

## FOREIGN MAIL FROM THE ANGLO-EGYPTIAN SUDAN

This exhibit covers the rates, routes, and frankings from mail from the Anglo-Egyptian Sudan, from the first issues of 1897 to independence in January 1956. The condominium government of Egypt and Great Britain was formed to retake the territory which had been largely lost to Egypt in 1885 with the victory of Mahdist religious rebels after the siege of Khartoum, and the death of Charles Gordon, the English governor. After a preliminary military expedition in 1896 a new set of provisional overprinted stamps and postal stationary were issued in March 1897. A second permanent issue was printed by De La Rue in London and released in March 1898 as the army marched southward across the desert and along the Nile, assisted by steam gunboats. These were the fabled Camel Postman design. During WW II provisional issues were used, and the camel postman design was in use again from about 1943 to 1951 when a pictorial set was introduced. A functioning postal service was set up as the army moved southward to Omdurman and Khartoum. Air mail service was introduced in March 1931 by overprinted stamps, and in September 1931 by engraved designs showing General Gordon on camelback. In 1950 a short-lived pictorial air mail set was introduced.

Mail to Egypt enjoyed postal rates similar to domestic rates within the Sudan. International rates were low to UPU countries, and 3rd and 2nd class rates for printed matter or commercial mail were also used, as were military rates, regular postcard rates, and registration fees. These rates were low and stable until 1919, and increases also occurred in the early 1930's. Surface mail rates increased in the early 1950's as well. Air rates to Britain fell immediately after the first flights by Imperial Airways in 1931, and varied by country until the 1950's. With the introduction of air mail to the UK in 1931 most European mail was sent by air. Rates were only about 66 per cent higher to Britain by air than surface mail, of which little is found after that time. World War II increased air rates dramatically, and much of the mail was censored or mailed by foreign forces of Britain, India, S. Africa and the U.S.A. Postwar air rates declined gradually and then increased again in the early 1950's.

Surface postal routes were northward by rail and Nile steamer through Egypt, Italy and by rail to Europe and Britain. Other continents were accessed through Egypt and ships through Alexandria or Suez canal ports. In the late 1940's ships left directly from Port Sudan. Early air mail routes were northward via Egypt, or southward via East Africa to South Africa. Early air mail went to India via Egypt and Iraq, but until 1939 air mail was not used to North America. During WW II mail was diverted west via Nigeria, due to fighting in Libya and Egypt, some by west Africa and Portugal, some going by trans-Atlantic clipper to the Americas.

Domestic mail from the Sudan is rare before the mid 1950's. Most of the available material is to England, Western Europe, or the U.S. The mail is a mixture of tourist (postcard), commercial, missionary, and personal mail from the expatriate community including foreign merchants, soldiers, or administrators. Mail to Egypt may be in Arabic. The exhibit includes mail to 5 continents.

The exhibit is in two parts, surface mail and air mail, generally by date of use. This also is generally by the type of frankings, including

The various camel postman issues, provisional issues, postal stationary, a few commemorative issues, and the pictorial issues. Rates are in Egyptian currency, with 10 milliemes to the piaster. The piaster before WW I was worth about 2 1/2 pence or 5 cents US. Censorship marks, rail and steamer postal markings, and mail arrival times are noted where appropriate.

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## PART I-SURFACE MAIL PROVISIONAL ISSUES-1897-1903

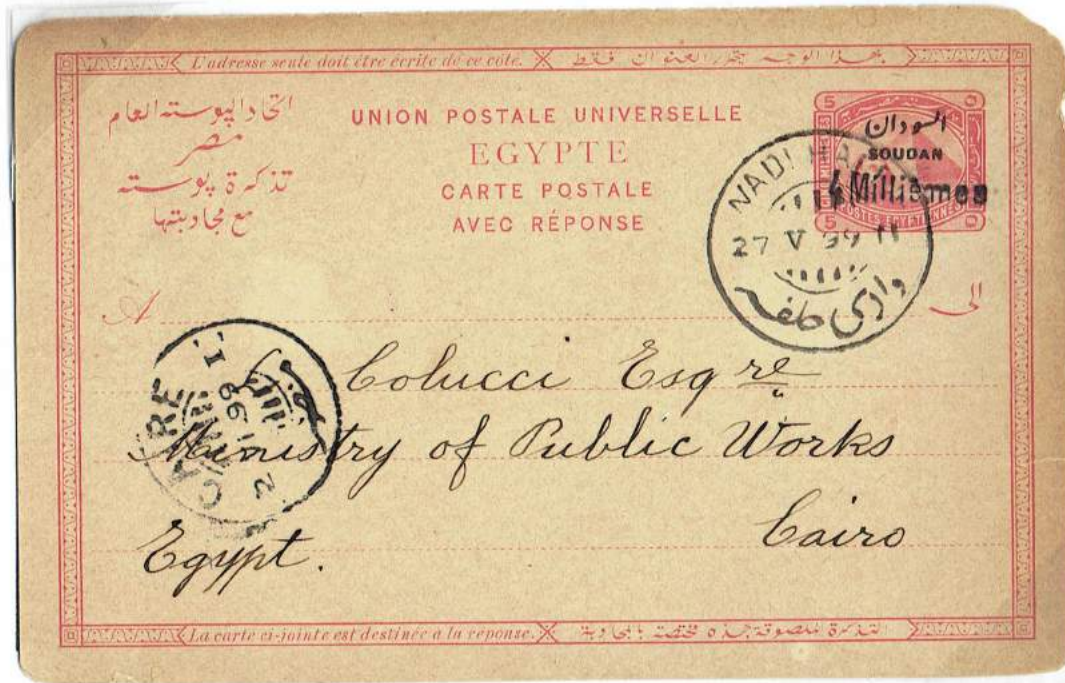
British and Egyptian troops began the re-conquest of the rebellious Egyptian province of the Sudan in 1896. In 1897 stamps, postage dues, and postal stationary of Egypt were overprinted in French and Arabic "Soudan" as the military campaign proceeded southward. Stamps and stationary were replaced beginning in March 1898 by permanent Sudanese issues.



5 millieme postcard of Egypt overprinted in French and Arabic. Wadi Halfa, in northernmost Sudan, to Luxor in Egypt. Wadi Halfa cancel of the Egyptian Post Office 10 III 98. No message, probably sent to a collector or dealer. Below: 1 piaster postal stationary envelope to Germany with similar overprint, and blue Wadi Halfa cancellation, probably to a collector. 27 IIX 98.



PROVISIONAL ISSUES-1897-1903



5 millieme Egyptian postcard surcharged 4milliemes, paying new postcard rate. Egyptian cancellation of Wadi Halfa, 27 V 99, Cairo arrival 2 VI 99—7 days transit by steamer and rail. No message— probably to a collector.



1 piaster Egyptian Envelope Letter overprinted Soudan in French and Arabic. Halfaya (now Khartoum North) in Central Sudan, 26 IX 1903, Sudanese cancellation of new postal service of new Anglo-Egyptian government. Reverse has similar Sudanese transit of Halfa 28-IX 903, and Transvaal TPO UP European Mail 29 Oct. 03. Mailed to an ensign in Johannesburg. Route through Egypt probable, as Halfa was on the border, with transit to Britain, and trans-shipment to South Africa by ship. 34 days.

FIRST PERMANENT ISSUE 1898-1901



In March 1898 new specifically Sudanese issues designed in London by De La Rue for the new Anglo-Egyptian condominium government. Troops were advancing by a new railway southward, and by gunships on the Nile. On Sept. 2 a major battle was fought at the Mahdi's capital of Omduman, across from Khartoum, the previous capital where Charles Gordon was killed in 1885.

Probably a soldier's letter from the British Army in the Sudan campaign. Addressed in pencil from Atbara in N. Sudan, Sept. 11 1898, just 9 days after the battle of Omdurman. Transit of Wadi Halfa Sept. 13, illegible transit of Alexandria and arrival of Bristol, UK. Route would have been by the new railway to Wadi-Halfa, by steamer and rail to Alexandria, Egypt, then by ship to Brindisi Italy, and by rail via Italy and across the alps to France and thence to London, England. Note that the new cancellation of Atbara is labelled S.P.S. for Sudan Postal Service. 10 milliemes international rate. The famous Camel Postman design honors the traditional Sudanese method of postal service, and was used 1898 to 1951.

Early letter with 1 piaster value paying international rate to Ireland, UK. Khartoum cancel of 22 IX 98, with new Sudan Postal System format. This post office was established Sept. 10, 5 days after the arrival of Anglo-Egyptian forces and 8 days after the battle of Omdurman on the far bank of the White Nile across from the new capital city. Wadi Halfa and Alexandria transits, Limerick, Ireland arrival.



SECOND PERMANENT ISSUE  
1902-1920

A change of watermark from the cross-like lotus watermark of the first camel postman issue to a star and crescent was introduced in 1901. A long period of low and stable postal rates followed.



1906 letter mailed on the Halfa-Halfaya travelling post northward from Khartoum North railhead. 5 milliemmes pays Imperial Penny Post rate to England, introduced by Egypt and Sudan in Dec. 1905. 6 V 1906 departure, Travelling Post Shellal Halfa transit (steamer to Egypt) of 7 V 1906, Bedford, England arrival of My 18. 12 days travel time, via Alexandria and Brindisi, Italy.



1906 letter to Holland from Port Sudan, a newly created deep sea cargo port on the Red Sea. 14 VII 1906. 2 piaster rate may be double weight rate. There are no rail markings on the back similar to other letters of the period going via the Nile valley, and shipment may have been by sea.

SECOND PERMANENT ISSUE  
1902-1920



1909 Clothing mercantile letter to Switzerland. 1 piaster international rate. Khartoum 18 FEB 09, Cairo transit 23 II, Bern arrival 1 III. 12 days transit.



1909 Tri-lingual picture post card in English, Italian, and Greek of the new deep sea port of Port Sudan. 4 milliemmes post card rate. Port Sudan 21 I 1908 departure, Shellal-Halfa S (Sudan) TPO No. 2 23 I 1909 transit. Via Nile steamboat and rail to Alexandria, rail Italy to Copenhagen, Denmark.

SECOND PERMANENT ISSUE  
1902-1920

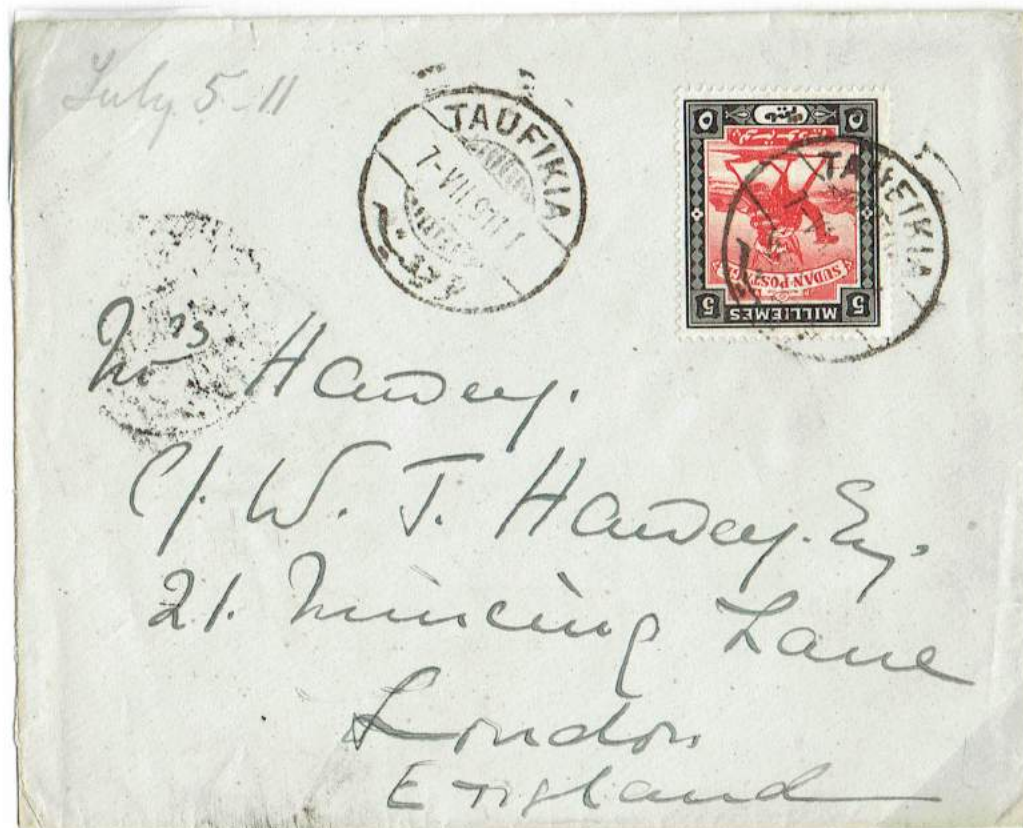
1909 Commercial mail to Germany. 1 piaster international rate. Khartoum 7 MR 09, Cairo transit of 12 III, 09, Waldsassen, Bavaria arrival 18 MAR 09. 11 days transit, via rail and steamer to Cairo, ship Alexandria to Brindisi, rail to Germany.



SECOND PERMANENT ISSUE  
1902-1920



New local Sudanese postcard rate of 2 milliemes, surcharged on 4 milliemes Sudanese UPU post card. Partial strike of 26 II Shellal-Halfa TPO (steamer) running north from Wadi Halfa to Egypt. Gand Arrivee marking of Belgium 7 Mar 10, 10 days in transit. Long message in French suggests that the card was mailed in error as a printed matter rate of 2 milliemes, which precluded any message.



Military insignia on reverse of Ninth Sudanese.

1911 Imperial Penny Post rate of 5 milliemes to England. Taufikia 7 VII 911, Khartoum 16 JUL 11. Manuscript July 5 11 arrival in London. The slow delivery time to Khartoum was due to the location of Taufikia just south of Malakal in South Sudan on the Nile River. At that time the steamer route ran directly to Khartoum, but took 9 days. Slow delivery to England -21 days.



Revised Sudanese UPU postcard, 4 milliemes, 1st class postcard rate. Wad Medani 10 IX 1911, arrival 23 Sept. 11 Paris RP Distribon. 13 days in transit. Business message about bicycles in French. The 4 milliemes value stamps were introduced in 1907, changing colors quickly after being issued.

SECOND PERMANENT ISSUE  
1902-1920



1913 picture postcard of Bedouins. Mailed at Mongalla to Normandy, France, 14 XII 1913. Mongalla is near Juba (now the capital of South Sudan). Franked with 2 milliemes for second class postcard rate. Endorsed "Imprime" with no message on the reverse, which was appropriate for the printed matter requirement of the 2 millieme rate.



1914 photo postcard of Shilluks of S. Sudan repairing dugout canoe. 4 milliemes postcard rate to Germany. Khartoum 29 Jan 14.

SECOND PERMANENT ISSUE  
1902-1920



1913 letter to Boston, Mass. USA. 1 piaster (10 milliemes) international rate. Atbara 21 OC 1913, reverse has partial Egyptian Transits ? Of Halfa-Shellal 22 X 3 and Asyut-(Shellal) of the Nile route to Alexandria.

Below uprated 5 millieme postal stationary to 10 millieme international rate. Halfa 11 DE 13 to Berlin, Germany. Reverse has Shellal Halfa No 2 transit of 12 DE 13. Via Nile route to Europe.



SECOND PERMANENT ISSUE  
1902-1920



Sudanese UPU postal stationary card, 4 millieme rate to New Jersey, USA. Atbara 3-I-1919. World War I type censor 108, a type unrecorded by Stagg in 1974. Censor 108 would have been the last of the censor markings from the 1st world war, and may be very rare. The sender replies that he cannot send covers on approval due to postal restrictions.



1919 ? Newspaper wrapper to Cairo, Egypt. Transitional rate, 1 millieme uprated to 2 millie-mes. After the war, some postal rates were increased. The cancellation is from 26 APL and the last digit is "9". The cancellation type 6A of Stagg was used by Khartoum Despatch from 1909 to 1929, and the rate upgrade would place the date of use in 1919, just after the end of the war.

