.E.), who, like Baker, was also commissioned to improve communications. Further records concerning these offices are lacking, except for a note in the Report, 1878, mentioning "the expenses of an Inspector sent to the Sudan to open the new offices". Since this Report covers only 1878 we may presume that, while the executive order establishing these offices was issued in 1877, the offices were not actually opened until 1878. On August 14th., 1878, the offices in the Sudan were admitted to the Universal Postal Union.

Other offices may have been opened during the period from 1873 to 1880 but those mentioned are the only ones found in references available to the Study Circle. Although the files of the Postal Reports seen are incomplete, the early Reports do not ordinarily give the names of offices opened during the current year. The Postal Guides, which contain complete lists of offices, were not issued until 1888 so that, so far as is known, there are no official lists of the earlier offices in existence.

With so little evidence in the way of stamps and postmarks, description of the various towns, as of those in the Levant, would seem to serve no useful purpose.

Various allusions to the postal service are made by Gessi, Gordon and Slatin, the most common one referring to delays of the post. Slatin mentions that late in 1879, while he was Governor of Darfur, he received a letter which had been written in Abyssinia by Gor-

 IX-1	 IX-2	 IX-3
 A-3	 A-4	 A-5
 C-5	 V-13	

IV.

don two months before, and during the next year, he received an answer to a letter which he had written to Khartoum a month before. Small steam boats carried passengers, freight and mails on the Nile and mails for the interior were carried overland by dromedaries or by runners, according to the character of the route to be traversed.

The following letter, giving an account of the postal service in the Sudan, was written by Slatin Pasha to Dr. W. Byam in 1926.

"The postal service in the Sudan before the rise of the Mahdi, when still under Egyptian Government, was one of the best working institutions under the old régime.

"On the arrival of the post-bags at Korosko or Suakin from Egypt, the bags were

handed over to camel-men, who were provided by the contractor for the Sudan postal service, and he was responsible for the safe delivery at the different post offices at the time stipulated. For any delay of the delivery of the post-bags at their destination, a fine was imposed on the contractor if there could not be proofed that the delay was unavoidable for elementary or other reasons.

"As far as I remember the mail came from Cairo twice a week and was sent twice to the different headquarters of the Berber, Khartoum, Sennar, Gedaref, Kassala-Dongola, Kor-dofan and Darfur provinces. The distribution of the mail was made at Khartoum, but I believe the mail to Kassala was sent direct from Suakin and to Dongola from Wadi Hal-

fa. All along the postal roads were camel-relais. On each of these posts two or three camels were always under saddle, ready to take over the postal bags without any delay, so that the mail was 'continual moving'.

"I believe the time of delivery from Khartoum to El Obeid was 4 1/2 days and from El Obeid to Fasher in Darfur 6 1/2 days so that letters and parcels were delivered on the 11th. days at Fasher.

"The general-contractor of postal transport was as far as I remember the Head-Sheikh of the Ahabdeh tribe, who had his contractors in the different provinces mostly belonging to his own tribe. The contractor for postal service for Kordofan and Darfur belonged to the Ashabab section of the Ahabdeh.

"At the beginning of my stay at Fasher, I was astonished at the exactness of the arrival of the mail, but became so accustomed to it, that I found a fault if there was now and then a delay of a few hours in the delivery of the letters. Parcels were taken only a certain amount, according to the carrying capacity of the camels, and sometimes, when there was on overweight, parcels were left behind at the respective post offices, to be forwarded on the next occasion.

"The mail for White Nile, Bahr-el-Ghazal and the Equatorial Province was sent by steamer and was more or less irregular.

"I am writing this statement on memory only and cannot pretend to be exact."

CLOSING OF THE OFFICES.

Exact dates at which service from most of the offices was ended are unknown but in many cases where the towns were besieged by the Mahdi's forces regular communications were undoubtedly broken off long before the actual capture of the town. The following dates merely give an approximate time at which the service from the towns may have ended: Mesallamia, Karkok, early 1882; El Obeid, late 1882; El Fasher, Kassala, Sennar, Fazogl, Fashoda, El Gadaref, late 1883. The last regular postal service with Khartoum was on March 16th., and with Berber on May 2nd., 1884, although several dispatches from Khartoum came through the Mahdi's lines later on, the last one, dated November 14th., being found at Metermeh by Col. Stewart on his arrival there in January 1885. After the fall of Khartoum the offices at Wadi Halfa, Dongola and Suakin were the only ones still in existence.

Late in 1884 the Wolseley relief expedition established a steamer service on the Nile between Aswan and Wadi Halfa for transporting troops and supplies and these steamers were also used for carrying the mails, which were sent on from Wadi Halfa to Dongola by dromedaries. The postal service, under the supervision of an Inspector sent up from Cairo, followed the advance of the expedition, the last office to be established beyond Dongola being Korti, late in 1884. Service was maintained for the duration of the expedition, the postal employees retiring with the troops and finally leaving Dongola at the end of June 1885 with the rear guard of the army.

Meanwhile, M. Charteris, of the Postal Administration, had been sent with the Suakin expedition of February 1884 to reorganize the office there. This office was raised to the first class, admitting it to all branches of the service, which classification it retained after the departure of the expedition in May.

With the abandonment of the Sudan its postal service temporarily came to an end and the offices at Wadi Halfa and Suakin were absorbed into the Egyptian Administration, as frontier offices. In 1888 a travelling post office (T.P.O.) was opened on the Shellal (Challal) - Wadi Halfa steamer route and in 1889 an office was opened at Dabroussa, about a half mile north of Wadi Halfa. Sometime before 1892 an office was opened at Wadi Halfa Camp and another at Tokar, probably soon after its recapture from the Mahdi on February 19th., 1891.

POSTAL SERVICE UNDER THE KHALIFA

There probably was no postal service of any kind in the Sudan under the rule of the Mahdi, his death in 1885 came just as he had almost completed the conquest of the country and a stable government had not yet been fully established. However, his successor, the Khalifa, had an organized postal service which is described by Slatin Pasha. This service was very primitive and consisted of some 60 to 80 riding camels with a specially selected staff of postmen, under the direct orders of the Khalifa. These postmen were stationed at Omdurman and were sent throughout the country with the Khalifa's orders. Slatin mentions that one of the Khalifa's Emirs suggested the establishment of post offices along the main roads, with relays of men and camels, which would make the service more regular and less expensive, but the Kha-

lifa refused to agree to this, saying that he placed special value on the verbal accounts brought him by the postmen, who frequently gave him first-hand information concerning the behaviour of his governors. The various districts had similar services, under the control of the governors. There was no postal service for private individuals, the Khalifa was so suspicious of intercourse with strangers that private communications had to be conducted with the greatest secrecy, although his own postmen would occasionally secretly carry private mails.

In the July 1935 issue of "L'Orient Philatélique" appeared an illustration of a "stamp" reputedly used by the Mahdi. It is apparently an impression made from an intaglio cut seal (similar to the Egyptian Type A seal marking). The date appears to be 1314 (A.H.) or 1896 A.D., which comes within the period of the Khalifa's rule. Slatin escaped from the Sudan in 1895 so it is possible that the Khalifa reorganized his service in 1896 and issued this stamp, although the possibility of proving its authenticity seems very remote.

OTHER POSTAL SERVICES IN THE SUDAN.

A British Field Post Office (under the Indian postal administration) was in existence at Suakin during the first Suakin expedition from March to September 1885. The postmark used at this office, a circular one with the inscription "British Army Post Office, Egypt", date, and letter "A" or "C", may be found on contemporary British or Indian stamps, without overprint. Although this office was closed at the end of the expedition, detachments of Indian troops remained in Suakin for several years and Indian Stamps may be found bearing the postmark of the Egyptian office. The Study Circle has seen the following postmarks on the 3 anna value of 1882 Type VIII-1, dated 2/1/89; Type IX-1, dated ?/?/87, 29/11/88, 14/11/88, 7/8/89, ?/2/90. (Note. The second Suakin expedition, from May to December, 1896, does not come within the period covered by this report, so is not discussed here).

Kassala was occupied by Italy from 1894 to 1897 and there is the possibility that a military post office was opened there for the use of the Italian troops.

Although it is not strictly within the scope of this report, mention might be made of the British Field Office of the Abyssinian

Field Force, established at Massowa from November 1867 to June 1868, whose obliteration, the boxed 'F.F.', is also to be found on contemporary Indian stamps.

THE TABLES.

Table I includes data concerning dates of opening and closing of the various offices; opening dates given in references known to the Study Circle, early and late dates of postmarks actually seen, and dates of opening and closing as estimated by the Study Circle. The offices are arranged alphabetically under the headings of the three sections of this report.

Table II lists postmark types and stamps used at the various offices, all of which have been seen by or have been reported to the Study Circle. The Levant and Red Sea offices are listed according to the spelling of the name found on the postmarks, usually the Italian version. The Sudan offices are also listed according to the spelling on the postmarks, when known; those for which no postmarks have yet been seen are listed according to the spelling of the name on contemporary maps or in contemporary references. It should be noted, however, that there are several versions of some of the town names any one of which may have been used on the postmarks.

THE POSTMARKS.

Translation of the Seal markings:—

A-3—Egyptian Khedivial Letter Post. Cheshme.

A-4—Chanak Kilia. 1868, year. Egyptian Government Letter Post.

A-5—Metelino. 1865.? year. Egyptian Khedivial Post.

With the exception of a few special types the postmarks used in the Egyptian offices abroad and in the Sudan are the same as those used in Egypt. The various types included within the scope of this report are illustrated herewith but for further information, exact sizes, etc., the reader should consult the report on Study VI, published in "L'Orient Philatélique", October 1936 (Number 30).

All of the postmarks of Rodi, Type III-3, and of Gedda, Type IV-1, seen by the Study Circle show evidence of damage to the obliterations. In the Rodi postmark the outer circle is bent inwards under the R of Rodi and the final E of Egizlane and broken under the D of Rodi. In the Gedda postmark the circle is bent inwards under the P of Poste

and has a wide break under the -EDD- of Gedda. The Study Circle is of the opinion that the missing portion of the inscription on Kartum, Type IV-5, should be "Khedeuie Egiziane", which agrees with other postmarks of the same date.

FORGERIES.

It is suggested that extreme care be exercised when purchasing "used abroads", including those on cover, since it is known that forged postmarks were manufactured about 50 years ago for sale to a wealthy collector. The Study Circle has been able to examine one forged "Dardanelli" cover and illustrates herewith the forged postmark in comparison with the genuine. Besides the obvious differences the following points should be noted: genuine, outer circle 28 1/2mm. diameter, inner circle 17 1/2mm. diameter; forgery, outer circle 27 1/2mm. horizontally and 28 mm. vertically, inner circle 16 1/2mm. horizontally and 17mm. vertically.

(Note. With the exception of the forged postmark described above all the postmarks illustrated should be perfect circles, faulty photography during the preparation of the cuts has increased the vertical diameter about 1 mm. beyond the actual size. This note does not, however, apply to the illustrations of Type A.)

It is suggested that the dates of all postmarks reputedly from the offices in the Sudan be carefully checked to determine whether the date agrees with the known or probable period of existence of the office and also whether the date has been altered in an attempt to make the stamp more desirable.

