

Nineteenth Century Five Deeds Published For the First Time

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Abstract - This research will published for the first time five deeds (documents) dated to the year 1892, it was related with an interested project of the Egyptian railway to transport station of Al - Rouda - one of the most important stations of Assiut Directorate at that time - from its location near the Nile to another location close to the *Abrahamic* canal near the Agricultural Road of Cairo, Aswan.

After an accident on July 6, 1892 AD. These five deeds will gives us historical, economic, social and demographic information for this area as they show the names of notables and merchants and sheikhs and mayors of these aspects and their great effort to stop this project

This research will begin with a formality study, after then will examine for a strange vocabulary, terms and tiles of these deeds.

Keywords - Abrahamic Canal, Egyptian Railway, Passenger Train, Incident

I. INTRODUCTION

THIS research studies for five documents preserved in the author's own group, all of this papers made from Flax Which has a Yellow Color after one Century And twenty five years , All are in good condition And their Sizes are : -

Document No. 588: 39 cm × 20.8 cm,

Document No. 593: 34.3 cm × 21.5 cm

Document No. 592: 27.2 Cm × 21.2 Cm

Document No. 589: 17 Cm × 12.5 Cm

Document No. 590: 17 Cm × 12.5 Cm

The author preferred that documents take the numbers which will be the same authentic numbers carried by every document from the top, and will be referred to according to these original numbers during this search.

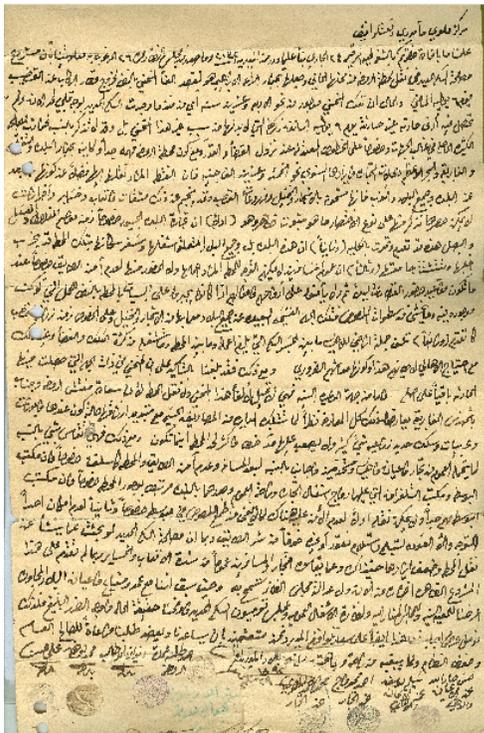
Line and writing features

These documents were written in toddler bold closest to the *Naskh* line with a note that is a characterized line and has Discipline Coordination Especially Document 593 may be due to be posted from Assiut Directorate to Headmaster Of the interior = Police minister, All of these five documents accurately lexicon= *Moajama* " has a points", about Earab, it is very rare where we only see in the document 588 in the word first, second, and third in the ninth, tenth and eleventh lines respectively... There is also a wrong Earab in the last word of the twenty line of The same document, And all of These Documents Without *Hamz* exceptt A little, That little *Hamz* like the word *Amn* = security in the twenty one line From Document No. 588, Almost all of them are similar in drawing the characters and all carry a full (تعير *Tuqear*) for ended letters *Seine*, *Shin* and *dad* and also *Arraa* and *Azzain*¹,

