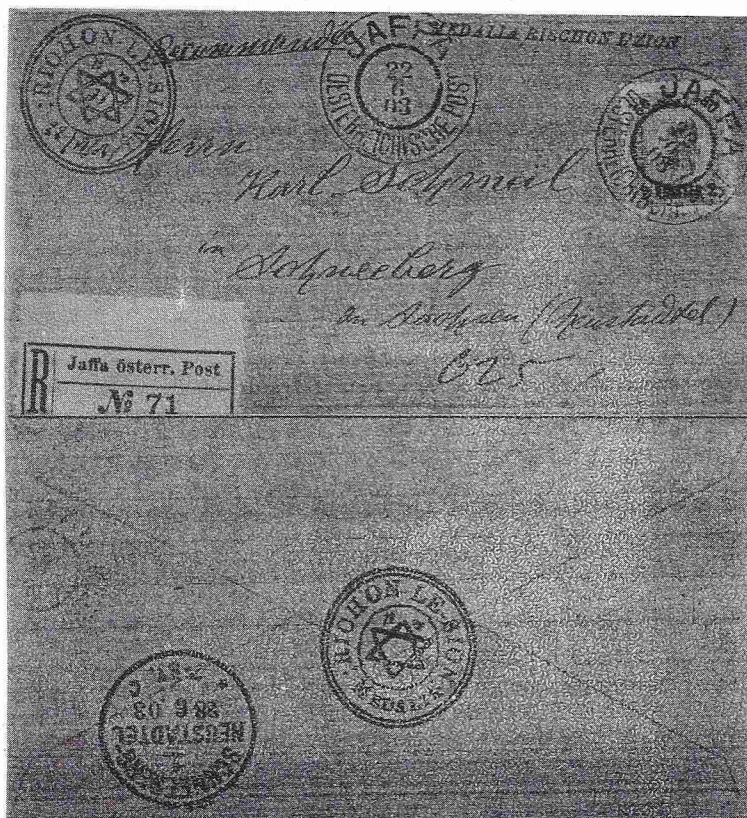


Holy Land Postal History

III
56

OFFICIAL BULLETIN OF THE SOCIETY OF THE
POSTAL HISTORY OF ERETZ-ISRAEL



מעטפה רשומה מסוכנות הדואר האוסטרי בראשון לציון, שנשלחה ביוני 1903 לגרמניה.
על הפנים, החותמת העגולה (עם מגן דוד) של רשל"צ וחותמת שורה-ישרה (לא ידועה
עד כה) של מנהל הסוכנות, מדליה: "MEDALIA RISCHON L'ZION"

A registered cover from the Austrian postal agency in Rishon Lezion, sent to Germany in June, 1903. On the front appear the circular handstamp (with Magen-David) of the agency and an unrecorded straight-line cachet of the manager Medalia: "MEDALIA RISCHON L'ZION" (see article on p. 831)



AUTUMN 1993

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Congratulations to our Editor **Emanuel (Mani) Glassman** who has been awarded the 1993 Dr. W. Hoexter Medal by the Israel Philatelic Federation.

Taxed Mail of the Ottoman Period

(Part III)

E. Leib, Haifa

The Russian and German Post Offices

Neither the Russian nor the German Post Office used Postage Due Stamps during the period prior to WWI. Handstamps and manuscript marks were used by these offices on taxed mail, and the fees were collected from the addressees in cash. The study of this mail is quite difficult, as in many cases information usually provided by the Postage Due stamps and the cancellation on these stamps – date, place and even the amount charged – is absent. The extreme rarity of the material is another factor which causes difficulties in this study. So far I have recorded only seven items of both of these offices together which had been taxed on delivery in the Holy Land.

C. The Russian Post Office*

Four taxed postcards (and no covers) have been recorded so far. One was shown by Collins¹ and the other three are illustrated here. All show encircled “T” handstamps which are sometimes similar, but definitely not identical. It cannot be concluded whether any of these marks belong to the offices in the Holy Land.

The earliest taxed item of the Russian Post Office dates back to 1889. It is a tatty 3 Kopecks Russian stationery postcard mailed to Jaffa (Fig. 1). The correct rate



Fig. 1: Russian 1889 3 Kop. postcard to Jaffa, bearing “T” mark and Jaffa arrival postmark on lower right corner.

* All dates in this chapter are according to the Julian Calendar.

was 4 Kop., so the postcard was underpaid 1 Kop.. An encircled "T" handstamp is clearly visible, but it seems that no notation of the amount to be charged was made. This amount should have been double that missing, i.e., 2 Kop.. The blue "ROPIT JAFFA" oval arrival mark is faintly seen on the lower right corner.