SECOND PERMANENT ISSUE  
1902-1920



1916 Registered letter to England, with oval registered date-stamps of 4 June 1916, London transit 22 JU 16, and Birmingham register of 22 JU 18 also. 18 days in transit. Franked with 20 millie-mes of lower values, 10 millie-mes paying Newly raised wartime Imperial Penny Post rate and 10 millie-mes paying the registration fee.

SECOND PERMANENT ISSUE

1902-1920



5 millieme second class postage rate to India. Khartoum 6 Feb 1920, transits of Shellal Halfa TPO No 1 7 II 20, Cairo, Egypt 11 FE 20, receiver of Governor's Camp, Bengal, India 26 Feb 20. On stationery of The Palace, Khartoum, to Countess of Ronaldshay; Government House, Calcutta, India. Possibly on a printed social notice. Members of the British aristocracy ran both colonial governments.

1920 Postal stationery. 5 millieme rate to Egypt. Ed-Damer in central Sudan 9 IV 20, Halfa Khartoum TPO No 2 9 I 20, Shellal Halfa Tpo No 1 10 IV 20, Cairo arrival 13 IV 20/ Transit time 5 days. Letter written to American girls college in Cairo.



Miss Emilia Badra  
American Girls College  
Abbas Street  
Cairo  
Egypt

THIRD AND FOURTH PERMANENT ISSUES

1921-1939

Soon after the war postal rates were raised to help balance the budget. Thus the postcard rate increased from 4 milliemes to 10 milliemes, and the international letter rate to 15 milliemes, the Imperial Penny Postage rate raised to 10 milliemes and then 15 milliemes. The lower value 3rd and 4th camel postman issues were of a smaller size to conserve paper and lower costs, changing the look of covers.



1921 front of registered letter to England. 10 millieme value pays new Imperial rate, 15 milliemes pays new registration fee. Rejaf 6 AU 1921..

Rejaf an old trading post at the southern head of the navigable Nile was occupied by the Belgians 1896-1910 and was the capital of their Lado exclave



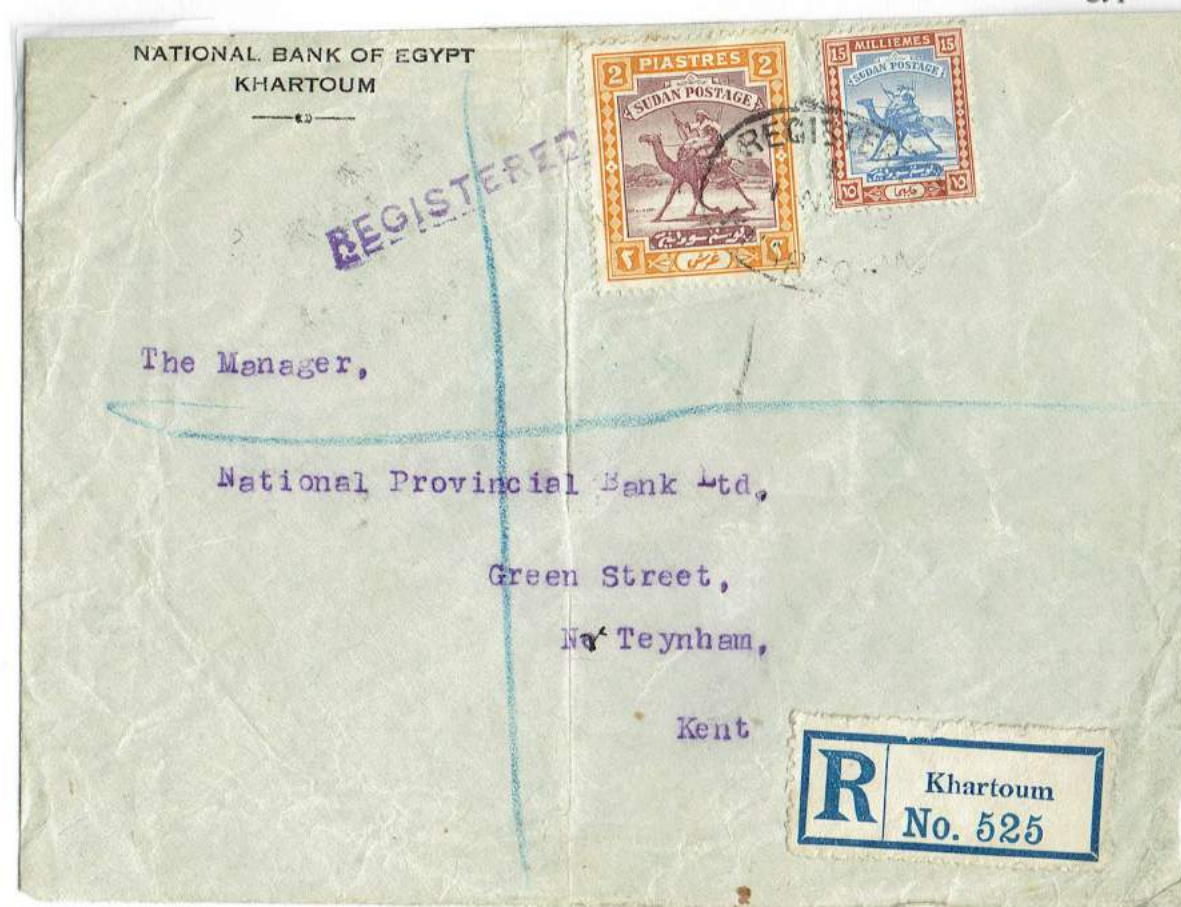
1922, revised postal stationery. Continued 5 millieme rate to Egypt. Khartoum 17 DE 22, Alexandria receiver 21 XII 22. 6 days transit.

THIRD AND FOURTH PERMANENT ISSUES  
1921-1939

1931. 15 millieme Imperial rate. Khartoum to London, England. The previous rate to the British Empire of 10 mil- liemes had been dropped by 1931.



Below, registered letter to England, re banking matters. 15 milliemes Imperial postage, 2 piasters (20 milliemes) registration. 1 NO 32 oval datestamp of Khartoum, 5 NO 32 oval registration transit of Shellal Halfa TPO No 1, blue registration label of Khartoum. Nile valley route via Egypt.



THIRD AND FOURTH PERMANENT ISSUES  
1921-1939



1928 picture postcard of older Arab man to Germany. 10 millieme postcard rate. Khartoum 2 DE 28. 4th camel postman issue (Wmkd. SG).



1928 postcard to Paris, France. 10 milliemes rate. 4th camel postman issue (Wmkd. SG) Shellal-Halfa TPO No. 2 25 FE 28. Reverse real photo of South Sudanese tribal village scene.



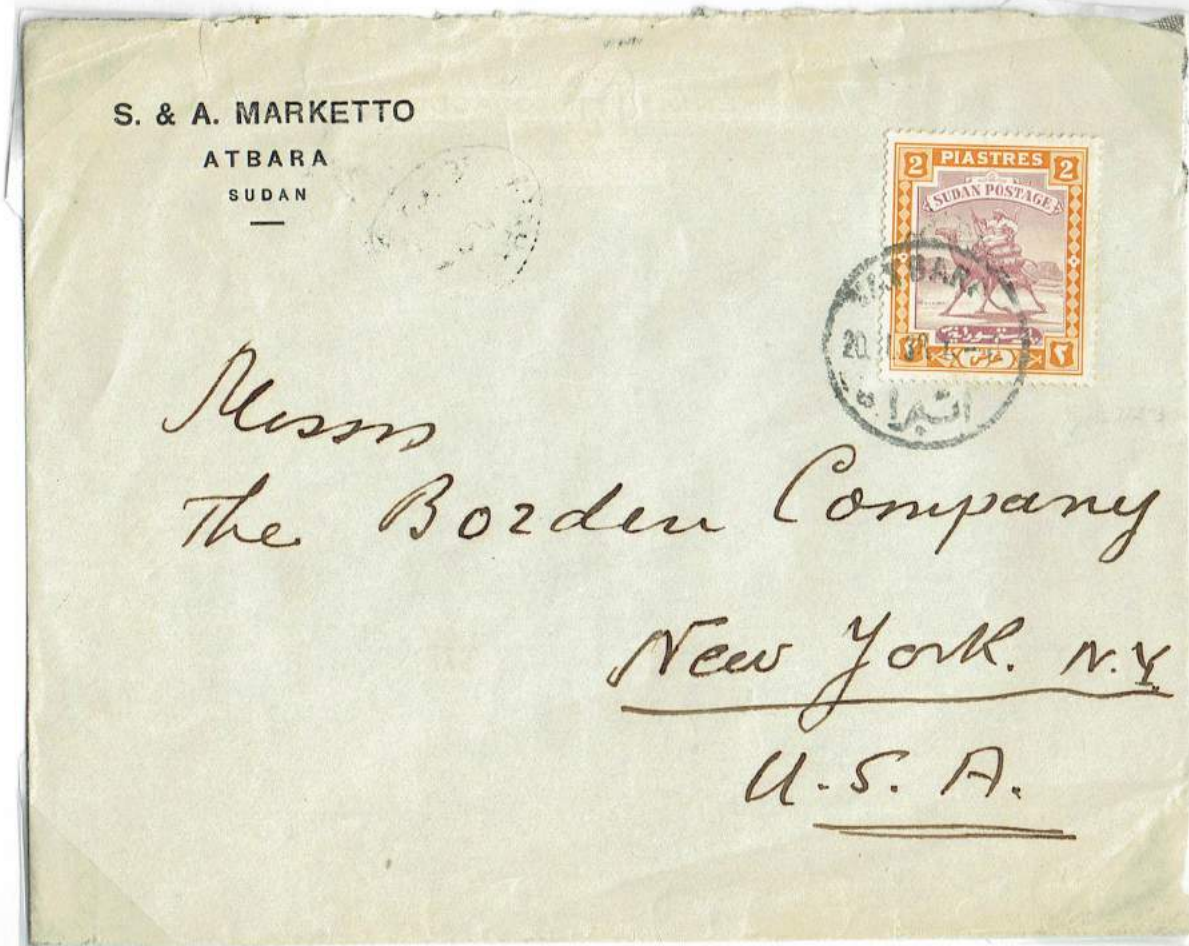
THIRD AND FOURTH PERMANENT ISSUES

1921-1939

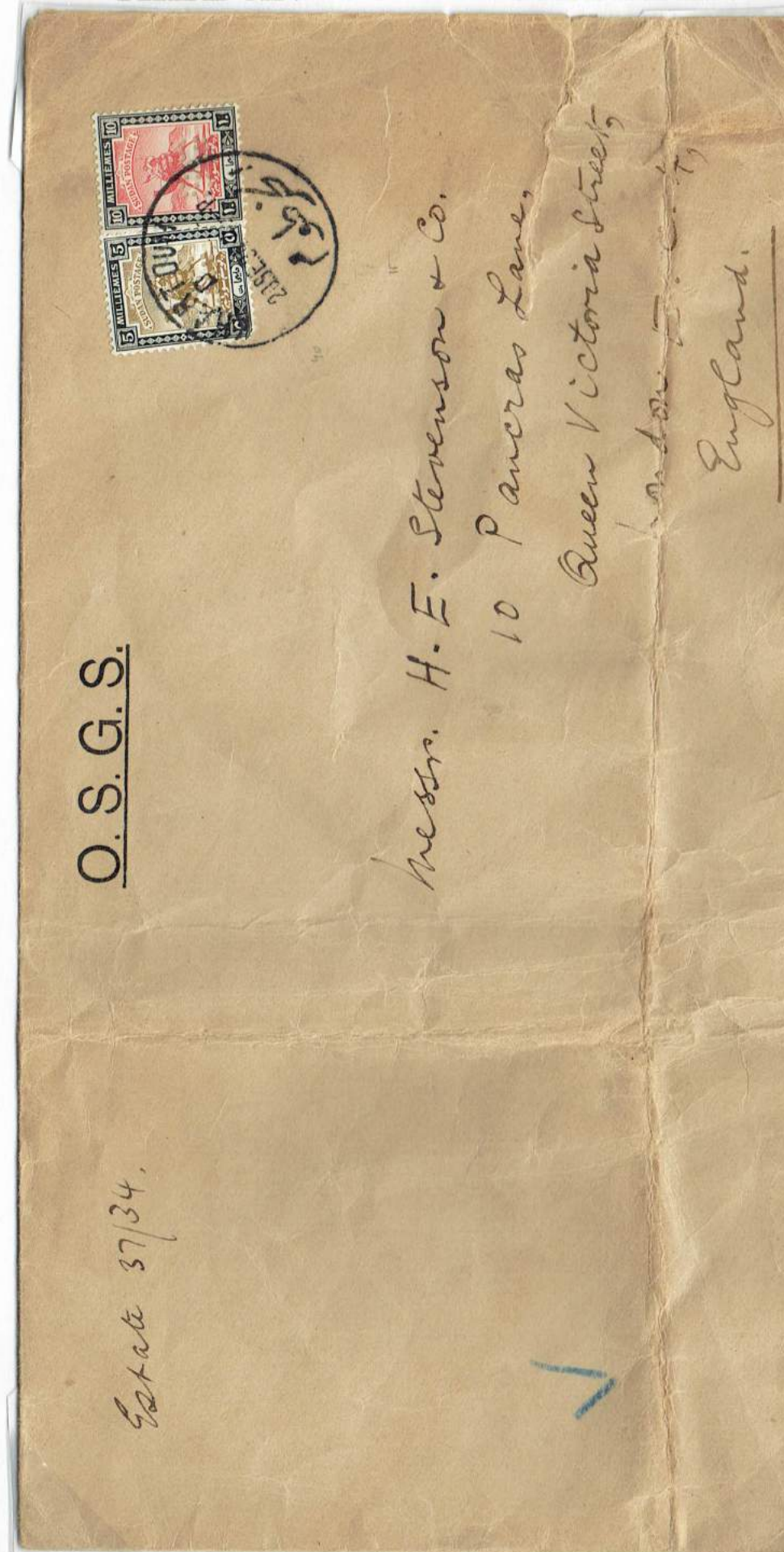


1933 missionary letter to the USA. 20 milliemes new UPU rate. Khartoum, 17 SE 33, Shellal Halfa TPO No. 2 transit via the Nile valley route via Egypt.

1938 commercial letter to New York, USA. Atbara 20 1 38, 20, Shellal Halfa TPO No2 26 1 38. Surface mail required only 2 piasters to the USA, while air mail was not available until 1939, just before the war. Transit via Egypt by the Nile valley route. Note: After 1931 most European mail going beyond Egypt was sent by much more competitive air mail. Rates to Britain were 2 1/2 piasters later to 1 1/2. Most international surface mail to Europe is either second class or philatelically inspired after 1931.