about lines Coordination; Each Five Documents has a regularly Lines And Almost equal Distances Between Each Some, and Distances Between words are Equa As well, Except What we're saying In Document Number 588 where Left a Distance between the words in fifteenth And sixteenth Lines Without a Clear Reason, Notes As well that These Documents used Some Common Titles at that time In Government Correspondence, this Titles has a Turkish origin Such as the Title of Refatlo Affendim in Document 588, And the title of .Sadatlo Affendim in Document 592 And the title Autofatlo Affendim Houdrtlry in Document 593, this lateral one was Used to describe the Headmaster Of the interior, While the Public Works Headmaster describes by a Title of " His Excellency" Document 592, ..also we can see a using of terms disappeared at that time like the the Expression about pages" In These Five Documents by the word (شفة *Shoka*), there is also Some words used as a Feminine Despite We Right now prepare them a male word Such as the Word Curve as existed in the fourth line of doc. 589... As there are some errors in the writing like writing (الأ) without an need at the beginning of the line 22 doc. 588 As well as Delete the Word (= نقل Transfer) In Third Line From Document 589-..... a abbreviation Of some prepositions Such as preposition in the fifth line of the document 589 as well as another preposition in the ninth line in the same document but every document has a private counts because the fact that each document has writer his line varies from the other and each document has its own way of writing characterized: Document No. 588 - the longest of all these documents Some words Are Different in writing Such as Word (تتشنت =scattered) in the beginning of the eleventh Line, As well as Using Strange Lyrics Such as Word (Metashmin متعشمين = we hopeful) line Twenty sex

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¹-Osman, M .S: " Seven readings mushaf in Shandaweel island, Egypt, Ages magazine, Eighth Part,1991 P. 143: 189 Form 1:24.



Doc.No.588 (face)

These documents are characterized as large as the size of the upper and lower margins and a small right margin, as always at least half a centimeter, while the left margins are almost non-existent and four of this deeds dated to the second half of September 1892, and only one belonging to 19 - December - From The same Year It is Document Number 593

Documents subject: -

All deeds are related with Egypt railway when Significant And rare Event happened because the passenger train no. 76 went out its line.

On day of July 6 – 1892 close to Al-Rouda station, At a sharp Curve, then Engineering Administration of Egypt Railway Decided to begin in the railway's project in the transfer of the station from the current site at Al-Rouda² and make it next to the Abrahamic canal about 2 kilo meter to the west , what caused in A damage and losses for the people of this village. And its Neighboring villages also, Story Begin When A letter addressed from Council of Principals (*The Council of the ministers*) to the Director of Assiut Directorate r in this regard, dated in 17 - September - 1892 A.D.



Doc.No.588 (back)