Another 3 Kop. postcard is shown in Figure 2. It was mailed on June 29, 1905 from Ekaterinoslav to Jerusalem by the Zionist leader M. Usishkin, just before he left for the 7th Zionist Congress in Basel. This postcard is also underpaid 1 Kop., therefore an encircled "T" was applied, probably by the office of origin. Further markings are an Odessa transit mark on July 1, and "ROPIT JERUSALEM" arrival dated July 19, 1905. Apparently the tax – again 2 Kop. – was collected in cash on delivery.

The only item of the Russian post that shows clear evidence that the dues had been collected is seen in Figure 3. This postcard, mailed in September, 1913 bears a 2 Kop. stamp and shows clear signs of another stamp which is missing. It shows a violet "T", encircled by small stars, handstamp and two manuscript notations. These prove to be most interesting. One, in red on the lower part, reads "To collect 2 Metaliks". The other, in blue, reads "2 Metaliks received" followed by a signature. A Metalik was an Ottoman coin of 10 paras, so the tax was 20 paras, equal to 4 Kopecks (1 Kopeck = 5 paras). This tax suggests that the missing stamp



Fig. 2: Russian 1905 3 Kop. postcard to Jerusalem, showing encircled "T" and "ROPIT JERUSALEM" arrival postmark.

The postcard in Figure 4 had been mailed on March 13, 1908 from Königsberg to Jaffa (to a POB at the Austrian Post Office!). It shows the typical German boxed "T" mark, Jaffa arrival dated March 24, 1908, and a bold " $\frac{1}{2}$ Pi" in blue in manuscript.



Fig. 4: Underfranked German Postcard taxed $\frac{1}{2}$ piastre in Jaffa, 1908.

The other (Fig. 5) had been mailed from Berlin on July 20, 1910 to the well known phisician Dr. Wallach in Jerusalem. It has an encircled "T" mark, and again is inscribed " $\frac{1}{2}$ P" by blue pencil. The charges on all these postcards were collected in cash upon delivery.

Acknowledgements: I would like to express my thanks to H.G. Muentz for the translation from Russian (in Fig. 3).

Reference:

- (1) N.J. Collins, HLP# #52, pp. 594-605, Figs. 15 & 17.

Reports of New Findings from the Ottoman Period (3)

N.J. Collins

Rishon Le Zion

In the Heinrich Kohler auction held on the 15th of October 1993, two remarkable forerunner covers from Rishon Le Zion were up for sale, as Lots 6231 and 6232. Both items had an unrecorded straight-line cachet reading MEDALIA RISCHON L'ZION in combination with two other known cachets of the colony. One of them (see Front Cover) is a remarkable registered item, with cachet Type 709 on the obverse in combination with the newly recorded cachet and on the reverse cachet 710, all cachets being in blue. The other cover (Fig. 6)

