



# جماعة هواة الطوابع العربية ملاحظات عابرة

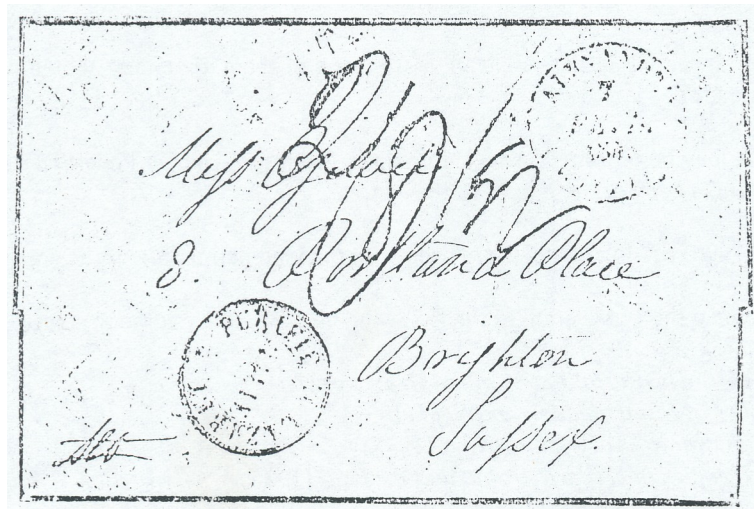
## Arabian Philatelic Association Random Notes

SEPTEMBER 1995

NUMBER 56

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A letter sent from Jeddah in 1842. See [page 9](#).

## THE ARABIAN PHILATELIC ASSOCIATION

The Association was established in 1968 in Dhahran, Saudi Arabia by a group of Aramco employees particularly interested in Saudi Arabian philately. Membership is open to all interested Saudi Aramco employees and dependents eligible to use Saudi Aramco facilities. Annual dues are SR 25. Others may subscribe to A.P.A. publications and participate in the A.P.A. new issue service and auctions. Annual subscription fee is SR25 for Saudi Arabia and other Arab countries and US \$11 for all other countries. A discount of SR 10 or US \$3 is allowed for renewals paid before March 1, and for new members and subscribers. The one-time initiation fee for new members and subscribers is SR 25 or US \$7. Annual fees include all publications for the year via airmail.

Applications for membership or subscriptions, together with dues or fees, should be sent to the membership secretary. Checks should be made payable to The Arabian Philatelic Association. All changes of address should also be sent to the membership secretary.

All of the following A.P.A. officers may be addressed c/o Arabian Philatelic Association, ARAMCO Box 1929, Dhahran 31311, Saudi Arabia.

M. A. Al-Kharouf, President	position vacant, Vice President
W. A. King, Treasurer	W. A. King, Membership Secretary
J. A. Al-Kharouf, Corresponding Secretary	
W. A. King, Auctioneer	R. R. Barracano, Annual Show Chairman

A.P.A. meetings are held the second Saturday of each Gregorian month at 7 P.M. in Saudi Aramco facilities in Dhahran, Saudi Arabia.

The A.P.A. provides a new issue service for Saudi stamps to its members and subscribers. This is handled by:

D. E. Jessich	-	for members/subscribers attending meetings in Dhahran.
R. J. Thoden	-	for subscribers in USA and Canada
W.A. King	-	for subscribers anywhere who want new issues by mail.

### RANDOM NOTES

The A.P.A.'s publication, *Random Notes*, is issued whenever sufficient contributions have been received. The editor is Mr. R. J. Thoden, ARAMCO Box 1929, Dhahran 31311, Saudi Arabia.

Articles on all aspects of Saudi Arabian philately are urgently needed for publication in *Random Notes*, and should be submitted to the editor. The right to edit or reject all submissions is reserved.

Opinions expressed in articles appearing in this publication are those of the authors and should not be considered to be those of the A.P.A. or the editor.

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References are sometimes made in this publication to the following books by their authors' names:

Haworth, W.B. & Sargent, H.L. - *The Postal Issues of the Hejaz* (1922).  
Warin, D.F. - *The Postal Issues of Hejaz, Jeddah and Nejd* (1927).  
Mayo, M.M. - *Barid Al Sa'udiyah wa Al Hejaz wa Najd* (1973).  
Donaldson, N. - *The Postal Agencies in Eastern Arabia and the Gulf* (1975).  
Wilson, J.M. - *The Hejaz - A History in Stamps* (1982).  
Coles, J.H. & Walker, H.E. - *Postal Cancellations of the Ottoman Empire, Part Two* (1987).

## RANDOM NOTES FROM DHAHRAN

**By: R. J. Thoden**

1. Recent U.S. auctions of Saudi material. There have been several sales of Saudi material in the USA during the last year or so. Prices realized, in general, were well off the levels reached a few years back. Michael Rogers, Inc. (7/3/94 and 10/2/94. - 10% buyer's commission). An A.P.A. subscriber sold his very complete Hejaz through modern Saudi Arabia collection through these sales. This was the first time the Rogers firm had auctioned Saudi material. Almost every lot was sold, but mostly at half to two-thirds estimate. All lots had been checked for genuineness by the editor. Some of the lots which are not seen at auction too often were:

Circular bilingual MEKKE FEE PAID piece, APA type MK-3	\$50
Octagonal bilingual Makkah FEE PAID piece, APA type MK-4	80
Straight line English only FEE PAID piece, APA type MK-2	100
Blue Jeddah 2-line on 1/8q framed overprint Scott L69, SG 78	750
Red Jeddah 2-line on 20 para due Scott L17a, SG D88a	475
Blue small 3-line Jeddah on 20 para due Scott LJ22a, SG D93a	425
Blue large 3-line Jeddah on 1q Makkah arms, Scott L84, SG 107	325
"Illegible" dues w/o boxed handstamps Scott LJ26a-40a SG D154-162	400
King Ali horizontal overprints set of 9	220
Capture of Riyadh error. HR. Scott 184a, SG 369a	170
Dammam Port and Malaria souvenir sheets, NH.	300
Saud redrawn GOSP 10q, Scott 323, SG 538, NH.	300
Booklet, panes of Scott 490, 492b, 506, SG SB4.	150
Booklet, panes of Scott 504, 506(2), SG SB7.	125
Khafji 5h milky blue shade Scott 731var, SG 1167 var, NH.	60
Saud redrawn 5q air, used. Scott C37, SG 589.	220
Faisal 100q air, used. Scott C86, SG 743	200
Faisal 200q air, hinged. Scott C87, SG 744	375
1965-70 12q official, Scott O32 SG O513, NH	230
1965-70 23q official, Scott O40 SG O521, NH	210
1970-72 8q official, Scott O55, SG O1047, NH	120
1970-72 9q official, Scott O56, SG O1048, NH	120
1970-72 11q official, Scott O58, SG O1050, NH	170
1970-72 12q official, Scott O58A, SG O1050a, NH	200
1970-72 23q official, Scott O59B, SG O1051b, NH	200
1970-72 31q official, Scott O60, SG O1052, NH	40
1970-72 50q official, Scott O61, SG O1053, NH	200
1970-72 100q official, Scott O62, SG O1054, NH	140
1970-72 6q official, first watermark, Scott O53a, SG O1045a, NH	150

Earl P.L. Apfelbaum, Inc. (#743 3/15/94, #765 1/10/95 and #768 2/14/95 - 15% buyer's commission). A very complete Hejaz collection appeared in the 3/25/94 sale. Estimates were based primarily on the high valuations in Gibbons. Hammer prices, which the firm says does not indicate whether or not the lot actually was sold, were mostly at or about half estimate. Most of the same lots appeared in the 1/10/95 sale, and some for a third time in the 2/14/95 sale. A few lots which were actually sold are:

horiz pair, imperf between, Scott L82 var, SG 105c (?)	\$110
Medina provisional, 1q King Ali, Scott 58C, SG unlisted	\$160

Cherrystone (8/30/95). This sale had a couple of unusual and pricey items:

10h Khafji (Scott 732, SG 1168) with orange color omitted, used	est \$3000
1933 Graf Zeppelin cover from Makkah to Brazil	est \$7500

**2. Large Khafji/Ka'aba varieties.** Subscriber Ramy Yaghmour reports previously unrecorded watermark direction varieties for the large Khafji and Holy Ka'aba issues (Scott 691-711 and 731-751, SG 1131-1152 and 1167-1188).

Refer to the article and check list on these issues published in *Random Notes* #29. The editor has not personally seen any of these new items. Determination of whether the paper is luminescent (A) or not (C) should be based on mint copies only. Used stamps can pick up or lose luminescence if soaked in water with other stamps.

Khafji 30h: paper C, wmk. up.  
Khafji 50h: paper A, wmk. down, pink shade.  
Khafji 50h: paper A, wmk. down, orange & orange error.  
Ka'aba 20h: paper A, wmk. up, bluish green shade.  
Ka'aba 25h: paper C, wmk. down, design non-fluorescent under UV light.

Do readers have any interest in having the *RN* #29 check list updated and reprinted? If so, contact the editor.

**3. Paper variety.** Ramy also reports finding a copy of the 10q King Faisal Military Cantonment (Scott 661, SG 1089), watermark down, on paper B. Papers were described in the Khafji/Ka'aba definitives article in *RN* #29, with paper B being thinner and smoother than paper A (and paper C). No commemorative stamp has been previously recorded on paper B.

Ramy also reports that he distinguishes between papers A and B by placing the stamps on a flat surface for a few minutes and observing whether the paper curls: paper B does but paper A does not.

**4. Constant variety on 50h Umm al-Qura University definitive.** Ramy Yaghmour reports a constant variety on this stamp in position 95 of the second printing (sheets with post code labels). Two ornaments at the bottom center which are normally colored blue, are white in the variety.



**5. Linn's Trends.** "Trends of stamp Values based upon published dealer lists and currently advertised retail prices" for Saudi Arabian stamps appeared in *Linn's*

*Stamp News* of December 26, 1994. The previous update was May 2, 1988. The article notes that "much of the speculative steam has gone out of Saudi issues, and there is now more of a philatelic market involved".

There are many inconsistencies between Trends values and Scott prices, which are also supposed to represent retail prices. A few examples: L67 Scott \$2750 Trends \$750; L77 Scott \$200 Trends \$400; L120 Scott \$300 Trends \$40. Trends also shows some apparent bargains: L84 \$65; L90 \$6; L90a \$15; L92 \$60. All these are unpriced in Scott and are rare in genuine condition. Anyone contemplating buying at these prices should be skeptical.

Trends also lists some currently non-existent Scott numbers: 401A-I, 402A, B, C, 461a, 463a, C67A, C67B, etc.

The recent "flowers" blocks, Scott 1115-1117, are shown at \$90, and the "animals" blocks, Scott 1143-1146, at \$120. These seem very high.

In view of the above, it is suggested readers use these Trends with extreme caution.

**5. 1994 A.P.A. Membership.** The A.P.A. had 307 members and subscribers as of December 31, 1994, a net gain of 7 for the year. This is the first increase in 4 years. A breakdown by country of residence follows:

Saudi Arabia	154	Bahrain	6
U.S.A.	91	Pakistan	3
U.K.	25	Canada	3
Netherlands	10		

Two each: Germany, Italy, Norway, U.A.E.

