



MISR AIRLINES (an Egyptian Company) commenced business as MISR AIRWORK early in 1934.

The first service was between HELIOPOLIS and JAFFA. It is not known if any mail was carried.

MISR AIRWORK - MISR A

TIME TABLE OF

REGULAR AIR SERVICES

CAIRO-ALEXANDRIA

| | | 1st. SERV. | 2nd. SERV. | 2nd. SERV. |
|-------|--------------|------------|--------------------|----------------|
| | | Every day | Saturdays Excepted | Saturdays only |
| CAIRO | CITY DEP. | 07.30 | 15.00 | 11.30 |
| | AIRPORT DEP. | 08.00 | 15.30 | 12.00 |
| ALEX. | AIRPORT ARR. | 09.20 | 16.50 | 13.20 |
| | CITY ARR. | 09.50 | 17.20 | 13.50 |

ALEXANDRIA-CAIRO

| | | 1st. SERVICE | 2nd. SERVICE |
|-------|--------------|--------------|--------------|
| | | Every Day | Every Day |
| ALEX. | CITY DEP. | 08.50 | 16.20 |
| | AIRPORT DEP. | 09.30 | 17.00 |
| CAIRO | AIRPORT ARR. | 10.35 | 18.05 |
| | CITY ARR. | 11.05 | 18.35 |

FREIGHT.

Certain freight in moderate quantities can be carried on the Company's REGULAR AIR LINES operating as per current schedule.

Consignments are only conveyed "Carriage paid".

Freight charges are inclusive of road transport from the Company's various terminal stations to and from the Aerodromes.

Freight must be carefully labelled distinctly showing the name and address of both the consignee and the consignor.

A declaration as to the nature of the freight must be made to the carriers.

No guarantee is given by the Company that freight can be carried on any particular service, but assurance is given that it will be dispatched by the first available aircraft after receipt at the Airport.

No parcel must exceed 100x30x30 cm. in capacity or 85 kgs. in weight.

RATES UPON APPLICATION.

CAIRO - PALESTINE

CAIRO (PORT SAID) (LYDDA) HAIFA
WHEN OPERATING Airport for Jerusalem Jaffa & Tel Aviv FOR SYRIA

EVERY DAY

| EAST BOUND | | WEST BOUND | |
|---------------|------------|---------------|------------|
| CAIRO City | DEP. 07.00 | HAIFA | DEP. 11.50 |
| Airport | DEP. 07.40 | AIRPORT | ARR. 12.30 |
| PORT SAID | ARR. 08.45 | LYDDA AIRPORT | DEP. 12.45 |
| | DEP. 08.55 | | ARR. 14.45 |
| LYDDA AIRPORT | ARR. 10.45 | PORT SAID | DEP. 14.55 |
| | DEP. 11.00 | | ARR. 15.55 |
| HAIFA AIRPORT | ARR. 11.40 | CAIRO (City) | ARR. 16.35 |

For cities departure see Road Transport Note

ROAD EXTENSION FROM HAIFA TO SYRIA

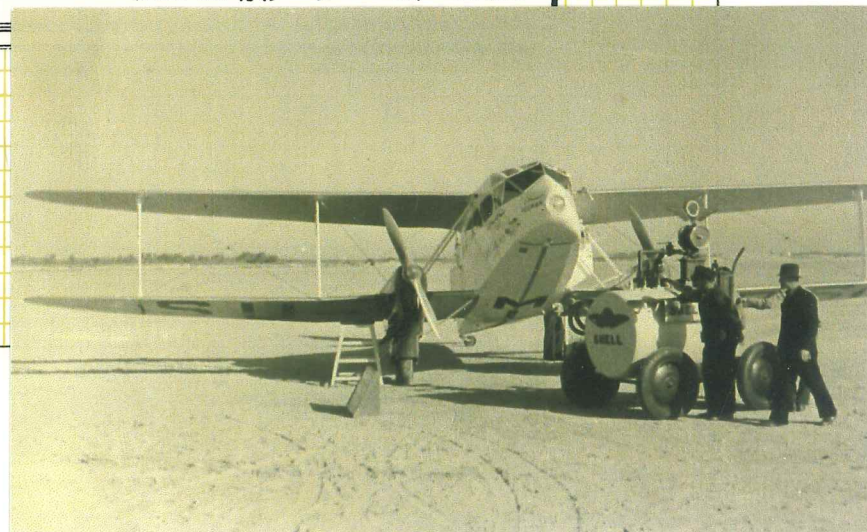
Special through tickets available to BEYROUTH