The only genuine Khartoum postmarks of type VIII we have seen are dated 8-NO-81 and 4-MR-84. The forged postmark differs from the genuine in the shape of the "R" and the Arabic characters.

THE STAMPS.

No indication has been made in Table II of the number of stamps of a certain value on which postmarks of certain types occur; such a notation might be of some value in determining the amount of postal business transacted at the various offices but also might lead to erroneous conclusions, since the Study Circle has not seen all "used abroads"

in existence. In general, where only one stamp is listed under a certain office and stamp issue, only the one example has been seen.

A study of Table II gives an approximate idea of what issues and values were in use at the various offices, with the exception of those in the Sudan, where our evidence is very incomplete. Of the Levant and Red Sea offices, only Constantinople, Smyrna and Jedda received the 1866 issue, the greatest variety of values going, as might be expected, to Constantinople. All the offices in existence between 1867 and 1872 for which postmarks are known received the 1867 issue, the number of values apparently depending on the importance of the office. The average minimum supply apparently included the 20 para and 1 piastre values, the various examples of the bisected 1 piastre value being used when supplies of the 20 para value were temporarily exhausted. According to our evidence, the 5 para value of this issue was used by 7 offices, while only 4 used the same value of the 1872 issue and 5 the same value of the 1874-75 issue. This of course proves nothing but it probably indicates that this value was little used. The 1872 and 1874/75 issues were apparently distributed in much the same way as the 1867 issue. The 1879 issue was sent out to all the offices in our final list of 8 with the apparent exception of Rhodes, and since the number of offices in existence was then so small we naturally expect these postmarks to be scarce, particularly since the stamps could not have been in use for over 2 1/2 years. Constantinople was probably the only office to receive the 10 para value of the 1881 issue, Massowa probably had enough of the 1874/75 issue on hand to last until 1882.

With the exception of Suakin, we have as yet such scanty evidence concerning the offices in the Sudan that we can do little more than presume that the offices there received such supplies as were necessary of the stamps in current use.

POSTAL RATES.

The domestic postal rate between the various offices in Lower Egypt was 1 piastre from 1866 to 1890, the allowable weight being raised from 7 1/2 grammes in the beginning to 10 grammes, and then to 15 grammes; the next change being the change in the currency. The rate for Upper Egypt and the Red Sea area was changed on April 1st., 1878, from 2

piastres per 10 grammes to 1 piastre per 15 grammes. On the same date the foreign rate, for countries in the Universal Postal Union, was reduced from 1 1/2 piastres to 1 piastre per 15 grammes. No records concerning the rates in the Sudan have been seen by the Study Circle.

Judging from numbers of covers seen, the rates to and from the offices in the Levant and the Red Sea varied from 1 to 2 piastres; Table II includes many values under 1 piastre but with stamps off cover it is of course impossible to tell how many were used to make up the necessary rate. A typical stamped letter sheet of the period has been found to weigh well under 5 grammes yet required a 2 piastre rate from Constantinople to Mitylene in 1874. From a general inspection of covers seen it appears that the average rate before the establishment of the Universal Postal Union in 1875 was from 1 1/2 to 2 piastres, and that after that date the rate was reduced in accordance with the note given above. Mr. P.J. Papasi states that the rate for the Levant offices was 1 piastre per 15 grammes but does not mention the time at which this rate applied or whether it was a fixed rate regardless of distance. It seems that in order to reach a definite conclusion concerning the rates it would be necessary to make a census of covers, correlating dates, weight, distance travelled and rates paid, which would be quite an undertaking and perhaps even then would lead to no definite results.

In conclusion, we wish to acknowledge with thanks the assistance of Mr. P. J. Papasi

and the Khedivial Mail Line and also that of Col. O.K. Tancock, C.M.G. for his translations of the seal markings.

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THE LADO ENCLAVE

Its History and Stamps

by G. Seymour Thompson.

(continued from page 361)

We can hardly picture this as a city of broad streets with cocktail bars and all the latest conveniences: a few rest houses, were probably all that it boasted in the way of buildings and possibly a general store where pens paper and stamps were to be had, and by stamps we mean, of course, Belgian Congo stamps and not the overprinted Egyptian stamps in use by Kitchener's army because owing to Mahdist activity it was not until 1900 or so that this district was sufficiently safe to be left alone. It was Colonel Chaltin, who conquered Rejaf and contributed the excellent report to the "Philatelist Belge" which I will now proceed to quote.

"Notes on the organisation of the Postal Service in the Lado Enclave and the Uele, 1895-1902", by Colonel L. Chaltin.

After two sanguinary encounters with the Dervishes on 16th and 17th February 1897, the troops of the Congo Free State (C.F.S.) seized the fortified position of Rejaf on the Nile. The Dervishes who occupied it, having chased away the Egyptian forces of Emin Pasha, themselves completely beaten, having lost two thirds of their effective strength, fled precipitately and in the greatest disorder northwards, pursued by 500 Azande auxiliaries armed with lances, abandoning in our hands nearly 2000 prisoners, male and female, munitions, 3 cannons, ivory and a great quantity of victuals, flags, mules, cattle and archives.

The victory was complete and decisive but it was also costly, two of my brave colleagues, having met their deaths (Sarolea and Capot) on the field of battle as well as some 50 soldiers. Nearly 100 others were severely wounded, about 20 of them died of wounds.

After the conquest it was necessary to organise the conquered territory. It was by no means an easy task, the Statute of the Enclave differing notably from that of the C.F.S., a sovereign state.

In May 1894 Great Britain signed with the C.F.S. a treaty by virtue whereof a lease for life was granted to Leopold II of the vast

territories situated to the North of the River Uele extending to Lat. 10° N. This bi-partite treaty, since four powers had interests in the Congo basin, met with opposition from France and Germany. A treaty concluded with France on 14th August 1894 reduced the territory of the Enclave limiting it to Lat. 5° 30' N.

This lease by one State to another was a new departure in international law.

It was forbidden to C.F.S. to fly its flag in the territory of the Enclave. a letter from the King drew my attention particularly to this point and recommended me to keep a careful look out for its infringement.

All services, administrative, judiciary and fiscal were to be organised in the Enclave: I shall here only concern myself with the postal service.

When I left Vankerkhovenville on 24th. Dec. 1896 to set out towards the Nile with my expedition I had only sent a single courier to the Government (in the first weeks of 1897).

Two or three days after the capture of Rejaf on 17th Feb. 1897 and the complete rout of the Mahdist forces, my report upon the march and the military operations of the expedition, the happy results achieved and the first occupational measures adopted, was sent to Boma as well as the private correspondence of my colleagues. The necessity of arriving at the Nile with my forces intact (700 soldiers armed with Albani rifles and 500 Azandé lancers) in anticipation of stout resistance, did not permit me to establish en route a chain of posts to link up my base to Rejaf. The distance to be covered by porters, under these conditions, being very long (400 km. approximately from Rejaf to Vankerkhovenville) and at the same time very dangerous, I provided these porters with an escort of 40 soldiers under a black N.C.O. very energetic and in whom I had complete confidence.

Its mission accomplished, this little troupe, on its return journey to Rejaf, met near Faradje three ragged Europeans installed on the left bank of the Dungo and who, on sight of

the soldiers, hid themselves in the tall grass. Intrigued, the black sergeant who was on the right bank of the river addressed them in the Bangala dialect calling out to them that he belonged to the expeditionary force under the command of Col. Chaltin which had taken possession of Rejaf and he was returning thither. This reassured the Europeans (Dr. Vedy and Lieutenants Spélier and Verhellen) who thereupon entered into conversation with him. They informed him that they formed part of the advance-guard of the Dhanis expeditionary force whose soldiers had deserted and had massacred the whites, they alone having succeeded in escaping. After my sergeant had indicated to them the route they should follow to return to V'ville and had furnished them with an escort of 6 soldiers, he resumed the Nile route bearing a letter from Dr. Vedy who, in a few words hurriedly scrawled, advised me of the revolt of the soldiers of the advance-guard of the Dhanis expeditionary force commanded by Mr. Leroy. This news created a terrifying impression on the Nile, striking at the moral of the soldiers and transforming their mentality which up to then had been quite confident.

In order to provide the necessary provisions for re-victualling Rejaf, I ordered one of my officers, De Baker, to go and found a post at Loka, 150 km. S.W. of Rejaf in a region very rich in provender. Later I founded another on the banks of the Yei which took the name of that river and a third at Aba; at the same time I ordered the chief of the Makrakras to instal one at Faradje on the Dungu.

As a result of these measures, the postal service between Rejaf and Ibembo, the two extreme posts of the district, became regular. It was worked from post to post; each postmaster establishing a "bordereau des lettres et colis" (anglicé, a way-bill of letters and parcels) which it was his duty to forward, after having noted the day and hour of receipt to the postmaster-addressee, next on the list, who in his turn sent the "mail" with the bordereau to the next post, and so on, right up to Ibembo.

Generally speaking a "mail" was composed of two armed soldiers. When the number of letters and parcels to be carried necessitated it, native porters were added. In dangerous regions, as from Rejaf to Faradje, as a matter of prudence, the number of armed soldiers was increased to six.

Relay posts from Ibembo to Rejaf were: Enquettra on the Likati, Djabir (for some

reason or other now Bondo), M'Bima, Bomo-kandi (now Bambili), Amadis, Surungu, Nyangara, Dungu, Vankerkhovenville on the Uele (also called Makua and Kibali) Faradje, Aba and Loka.

In 1898 an excellent route through the forest linked up Buta on the Rubi, to Bambili I, on the Uele, having been opened the courriers adopted this route, abandoning that of the river Uele from Bambili to Djabir, very dangerous on account of the rapids and whirlpools, where numerous accidents had happened involving the loss of human lives, parcels and correspondence.

In each of the four zones of the Uele a correspondence service with all the posts of the Enclave was in operation. Having noticed that some of the post-masters did not always bring to bear upon their duties quite that speed and regularity desirable in the forwarding of mails, which sometimes reached them and sometimes did not, on account of my being so far away, in order to discover the agents of fault I decided that letters and parcels destined for Rejaf to Ibembo and beyond should be accompanied by a single bordereau made out at Rejaf. The postmaster at Ibembo had to send this bordereau to Rejaf the day after he had received the mail. This proved an excellent method of control and from that moment there was no further irregularity in the service.

Some time in July 1897, in view of the increase in the food-supplies at Rejaf, posts were installed in the South of the Enclave at Dufile on the Nile and at Kajo Kaji in a region exceptionally rich in provender, situated on a vast, fertile plateau watered by the Kaya a tributary of the Nile.

Later the former Egyptian Station of North Lado 30 kilometres from Rejaf was occupied and in conformity with the King's orders, a large station destined to become the chief town in the Enclave was established at Kero on the Nile on the northern frontier of the territory.

The Nile between Lat. 10° and 11°, slightly below Fashoda, was obstructed from one bank to the other and over a distance of several kilometres by a thick vegetation of papyrus convolvulus and other water plants forming an absolutely impenetrable mass.

Rather belatedly, at the end of 1898, the English who after a great and memorable victory gained over the Derviches by General Kitchener at Khartoum had firmly established themselves in Upper Egypt, conceived the

TABLE I.