One each: Belgium, Cyprus, Indonesia, Jordan, Qatar, Syria, Turkey.

**6. "Desert Hawk" Auction.** This auction was held November 25-26, 1994 by Bolaffi of Torino, Italy. "This extraordinary collection, formed during the 1950s by a German diplomat who served in Saudi Arabia, consists of rare items, with emphasis on unused stamps in complete sheets and large multiples bearing overprint and perforation errors and other highly prized varieties" according to an ad which appeared in *Linn's Stamp News*. The A.P.A. provided a list of those known to collect Hijaz issues on a specialized basis to Bolaffi so the catalogs could be sent to these members/subscribers. The editor bid on a number of lots but heard nothing - either he bid too low, or his bid sheet arrived too late. Can anyone supply a list of prices realized for this sale, so they can be reported in the *Random Notes*?

Most lots had Holcombe certificates, and with only a couple of exceptions, appeared to be genuine from the photographs.

The sale included many lots consisting of errors of large 3-line Jeddah overprints, "illegible" overprints and large 4-line surcharges in blocks and full sheets. Much of the material was ungummed. A few varieties are previously unrecorded.

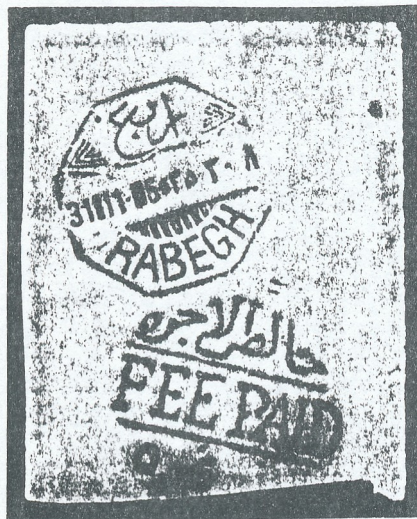
There were a few items, that while having apparently genuine overprints, were presumably made to order for collectors. For example, lot #5083 consisted of a block of 4, of which the upper left stamp had an inverted large 3-line overprint (Scott L85a, SG 108b), and the other 3 stamps had no overprint. Lot #5078 consisted of a block of 8 (4 X 2) with stamps 5-7 having inverted large 3-line

overprints (Scott L82a, SG105a), and the other stamps were without overprint. It is difficult to imagine such varieties occurring accidentally. There were several other multiples with some of the stamps having no overprints.

Lots #5145 and 5146 consisted of full sheets of large 4-line Jeddah surcharges, with the stamps in rows 1, 3 and 5 having 10q surcharges, and the stamps in rows 2, 4 and 6 having 1q surcharges. (Scott L146, 146a, L147, L147a; SG 174, 174b, 175, 175c.

The collection also included some Najd and Hijaz & Najd issues, including all 3 of the newspaper stamps (Scott P1-3, SG N208-209, N208a).

7. **Rabigh cancel.** Subscriber Dr. Donald Mowat submitted a photostat of a piece bearing a "FEE PAID" handstamp and a very clear Knight type H50 Rabegh cancel dated 8.2.35H (the Gregorian date does not correspond).



The FEE PAID marking is A.P.A. type MK-3 (see RN #53 page 8 - it was originally called type MK-4 in RN #39 page 14). This type is usually accompanied by an all-Arabic Makkah cancel of Knight type H20. Numerous examples of the FEE PAID type MK-3 combined with cancel type H20 are known.

Does Mowat's example mean that FEE PAID type MK-3 was also used in Rabegh? The editor doesn't think so, suspecting that the Rabegh cancel is actually a receiving mark. Although receiving marks are usually placed on the back of the cover, this is not always so. Tarik Alireza's article in RN #41 gives examples where the postmark is on the back of the cover, and the receiving mark on the front. The editor had drawn erroneous conclusions on such covers in his article on FEE PAIDs in RN #39.

What a pity this cover was not preserved intact!

8. **Varieties on recent issues.** Mr. A. A. Sa'id reports the following varieties occurring on recent issues:

- (a) A few sheets of the 150h flowers were missing the blue color in the bottom row of the sheets. This resulted in a lack of green color (blue and yellow are printed over each other to produce green), and the normally violet color on stamp #83 is magenta.

(b) In the last printing of the 150h Holy Ka'aba definitive, a large white spot occurred at the top of the stamp, just left of centre. This occurred in the 12th column of some sheets (not constant).

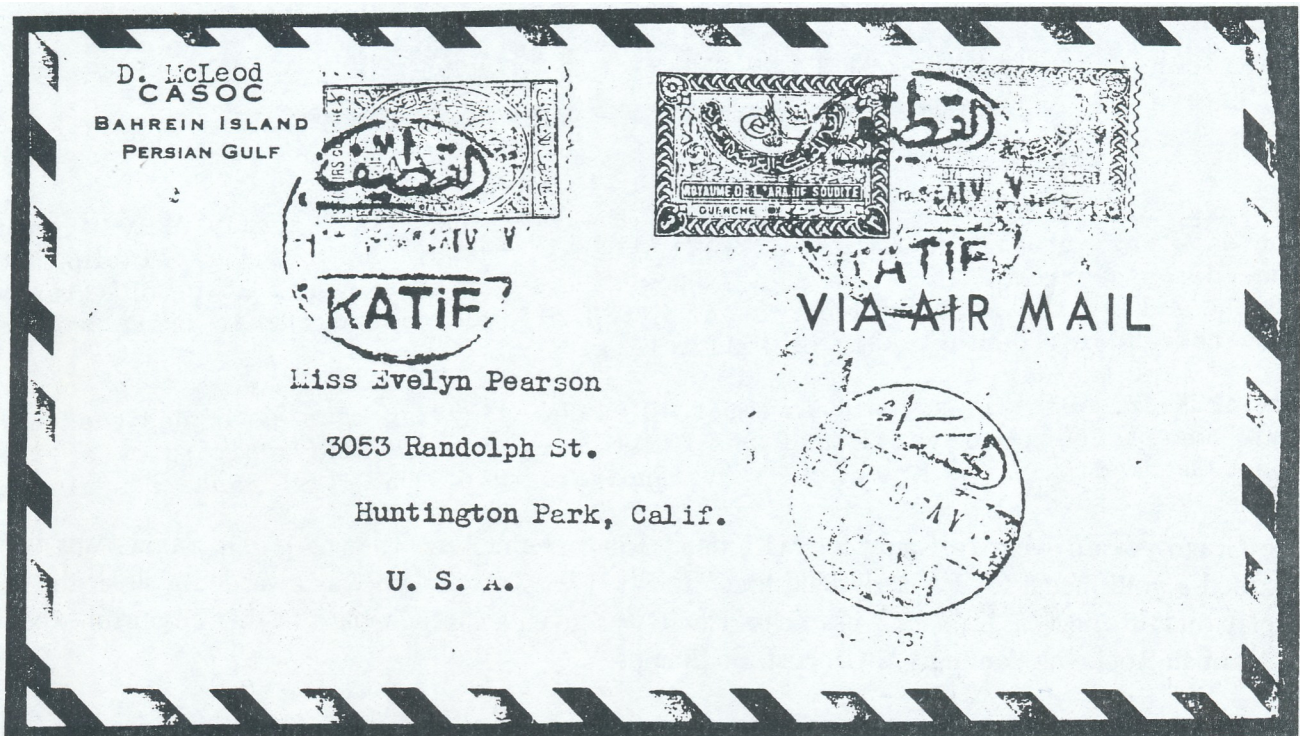
(c) Some sheets of the 50h Holy Ka'aba had the green color printed double, giving a blurred appearance.

(d) Two sheets of the 150h Holy Ka'aba definitive had the 2 stamps and 5 post code labels in the right-hand column of the sheet imperforate.

(e) Twelve sheets of the 75h Holy Ka'aba definitive were printed in pale black (gray) and blue colors.

**9. Early Aramco Postal History.** Past articles in *Random Notes* on this subject have shown numerous examples of CASOC covers (originating in Dhahran) being taken to Bahrain from al-Khobar by the company, Bahrain stamps applied, and then mailed from Bahrain. CASOC's files document that this procedure was followed until late 1941, when the company started using the new Saudi post office at Al-Khobar.

Subscriber Art Sundberg has a CASOC cover which does not fit this pattern. The cover has Saudi stamps and was mailed using the Saudi postal system from KATIF (1.9.39). It has a HASSA (4.9.39) transit cancel. Presumably it then went to Bahrain via Al-'Uqair.

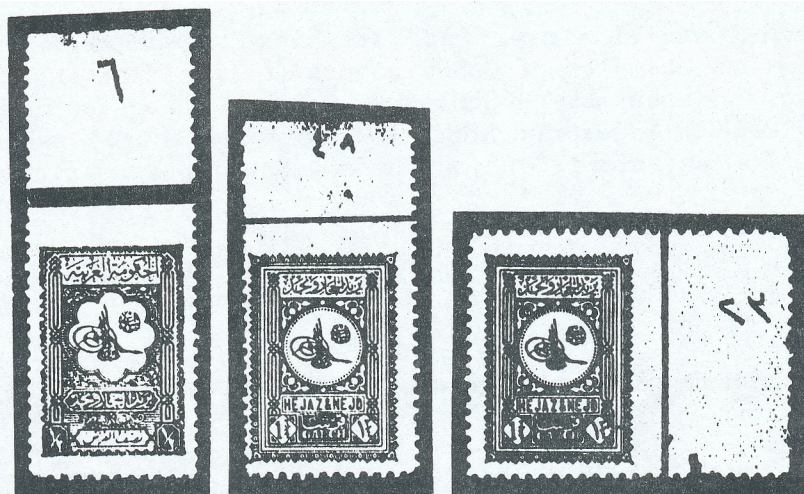


Does this cover prove that CASOC mail was also taken to Qatif, the closest (in 1939) Saudi post office to Dhahran (about 30 miles north) and put in the Saudi postal system there? The editor doubts this to be the case, at least as a normal procedure. According to A.A. Sa'id's article in this issue of *RN*, Saudi mail moved from Qatif to Al-Hasa only 3 times a month, by camel (this was true in 1936, possibly it could have been more frequent in 1939). It seems doubtful that such infrequent service would have been acceptable to CASOC. How then can

this cover be explained? The editor can think of two possibilities: (1) The cover was personally mailed in Qatif by the sender, possibly to provide a cover with Saudi stamps to the recipient, or (2) An unsuccessful experiment was conducted using the Saudi post office in Qatif. Does anyone have any definite information on this?

**10. Marginal imperforate varieties.**- The editor has come across the illustrated varieties, all imperforate between stamp and sheet margin:

- (a) Scott 100 (SG 286) imperforate on top margin.
- (b) Scott 117 (SG 302) imperforate on top margin.
- (c) Scott 117 (SG 302) imperforate on right margin.



