

Postal History 121-122



“Jerusalem Cross”, ”CHARGE” insured letter from Jerusalem to Firenze, Italy. The letter weighing 32.90 gr. is franked with 4 Fr. and 80 Ct. by a multiple of Ceres stamps from the 1870/72 issue. The stamps pay the letter weight rate + insurance + registration fees. Cancelled by the Jaffa “5089” French Levant dotted numeral postmark, dated 30.5.1873. Manuscript “No-72” for registration. Transit Alexandria then by the Italian Post Office to Firenze arrival postmark on reverse. One of the two known registered letters that bear the Jerusalem Cross.

(page 682)

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HOLY LAND POSTAL HISTORY



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Editorial

The collecting field of the Ottoman post period in the Holy Land seems to be inexhaustible. Again we have articles from this period. The first is about registered insured letters that contained valuables or important documents or cash. For obvious reasons, most of these letters were posted through the various Foreign Post Offices which operated in the land at the time. This is a special and relatively unknown collecting area, about which not much has been published and we are happy to present it to our readers.

The second one about the Hejaz Railway post shows important items from the Alexander Collection with interesting historical background. In fact the Hejaz Railway Post, particularly, the letters which bear the special Hejaz trains cancelations could be considered the *first T.P.O's* of the Holy Land.

The third one about the use of the British Post Office in Alexandria in the transmission of letters from the Holy Land mainly to Europe is yet another way by which to keep the written communication between the Holy Land and foreign countries open, in spite of the generally poor state of the country under Ottoman rule.

The well known fact of the interrelation between history and postal history is embedded in the article about the agricultural "Mikve Israel" school which had special relations with the French post. In fact the school, could be considered as a "sub post office" of the French post at the time.

Although, the philatelic story of the Zeppelin is well known, the Editor welcomes this article, as it is the first "Airmail-Holy Land" article to appear in the Bulletin in recent years. Of course, this is not the only reason. The article is very comprehensive and includes detailed background information which we hope will be new to our readers.

An unusual human touch to Philately is the love story between a young girl from Jerusalem and a young man on a visit from Slovenia, 40 years ago. The love that ensued to the girl and to her town Jerusalem gave rise recently, to the book "Jerusalem The Golden" the postal history of

the City 1655 – 1967 in the Slovenian language. Read about it in the New Book section of the Bulletin.

To err is human. This is of course also true with regard to our Bulletin. Consequently the following correction is needed: In Bulletin number 115-116 of summer 2011 an article about the “Ballon Monte” letter to Jerusalem was published. The article was headed “1870-First Air Mail to Jerusalem”. This heading is wrong as the letter left Paris by the Balloon “Garibaldi” landed 37 km. out of Paris and then brought to Marseilles. From Marseilles *by ship* to Alexandria and from there to Jaffa on to Jerusalem. Thus, the letter did not arrive by *plane to the Holy Land and therefore is not an airmail letter*. The Editor apologizes for this oversight and would like to thank Rafael Livnat for his comment and correction.

This is also an opportunity to ask our readers to send us their comments should they discover mistakes, inaccuracies and the like. We will publish their comments and all of us will learn from these.

The year 2012 is coming to a close. On this occasion the Editor wishes a happy, healthy and prosperous 2013 coming year to all our readers and to our article writers and to thank them for their cooperation.

Yehuda Kleiner, FRPSL

Editor

Letters to the Editor

Following to the article “Letters from the Arab Kingdom to Jerusalem” in the previous Bulletin our reader Luigi Martinoja from Torino Italy, sent us a scan of a letter from Es-Salt, Jordan to Jerusalem from his collection. This letter was posted during the 4 months reign of King Feisal in the Arab Kingdom which consists of the central part of Syria and the west northern part of Jordan. The letter (Fig. 1) is correctly franked with the 1 piaster stamp of the Arab Kingdom definitive issue, canceled with the three line Es-salt 1919 Arab Kingdom postmark. Reverse Jerusalem 24 Au(gust) 1920. This letter is from the same correspondence as the one shown in figure 4 in the article. Sent on the same day, addressed to a different addressee also in the American Colony in Jerusalem, where it also arrived on the same day and similarly franked and canceled. Most of such letters were addressed to the American Colony in Jerusalem.



Fig. 1: Letter from Es-Salt (Jordan) to Jerusalem franked by the 1 Piaster stamp of the Arab Kingdom Syria (King Fiasel) and by the special Arab Kingdom Es-Salt postmark.

Dear Editor,

Jerusalem Coffee House Letter London.

I am sending you a scan of this letter (Fig. 2) although it is not a Holy Land postal history item, but it is a postal history item and it mentions the "Jerusalem" London Coffee House as a post office.

It is known that prior to the establishment of state organized post offices, coffee houses and inns, were people met, were used as places to hand in letters to be collected by private couriers and by post carriages. Letters were also given there for collection by the addressee. May I quote from page 69 of the book "England's Postal History" by R.M. Willcocks: "Many traders and businesses developed close links with one or more (coffee houses). A West Indies merchant sailing to London who had no address here might well collect his letters from the Jamaica Coffee House, whilst a merchant from India would probably use the **JERUSALEM**".

Sincerely Martin Perlmutter,

London England.

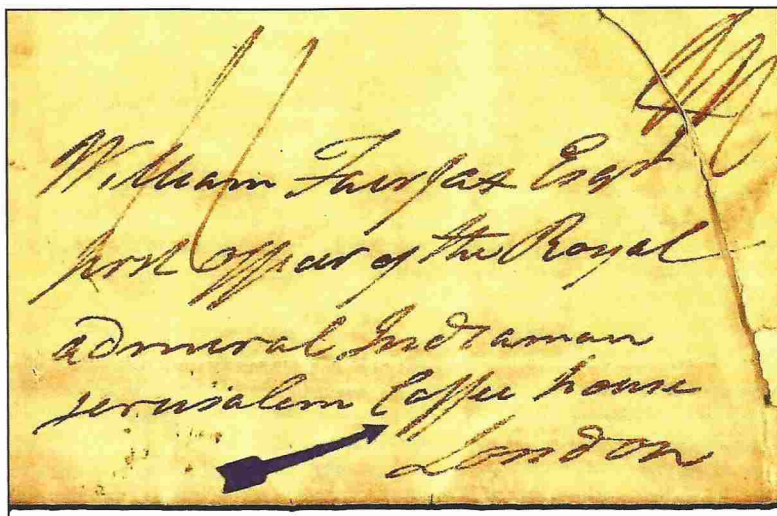


Fig. 2: 1794 (May 20). Entire letter written regarding potential employment as a Midshipman, addressed to "First Officer of the Royal Admiral Indiaman" at the "Jerusalem Coffee House" in London. London datestamp on reverse (June 2) and 11d. rate in manuscript.

Holy Land Forerunners-Insured Mail

Itamar Karpovsky, Tel-Aviv, Israel

A very interesting subject in Postal History is about insured letters, namely the “Declared Insured Value” ones. These letters usually contained valuable items such as; money notes, bank or personal checks, jewelry and so on. Obviously the letters were heavy and needed to be sent by registered post.

The rates for such letters consisted of: the postage fee, the registration fee, the extra weight fee and the insurance charge. Consequently, massive franking with high nominal value stamps was required.

Insured letters from the Holy Land are only known to have been sent through the Foreign Post Offices in the land. These are very scarce. Only numerous ones sent prior to W.W.1 exist. Some could even be considered unique (see Figs. 1&2). Several of these unusual letters are shown in the forgoing, grouped according to the particular Foreign Post Office that sent them.

French Post Office.

Only two insured letters from the French Post Office in Palestine prior to the U.P.U period are known. One is shown on the cover of the Bulletin and the second is shown in Figure 1.

Announcement

Tel Aviv Multi National Stamp Exhibition

Participants: Israel, U.S.A, Singapore, Cyprus.

Tel Aviv Convention Centre

26 -30 May 2013



Fig.1: “CHARGE VALUE DECLARED” letter, insured value 1,500 Fr. from Jerusalem to Paris. The letter weighed 235 gr. Letter rate of 21 Piaster paid by high value stamps of the French Levant Post Office. This high rate consists of 16 piaster for 16 times the letter rate + 4 piaster insurance and 1 piaster registration. The letter bears on the reverse the unrecorded, “POIDS CACHETS” weight marking of the French Jerusalem Post Office. Cancelled Jerusalem 6.5.07, Paris 14.5.07 arrival postmark. The only such recorded letter.

Austrian Post Office.

The insured letter from the Austrian Post Office (Fig.2) is really outstanding. Firstly, the content was insured for 11,600 Franks about \$50,000 in today's value. Secondly, the place of origin - Safed is also relatively uncommon. Thirdly, the franking is the highest recorded on a letter sent by an Austrian Post Office from the Levant.





Fig. 2: Commercial letter sent in 1906 from Safed via Beirut to Bucharest, Rumania. Content insured for 11,600 Francs (\$50,000), consequently, the very high franking of 74.10 piaster by high value Austrian Levant stamps. As mentioned already this is the highest franking, known to date of a letter sent by the Austrian Post from the Levant. The letter was taken by a messenger to Beirut, where the stamps were affixed and canceled "Beirut Osterr. Post 19.6.1906". The letter arrived in Bucharest, via Constanta on 4.7.1906.