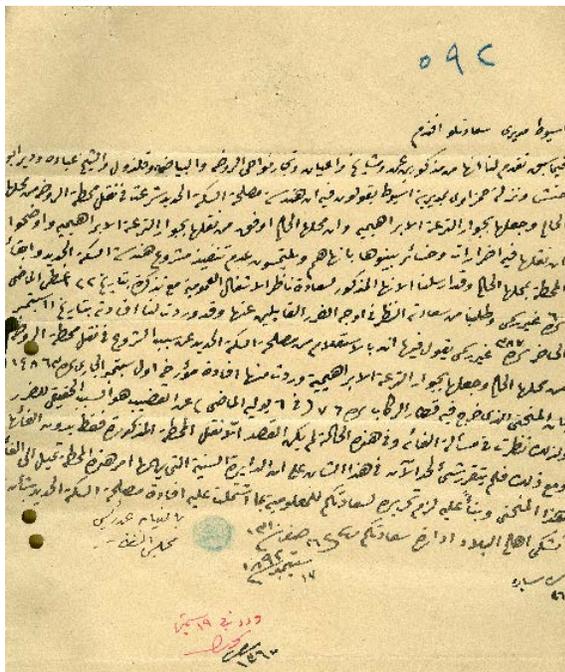
This letter holds unreadable special Ring of an Administrator Placed Beside it by some Words is reading; on behalf of the prime minister, then *Mamour*(= Sheriff) of Malawi district Named On our Documents - *Ashrafi Khalil* Write to. mayors and elders and notables and traders of Al-Rouda and El Bayadeya and Qlandol and Sheikh Abada and Deir Abu Hinis and Nazlat Hamzawy, a letter . Dated On 24 September From The same Year , After the Mentioned Incident About one Month And half Only And After the Former letter by one Week Only, Tell them That Railway Ended To Transfer Al-Rouda station from its current location and make it next to the Ibrahimia without Cancellation . with Al-Daira *al- saniyya*{ **generous circle**) acceptance _ It is Term meaning The Property of Royal Family in this aria at that time, It is Mohammed Ali Pasha Family, And its powerful Authority, _ And We have Only Two letters which posted To Mayors and sheikhs and notables and traders Al-Rouda villages and El Bayadeya villages (Document No. 589 590), and carried these letters, of course, a personal ring reads *Ashrafi Khalil* And beside him Directly Lyrics Recognize the Owner Function : *Mamour*(= Sheriff) of Malawi district, And I think predominantly That another typical letters May Posted Also To Other Villages Which we found its Name In the Remainder Documents: Qlandol and Sheikh Abada and Deir Abu Hinis and Nazlat Hamzawy, But Luck does not pleased me by Finding them Right now, As such Necessary As well existence of Another letter posted From the Director of Asyut Directorate To *Ashrafi Khalil Mamour* of Malawi district Tell him about the situation fact, and so he must post mentioned Mayors, chieftains, notables and Dealers , So, they must Answer or reply him rapidly by writing Lengthy And detailed Complaint beer their Deeply Objection for This Project Explaining their damages, losses And fears If It has Been Completed and They objected also for What Came in the mamour letter About That Curve, Which Located at Their station, was the reason of these Incident, and they hinted to an important Information When they Said That railway Accidents were so Many then³!?, They also stressed to Al-Rouda Village Importance specifically and its large economic capabilities, at last they sought not Carrying out This Project, These document ends with a Seals bearing Owners Names and they also signed beside their names and functions as mayors The chieftains Villages mentioned except El Bayadeya Village no one signed to these complaint but they answered in the letter back On 29 - September - 1892, by a statement including in no exceed two lines, there is four seals directly below; the first one has writing is readable (*Basilus karras* طالب الخلاص salvation wonder) Directly above it there is a writing : El Bayadeya Omda , Then there is another Seal Bears Name *Gerges Noman* And surmounted Signature His name and his

³ -Today All of them follows Minya Province while they were in the Time of Writing These Documents Subsidiary followed Assiut Province And all to the west of the Nile except The Villages of Sheikh abada and deir Abu Hinis , It is an important Note That The last two Villages ; The First all of its people are Muslims While the second All People From Christians, and all of the west Nile villages Most people of Muslims, only El Bayadeya Village All People was Christians except a few houses from Muslims population .

2- Hassan , A. S.. M. : "historic lights on the A l-Rouda village through its ancient writings," Journal of Arts and Humanities, Faculty of Arts, Minia University, No. 48, April 2003 Page 13. 61

Job as a Sheikh As well as was the Case With Two Others seals to the left Directly One Bears name *Said Youssef* And the other is very difficult to read but probably bore the name *saleeb mond* ?,

Al- Rouda Village characterized by a people represented notables and traders in these complaint, Notes Also That Mayors Nazlat Hamzawy, Sheikh abada And Qlandol signed Signed with a signature bears their names and functions, as notes also That Mayors of Nazlat Hamzawy and Sheikh abada All signed with two seals one Bears name of Mayor Himself And the other Bears his Son's Name (Document Number 588), It is necessary the signal to that people of dair abou hini Village which have no participation in These complaint except the Their name existence In Document no 593, Perhaps The reason In These Negative That Village was away so much About These Station, It is still approaching More to Malawi so that they did not care about participating in this complaint- These The complaint dated 29 From September, after Five Days Only, it is the same time like the previous, *Ashrafi Khalil Mamour*(= Sherif) of Malawi district posted the Director of Assiut Directorate with complaint of those ones, We did not found This later letter also, fortunately we have found the letter which was Send From Assiut Director Named *Mohammed Saad Al- Din*, according to our Documents, to the Interior headmaster telling him what in these complaint and he decides In his letter's End the reality what the villages People Said About their damage And losses By Carrying out this project, recommended in his letter's end the Railway need to Looking for Another project to made an Expansion the circle of this Curve Instead of this Project Which Proposed by Railway Engineering Administration and has a huge objection of people, These Document Dated On 19 December - 1892 A.D. These Document carried In its end a seals bears name of *Mohammed Saad Eddin* there is a definition Job read Assiut Director beside it, This lateral Seal has a clearly Oval Form, the researcher finds a necessary need to talk about these seals in some detail: -