**11. APEX-21.** RN #53 reported on APEX-22. The 1993 show was actually APEX-21, and the date was actually November 17, 1993. Thanks to Ramy Yaghmour for pointing out the editor's errors. Ramy designed 2 show covers for this event: 25th anniversary of the A.P.A. and 30th anniversary of KFUPM. If you missed these, there may be some remainders. Contact Ramy or Willie King.

**12. APEX-22.** APEX-22 was held November 10, 1994. Ramy Yaghmour again designed the show covers: 60th anniversary of the first Saudi stamp, 60th anniversary of the first Saudi definitive stamp, and 60th anniversary of the first Saudi postal tax stamp.

The Grand Award went to Ramy for his Exhibit Saudi Definitives (1984-94). Dr Samir Amr was awarded a gold medal for his Early Palestine (1855-1917). Zahid Islam was awarded a silver for his display on Historic Mosques and Miss Zehra Islam was given a special award for her colourful exhibit on Norman Rockwell Paintings & US Historic Stamps.



# EARLY MAIL ROUTES VIA JEDDAH

*By: W. A. King*

## Background

The name Thomas Waghorn appears from time to time in catalogues of Middle East postal history. Letters bearing his agency name are eagerly sought. Until I began further research into the Egyptian Post Office in Jeddah I was unaware of any Waghorn involvement with Arabia. A minor reference in the Egyptian section of part II of *The Encyclopedia of British Empire Stamps* led to a fascinating connection.

## Early Overland Mail: Britain to India

By 1820, overland routes to India were not new. The traders of old used these routes for centuries. The long overland route from Aleppo to Basra on the Arabian Gulf had been used by the British Navy since 1770. In 1777, the Governor of Madras sent messages up the Red Sea and overland from Suez. However, the Turkish authorities forbade ships proceeding further north than Jeddah, although there are reports of another attempt in 1797.

## 1798: Proposals to Lord Melville by Saviour Lusignan

It appears that a Mr. Lusignan put forward plans to Lord Melville in England for two possible routes for mail from England to India.

- (1) Constantinople, Baghdad, Basra, then by sea to Bombay.
- (2) Via Adriatic to Gaza, then to Gidda (sic) and by sea to Bombay. This route was detailed as follows:

"A plan for establishing a general post from England to the East Indies, and from thence to England, by way of Venice, or Leghorn, or Otranto and thence to Gaza, from Gaza to Gidda, and from Gidda to Bombay with the expenses and profit -

3 packet boats at either of the above places, Venice or Leghorn or Otranto, from 40 to 50 tons each and manned with 12 men each @ £4 per month each man including provisions, p.a.	£1,728
3 masters or captains for the boats @ £8 per month each including provisions	288
3 pilots or lieutenants @ £5 per month including provisions	180
Repairs and other necessaries for the boats, p.a.	300
Agency for Toppa, Gaza, St. John d'Acre, fees to the governors and the chiefs of the Arabs, presents to them, etc.	1,200
Dromedaries from Gaza to Gidda, p.a.	400
Presents and fees to the Governor of Gidda	400
Agency at Gidda, p.a.	250
2 packet boats from Gidda to Bombay	<u>1,200</u>
	£5946

The distance from Venice or Leghorn to Gaza is about 550 leagues, and from Otranto 440, at 5 mph it takes 2 weeks sailing; from Gaza to Gidda 10 days journey; from Gidda to Bombay 3 weeks sailing, which makes in all 7 weeks from Europe to Bombay.

Suppose eight posts, or seven at least per year to and from India, and each post to carry 4,000 letters and each letter to pay £1, it will bring annually to the government £32,000. Suppose £10,000 will defray all expenses, there remains a clear profit of £22,000."

The similar detailed plan via the Arabian Gulf was costed at £4,182. The reduction was mainly due to using an overland route to Constantinople, thus avoiding the expense of the Mediterranean packet boats. Despite these detailed plans nothing further seems to have happened and there is no indication that Mr. Lusignan ever pressed his case further. The letters also included a request that Mr. Lusignan be naturalized as a subject of Great Britain and be favoured with a British passport.

The data presented appear very optimistic in timing, especially the land portion from Gaza to Gidda. However, the real problem for both the Red Sea and the Arabian Gulf routes was that the winds were not suitable for service by sailing boats on a year round basis. The narrow width and many reefs make these seas dangerous for ships dependent only on windpower. Also, the cost of £1 is unlikely to have been acceptable, albeit Mr. Lusignan had presented, that the overland route was to be awarded a monopoly of the postal service to India, hence the big profit to the government.

### **Thomas Waghorn (1800 - 1850)**

Thomas Waghorn was born in 1800 in Kent, England. At 12 years old he joined the Navy and by 16 was a qualified navigator. After the battle of Waterloo, the British forces were reduced and Waghorn, on being paid off from the Navy, sailed to Calcutta and was appointed to the Bengal Marine Pilot Service.

In 1824 Waghorn was given a command in the Arracan War in Burma and was eventually in charge of over 3000 men. During this command he was impressed by a small steam transport called *Diana*, steam was the big new technology in the early 1820s - the United States ship *Savannah* had made the first trans-Atlantic crossing in 1819.

By 1825 the first large steam vessel was built for the Indian service, the 429 ton paddle steamer *Enterprise*. However this ship took 113 days to reach India, longer than the sailing ships of the day. Immediately classed as a failure by the East India Company, it was used to carry local dispatches to Burma. Waghorn, however, back in India in 1826 had to pilot the ship up the Hoogly River and was influenced by this new technology. From then onwards he was a firm advocate of the use of steam powered ships, especially for faster mail communication to the British sphere of influence in India, Ceylon, Australia and the Far East.

Initially Waghorn championed the route via the Cape of Good Hope, but soon converted to the idea of an even faster route. He realized that the Red Sea route would be ideal for steam vessels.

### **1827 Waghorn : India via Suez**

Waghorn clearly saw himself as a steam shipping entrepreneur and was back in England in 1827 trying to raise backing to invest in steam ships. However neither the British Government nor the East India Company directors were very helpful. One additional major problem was that a British law limited the recompense provided to the captain for a letter to India at only 2 pence for outward and 4 pence on inward letters. This was just a small fraction of internal and cross-country postage rates - the charge from London to Edinburgh (396 miles) being 1s 1d (13 pence). This difference probably correctly reflected the manpower and handling involved. Waghorn had calculated the fee for "fast" mail service to India as 5 shillings (60 pence). This compares well with costs of Lusignan's proposal. Whether he was aware of the latter is not known.

### 1829 - the *Hugh Lindsay*

The *Hugh Lindsay*, built as a replacement for the *Enterprise*, was the next development and was considered to be useful as a mail ship. The problem was that the trip from Bombay to Aden of 1,710 miles took 11 days and the steamer could only normally carry coal sufficient for 5½ days sailing. However, an attempt was made and *Hugh Lindsay* left Bombay on March 20, 1829 with a single passenger and overloaded with coal.

The paddle steamer just made Aden on March 31, and spent 6 days taking aboard coal before proceeding to Mocha, and then on to Jeddah, arriving April 12. This was probably the first steam ship to arrive in Jeddah, where it spent 4 days taking on coal. The coal had probably previously been delivered there by a sailing ship from Bombay. The steamer finally arrived in Suez on April 22, 1829.

### Waghorn's Experimental Trip, London to Suez

Probably hearing about the *Hugh Lindsay*, Waghorn decided to "prove" the Red Sea route as suitable for mail. Leaving London on October 28, 1829, he planned to take just 42 days carrying letters and dispatches from London to Bombay. This was an epic journey beset by problems. Firstly, he was diverted on his overland route to Venice by avalanches and damaged bridges in the Simplon Pass as he crossed the Alps. In Venice the planned steamer was under repair so he continued by road to Trieste. An Austrian sailing ship had just set off for Alexandria but was still visible on the horizon due to lack of wind. Waghorn hired another coach and chased it down the Adriatic coast. He was just 3 miles from the ship when a northerly breeze sprung up and took it quickly away from him.

Waghorn managed to obtain passage on a rather slow Spanish vessel 2 days later, but this took 16 days to get to Alexandria. He continued on to Cairo aboard a small boat, which had promised a travel time of 3½ days. However this soon ran aground on a shoal and Waghorn reached Rosetta by a donkey. There, after he met Mr. Barker, the British Consul General, he continued to Cairo. Waghorn left Cairo for Suez and reached there on Dec. 8, 1829, having taken 3 days to cross the 90 miles of waterless desert.

### Suez to Bombay via Jeddah

The paddle steamer *Enterprise*, which was supposed to meet Waghorn at Suez, had not yet arrived. He waited for a day and against local advice, chartered an open boat to take him to meet the expected steamer. He got to Cosseir, 250 miles further south on the Egyptian coast, on December 13. When there was still no sign of the *Enterprise* after another 5 days, he continued in the open boat on the 400 mile trip down the Red Sea to Jeddah, apparently even subduing a mutiny by the crew on the way. Waghorn arrived in Jeddah on Dec. 23, 1829 having covered the 620 miles from Suez in almost 8 days in an open boat. Waghorn's detailed record of his trip was presented to the East India Company in Bombay and is reproduced here on page 10. This gives a fascinating view of travelling in 1829. In all, he took 56 days to get from London to Jeddah with almost 42 days actually spent travelling - a journey of 990 hours now accomplished in just 6 hours by air.

The East Indian cruiser *Benares*, a sailing vessel, was at Jeddah and could inform him that the *Enterprise* had broken down and was still in Bombay. Waghorn was at that point stricken with fever and spent weeks recovering in Jeddah. Early in February, Waghorn departed aboard the sailing brig *Thetis* and finally arrived in Bombay on March 21, 1830. This experimental trip was not successful and took 4 months and 21 days. However Waghorn was undeterred and maintained that the journey using steam vessels and the Red Sea route could be completed in 55 days. Sailing vessels took 90-110 days using the Cape route.

Mr. Waghorn's Route in 1829 to Trieste, Alexandria, Suez and Juddah

Place	Date	Distance Miles	Conveyance	Time on the road		Delays on the road		Reasons for delay
				Days	Hours	Days	Hours	
Left London	Oct 28 <sup>th</sup> at ½-past 7 in the evening							
Arrived Dover	" 29 <sup>th</sup> 1829	72	Coach		11½	3	at Dover	Waiting Steam Boat
Arrived Boulogne	" 29 <sup>th</sup> "	35	Steam		4	5	at Boulogne	Purchasing Carriage for Posting
Arrived Paris	" 29 <sup>th</sup> "	155	Posting	1	8	9	at Paris	Countersigning Passport (for France)
Arrived Milan	Nov. 6 <sup>th</sup> "	707	"	4	19	4	at Milan	Countersigning Passport (for Italy)
Arrived Trieste	" 8 <sup>th</sup> " at 9 am	273	"	2	20	2	0 at Trieste	Waiting for Ship to Sail
Arrived Alexandria	" 27 <sup>th</sup> " at 8 am	1265	Ship	16	14	9	at Alexandria	
	Time getting to Alexandria			26	4½	3	17	
Arrived Rosetta	Nov. 28 <sup>th</sup> 1829 at noon	33	Donkeys		19½	1	7½	(At the Consul General's)
Arrived Cairo	Dec. 4 <sup>th</sup> " at 8 pm	150	Boat on the Nile	4	1½	1	19	(Vice Consul's)
Arrived Suez	" 8 <sup>th</sup> " at 8 pm	72	Camel	2	18			
Left Suez	" 8 <sup>th</sup> " at 11 am			33	18½	6	18½	
Arrived Cosseir	" 13 <sup>th</sup> " at 8 pm	260	Native boat	3	23	1	3 at Suez	Waiting for Enterprise Steamer
Arrived Juddah	" 23 <sup>rd</sup> " at 3½ pm	400	"	3	21½	5	7 at Cosseir	Waiting for Enterprise Steamer
	Time getting to Juddah			41	16	14	5½	
	Distance	3622		Travelling			Delays	

### 1830-1835

Waghorn returned to England trying to sell his idea and even visited Egypt to arrange for rest places to be built on the Cairo to Suez track.