CAIRO - CYPRUS

VIA PALESTINE

| SATURDAYS | | SUNDAYS | |
|------------------|------------|------------------|------------|
| CAIRO City | DEP. 07.30 | CYPRUS (Nicosia) | DEP. 11.30 |
| Airport | DEP. 08.20 | | ARR. 13.20 |
| LYDDA Airport | ARR. 10.20 | LYDDA Airport | DEP. 13.40 |
| | DEP. 10.40 | | ARR. 15.40 |
| CYPRUS (Nicosia) | ARR. 12.40 | CAIRO (City) | ARR. 16.20 |

Summer timetable - 1935



Both \$180.-

Cancellation of airmail instructions

Regulations passed at the U.P.U. conference at the Hague in 1927 laid down that when a piece of mail could only be forwarded part of the way by air the 'air mail' label and/or instruction should be cancelled by two transverse strokes applied at the end of the air transmission.

Had about 1st.

DOLLAR STEAMSHIP LINES

New York - California

Orient - Round the World

Air Mail



'Red bar' cancellations applied to both letters at LONDON.

Letters finished journey to U.S.A. by surface mail from London.

*Mr James Morris
Miss Ingram
2544 N.E 40th St.
Portland
Or*



Top letter
4.AU.1937 -
posted at the
Continental
Savoy Hotel.

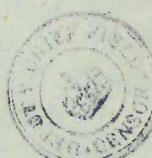
Bottom letter
3.FE.1942-
posted by a
member of the
Brit. Army
serving in
Egypt.
Egypt Postage
Prepaid No. 97
datestamp.