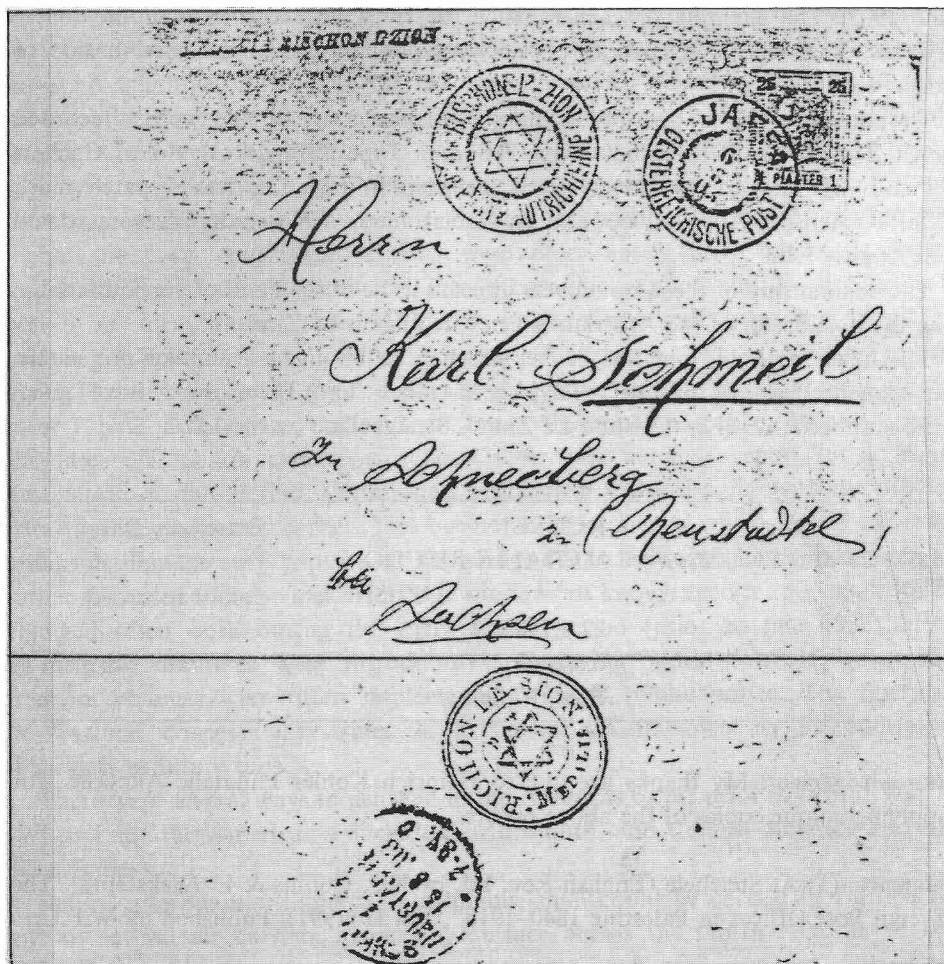


Fig. 6: A cover from Rishon Le Zion with a previously unrecorded straight-line cachet *MEDALIA RISCHON L'ZION* of the Austrian Agency Postmaster.

has on the obverse cachet Type 708 in combination with the newly recorded one and on the reverse cachet Type 710, all in violet. Cachets 708 and 710 have not previously been recorded in violet. The two covers are described in detail below.

Only one other cover with registered label has been recorded so far, that of Figure 394, on page 434 of Steichele's¹. On that cover, cachet Type 708 has the manuscript '10' in the centre. Another registered cover, but without R-Label has been recorded with cachet type 708, with manuscript 30 in the centre (Fig. 395 of Ref. (1)). The cover above has cachet type 709 with manuscript '33' in the centre and 22/VI/03 in the blank space at the foot, apparently to indicate registration. This is the only known copy of Type 709 thus used. The Jaffa R-label is of Type G numbered 71. The dispatch mark is type 525 dated 22nd June 1903, and the arrival mark of Neustadt, Saxony, dated 28th June 1903. The example of cachet 710 is nearly a year earlier than previously recorded. This registered cover is possibly unique, because of the combination of cachets etc.

The other cover is possibly a unique combination of the newly recorded cachet Type RLZ-SL1, cachet Type 708 and Type 710, all in violet. Cachets 708 and 710 had not previously been recorded in violet. It has dispatch mark of Jaffa dated 6th August 1903, and an arrival mark of Neustadt, Saxony, dated 15th August 1903.

The penmanship of these two covers appears to be in the hand of Jacob Medalia, then the postmaster of the Austrian Agency in Rishon Le Zion.

The newly recorded one-line cachet has had to be given a number not within the sequence, as all numbers have been taken up. Therefore I have given it the number RLZ-SL1 = Rishon Le Zion – Straight-line (cachet) 1.

<i>MEDALIA RISCHON L'ZION</i>	RLZ-SL1 MEDALIA RISCHON L'ZION	Extremely Rare: One example in each colour recorded.
	22.6.1903	
	6.8.1903	
	Blue, Violet	

Acknowledgement: My thanks are due to Heinrich Kohler Philatelic Auctions, for supplying colour copies of the above covers.

Reference: (1) A. Steichele (English Rev. Ed. by N.J. Collins & L. Dickstein), "The Foreign Post Offices in Palestine 1840–1918", Vol II (1991). Published by W.P.C.

Commercial Air Routes between Palestine and South and Central America

Arthur H. Groten, Fishkill, N.Y.

After several months hiatus, during which I have been reorganizing my airmail material, I am ready to continue with my examination of commercial airmail routes and rates. I have written about the routes and rates from Palestine to the U.S. (IP, December, 1990), and have published the worldwide rate data I have accumulated from official sources (IP, June, 1992).

This series of articles will present observations made after studying many covers and gleaned from replies to my requests for information. I have been able to add no new data in the past year or so and now have the temerity to write. These notes very much represent a work-in-progress; such studies can never be definitive. In terms of the routes, each service described warrants its own monograph. Only an overview can be attempted here. It is hoped that this will stimulate further investigation.

Unlike surface rates which are independent of route or destination, airmail rates are usually route and/or destination-dependent; the further away, the higher the cost. And some services were more costly than others. It seems less confusing to divide the world into geographic regions and to discuss each region in turn, rather than follow a single service all over the world. I will begin with the rest of the Western Hemisphere, having already talked about North America. At the end of each geographic section, I will tabulate all the rates I have accumulated rather than break the route narrative. In some cases the rates will be, in essence, anecdotal with only a single report for a given destination or date period. Ofttimes an actual item will not agree with the official data that were reported earlier. This occurs more frequently where few covers exist and probably represents gaps in our knowledge due to lack of official documentation rather than clerical or sender error; our windows of knowledge are too small. Rates changed often both during the early air-free period (prior to late 1932, when all-inclusive air rates were introduced) and during World War II, when the frequent changes were often implemented without public notice. The question of wartime concessionary rates is a subject all its own to be addressed separately at future time.