THIRD AND FOURTH PERMANENT ISSUES 1921-1939



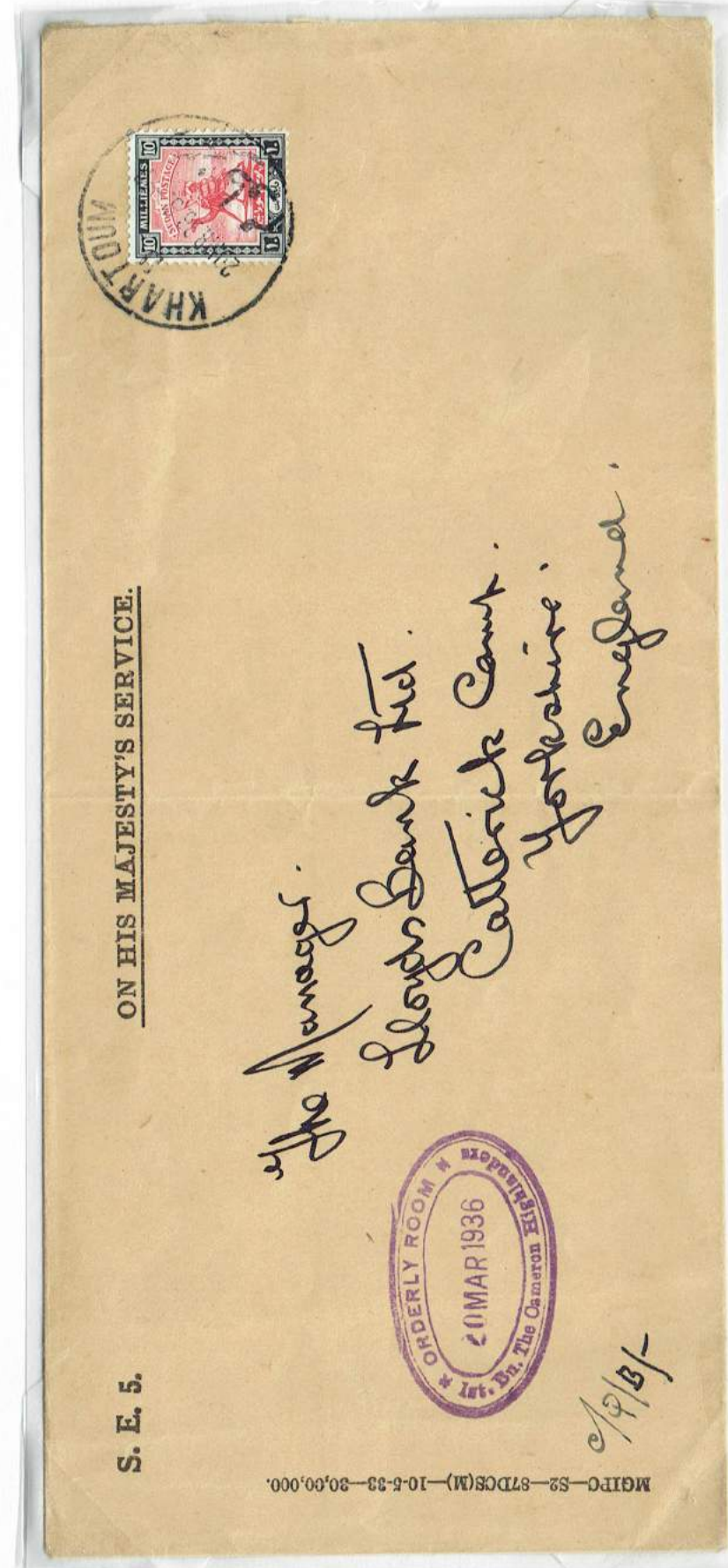
Large oversize official letter to England about estate matters. 15 milliemes postage at rate possibly for legal papers. Postage is paid by stamps perforated SG, known as official perfin. Khartoum dispatch 20 SE34.

THIRD AND FOURTH PERMANENT ISSUES  
1921-1939



1936 registered packet with customs form for a silver brooch. 61 millimetres to Scotland. 20 millimetres registration fee, 41 millimetres postage for 60 grams (15 millimetres for the first 20 grams, and 13 millimetres each for the next 20 gram increments). During this period a 13 millimetre value stamp was in use, in what was known as rate steps for overweight letters. Blue Khartoum registration label. Oval registered date stamp of Khartoum. Purple customs and excise handstamp.

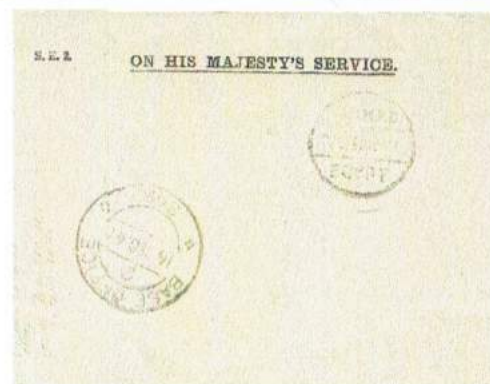
THIRD AND FOURTH PERMANENT ISSUES  
1921-1939



1936 British Military use of British official stationery. 10 millimetres military rate to England. Note that the Sudanese officials overprinted or perforated S.G. were not used. Handstamp of the sender, Orderly Room, 1st Bn. The Cameron Highlanders. Khartoum

## WARTIME MAIL, 1940-1945

Although war broke out with Germany in the fall of 1939, the war actively did not come to the Sudan until June 1940, with Italy declaring war after the fall of France. A campaign against the Italians in Eritrea, Ethiopia, and Somalia was prosecuted with the help of English, Indian, and South African troops. They and the Americans sent mail from Army Post Offices, often with foreign stamps. Various censorship markings were gradually adopted. Routes by air and sea had to be altered, and air rates drastically increased. The bombing of stamp printer De La Rue in London meant that a new 5th stamp issue was designed showing palms by the Nile, and printed in India until the camel postman stamps were available.



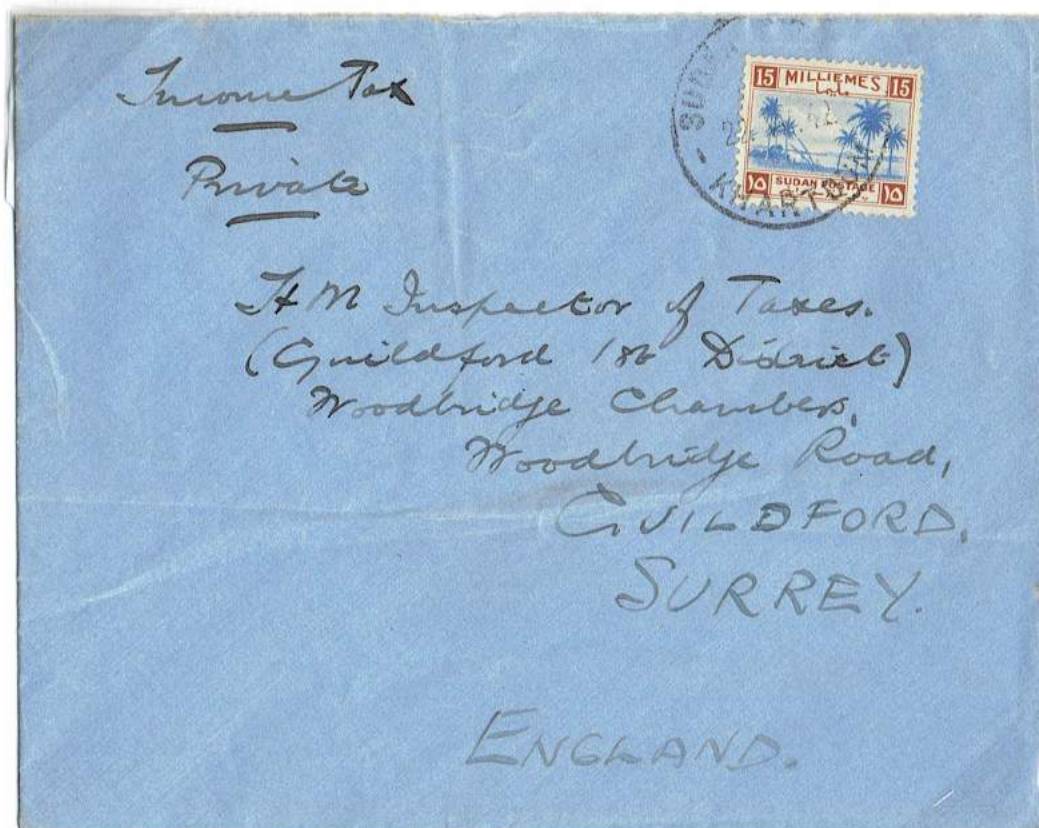
1940. Re-usable letter Official Free Mail to Cairo, Egypt re banking. 12 DE 1940, with FPO No. 15, of 10th Brigade, 5th Division, Butana Bridge. Military PO, Base Office SOR 16 DEC 40, MPO 22 DE 40 Egypt 22 DE 40 arrival. 11 days transit. There is an Indian Censor marking at the upper right. Indian forces supplemented those of the British. The re-usable official stationary helped to conserve paper.

## WARTIME MAIL, 1940-1945



1942 mixed franking of 4th camel postman issue and new Tutti Island issue. 5 milliemes pays second class postage for sealed printed matter to Brazil, South America. Khartoum machine cancel 18 FEB 42, after which civilian censor mark 3 was applied at Khartoum. Sent north by rail to Wadi Halfa, where transit of 22 FE was applied. Later the envelope was opened and sealed by examiner 7508. Brazilian arrival of Juiz De For a 29 June 1942. 31 days in transit. Possible route around South Africa to Brazil.

## WARTIME MAIL, 1940-1945



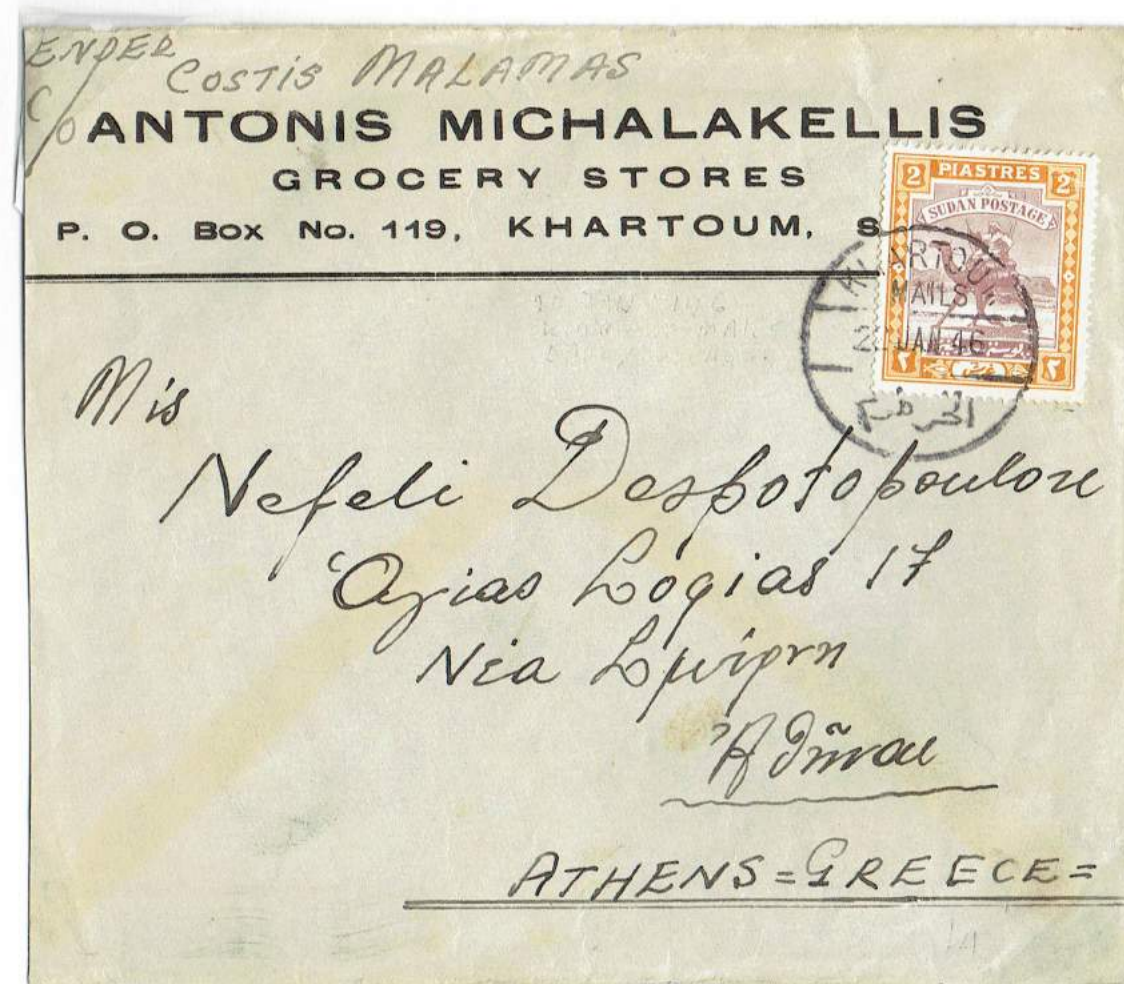
1942 letter to England with 15 millieme surface rate. Cancelled Sudan Air Mail Khartoum 26 VI 1942. The letter was uncensored, as it was marked "Income Tax, Private" Route by air would have been via Nigeria and West Africa to Britain.



1942 missionary letter from Yambio, now in South Sudan. 15 millieme letter rate to Australia. Juba 4 SEP 42, Shellal-Halfa TPO of 18 SEP, Cairo transit of 19 SEP. Bilingual Egyptian military censor marks. Opened by censor and sealed with tape OPENED BY CENSOR. Finally stamped in violet with A in circle and PASSED BY CENSOR 1662, probably in Australia. Probable route was by first available ship from Suez, Egypt, possibly via India or Ceylon.

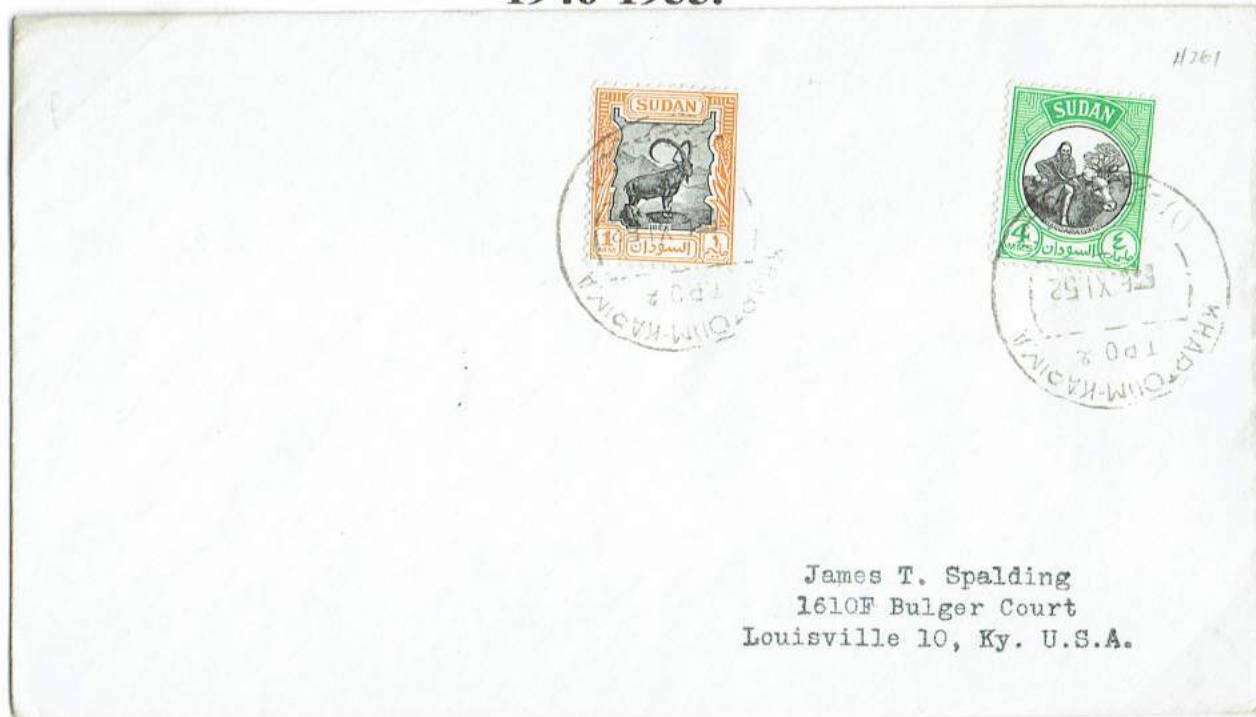
## POST-WAR SURFACE MAIL 1946-1955.

During the post-war period most of the international mail went by air, as in the late 1930's. Initially the 4th camel postman issue were in renewed use, followed by the 5th camel postman issue with changed Arabic text from 1948. In 1952 came a new 7th permanent definitive issue of various pictorial designs. Available covers are mostly philatelic, taking advantage of the lower postal rates, with a few second class mail covers or registered letters.