EXAMINER 1829

Imperial Airways

ON ACTIVE SERVICE

*Miss Barbara Head.
375 Park Avenue.
New York City.
New York. U.S.A.*



\$150-

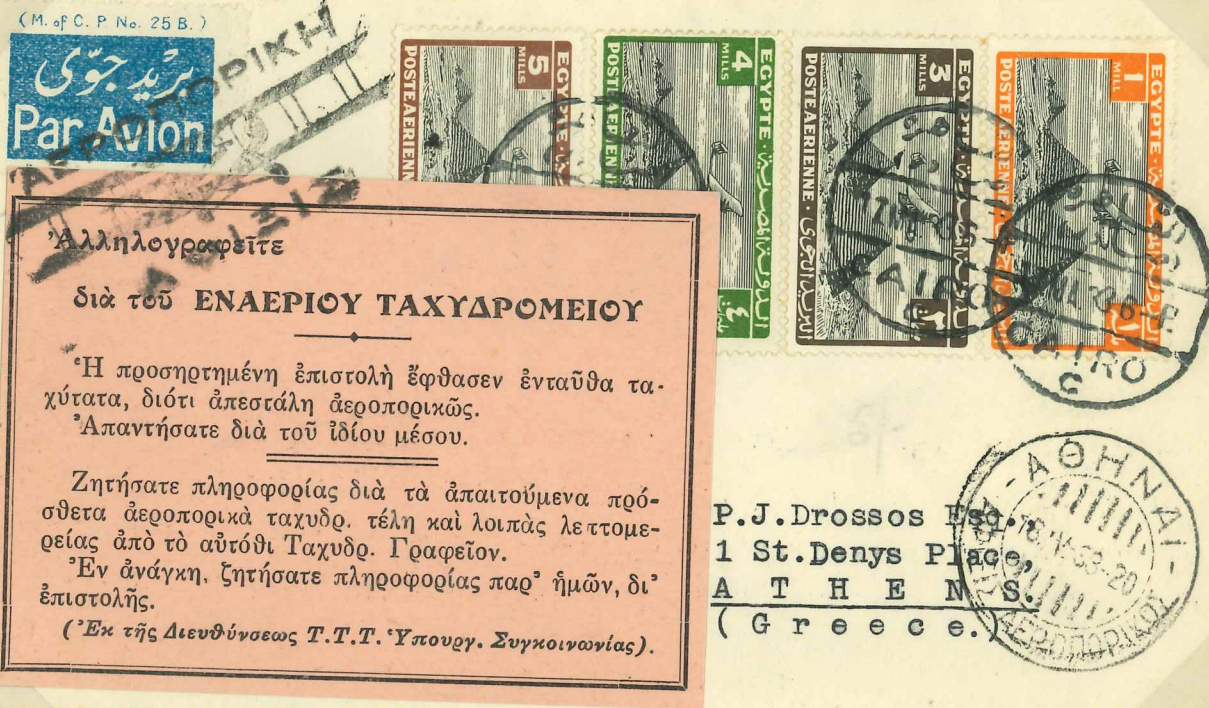
1933

CAIRO to ATHENS

17th May 1933 from Egypt to Athens, Greece with special 'Athens AIR MAIL label for "arriving" Foreign air mail.

These labels were used only at Athens and were affixed to incoming mail on the Imperial Airways Lines from Africa and Asia. They were not applied to mail from Europe.

(M. of C. P. No. 25 B.)



Αλληλογραφείτε

διὰ τοῦ ΕΝΑΕΡΙΟΥ ΤΑΧΥΔΡΟΜΕΙΟΥ

Ἡ προσηρημένη ἐπιστολή ἔφθασεν ἐνταῦθα ταχύτατα, διότι ἀπεστάλη ἀεροπορικῶς.

Ἀπαντήσατε διὰ τοῦ ἰδίου μέσου.

Ζητήσατε πληροφορίας διὰ τὰ ἀπαιτούμενα πρόσθετα ἀεροπορικὰ ταχυδρ. τέλη καὶ λοιπὰς λεπτομερείας ἀπὸ τὸ αὐτόθι Ταχυδρ. Γραφεῖον.

Ἐν ἀνάγκῃ, ζητήσατε πληροφορίας παρ' ἡμῶν, δι' ἐπιστολῆς.

(Ἐκ τῆς Διευθύνσεως Τ.Τ.Τ. Ὑπουργ. Συγκοινωνίας).

P.J.Drossos Esq.

1 St.Denys Place,

A T H E N S.

(Greece.)

translation of label

"The attached letter has arrived quickly, as it was sent by AIR MAIL. Reply in the same manner.

Apply for information re air fee required and all other particulars to your local Post Office.

If necessary apply in writing to us.

(Post Telegraph and Telephone H.O. Ministry of Communications)"

1,000 of these labels were issued and were used for the first time on 18th May 1933. A few were used on the first day but the majority were used during the following two weeks.

cancellation of air mail instructions

By Air Mail



Madame Joseph Harent

Cie du Canal de Suez
lue de Suez

Ismailia

(Egypte)



PLEASE INFORM SENDER
AIR MAIL SERVICE NOT AVAILABLE

18th April 1944 - Letter postmarked Field Post Office 512 (manuscript senders details on rear - F/Lt. Harcourt F.F.S. Home Forces (England?) addressed to ISMAILIA. Originally intended to go by air mail but due to 2nd World War hostilities in the Middle East area the 'air mail' instruction was deleted by the Postal Authorities in England by red vertical bar cancellation and red coloured cachet 'PLEASE INFORM SENDER AIR MAIL SERVICE NOT AVAILABLE' letter travelled by land/sea and has ISMAILIA receiving postmark of 25.MA.44 on rear.

\$150⁰⁰

First Flight

23rd February 1937

In January 1937 Imperial Airways introduced over a period of 3 months the Short 'Empire' class flying boats. This meant that the route from Egypt to the U.K. and vice versa was amended so that calls were made at Athens, Brindisi, Rome, Marseilles (overnight stop) and on to Hythe, a seaplane base on Southampton Water.