There were several ways to get mail to the Americas by air prior to World War II (When I say the Americas, I include North, South, and Central America and the West Indies).

Before transatlantic flights were available, mail could be carried to Europe by one of several air carriers, thence by surface across the North Atlantic to the U.S.. While there is no reason to suspect that such mail was not carried by all operating airlines, i.e. Imperial, Ala Littoria, KLM and LOT, I have only

seen such air/sea covers carried westward by Imperial. Figure 7 shows a cover, dated 12 July 1934, carried by Imperial from Palestine to Europe then by sea to New York, arriving 23 July and then sent by internal air to Miami, received 24 July and on to Cuba the same day.

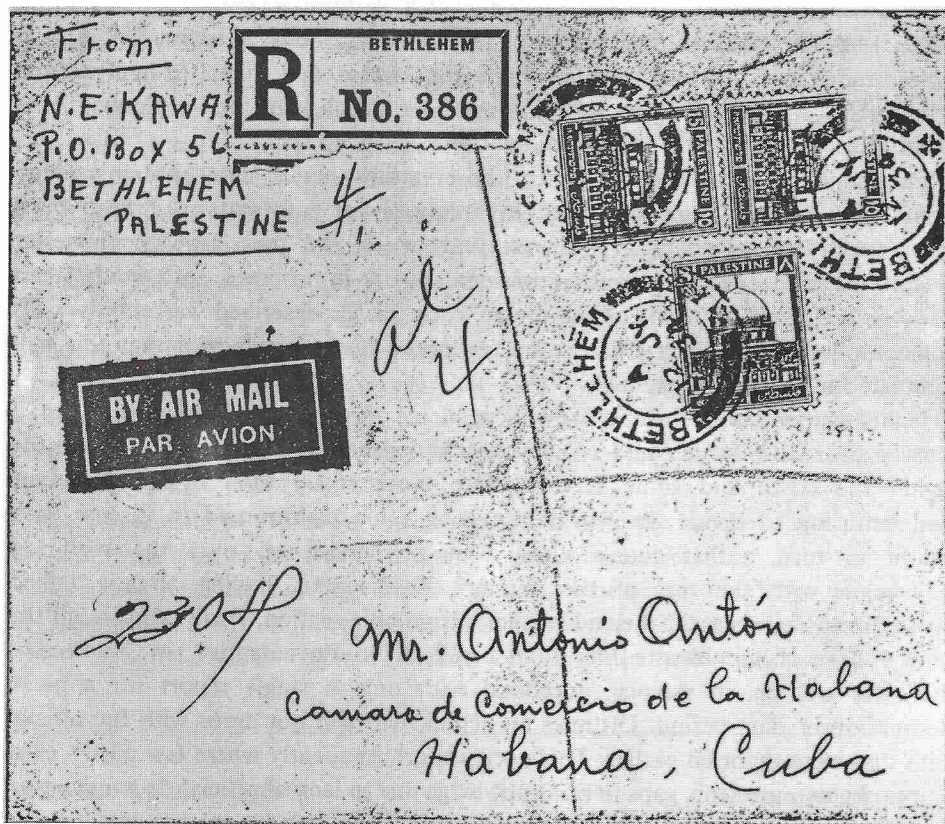


Fig. 7: Air/sea (North Atlantic): 12 July 1934 via Imperial to Europe, by sea to New York (23 July) thence by air to Miami and Cuba (24 July).

Figure 8 is a cover dated 22 May, 1935, properly franked for Imperial air service to Europe, addressed to Guatemala but missent to Bucharest, Romania (arriving 28 May), forwarded from there by air to Paris (1 June), thence by sea to Guatemala (15 June) whence it was returned (18 June). The town indicated, Rananera, does not exist! The cover was received back in Palestine, by sea, on 8 August.