German Post Office

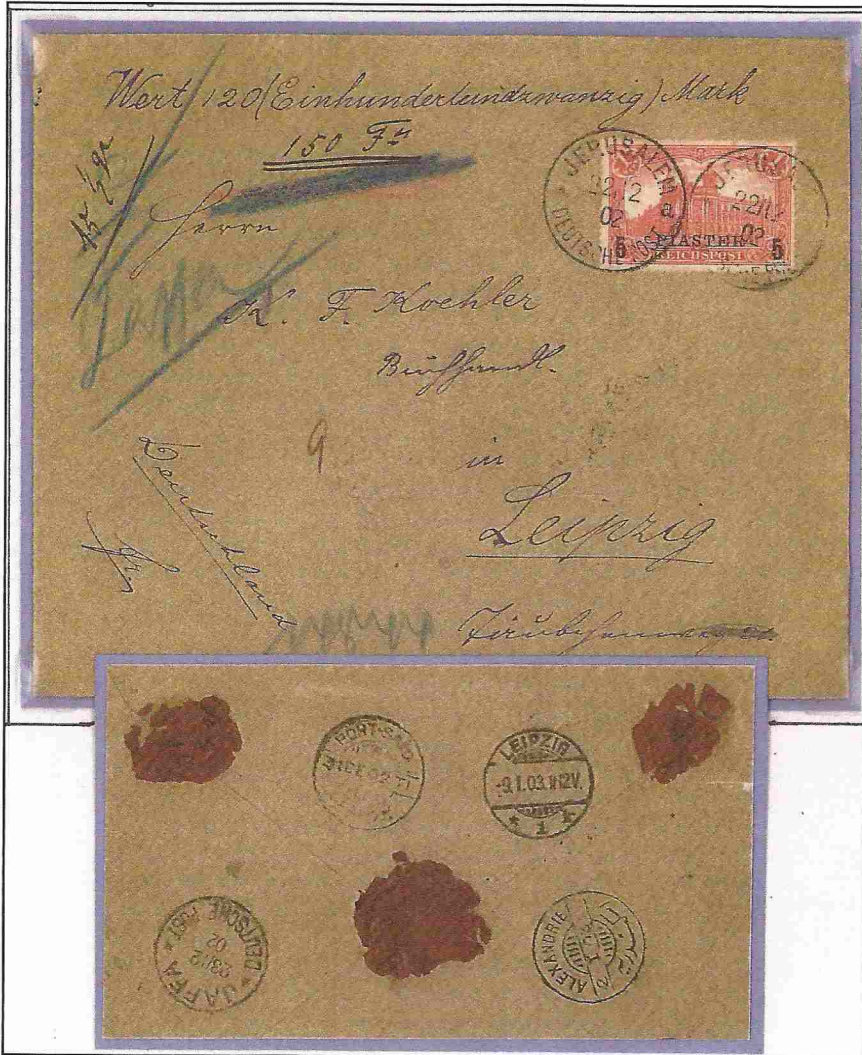


Fig. 3: Insured letter declared value for 120 Mk. (150 Fr.) from Jerusalem to Leipzig, franked 5 piaster German Levant 1900 issue the stamp which is usually used on parcels. The rate comprises of 1 piaster postage fee, 1 piaster registration and 3 piaster value fee. Cancelled Jerusalem 22.12.02. Transit Alexandria and arrival Leipzig 9.1.03. (On reverse of letter).

Italian Post Office

From this office there are three examples:

example 1:



Fig. 4: Registered insured declared value letter (front) for 500 Lire from Jerusalem to Venice, franked 60 centesimi by Italian definitive issues stamps. The rate comprises of 15c. postage fee, 20 c. insurance and 25c. registration fees, total 60 cents. The letter weight was 11,5 gr. Special registration label No.1. Cancelled by square circle "GERUSALEMME 1.6.1908" BEING THE FIRST DAY OF THE OPENING OF THE ITALIAN POST OFFICE IN JERUSALEM. NOTE THE NUMBER "1" REGISTRATION NUMBER MEANING THAT THIS LETTER IS THE FIRST REGISTERED LETTER SENT FROM THIS OFFICE. One of two recorded.

Italian Post Office example 2:



Fig. 5: Registered insured declared value letter for 300 Lire from Jerusalem to Venice. Franked 50 cent in total by mixed franking of a 40c. Italian definitive stamp to pay the register letter rate and two 10 Para (=10 cents) overprinted Italian Levant stamps from the 1907 issue, to pay the insurance fee. The letter weight was 19 gr. Cancelled Jerusalem 17.9.1908, arrival Note the number "3" green insurance label. One of the two insured letters from this office and the only entire one

Mod. 371

10 di SPEDIZIONE

200 Postale

Mod. 283, regno od all'estero
(Ediz. 1906) Ufficio Italiano

Numero del Pacco

105 GERUSALEMME

VALORE DICHIARATO
(VALEUR DÉCLARÉE)

cassetta
(involo, cassetta, cestino, reido, pacco)

Conte Lire *due cento* Cent

Antichità

Lire

Ai Signor Ministro
degli Affari Esteri
Prov. di
Roma

Destinatario

Nome, cognome, condizione e domicilio del mittente
Consolato d'Italia

Imposta del singello
di quale è *gratuito*
(obbligatoria per pacchi
con "dichiarazione di
valore")

Peso del Pacco
Grammi
2500

Tasse riscosse
per trasporto
" assicurazione . . .
" assicurazione . . .
" pacco in ombra . .
Totale

Lire Lit
60
70

Ufficio che deve distribuire il pacco
Prov. di

PACCHI POSTALI

CENT. 60

FRANCE

Il francobollo
impresso
qui sopra e quelli
aggiunti devono
essere annullati col
bollo dell'ufficio
speditore.

VI/689

Mikveh Israel (Jaffa) – 1869 – 1914¹

Zvi Aloni, Shoham, Israel

In the section of the Jewish settlements of the "Alexander Collection", there are several letters, postcards and documents from the early days of the first Hebrew Agricultural School "Mikveh Israel". Agricultural schools formed a part of the Jewish settlement movement at the time, in addition to their function as educational institutions. Thus, their history is the story of the new Jewish Settlement community in the Holy Land in the 19th century.

In 1868, Charles Netter visited the Holy Land for the first time. He was sent as a representative of the AIU (Alliance Israélite Universelle, Kol Israel Haverim), of which he was a founding member. His mission was to examine the needs of the Jewish community in Eretz Israel. Upon his return he recommended that an agricultural settlement should be founded, to be used as a school for Jewish youth. Netter obtained an audience with the Ottoman Sultan in Constantinople, and was rewarded with a piece of land near Jaffa.

A letter addressed to Charles Netter, the founder of Mikveh Israel is shown In Figure 1. The letter written by Josiah Livingston, a leading citizen and an important merchant in Edinburgh (not Jewish), was posted in Edinburgh on 30.12.1869, and in it Livingston expresses support for Charles Netter's cause and the welfare of the Jews in Palestine.

1 *"From The Alexander Collection" In The Alexander Museum of Postal History and Philately.*



Fig. 1: The Letter from J. Livingston to Netter. The English Stamp fell off. Transit postmark, Alexandria British post office 14.01.1870. Then probably put in the French mail box on board ship enroute to Jaffa. "Trouve a. Le Boite" (found in a letter box) blue cachet applied and a French paquebot: "Alexandrie Ligne No. 2 - 17.01.1870" postmark. Jaffa arrival 19.01.1870. Redirected to Constantinople, transit Beyrouth 20.01., arrival Constantinople 31.01.1870. Letter taxed 6 decimes which Netter had to pay.

The required funds were acquired from the AIU, and Mikveh Israel was founded in 1870, (the letter (Fig. 1) was sent to the Agriculture School in December 1869). During the first years, Charles Netter, as the first director of the school struggled with the objections of the Jewish Old Yishuv leaders, who concentrated on religious studies and relied on donations from Jews in the Diaspora. The Old Yishuv's opposition to Jewish manual labor in the Holy Land, and clashes with Arab inhabitants of the nearby village Yazur, disrupted the development of the school and also the recruitment of students. Funds proved insufficient as well, and Netter had to donate from his own money, and raise funds from other philanthropists, like Crémieux and the Baron Maurice de Hirsch.

Netter was the managing director of the school until 1873. He overcame the difficulties of establishing and maintaining the settlement, but accustomed to living conditions in Western-Europe, his health deteriorated. Following his doctor's advice, he returned to Europe, but continued to raise funds and support the school, and continued his activities for the AIU. Netter died in Jaffa, on October 2, 1882, during a visit to Mikveh Israel.

Samuel Hirsch (Fig. 2) was appointed as the director of Mikveh Israel in 1878, after being in charge of the Jewish Education in North Africa on behalf of the AIU. Between 1873 and 1878, Isahk Shamash and Zev Hertzberg were the directors of the school for short periods and without any special effects on the school.



Fig. 2: A postcard sent on May 23, 1884 from Paris the secretary of the AIU addressed to Samuel Hirsch the Director of the Agriculture School Mikveh Israel near Jaffa, arrival Jaffa postmark on back 1.06.1884.

In 1886, Josef Niego came to the Holy Land as the first Jewish agronomist in Palestine and joined Mikveh Israel as the deputy director of

Mr. Samuel Hirsch. In 1891, he was appointed director and served in that capacity for 18 years, till 1904.

Niego was chosen because he completed in 3.5 years his studies at the "Ecole Normale Israélite Orientale" in Paris, as an outstanding student. As the AIU needed a professional agronomist to direct its school-farm, "Mikveh Israel", Niego was chosen and sent to the Faculty of Agronomy in Montpellier, France, where he completed his studies with distinction.

As a natural outcome of the French connection of Mikveh Israel and its directors, most of the school mail went through the French Post office in the Holy Land, and as such, special relations were established between the French Post Master in Jaffa and the management of Mikveh Israel.

In The Alexander Collection, there are several documents from which we obtain a new perspective about these special relations, as expressed, for instance, in the following two letters (Figs. 3 & 4), of which the English translations is given.