	Name	Opening date		Dates seen by Study Circle on postmarks		Dates estimated by Study Circle.	
		Ref. (F)	L.P.E.	Early	Late	Opened	Closed
I. LEVANT	Alexandretta			30/8/71	20/12/72	71-72	72-73
	Beyrout		70	20/12/70	18/12/78	70	79-80-81
	Cavalla		70-71	12/5/71	1/72	70	72
	Chios			22/9/71	25/8/79	70	Aug. 1, 81
	Constantinople	X	65	18/9/66	18/81	65	Aug. 1, 81
	Dardanelles	X		20/2/67	17/79	67	Aug. 1, 81
	Gallipoli	X	70	10/3/71	5/10/78	70	78-79
	Jaffa			18/5/72		71-72	72
	Lagos			29/4/71	8/11/72	70	72
	Latakia			16/12/70	14/9/71	70	71
	Mersina			27/6/71	8/11/72	71	72-73
	Mitylene		70	24/9/70	12/11/80	70	Aug. 1, 81
	Rhodes		70-71	1/72	15/2/79	70	Aug. 1, 81
	Salonica		70-71	25/5/70	3/11/77	70	78-79
	Smyrna	X	66	7/6/66	5/11/80	66	Aug. 1, 81
	Tenedos			7/4/72	12/72	71-72	72-73
	Tripoli		70-71	10/10/71	13/10/79	71	80-81
	Volo			1/1/70	25/1/72	70	72
II. RED SEA	Berbera		81			77	Nov. 1, 84
	Harar		81			81	Nov. 1, 84
	Jedda	X	66	23/4/67	20/12/80	66	Aug. 1, 81
	Massowa	X	69	31/12/69	19/9/85	69	Dec. 2, 85
	Zeila		81			81	Nov. 1, 84
III. SUDAN	Berber		1/10/73	2/10/75	1/10/80	1/10/73	May 2, 84
	Dabroussa				a.	89	After 96
	Dongola		1/10/73		85	1/10/73	June 85
	El Fasher		77			77	Late 83
	El Gadaref		77			77	Late 83
	El Obeid		77			77	Late 82
	Fashoda		77			77	Late 83
	Fazogl		77			77	Late 83
	Karkok		77			77	Early 82
	Kassala		75	18/3/76	1/9/78	75	Sept. 85
	Khartoum		1/10/73	1/74	4/3/84	1/10/73	Nov. 14, 84
	Korti					Late 84	Early 85
	Mesallamia		77			77	Early 82
	Sennar		77			77	Late 83
	Shellal T.P.O.			16/10/89	a.	88	Never
	Suakin	X	67	1/68	a.	67	Never
	Tokar			8/10/94	a.	91?	Never
	Wadi Halfa		1/10/73	1/1/86	a.	1/10/73	Never
	Wadi Halfa Camp			9/5/96	a.	91?	After 96

NOTE.—a. No late dates are given for these offices since they were either never closed or closed after 1896, the latest date included within this report.

Name	1866 Issue		1867 Issue		1872 Issue		1874/5 Issue		1879 Issue		1881 Issue		1882 Issue		1884 Issue		1888 Issue		1889 Issue		1893 Issue	
	Type	Value	Type	Value	Type	Value	Type	Value	Type	Value	Type	Value	Type	Value	Type	Value	Type	Value	Type	Value	Type	Value
I. LEVANT																						
Alexandretta			III-1	20, 1	III-1	2½																
Bairout			III-1	5, 10, 20, 1	III-1	5, 10, 5	III-1	20, 2														
Cavalla			III	1																		
Costantinopoli	I-1	20, 1, 5, 10	I & III	5, 10, 20, 1, 2, 5	III	5, 10, 20, 1, 2, 5	III-4	10, 20, 1, 2, 2½	III-4	10, 1, 2, 2½	III-4	10										
Chanak Kilia			A-4	20, 1																		
Chesme					A-3	1																
Dardanelli			II-4	5, 10, 20, 1	II-4	2	II-4	2	II-4	20, 1												
Galipoli			III-1	5, 20, 1, 2	III-1	10, 20, 1, 2	III-1	20, 1														
Jaffa			III	1																		
Lagos			III-1	20, 1	III-1	2	III-1	1														
Latakia			III-1	1																		
Mersina			III-1	20, 1																		
Metelino			A-5	1	III-1	5, 20, 1, 2	III-3	10, 20, 1	III-3	5, 1												
			III-1	20, 1, 1b																		
Rodi			III-3	1	III-1	1	III-3	20, 1, 2														
Salonicchi			III-1	5, 20, 1	III-1	1b	III-1	5 pa.														
					III-1	1, 2, 2½	III-3	5, 20, 1, 2	III	20												
Scio			III-1	20, 1, 1b, 2	III-3	10			III-3	10, 1												
			IV-1	1																		
Smirne	I-1	20, 1, 2	I-1	5, 10, 20, 1, 2	III-2	5, 10	I-1	1b	III-5	5, 10, 20, 1, 2	III-5	10, 2										
			III-2	1, 2	III-4	1, 2, 5																
Tenedos			III-1	20, 1																		
Tripoli			III-1	10x, 1, 1b	III-1	10, 1, 2			III-1	5												
Volo			III-1	20, 1, 2	III-1	1																
II. RED SEA																						
Gedda	I	1, 2	I	1, 2, 5	I & III	20, 1, 2	IV-1	5, 10, 20, 1, 2, 5, 2b	VIII-1	20												
Djeddah (VIII)			IV-1	1	IV-1	1, 2																
Massaua			IV-1	5 pa.	IV-1	10, 20, 1, 2	IV-1	5, 10, 20, 1, 2½					VIII-1	10	VIII-1	10, 20, 1, 20/5, 1d						
Massawah (VIII)			II-1	1																		
III. SUDAN																						
Barbar					V-5	1	V-5	1	V-5	5, 1												
Challal-Wadi Halfa																						
Dongola					C-5	2																
Kartum					IV-5	5 pt.	V-5	s.c.	V-5	1												
Kassala							V-5	1														
Korti																						
Suakim (II, IV)			II-2	2	IV-1*	10, 1, 2	IV-1*	20, 1, 2	IV-1*	5, 20, 1												
Souakin (VIII)			IV-1*	2	IV-1.1				VIII-1													
Sawakin (IX)																						
Tokar																						
Wadi Halfa																						
Halfa (1893 issue)																				VIII-1	2	
Wadi Halfa Camp																				VIII-1	2	

NOTES.

Under "Value" the stamps are listed in order of ascending value: 5 pa., 10 pa., 20 pa., 1 pt., etc. Where this might be confusing, as in the case of Massaua, 1867, the actual value is given, in this case 5 pa.
1b or 2b indicates a bisected stamp of the value given.
X indicates a pair of the stamp given.
10d, 20d, etc., indicate postage due stamps.
10/2½ and 20/5 indicate surcharged stamps.
s.c., stampless cover dated 3/9/76.

(*) Two sizes of year date have been seen on Suakim, Type IV-1; 73 and 74 are small while 76, 77, 78 and 79 are large and of a different style of figure.

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idea of establishing regular communication with the British posts at Gondokoro on the right bank of the Nile opposited Lado and South Bulkeley. With this object they set to work to cut a passage in the sudd and employed in this operation 3000 Dervish prisoners. The work was long and painful but was crowned with success in 1899. The first boat to win through was a little gun-boat the "Kalbar"; it arrived at Kero at the end of 1899 and had on board Major Pycke (?) of the British Army and other officers. I received these gentlemen as it was proper to do and invited them to my table. After the meal Major Pycke invited me to the "Kalbar" where, alone with me and with all the discretion and tact of which a British officer is capable, he announced to me that he had to convey on behalf of the Sirdar a letter relative to the situation of the post at Kero. Having taken due note of the letter in which the English governor informed me that the post at Kero was slightly to the north of Lat. $5^{\circ}30'$ N. and inviting me to take it further south, I replied to the Major, that I would immediately write to the Sirdar and acknowledge his letter advising him that I would communicate with my Government to whom I was obliged to refer the matter.

Nevertheless, two or three months later the Anglo-Egyptians came and installed a post 3 km. below Kero on the same bank; this latter was, however, maintained and there was no further suggestion of displacing it.

On leaving Kero for Khartoum, Major Pycke had accepted a consignment of official mail for Brussels and the private correspondence of the Enclave agents. Thereafter all private mail of the Enclave personnel and even of the Eastern zones of the Uele, franked with the C.F.S. stamps was sent by the Nile route. In less than a month it had been distributed in Belgium whereas by the Boma route it would have taken three times as long.

Towards the middle of 1896 I was invited by the Government to cease sending the official mail via the Nile, thefts and lapses of discretion having been discovered.

As there was not at that time a postal bureau either in the Enclave or in the Uele, the cancellation of stamps franking private letters originating in these regions, was effected at Leopoldville or at Khartoum: according to whether the correspondence was sent by the Congo or by the Nile.

(to be continued)

COURTESY AMONGST STAMP COLLECTORS

There is creeping into various Stamp Clubs and Societies a type of member who circulates other members with a view to exchange stamps with him.

Such other members finding the writer is a member in good standing in the Club complies with the request and forwards a selection of stamps, in many cases no acknowledgement of these stamps can be obtained after repeated registered correspondence on the matter.

The member explains to the Secretary and Agents, and they are given the unpleasant and unnecessary work to endeavour to obtain restitution.

These practices are not dishonest but adversely affect the honor of the Club concerned, and such members should not only be dropped from the Club, but their names published as a warning to other collectors.

The C.P.E. Club has its members over many parts of the Globe, and aims to expand its influence and assist those who are interested in the stamps of the Near East, and it is only by the cooperation and high ethical standards of its members that the Club can flourish and uphold the high standards it has so far attained.

Our aim should be to promptly acknowledge our fellow members letter, and if not interested in his advances, courteously advise him so, and if stamps are received either return them at once if not suitable, or promptly send him other suitable stamps in return in keeping with the type of stamps received and not forward him a bunch of rubbish in exchange.

There is also the member who forwards a selection of common stamps, often defective, but expects in return the classics of the country he is interested in, all in mint condition full gum, mathematical centred and perforations immaculate.

Let us be reasonable and expect the class of stamps in return only of the character we sent.

Keep up the standing of your Club by applying the Golden Rule to your fellow members.

CURIOSITES POSTALES EGYPTIENNES

par Gabriel Boulad (C.P.E. 382)

On n'imagine pas que, dans l'Egypte moderne, des documents de la Poste égyptienne aient pu être rédigés en une langue étrangère sans porter un texte correspondant en langue arabe. Et pourtant cette particularité s'est réalisée, comme on va le voir.

Il est vrai que, dans les débuts de la Poste égyptienne, le cas a été assez fréquent : la première émission de timbres en 1866 ne porte pas de texte en langue arabe, le texte en surcharge qui y figure étant en langue turque (mais c'était la langue du Suzerain). D'autre part, les premières oblitérations égyptiennes étaient libellées uniquement en langue italienne et cela dura depuis l'année 1865 jusqu'aux environs des années 1875 à 1880, époque à laquelle la langue arabe commença à s'introduire petit à petit dans le texte italien des oblitérations de la Haute-Egypte, puis d'une façon régulière et continue quand la langue française remplaça l'italienne dans toutes les oblitérations (1878 à 1881).