The only cover I have seen which travelled eastward to Palestine from South

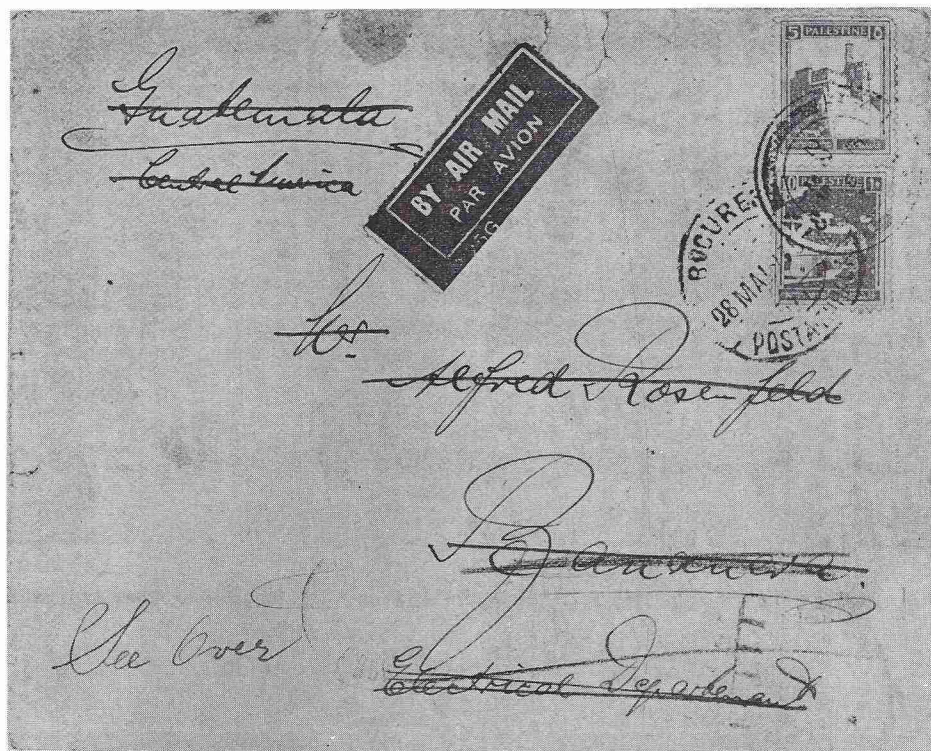


Fig. 8: 22 May 1935 cover addressed to Guatemala but missent to Hungary, forwarded on via air to France, thence by sea.

America by this North Atlantic sea/air route to Europe is shown in Figure 9 dated 27 April, 1933 carried from Mexico by Air France, received in Paris by sea 8 May, thence by Air France to Beirut (12 May) arriving by land in Haifa on 13 May and Tel Aviv the next day.

The story of the conquest of the South Atlantic, which preceded that of the North Atlantic, in a practical sense, by a number of years, is a complex and romantic one. Readers are referred to R.E.G. Davies marvelous books, **A History of the World's Airlines and Airlines of Latin America since 1919** for details.

Aeropostale established a South Atlantic combination air-sea route from Dakar to Natal in 1928 which continued until January, 1936 after which Air France (which absorbed Aeropostale in 1933) established an all-air service. I have seen no covers in either direction utilizing the combination air/sea service. The earliest cover I have from Latin America (Uruguay) by the all-air Air France route is dated 17 February, 1937, arriving in Paris on the 22nd (Fig. 10). Covers from Palestine via the route are very rare, presumably because the postage was so high, between 230 and 280 m., depending on destination. Such a cover to

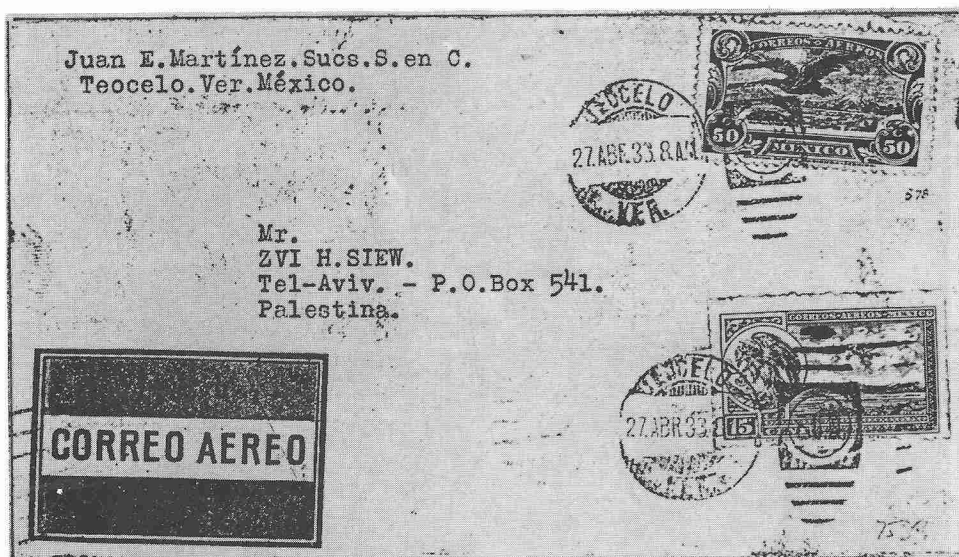


Fig. 9: Eastbound via the North Atlantic air/sea route: 27 April 1933 from Mexico by sea to Paris (8 May), thence by air to Palestine via Air France and Beirut (12 May).