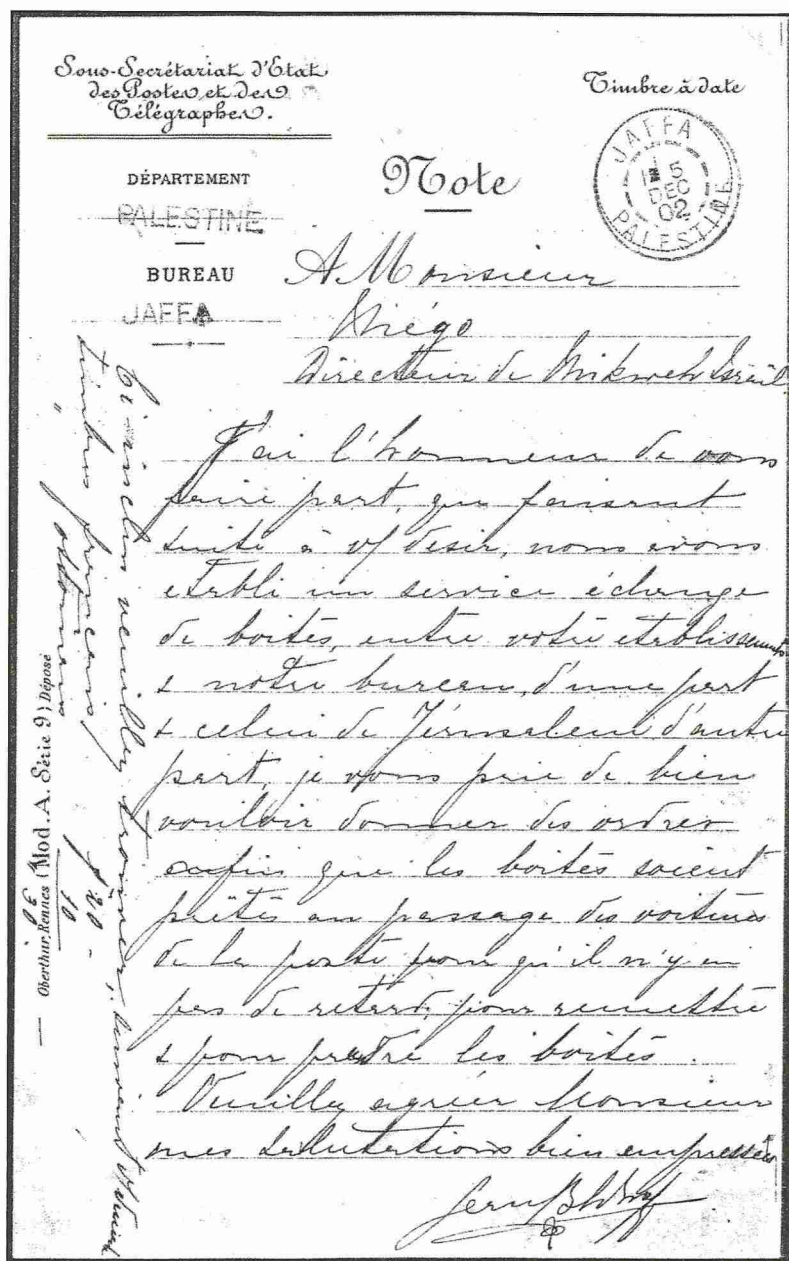


Fig. 3: A letter from the French Post Office in Jaffa to Mikveh Israel dated 15 December 1902. See the English translation on the next page.

Sub-department of
Post & Telegraph,
Palestine Region,
Jaffa Bureau

15 December 1902

Memo

Mr. Niego Director of Mikveh Israel.

Honored to inform you, as to your request, a service of boxes exchange was established between your institute and our office on one hand, and the Jerusalem office at the other end. We ask you to order so that the boxes will be ready when the post vehicle will arrive in order to avoid any delay in the exchange the boxes.

Please find attached:

French stamps f 20

Ottoman stamps 10

30

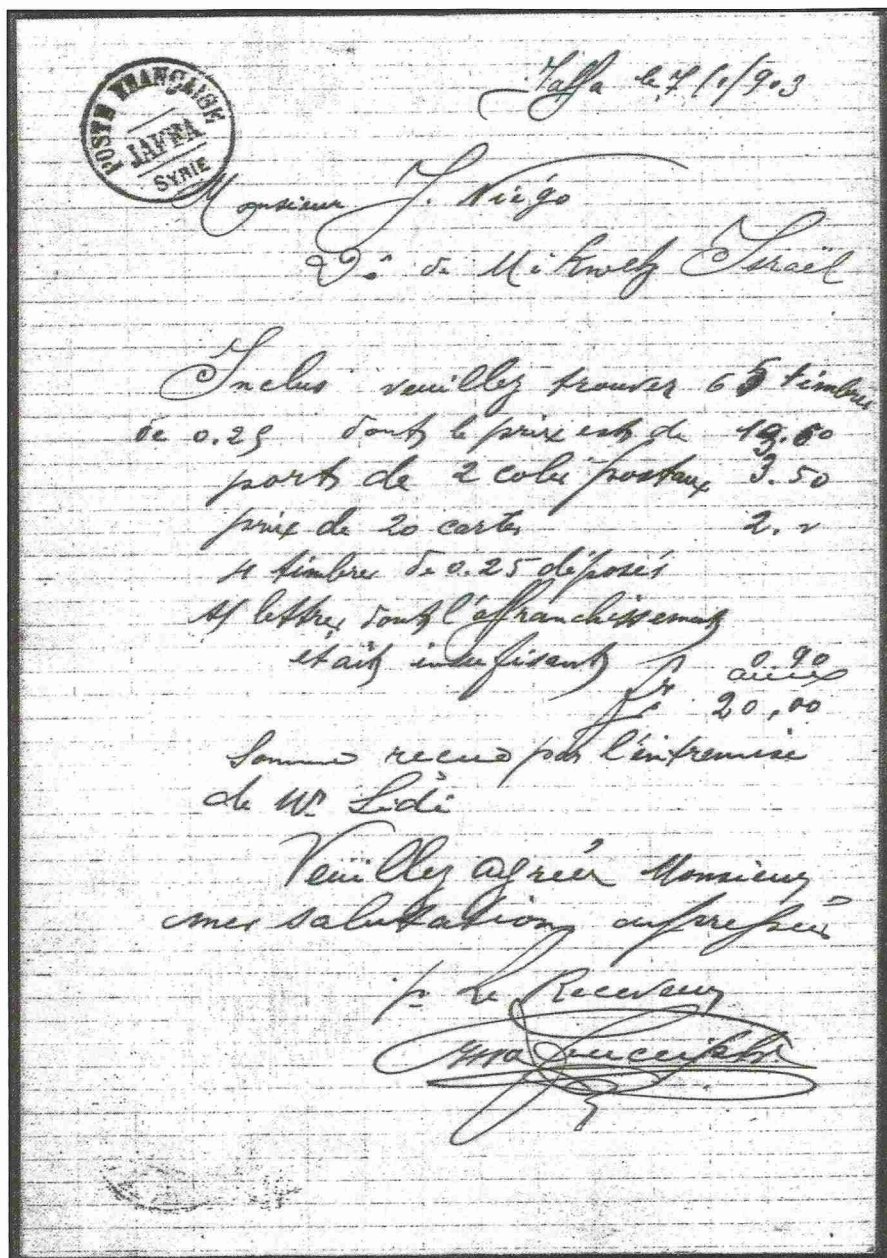


Fig. 4: Letter from the French Post Office in Jaffa dated 7 January 1903. English translation follows.

English translation of the letter in Fig.4

Jaffa 7/1/903

Mr. J. Niego Director of Mikveh Israel.

Enclosed are 65 stamps of 0.25 each for the sum	13.60	(0.25x65=16.25)
Franking for 2 parcels	3.50	
Price for 20 postcards	2.-	
4 stamps of 0.25 affixed on insufficiently franked letters	<u>0.90</u>	(0.25x4=1.00)
	Fr 20.00	

The sum received from Mr. Sidi.

In a sense, these documents are telling us that the Director of Mikveh Israel operated as a Postal Agent and as a collecting officer for the French Post, on the road between Jaffa and Jerusalem. He was buying stamps at a discount (method known from the Turkish and Russian Posts), selling stamps & stationeries to the students and the mail coach from Jaffa on its way to Jerusalem and/or back stopped in Mikveh Israel and exchanged boxes. However, Mikveh Israel did not have a cachet of its own.

Interesting is the remark that is written on the edge of the first letter (Fig. 3), on the left side, about the attached, *French and Ottoman* stamps. We assume that the letter "f" in front of the 10 and 20 digits is for the

French Franks, and if so, the conclusion is that the French Post Office at least in Jaffa, was selling regular French stamps parallel to the French Levant stamps. We know of letters in the Holy Land franked with regular French stamps but we were not aware of the fact that they were sold by the French Post Office in Jaffa.

An interesting postcard addressed to Mr. Niego Agriculture School Mikveh Israel, near Jerusalem Palestine, is shown in Figure 5.



Fig. 5: This Postcard to Mr. Niego was written and posted on board a ship on the way from Marseilles to Alexandria. Oval cachet "BM" (Boîte Mobile, Mobile Box), handed over to the French Post in Alexandria 23 Sept 02, miss sent to Jerusalem 27 Sept 02, returned to Jaffa and received the Post Master's undated blue postmark "Poste Francaise, JAFFA, Syrie" (Collins 309).

Another postcard sent to Mr. Neigo is of Postal History interest because following the closure of The French Post Office in Jerusalem by Damiani in August 1880 and it's reopening only in September 1900, this postcard (Fig. 6) sent from Jerusalem on 15 January 1900 had to be transferred on board the train and is cancelled by the Turkish Train Mobile Office postmark.