Back in India, the *Hugh Lindsay* was several times again supposed to set off from Bombay to Suez, however nothing happened. The problems and dangers of the long haul to Aden - a 3 knot top speed against the wind! However, pressure was being exerted on the East India Company to assign the *Hugh Lindsay* and a second steam vessel, the *Forbes*, to operate between Suez and either Mocha or Aden.

Some statistics listed in the arguments show the strength of the postal traffic at the time. During 1833, 3,725 bags of mail were sent from 17 British ports on 427 ships to India.

### Alternate Overland Routes

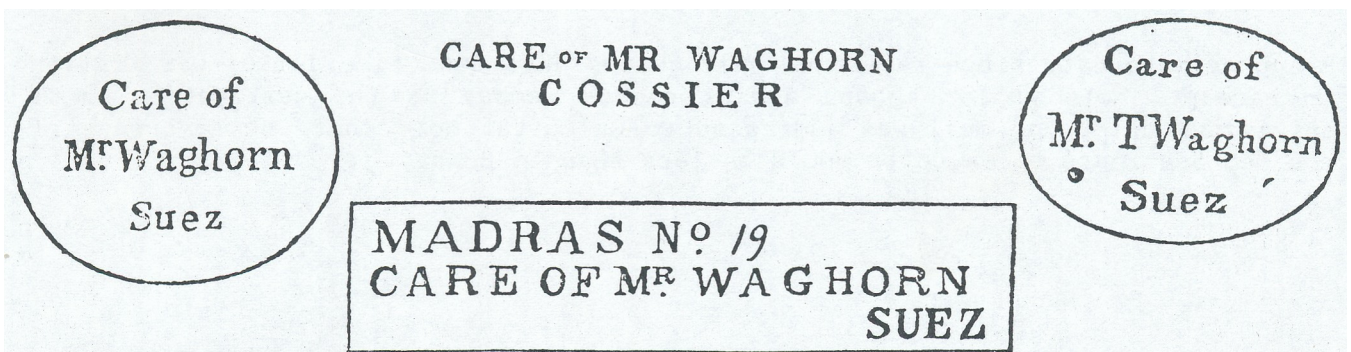
The alternate routes were again promoted. The route Bombay-Basra-Euphrates-Aleppo was praised and £20,000 authorized by the British Government to evaluate the route in 1835-37. A dispatch from Bombay on October 20, 1836 is noted being carried by a Mr. Fitzjames. The *Hugh Lindsay* was in Basra on November 8, 1836 and presumably was used for the trip up the Arabian Gulf. However the uncertain politics of the Euphrates area ended this experiment.

In the west, an alternate route to the Red Sea was up the Nile to Kena (Quena) near Luxor, and then across to Cosseir. The advantage was that, although a longer land route than Cairo to Suez, wells existed for water. It also avoided the very narrow final arm of the Red Sea. It is possible that this was the very first route used by Waghorn since a single early cover from Bombay carries the c/o Mr. Waghorn Cosseir cachet.

### Waghorn Mail to India 1835-36

The first mail c/o Mr. Waghorn in Alexandria was proposed early in 1835, when he promised a transit time of 70 days. However Waghorn was still having problems in getting official recognition by either the British Post Office or the East India Company. Only one cover has been located from 1835 and another in Waghorn's own hand and probably carried by him to Egypt. Waghorn was in Egypt in late November or early December 1835, probably travelling out on the late October/early November mail packet. The British Post Office was also now sending some mail to India via the consulate in Egypt. The British mail packet sailed from Falmouth, on the south coast of England, to Alexandria early each month via Malta. However by March 1836, Waghorn was able to boast that mail sent via his agency was on a ship to Aden before the consulate mail was even received in Cairo!

A letter from Waghorn to his London agent dated Alexandria, November 25, 1836, reports on the service during 1836. Based on this letter and records of letters, the following table for 1835-37 has been developed.



## Summary of Waghorn Mails 1835-1837

Departed Falmouth	Arrived Bombay	
<b>1835</b>		
November		Dated October 26. Arrived Calcutta Feb. 22, 1836*
<b>1836</b>		
January		Received by Waghorn Feb. 27 at Alexandria. Despatched from Suez March 1. No surviving mail known.
February		No records of mail.
March	May 31	The <i>Pluto</i> returned to Falmouth with problems and the mail later was carried by sailing ship <i>Eclipse</i> and was caught by the next mail.
April 5	May 31	Connected with steamer <i>Hugh Lindsay</i> which departed Suez May 5.
May 4	July 15*	Waghorn's courier to Jeddah on June 15. Departed next day aboard the ship <i>Mecca</i> .
June 3	July 19*	Departed Suez on June 29 aboard the <i>Clive</i> , an East India Company vessel (sail). Reached Mocha on July 7.
July 4	Sept. 6*	Taken personally by Waghorn to Mocha Aug. 23. Departed Mocha aboard <i>Admiralty</i> survey vessel <i>Discovery</i> with Captain Hawes.
Aug. 3	Nov. (?)	Delayed one month in Malta.
Sept. 3	Nov. (?)	Received in Alexandria with above mail on Sept. 25. Left Suez on naval vessel on Oct. 3.
Oct. 3	March 4	Left Suez by courier on Oct. 30. However, a pair of listed covers on this shipment arrived in Calcutta with Nov/Dec mail Mar. 4, 1837*.
Nov.		See above.
Dec.		See above.
<b>1837</b>		
January		Arrived Calcutta ~ April 13.
February		As above, caught up with January mail.
March		Calcutta July 21*. Mail now averaging 1,000-1,200 letters each month by Waghorn and 1,000 by the British Consulate in Alexandria.
April		Calcutta July 12*.
May		Calcutta July 27*.
June		Calcutta August 27*.
July		Calcutta August 31*.
August		Calcutta December 7*.
September		Calcutta December 7*.
October		Calcutta December 7*.
November		Calcutta January 17, 1838*.

\* Approximate date since reference only quotes days from time letter was written to receipt. Note while Waghorn always quotes Bombay as the destination, most surviving east-bound mail was addressed to Calcutta. Note that the advantage of the Red Sea route to Calcutta would be less than to Bombay.

### Shipwreck of the skinner at Jeddah

Waghorn was in London in May 1837 and reported the loss of post office mail from the coal barque *Skinner* on a reef off Jeddah. All of the Waghorn agency letters were however salvaged by a gentleman named Goff. Waghorn covers are known dated for each month early in 1837, from London to Calcutta, some of which may well have been on this ship.

### Appointment of Waghorn as East India Agent

Waghorn was finally accepted as an essential factor to the overland mail shipment to India and was appointed, as from June 7, 1837, Deputy Agent in Egypt for the Superintendence of the Company's Mails to and from India. Waghorn arrived in Egypt on July 8, 1837 and reported to Col. Campbell, the East India Company agent in Egypt. It was also decided that the paddle steamer *Hugh Lindsay* would be transferred to the Red Sea and run a monthly service between Suez and Mocha calling at Cosseir and Jeddah.

### British Vice Consuls in Jeddah Yacoub Yusuf (1837) and A.C. Ogilvie (1838)

Waghorn's own employees were to be appointed at Suez, Cosseir and Jeddah and vested with the authority of Vice Consul. These officials were responsible for maintaining a coaling facility and providing a service for British travellers as well as seeing to the safe transit of mail.

The appointment as Vice Consuls was of major importance as it provided diplomatic status to the appointees, and conferred the ability to operate without the jurisdiction of any Egyptian or Turkish authorities. Waghorn's first agent and the first British Vice Consul to Arabia was Yacoub Yusuf, also spelled Malim Jacob Joussuf in another reference. He was listed in Waghorn's printed advertisement for the Red Sea route service which promised rapid transport for letters and also conveyance of passengers. On August 4, 1838, A.C. Ogilvie was appointed as the first native born British Vice Consul at Jeddah.

For reference. Waghorn's other Red Sea agents in 1837 were:

Suez - Messrs. Manoulias	Cosseir - Dr. Mauritze
Mocha - Sheik Taibe Ibrahim Ghee	Hodeida - Slieik Abo Beker Cahatan

### Letter from A. C. Ogilvie

A letter from Mr. Ogilvie, dated Dec. 11, 1842 was exhibited by Tarik Alireza as part of his gold medal collection. Mr. Alireza has kindly provided a transcript and the most interesting parts of the letter are recorded here (pages 17 and 18). This letter took until February 7, 1843 to reach Alexandria (55 days) and 20 days more to reach London and also complains of postal delays. However, by 1842 Mr. Waghorn had moved his attention to Europe and cannot be held responsible.

This letter also makes reference to a Mr. Hill who might have purchased an omnibus and who was Waghorn's new partner (see next paragraph).

### Waghorn - A Postscript

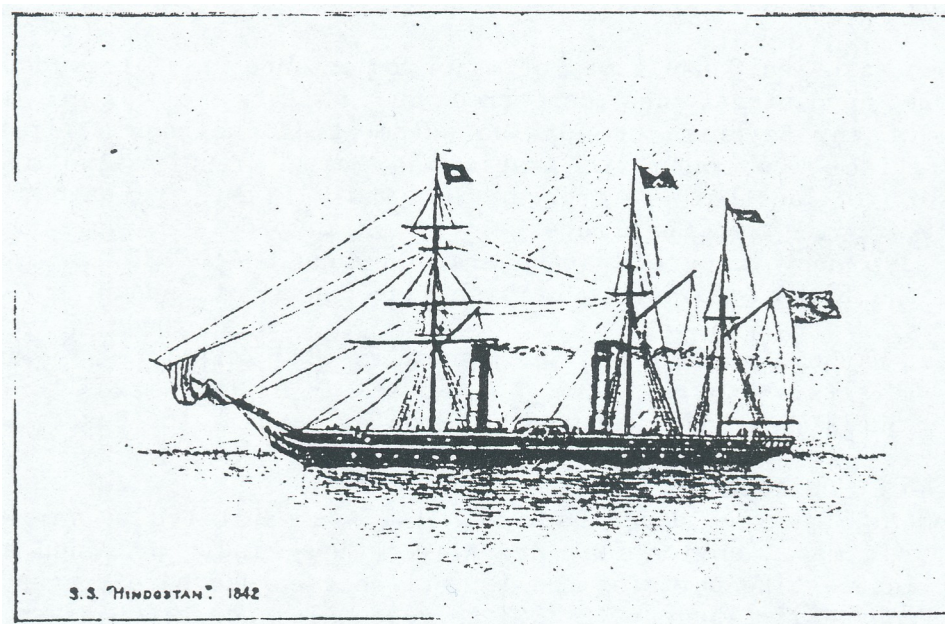
Waghorn had operated his own service from Alexandria to Cairo and on to Suez from 1836. However by 1841 he had merged with a rival firm J. R. Hill & Co., and the last of the covers bearing the Waghorn cachet are dated 1841. After competing directly, P & O bought the firm out on May 26, 1843 and took complete control of the England to India mail route both on the sea and overland across Egypt. However, note that the Ogilvie letter refers to the death of a Mr. Hill in London in 1842 who was responsible for building the "houses". This appears to be a reference to the "rest places" that Waghorn said should be built on the Cairo to Suez route. He was also the person Ogilvie said might use the newly invented desert omnibus.