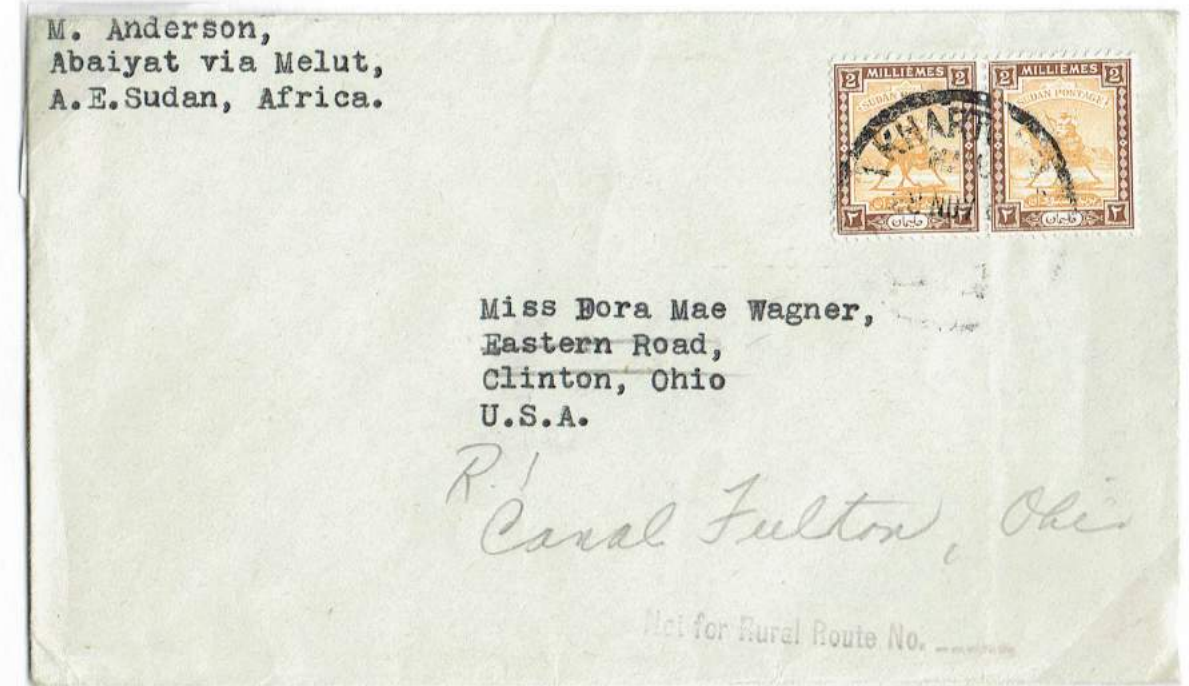
1946. Early post-war commercial letter to Greece. 2 piasters UPU rate. Khartoum Mails, 20 JAN 46. Transit of Shellal Halfa TPO, Cairo transit 26 JAN 1946, Athens receiver 8 II 48. Time en route 20 days, Nile Valley route to Alexandria, by sea to Athens. Many of the merchants serving the Sudan were Greeks, like this grocer.

POST-WAR SURFACE MAIL  
1946-1955.



Second class mail, 5 milliemes. 1952. Mailed on Khartoum-Karima TPO (rail and steamboat) of northern Sudan. 6 XI 52. Addressed to USA. No transit markings.

POST-WAR SURFACE MAIL  
1946-1955.



1950 unsealed third class missionary mail. 4 milliemes rate to USA. Khartoum Mails cancel 28 NOV, Clinton Ohio receiver JAN 13 1950. Locally readdressed with Not for Rural Route No. handstamp.

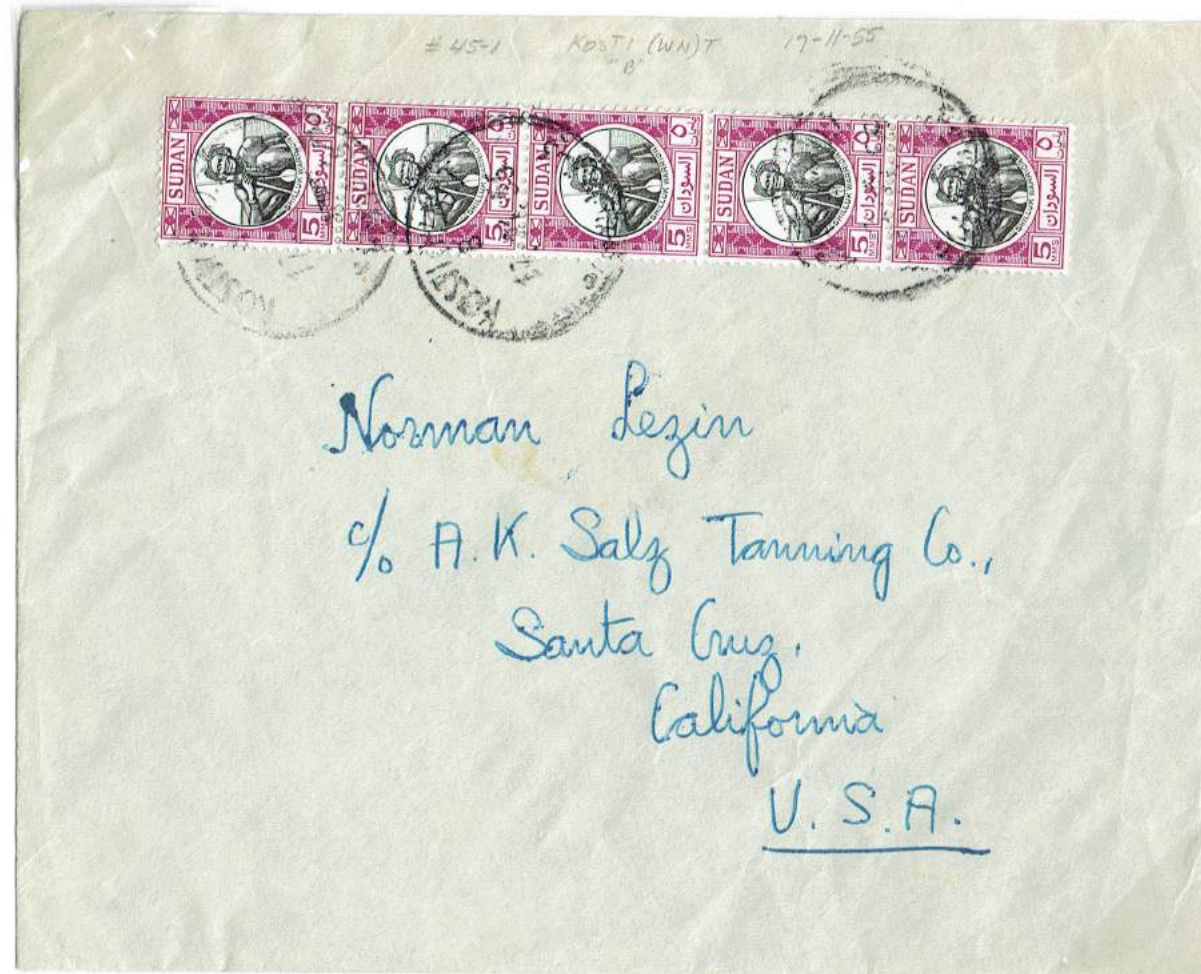


Registered letter to USA, 1952. 45 milliemes pays 25 millieme international surface postage and 20 milliemes pays registration fee. Khartoum Obeid TPO No.1 of west central Sudan 6-11-1952. Port Sudan registration label and oval registration date-stamp of 13 NOV 52. Louisville, Kentucky arrival in violet Jan 8 1953. 65 days in transit, probably via ship on Red Sea through Suez canal.



1952 New 7th permanent issue pictorials. 25 milliemes international rate to USA. Port Sudan-Sennar-Khartoum TPO A of northeastern Sudan 14 Mar 52. Port Sudan Mails transit on reverse. 17 MAR 52. Note that around 1950 surface mails were shipped via Port Sudan instead of via Egypt by the Nile Valley route used since 1897.

POST-WAR SURFACE MAIL  
1946-1955.



1955 letter to California USA. Possibly commercial regarding tanning. Kosti WN T 17 11 55. The Kosti White Nile Travelling Post This TPO ran on the White Nile by steamer north from Kosti to Khartoum, while most mail ran by the rail line Kosti-Wad Medani-Khartoum. Khartoum transit 19 NOV 1955.

Shortly after this letter was mailed, the consortium Anglo-Egyptian Sudan became the independent republic of the Sudan on January 1, 1956, with its own currency, but continuing to use the pictorial issue of 1952 until 1961.

POST-WAR SURFACE MAIL  
1946-1955.



Unsealed third class mail, 3 milliemes, to USA. Halfa-Khartoum TPO No 2, 4 1 53 Transits of Atbara Mails 5 JAN 53 and Port Sudan Mails 7 JAN 53. Route by ship via Suez.



1953 registered letter to USA. 55 milliemes pays 35 milliemes postage and 20 milliemes registration. Violet handstamps of the Postal Agency 28 SEP 1953, oval registered date stamps of Khartoum 4 OC 53 and Port Sudan 6 OC 53. Arrival of Steubenville NOV 24 1953. 57 days transit. Route by ship via Suez.

**PART 2-AIRMAIL USAGE**  
**EARLY FLIGHTS ENGLAND TO TANGANYIKA**  
**1931-1932**

Since the 1890's the Sudan had relatively fast mail connections via the Nile valley through Egypt and by rail across Italy and France to the UK and the rest of Europe. In March 1931 air transport across the Mediterranean was initiated connecting to Egypt, the Sudan, Uganda, and Tanganyika. New overprinted airmail stamps were issued on February 15, 1931, ahead of the flights arriving from Europe.



Airmail letter to Kenya carried on the first flight of Imperial Airways from London, England to Mwanza Tanganyika. Sudan Airmail Khartoum 7-III 31. Arrival of Kisumu, Kenya 10 MAR 31, 3 days transit. Sudan Government Railway and Steamship stationary. 3 piasters air postage.

First Flight cover Malakal to Mwanza, Tanganyika, the end of the line for the experimental route from London to Africa. Malakal Air Mail 7 MR 31. Mwanza arrival 10 MR 1931. 3 days in transit. 3 piasters postage.



**LATER 1931 FLIGHTS**



First return flight northward. 2 piasters pays air rate to Egypt, which was identical to the domestic rate in the Sudan. Khartoum 12 III 31, 2 days after the return from Mwanza, Tanganyika. Cairo Par Avion arrival. Readdressed in pencil to London, but probably carried by favor as there are no other markings.



First day cover of new permanent air mail issue, to Wales, UK. Statue of Charles Gordon on camelback amid palms, with airplane overhead. Khartoum 1 IX 31. Arrival of Tynygoncl, Wales, 12 SP 31. Time in transit 12 days.



1932. Official first flight cover, "Speedbird" design, Sudan to South Africa, 45 milliemes (4 1/2 piasters) postage. Sudan Air Mail Khartoum 21 I 32, Johannesburg transit 1 FEB, 12 days in transit. Cape Town arrival 2 FEB 31. The new Britain to Africa route was extended southward beyond Tanganyika to South Africa, experimentally in Sept. 1931, arriving just before Christmas 1931. The official first flights arrived in February 1932.



1932 first flight cover, Khartoum-Capetown, by Imperial Airways. 4 1/2 piasters postage to South Africa. Sudan Air Mail 25 I 32, Johannesburg transit 1 FEB 32, Capetown arrival 2 FEB 32. 9 days in transit by air in multiple stops.



Early 1932 personal letter to England from Port Sudan. New 2 1/2 piaster air rate to Britain. Port Sudan Quay 12 MR 32, Port Sudan transit 13 MAR, Atbara transit 16 MAR, Sudan Air Mail Atbara 16 MAR 32. No receiving marks.



1932 commercial letter to Hamburg, Germany. 5 1/2 piasters postage, including the July 1932 surcharged 2 1/2 piaster overprinted airmail of 1931. Khartoum 22 VIII 32. Brindisi, Italy transit 20 8 32.





(Above) 1932 Official Post Office stationery, marked O.S.G.S. for On Sudan Government Service. Franked with 4 piasters postage to Switzerland. Khartoum 3 IX 32. Reverse has transit Brindisi Posta Aerea 9 9 32.

1934 letter to England with 2 1/2 penny rate paid by single value. Khartoum, 8 IV 34. There appears to be a military crest on the reverse of the stationery.



1934 commercial registered letter to England. 45 milliemmes ( 4 1/2 piasters) rate, 2 1/2 piasters postage, 2 piaster registration fee. Blue registration label of Khartoum, oval registration date-stamps of Khartoum 17 NO 34.

AIRMAIL USAGE 1931-1939

AIRMAIL USAGE 1931-1939



1935 commercial letter (sheet glass) to Czechoslovakia. 3 piasters postage paid by use of 6 5 millieme camel postman issue rather than air mail stamps. Khartoum 16 IV 35, Athens, Greece transit 19 IV 35, Praha (Prague) Czechoslovakia arrival 22 IV 35. 7 days transit. Probably routed north directly from Athens rather than going via Italy.



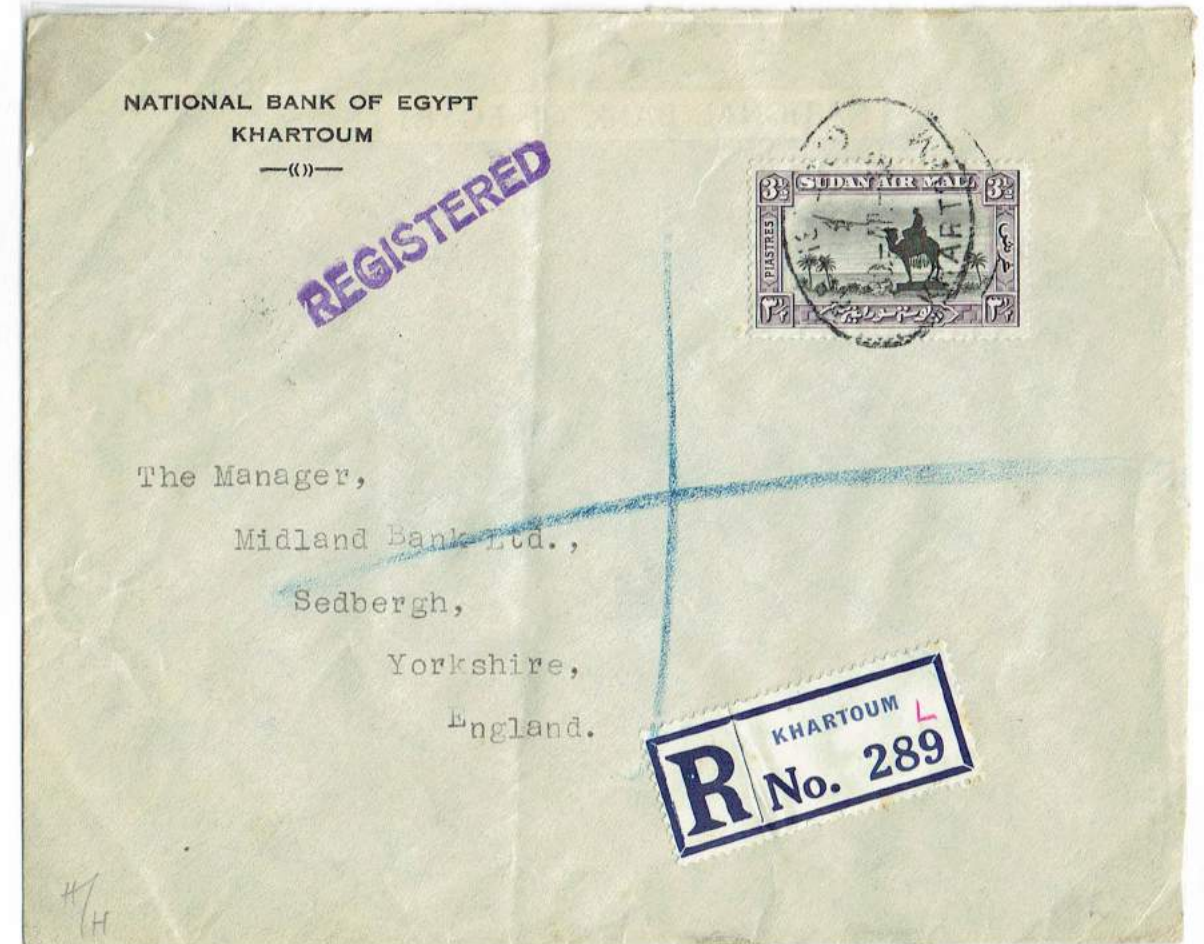
1936 registered triple-weight letter to England. Postage paid by 7 1/2 piaster value air mail stamp, registration fee of 2 piasters paid by camel postman issue. Blue Khartoum registration label, oval registered date-stamp of Khartoum 11 JA 36. Sutton Caulfield Birmingham arrival of illegible date.