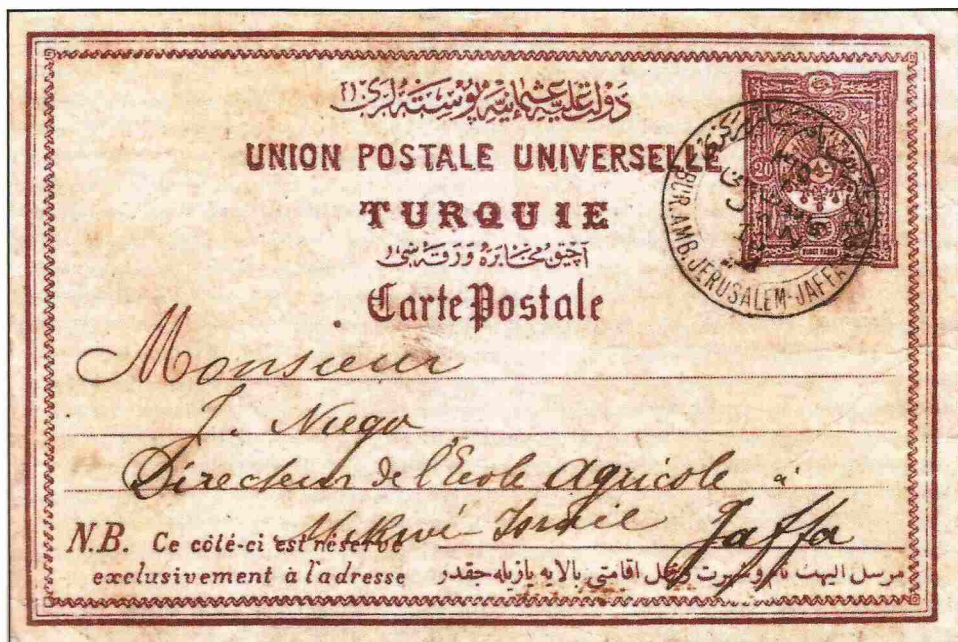


Fig. 6: Postcard addressed to Mr. J. Niego Agriculture School Director Mikveh Israel, Jaffa. Written in Jerusalem 11.1.1900. Posted on board the train on 15.1.1900 cancelled with the Train's Mobile Office postmark "Bur. Amb. Jerusalem-Jaffa 1".

Josef Niego hosted the German Kaiser Wilhelm II. during his visit to Palestine in 1898 and provided Theodore Herzl with the opportunity to shake the Kaiser's hand. In 1902, following the loss of his daughter and the precarious health of his wife Lea, Josef Niego and his family were compelled to quit Palestine and settle in Constantinople. From that date onwards, for 20 years, Niego served as the "Jewish Colonization Association" (ICA) inspector. He supervised the foundation and the activities of agricultural settlements of the ICA, who in compliance with Sultan Abdulhamid's wish directed its colonization efforts in the vast regions of the Empire extending from Galicia and Bessarabia to Mesopotamia. In Mikveh Israel, Josep Loupo succeeded Mr. Niego as school director.

In 1899 the ICA acquired, near Smyrna in Turkey, a tract of land covering almost 3000 hectares, naming it "Or Yehudah". An agricultural training center was founded there in November 1900, under the supervision

of Mikveh Israel with Josef Niego, among other duties, in charge as an inspector of the training center in "Or Yehuda".

Owing to numerous difficulties the center was closed in 1926.

Josef Loupo was appointed as the director of Mikveh Israel in 1902 after Josef Niego, Loupo's prior post was the management of AIU school in Adrianople (Edirne). During his days in Mikveh Israel the number of students decreased and the reputation of the institution deteriorated, most of the young students preferred the "Hertzeiya Gymnasium"

A postcard sent by J. Niego from "Or Yehuda" to J. Loupo in Mikveh Israel is shown in Figures 7 & 8, and another postcards addressed to J. Loupo through the Austrian post in Jersalem, and through the German post in Ramle are shown in Figures 9 and 10.

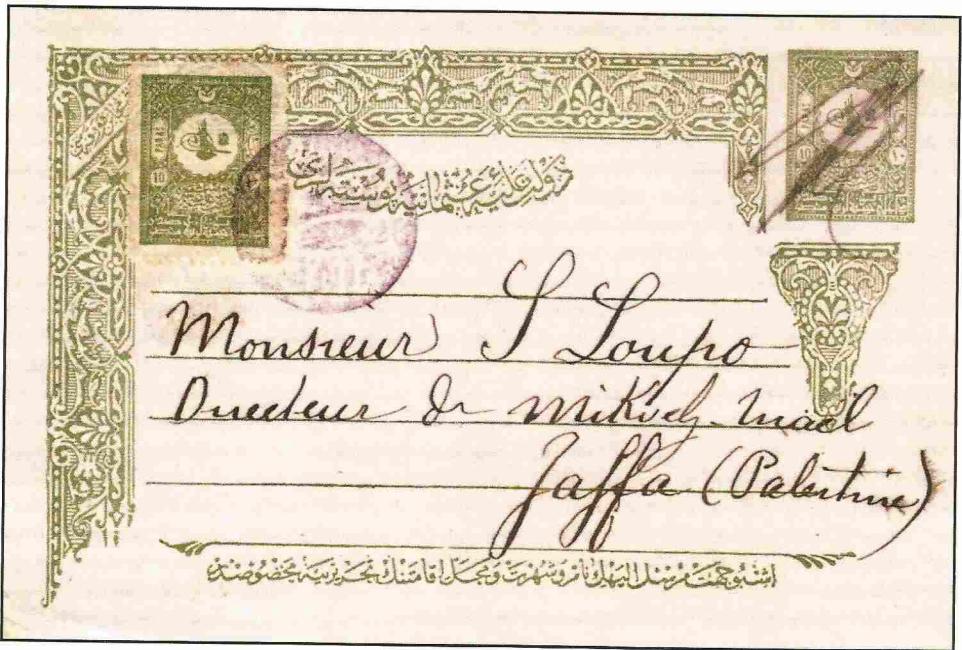


Fig. 7: The postcard sent by J. Niego from "Or Yehuda" to J. Loupo at Mikve Israel.

Or Yehuda

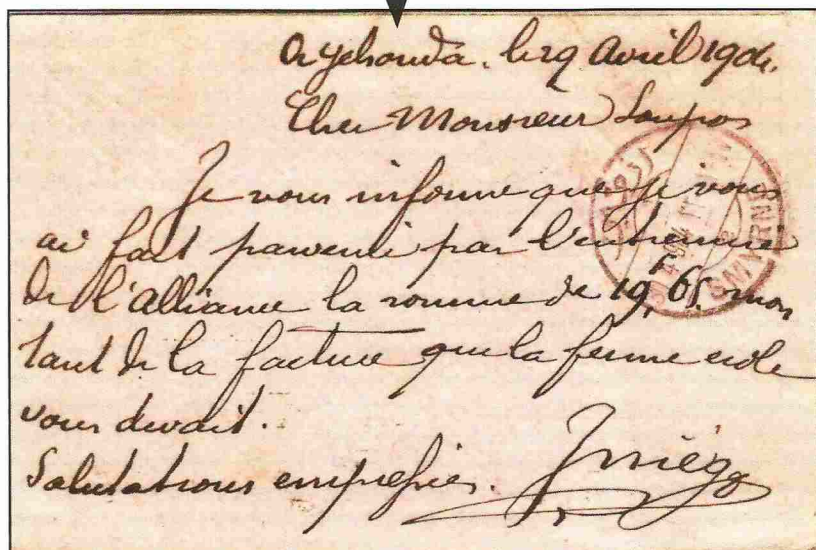


Fig. 8: Text side of the postcard sent from "Or Yehuda" near Smyrna, 29 April 1904, by Josef Nieg to his successor Josef Loupo director of Mikveh Israel (1902-1914).

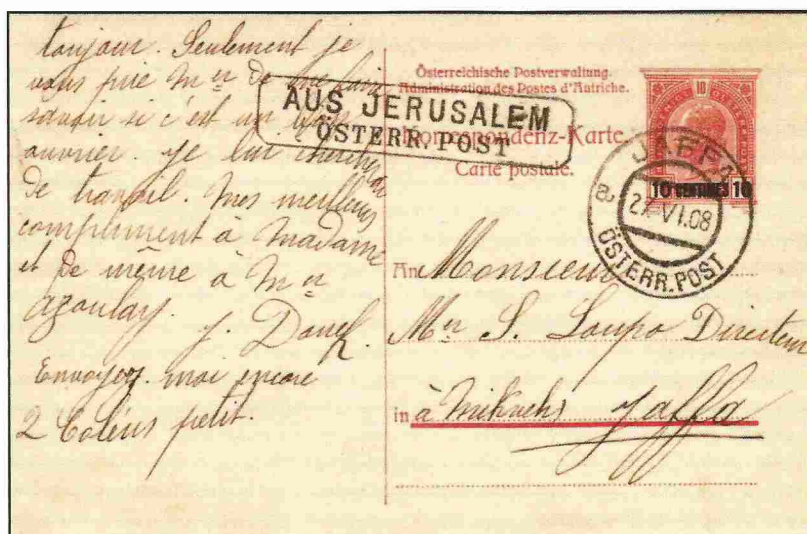


Fig. 9: Austrian postcard addressed to J. Loupo director Mikveh, Jaffa, mailed in Jerusalem Austrian Post mailbox 26 June 1908, collected by the Austrian Mail Couch on its way to Jaffa, cancelled upon arrival in Jaffa "Aus Jerusalem, Osterr. Post" cachet (Collins 535) and stamp cancelled by "Jaffa Osterr. Post 27.6.08"



Fig. 10: Postcard addressed to the director of Mikveh Israel, Jaffa, mailed in Ramleh German Post 4 November 1907, by Paul Reinhardt the director and owner of Hotel Reinhardt in Ramleh and the one who acted as the German Postal Agent in Ramleh. Collected by the German Mail Couch on its way to Jaffa, cancelled upon arrival in Jaffa "Aus Ramleh (Palästina)" cachet and stamp cancelled by "Jaffa Deutsch Post 5.11.07"

Josef Loupo was replaced by Eliahu Krauze in 1914.

The 'Orient Flight' Of The Zeppelin Airship To Palestine

Izhak Barak, Rishon Lezion, Israel

Introduction

".... Closed windows, curtains down, lights off, fear, streets abandoned – death, death! Zeppelin is coming! we were expecting it impatiently all day yesterday. As is arrived - the whole town was out in the streets, on the roofs, staring, applauding, waving handkerchiefs, shouting "Shalom"....."

That is how the "Davar" daily paper described on 27.3.1929 the visit of the LZ127 "Graf Zeppelin" airship in Palestine the day before. The visit was used to demonstrate the feasibility of delivery of mail by air over long distances: a bag containing 83 letters destined to addresses in Palestine was dropped over Tel Aviv and an additional drop was over Ramle. It was the first acquaintance of the local residents with the giant airship and they were invited to participate, as per the following advertisement, which was in three languages: Hebrew, English and Arabic.