Mais ceci est presque de la préhistoire. Dans les temps modernes, il n'y a pas, en principe, de document postal égyptien : timbre, entier, étiquette, vignette ou oblitération, qui ne soit rédigé en langue arabe en même temps que dans l'une des deux langues étrangères dominantes : le français ou l'anglais. Le cas d'un document postal rédigé en une langue étrangère sans texte arabe correspondant paraît impossible. Et pourtant ce cas existe et plutôt trois fois qu'une.

Une première fois ceci peut être constaté dans les enveloppes pour lettres recommandées. On sait que la Poste vend des enveloppes spéciales pour lettres recommandées qui sont doublées en toile et qui portent sur leurs face et verso des traits entrecroisés, à la manière anglaise, pour bien indiquer qu'il s'agit d'une lettre recommandée. Or dans la première émission de ces enveloppes qui remonte, paraît-il, à l'année 1913 on remarque cette particularité que l'abon-

dant texte qui figure au haut est uniquement rédigé en anglais. Ce type a été indiqué et reproduit par Mr. Jean Boulad dans son étude sur « Les entiers postaux d'Egypte » (voir L'Orient Philatélique No. 28 p. 45).

Pour l'édification de mes lecteurs je donne ici la reproduction de ce texte :

«Registered letter. — This letter must be given to an officer of the Post Office to be registered, and a receipt obtained for it. The address must be written on this side».

En outre, le carré à droite destiné à recevoir éventuellement un timbre-poste supplémentaire porte le texte anglais suivant :

« Stamps to pay additional postage must be placed here ». (1)

Comme on le voit ce texte copieux est uniquement libellé en anglais, sans accompagnement d'un texte arabe quelconque, sauf sur le timbre-poste qui fait corps avec l'enveloppe (type Colosses de Memnon).

Il semble d'ailleurs que les Autorités postales se soient assez vite aperçues de cette anomalie puisque la même année, semble-t-il, un autre type d'enveloppe a été émis, exactement semblable au précédent, mais portant, à côté du texte anglais qui vient d'être cité, un texte arabe exactement correspondant, texte qu'il serait superflu de reproduire.

*
**

On peut rapprocher de ce document philatélique à texte uniquement anglais deux oblitérations égyptiennes, assez rares, qui sont aussi libellées sans texte arabe, l'une en anglais, l'autre en français.

La première oblitération est celle « Alexandria-Postmen » qu'on trouve sur certains avis

(1) Je possède une enveloppe de ce type qui m'a été personnellement adressée de Foua (Garbien) à la date du 28 Novembre 1917. Je serai heureux de savoir si d'autres personnes en possèdent de semblables à l'état de neuf et je prie mes lecteurs de me les signaler.



de réception et même sur certaines enveloppes, notamment celles que la Poste trouve ouvertes ou déchirées et qu'elle répare d'office moyennant les vignettes ou étiquettes appelées dans le Catalogue Yvert « Timbres de retour ». De même, cette oblitération se trouve parfois sur les envois par exprès.

Je possède cette oblitération « Alexandria-Postmen » avec les dates 9 Mars 1922 et 9 Novembre 1927 sur des avis de réception, sans indication d'heure. A partir de 1936 et jusqu'à 1938, elle se trouve sur les timbres de retour ou sur les plis exprès, mais avec indication de l'heure, toujours sans texte arabe.



Il est à remarquer, par contre, que les oblitérations semblables du Caire et celle de Port-Said (celle-ci beaucoup plus rare) sont accompagnées du mot arabe : السعاة (Facteurs) avec le nom de la ville, également en arabe.

La seconde oblitération sans texte arabe est celle « Paquebot-Port-Said ». Depuis une quinzaine d'années les bureaux postaux des ports d'Alexandrie et de Port-Said sont munis d'un cachet « Paquebot » avec lequel ils oblitérent les plis reçus des bateaux, oblitération qui est considérée comme maritime.



Or tandis que le bureau du port d'Alexandrie emploie un cachet à texte arabe et français, le texte arabe étant باخرة اسكندرية le bureau de Port-Said emploie un cachet à texte uniquement français : « Paquebot-Port-Said » avec la date et l'heure. Je possède cette oblitération sur des timbres de Turquie avec des dates allant du 30 Mai 1923 jusqu'au 14 Mars 1926. J'ignore si depuis cette dernière date ce cachet a été modifié et si la langue arabe a été introduite dans son texte. Mes lecteurs de Port-Said pourraient probablement éclairer ce point.

Quoiqu'il en soit il était piquant de signaler aux lecteurs de cette Revue les trois documents postaux de l'Egypte moderne, les seuls semble-t-il, documents qui présentent un intérêt philatélique certain, d'où la langue arabe se trouve absente.

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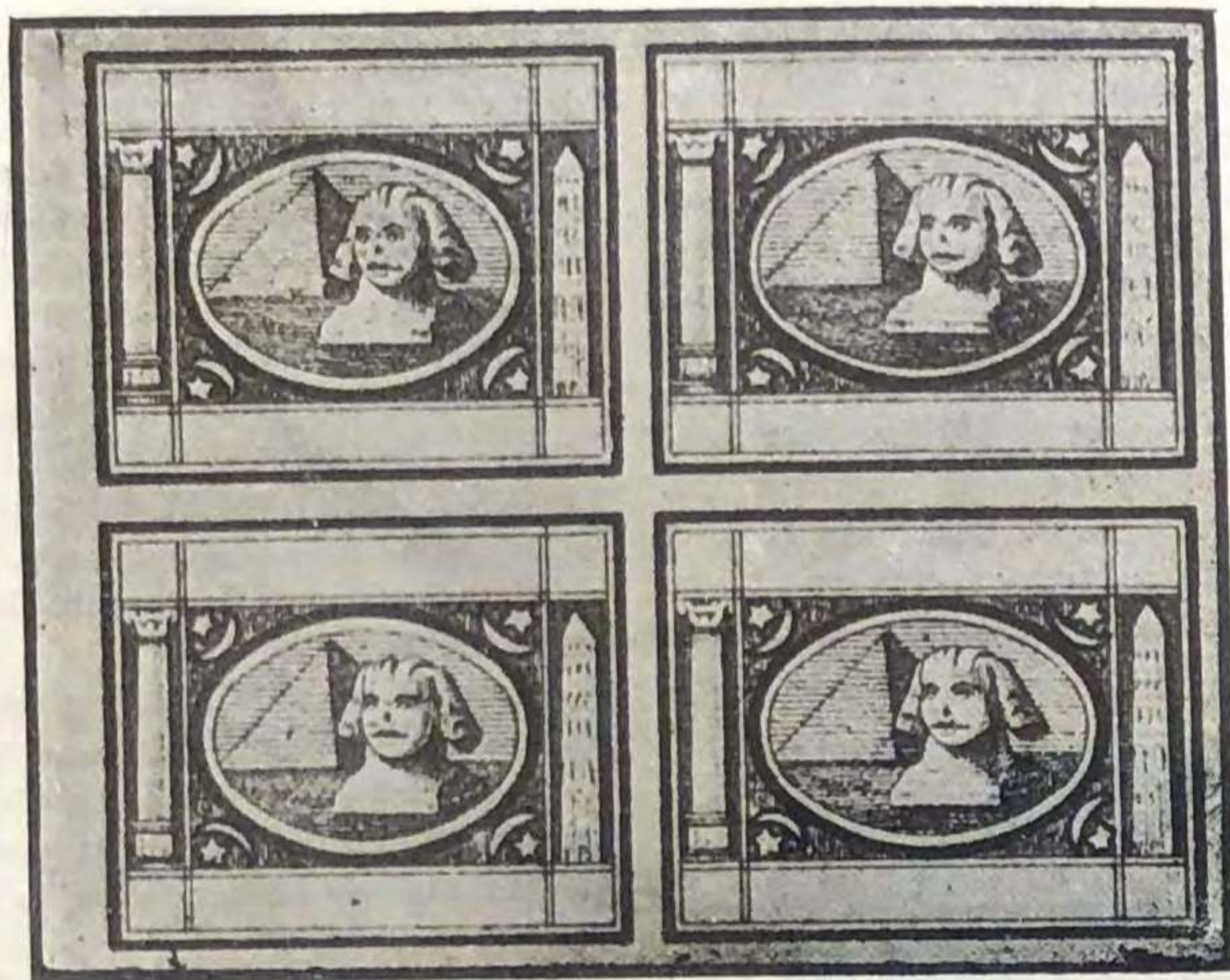
Some interesting notes on the Penasson essays for the third issue of Egypt

PENASSON ESSAYS (Third Issue) 1871

by F.A. SMYTH (C.P.E. 411)

I

2



3

4

In 1867 Ismail Pasha (see photo on Postal Union Congress Stamps of 1934) was granted the title of Khedive, so it was natural to amend the Arabic inscription on the top label of Egypt's Second issue to read "Poste Khedive Egiziane", which inscription was also added on the bottom label in European characters. This was finally done in 1872 when the Third issue (Penasson) first appeared, followed in 1875 by the famous—at least famous for their poor execution—issue from the Government Printing Works at Boulac.

Penasson who had already printed the Second issue in 1867 was called upon to submit specimens covering this change, and about 1871 printed the following essays—with and without inscriptions. It is not quite clear why Penasson produced these particular essays as they were more or less a repetition of the design of the Second issue, which in reality was a fine piece of work, and which he might have simply modified by changing the inscriptions on the top and bottom labels. Ho-

wever, on this essay we find the initials "V.P." (Victor Penasson) at the foot of Cleopatra's Needle, so possibly Penasson aspired to becoming both artist and engraver, (besides printer) following more or less the lines of his predecessor. Here is the first result of his work which it is now proposed to study, the principal details of which are as follows:—

- 1) The Sphinx is at the right in an oval frame with the Pyramid on the left, instead of as previously in the centre, with the Pyramid in the background. As before, Pompey's Pillar is on the left, and Cleopatra's Needle on the right.
- 2) Printed without watermark, both perforated and imperforated, and in various colours, all with a whitish gum.
- 3) A Star and Crescent are added in each of the angles of the rectangle surrounding the oval frame, all of which are of inferior workmanship.