Waghorn continued to be interested in expediting the mails but now in Europe. He was involved in trying to link railways to the steamers to get even faster service. He died on January 7, 1850 without securing any financial gain for himself or his family from his energetic efforts to improve the mail service.

**Peninsular & Oriental Steam Navigation Company**

p & O, the Peninsular and Oriental steam Navigation Company, had been granted a Royal Charter in December 1840 to operate the mail route to India. The SS *Hindustan* shown here was one of two powerful steamers which operated from Suez to Bombay.

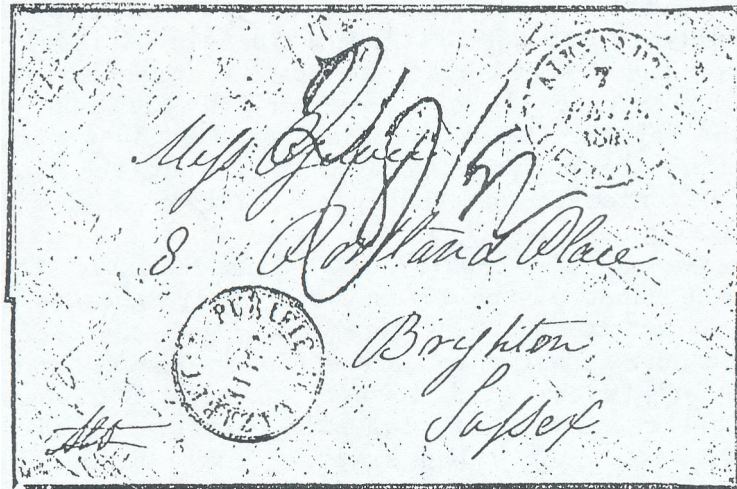
Further research is now needed to find out if this steamer called at Jeddah and what happened to Ogilvie after P & O took over the entire service.





DECEMBER 1842  
CONSUL'S PRE-STAMP ENTIRE

Letter from A.Ogilvie, first native British Vice-Consul in Jeddah, appointed 4/8/1833. Fascinating contents mention erratic arrival of mail and sailings, and refer to Thomas Waghorn, pioneer of a mail service from India via Egypt. Some pages show criss-cross writing, to avoid high cost of extra weight.



My dearest Fanny. Jeddah Dec 14 1842  
I have now before me your two letters  
of June 29<sup>th</sup> & Sept 25<sup>th</sup> 1842 I cannot account for your  
not having received my letters for a while you as I have  
written frequently, the last time from here in June of the month  
previous by a May 3<sup>rd</sup> from Aden whether I went for change  
of air having been rather unwell for some time previous. I had  
an opportunity of going in one of Mr. John's Schooners, if the sea  
voyage did me good & I made some friends & passed a very happy  
pleasantly at our new settlement at Aden. I received the plan  
of the omnibus intended for the desert, but I saw just fifty hundred

Dated 14/12/1842; transits of Alexandria (7/2/43); Malta Lazaret (marking in use 1838-79), where usual two parallel disinfection slits were made; Paris (25/2/43) and London (27/2), with same day Brighton arrival. Charged short-lived rate of 2/8<sup>1/2</sup>d used for mail from India and Middle East carried on French ships via Malta and Marseilles.

**Extracts of Letter from A. c. Ogilvie (Vice Consul at Jeddah) to his Sister**

"Juddah Dec 14th 1842

My Dearest Fanny,

I have now before me your two letters of June 29th and September 25th 1842. I cannot account for your not having received my letters for a whole year as I have written frequently, the last time from here on June 4th, the month previously on May 3rd from Aden: whither I went for a change of air having been rather unwell for some time previous. I found an opportunity of going in one of Honrble John's Co's Schooners, and the sea voyage did me good and I made some friends and spent twenty days pleasantly at our new settlement in Aden. I received the plan of the omnibus intended for the desert, but I am just six hundred miles the wrong side of Suez to be of any service to the inventor. Mr Hill who was the person who built the houses and set the thing in motion has died lately in London, otherwise I might prevail on him to purchase some of them, but the things will rest with the Directors of the Calcutta and Bombay associations. As for carriages or any sort of vehicle passing the desert in any other road than from Cairo to Suez it is out of the question as the country is in the hands of the Bedouins and the towns although in the hands of the Turks are so badly guarded and garrisoned that the Bedouins without rob and murder with impunity; a traveller has nothing better than his own prowess and firearms to defend him or depend upon. ....

We have been enjoying twenty days of wet weather. The thermometer don to 76 Fahrenheit, quite a treat and I have begun to eat, drink and sleep better than I did for three years past. .... I had a visit from a sloop of war the other day with 150 men and I was very busy for thirteen or fourteen days. .... Pass my love to Robert and tell him that I have never received but two letters from him in five years. I have had a very vexatious and tiring time for the last twelve months, in consequence of the proceedings of the Government of the Sultan. .... I am ten days on a spell constantly at the Diwan morning and evening adjusting affairs and taking care of the liberties and rights of British Subjects, all of which is tiring and, unless properly begun, generally begets ill feeling towards the Plaintiffs and your humble servant. It is whispered here that Osman Pasha is to be relieved by another pasha from Constantinople shortly. I hope it may be true, things then may mend, they cannot be worse than they are at present.

What is the illustrious Thos. Waghorn doing. We hear of Warrens Blacking, Mechio Razors and Rowlands Macasser - but poor Thos is defunct.

I have received lately the Illustrated London News ... the newspaper latterly never exceeded six or seven in a twelve month. .... The French Consul has been absent in Cairo eighteen months and I have just received a letter from him telling me that he is on route and his propitious bark once more points her prow to Juddah. .... As it only wants a few days I will wish you all a very merry .... I have got a goose from Egypt ... I shall give a party for the French Consul and two other Christians and drink all your healths in six bottles of b\*\*r which I plundered from the sloop when here.

How could Dacres say that he never heard from me, as I found a letter from him at Aden and answered it and sent him some Mocha - ten sacks of blue bean coffee as he instructed me.

I have four packets to finish tonight as there will not be another boat leaving here for two months either for the North or South as the Pilgrimage is about to commence and last for one month and a half.

I must therefore conclude this hasty scrawl by assuring you my dear that I am and ever shall remain your fond and affectionate brother.

A. C. Ogilvie"

# POSTAL HISTORY OF SAUDI ARABIA AS REVEALED ON THE PAGES OF *UMM AL QURA* NEWSPAPER

**By: Dr. Samir S. Amr**

(Continued from *Random Notes* #54)

During Ramadan, I was able to go to the Saudi Aramco Technical Library and go through the microfilms covering the 1937-38 period. There was nothing further on the Qirsh Society (see RN #55), but there was a report on the First Aid (*Isa 'af*) Society (see RN #53). I have translated this as follows:

July 23, 1938 (Friday, 8 Muharram 1356) Report of the Board of the Charitable First Aid (*Isa'af*) Society in Makkah al-Mukarramah on the functions of the Society during the year 1355H.

## **Introduction and Thanks:**

We are pleased to submit to our gracious government and our noble people our report on the functions of the Charitable First Aid (*Isa 'af*) Society in Makkah al-Mukarramah for the year 1355H. We wish to start our report by offering our great thanks and gratitude to His Majesty's Government for the plentiful aid and support given to the Society, particularly its gracious donation of a house which became its general headquarters. We are thankful to all those who supported the Society among our people or among the pilgrims either by subscription and donations or by volunteering and participating in performing the noble duties of the Society.

## **Functions of the Society:**

Although the Society was in its formative year and did not start functioning in a serious manner until the last third of the year, and in spite of lack of adequate funds, it was able, by the will of Allah, to offer many services to the pilgrims and the citizens and for the general public within the limits of its duties.

A. First aid work: The total number of individuals who received first aid during the short period the Society was operational was 922 as shown in the following list:

27	affected by various internal medical problems
430	affected by various surgical problems
68	affected by coma
16	affected by diarrhea
27	victims burned during fires
124	affected by fever
15	patients with bone fractures
3	dog bites
3	psychosis
10	injured in motor vehicle accidents
2	affected by food poisoning
36	affected with eye problems
4	affected with chest problems
3	tuberculosis
39	contusions
9	old age
1	hernia

The total is 922. Of these, 149 individuals were shipped to Ajyad Hospital and the rest were treated at the Society's headquarters.

B. The hospital at Ta'if: To serve the public interest, the Society completed building its hospital at Ta'if. The process of building was done by public auction through the municipality. The total amount spent in this regard was 39,437 Saudi Qirsh and 30 para. Undoubtedly, the Society has fulfilled a great service to the public by building this hospital and took a great step in achieving its noble goals.

#### **Finances of the Society**

Total Income	293,105 Saudi Qirsh & 30 para
Total Expenses	139,145 Saudi Qirsh & 0 para
Surplus transferred to next year	66,060 Saudi Qirsh & 30 para

(Translators Note: It doesn't add up, but this is what is printed).

Considering the financial situation in the" country in general, and keeping in mind that the Society is still new, the resources of the Society were limited within the following categories: subscriptions, donations and sale of stamps.

\*Subscriptions: Feelings of support and generosity prompted many of the dignitaries and citizens of the land to register their names at our headquarters as permanent subscribers supporting the Society by an allocated sum of money at the end of the year. Total subscriptions recorded in our books as of this date amounted to 61,776 Saudi Qirsh. The door is still open for those interested in joining this humane honorable charity. The Society wishes to mention, with utmost respect and appreciation, that His Majesty the King was the first to encourage the Society, and he ordered that his support of 1,000 Riyals annually is to be recorded. Following in the steps of His Majesty, the Heir Apparent Prince Sa'ud ordered recording his donation of a similar sum. His Royal Highness the Viceroy Prince Faisal ordered registering his subscription for 500 Riyals. We take this opportunity to ask Almighty Allah to support His Majesty and his esteemed sons. Almost all the subscribers paid all their subscriptions except for a few who are urged strongly by the Society to pay the sums they recorded as subscriptions. The total subscriptions paid to the Society's treasury at the end of last year was 56,893 Saudi Qirsh. We urgently ask those subscribers who did not pay their dues for last year to do so at the earliest opportunity.