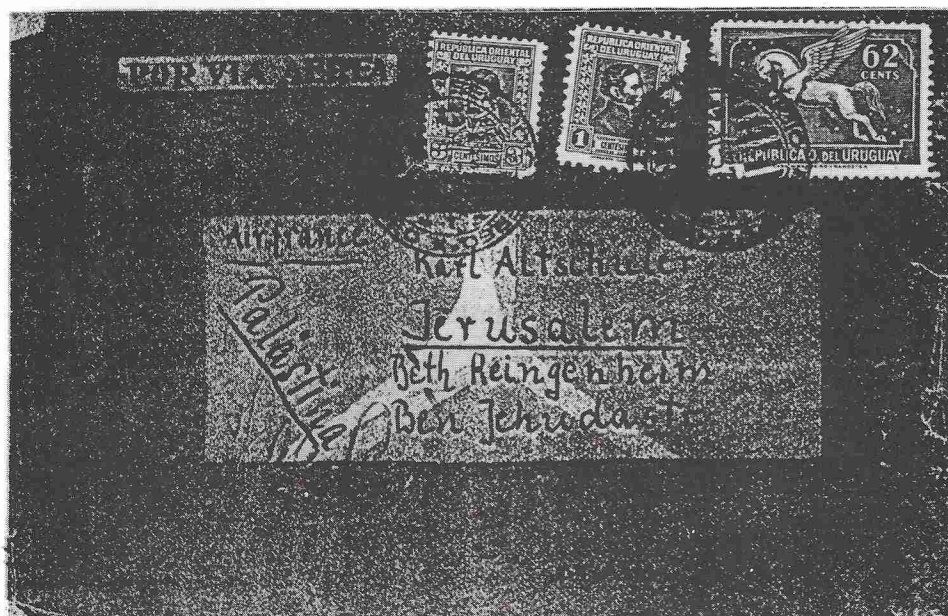


Fig. 10: All-air via Air France: 17 February 1937 from Uruguay via Paris.

Argentina is shown in Figure 11, dated 2 August, 1939, arriving 10 August.

The Germans were next to cross the South Atlantic, in 1930, also by combination air-sea, similar to the French. They never established an all-air route by heavier-than-air machines, World War II intervening before a planned service could be inaugurated. No covers from Palestine are known by this route and covers to Palestine are quite scarce. Figure 12 shows such a cover from Brazil dated 5 December, 1934, arriving in Stuttgart on 10 December.

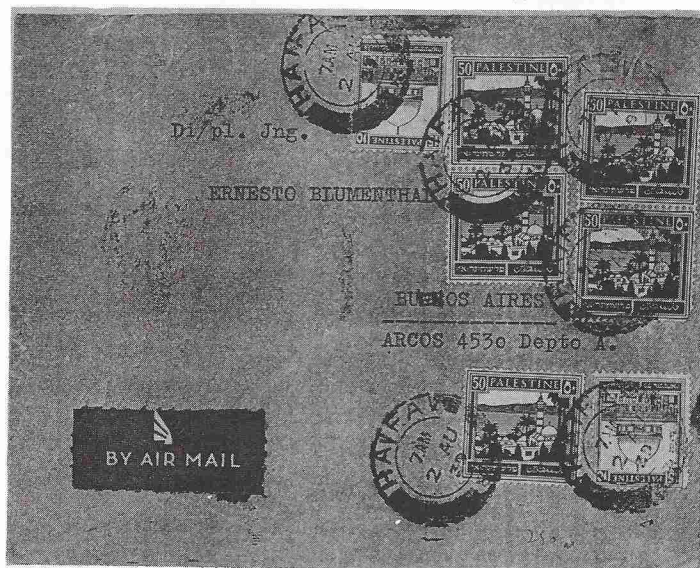


Fig. 11: A cover to Argentina (2 August 1939), arriving 10 August. Westbound covers from Palestine via the all-air route are rare, presumably due to the very high postage.



Fig. 12: Air/sea by Condor (German): 5 Dec. 1934, via Stuttgart (10 Dec.), from Brazil. Backstamps are necessary to confirm air carriage.

With the advent of the Graf Zeppelin in 1931, the German were the first to establish an all-air link. No commercial Zeppelin covers are known between Latin America and Palestine. Figure 13 shows a typical philatelic Zeppelin cover.

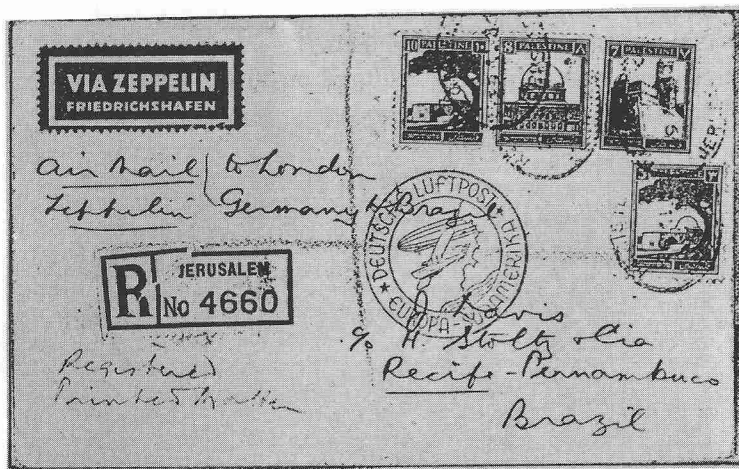


Fig. 13: Zeppelin route: no commercial covers are known. Here, a typical philatelic cover to Brazil.