In the block of four illustrated and numbered, there are distinct varieties in each stamp,

varieties which are repeated on the same numbered stamp in the various imperforated blocks in my possession, although the stamps appear in different order, from which it follows that sheets or panes of these essays must have been printed. The following are the principal recurring varieties on the imperforated blocks:

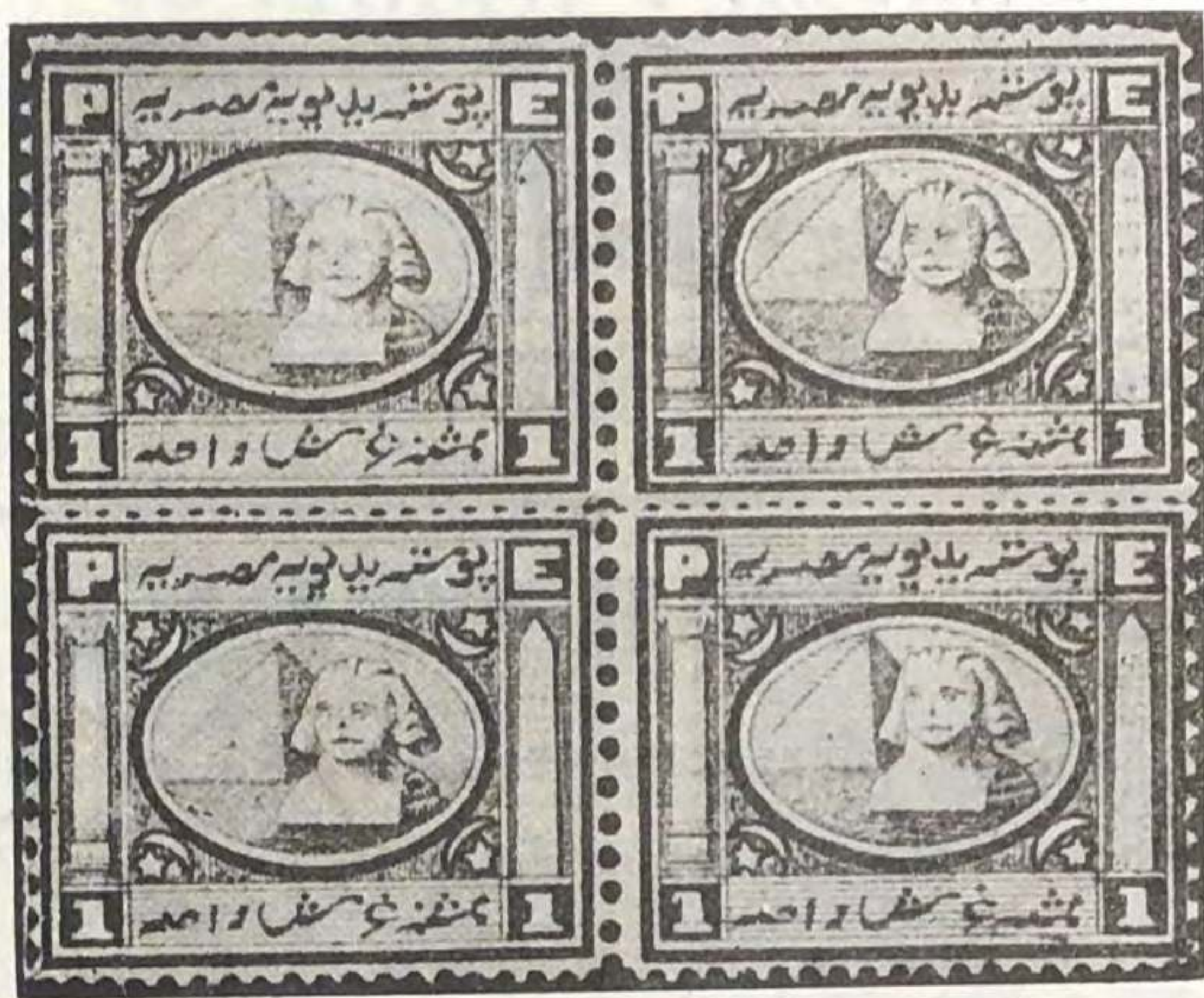
- No.1 The third horizontal shading line counting from the top of the oval, touches the uppermost portion of the forehead of the Sphinx, whereas in Type 2 it is the fourth horizontal line, and in Type 3 the fifth, and Type 4 the fourth again.
- No.2 The top of the Pyramid touches the oval frame, which it does not do in the other three types.

and another dot near the centre of the large triangle of the Pyramid.

From the above facts, we can therefore conclude that these essays were prepared in a similar manner to the stamps of the second issue, viz: engraved four times, from which the necessary transfers were taken.

We now come to the essays with the completed inscriptions.

In the top label we are supposed to read: "Poste Khedeuie Egiziane" but instead of the Arabic for "Khedeuie" we find "Yedeweeya" which means "By hand." This may be another example of the Arabic workman misunderstanding the word as pronounced, as



PERFORATED (with Inscriptions)

- No.3 The right hand side of the angle forming the top of Cleopatra's Needle is much longer than the left. The left ear of the Sphinx almost touches the Pyramid in this Type as well as in Type 4.

- No.4 The lower Crescent at the right is more upright than in the other Types. After the horizontal line which touches the right-hand ear of the Sphinx there is an additional line followed by a jagged line, this additional line not existing on the other Types.

Moreover, all stamps show a dot slightly to the left and above the head of the Sphinx,

after all "Egyptian hand Post" has a possible significance. Was this the reason these stamps were never accepted?

Further, the completed essays, which besides being perforated, contain far more details than the essays without inscriptions, and are of superior workmanship, so presumably they were carefully touched up, prior to a further or perhaps even the original printing stone was made. Moreover, the main varieties previously mentioned, disappear, so perhaps the former essays described should be called "trial colour proofs". In spite of this the same dot slightly to the left and above the head of the Sphinx—although not so pronounced

—again appears, which proves that these touched up reproductions were produced from the same original die.

Singles of the imperforated essays are fairly common and the different Types can easily be found from the above details, but blocks are rare, and in fact are not even mentioned in the Mackenzie-Low Catalogue. In this Catalogue (Items 203 and 204) perforated mint blocks of eight and ten are listed of the completed designs, which again proves that sheets or panes were printed.

It will probably always be a mystery why these essays were not accepted, as the final choice, also printed by Penasson, was a much inferior design. There is the possible explanation that the Sphinx to the right of the Pyramid is topographically wrong, as when facing the Sphinx the large Pyramid (Cheops) is on the right. It must also be remembered that Penasson produced between 1867-75 about 20 different essays, only two of which were accepted.

CLICHERIE

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9, Maghrabi Street — CAIRO (Egypt)

NOUVEAUTES DE L'ORIENT

par Jean Boulad, C.P.E. 155.



EGYPTE

Poste ordinaire :

La seconde partie de la série définitive à l'effigie du roi Farouk a commencé à paraître avec une valeur encore inconnue en Egypte: un 30 mills vert-gris (cette valeur avait d'ailleurs été annoncée dans le No. 33 de Juillet 1937 de cette revue).

D'une conception tout à fait nouvelle : rapprochement des deux ères et civilisations extrêmes de l'Egypte, impression de la vignette dans le sens de la largeur, réunion du portrait royal avec un paysage touristique, ce timbre semble avoir immédiatement conquis les faveurs du public.

Trois petites remarques cependant:

1) la perspective des trois pyramides n'est-elle pas un peu arbitraire?

2) l'ombre sur le menton et la joue du roi est loin d'être un embellissement; pourquoi n'avoir pas conservé le portrait si jeune des petites valeurs de la même série?

3) la couleur n'est-elle pas un peu terne et passée; et dire que l'Egypte est le pays des couleurs vives!

A signaler le retour à l'encadrement de chaque vignette; procédé bien plus élégant et plus soigné.

Format 22 x 27 1/2 dent. 14 x 13, chiffre de contrôle A/38. Ce timbre spécialement destiné à l'affranchissement des colis postaux en Egypte a été mis en vente au début de Janvier 1939.

Timbres de Service

La nouvelle série annoncée dans le No. 37 de Juillet 1938 de cette revue a été émise dans le courant de Décembre 1938.

Les 6 premières valeurs sont au format 22x18 1/2, dent. 13 1/2 et la dernière au format 26 1/2x22 dent. 14x13 1/2.



L'ensemble du dessin rappelle le premier timbre de Service d'Egypte (No. 1 des catalogues).

Chiffre de contrôle A/38. A noter que contrairement à l'usage établi le chiffre de contrôle n'est pas sur la dernière rangée de timbres de la feuille, mais sur la marge gauche en face du 8ième timbre.

Entiers Postaux

Dans le courant de décembre 1938 a été mise en vente une enveloppe pour cartes de visite avec timbre type Farouk, 2 mills rouge.

1 mill. orange	2 mills. rouge-orange
3 mills. brun	4 » vert-jaune
5 » brun-rouge	10 » violet
15 » lilas	20 » bleu
50 mills. vert-bleu	

Chiffres de contrôle des Emissions en cours

Suite de la liste publiée p. 259, 319, 362 et 414.

Poste ordinaire:

10 mills. A/38, 30 mills A/38.

ADEN

Le centenaire du rattachement aux possessions anglaises de cette importante ville forte d'Arabie a été commémoré par une série de douze valeurs dont les 3a et 10r. représentent la prise d'Aden par le capitaine W. Haines en 1839. Cette série a été émise en janvier.

COTE DES SOMALIS

Une nouvelle série, à images allant du 2 c. au 20 frs. a été émise à la fin de l'année écoulée. Les 5, 10 et 20frs. rappellent les premiers timbres de Djibouti, tant par leur forme que par l'ensemble du sujet.

GRAND LIBAN

Les timbres de 50 pi. vert-jaune et 100 pi. noir, de 1930-35 et un 7 pi. 50 bleu, non émis, ont reçu une surcharge qui modifie leur valeur ainsi :

7 pi. 50 sur 50 pi. vert-jaune

7 pi. 50 sur 100 pi. noir

12 pi. 50 sur 7 pi. 50 bleu.

Le timbre de 4 pi. brun-noir de 1937-38, à l'effigie du président Eddé a été réduit à 2 1/2 pi. par l'apposition d'une surcharge.

Une série de 4 valeurs, pour la poste ordinaire (op. 50, 1p., 4p. et 10p.) et une pour la poste ordinaire (10 p.) doit être émise, pour commémorer la signature du traité franco libanais, dès la ratification de ce traité.

HATAY

Ainsi qu'il avait été annoncé précédemment, le Sandjak d'Alexandrette, qui dépend

maintenant des autorités turques, a pris le nom de Hatay.

A l'occasion de la mort du président Atatürk, une série de cinq timbres de deuil a été émise par l'apposition d'une surcharge noire (cadre) sur les timbres de Syrie surchargés «Sandjak d'Alexandrette», avec la date 10.11.1938 date du décès du président de la république.

Ces timbres n'ont été vendus que par pièces isolées et uniquement pour affranchir les correspondances. Il n'y aurait que 6.000 séries complètes.

D'autre part, une série comprenant neuf valeurs et trois timbres-taxe doit paraître incessamment. Elle commémorera la première réunion du parlement de la nouvelle république d'Hatay, les timbres qui porteront la date de cette réunion: 2 septembre 1938 représenteront des sujets variés.

Divers



Reproduction du diplôme qui fut décerné au Club Philatélique d'Egypte pour sa participation à la PRAGA 1938.

Miscellaneous

NOS ANNONCIERS

Nous nous permettons d'attirer l'attention de nos lecteurs sur la Maison **Théodore Champion de Paris** dont l'annonce figurera désormais en page 4 de la couverture de cette revue.

Cette Maison est trop connue pour que nous puissions en dire quelque chose de nouveau; qu'il nous suffise de la recommander à nos lecteurs, ils seront sûrs d'y trouver toujours le meilleur accueil pour toutes les transactions philatéliques qu'ils auraient à traiter.

Par la même occasion, nous signalons l'annonce, que nous publions depuis déjà plusieurs années de la Maison **H.E. Harris et Co. de Boston (Mass.) (U.S.A.)**.

C'est une des plus grosses Maisons du monde pour l'achat des timbres en gros.

Que nos lecteurs qui possèdent beaucoup de doubles n'hésitent pas à les soumettre à Messrs. H.E. Harris et Co., ils ne le regretteront pas.

Aux deux annonceurs ci-dessus ajoutons le nom de **M. Fichel Klein du Caire** qui, depuis longtemps déjà, nous passe une annonce d'une demi page dans chacun des numéros de cette revue.