Doc.No.592

Seals (Stamps) and signatures

These seals or stamps have taken two forms, one round and one oval and use the two colors of ink very common: black and blue, through what I have of documents, it is clear that the blue color used for officials government, without exception, while used cobia color for Mayors and their deputies only, the black color has been allocated Here for residents , dignitaries and traders senior, but what these seals contain, it is contain their owner's name without functional or civilian description, but sometimes contained some titles such as the title of "Raji afoe al-Raouf = راجي عفو الرؤوف" it is meaning one asks God amnesty which curved on the Seal of Zidane Abu Taleb Document Number 588, as well as another title has a Christianity tincture " it is " taleb al-khalas = طالب الخلاص " a tile meaning Salvation asker " or Any on who want salvation, and salvation is what any Christian one wishes and Jesus Christ is the Savior, a title which wrote on a stamp Basilious karras Al-bayadia mayor document No. 590, There are also seals whale history next to its name, such as seal of Ahmed Tolba al- Rouda Mayor dated in 1309 and the seal of Ahmed Mohammed Faraj bears the same date Document of Hegra calendar **Doc.No. 588** and, this lateral one is characterized by the floral ornamental decoration⁴, it is a rose has third petals and, while *Basilious karras* seal dated in 1608, it is a Coptic calendar years, it has also a small cross inside the *sad* letter) (on the word of salvation (الخلاص) at far left, and so this guy's seal is full of Christian symbols and emblems⁵, a cross, this may carry a seal of one of the calendar year, while Badran Hamzawy seal only wrote on its bottom year 1298 A.D. Doc. No. 588, while the Hussein Shahine seal Sheikh Abada Mayor, in the same document , carrying a number 94 at top, and noted that the year has been written at the bottom but latter figure seems that it is not a calendar so he wrote at the top, also notes that Jadallah's seal did not carry the name of its owner, but wrote it " I think God Well " document 588 Then the date 1309 From bottom It seems that is a verbally disguise not a deception, as such there is a hexagonal star to right and left of this seal, There is another seal in the same document bears Name Mohammed Mahmoud Ahmad Wrote on It From Top Words " Thanks for God " and drawing on left a Hexagonal Star Inside Circle While the second Seal Carry on To its Back, Doc. 588 Which Bears unreadable name except Mohammed's Name, hexagonal star also on Left Top, As such That There was Seals Loaded its Owner's Name without signing like the seal which Bears Name Zenati Khaleifa at the same document, Perhaps beche could not write . notes as well that some of these seals has a Sign -like Ottoman Tughra Such as Seals of Gerges Naaman back of Document No. 590, seal of Mohamed Khalil Qlandol Mayor document No. 588.

As is usual in official correspondence these documents has contained the date certified as the Gregorian calendar as in the Doc. 588 +589, while Doc. 590 +59 2 +593 has included as Gregorian and Hagra calendars, and it is remarkable that

4- Mulder, V., "Early Christian Lotus -panel capitals and other so - called impost capitals, "BABESCH (1987).