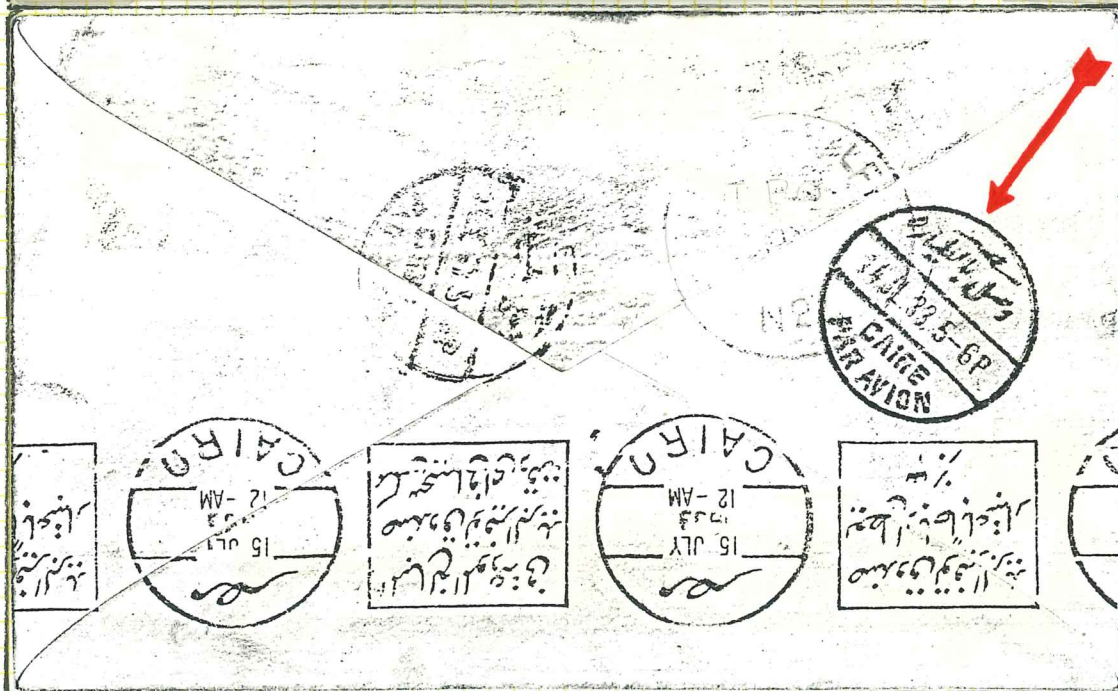
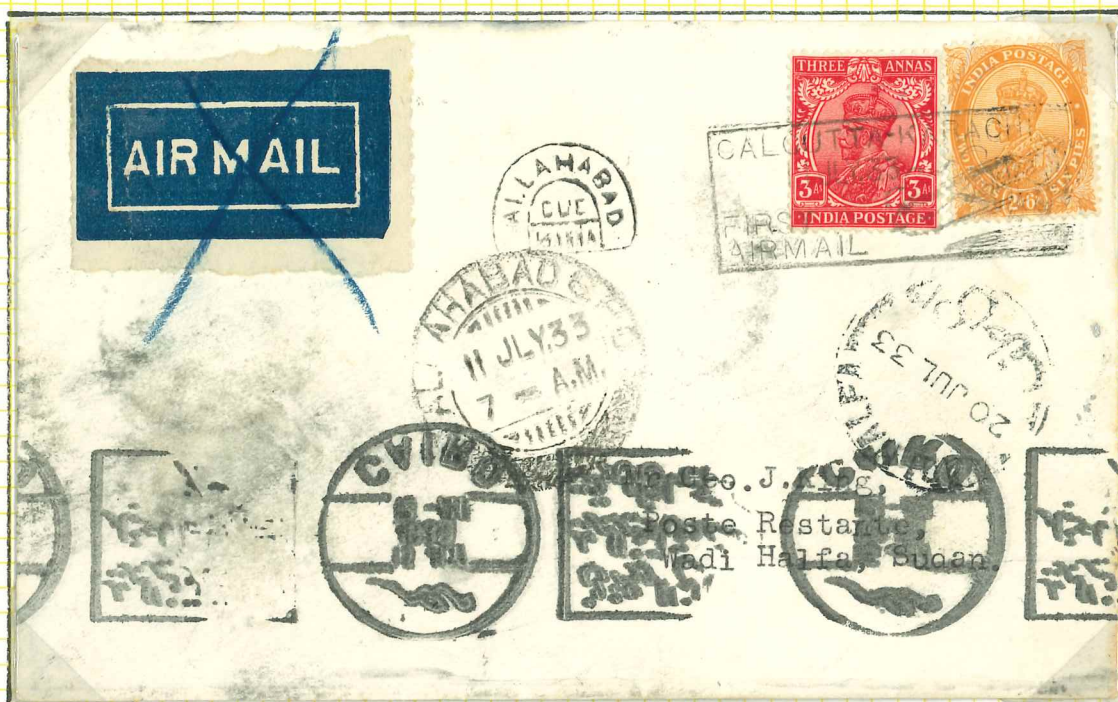
This made for a 2 day journey throughout.