KEEP YOUR EYE ON THE ZEPPELIN!

Today the Zeppelin will pass over Palestine.

The Zeppelin will drop mail-bags addressed to:

Koestler Ullstein representative, c/o The Doar Hayom office, Jerusalem

If you find one wherever in Palestine it may be, bring it as quickly as possible to the Doar Hayom office, Hasolel street, Jerusalem.

Whoever brings an undamaged bag will get the reward of 25 shillings and reimbursement for all travel expenses, aller retour.

Any abuse (opening, damaging of the bags) will be prosecuted.

KEEP YOUR EYE ON THE ZEPPELIN !

But – the story of the "Zeppelin" started long before that day.

David Schwarz (Fig. 1), a Jewish Hungarian forester, came up with the idea of constructing a cigar-shaped rigid balloon, enabling directing

it, which was impossible until then with “soft” balloons. Sketches were prepared (Fig. 2), and Schwarz started searching for a financier. He presented his invention to the Austrian War Office, but they rejected it. He tried a few other options – in Russia and Germany – initially without success. But then a German industrialist, Karl Berg, offered to finance the project. In 1897 a model was constructed, a special site was constructed in Tempelhof near Berlin, but then it was revealed that the gas for the airship was useless. Schwarz returned to Vienna, where a few days later a letter reached him, informing him that the problem was solved and the airship will take off soon, in the presence of the Prussian emperor. Schwarz was overwhelmed with the news, and the excitement led to a stroke, causing his death.

Melani, his widow, decided to continue the project. On 3.11.1897, the airship took off. Due to bad weather conditions the airship crashed on landing. One of the spectators was the **Graf Ferdinand von Zeppelin**. He could foresee the advantage of a huge vehicle carrying passengers and cargo through the air over long distances. Zeppelin, a member of the Prussian Parliament, bought the patent from Melani Schwarz, (*the original agreement is kept in the National Library in Jerusalem, see Fig. 3*) and initiated a new era of air travel!



Fig. 1: David Schwarz and Graf Zeppelin on a Hungarian stamp.

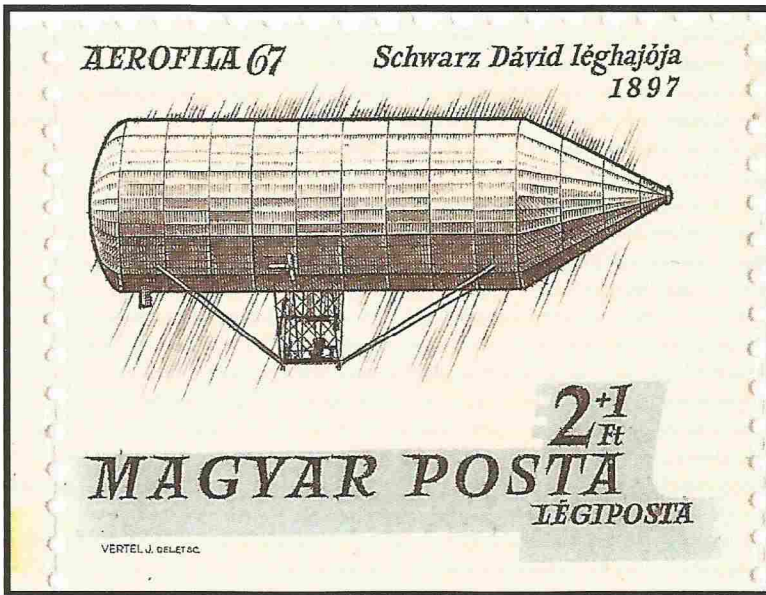


Fig. 2: David Schwarz Rigid Zeppelin on a Hungarian stamp.



Fig. 3: The “signature part” of the contract between Melani Schwartz and Graf Zeppelin.

Zeppelin erected a huge hangar in Friedrichshafen, near lake Bodensee where the airship was constructed. It became the main “airport” for the “zeppelins” from then on. On July 2nd 1900 the first airship took off (Fig. 4).

take off. It is assumed that other drops, like over Tel Aviv or over other places during the return trip (Jerusalem, Athens, Rome, Vienna) were unauthorized drops, probably made by crew members, cooperating with collectors or stamp dealers. These sometimes carried the special rubber cachets which were available to passengers on board as a souvenir. Some passengers brought aboard Palestine postage stamps to affix on the souvenir postcards, (such cards could be purchased on board) and unofficially dropping them over Tel Aviv or Jerusalem. More and more airships joined the fleet, and on board these post offices were opened, enabling passengers to send mail during flight.

The Orient Fahrt (including Palestine)

On March 25th, 1929 in the morning, the "Graf Zeppelin" took off, from Friedrichshafen, heading to the Middle East. On board were 41 distinguished passengers, including politicians, journalists and celebrities. It was a "marketing" trip, to promote the use of the Zeppelin for air travel and mail carriage.

The trip was designated "Orientfahrt" (Trip to the Orient), traveling from Friedrichshafen, over France, Italy, Greece and Crete. Map of the flight route is shown in Figure 5.



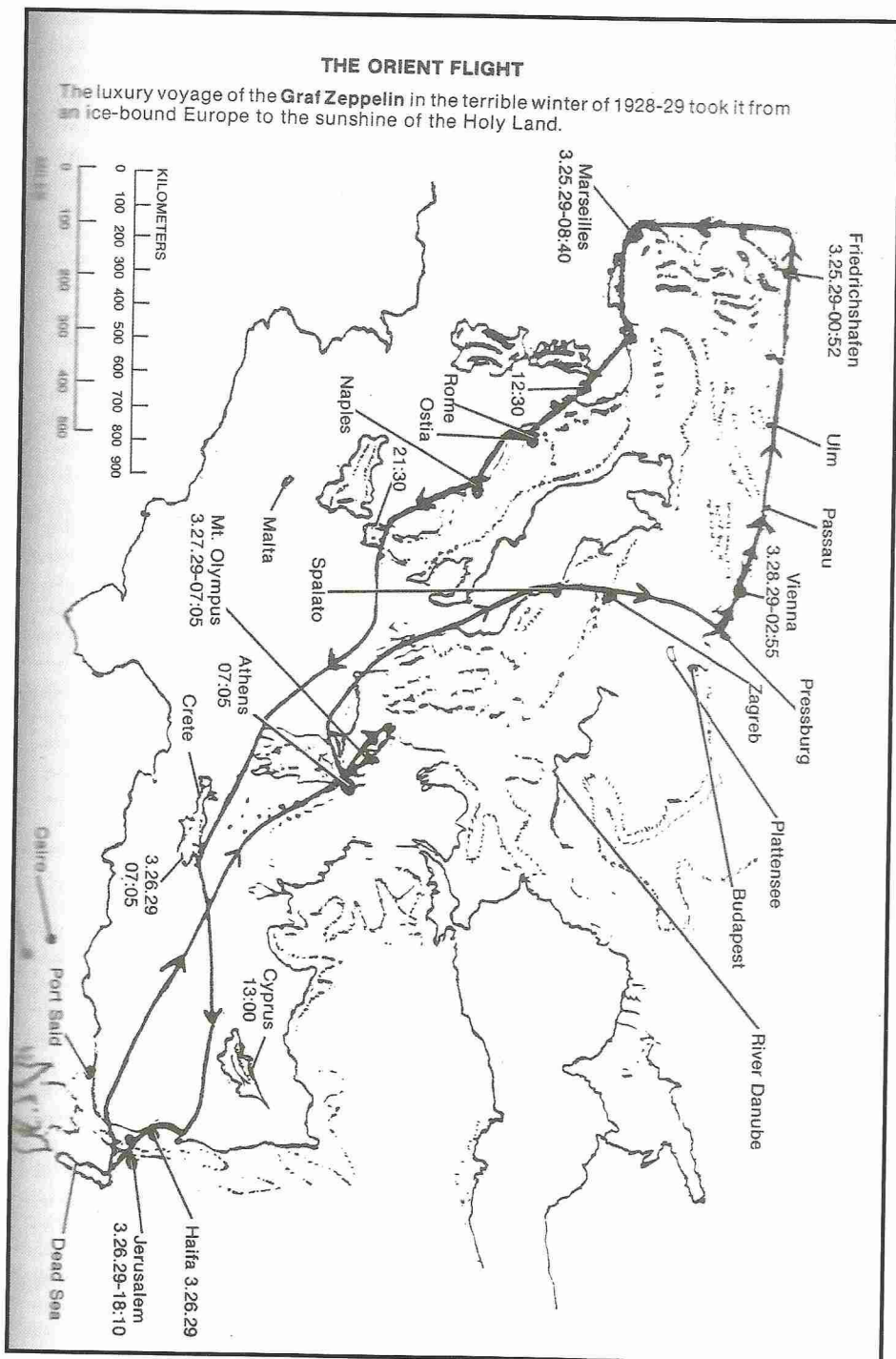


Fig. 5: The route of the "Orientfahrt."

When flying over Cyprus, approaching Tel Aviv, a wire was sent to London (Palestine was a British Mandate), confirming the arrival over Tel Aviv. Dr. Lehmann, the airship's Captain, refused to land in Tel Aviv, fearing the lack of expertise on the ground with the landing and take off of an airship of such a magnitude. On the evening of March 26th, the airship approached the shore line of Tel Aviv.

The Mail Drops.

The first mail drop in Palestine was an un-planned one in which a bag with 83 letters and cards landed on a roof top in Tel Aviv. The mail was taken to a nearby post office from where it was mailed next day to its destinations. The airship then continued its flight towards Ramle, where a well planned mail drop was made. Four mail bags containing 16500 cards and covers, weighing a total of 100 kg. were dropped over an old, abandoned German airport. The “Bag Tag” attached to the mail bag dropped over Ramle is shown in Figure 6.