1936 commercial letter from Greek merchant to Germany, 3 piaster air rate. Khartoum despatch 3 II 36.

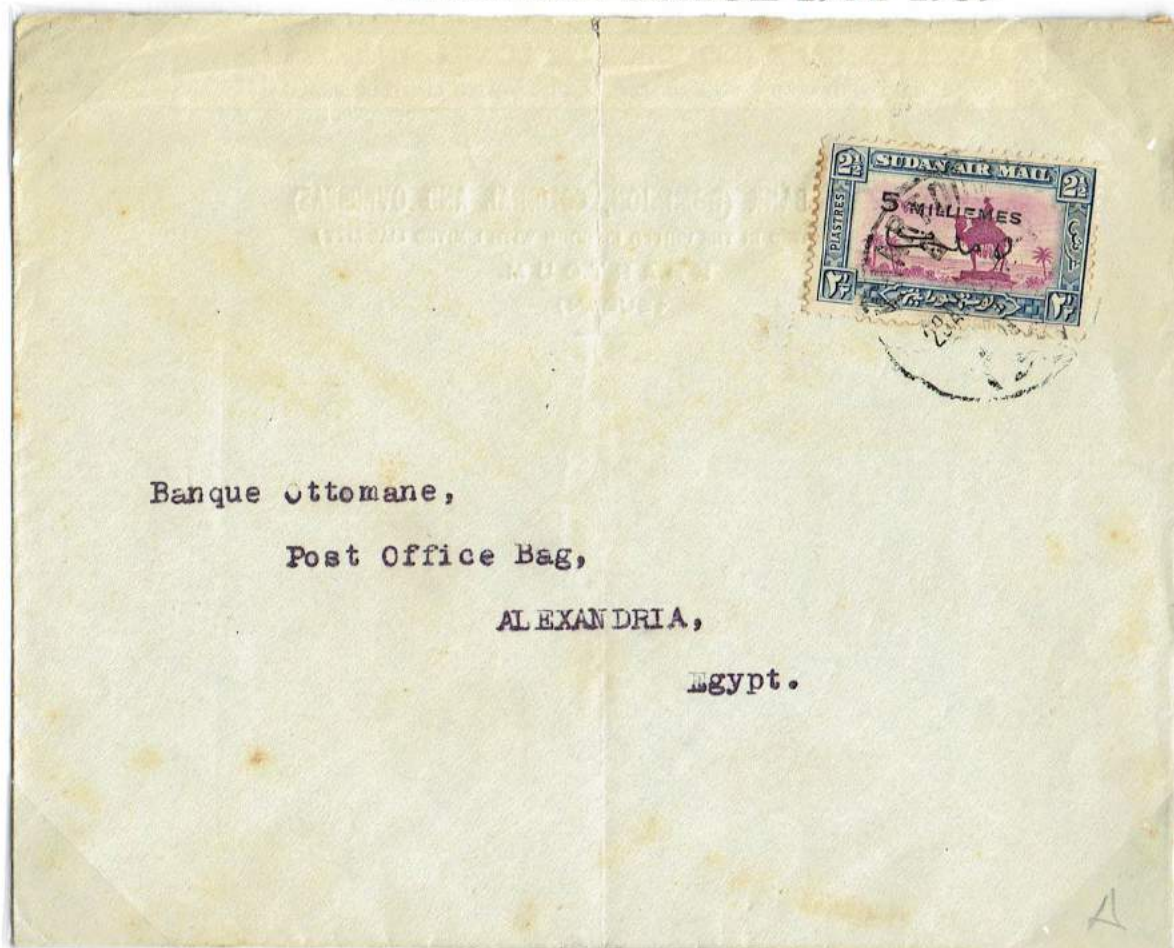


1936 registered bank commercial letter to Germany. 5 piasters pays 3 piaster air rate and 2 piasters registration fee. Oval Registered Khartoum 2 10 OC 36. Hamburg arrival 16 10 36. Seven days in transit.



1938 registered commercial letter (banking) to England. 3 1/2 piaster value pays new rate of 1 1/2 piasters (Empire Air Mail Rate) and 2 piasters registration. Blue registration label of Khartoum, oval registered date-stamp of Khartoum 30 AP 38, Sedberg Yorks arrival of 4 MY 38. 5 days in transit. In mid 1937 Imperial Air Lines adopted an "all up" policy of using air mail when appropriate, and dropped the rate to the British Empire to a highly subsidized 15 milliemes (1 1/2 piasters) as part of the newly established Empire Air Mail scheme. This was intended to support British Airlines and to prevent the larger dominions from establishing their own air services. The use of float planes was introduced with mixed results in this period.

AIRMAIL USAGE 1931-1939



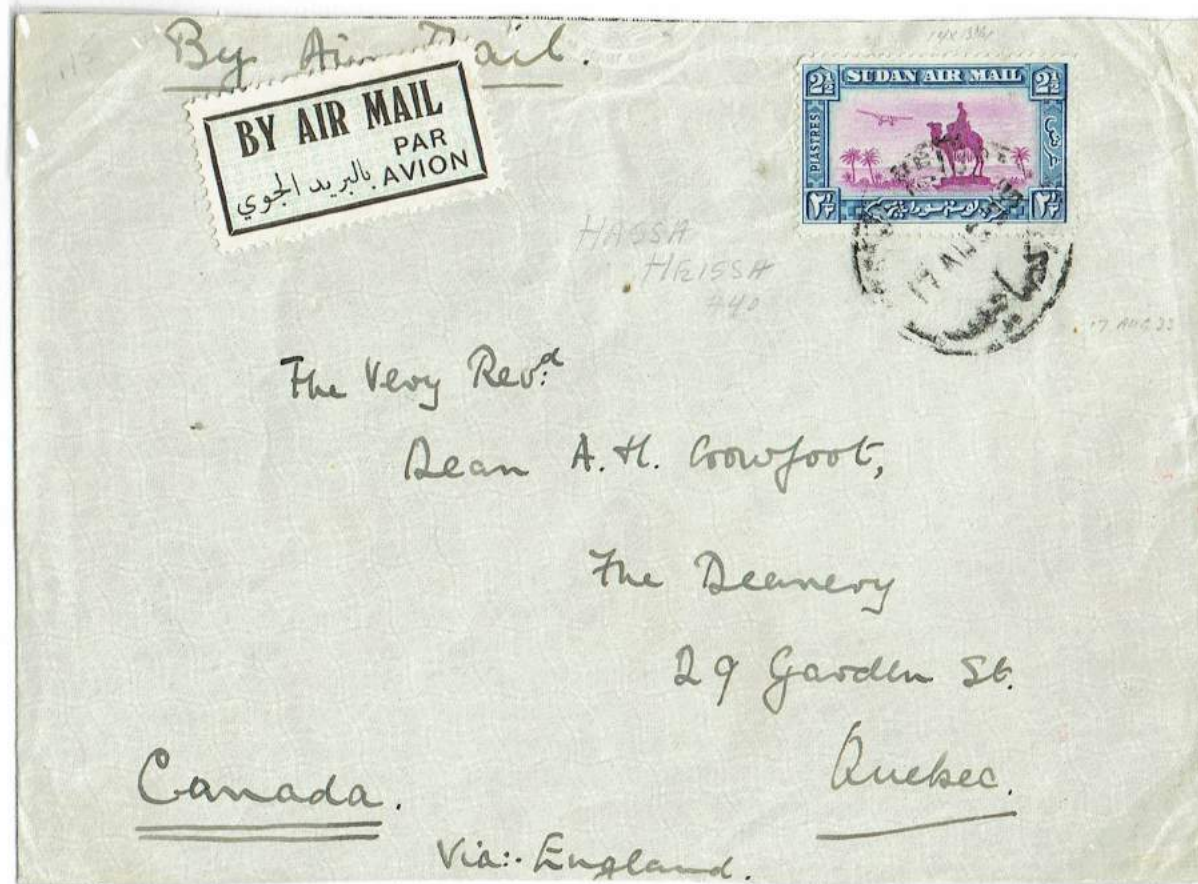
1938. Commercial letter (banking) to Egypt. Not marked Airmail, but franked with the 5 millieme surcharged air mail value of 1938. Khartoum 23 AU 38 non-airmail cancellation.

Probably paid the 2nd class printed matter rate under the "all up" delivery policy Alexandria receiver of 24 AU 38 is labeled "Recu Par Avion", so the letter arrived in 1 day by airmail.



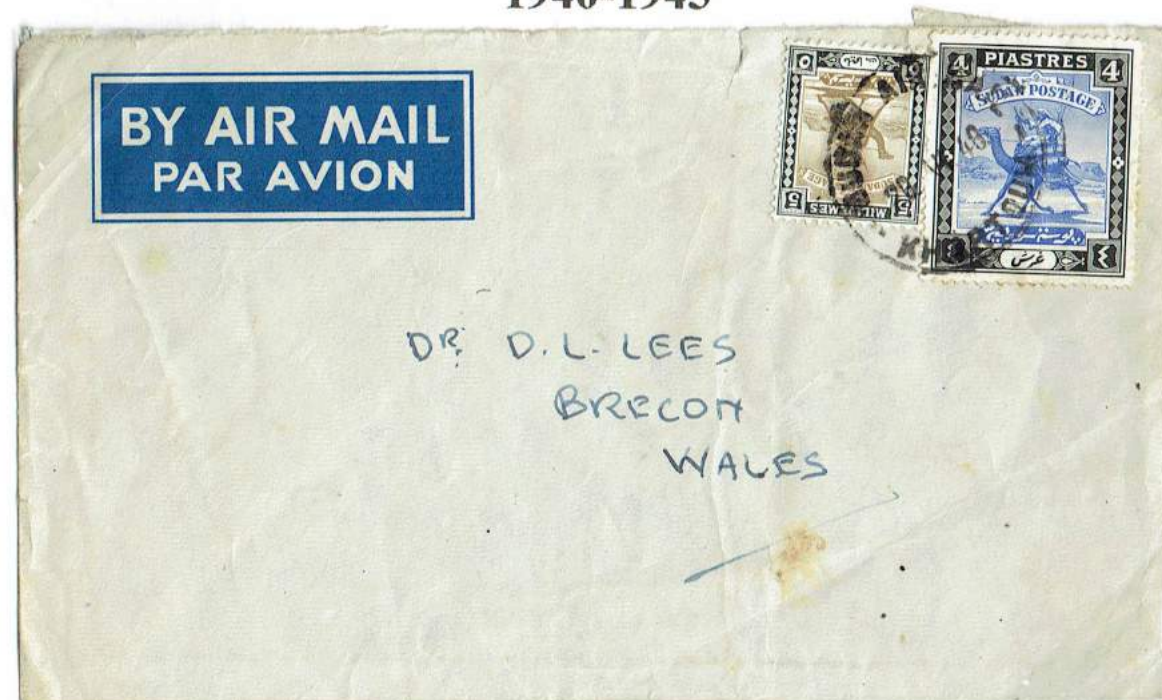
1939 air mail letter to Britain franked with the 15 millieme Imperial rate for surface mail. Sent by air mail due to the "all up" policy of 1937. Wad Medani 3 JAN 39, NW by rail. Transit Khartoum A 6 JA 39 indicating the arrival there. By air via Egypt and Europe. Rates to Netherlands and Germany were 3 piasters and a letter to Canada 2 1/2 piasters, by surface from Britain.

AIRMAIL USAGE 1931-1939



Late pre-war letter to Quebec, Canada, possibly social or clerical. Paid 2 1/2 piasters for "all up" Imperial rate via Britain. Rate appears to have included 1 1/2 piaster rate to England, and extra 1 piaster Imperial postage rate to Canada. Hassa Heissa CDS of 17 Aug 1939, Khartoum A transit of 18 AU 39 on reverse. Contemporary airmail covers to Netherlands and Germany were charged 3 piasters. Endorsed "By Air Mail" with the addition of a tri-lingual air mail sticker. At this late 1939 date trans-Atlantic flights would have been available from England to Newfoundland, although they were soon disrupted by the war in Europe. By October 1939 return letter rate from Britain had been raised. Note also the lack of censorship immediately before the war broke out.

WARTIME AIR MAIL  
1940-1945



1940 Airmail letter to Wales. Sudan Air Mail Khartoum 28 VI 40. Note that the letter has not been censored, although the hostilities with the Italians in Eritrea and Ethiopia were about to begin. The postage rate has changed from 1 1/2 piasters before the war to 4 1/2 piasters, due to the difficulty in flying over Italy or North Africa. Airmail went west via Nigeria. Note that due to a lack of new air mail stamps from Britain, air mail issues appear to be lacking during the war years.



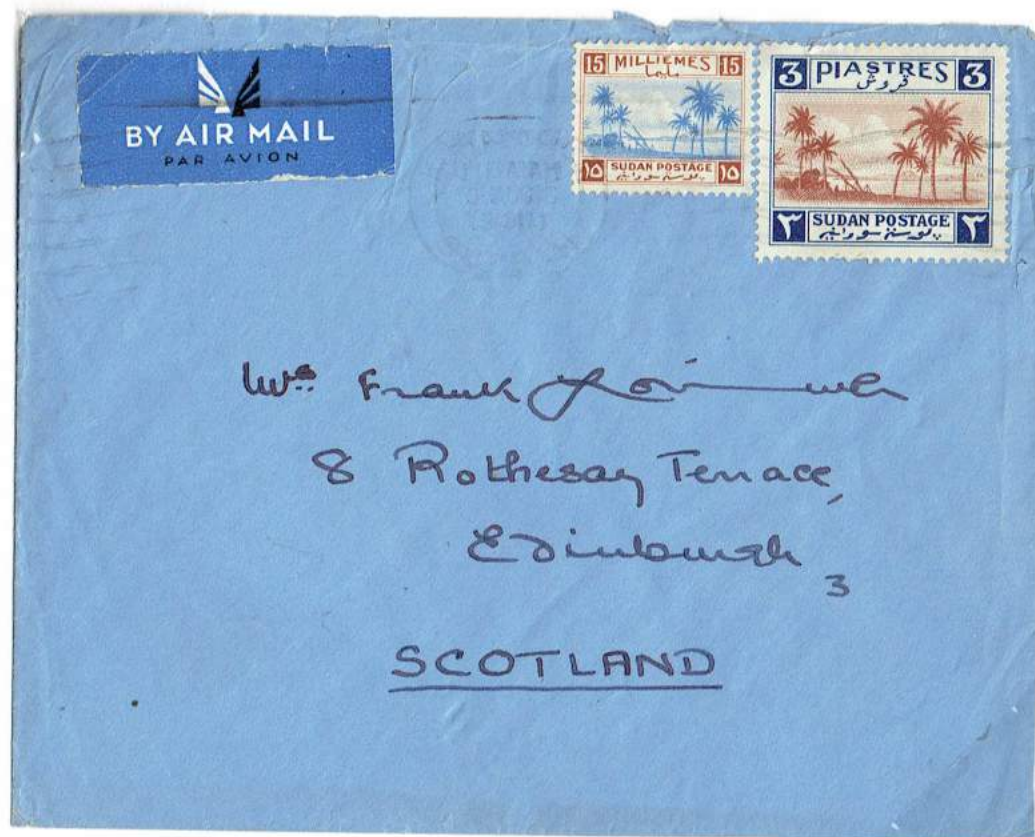
1941. Double-weight letter to Scotland. 9 piasters postage paid by camel postman issue. Sudan Air Mail Khartoum, 28 IX 41. Note that the letter is still uncensored. The new air route to Britain went via Nigeria and Gambia through Portugal and Ireland, to avoid Axis dominated areas. At this time the American Pan-American airline began to assist the British airlines.