Nos membres sont assurés de toujours trouver auprès de lui un accueil très favorable quelles que soient les transactions qu'ils aient à faire.

OUR AMERICAN AGENCY

We have to inform our readers that Mr. D. L. Ogden having resigned his position as our Club's agent in U.S.A., the vacancy thus caused has been filled by the appointment of Mr. Ernest A. Kehr. Mr. Kehr needs no introduction to our readers, he is well known in philatelic circles as a collector and exhibitor and he has contributed articles of great interest to our magazine. Mr. Kehr tells us that he expects to find the work to his taste and we earnestly call upon our members to extend to him the glad hand of fellowship. It is to be assumed that in his comings and goings he will make no secret of his association with the stamps of Egypt which he calls "an amazingly interesting country" a description with which few, if any, of us will feel inclined to disagree. We heartily wish him success and at the same time thank Mr. Ogden for his help during his term of office.

There is a good deal that a representative with good taste, vitality and imagination can accomplish and we call upon all members to assist the new agent. The provision of unlimited stamps for circulation is a difficulty not easy to overcome, and it is hoped that members will contribute not only in U.S.A. but from England, Canada and elsewhere.

A LIRE TRES ATTENTIVEMENT

Toute demande d'admission au Club Philatélique d'Egypte doit être accompagnée, outre les P.T. 20 ou \$1.00 ou 4/-, de P.T. 5 ou \$0.25 ou 1/-, représentant les droits d'inscription, et de références facilement contrôlables; Sociétés philatéliques ou 2 membres du C.P.E.

Le Club Philatélique d'Egypte n'accepte pas de timbres poste en paiement de cotisations. Tout envoi de ce genre sera retourné à l'expéditeur si toutefois il est accompagné d'un coupon-réponse international.

La cotisation annuelle de P.T. 20 ou \$1 ou 4/-, et les droits d'inscription de P.T. 5 ou \$0.25 ou 1/- peuvent être acquittés en coupons-réponse internationaux à raison de 10 coupons pour la cotisation et 3 coupons pour les droits d'inscription.

Toute demande de renseignements ne sera prise en considération que si elle est accompagnée d'un coupon-réponse international ou d'un timbre-poste neuf, d'Egypte, en cours.

Le Club Philatélique d'Egypte ne fait pas de circulations de carnets dans les pays où il n'y a pas d'Agents affectés à ce service; il en existe actuellement en Grande-Bretagne, Etats-Unis et Canada.

JAPANESE SOUVENIR SHEET

The Japanese Postal Administration has decided to issue a magnificent series of postage stamps representing scenarios of the twelve National Parks of Japan.

The series will be issued at nine separate times during the next three years, each time in four kinds of sheets containing fifty pieces of 2, 4, 10 & 20 sen and miniature sheets containing each one piece of the four denominations.



WHAT IS IT?

We have received from Mr. E.A. Kehr (C.P.E. 398) a photograph of the 1 piastre value rose of 1879, which he discovered recently.

He says that the postmark is clearly over the surcharge. It will be noticed that the figures of value in each corner and the word "une" in the left-hand label are deleted by obliterating bars, whereas the Arabic word (one واحد) appears to have been overlooked.

Can any of our readers solve the mystery?

LES EXPOSITIONS

EXPOSITION PHILATELIQUE D'ALEXANDRIE 16 AVRIL 1939.

Nous sommes heureux d'annoncer à nos lecteurs que l'Amicale Philatélique d'Alexandrie, 26 Boulevard Saad Zaghloul, ce jeune et si actif groupement, organise pour le 16 Avril prochain une Exposition Philatélique.

Comme déjà écrit ici même (p. 416) cette idée prit naissance lors du thé offert le 11 Novembre dernier à Mr. N.S. Alfieris par les philatélistes alexandrins.

Un règlement et une demande de participation ont déjà été adressés à tous nos sociétaires d'Egypte et d'ailleurs, tous les négociants en timbres-poste d'Egypte en tiennent des exemplaires à la disposition des amateurs.

Cette manifestation, la 3e en Egypte, la 2e à Alexandrie, est en réalité la première vraie exposition philatélique que nous aurons en Egypte. Ce sera un excellent moyen de développer et de stimuler le goût de la collection parmi les visiteurs, car, bien entendu, l'entrée y sera gratuite pendant toute la journée du dimanche 16 Avril de 9 h. 30 à 19 h. D'autre part des médailles de valeur récompenseront les participations méritantes.

Différentes classes et catégories ont été prévues; bien entendu l'Egypte y aura une place d'honneur et les jeunes philatélistes, débutants et moyens, y bénéficieront de conditions spéciales, à titre d'encouragement.

Nous ne pouvons que féliciter l'Amicale Philatélique d'Alexandrie pour cette initiative si hardie et souhaiter à cette exposition tout le succès qu'elle mérite.

Nous invitons nos membres et lecteurs à y participer en grand nombre tant en y exposant qu'en y faisant une visite.

1ère EXPOSITION PHILATELIQUE DU BRESIL, RIO DE JANEIRO 22-30 OCTOBRE 1938.

L'exposition philatélique internationale qui s'est tenue à Rio de Janeiro du 22 au 30 Octobre dernier a connu un beau succès: 200 vitrines renfermant 1.200 cadres contenant les participations de 267 exposants, dont 42 des Etats-Unis; une superbe exposition de littérature philatélique; 150.000 visiteurs; tels sont les chiffres qui témoignent de l'intérêt porté par les philatélistes à cette importante manifestation.

De nombreuses manifestations philatéliques, mondaines et touristiques furent organisées pendant cette semaine pour intéresser et distraire agréablement les nombreux visiteurs et exposants venus d'un peu partout.

Il nous est d'autant plus agréable de parler de cette importante exposition, que nos deux seuls membres qui y prirent part, en exposant leurs oeuvres littéraires dans la classe de la «Littérature Philatélique» virent tous deux leurs efforts récompensés.

Mr. Georges N. Zéhéri, obtint une médaille de bronze pour son «Catalogue des Timbres d'Egypte».

Mr A.P. Riffis obtint une mention d'honneur toute spéciale pour son «Auxiliaire du Collectionneur en Timbres-Poste».

Toutes nos félicitations à ces deux infatigables propagateurs de la Philatélie.

Ajoutons pour terminer, qu'un film cinématographique de l'ensemble de l'Exposition a été pris et qu'il a ensuite été projeté dans les principales salles de spectacle de Rio de Janeiro.

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THE LONDON STAMP EXHIBITION 1939

Held at Central Hall, Westminster, January 21-28, this, the third of its kind, sponsored by the house of Todd and the Junior Philatelic Society was, perhaps, stronger in philatelic interest than its predecessors. Space does not permit of more than a passing reference to a few of the most striking exhibits.

It is well known that the philatelic properties of Perkins Bacon & Co. were secured by Mr. Chas. Nissen: these covered a wide range from the trial-sheets for the Great Britain line engraved with an original letter from Rowland Hill with his draft proposals for the issue of the first stamp to die-proofs of many more pictorial issues as for instance Liberia, New Zealand, Jamaica, Transjordan, etc. In frame 8 was the fabulously rare Dockwra cover of 1682 and an Express "Gallows" letter of Elizabethan days. In frame 2 a complete series of Newfoundland Perkins Bacon's; in frame 3 Hawaiian "Missionaries" Mulready caricatures occupied several frames whilst of special interest to Egypt collectors could have been Mr M. William's Study of Suez Canal types and forgeries. Mr. E.F. Hurt had a frame of locals and Egyptian essays whilst Mr. E.F. Huguen showed a frame of miniature sheets. The J.P.S. had a special stall exhibiting forgeries, as for instance the

early N.S. Wales Types, reliques of the 1891 forgery case. The special labels for exhibition souvenirs were by Harrison's.

The original photographs of the King, Queen, Princesses and the Duke of Windsor, as used for stamps were particularly interesting, mounted up with the stamps for comparison (Bertram Park).

Beautifully drawn suggestions for pictorials for Great Britain were exhibited by Mr. F. H. Read: Frank Godden and Harmer Rooke had also displays of the greatest importance. Air mails too had their place.

On the stalls were goods to tempt all classes of collector and Mr. A. Phillips was doing big business in Air-Mail collections from £5 to £1000. A series of lectures, given, each evening, covered a wide field of Philatelic interest several members of the C.P.E. being amongst the lecturers.

It was interesting to learn that Sing Sing, the well known penal establishment of America, has its own philatelic society, and one is tempted to speculate as to which of the stamp collectors started it. Habitual criminals desiring a pleasant time in gaol would do well to give stamp-collecting a trial in their free moments!

G.S.T.

BIBLIOGRAPHIE

SAILING THROUGH THE STAMP ALBUM.

Ships on stamps. By Rowland H. Hill. 22 full-page plates illustrating postage stamps, 2/6d. net, (Stanley Gibbons Ltd., 391 Strand, London, W.C.2).

We are all interested in Ships, but those of us who are not stamp collectors will be surprised to find that the whole history of the Ship, right from the first types of primitive dug-out canoe to the modern luxury liner, can be illustrated by the designs of postage stamps. And collectors themselves will find that this new book opens up for them a fascinating field for their energies—the making of a collection of ship stamps.

The author, a real enthusiast for his subject, tells of canoes, boats and skiffs, of galleys, dug outs, punts, fishing-boats dhows

and junks, of yachts and sailing ships of all kinds, special attention being devoted to explanations of the different rigs of the latter.

The «Mayflower», «Victory» and «Normandie»

Then comes a chapter dealing with some of the many famous sailing-ships depicted on stamps, followed by another, equally interesting, about famous steamships, and from these chapters we learn that the «Mayflower», Nelson's «Victory» and the Atlantic greyhound, «Normandie», are only three of the many famous ships that postage stamps have shown.

Warships need a fairly long description, as they have not been neglected by stamp-designers, and even submarines are mentioned

(for one is shown on a Roumanian stamp issued in 1936).

Another chapter of particular interest describes out-of-the-way vessels such as ice-breaker, light-ships, train-ferries and dredgers—all of which a stamp collector can show in his album.

There are so many collectors who already specialise in ship stamps and so many others who would, if they had a suitable guide, that this book will surely receive a warm welcome, especially as its most interesting text is fully illustrated by 22 plates reproducing many of the stamps it describes.

L'ORIENT PHILATELIQUE No. 1

Having been privileged to see a copy of this elusive publication I may say that so far as concerns collectors of our magazine it contains nothing at all likely to be helpful to them. Besides the Rules, a list of the first 55 members — a very good start — a valedictory leader and preface, a column or two of the «by the way» type and a few verses by Mr. Khayat rhapsodising upon the small pieces of paper we call stamps, there was practically nothing in it. It is however interesting to learn from this source that the 10 paras Turkish stamp of 1913, with the lighthouse, has minute Armenian characters beneath «Postes Ottomanes» and that for this offence the artist, an Armenian was banished to Asia Minor where he died of grief.

«De l'avant, de l'avant est notre devise».

THE POSTAL STATIONERY OF SIAM 1883-1935 by Henry S. Linnemann. Prix \$1.00 Edité par The American Philatelic Society, 8118 Dante Ave. Chicago Ill. (U.S.A.)

Une très intéressante et très complète étude sur les Entiers Postaux du Siam, qui fait honneur aux philatélistes américains.