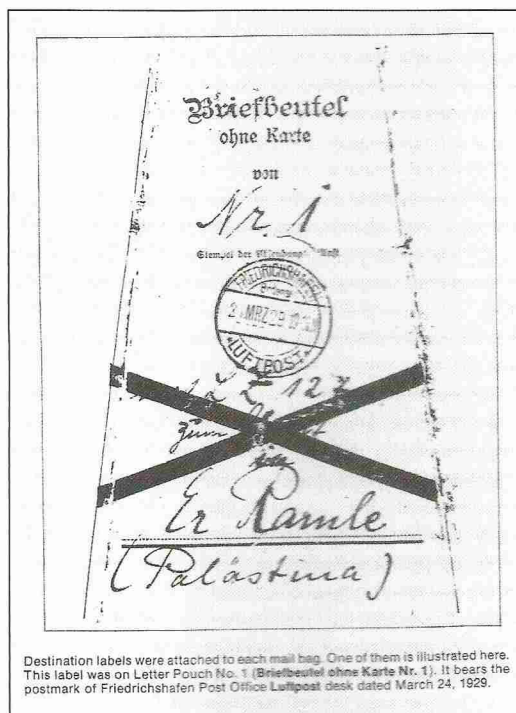
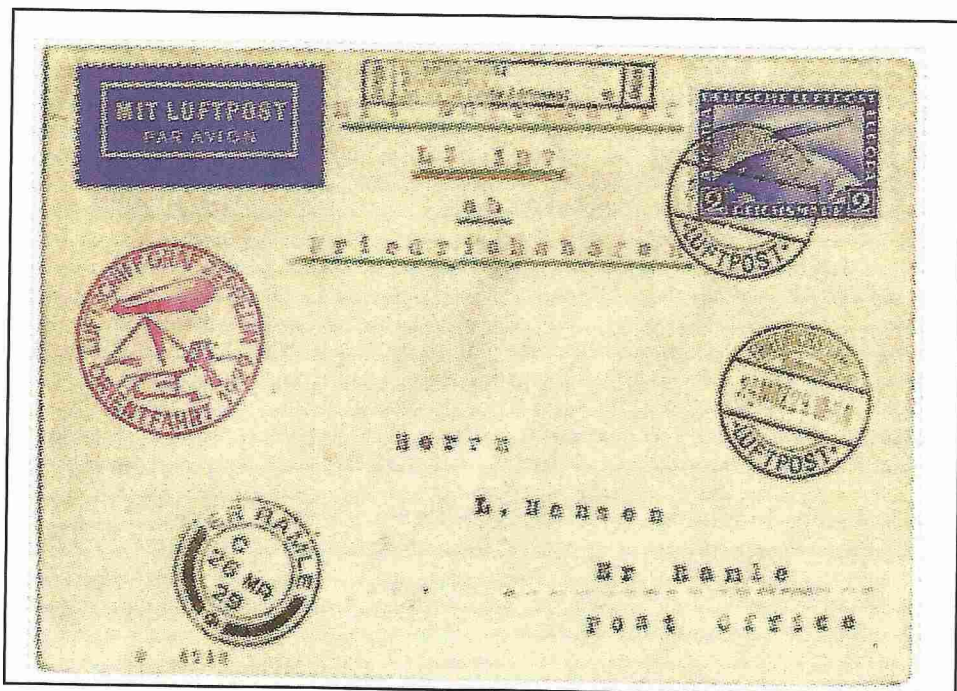


Fig. 6: The “Bag Tag” attached to the mail bag dropped over Ramle.



**Fig. 7: Zeppelin cover dropped over Ramle with arrival postmark
"Er Ramle 26 Mr 29"**

The airship then continued its trip towards Jerusalem and the Dead Sea, and turned North-Westerly direction Athens, making its way back to Friedrichshafen. The entire trip lasted 81 hours, covering a distance of 8000 km.

The mail dropped over Ramle and Tel Aviv comprised the regular variety of postal items used on the Zeppelin airships for many years:

1. Covers or cards canceled with the postmark of a German ordinary post office. An agreement existed between the German postal authorities and some foreign authorities, accepting foreign postage and postmarks for delivery to the zeppelin airships. All mail was gathered at a special, Zeppelin, post office in Friedrichshafen, from where it was taken on board the relevant trip. These items were cacheted with a special rubber cachet (usually in purple), commemorating the relevant flight (Fig. 8).



Fig 8: Letter sent on Airship Zeppelin , 24.3.1929 Orient Flight, with Zeppelin franking and arrival cancellation JAFFA 27.3.1929, real postal use.



Fig. 9: Postcard from Germany by the "Orient Fahrt" dropped over Ramle (Er Ramle) to be sent to Zurich.

2. Traveling passengers had the option to mail a letter or card through the special, authorized, post office opened on board the airship during the entire trip. These items were postmarked with the special (official) postmark, usually oval, with the airship's name. Postage stamps were German, with same fee as if mailed from a German post office on ground, (Fig. 10).



Fig 10: A privately sent postcard from the Er Ramle drop.

Mail to Palestine would also arrive in transit from other Zeppelin flights, such as the “Agypten Fahrt” in 1931. An instance is the letter shown in Figure 11, to Tel Aviv which was loaded at Friedrichshafen on the Zeppelin Egypt journey, then upon arrival at Cairo given to the Egyptian post to forward to Tel Aviv.



Fig. 11: Letter from Germany to Tel Aviv dispatched by the Zeppelin Egypt Journey, franked 2 Mark Zeppelin stamp to pay the standard Zeppelin rate, and canceled 9.4.1931, Cairo transit 11.4.1931, Tel Aviv arrival 12.4.1931.

For 9 years the “Graf Zeppelin” made flights around the globe, covering over 1.7 million km. carrying 34000 passengers and loads of cargo and mail, without any incidents.

In May 6th, 1937, another giant Zeppelin airship, the “Hindenburg”, crashed while landing in the United States, killing a number of passengers and crew members. This marked the end of the Zeppelin era, and the giant airships disappeared from the skies.

References:

1. The Orient Flight L.Z. 127 Graf Zeppelin ; Fred F. Blau and Cyril Deighton, 1980
2. The Zeppelins and Stamps; Izhak Barak and Yoram Levin, Israel Air Force Bulletin, 1964
3. The National Library, Jerusalem
4. Wikipedia

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Jerusalem Via British Post Office In Alexandria

Michael I. Fock, FRPSL, Slovenia

Introduction

In 1837 rather tolerant Mehmet Ali Pasha, First Viceroy of Egypt (1805-1848) took an unprecedented step in the history of Ottoman Palestine by modernizing and opening the region to the West. Through strong and centralized power he revoked official discrimination of non-Muslim population, probably for economic reasons as well as his personal sympathies towards France and Britain. Great Britain at that time established a vice consulate in Jerusalem as well as consular agencies in other cities. Missionary associations were given relatively a free hand about their work.

In 1838 William Tanner Young, was appointed as paid Vice-Consul in Jerusalem and was the first subordinate instance of the British Consul General in Alexandria. In 1841 he was promoted to Consul. The Consulate used the British Post Offices in Alexandria and Beirut, mail being carried via Jaffa by couriers.

The British Post Office started to send mail to the Holy Land in 1837, using the French and British Packet Service through Smyrna, Constantinople and Alexandria. Letters travelled via Marseille.

In 1839 they opened their Post Office in Alexandria (Aron, Bale), as third in a row, preceded by the French (1838), and the Austrian (1838) while it was only in 1857 that the Russian ROPIT opened its Post Office.

Letters sent from the British Post Office in Jerusalem were transported to Jaffa by messengers for onward sea transmission to Alexandria. Up to 1864 the letters were usually stampless. Very few letters are known to this day and all are nowadays very rare.

The letters in transit to Alexandria were taken from Jaffa by the Turkish "sail boat service", which sailed once monthly from Jaffa to Alexandria and back with sea and land connections to Beirut, Jerusalem and Damascus. From Alexandria, English and French steamers were

used on routes towards Europe, usually those coming from India through Alexandria to Europe.

Another route from Alexandria was by steamers which stopped briefly at Malta and Gibraltar where a connection was established (by means of closed post sack) from Alexandria to Marseille and vice versa. Corresponding tender for this service was held by Wilcox and Anderson (Peninsular Company) and later renamed O & P (Oriental Steam Navigation Company) which opened this service on September 1, 1840.

When The French opened their Post Office in Beirut in 1845 (Santelli & Micciarelli). and then the Post Office in Jaffa in 1852, a weekly postal service from Jaffa to Jerusalem and vice versa was established. Also a Regular ship service from Jaffa to Marseille and Beirut (Compagnie des Messageries Imperiales) started to operate thus rendering the mail transmission destined to Europe in transit via Beirut and Alexandria redundant. Consequently, there was no longer the need to use the British Post Office in Alexandria for the mail from Jerusalem and the British Post Office in Alexandria remained to serve Egyptian postal needs only.

The letters

The cover shown in Figure 1, is probably one of the first and oldest known letters sent from Jerusalem via the British Post Office in Alexandria. The letter dates from 1842, (The oldest one mentioned in the Bale catalogue dates from 1852) and was sent from Jerusalem to Scotland (Edinburgh). Cancelled by Alexandria double ring postmark, also with the Maltese disinfection office cachet, "PURIFIE AU LAZARET/MALTE" and disinfection slits. An unusual cancel "POSTAGE/TO EDINBURGH/NOT PAID" is used to collect extra postage fee. The letter is redirected to Helensburg (8th August) and further redirected to Stirling (9th August 1842). It is interesting to note that two postage fees of 40 and 48 cents – have been crossed out. These were the postage fees for the carriage of the letter from Alexandria to Malta and then to England via Marseilles. However, in England a 1/10 sh. new postal charge had to be paid, the postage to Edinburgh. Who paid the additional charge? Probably the addressee. On the reverse side there are English circular control cancels (applied 3 times) as well as transit red square Helensburg (8th August 1842) and finally black

square Stirling cancel (9th August 1842). This letter is first mentioned in Aron (The Holy Land- 3000 Years of prephilatelic Postal History).



Fig. 1: Connection of Jerusalem to Britain (Scotland) via Alexandria's Post Office.



Fig. 2: Connection of England to Alexandria's Post Office.