The last of the European powers to offer a South Atlantic all-air service was the Italians who in December, 1939, began such a service by LATI (Linee Aeree Trancontinentali Italiani). The service lasted only until December, 1941, when the U.S., now a belligerent, ceased supplying fuel. Again, no covers are recorded from Palestine. The only cover I have found from Latin America is shown in Figure 14: from Brazil dated 18 August, 1941, arriving in



Fig. 14: All-air via LATI (Italian): 18 August 1941 from Brazil, arriving in Italy 11 September.

Italy on 11 September. This route from Latin America was often used to avoid U.S. and British censorship, despite its greater cost. It was sent on to Palestine despite the state of war existing between Britain and Italy, because of Brazil's neutral status.

The first commercial North Atlantic all-air flights were begun in June, 1939 by Pan American. As with the earlier air/sea route, mail could be carried to Europe by any of the carriers servicing Palestine to meet the Pan Am clipper. The vast majority was carried by Imperial but occasionally one finds a cover carried by one of its rivals, especially after the onset of war in September. Figure 15 shows such

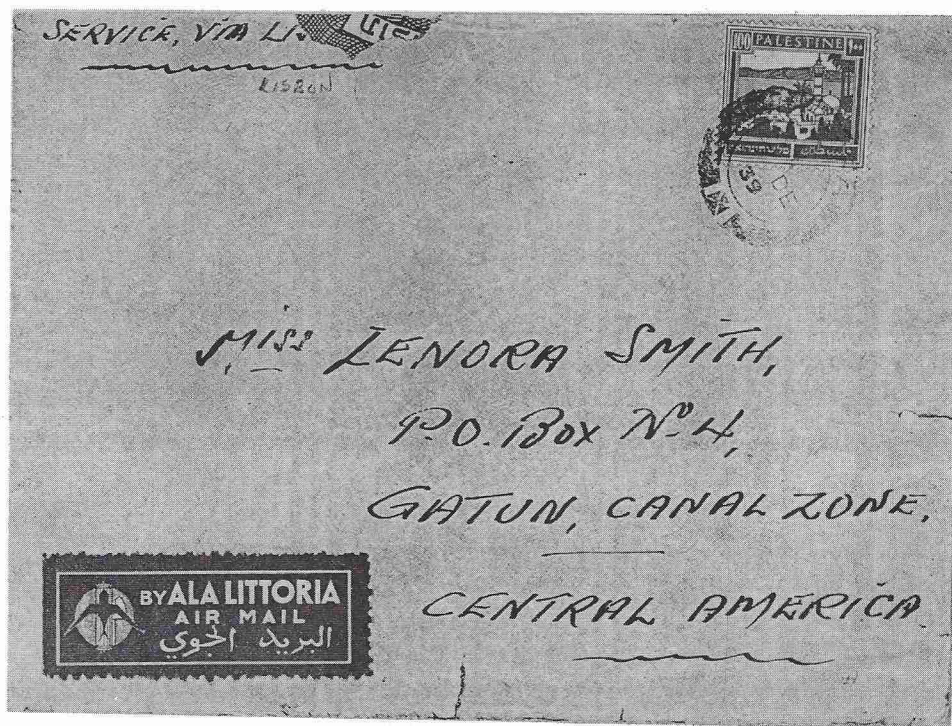


Fig. 15: All-air via Pan American: 7 December 1939 to Canal Zone; carried by Ala Littoria to Lisbon, arriving Cristobal 23 December.

a cover dated 7 December, 1939, specifying Ala Littoria as the carrier to Lisbon, backstamped on arrival in Cristobal, Canal Zone on 23 December. Of interest is the 100 m. postage which is the same as that to the U.S.. Was there no increment? I have another cover, to Argentina, also charged 100 m. but have seen no others. Neither appears to have been taxed. A cover

from Mexico, dated 17 April, 1941, is shown in Figure 16. It took a rather roundabout route: via Brownsville, Texas to San Francisco and then, apparently, across to the east coast and on to Great Britain where the OAT marking was placed in Prestwick, arriving in Palestine on 19 May.



Fig. 16: 17 April 1941 from Mexico via Brownsville, Texas, San Francisco, New York and Great Britain, arriving 19 May.