Après avoir expliqué combien il lui a été difficile d'obtenir des précisions sur les entiers-postaux du Siam, l'auteur passe successivement en revue les cartes postales, dont il fait l'historique complet et en décrit chaque variété à l'aide d'illustrations très claires; il aborde ensuite les cartes-lettres, les feuilles lettres, les enveloppes simples et pour lettres recommandées; chaque partie est traitée avec le même souci de précision et de clarté.

Pour terminer, un catalogue de ces diffé-

rents entiers, les classe numériquement et méthodiquement.

Les entiers-postaux sont ici traités comme les timbres-poste et étudiés avec le même soin et les mêmes principes.

C'est ce qu'il faudrait voir faire pour les entiers de tous les pays, et c'est un excellent modèle à suivre comme plan d'étude d'entiers postaux d'un pays.

A PHILATELIC STUDY ON SUDAN

The Editor of "Stamp Collecting" announces his intention of publishing Mr. G. Seymour Thompson's Philatelic Study «Sudan» in book form, price 5/- Advance orders 4/- Address: 8, Buckingham Str. London, W.C.2.

THE ILLUSTRATED PHILATELIC RECORD of which the first number made its appearance in January last is Mr. E.F. Hurt's latest contribution to philatelic journalism. As its name implies it is a record, excellently illustrated, of covers, die-proofs, etc. which have passed through Mr. Hurt's hands and of which it is desirable that photographs and verbal descriptions should be made and retained. It is, in consequence, a publication to be kept rather than thrown away after a casual glance. It is a costly method but the student of postal history will not judge the cost in view of the permanent interest in the illustrations and text. Quarterly 8/6d. per annum of the Publisher. It is not a dealer's sale-catalogue and No. 1 contains features of special interest to collectors of Egypt and Palestine.

POSTAL MARKINGS OF THE UNITED STATES, 1847-1851 par Manuel Hahn, publié par William R. Stewart, 9, South Clinton St., Chicago. Ill. (U.S.A.)

En une élégante plaquette de près de 50 pages l'auteur offre un ensemble très complet de toutes les oblitérations et marques postales des Etats-Unis depuis 1847 jusqu'en 1851. Dans cette étude-liste à laquelle ont collaboré les plus éminents philatélistes américains, tout est traité dans les plus petits détails; le souci de la précision va même jusqu'à donner une liste complète de tous les bureaux qui furent approvisionnés des premiers timbres avec pour chacun d'eux la date de cette fourniture et la quantité de timbres fournis de chaque valeur.

Cette sorte de répertoire illustré, sera certainement très utile aux marcophiles s'intéressant aux timbres des Etats-Unis.

Cette publication est la première collection consacrée aux marques postales des Etats-Unis.

THE EGYPTIAN SECTION OF THE STANDARD CATALOGUE OF AIR POST STAMPS (1)

Published by Nicolas Sanabria,
New York, N.Y. (U.S.A.).

The airmail stamps of Egypt occupy only three pages in this wonderfully edited catalogue which, in all, comprises 656 pages of helpful information, listings and facts about aerophilately, but those three pages reflect a great deal of consideration and provide a sensible mirror of true market conditions of the stamps our specialty.

The 27m violet is quoted at 45c. as compared with the Scott price of \$1.00.

Scott marks the 27m brown at 30c. while Sanabria has it at the more actual rate of 20c. unused and 15c. used.

The Graf Zeppelins are \$3 per set in unused condition and \$5 per set cancelled. Scott makes no distinction and flatly quotes them at \$5 each.

The long series of 1933 may be bought at \$6.50 in used or unused condition. The Scott rank is \$7.85. At auction sales the set rarely brings more than around \$6.

It is interesting to note that the special set of 1933 is listed under the airmail group in Sanabria's catalogue while it is chronicled as a commemorative set in Scotts. In the former the price is \$2.10, unused, \$2.50 used. Scotts has a price of \$3.90.

The Sanabria catalogue has, in this reviewer's opinion, but one flaw. It does not recognize the minor varieties of the Graf Zeppelin overprints such as the «1951». Only the two major types are listed.

No collector of airpost stamps can afford to be without this accurate and helpful book which is retailed at \$2 in the ordinary binding and \$4 in the de luxe edition.

STANDARD CATALOGUE OF AIR POST STAMPS, ninth edition 1939. Prix. édition ordinaire Doll. 2.00; édition de luxe Doll. 4.00; chez Nicolas Sanabria, Inc., 17 East 42nd Street New-York, N.Y. (Etats-Unis).

La neuvième édition, de ce catalogue devenu maintenant classique, comporte quelques notables améliorations sur la précédente,

notamment une nomenclature plus complète des timbres aériens semi officiels du monde entier. Une liste des «Pioneer flight covers» des Etats-Unis avec des prix basés sur les dernières ventes aux enchères, complète les additions apportées cette année-ci.

Excellent catalogue à recommander aux aérophilatélistes familiers avec la langue anglaise.

THE UNITED STATES ONE CENT STAMP OF 1851-57, (2) by Stanley B. Ashbrook, Vol. II. Published by H.L. Lindquist, N.Y.C. Special Chapters written by Elliot Perry, Clarence Brazer, Mennel Hahn and a preface by Ernest R. Jacobs. Cloth Bound. \$3.50.

When Harry L. Lindquist first entered the field of philatelic publications he started out with books that were of the finest quality to set a precedent which seemed hard to continue. It was an ambitious undertaking but strange as it may seem, that precedent has not only been maintained, but even surpassed with each succeeding volume.

The second part of Stanley Ashbrook's outstanding treatise on the one-cent stamp of the United States' 1851-57 issue verifies this fact for in it the student will find the acme of philatelic publication perfection.

The text, contained in 368 pages of highest quality paper, bound into a fine book, is not only superbly informative but genuinely interesting. The presentation of this deep study of a single stamp is so vivid that even a collector with little experience can comprehend the subject and become interested in a further study of the stamp, though it is this reviewer's candid opinion that Mr. Ashbrook has sounded the very depths of this particular subject already.

This book, like its companion, Volume I (published earlier last year), is crammed full of helpful illustrations which make the entire work complete and comprehensible.

Though it deals with but one stamp design it covers so wide a scope that even a collector who is not interested in stamps of the United States would do well to read it for from it one gets ideas from which the study of other stamps may be suitably approached. It is, in short, not only a handbook for U.S. specialists, but a model of philatelists of any specialized field.

(1 & 2) Text by Ernest A. Kehr (C.P.E. 398).

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What the Currencies of the world are worth in Egyptian money ⁽¹⁾

(Corrected to February 6, 1939).

Country.	Unit.	Comprising.	Units to L.E. 1	Mills. to 1 Unit.
Afghanistan	Rupée	100 pous	35.89	27.86
Argentina	Peso	100 centavos	20.86	47.93
Belgium	Franc	100 centimes	142.30	7.03
Bolivia	Boliviano	100 centavos	158.97	6.29
Brazil	Milreis	1,000 reis	82.05	12.19
Brit. Guiana	Dollar	100 cents	4.92	203.25
Bulgaria	Leva	100 stotinki	410.25	2.44
Canada	Dollar	100 cents	4.82	207.46
Chile	Peso	100 centavos	118.96 (nom.)	8.41
China	Dollar	100 cents	30.74	32.53
Colombia	Peso	100 centavos	9.23	108.34
Czecho-Slovakia	Koruna	100 haleru	140.10	7.14
Cyprus	Piastre	10 paras	184.62	5.42
Danzig	Gulden	100 pfennigs	25.23	39.64
Denmark	Krona	100 öre	22.97	43.54
Dutch East Indies	Gulden	100 cents	9.22	108.45
Ecuador	Sucre	100 centavos	52.72	18.97
Egypt	Piastre	10 milliemes	100.00	10.00
Estonia	Kroon	100 senti	18.46	54.17
Finland	Mark	100 pennia	231.79	4.31
France	Franc	100 centimes	181.53	5.50
Germany	Mark	100 pfennigs	11.94 (a)	83.75

(1) From «The Philatelic Trader» of Feb. 10, 1939, but adapted for use in Egypt.
Edited by Albert H. Harris, 112 Strand, London W.C.2 (England).

Country.	Unit.	Comprising.	Units to L.E. 1	Mills. to 1 Unit.
Great Britain	Pound	20 shillings (of 12d.)	20.6 1/4	975.00
Greece	Drachma	100 lepta	564.10	1.77
Holland	Gulden	100 cents	8.90	112.36
Hong Kong	Dollar	100 cents	16.41	60.93
Hungary	Pengo	100 filler	24.35	41.06
Iceland	Krona	100 aur	22.59	44.26
India	Rupee	16 annas (of 12 pies)	13.57	73.69
Iran	Rial	100 dinars	82.56 (nom.)	12.11
Iraq	Dinar	1,000 fils	1.02	980.39
Italy and Colonies	Lira	100 centesimi	91.23 (c)	10.96
Japan	Yen	100 sen	17.58	56.88
Jugoslavia	Dinar	100 paras	214.35	4.66
Kenya	Shilling	100 cents	20.51	48.75
Latvia	Lat	100 santimu	25.64	39.00
Lithuania	Litas	100 centai	29.90	33.44
Mexico	Peso	100 centavos	18.46 (nom.)	54.17
Newfoundland	Dollar	100 cents	5.09	196.46
Norway	Korona	100 öre	20.41	49.00
Panama	Balboa	100 centesimos	29.64	33.74
Paraguay	Peso	100 centavos	441.02	2.27
Peru	Sol	100 centavos	23.58	42.40
Poland	Zloty	100 groszy	25.23	39.64
Portugal	Escudo	100 centavos	113.07	8.84
Roumania	Lei	100 bani	676.92	1.48
Russia	Rouble	100 kopecs	27.16	36.81
Siam	Baht	100 satangs	11.04	90.57
Spain: Franco Govt. ..	Peseta	100 centimos	43.07	23.21
„ Valencia Govt. ..	„	100 centimos	78.97 (c) (d)	12.66
Straits Settlements	Dollar	100 cents	8.78	113.89
Sweden	Krona	100 öre	19.89	50.27
Switzerland	Franc	100 centimes	21.25	47.05
Turkey	Kurus	40 paras	604.10 (c)	1.65
U.S.A.	Dollar	100 cents	4.79	208.76
Uruguay	Peso	100 centesimos	12.95	70.27
Venezuela	Bolivar	100 centimos	15.42	64.85
Zanzibar	Shilling	100 cents	20.51	48.75

Brit. Honduras as U.S.A.

Ceylon, Mauritius, Seychelles, Rupee divided into 100 cents. Ceylon follows India, but Mauritius and Seychelles are tied to sterling at fixed value of 1/6 per Rupee.

Luxembourg, 25% above Belgium.
Nicaragua: 100c.=1 Cordoba=50c. U.S.A.
Liechtenstein as Switzerland.
Palestine and Trans-Jordan as England.
Australia, New Zealand and Pacific Is. are all approx 20% below sterling, except Fiji, which is 10% below.

Philippines, 1 peso=50 U.S.A. cents.

Salvador, 2.50 colons=1 U.S.A. dollar.

Syria and Lebanon, 5 piastres to 1 French franc.

Guatemala, 100 centavos=1 quetzal=1 U.S.A. dollar.