Letter sent from Liverpool (red circular cancel of Dec. 6, 1845) via Marseille to Alexandria (Dec 21, 1845). Since postage stamps were already used in England at the time it is likely that the letter travelled in a closed post (sack), posted directly on board of a ship destined to Alexandria. Postage 1s8d and red cancel "T/PAID/8 DE 8/1845" (ship charge) and manuscript *Paid* in addition. Alexandria's arrival cancellation dated Dec.21, 1845 on reverse.

There are some further known letters sent from Jerusalem (same address, various dates) probably via the British Post in Alexandria to

London. It is not clearly seen from any of these letters whether British or French Post Offices were used. All letters bear cancels of Malta disinfection office “PURIFIE AU LAZARET/MALTE” and two slits. Manuscript mark *Via Southampton*. An example is shown in Figure 3.



Fig. 3: A most interesting letter is the one with manuscript marked date and departing Post Office Jerusalem 5 Nov 1845. Postage was 48 centimes (French currency). There is a circular red cancel LETTER/PAID on reverse so I suppose that mail travelled in so called “closed post” (mail sack) to Southampton and on to London. Disinfected in the Malta Lazaret.

Reference :

1. BALE: Holyland Catalogue 2008
2. Joseph Aron: The Holy Land 3000 Years of Prephilatelic Postal History 2004
3. Author’s Collection: Jerusalem 1655 - 1967

1934 Major J.J. Darlow's letter

Yacov Tsachor, Philatelic Expert, Tel-Aviv



THE FIRS,

WAXWELL LANE,

PINNER, MDX.

3.3.34.

Agency for the Eagle Star and British Dominions Insurance Coy. Ltd.

Jacob Levin. Esq.

4139 N. 22nd. St. Milwaukee, Wis. U.S.A.

Dear Sir,

That the transposed Hebrew ⁴⁹²² instead of ⁷⁷²² is an error is nor worth arguing, the meaning has nothing to do with the matter at all, it was intended that the characters should be as No.2, and on certain stamps they were as No.1, it is just as much an error as U.A.S. would be instead of U.S.A.

I am sorry to disagree with you, but anything not done as intended is undoubtedly an error. That you have not got any copies is not surprising as I do not think 100 examples exist in all the values.

As to other errors, there are only the inverted and double overprints, and the E.F.F. on the Waterlow issue and the D instead of H in the second printing of that same issue, all the others, mis-called errors by most collectors are Plate varieties and defective prints.

I have made illustrations of the plate varieties on all the values of the 1918/21 issues IM.-5P. inclusive similar to the sample enclosed, which I can supply at 28/- the set of 16.

It is not very satisfactory sending approval selections to the States, most of your collectors go by Scott's catalogue, which except by footnotes altogether ignores both perforations and sizes of overprint, and of course as a specialist you know that they cannot be bought indiscriminately at equal prices, I myself will give 20 times catalogue for certain items in certain sizes of overprint and perforations. I am sending you herewith my own catalogue giving the prices at which I can supply most items, the price is 1/-, if you think it worth that sum please remit, if not please return it. I can let you have some items used in Turkish parts of Syria and a few on covers, prices, ordinary stamps, just a little over normal, on covers, from 4/- each.

Yours faithfully

Fig. 1, is a copy of a letter sent by Major J.J. Darlow in March 1934 to a client.

In their 1946 1st edition to the catalogue "The Stamps of Palestine" Dr. W. Hoexter and S. Lachman wrote in the preface: "Foremost in the

development of the philately of Palestine is Major J.J. Darlow, who for 25 years has been the leading expert in the stamps of this country”.

Darlow (1873 – 1951), contributed to the knowledge of Palestine and Transjordan Philately in the compilation of the Palestine and Transjordan entries in **“The Encyclopedia of British Empire Postage Stamps Volume III”** and in his monograph **“Transjordan - A Straightforward Collection”**. He was a council member of the British Philatelic Association (BPA). He was also a dealer in the stamps of both countries.

From the letter’s text we learn what errors were then recorded by Darlow. A transcription of the relevant part of the letter is given on the next page.

Today, the Transposed Error is catalogued together with the Major Constant Overprint Varieties which are all very much sought after. The same applies to the London II (Waterlow) Plate & Overprint Varieties.

This letter, lately found between the pages of an old time collection, is evidence to the popularity and continuity of our hobby



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I am sorry to disagree with you, but anything not done as intended is undoubtedly an error. That you have not got any copies is not surprising as I do not think 100 examples exist in all the values.

As to other errors, there are only the inverted and double overprints and the “E.F.F” on Waterlow issue and the “D” instead the “H” in the second printing of that same issue, all the others are miscalled errors plate varieties and defective prints.



Fig. 1: 10 piaster Transposed Error also Arabic Overprint Divided, used postmark JERCHO 14 OC 21, adjacent stamp also attached.



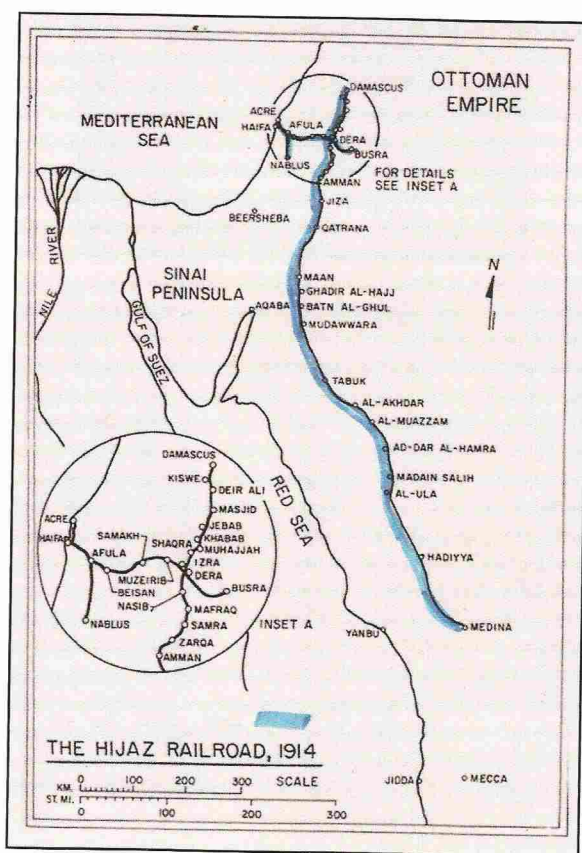
Fig. 2: A pair of the 10 piaster E.E.F stamps overprinted for use in Jordan 1925 issue, with the E.F.F error and a pair of the stamps after correction. (From the book 'The stamps of Jordan' by H. Najjar).

The Hejaz Railway Mail during the Ottoman Period¹

Zvi Aloni, Shoam, Israel

The Hejaz Railway was originally built to transport pilgrims from Damascus to Mecca for the Muslim Pilgrimage, thus also called “Train of Faith” Although this was the main reason for the project it also served the Turkish Empire to better the control and the supply to the army in the remote parts of the Empire.

The idea was first put forward in 1864 during the height of the age of great railways constructions around the world, (Railway Mania) but it was not until 40 years later (1908) that the Hejaz Railway came into being.



¹ "From The Alexander Collection" In The Alexander Museum of Postal History and Philately.

The construction of the Hejaz Railway presented a financial and an engineering challenge. It required a budget of some 16 U.S. million dollars, a huge sum at the beginning of the century. Contributions came from the Turkish Sultan Abdulhamid, the Khedive of Egypt, and the Shah of Iran. Other contributions, or forced “contributions” came from the Turkish Civil Service, Armed Forces, and other various fund-raising efforts (which included the sale of titles such as Pasha or Bey to citizens who could afford the price of this instant honor).

The construction of the Hejaz railway started with an official ceremony held on the first of September 1900 in Damascus. The Sultan Abdulhamid the Second used the services of the German train engineer, Heinrich August Meisner, as the designer and constructor of this huge project. Meisner decided to build a narrow gauge railway of 105 cm and that Haifa, a little village at the time, and not Acre, would be the entrance port of the Hejaz Railway, for building materials and rolling stock. This decision was very crucial for the future development of Haifa, and had a huge impact on the whole northern region.



Fig.1: Meisner the designer and constructor of the Hejaz Railroad.

The construction of 1400 km, part of it under extreme arid conditions, between Damascus and Medina, and a branch from Dera (today Syrian Golan Heights) to Haifa, was done in a record time of 8 years. The ceremonial inauguration journey between Haifa and Damascus, took

place on 15.10.1905, the birthday of the Sultan Abdulhamid the Second. The Palestinian part of the Hejaz Railway, from Dera, stretching between Samakh (south of Lake of Galilee) and Haifa, ran through the northern valleys, therefore it was called: "The Valley rain".



Fig 2: Typical passengers on the Hejaz train.

As the train was the only means of transport in that area most of the Jewish settlements which were founded at the beginning of the 20th century, were located along its route.

Construction, maintenance and guarding of the Hejaz Railway presented enormous difficulties. The task was mainly done by 5,000 Turkish soldiers. Driving a railway across the Arabian deserts proved very difficult. The ground was very soft and sandy in certain places and solid rock in others. There were also major geographical obstacles to cross, such as the Naqab Escarpment in southern Jordan. While drinking water and water for the steam engines were in short supply, winter rainstorms caused flash floods, washing away bridges and banks and causing the line to collapse in places.

Frequent attacks on the trains by the desert tribes and furious caravan operators made the journey to Madinah a bit dangerous. On the first of September 1908 the railway officially opened, and by the year 1912 it was transporting 30,000 pilgrims annually. As word spread that the pilgrimage had just become easier, business boomed, and by 1914 the annual load had soared to 300,000 passengers. Not only were pilgrims transported to Madinah, but also the Turkish army began to use the railway as its chief mode of transport for troops and supplies. This was to be the railway's undoing, as it was severely damaged during the First World War (1914-1918), by Lawrence of Arabia and the Arab Revolt, (Fig. 3).



Fig. 3: A Hejaz locomotive sabotaged by Lawrence and his men from the Arab Revolt still lying in the Saudi Arab desert today.