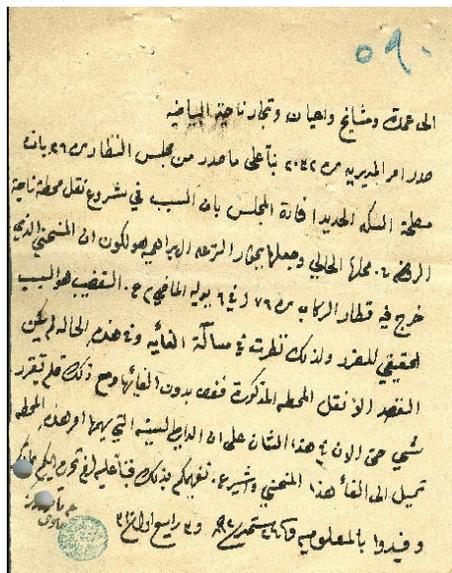
5- Bourguet, P.DU.,;" The cross" , Coptic encyclopedia , pp. 2164: 2166. Dinkler, e. " signum cruces", Tubingn , 1965 , p. 69 .

Mamour of Malawi district when he addressed the people of Al-Rouda Almighty its people from Muslims Doc.589 While Adopted To Calendars AD The AH At Address El Bayadeya People And all of them From Christians Document 590?!

I Finish my study for these five documents by observing the speed of complaints consider from the presence of officials senior and interest in them and respond to them and deliver it to specialists, all of that in a short time, despite the difficulty of correspondence and posting at. A that times, well as Saying That This one Project Has already been implemented and the station Has already been transferred, where officials wanted, While Al-Roda station remained in Working until the 21 Century Beginning. it has Been Connected New Additional Passenger train Works Internally From New Station To Old Station Which About 2 kilo meters To West, Then Canceled With the 21 Century Beginning

Already the people of this village and surrounding villages affected: fabric (= *sugar cane factory*) has been transferred to another district, and the importance receded because its distance from the new train station as well as the Agricultural Road, while as the new location of the new station flourished and became Today Great Residential village And become Location Village Full of Thrive One day After Day, knowned Today as Al-Rouda Al-Mahatta, However, the old village, Still Despite This is Greater villages in these Zone Nor Still sugar can reeds Trade very wide and as will as black Honey on of the most important Income Resources⁶.

It is necessary to complete this interest research by a translation to English-language it has taken into account the exact meaning of the words as reflected in the language of the original documents more account the English language origins and general rules



Doc.No.590 (face)

It has become necessary to complete the interest of such an action research translation of these documents from Arabic documents language to English-language research and has taken into account in this translation into account the exact meaning of the words as reflected in the language of the

original documents more account of the origins of the English language and general rules⁷



Doc .No.590(back)

Doc.No588

Mamour (=Sherif) of Malawi district refatlou afandem

1. We learned what in your bestowal of benefit in the attached page on 24 present month of September based on what was received from the Directorate (*going out* =ص 2032) and what come from Council of Principals number26 desirable in it our information that the railway project began in the transfer Al-Rouda station from.

3- Current location and make it next to the Ibrahimia canal is intended to cancel the curve because the passenger train went out its line.

3. On day of July 6 the past and the case that the curve is existed from about twenty four years ago since railway founded in upper Egypt. until now and did not.

4. get any small incident except the incident on July 6 mentioned above, which must have a another reason except this curve, but it may not remember for many incidents of the railway

5. Which take placed in most agencies, especially in the moderate lines when the destiny get down and with the fact that Al-Rouda station is very important station and it is next to the town and the inspection.

6 - and the fabric (*sugar cane factory*) and the greatest Sea (*the Nile river*) and Commerce shops which its annual income is about twenty five thousand pounds, the point is to be transferred to it as well as being (away).

7. from the town and all over the villages and to (*far*) West it is full of trees, palms and sugar cane crops may lead to hardships and fees and damages and losses.

8. Can not be counted among them bravely what proved and visible as, (the first) that the gross trade of that town especially at the time of grain and honey seasons.