WARTIME AIR MAIL  
1940-1945



1941. Personal letter to England, single weight. Postage 4 1/2 piasters, paid by 8 piaster camel postman surcharged 4 1/2 piasters due to a shortage of stamps of the new air mail rate. Wad Medani 2 FEB 41, Khartoum machine transit 3 FEB 1941. Letter is uncensored.

WARTIME AIR MAIL  
1940-1945



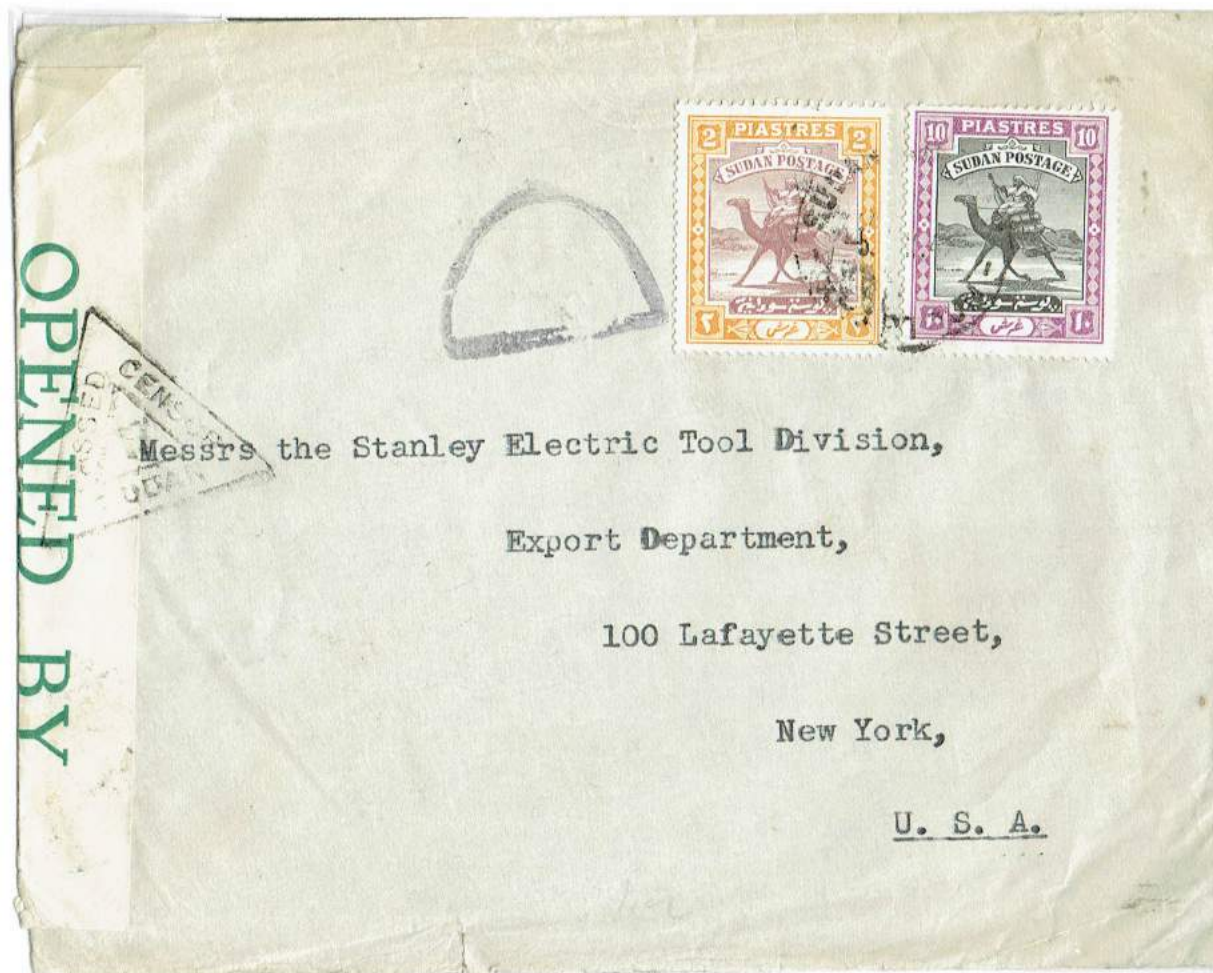
1941 uncensored political mail to Scotland. 45 millimes of the new wartime Tutti Island issue (printed in India due to bombing of the De La Rue plant in London) pays the 4 1/2 piaster air mail rate. Faint Khartoum machine cancel of 3 Aug 41. Letter written by member of Sudan political service and thus not censored.

WARTIME AIR MAIL  
1940-1945



1942 Military Mail. Indian forces in Sudan to India. 8 annas Indian postage applied to pay air mail rate to India. F.P.O. No. 12 8 June 42. Poona receivers 19 JUN 42. "Passed by Censor" marking in violet of a type used after January 1942 by administrative units. This is apparently censor 406, known used by F.P.O. 12 in June of 1942, during the Eritrean campaign. 12 days transit time to India, probably via Cairo Egypt, Baghdad Iraq, and Indian airports.

WARTIME AIR MAIL  
1940-1945



1943 (?) censored commercial letter (electric tools for motor use) to New York, USA. Not marked Air Mail, but with appropriate 12 piaster postage for the transatlantic air mail rate. The black "D" handstamp appears to have indicated passage by air mail. Cancelled with worn Sudan Air Mail Khartoum 5 II (?). Triangular civilian censor mark "Passed Censor Sudan" No. 17, known used at Khartoum in late 1942. Green sealing tape "OPENED BY EXAMINER 22". The route would have been via Nigeria and Gambia, to mainland Portugal, the Azores, to New York. This mail service was part of the southern route of Pan-American airlines transatlantic service across the North Atlantic.

WARTIME AIR MAIL  
1940-1945



1943 Military Mail of British forces. Franked by British 10 pence value of George VI. Boxed Manuscript "Air Mail" "Field Post Office 549, 7 JA 43. Signed in manuscript, and unopened. Reverse bears small violet "Deputy Chief Field Censor" and the front a circular "Passed by Censor 1953" used in the Sudan by administration units beginning in January 1942.



1945 Military mail to USA of US Army Postal Service A.P.O. (608) of Khartoum, Sudan. 110th Army Airways Communications System Squadron Concession. Addressed to Dayton, Ohio. APR 19, 1945. Unit censor mark with unreported number 22840. 6 cents US air postal stationary. Late in the war the letter probably went via Egypt via the Mediterranean to Portugal and across the Atlantic.

WARTIME AIR MAIL  
1940-1945



1944 Censored commercial mail to Cairo, Egypt. 3 1/2 piaster air mail rate. Sudan Air Mail Khartoum 13 II 44. There are no censor marks, but the letter has been opened and resealed with tape reading "Opened by examiner MM 6769."



1945 Military mail of British forces. Endorsed "By Air Mail O.A.S." giving a special low rate of 1 1/2 British pence paid by British postage of king George VI. Cancelled Field Post Office 718, 9 DE 45. Uncensored. From H. Q. MOV Sudan Area M.E.L.F. 4.

WARTIME AIR MAIL  
1940-1945



Early post-wartime censored mail to Switzerland. Air letter sent with no charge "On Active Service". British Field Post Office 718 of Khartoum 13 AU 45. The route was via Egypt and probably Italy to Zurich, Switzerland.

There are numerous censor markings and sealing tape. 1-English censor tape overlain by Deputy Chief Field Censor in violet. 2- A hexagonal bilingual Postal Censor, probably Egyptian. Triangle 10 in violet, with blue Egyptian sealing tape. 3- Black Egyptian Censorship Dept. 4-Violet British Passed by Censor 1515. 5- Violet Dumb Censor mark 140, 1362.



Uncensored mail to Britain to Philatelic Firm. 4 1/2 piaster air rate to Britain. Atbara, 30 JUN 45. By rail south to Khartoum. Khartoum transit 2 JUL 45. Restored route through Egypt and Europe by air.



## EARLY POST-WAR COLONIAL AIR MAIL USAGE 1946-1949.

The immediate post-war period saw a gradual decrease in air mail rates, with continued use of the camel postman issue of 1927 rather than air mail stamps. In 1948 the Arabic wording of the camel postman stamps was changed and these short-lived stamps continued in use until 1952. Several commemoratives were issued also. There was some continued use of foreign military post offices.



1946 letter to England. 4 1/2 piasters postage at wartime rate, with use of 1927 camel postman stamps. Khartoum 2 IV 46.



1946 commercial letter to Paris, France. 5 piasters postage. Khartoum 17 IV 46.

## EARLY POST-WAR COLONIAL AIR MAIL USAGE 1946-1949



1946 Commercial use of Air Letter to England down-rated by use of camel postman stamps. 2 1/2 piasters postage, as opposed to the previous air mail rate of 4 1/2 piasters. Khartoum 30 V 46.



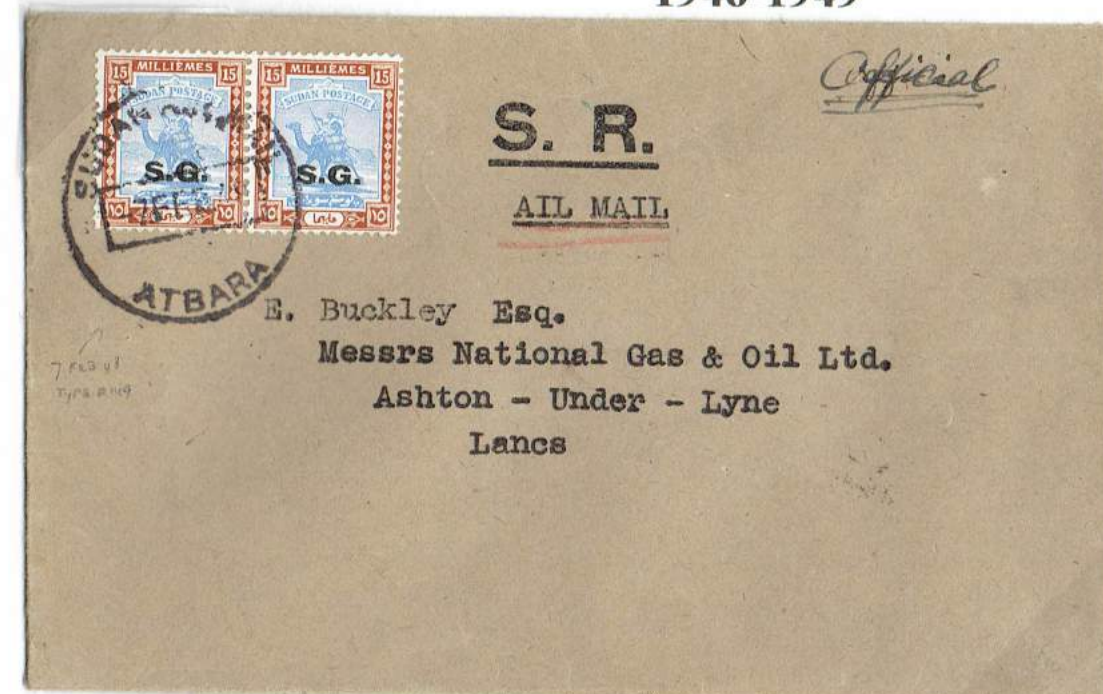
1947 Personal military letter to Denmark. 7 piasters postage. Khartoum 8 VI 47. Apparently sent by Danish member of British forces 4 M.E.L.F. to his homeland. Endorsed "via London England".

EARLY POST-WAR COLONIAL AIR MAIL USAGE  
1946-1949

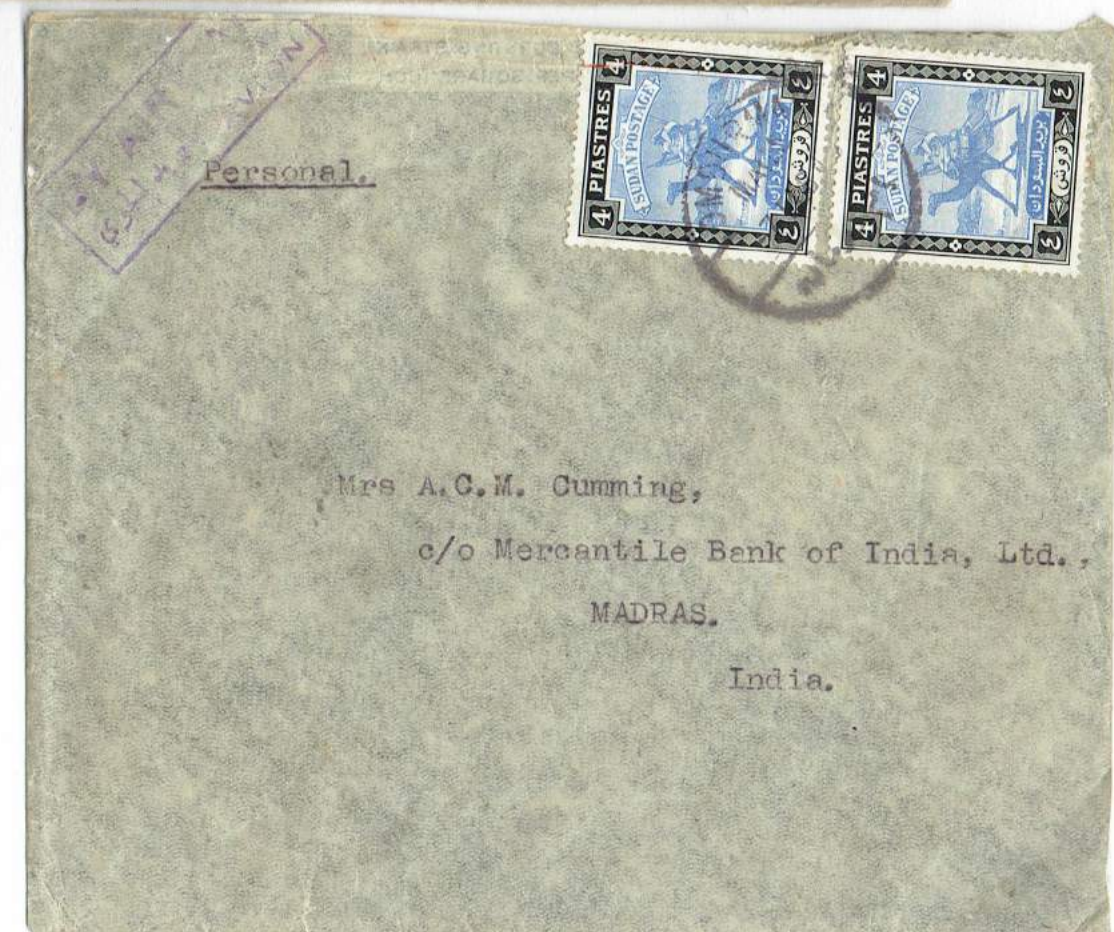


1946 special Christmas Air Letter. Inside of the letter has room for Christmas Greetings and an elephant with the label Sudan underneath. Rate to England by air 2 1/2 piasters. Khartoum, 20 XI 46.

EARLY POST-WAR COLONIAL AIR MAIL USAGE  
1946-1949



1948 Official commercial mail of Sudan Railways to England. 3 piasters air mail postage franked with government official stamps overprinted S. G. Sudan Air Mail Atbara 7 FEB 48, Khartoum transit of 8 II. Note south-ward transport within Sudan to reach the capital.