The Ottoman Empire trains carried mail since the first days of their operation. During some periods, the Ottoman Post reduced rates for mail from or to cities which were connected to the railway, and equaled it to the littoral postal rate. Post offices were opened in the train stations and the Traveling Post Office (TPO) was established. According to travelers' descriptions, a special wagon was divided between luggage and the Post Office, and a postal employee equipped with cancellers and other postal equipment, was stationed on board the train in a special chamber. Special postmarks are known to be used on board the trains. Some of these on mail and pictures of the stations are shown on the following figures.



Fig. 4: General view of the Damascus train station, 1900.



Fig. 5: Turkish 20 para Postcard sent from Kibbutz Degania to Jaffa, posted on board the Hedjaz Train traveling from Damas to Haifa on the 10.9.1914 cancelled "DAMAS-CAIFFA 1" postmark. The postcard was written by Jossef Bussel one of the founders of Degania to Dr. Ruppin in Jaffa.



Fig. 6: Picture postcard franked 5 para Turkish stamp sent at printed matter littoral rate, from Damascus to Haifa, cancelled "HAMIDIYE HICAZ DEMURYOLU – KADEM-I-SERIF" 15.11.1907 and arrival postmark "HAMIDIYE HICAZ DEMURYOLU – HAYFA". Kadem-I-Serif was a large train depot just outside Damascus.

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Fig. 7: Haifa train station 1903



Fig. 8: Turkish 20 para Postcard sent from Damascus to Jaffa, posted on board the Hedjaz Train traveling from Damas to Hama on the 8.6.06 cancelled "Bur. Ambul. Damas-Hama" postmark.

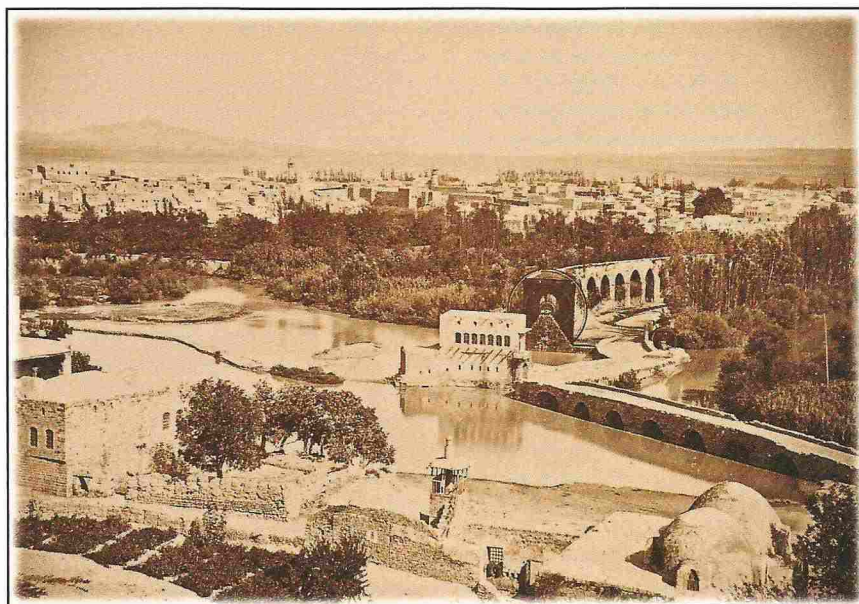


Fig. 9: A general view of Hama 1898.



Fig. 10: Turkish 20 para Postcard sent from El-Ula to Köln in Germany. Cancelled by the special commemorative seal "EL ULA MEVKIFI POSTA SHBESI HATTI ALI (19) AGUSTOS 323" (EL ULA STATION BRANCH POST OFFICE AUGUST 1907). Addressed to the editorial office of the "Köln Zeitung" & reads: "From today's inauguration of the railway to El-Ula (Km. 980) I am sending you my best regards, on a postcard postmarked with the special postmark" signed "your old friend J. Meisner".



Fig. 11: Letter franked 1 piaster Turkish stamp, from Katarana to Istanbul, cancelled "HAMIDIYE HICAZ DEMURYOLU – KATARANA" on the 22.05.1910.



Fig. 12: Der'a train station

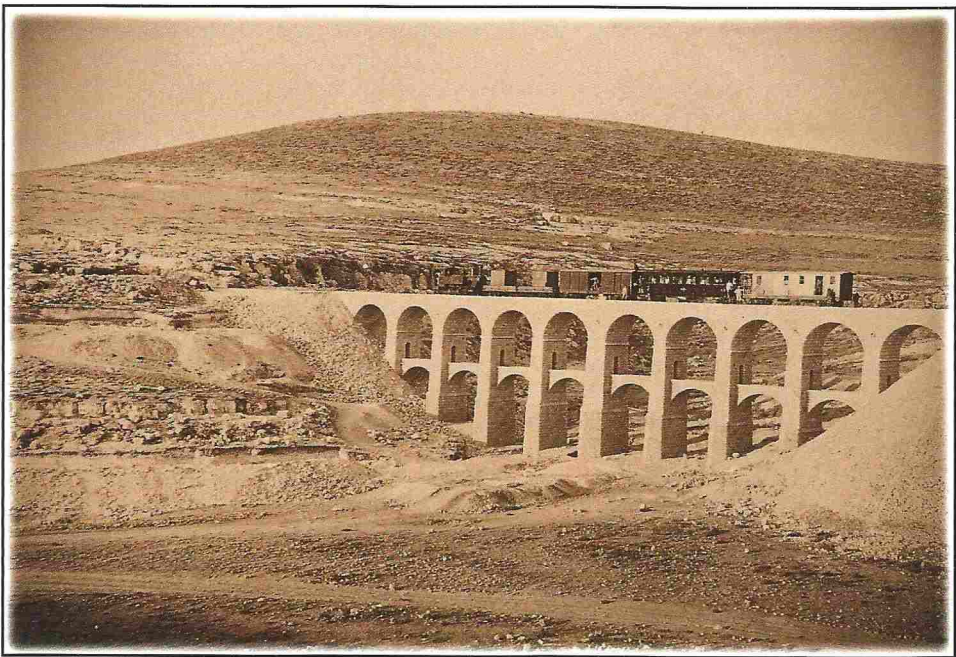


Fig. 13: Jesim Bridge on the Amman-Maan line 1903.

NEW BOOK

Jerusalem of Gold 1655-1967 Zlati Jerusalem 1655-1967 (Slovenian)

Love to a woman, Love of Jerusalem, Love of Philately

40 years ago a young Slovenian man met a young Israeli woman from Jerusalem. A love story ensued. The pair used to wonder around Jerusalem admiring the beauty of the City, the special atmosphere and its historical importance. Then, unfortunately the young woman died. The young man continued his life, but as a token, as an act of remembrance, he started to collect postcards, maps and documents of and about Jerusalem. Years later, in 2008 Michael Fock met the famous Israeli collector, the late Zvi Alexander who showed him his collection. This prompted Michael to become an enthusiastic collector of the Postal History of Jerusalem. In 2011 he published his book "Jerusalem of Gold 1655-1967" based on his collection of the Postal History of Jerusalem, in which the text is in Slovenian¹. **The book is devoted to RIVKA.**

The book covers the Postal History of Jerusalem from 1655 to 1967. The opening page shows the famous painting of the Temple Mount by David Roberts, 1839. On the next page is the full text of the song "Jerusalem of Gold" in Hebrew and in Slovenian. In the Prolog the early history of Jerusalem is discussed in which picture post cards, illustrations of historical drawings, maps and documents, such as the crusaders, pilgrims, the Wailing Wall, etc., are shown.

All postal periods are covered. Starting with the Ecclesiastical one, with a letter from Jerusalem in 1655, then a 1706 letter from Jerusalem to Sayda (Sidon Lebanon), followed by the various Foreign Post Offices, the Ottoman post, British Mandate, Transition period, Jordanian occupation post and Israeli post. The approach is very comprehensive and subjects of "lesser importance", which have a connection to the postal history of the

¹ In most pictures the captions are also in English.

city, such as the Levant Fairs, Disinfection, and a Zeppelin letter are also covered.

The book is lavishly illustrated with many diverse items mostly from the author's collection. The text is in Slovenian, but the captions of the pictures are also in English. It is softbound, large format (A4+), 157 pages. 500 exemplars were printed of which 150 were bought unblock by the Spanish International Catholic "Castodia Terra Santa" organization and 100 more were sold, so far, in Slovenia. Slovenia has a population of 2.0 million, and about 1000 stamp collectors, who are active in 25 stamp clubs throughout the country.

The Publisher/Author/Philatelist.

Michael Fock (62), is a retired chemical engineer, married has one daughter and lives in a village in Slovenia. He is a board member of the Philatelic Society of Slovenia and a fellow of the Royal Philatelic Society London and a FEPA judge. He exhibits in National and in International Stamp Exhibitions, and will exhibit in the Melbourne, Australia exhibition. He often travels to Israel. Recently it was his sixth time, when the Editor being intrigued by the fact that a book about the Postal History of Jerusalem is published in Slovenia, made a point to meet the publisher and understand his motive for the publication of his book, about the postal history of Jerusalem **and in Slovenian**. It shows once again the international nature of Philately which embraces all nations.

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ירושלים של זהב

1655 – 1967



MIHAEL I. FOCK

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Gush Etzion, Ben Shimon, Haifa "Messengers" and
Tiberias, Affula & Nahalal "Emergency Mail"

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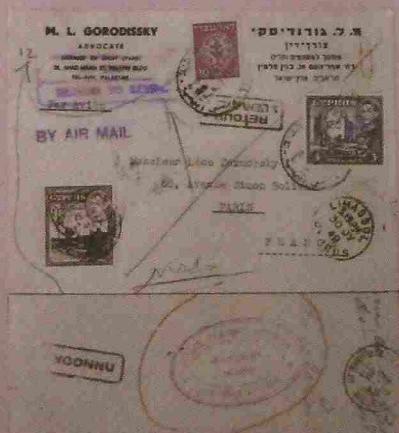
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