9. And onions this may execute and die altogether (and second) that this town and indeed all of the villages relating to its proceedings and its population travel by that station may destroy

10. And mostly dissipated and their unit scattered (Third) that all travelers can not go to the station intended to work or attendance, lack of because the road is safety, especially when

11. The dates of trains attendance be at night and then they do not feel safe on their lives and their money if they are

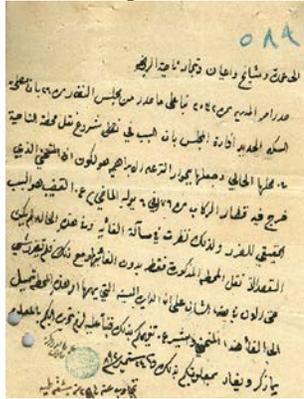
6 For more information about the titles See: Hassan Al-Basha: "Islamic titles in history, documents and antiquities," Arab renaissance house for Publishing, 1978. Cairo.

6- Railway age did not increase for nearly half century at the time

forced to pass the night at station by looking to its new location

12. Founded in it and fear of thieves Stoa that the spacious away from all the villages and what existence of trees, palms and particular in the cultivation time of sugarcane

13. As it mentioned above (Fourth) damage all the territory of the people what is between the large railroad bridges, which canceled its workings and between the station and which occupied of many roads and space and other



Doc.No.589

14. With the people need for its fields this being a necessary livelihood However, we are informed certainly that the curve in the same party that the incident take placed in

15. is remains as origin either hand Al-dayra al- saniyya (generous circle) does not tend to cancel this curve or the station transfer because HE inspector of Al-Rouda and Rev.

16. Fabric (= sugar cane factory) engineer oppose it all the opposition because of the huge expenses incurred by, to the Al-dayra al- Saniyya (generous circle) with dispelling its livelihoods because it has engines (= steam engines).

17. And Cars and agricultural Railway something many do not find it difficult to extend line or more to the station wherever it is, however, it is not measured anything in comparison with.

18. what the whole people of traders and dignitaries and people and servers and foreigners endures for the distance and lack of road safety and the station as mentioned above especially the office

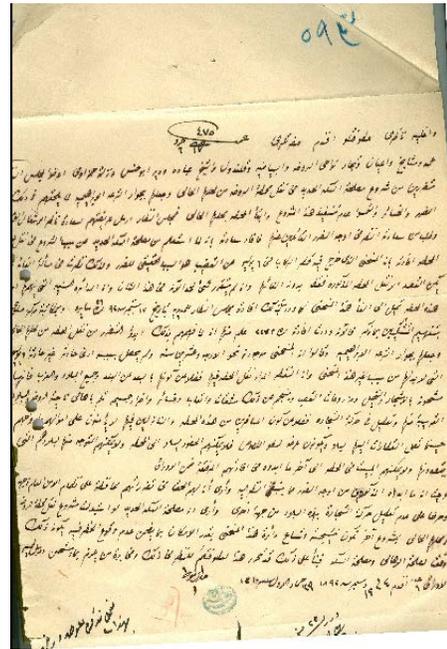
19. of post and office of telegraph that they vogue trade works and comfort whole the people their presence in the town is linked to the existence of the station , especially since Office

20. Of post is very important and can not be transferred first to the lack of security there because it is not hidden from the greed of thieves in post especially and Second, to the lack of the possibility of any one to

21. orientation { = going } and (not) to return to the delivery and receipt money or other for fear of the evil of the road and the railway, including interest, if examined whether arising from

22. Station transfer and the weakness of its proceeds at that time and what merchants and travelers bears generally the severity of fees and looses may not progress on this.

23. Phenomenon harms Project at this time and the justice of Principals Council does not permit and where we already with mayors and sheikhs and notables of the neighboring villages.



Doc.No.59

24. We before shoe to the(company attendance) Al-dayra al- saniyya (generous circle) and the Council referred to before and ministry of Public Works and the commission of the railway Council and explained the situation and the fact that aspects of the huge damage therefore.