carried by the Flying Boat - R.M.A. "Castor"



\$300. -

INDIA to SUDAN



Received CAIRO by air on 14. 7. 1933. Air Mail label manually deleted at CAIRO because of insufficient franking (postage due strike applied at ALLAHABAD). Cover cancelled again at CAIRO with machine cancellor of 15. 7. 1933 and forwarded by surface mail to WADI HALFA.

SHELLAL-HALFA T.P.O. strike on rear. Received at Wadi Halfa on 20. 7. 1933 (strike on front).

\$200.-

K. L. M.
(Koninklijke Luchtvaart Maatschappij)

Air Mail
K. L. M.



Messrs. John & Edward Bumpus, Ltd.,

350, OXFORD STREET,

LONDON, W 1



18th June 1933

KLM - The Royal Airways Company, came into being in October 1919. It was a Dutch Airline and late in 1930 commenced collecting mails at Cairo. Cairo being one of the re-fueling stops between Holland and its colonies in the Dutch East and West Indies.

The service to and from Egypt ran concurrently with the Imperial Airways service and was primarily intended for the mail to the European countries. Therefore it was not part of the British Empire preferential rates scheme. The normal rate to Europe by Imperial Airways was 28 mills.; by K.L.M. - 40 mills.

Presumably a letter for London would only travel by K.L.M. if so endorsed and correctly franked. Because mails carried by Imperial Airways travelled overland from Brindisi to to Paris the K.L.M. route was faster.

photocopy of stamps on rear of letter



Both \$220.-

EGYPT to CYPRUS

First Flight Caire—Larnaca



MR VICTOR PAPADOPOULOS

First Flight Caire—Larnaca



البريد الجوي

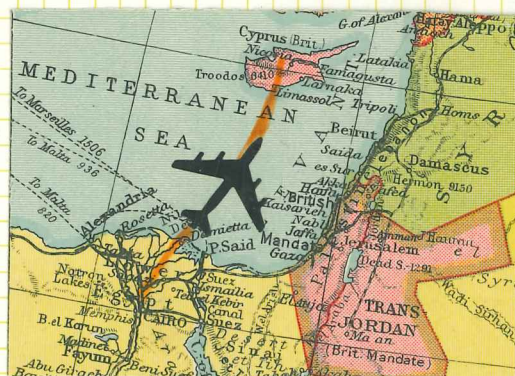


MR VICTOR PAPADOPOULOS

Limassol
CYPRUS

23rd August 1935. M.I.S.R.
Airwork commenced a service
to Cyprus (Nicosia). The
airmail surcharge was 5 mills
for 20 grammes.

Stamps cancelled with Cairo
machine canceller on 23. 8.35
and backstamps on cover -
Nicosia 24. 8.35, Limasol
25. 8.35



\$200.-

1934

Concession Rate



Cover, posted at Ismailia Camp on 24th May, 1934 (via Cairo - backstamp the same day) to Ipswich, England.

On 1st May, 1934 as a special concession (to encourage trade) IMPERIAL AIRWAYS carried letters weighing less than 10gm without surcharge, i.e. at the surface mail rate of 15 mills. Heavier mail, not within the concession, continued to attract a tariff of 13 mills per 20gms, hence the basic surcharge did not change. The concessionary rate lasted until 31st August, 1934.