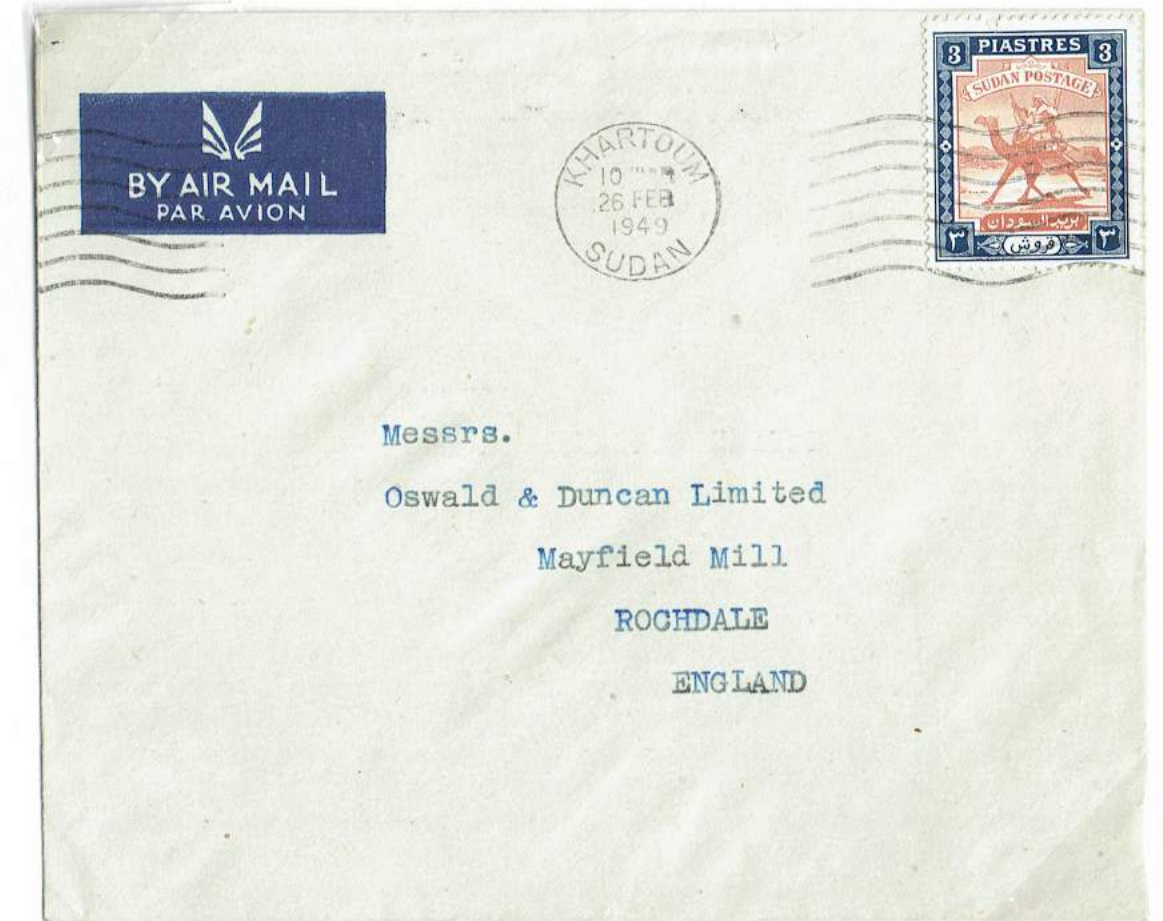
1949 personal letter to India. 8 piasters air postage, with new 1948 version of camel postman issue. Omdurman 7 FE 49, reverse Sudan Air Mail Khartoum transit 7 II 49, Bank receiver of Madras, India 13 FEB 49. 6 days transit time, probably via Cairo, Baghdad, Persian Gulf, and India.

EARLY POST-WAR COLONIAL AIR MAIL USAGE  
1946-1949



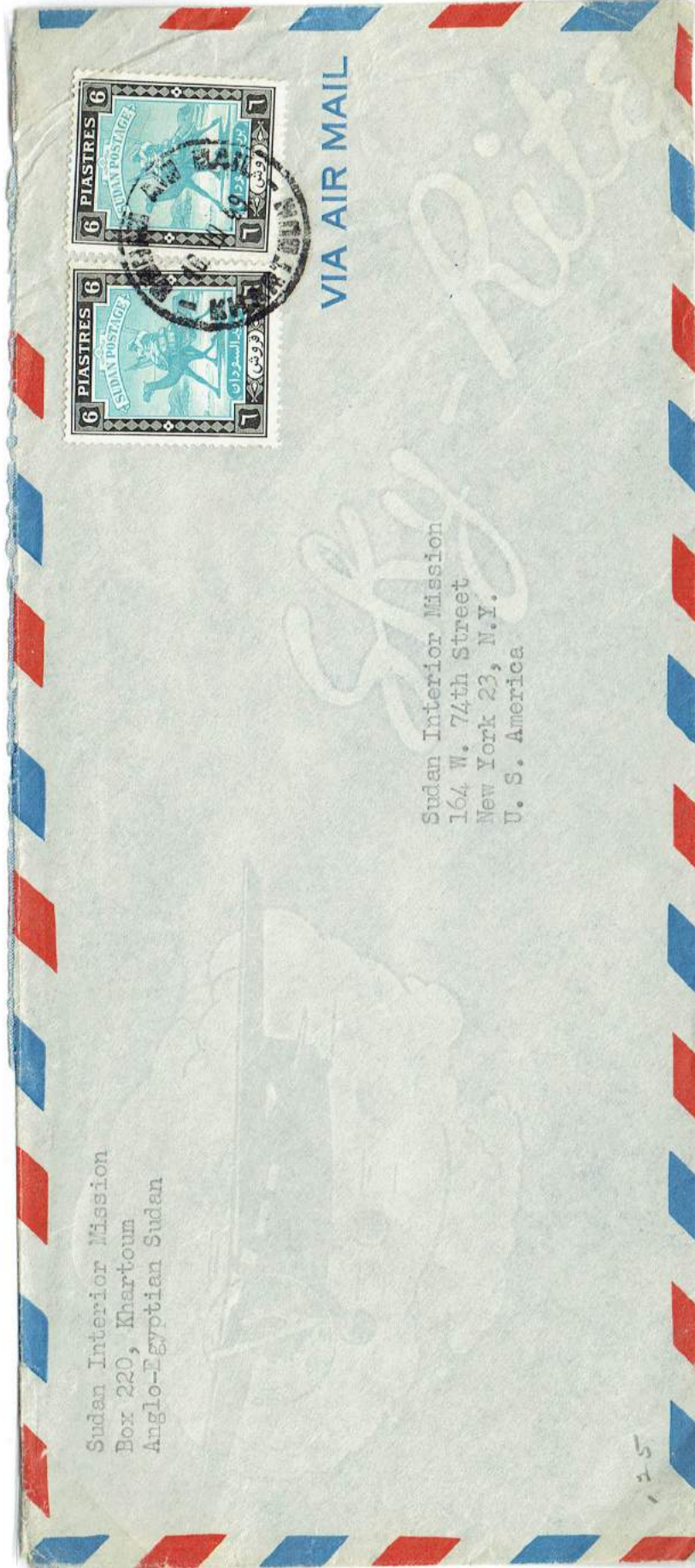
1949 commercial letter to Sweden. 35 milliemes (3 1/2 piasters) air postage paid by middle values of the modified camel postman stamps of 1948. Sudan Air Mail Khartoum 1 II 49. Letter is from a Greek merchant in Khartoum.

EARLY POST-WAR COLONIAL AIR MAIL USAGE  
1946-1949



1949. Commercial letter to England. 3 piaster rate paid by 1948 issue of camel postman stamps. Khartoum machine cancel 26 FEB 1949. Stationary of a Greek merchant.

EARLY POST-WAR COLONIAL AIR MAIL USAGE  
1946-1949



1949 missionary letter to USA. 12 piasters double weight air postage paid by 1948 camel postman stamps. Sudan Air Mail Khartoum 16 II 49.

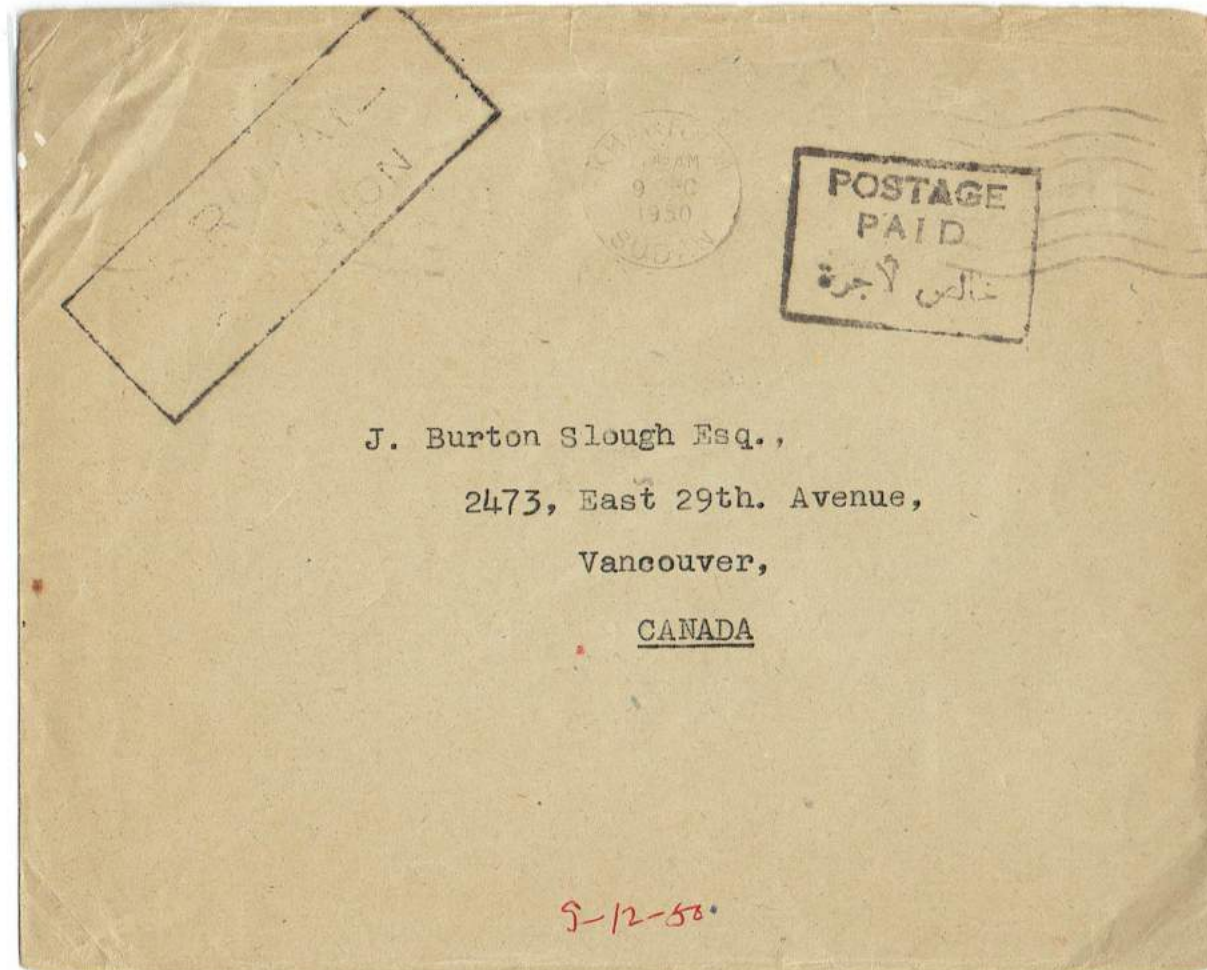
EARLY POST-WAR COLONIAL AIR MAIL USAGE  
1946-1949



1949 registered missionary letter from American Mission, Malakal, mailed at Omdurman to Texas, USA. 70 millimes (7 piasters) camel postman stamps underpays 6 piasters postage and 2 piasters registration fee. Omdurman 5 DEC 49. Reverse bears oval registration date-stamp Khartoum 5 DE 49. Violet transit of New York Air Mail Field DEC 10 1949, and San Antonio arrivals of DE 11 and DE 12. Transit time to New York 6 days, to San Antonio 7 days.

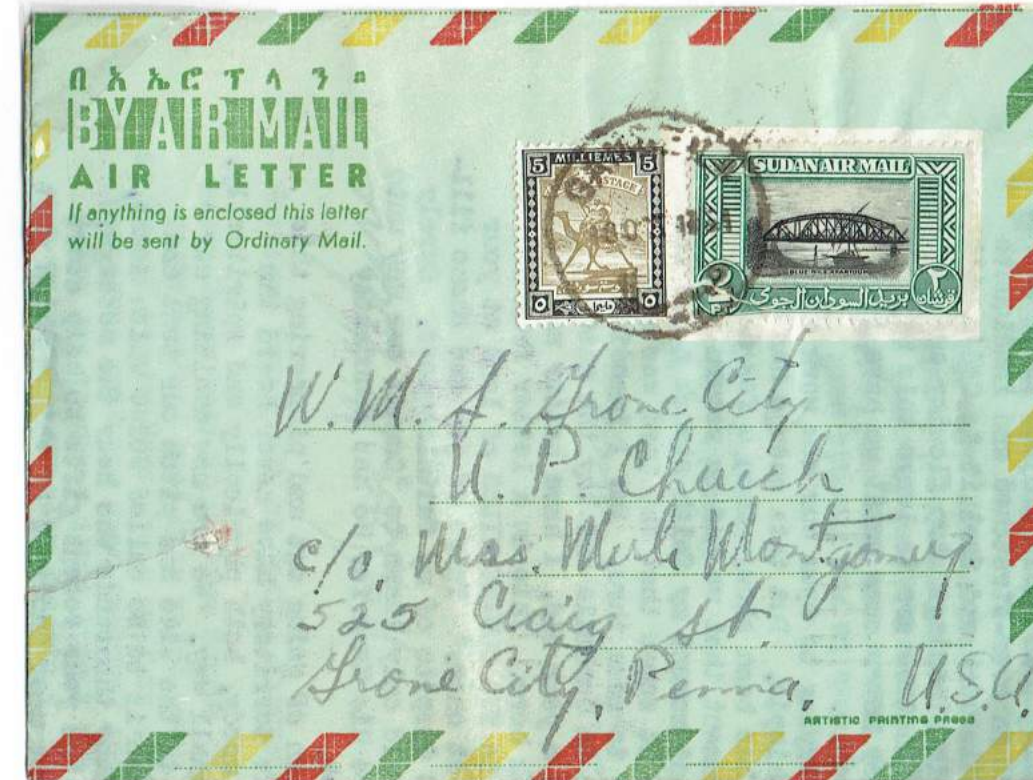
## LATE COLONIAL PERIOD AIR MAIL USAGE 1950-1955

The final years of colonial rule prior to independence in 1956 were marked by slowly rising postal rates and the use of pictorial designs, both air mail and general postage. Pictorial air mail stamps on cover are not common, and were out of use shortly after their introduction in July 1950. The international rates were made uniform for most countries just before independence.



1950 stampless cover to Vancouver, Canada. Postage Paid marking of Khartoum used on mail not requiring postage, probably official mail. There is a faint boxed AIR MAIL PAR AVION hand-stamp at the upper left. Khartoum machine cancel, 9 DEC 1950. Proper air rate to Canada was 4 1/2 piasters, while air postage to the US was 6 piasters.

## LATE COLONIAL PERIOD AIR MAIL USAGE 1950-1955



1951 missionary letter from Gambeila in what is now western Ethiopia to USA. It is an Ethiopian Air Letter franked by 2 1/2 piasters Sudanese postage, a 5 millieme value of the 1927 camel postman issue and the 2 piaster value of the short-lived new pictorial airmail design of 1951 showing the Blue Nile Bridge. The letter is marked on the back as from Don Mc Clure, Gambeila, The A.E. Sudan. Gambeila 18 OC 1951, Khartoum transit 20 OC 1951.

Gambeila was at the head of steamboat navigation on the Sobat river flowing into the Nile, and was the end of a Sudanese steamship T.P.O. In 1902 the British negotiated special trading privileges for the enclave of Gambeila, and these were in place until 1956. Gambeila had British administrators and a Sudanese post office, although it was nominally part of Ethiopia.



1951 registered letter to England with the pictorial air mail 3 piaster paying air mail rate and 10 millieme pair of the 1951 regular postage pictorials paying the 2 piaster registration fee. Wad Medani 12 14 51, oval registered Khartoum 14 DE 51, Folkestone England oval registered arrival 18 DE 51. Travel time 4 days from Khartoum, 6 days total.