25. We send our answer this as well to Saadatlou afandim the Director we hopeful that he helps us and reinforce our request and taking into account the public interest.

26. Maintain order and it keeps the comfort and luxury of the country's population and the Directorate. Ahmed Tolba mayor of Al-Rouda, Zidan Abu Taleb village elder, Mohammed Yusuf village elder ,, Ali Hassan village elder.

Hassan Jadallah people and traders representative, Salim Yusuf, people and traders representative, Ahmed Mohamed Farrag traders representative, Mohammed Ahmed Al-Masri traders representative.

Doc.No589

1- to the mayor and elders and notables and traders of Al Rouda village

2- The Directorate issued an order number 2032 based on what was issued by The Council of Principals (The Council of the ministers) number 29 that.

3- Railway benefit the Council that the cause of the station transfer project of the village of.

4- Al-Rouda from its current location and make it next to the canal of Ibrahimia is the fact that the curve which.

5- the passenger train number 76 went out its line (in July 6 in the past) is the real reason for the damage therefore I looked at the issue of removing it and in this case was.

7- Intended to transfer the mentioned station, without cancel. and so far.

8- Something in this issue did not yet decided and the Al-dayra al- saniyya (generous circle) which is interested in this station

9 - tend to cancel this curve and I advise on your understanding by this Based upon that it was necessary writing you what mentioned above.

10 – and to make an information by that in 24 September 892 (1892). Ashrafy Khalil *mamour* (Sherif) of Malawi district Refatlo Afandim Respond to him in 29 of it (the same month) a page ?? herewith attached.

Doc.No590

1- to the mayor and village elders { **sheikh** } and notables and traders of El Bayadeya village.

2- The Directorate issued an order number 2032 based on what was going out by The Council of Principals (= *The Council of the ministers*) number 29 that.

3- Railway benefit the Council that the cause of the station transfer project of the village of.

4- Al-Rouda from its current location and make it next to the canal of Ibrahimia is the fact that the curve which.

5- the passenger train number 76 went out its line (in July 6 in the past) is the real reason for the damage therefore I looked at the issue of removing it and in this case was not.

7- Intended except transfer the mentioned station, without canceling .and so far.

8- Something in this issue did not yet decided and Al-diyra *al-saniyya* { **generous circle** } which is interested in this station.

9- Tend to cancel this curve and I advise on your understanding by this Based upon that it was necessary writing you what mentioned above.

10– and to make an information by that in 24 September 892 and 3 first spring (Rabeeawal) Ashrafy Khalil.

Back

mamour (Sherif) of Malawi district (Refatlou Afandim = dignitary)

it was informed what received and the mayor and elders and dealers learned that and to make an information it was necessary to benefit

Baselioskarras Mayor of El Bayadeya,

Girgis Noman village elder, Saeed yousof village elder, Saleeb mond village elder

Doc.No592

Assiut director saadatlo Afandim

1- Previously offered to us that they are mentioned from mayors and sheikhs and notables and traders of Al-Rouda and El Bayadeya and Qalandol and Sheikh Abada and Deer Abu.

2- Hinis and Nazlet Hamzawy Directorate of Assiut say that the railway engineering began in the transfer Al-Rouda station from.

3- Current location and make it next to the Ibrahimiacanal and the current site is satisfactory than moved next to the Ibrahimia canal and they clear that.

4- its transfer has damages and losses as they say (that they?) are seeking non-implementation of the railway engineering project and keep.

5- the station in its current site and we sent (their finality) mentioned to His Excellency the warden (minister) of public works with a reminding on the last August 22.

6- number 6 unofficial and I asked from His Excellency looking at the damages which they said about and we received a bestowal of benefit on present September 11 number 387 unofficial where he say that by asking from the railway about the reason for the interest in initiating the transfer of Al-Rouda station from its current place and make it next to the Ibrahimia

canal,) railway send a bestowal of benefit dated at the first of the present September. Unawares 14863.