\*Donations: Many citizens and pilgrims generously donated sums of money to the treasury of the Society, totalling 65,180 Saudi Qirsh and 5 paras. The Society wishes to extend its thanks to every individual who donated, and to those who helped in collecting the donations or spread the idea of the Society and its aims among the pilgrims and citizens.

\*First aid (*Isa'af*) stamps: This item is the constant dependable resource which feeds the Society's treasury. Our esteemed government decided that the *Isa'af* stamps should be placed on all mailed letters and on all transaction papers and documents related to government departments. The Society printed last year 1,000,000 of these stamps, and distributed 682,000 stamps worth 85,250 Saudi Qirsh to all concerned departments in the kingdom. By the end of the year 1355, stamps worth 55,405 Saudi Qirsh were used, and the remainder of the stamps are still with the authorities in those departments to be used later on. The Society wishes to thank the Ministry of Finance and the Department of Posts, Telegraph and Telephone for their great help in facilitating the utilization of these stamps.

(To be continued)

# SAUDI POSTAL INFORMATION - 1936

**By: Abdul Aziz A. Sa'id**

A book entitled *The Saudi Arabian Countries*, by Mr. Fouad Hamzah, the Director of the Ministry of Foreign Affairs, was published in 1936. It tells about the establishment of the Saudi Arabian Kingdom and its administration. I translated the parts relating to the postal service, as follows:

## **The Directorate of Posts, Telegraph and Wireless**

In Sha'ban 1345H (February 1927), the Saudi government joined the Universal Postal Union and signed the Postal Agreements in Madrid. It arranged its duties according to the international postal regulations. Saudi Arabia also participated in the postal conferences in London (1929) and Cairo (1934). On August 12, 1934, the King signed the agreement for the Cairo conference which included:

- (1) General postal agreement.
- (2) Letters and insured mail.
- (3) Parcel post.
- (4) Postal transfers (money orders).
- (5) Debt collection through the post office.
- (6) Transfer of postal savings money orders between post offices.
- (7) Agreement for newspaper and magazine subscriptions.

There are two agreements for exchanging postal money orders between the General Postal Administration and the postal administrations of India and Palestine, and there is an agreement with the Egyptian Postal Administration for arranging the transmission of mail via Egypt.

## **Mail Centers**

The mail centers are divided, according to their services, into two categories:

- (1) Mail centers, which we call post offices, which perform all postal services in the international agreements, including incoming and outgoing ordinary and registered letters, insured mail, telegrams, money orders, and parcels. These post offices are Makkah, Jeddah, Madinah and Yanbu'.
- (2) Those mail centers which accept ordinary and registered letters only: Tayif, Riyadh, Al-Hasa, Al-Wajh, Hayil, Abha, Duba, Al-'Uqair, Dhafir, Jubail, Qatif, Najran, Dhahran Al-Janoub, Jaizan, Al-Lith, Al-Qunfudhah, Umm Lajj, Al-'Ula, Tabuk, Al-Qurayyat, Al-Jawf, Rabigh and Buraydah.

## **Mail Routes**

### **Foreign Mail**

The outgoing mail is carried by Khedivial Maritime Lines and Italian and Indian lines as follows:

- (1) The outgoing mail from Jeddah to Suez, twice a week, on Monday and Wednesday.
- (2) The incoming mail from Suez, Egypt to Jeddah, twice a week, on Saturday and Wednesday, arriving Jeddah on Tuesday and Sunday.
- (3) From Jeddah to Port Sudan once a week on Sunday, arriving Port Sudan on Wednesday.
- (4) To and from India once every 10 days, by T. Morrison Lines.

### **Domestic Mail**

It is carried between the mail centers in the Kingdom by cars or by contractors using camels, as follows:

- (1) Makkah/Jeddah: From Makkah daily in the morning, and from Jeddah daily in the evening, by cars.

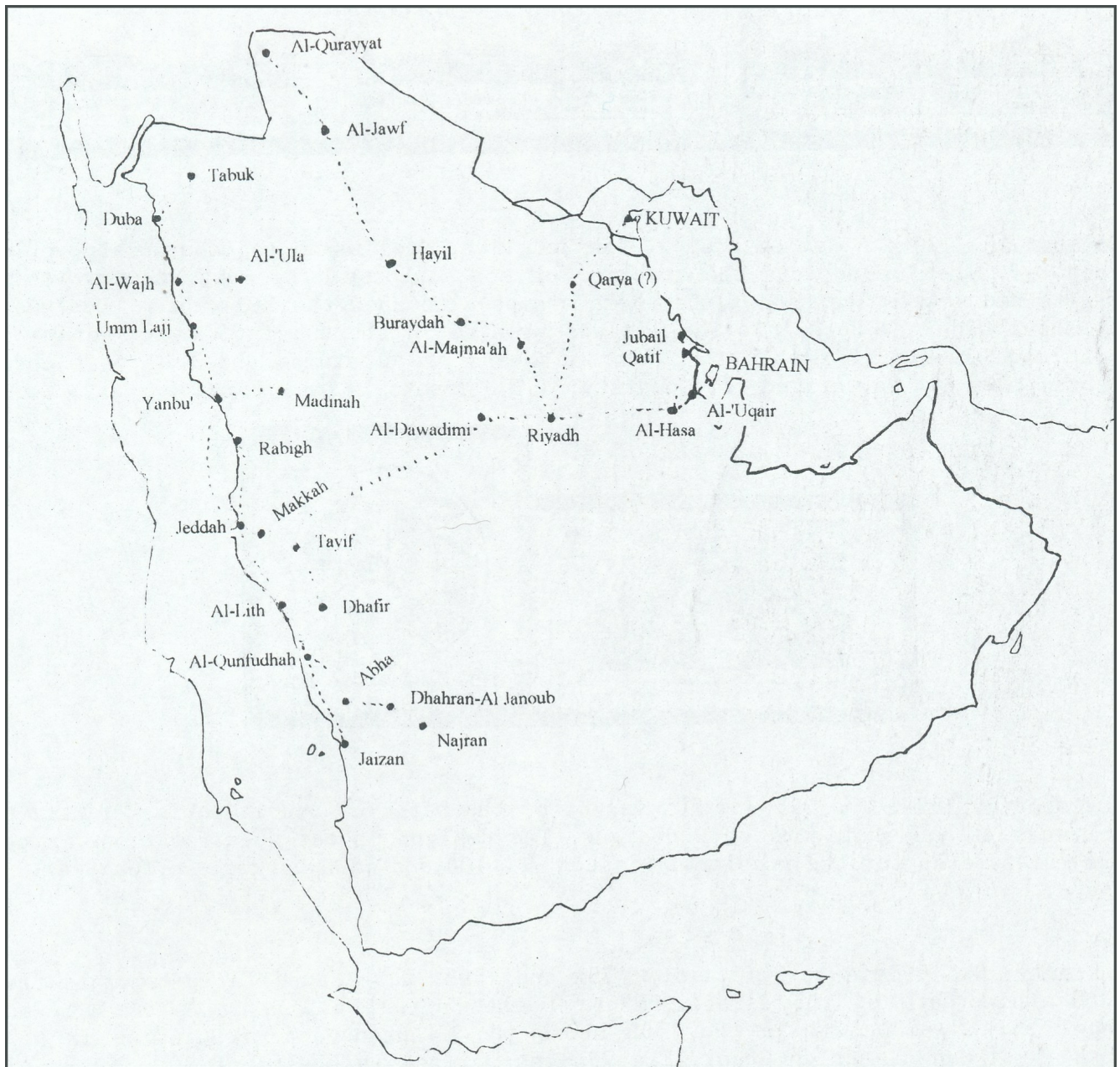
- (2) Makkah/Madinah: Twice a week, on Monday and Thursday mornings, through Jeddah and Rabigh, also vice-versa, using cars.
- (3) Makkah/Riyadh: Twice a month, in each direction, on the 1st and 15th from Makkah, and on the 9th and 19th from Riyadh, by cars.
- (4) Makkah/Tayif: (a) By cars daily in the summer from Makkah at 11 PM and from Tayif at 7PM. Weekly in the winter, from Makkah on Monday morning, and from Tayif on Tuesday evening.  
(b) By the contractor on camel, daily in winter, from both towns at noon.
- (5) Makkah/Jeddah/Yanbu': (a) From Jeddah to Yanbu' and vice-versa, twice a month by Khedivial Maritime Lines.  
(b) From Makkah to Jeddah and vice-versa, daily by cars.
- (6) Tayif/Dhafir: Once a month by contractor. Distance is four days.
- (7) Riyadh/Al-Hasa: Twice a month by contractor, from Al-Hasa on the 1st and 15th, and from Riyadh on the 2nd and 21st.
- (8) Al-Hasa/Qatif: Three times a month by contractor, from Al-Hasa on the 1st, 12th and 21st, and from Qatif on the 7th, 17th and 27th.
- (9) Qatif/Jubail: Six times a month in each direction, by contractor.
- (10) Al-Hasa/Al-'Uqair: Daily in the evening, in each direction, by contractor.
- (11) Al-Hasa/Bahrain: daily via Al-'Uqair, by boat.
- (12) Riyadh/Buraydah: There is no contractor, but the official mail goes once or twice a month. The distance is 7 days.
- (13) Buraydah/Hayil: There is no contractor, but the official mail goes once monthly, from Hayil on the 10th and from Buraydah on the 21st. The distance is 7 days.
- (14) Hayil/Al-Jawf: Once monthly by contractor, from Hayil on the 15th and from Al-Jawf on the 1st. Distance is nine days.
- (15) Al-Jawf/Al-Qurayyat: There is no commercial mail, but the official mail goes twice a month.
- (16) Hayil/Madinah: Once a month by contractor, from Madinah on the 1st and from Hayil on the 15th.
- (17) Madinah/Yanbu' : Three times a month by contractor, from Yanbu' on the 1st, 11th and 21st, and from Madinah on the 6th, 16th and 26th. The distance is three days.
- (18) Yanbu'/Umm Lajj: Three times a month by contractor, from Umm Lajj on the 1st, 11th and 21st, and from Yanbu' on the 6th, 16th and 26th. The distance is three days.
- (19) Umm Lajj/Al-Wajh: Three times a month by contractor, from Al-Wajh on the 1st, 11th and 21st, and from Umm Lajj on the 6th, 16th and 26th. Distance is four days.
- (20) Al-Wajh/Duba: Once a week by contractor, from Al-Wajh on Saturday and from Duba on Wednesday. Distance is three days.
- (21) Duba/Tabuk: Three times a month by contractor, from Tabuk on the 1st, 11th and 21st, and from Duba on the 6th, 16th and 26th. Distance is four days.
- (22) Al-Wajh/Al-'Ula: Once a week by contractor, from Al-Wajh on Saturday and from Al-'Ula on Sunday. Distance is five days.
- (23) Makkah/Jeddah/Al-Lith: Three times a month by contractor, from Makkah on the 6th, 16th and 26th, and from Al-Lith on the 2nd, 12th, and 22nd. Distance is three days.
- (24) Al-Lith/Al-Qunfudhah: Three times a month by contractor, from Al-Lith on the 1st, 11th and 21st, and from Al-Qunfudhah on the 5th, 15th and 25th. Distance is three days.
- (25) Al-Qunfudhah/Abha: Twice a month by contractor, from Abha on the 1st and 16th, and from Al-Qunfudhah on the 9th and 25th. Distance is six days.