LATE COLONIAL PERIOD AIR MAIL USAGE  
1950-1955



1951 missionary letter to New York, USA with 6 piaster of the pictorial airmails paying the US rate. Mailed 22 JU 1951, probably posted in Juba, southern Sudan, as it had an airport near the Yambio site of the Catholic mission. Khartoum machine transit 25 JNE 1951 on reverse.

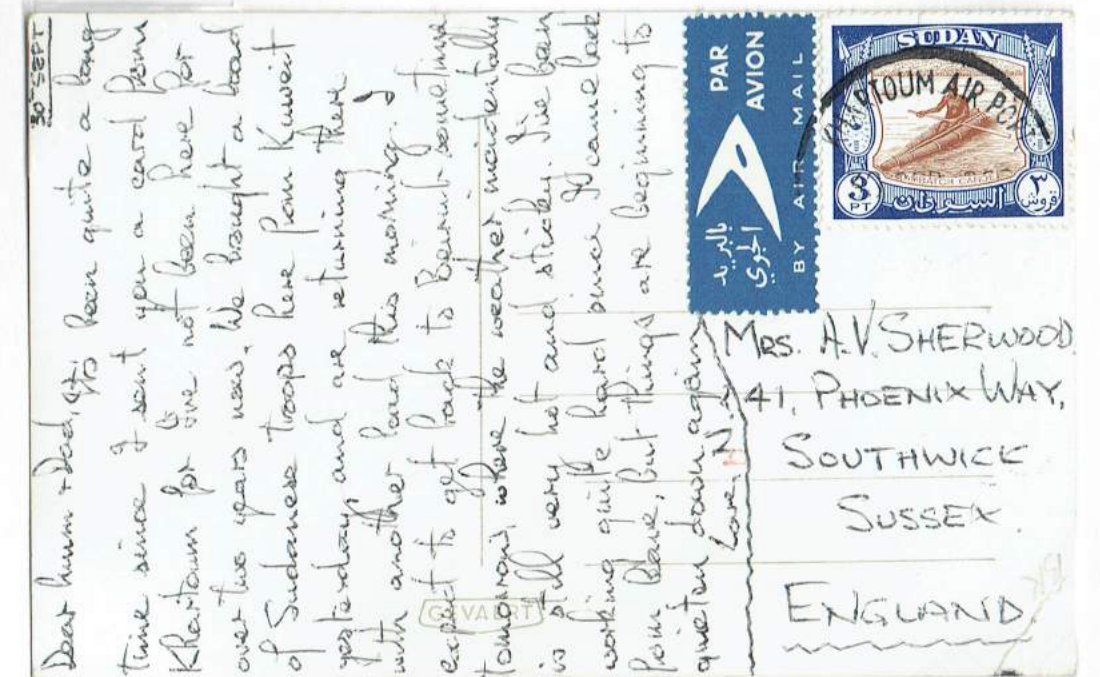


1952 commercial letter to Switzerland (dealing with watches). 3 1/2 piasters air postage paid by new pictorial designs. Khartoum machine cancel 30 Aug 1952. No transits or arrivals.

LATE COLONIAL PERIOD AIR MAIL USAGE  
1950-1955

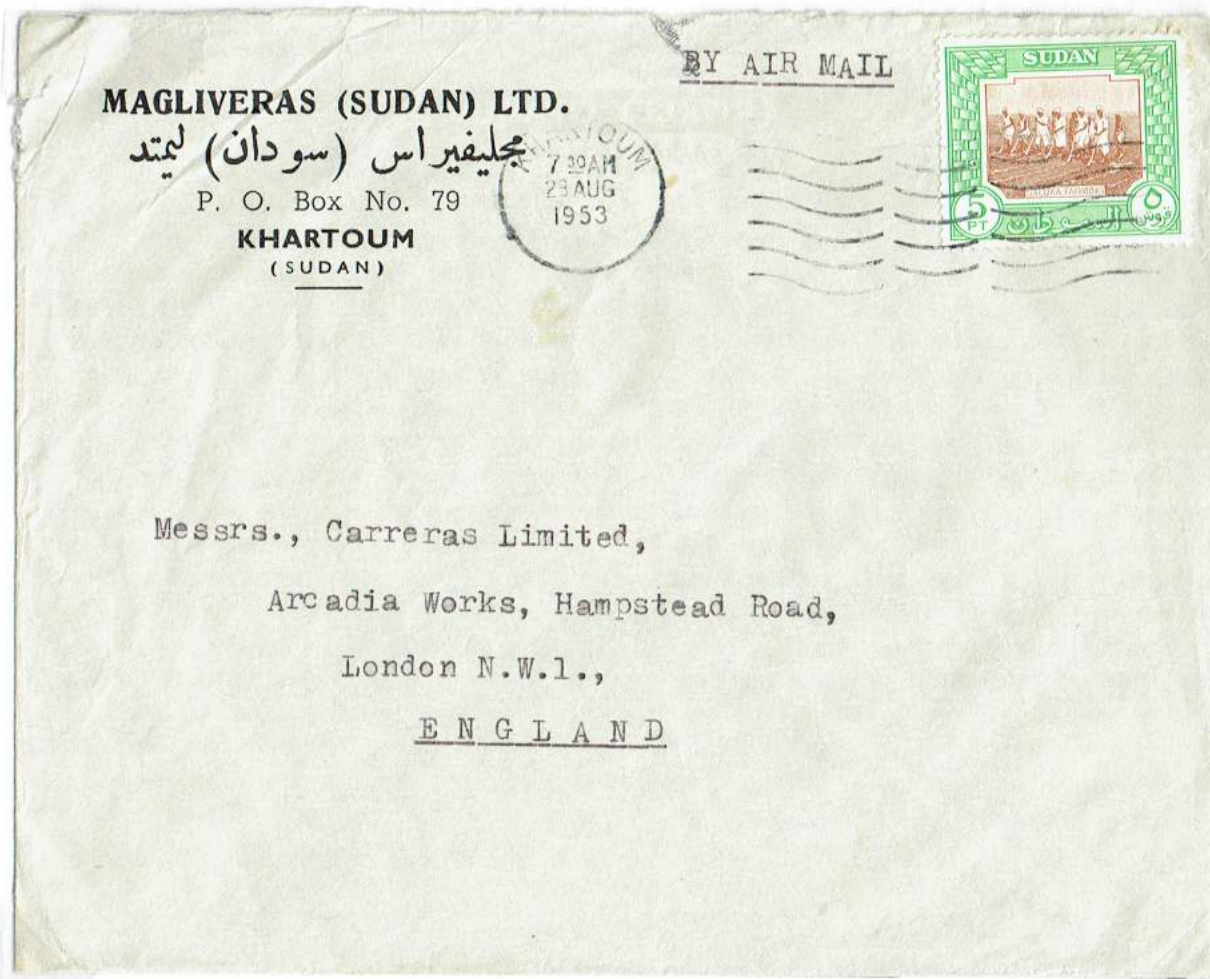


1951 air postcard to Switzerland. 2 piaster rate, paid by new pictorial airmail stamps. Khartoum 6 MCH 1951. Reverse: Real photo of The Grand Hotel, Khartoum.



1952 postcard to England by air. 3 piaster value Ambatch canoe of new 1952 pictorial issue. Local Real photo card of general view of Khartoum. Khartoum Air Port cancel of 30 SEP 1952.

LATE COLONIAL PERIOD AIR MAIL USAGE 1950-1955



(Above) 1952 first flight of BOAC jet London to Johannesburg. BOAC replaced Imperial Air Lines after the war. Khartoum, 2 MAY 1952. Johannesburg S Africa 3 V 5. 2 days transit.

1953 commercial mail to England. 5 piasters pays new rate, paid by 1951 pictorial issue. Khartoum machine cancel 23 AUG 1953.

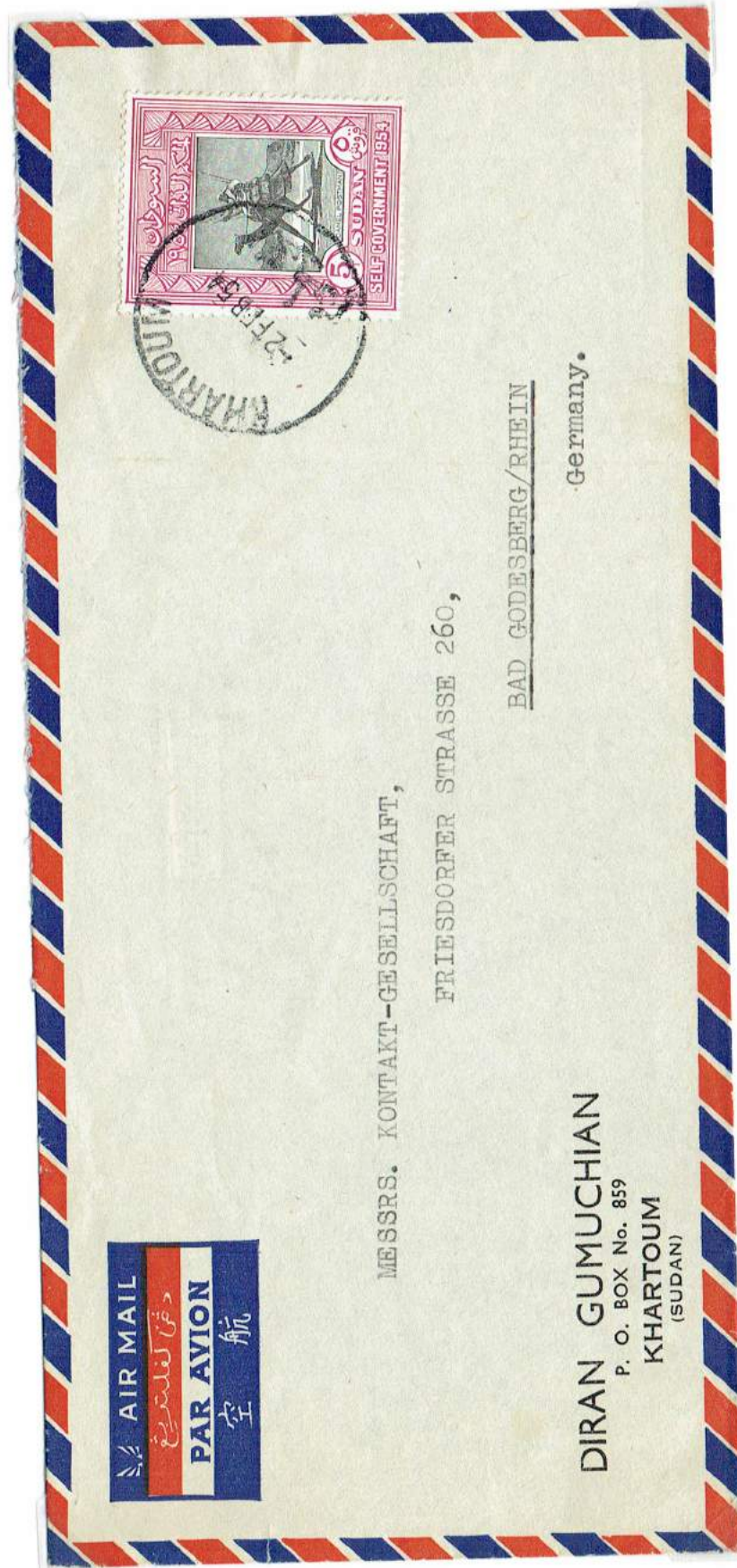
LATE COLONIAL PERIOD AIR MAIL USAGE 1950-1955



(Above) 1954 Overweight registered to England. 20 piaster Nile Lechwe pictorial pays quadruple 5 piaster air rate, and 3 piaster Self Government commemorative of 1954 pays the raised registration fee. Oval Registered Khartoum 23 FE 54 on front and back.

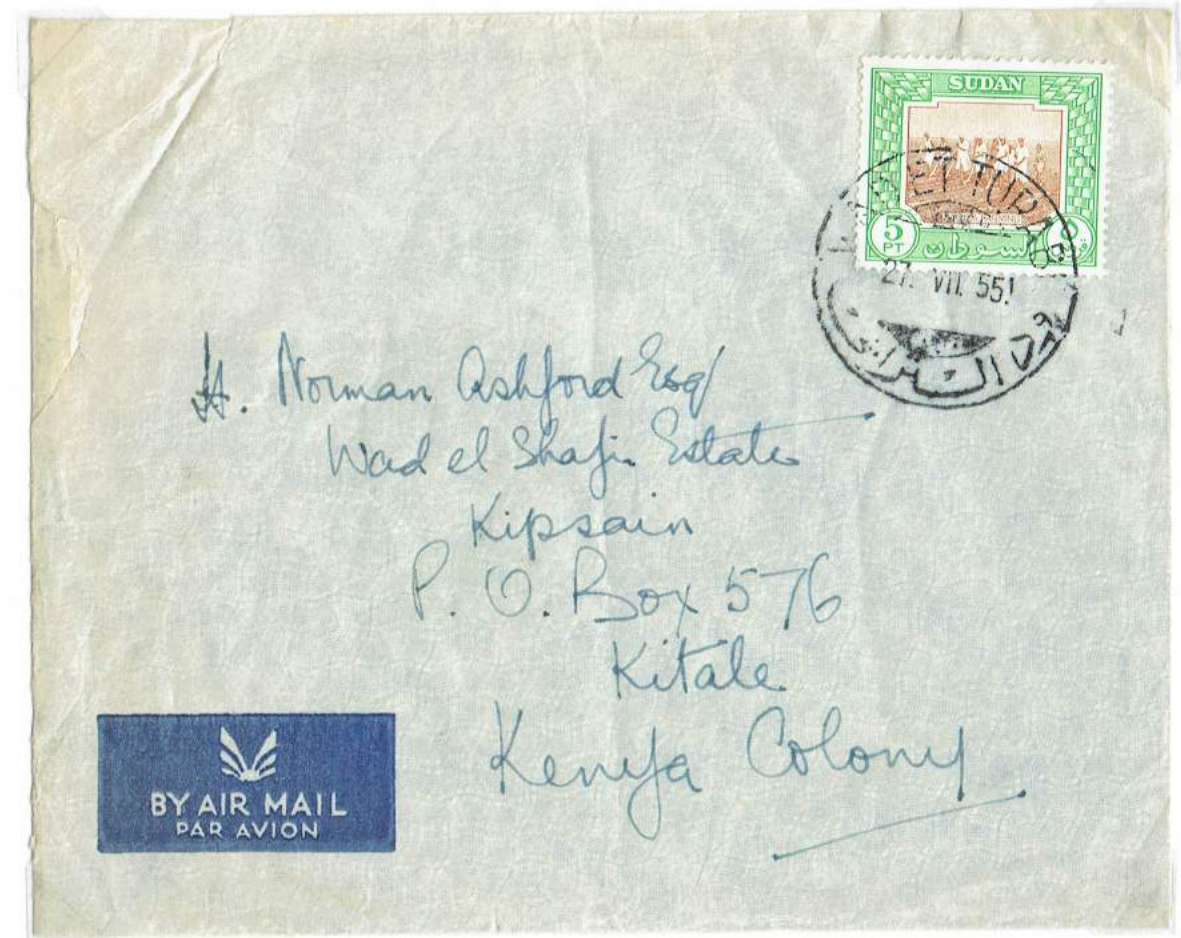
(Left) 1954 Air letter to USA with new rate of 3 1/2 piasters (changed from 2 1/2 piasters). Khartoum cancel 27 DEC 54 of type used from 1921 to 1956, instead of the usual SUDAN AIR MAIL KHARTOUM used on most air mail over the period. May have been cancelled to favor.

LATE COLONIAL PERIOD AIR MAIL USAGE  
1950-1955



1954 commercial letter to Germany. New 5 piaster international air rate paid by 5 piaster value of the Self Government commemorative issue of 1954. Khartoum 2 FEB 54.

LATE COLONIAL PERIOD AIR MAIL USAGE  
1950-1955



1955 personal letter to estate owner in "Kenya Colony". New 5 piaster international rate. Wad et Turab departure 27 VII 55. No additional markings.