8- That the curve in which the passenger train number 76 (in last July6) went out its line is the real reason for the damage

9- Therefore I looked at the question of its canceling and in this case was intended to transfer the mentioned station, without its canceling.

10- However not yet decided anything in this regard so far the Al-Daira al- Saniyya (generous circle) which is interested in this station tend to canceling This.

11- curve, and Based upon that it was necessary writing Your Excellency for information by what the bestowal of benefit of the railway. included

12. The villages complaining from Your Excellency administration 26 Safar in 1310.

In place of the chairman

Of the Council of Principals (*Today the Council of the ministers*)

September 17, 1892 Saira number 26 received on Sept. 19

Doc.No593

About somebodies complaining of the railway beginning in Al-Rouda station transfer

1. Interior headmaster afandim Houdrtlery {dignitary}.

2. Mayors and village elders (Sheikh) and notables and traders of Al-Rouda and El Bayadeya and Qalandol and Sheikh Abada and Deir Abu Hinis and Nazlat Hamzawy objected as a victims to the Council of Principals (*The Council of the ministers*).

3. of the railway's project in the transfer of the station from the current site at Al-Rouda and make it next to the Abrahamic canal what cause for them.

4. Damage and losses and sought non-implementation of this project and keep the current station as it was The Council of Principals sent petition to His Excellency the headmaster of Public Works.

5. And asked his Excellency looking at the damage of those who say it and he said that he asked the railway about the reason for the beginning in the transfer of.

6. This station and he reported that the curve in which passengers train run out the line on July 6 is the real reason for damage and therefore I look at the possibility of removing it not.

7. intended the transfer of the mentioned station only without cancellation and nothing in this regard has been decided yet Al-dayra *al- saniyya* { **generous circle** } interested in.

8. This station tend to removing this curve as the Principals Council benefit dated September 17, year 92 number 29 *saira* and with writing to *Mallawi* District.

9- to Understanding the complainants what mentioned above Now received its testimony number 2272 learned from which that when he understanding them they show the damage affected by the transfer station from the current misplaced.

10. And make it next to the Abrahamic canal and said that curve existed since twenty four years and did not get an incident because of it except the incident of July 6.

11. Which must have another reason except this curve and the point where want to transfer the station as well as far away of the village and all the villages and to the West, it also.

12. Full of trees and palms and sugar cane crops and the resulting hardships and fees and losses and serious damage to afflict the village inhabitant of Al-Rouda and all the villages.

13. Nearby it and disabled in the trade movement as well as the fact that travelers from this station and sojourn where their money is not safe and their lives also.

14. When the train reaches them at night and they are vulnerable to thieves burglary so they cannot come to the station at the night and can not go to their villages which.

15. They destined and cannot stay at night in the station to the other reasons which they have shown in their evidence attached within papers.

16. And as shown by the afore-mentioned aspects of the damage remains to be seen, and I see that they have the right in their complains maintenance of public security system in hand.

17. And in order to not disrupt the trade movement in this villages on the other hand, I see that if the railway's authority replaced the project of Al-Rouda station transfer.

18. From its current location by another project results widening circle of this curve as much as possible to ensure that there is not a danger of which that it will be.

19. More satisfactory for the people's benefit and the railway interests so based on this has writing this toyour's sincerely to look into it and communicate with any of the necessary with the better and attached.

20. Papers number 6 oldest 19 December year 1892 29 Jomada the first Hegra year 1310.

Director of Assiut Mohammed Saad Eddin. a note must be doing and be attached.

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- [3] Hassan Al-Basha: "Islamic titles in history, documents and antiquities," Arab rnaissance house for Publishing, 1978.
- [4] Mulder, V., " Early Christian Lotus –panel capitals and other so – called impost capitals, " BABESCH (1987)
- [5] Osman, M .S: "Seven readings mushaf in Shandaweel island, Egypt, Ages magazine, Eighth Part ,1991.