- (26) Abha/Najran: Twice a month by contractor, from Najran on the 1st and 16th, and from Abha on the 9th and 25th, via Dhahran Al-Janoub. Distance is six days.
- (27) Al-Qunfudhah/Jaizan: Twice a month, on the 1st and 16th from Al-Qunfudhah, and on the 9th and 25th from Jaizan. Distance is about 8 days.

**Additional post offices**

There is another list in the book, containing the names of postmasters. It includes three postoffices not mentioned earlier: Qarya, Al-Majma'ah and Ad-Dawadimi. Their mail routes are (no details given):

Riyadh/Qarya/Kuwait. (Ed. note: Qaryat Al-Ulya ?)  
 Makkah/Ad-Dawadimi/Riyadh.  
 Riyadh/Al-Majma'ah.



Saudi Post Offices and Mail Routes in 1936

## NEW ISSUES OF SAUDI ARABIA

**By: Abdul Aziz A. Sa'id**

August 22, 1994 - February 18, 1995: Three values in a new Saudi Ports definitive set were issued: the 75h on 8/22/94, the 100h on 2/18/95 and the 150h on 11/12/94. The stamps depict the King Abdul Aziz Port in Dammam. Designed by Abdul Qader al-Husseini. Printed in sheets of 50 stamps and two post code labels (4 X 13). The 75h was reprinted and issued on November 7, 1994 with different post code labels. Perforated 12.



October 16, 1994: A set of stamps, 75h and 150h, was issued to commemorate World Food Day. The 75h depicts the interior of a greenhouse. The 150h shows various fruits and vegetables on a globe. Both stamps also show the FAO emblem. Designed by Abdul Qader al-Husseini. The 75h was printed in sheets of 50 stamps and two post code labels (4 X 13); the 150h in sheets of 50 stamps and four post code labels (9 x 6). Perforated 12. Quantity: 400,000 sets.



November 6, 1994: The 25h and 50h values of the birds of Saudi Arabia definitive set were issued in blocks of 9 designs. The designs, sheet specifications, etc. are the same as for the previously issued 75, 100 and 150h values. Perforated 13¼ x 13½.

February 19, 1995: A set of stamps, 75h and 150h, was issued to commemorate the 50th anniversary of the establishment of the United Nations in 1945. The 75h shows the UN emblem while the 150h shows the UN Headquarters Building in New York. Designed by Ashfaq Ghani. The 75h was printed in sheets of 50 (10 X 5); the 150h in sheets of 50 stamps and two post code labels (13 X 4). Perforated 12. Quantity: 400,000 sets.





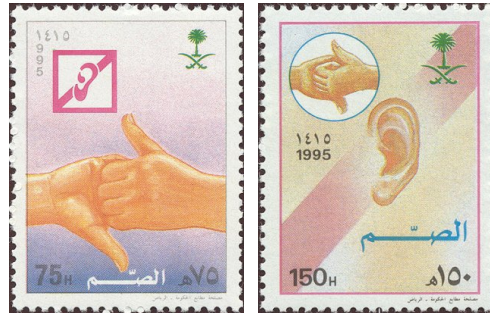
April 1, 1995: A set of stamps, 75h and 150h, was issued, to commemorate the 50th anniversary of the founding of the Arab League in Cairo, Egypt. The 75h depicts the Arab League emblem and a map of the Arab countries. The 150h shows the Arab League emblem and the figure "50". Designed by Abdul Qader al-Husseini. The 75h was printed in sheets of 50 stamps and four post code labels (9 x 6); the 150h in sheets of 50 (5 X 10). Perforated 12. Quantity: 400,000 sets.



April 16, 1995: A set of two, 75h and 150h, was issued to publicize refugee protection. The design shows a family of refugees and the UN Refugee emblem. Designed by Mohammad al-Tayyeb. Printed in sheets of 50 (5 X 10). Perforated 12. Quantity: 400,000 sets.



May 3, 1995: A set of stamps, 75h and 150h, was issued to publicize Deaf Week (April 20-27). The 75h shows two clasped hands with outstretched thumbs and the 150h shows an ear. Designed by Abdul Qader al-Husseini. Printed in sheets of 50 (10 X 5). Perforated 12. Quantity: 400,000 sets.



May 3, 1995: A set of stamps, 75h and 150h, was issued to commemorate the Pilgrimage (*Hajj*) 1415H. The design shows the Mosque of Mish'ar al-Haram in Muzdalefah. Designed by Abdul Qader al-Husseini. Printed in sheets of 50 stamps and 4 post code labels (9 x 6). Perforated 12. Quantity: 400,000 sets.



All stamps are printed by the Government Press Authority, Riyadh. All definitive stamps (except the bird stamps) are printed on thin white paper with invisible gum. The bird definitives and the Food Day commemorative set are printed on medium white paper with grayish slightly-shiny gum. All other commemoratives are printed on medium white paper with shiny white gum.

## A.P.A. AUCTION NO. 24 - NOVEMBER 11, 1994

**By: W. A. King**

The 24th auction was held in rather grand surroundings in the Dhahran International Hotel at Dhahran Airport. Because of the very large number of lots, the auction commenced at 8:45 AM, just a few minutes late allowing latecomers to find the change in room.

**Hijaz Issues** The early issues were fairly quiet with mail bidders not being strongly opposed and the room content to pick up any bargains missed. The two-lines saw a couple of fights over the roulette 20s. The red overprint on the ½p went over twice estimate at SR700 to a bidder in the room. The next item, the blue overprint on the same stamp, went to a mail bidder at SR550. The roulette 13s went much closer to estimate. In the small three-lines, a couple of items realized over catalogue - the red overprint reading down on the ¼p roulette 13 realized SR550, and the scarce blue overprint reading up on the same stamp realized SR950. The large three-lines were generally quiet, going mostly to the room bidders. The various "illegible" surcharges and varieties on offer were also quiet but here the winners were book bidders. The King Alis were much quieter than the hectic bidding in 1993, however a nice selection of used Jeddahs achieved a realistic price. The Najd and Hijaz & Najd sections were highlighted by an exceptional copy of the rare blue postage due overprint on the 2p orange railway tax stamp which sold for SR6500.

**Collections & Covers** The complete collections did not raise the fire of previous years. A fine Tourist collection complete (by Gibbons) except for the scarce 2p went for SR2600. The 2p available from a different vendor was sold later in the auction for SR400. Once Scott gets their listing sorted out correctly, this set will increase in popularity as the Scott users find out what they are missing! The early Kingdom issues went well although some covers failed to find a buyer. The Philby cover however went for SR1100 to a room buyer against a strong book.

**Officials** A number of the officials are difficult - especially the long 4th set - and several bidders had decided to complete their sets. As a result the auctioneer's estimates (already over catalogue) were substantially exceeded. The 12p went for SR1400, the 23p for SR1900, the 31p for SR1050. By then we had auction fever in the room and the 100p realized SR3250. Amongst the lesser values, the 9 and 10p went for an amazing SR450 and the 11p for SR850.

**Dam, GOSP and Airs** Interest continues to be strong in this attractive series and I continue to be surprised at the strength of the market. The highlight here was the scarce 50p Faisal Air in superb condition. Many had saved their allowance's for this one and I was told before the auction that my estimate of SR2800 - about 60% Gibbons and over Scott catalogue - was too high. This lot opened over estimate and bidding continued in the room after the high mail bidder was knocked out and finally it was sold for SR5000, well over catalogue.

**Modern Varieties** The later items had mixed interest but varieties were strong as usual. A very unusual collection of the "inked in" city varieties of the Dammam-Jeddah road set sold for SR750. The corner imperfs of the 1980 Arab League and Education set both sold for SR725, the opening bid set by the mail bidders. A number of room bidders were preparing to bid but were put off by the strong opening bid. I suspect they are now kicking themselves for missing out on this scarce item. The last 270 lots were sold by mail bid only to a mixed response. We propose to try a mini-auction at our club night in May which may

be attended by the less hardy group who may not yet have accumulated all of the more modern commemorative issues.

**Summary** Total sales were just under SR190,000 and 866 lots were sold, almost exactly two-thirds of those presented. Overall a very healthy result, especially since November appears to be becoming a major month for sales of Saudi Arabian stamps. We had competition from Filatco, Harmer's, Rogers, Rugby and Feldman, all with very collectable material being sold about the same time. However, due to the lack of bidder interest and ready availability of dealer stocks, we may further curtail the sale of Kingdom commemoratives to the early issues and varieties only.

### Prices Realized

Lot	SR	Lot	SR	Lot	SR	Lot	SR	Lot	SR	Lot	SR	Lot	SR
1	90	80	130	156	140	230	95	312	70	390	40	456	110
2	48	82	40	157	250	232	140	313	75	394	52	458	180
3	120	83	300	158	450	233	64	314	60	395	140	461	350
5	120	84	300	161	160	236	150	322	40	396	150	462	290
6	70	87	40	162	200	237	140	323	40	397	140	463	290
7	325	89	40	163	240	239	200	324	40	398	750	464	50
8	500	90	325	164	500	240	100	325	62	399	700	465	115
9	70	91	250	165	30	243	95	326	50	400	120	466	70
16	200	93	34	168	290	246	90	327	30	402	1350	467	90
17	350	94	400	169	250	247	30	328	60	403	150	469	50
18	120	97	40	171	650	248	240	329	32	406	54	470	105
19	40	98	40	172	170	250	500	330	30	408	50	471	30
20	230	99	220	173	95	251	575	331	30	410	75	472	30
21	50	103	30	176	130	252	70	332	36	411	30	473	200
23	325	104	30	177	550	253	190	333	36	412	42	474	180
24	70	106	75	178	950	255	70	334	180	413	250	475	105
25	50	107	30	180	220	256	70	335	210	414	220	476	100
28	30	108	150	181	80	257	150	336	120	415	30	477	90
31	30	109	40	182	54	259	220	337	115	416	46	478	52
32	70	111	30	183	40	260	30	338	145	417	125	479	42
33	40	112	36	185	90	261	66	339	70	418	210	481	400
35	50	113	30	186	170	262	220	341	170	419	400	482	180
36	50	114	80	187	170	263	190	342	90	421	120	484	40
37	30	115	60	188	70	264	375	345	90	422	100	488	50
38	60	117	68	189	38	265	190	348	150	423	325	491	150
40	300	118	48	190	100	266	44	349	85	424	70	493	180
41	30	119	32	192	220	267	90	356	40	425	30	496	140
42	50	120	54	193	250	268	150	357	120	426	180	497	325
43	50	121	260	196	34	269	115	358	80	427	150	498	42
45	30	122	250	197	34	270	325	359	32	428	30	499	40
46	550	125	110	198	30	273	290	360	30	429	350	500	120
47	60	129	100	201	50	275	190	362	40	430	210	501	190
48	60	130	60	202	475	276	200	363	32	431	34	502	260
49	60	131	46	204	190	277	30	364	30	432	62	503	140
50	60	132	42	205	150	278	100	366	150	433	100	505	280
51	500	135	450	206	230	280	70	367	70	434	170	508	34
57	30	136	46	207	230	281	44	368	34	435	34	510	34
59	200	138	300	208	180	282	54	369	44	437	375	511	30
61	120	139	60	211	325	288	38	370	90	438	6500	514	36
62	1000	140	325	214	100	289	70	371	50	439	34	515	220
63	300	141	100	216	375	291	36	372	80	440	40	517	64
66	250	142	190	218	280	293	60	373	60	441	40	518	30
68	50	143	100	219	450	294	100	374	30	442	240	519	32
70	105	145	250	220	140	296	50	375	190	443	220	520	30
71	600	146	700	221	450	297	140	377	60	444	34	521	62
72	450	147	550	222	325	298	100	380	70	445	34	522	44
73	150	148	270	223	450	299	110	381	30	446	52	523	350
74	150	149	200	224	100	301	50	383	30	447	120	524	100
75	42	150	175	225	200	302	40	384	40	448	375	525	30
76	70	151	325	226	105	303	85	385	40	449	50	526	170
77	50	152	600	227	525	304	30	387	1350	450	550	528	210
78	750	153	30	228	190	305	40	388	62	451	90	529	525
		155	130	229	300	311	75	389	270	454	475		