Both \$180.-

'All Up' rate of 15 milliemes
EGYPT to ENGLAND & EGYPT to INDIA

M. L. BERMAN
P. O. B. 106
CAIRO (Egypt)



Messrs. LAWES CHEMICAL Co. Ltd.,
55, Pall Mall,



BY AIR MAIL

LONDON S.W.1.

ENGLAND.

Opening of the First Unsurcharged Air
Mail Service between Alexandria & Karachi

The Secretary,
I.T.C.A. Ltd.,

MacLeod Road,

Finlay House,

KARACHI.

1 MAR 38



On 1st March 1938 Imperial Airways in conjunction with the British G.P.O. began their 'unsurcharged for airpost' service involving first class mail only. This system applied only to specific routes within the U.K., to Europe and to the Empire countries, and ceased in Sept. 1939 with the outbreak of hostilities.

\$150. -

EGYPT to ENGLAND



Councillor B. H. BLOOMFIELD,

Hon. Treasurer,

North Hackney Conservative Association,

8 Reighton Road, E.5

England

Cover posted on 28th February, 1938 with postage totalling 28 mills. This was the LAST DAY of postage at this rate as the next day Imperial Airways introduced their all-up rate of 15 mills.

| | | |
|---------|-----------------------|----------|
| NOTE | ALL LETTERS TO EAST | 1 1/2 |
| THE | AND SOUTH AFRICA, | FOR EACH |
| POSTAGE | EGYPT, PALESTINE, | HALF |
| RATE | INDIA, BURMA, MALAYA, | OUNCE |
| | GO BY AIR | |

Cachet applied to rear of cover advertising new reduced rate.

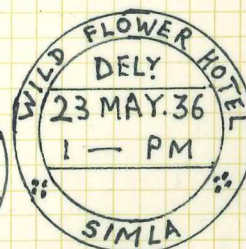
\$150.-

EGYPT to INDIA



The above cover sent by air mail from Asyut (on Nile river about 200 miles south of Cairo) bears the 5m. and 50m. air stamps of the 1933 issue making up the required rate to India. Date of despatch from Asyut 17.5.36.

Cover bears two back stamps
One applied at Cairo on the morning of May 18 and the other applied on its arrival at SIMLA, India on May 23, nearly one week after date of original mailing from Asyut.



BY AIR MAIL

AIR LETTER

IF ANYTHING IS ENCLOSED
THIS LETTER WILL BE SENT
BY ORDINARY MAIL.

First Day 20.12.44.

بالبريد الجوي



Messrs. F. J. Field Ltd.

Sutton Coldfield,

BIRMINGHAM,

England.



Although posted on the first day of issue (20.12.1944) the letter was not cancelled until the morning of the next day.

Ismailia, 28 Juillet 1946

Mon Cher Ibrahim Bey,

En réponse à la question que vous a posée Ahmed Bey Mazloun, je vous informe que la première Air Letter a été émise en Egypte par la Poste Egyptienne le 20 Décembre 1944; quant à en avoir oblitérée le premier jour je ne crois pas que ce soit très facile, peu de gens ayant sans doute songé à en envoyer, en tous cas c'est à l'étranger qu'il faudrait la rechercher.- Pour ma part je vous signale que j'en ai envoyé une dizaine le premier jour à autant d'amateurs en Grande-Bretagne et deux exemplaires à Francis J. Field à SUTTON COLDFIELD comme c'est un marchand il en aurait peut-être encore une à vendre.

Quant à l'avis de la Poste annonçant cette émission il doit se trouver dans le Journal Officiel ou dans la Presse locale quotidienne de l'époque.

J'espère que ces quelques renseignements vous suffiront.

Bien à vous,

Signé Jean Boulad

\$150.-

\$300.-



CAIRO - 20th June 1939, airmail letter addressed to TEHERAN, Iran.

Boxed "PAR AVION JUSQU' A " cachet applied at ALEXANDRIA with blue coloured manuscript 'Bgd' (BAGHDAD, Iraq) indicating the letter would go by airmail to that location only. The rest of the journey to TEHERAN would be by rail/road.

Postmarks on rear:- BAGHDAD 23.JU.39

TEHERAN 27.VI.39