San Marino as Italy.

Trinidad as U.S.A.

(a) Registered Marks are quoted at a discount of 53.3/4 %.

(c) Clearing House rate.

(d) Free rate 100 to 300 nominal.

Note.—Our table indicates the middle price between buying and selling quotations.

VIE DU CLUB

DISTINCTIONS

Nous sommes heureux d'annoncer à nos membres et à nos lecteurs, que **S.E. Ahmed Bey Mazloum**, Conseiller à la Cour d'Appel Mixte, à Alexandrie, et Membre d'Honneur de notre Club, a été nommé Commandeur de la Couronne d'Italie. Les insignes de cette distinction lui ont été remis le 24 janvier dernier au cours d'une cérémonie intime, au Tribunal Mixte d'Alexandrie, au nom du Consul Général d'Italie par le Cav. Uff. Vincenzo Biondi, Consul juge.

S.E. Ahmed Bey Mazloum, qui est un des philatélistes les plus anciens en Egypte est aussi un des membres les plus brillants de la Magistrature d'Egypte. En outre il est titulaire de l'Ordre du Saint Sauveur de Grèce.

D'autre part, **S.M. la Reine de Hollande** a daigné décerner le Grand Cordon de l'Ordre d'Orange Nassau à **S.E. Mohamed Ch-rara Pacha**, sous-secrétaire d'Etat au Ministère des Affaires Etrangères et Membre d'Honneur de notre Club.

Nous sommes heureux de présenter, au nom de tous nos membres, nos sincères félicitations à Leurs Excellences pour les hautes distinctions dont elles ont été l'objet.

NOS REUNIONS MENSUELLES

Réunion du 19 Décembre 1938.

C'est en présence de 8 membres que la séance est ouverte à 19 h. sous la présidence de **M. Jean Boulad**, président. **Mr. A. Dazzi** présente une seconde édition de l'album de timbres poste d'Egypte de **A.P. Riffis** ainsi que des feuilles quadrillées destinées à le compléter; quelques commandes sont faites.

Puis **Mr. J. Boulad** présente un exemplaire neuf du No 106a Zénéri (15 mills. sur 200 mills. double surcharge) dont l'authenticité est longuement discutée; en fin d'examen aucun des connaisseurs présents ne voulant se prononcer pour ou contre, ce timbre sera rendu à son propriétaire avec prière de faire des recherches sur la façon dont il s'est procuré cette pièce.

Mr. R. Perullo présente une collection de colonies anglaises dont la beauté des pièces est très remarquée.

Après quelques opérations d'achat, vente et échanges, la séance est levée à 20 h.

Réunion du 16 Janvier 1939.

A 19 h. 15 en présence de 11 membres la

réunion est ouverte sous la présidence de **Mr. N.C.D. Cosmatos**, vice-président.

Après avoir présenté aux présents ses vœux et ceux de ses collègues du Comité, **Mr. N.C.D. Cosmatos** fait admirer aux présents sa collection d'Egypte, contenant quelques belles variétés et un grand nombre de chiffres de contrôles recherchés.

Puis **M.M. Perullo** et **Anhoury** présentent la nouvelle série des timbres de service, le nouveau timbre de 30 mills. et la nouvelle enveloppe pour cartes de visite. Les avis les plus divers sont émis au sujet de ces diverses vignettes, mais dans l'ensemble elles sont favorablement accueillies.

A 20 h. 15 la séance est levée.

Réunion du 20 Février 1939.

A 19 h. **Mr. N.C.D. Cosmatos**, vice président ouvre la réunion en présence de 6 membres. La séance est assez calme, aucun des présents n'ayant apporté quelques belles pièces ou quelques curiosités à soumettre à ses collègues. La conversation roule principalement sur la prochaine exposition philatélique d'Alexandrie. **Mr. A. Dazzi**, secrétaire, rappelle aux présents que l'Assemblée Générale aura lieu le 20 Mars et les invite à venir aussi nombreux que possible. La séance est levée à 19 h. 45.

Le Secrétaire :

A. DAZZI.

Prochaines réunions les 20 Mars, 17 Avril, 15 Mai et 19 Juin 1939.

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NOUVEAUX MEMBRES NEW MEMBERS

Nous sommes heureux de souhaiter la bienvenue aux membres suivants dont l'admission a été approuvée par le Comité de Direction au cours du bimestre écoulé :

Welcome to the following new members:

579—SAHIB, F.D.	— Le Caire	présenté par Mr. V. Anhoury.
580—CHARLESWORTH, E.H.	— Winnipeg	" " Agence du Canada
581—BARRY, Capt. G.H.	— Vancouver	" " Agence du Canada
582—Sister M. HILARION	— Heliopolis	" " Mr. E.L. Angeloglou
583—EATON, F.W.	— Bridgwater	" " Agce. de Grande Bretagne
584—HOFFMAN, G.A., M.B.	— Cranham	" " Agce. de Grande Bretagne
585—HOROVITZ, T.	— Alexandrie	" " Mr. G. Boulad.
586—SELANDER, C.O.	— Denver	" " Mr. A. Dazzi
587—MORGAN, W.	— London	" " Agce. de Grande Bretagne
588—STORRAR G.R.	— Bridgwater	" " Agce. de Grande Bretagne
589—ZARZECKI, A.	— Suez	" " Mr. A. Dazzi.

MEMBRES NE FAISANT PLUS PARTIE DU CLUB

MEMBERS RESIGNED OR DECEASED

271—ALGAVA, M.	505—FRERKS, J.H.	521—LOTTE, Dr. F.
369—BADETTI, A.	511—GROSFILS, Dr. J.	515—MARCUS, S.D.
261—BEGG, W.R.	480—GROVES, A.V.	418—OTTMAN, R.W.
440—BOIG, F.S.	275—IAMS, R.	263—TEAL, H. G.
489—BOWERS, J.W.	270—JACOB, M.	148.—TEDESCHI, Dr. G.
514—COWIE, C.B.	229—KALMAN, D.H.	494—THOMAS, R.
347—CYHLAR, A.	386—KEARNS, C.E.	432—THOMASSET, R.G.
441—EDREY, M.	469—KNIGHT, J.A.	316—WILSON, H.E.

CHANGEMENTS D'ADRESSES

CHANGES OF ADDRESS

465 — Ades J.J. — c/o Gresham Life Insurance Coy., Rue Soleiman Pacha, Cairo (Egypt).
468 — Donida-Labati, G. — 13 Rue Ibn El Ferat, Choubra, Le Caire (Egypte).
376 — Forder, G.A.C. — c/o Headquarters, Sudan Defence Force, Khartoum (Sudan).
446 — Mélikian, B. — 10 Rue Doubré, Tewfikieh, Le Caire (Egypte).
178 — Mondelli, V.R. — Avenue Nahas 225/1, Port-Saïd (Egypte)
516 — Morris L. — 8 Shrewsbury Road, Bullsbridge, Dublin (I.F.S.)
565 — Pout, Miss M. — 50 Longcross Street, Cardiff (Wales).
547 — Stokes J. W. — 11 Connaught Road, Folkestone, Kent (England).
79 — Zéhéri, G. N. — 24 Avenue Fouad 1er, Imm. Doss, Le Caire (Egypte).

LISTE DES CATALOGUES

Liste des Catalogues mentionnés à la suite du nom de nos membres et employés par eux:—

Gibbons: 23, 255, 528, 555, 573, 581.
Michel: 566.

Yvert: 2, 23, 430, 451, 467, 502, 531, 555,
559, 566, 575, 589.

CHANGEMENT DE TEXTE
CHANGES OR ALTERATIONS ON THE TEXT.

- 437 — ARNAUD, Jules — Directeur de l'Anglo-Belgian Coy. of Egypt Ltd. - 25 Rue Cheikh Aboul Sebaa, Le Caire (Egypte) Egypte seulement, n'échange que sur sa demande.
- 178 — MONDELLI, V.R. — Avenue Nahas 225/1 Port-Said (Egypte). Supprimer le texte.
- 224 — THOMPSON, G.S., F.C.A. — 88 Nightingale Lane, Bromley-Kent (England) Gen. Supt. in Gt. Britain of C.P.E.: Chartered Accountant. Philatelic journalist, specialising Egypt and Sudan; Author of "Forty Years of Sudan Stamps and numerous other articles. Corresponds in French.
- 79 — ZEHERI, Georges N. — 24 Av. Fouad 1er, Imm. Doss, Le Caire (Egypte). Membre No. 9352 Junior Philatelic Society de Londres et de l'Egypt Study Circle de Londres. Achat, vente et échange de timbres d'Egypte neufs seulement, recherche toutes les variétés rares, essais, épreuves (Poste, Taxe, Exprès, Service, Avion) en blocs de 4 si possible avec chiffres de contrôle, paires ou pièces, de n'importe quelle émission. Registre Comm. Caire N. 26511.

Liste des Nouveaux Membres

List of New Members

Nos membres sont priés de répondre dans le plus bref délai à tout envoi reçu.

Our members are requested to reply in the shortest delay to any sending received.

- 579—SAHIB, Fakhri Din — 21, Rue Malek El Naser, Le Caire (Egypte). Spécialité en timbres d'Egypte, Liban, Syrie, Palestine, Transjordanie. Achat, vente, échange.
- 580—CHARLESWORTH, E. Harold — Professor of Chemistry, Dept. of Chemistry, University of Manitoba, Winnipeg, Manitoba (Canada) Collects British Dominions, Iraq, Palestine, British Crown Colonies in Africa. Specializes in Egypt and Sudan. Interested in all issues Eg. and Sudan including postal stationery, seals, interpostals pre-stamp covers etc. Will exchange Canada and U.S.A. for above.
- 581—BARRY, Captain Gerald H. — Inspector of Schools, P.O. Box 444, Vancouver B.C. (Canada). Collects modern Egypt, Sudan and George VI British Colonials. Would exchange Canada and British Colonials for above — Gibbons Catalogue.
- 582—Sister M. HILARION — 11, Sharia Fayoum, Heliopolis, Cairo (Egypt). Interested in Egypt particularly, in the Near East generally.
- 583—EATON, Frederick William — "Police House" Borough Police Station, Bridgwater Somerset (England) Interested in Egypt and Sudan.
- 584—HOFFMAN, Geoffrey Arthur, M.B. — The Red House, Cranham, Gloucester (England) Interested in Great Britain including P.O.'s. abroad, Levant, Morocco, Egypt and Sudan including postal History and pre-stamp covers.
- 585—HOROVITZ, Théodore — Bijoutier, 26 Rue Chérif Pacha, Alexandrie (Egypte).
- 586—SELANDER, Carl O. — 3414, Colfax "A", Denver, Colo (U.S.A.). Want to exchange for or buy Egyptian issues, used or mint, job-lots, accumulations collections; and general African wholesale selections solicited.
- 587—MORGAN, William — 31 Stanhope Gardens, South Kensington, London, S.W.7 — Egypt, Sudan and Palestine all issues and shades wanted.
- 588—STORRAR, George Ronald — Coombe House, Woolavington, Bridgwater, Somerset (England). Interested in Egypt and Sudan.
- 589—ZARZECKI, Albert — Consul de France, Consulat de France, Suez (Egypte). Recherche Egypte, Grèce, Turquie, Albanie, Levant, neufs de préférence Yvert 1939.

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