**APA AUCTION No. 24 - November 11<sup>th</sup> 1994**

**Prices Realized**

Lot	SR	Lot	SR	Lot	SR	Lot	SR	Lot	SR	Lot	SR	Lot	SR
534	2600	621	130	717	140	820	140	924	350	1019	46	1134	220
535	300	622	1900	719	50	821	125	925	90	1021	150	1135	220
536	350	623	130	721	220	822	90	928	140	1025	36	1136	50
537	200	624	170	723	1800	823	50	929	120	1027	56	1137	70
538	50	625	200	724	30	824	230	930	120	1030	230	1140	290
540	32	626	190	729	30	825	100	932	650	1038	30	1141	325
541	90	627	1050	730	64	830	5000	933	550	1039	30	1142	325
542	30	628	250	733	1050	831	600	934	325	1040	80	1148	50
544	1550	629	3250	734	500	832	550	935	750	1041	50	1151	44
545	1450	630	550	736	450	835	220	936	42	1042	80	1155	54
546	850	631	375	737	2750	836	34	938	80	1044	250	1156	50
547	100	632	52	738	56	841	60	939	40	1045	95	1162	70
550	100	633	50	739	325	842	300	941	80	1046	30	1165	30
551	210	634	220	740	42	845	30	942	50	1049	60	1168	80
552	450	637	1100	741	42	846	700	944	600	1051	30	1169	80
553	600	640	130	745	85	847	50	945	80	1054	30	1178	38
554	280	641	500	748	30	849	60	946	40	1056	100	1179	34
555	220	642	80	750	42	851	450	948	100	1057	850	1180	50
556	250	644	70	752	30	852	450	949	725	1058	900	1182	120
557	220	645	800	754	900	853	350	951	325	1061	60	1183	22
558	325	646	425	755	1050	855	44	952	725	1062	60	1189	120
560	170	647	425	756	110	858	30	956	44	1064	110	1190	56
562	60	648	250	757	1250	860	180	957	120	1065	250	1191	44
563	125	649	150	758	600	861	150	958	32	1066	30	1193	56
564	75	650	130	760	260	862	150	960	34	1070	180	1198	150
565	100	651	450	761	230	863	100	961	32	1071	210	1200	42
566	1100	652	425	762	30	865	30	962	42	1073	54	1201	42
567	160	654	250	763	130	866	50	963	525	1074	54	1202	850
568	70	658	160	767	46	868	85	966	30	1075	800	1204	42
569	60	659	450	769	425	869	105	967	425	1076	500	1206	40
570	85	660	250	770	250	871	60	968	150	1077	300	1213	30
571	60	661	100	776	4000	872	60	969	150	1080	150	1218	525
573	40	663	230	777	50	873	400	970	42	1081	32	1230	30
574	40	665	150	778	210	874	90	971	105	1084	120	1236	350
575	50	666	32	779	64	875	32	972	125	1086	30	1239	425
576	80	667	350	780	42	877	80	973	100	1086	52	1240	2000
578	100	668	250	781	62	878	36	974	100	1087	54	1241	1300
579	85	669	350	782	50	879	210	975	135	1090	100	1243	180
580	110	672	30	783	85	880	130	978	70	1091	30	1245	30
581	130	673	160	784	32	881	60	979	70	1092	30	1251	700
582	125	674	3000	785	30	887	90	980	30	1093	90	1252	40
583	40	675	1250	786	675	889	30	982	50	1094	60	1254	500
584	50	678	50	787	120	890	300	984	150	1095	54	1256	30
585	125	679	180	788	105	891	70	985	150	1096	28	1259	40
587	70	680	75	789	130	892	66	986	30	1097	30	1262	650
588	30	681	50	790	180	894	95	987	42	1098	70	1264	30
589	50	682	80	791	850	896	70	988	52	1099	48	1266	150
590	105	683	155	792	100	897	44	989	80	1100	85	1268	300
594	30	686	230	793	2700	898	140	990	42	1101	36	1269	650
595	475	687	80	794	64	899	60	991	100	1102	54	1270	34
596	475	688	64	795	70	900	450	992	100	1103	30	1273	350
597	105	690	210	796	64	901	125	993	120	1109	75	1276	1000
598	130	691	110	797	60	902	240	994	70	1110	90	1277	40
601	42	692	90	798	36	903	375	996	80	1111	90	1279	600
602	100	694	50	799	30	904	105	997	80	1112	64	1281	95
603	70	695	34	800	60	905	40	998	80	1117	34	1282	30
604	240	696	210	802	200	906	125	1000	30	1118	34	1283	250
607	80	697	44	803	450	907	70	1001	30	1119	30	1286	290
608	180	700	44	806	160	908	600	1002	100	1120	60	1287	105
609	125	702	50	807	130	909	190	1003	30	1121	48	1289	80
610	145	703	62	808	120	910	230	1004	30	1122	30	1292	120
611	100	707	210	809	450	911	130	1008	80	1123	32	1293	140
612	450	708	40	810	42	912	120	1009	210	1124	40	1294	32
613	42	709	30	812	100	913	30	1010	40	1125	36	1295	120
614	850	710	1700	813	270	916	600	1011	180	1126	42	1297	50
615	1400	711	350	814	40	917	90	1012	36	1127	34	1298	70
616	34	712	64	815	95	918	80	1014	75	1128	36	1299	70
617	130	713	54	816	1100	920	140	1015	90	1129	90	1300	70
618	130	714	70	817	44	921	140	1016	75	1130	30	1301	100
619	350	715	150	818	575	922	140	1017	90	1131	46	1302	300
620	130	716	150	819	290	923	375	1018	150	1132	50	1303	300

## FREE ADLETS

*Random Notes* will publish as many free adlets in each issue as will fit on one page. Maximum five lines per adlet. Adlet will be run for one issue only unless specifically requested otherwise. Send adlet to the editor.

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SAUDI ARABIA & ALL ARAB COUNTRIES. Stamps, MS, errors, anything. Mint & used. Want lists, please. Aouni Edriss, PO Box 30178, Damascus, Syria.

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SAUDI ARABIA 1916 up to date inclusive. Retail and wholesale. For a free price list, write to Abdul Aziz A. Sa'id, PO Box 923003, Amman 11192, Jordan.

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BACK ISSUES of RN both hard bound and unbound, reprinted to order each year for delivery in September. Nos. 1-39 hardbound in 3 volumes SR420 +PP. Warin -*The Postal Issues of Hejaz, Jeddah & Nejd* reprint SR70 plus PP. Photos of forgeries - various available to supplement Forgeries Manual. For details on any of these write W.A. King, Aramco Box 1929, Dhahran 31311, Saudi Arabia.

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STILL AVAILABLE: The A.P.A. *Reference Manual of Forgeries*. New members and subscribers - if you collect Hijaz & Najd, you need this to educate yourself about the many philatelic forgeries being offered by dealers and in auctions. Contains more than 100 pages that illustrate and describe the differences between genuine and forged overprints. Price on request. R.J. Thoden, 4125 Windover Way, Melbourne, FL 32934-8514, USA.

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WANTED: Used stamps from old passports/residence permits. Entry Visa 30R, 50R; Residence Visa 100R; Additional Passport Fee 270R; A Country Addition 2R; General Services Tax 31½R; Final Exit 100R. Will pay a good price for the first copy of each received. R.J. Thoden, 4125 Windover Way, Melbourne, FL 32934-8514, USA.

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NEEDED: Ka'aba and Khafji definitives in imprint blocks of four. I need both large and small formats, not necessarily in complete sets. Please send a list of those available including wmk. direction, paper type, perforation and price wanted. Ramy Yaghmour, P.O. Box 511, Dhahran Airport 31932, Saudi Arabia.

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FIRST DAY COVERS: Unofficial FDCs for Saudi Arabia are available for most of the previous and future new issues. For more information, please write to Ramy Yaghmour, P.O. Box 511, Dhahran Airport 31932, Saudi Arabia. A sample cover will be sent free on request.

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YEAR SETS AVAILABLE. These include all commemoratives for the year, but exclude definitives and souvenir sheets. 1976(8)-\$43; 1977(14)-\$54; 1978-79(16)-\$30; 1980(12)-\$27; 1981(36)-\$34; 1982(15)-\$13; 1983(21)-\$14; 1984(10)-\$6; 1985(37)-\$20; 1986(29)-\$27; 1987(34)-\$27; 1988(21)-\$15; 1989(17)-\$10; 1990(34)-\$23. Add \$4.50 for registration if wanted. R.J. Thoden, 4125 Windover Way, Melbourne, FL 32934-8514, USA.

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U.K. CONTACTS WANTED. The other 24 A.P.A. subscribers in the U.K. are invited to contact me for buying, selling, or exchanging Saudi material. Launce Shearlaw, Owey View, Timberscombe, Somerset, TA24 8NX

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NEEDED: Kaaba new format 75h and 150h perf 14 only (Scott 987a, 989a). I need imprint blocks of four and blocks of 10 with the 5 postal code labels. One or both values. Send your prices to Ramy Yaghmour, P.O. Box 511, Dhahran Airport 31932, Saudi Arabia. Tel/fax 966-3-891-4529.

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BUY/SELL: First flight covers to/from Saudi Arabia such as those in the *Random Notes* #54 article. H. Dieter, PO Box 1127, D69251 Gaiberg-Heidelberg, Germany.

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WANTED. Really nice VF used copies of Scott 138, 331, 339, 383, C33, C35, C42, C50, C52, C64, C68, C84. William E. Hall, 3710 Davis Avenue, Kingman, AZ 86401-4049, USA.