Pan American had established a transpacific route as early as 1935 but it was not until July of 1940 that mail was accepted from Palestine, carried eastward by KLM or BOAC to Singapore, where it met the Clipper. Mail between Palestine and Latin America by this route is quite uncommon. Figure 17 illustrates a cover from Palestine (21 May, 1941) via Hawaii (15 June) to Argentina while Figure 18 shows a cover from Mexico (4 January, 1941) to Palestine, clearly censored in Singapore. Letters to the West Indies are seldom seen via any route. Figure 19 shows a cover to the Bahamas dated 3 September, 1940, via Hawaii (19 September) and Miami (24 September).

The only piece of mail I have seen that can be said unequivocally to have gone both transatlantic **and** transpacific is illustrated in Figure 20. The stamps have been removed (by a censor?) but a registry backstamp shows it left Cristobal, Canal Zone on 4 June, 1940 arriving in New York on 6 June. It got as far as Italy but, by that time Italy had entered the war and the cover was held in Rome and then returned to sender ("service suspendu") on 14 January, 1941. It was received back in New York on 4 March, then in San Francisco on 21 March and finally in Tiberias, Palestine on 24 June, 1941.



Fig. 17: Transpacific route (Pan Am): 21 May 1941, via Hawaii, to Argentina.



Fig. 18: 4 January 1941 from Mexico via Singapore (censor marking).

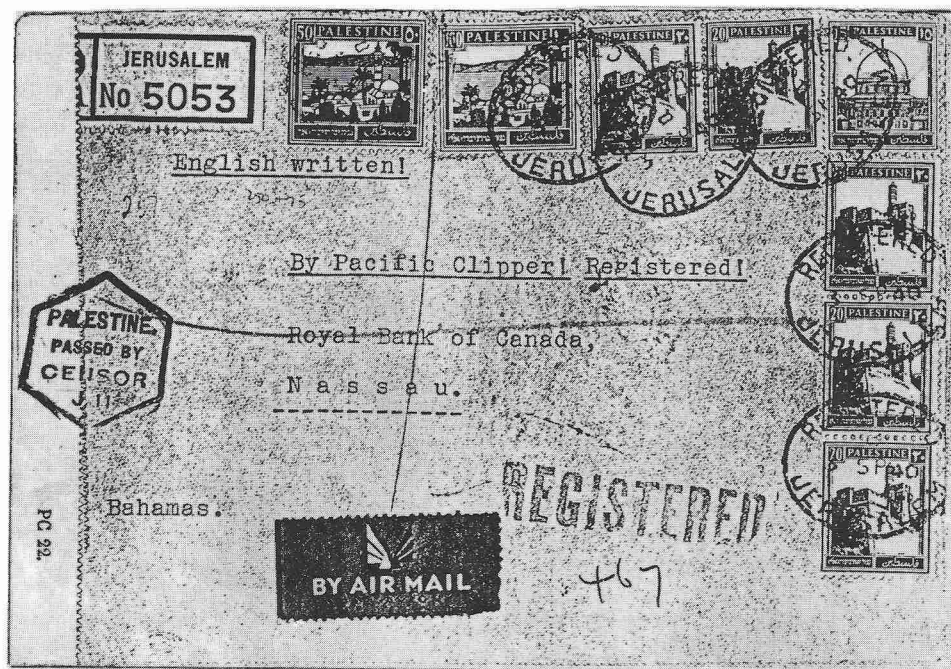


Fig. 19: Mail to the West Indies is scarce via any route. Here, a cover sent on 3 September 1940 via Hawaii and Miami to the Bahamas.

Thus it can be seen that, because the war engulfed the world piecemeal, as it were, there is no clear transition from pre-war to wartime routes. As I studied the Latin American material, a most interesting and curious pattern emerged. I have outlined in my previous article that mail between Palestine and the U.S. was carried, for the most part, by the North Atlantic route until June 1940, then by transpacific until December 1941, then via West Africa until 1944 when the North Atlantic route recommenced. However, mail between Palestine and Latin America continued to be carried almost exclusively by the North Atlantic route, with only rare examples of transpacific or West Africa routing. It is not at all clear why that should be the case although I suspect that it has something to do with censorship agreements between the U.S. and Britain, with the U.S. presumably retaining responsibility for controlling most Western Hemisphere mail. Clearly, there was a large British presence and a lot of mail was censored by them in Jamaica, Trinidad and Bermuda but, as yet, the archives have not divulged the agreements that would permit explaining this phenomenon. Why, when it would be much quicker to put the mail from Latin America directly onto the Pan Am transafrica route, was it diverted to Miami or New York?



Fig. 20: A rare cover which went across both the Atlantic and the Pacific. It left Cristobal on 4 June 1940, arrived in Italy, and was returned to sender (Service Suspended). But, in New York, it was sent on via San Francisco (21 March), reaching Tiberias on 24 June 1941.

After France fell and Italy entered the war in June 1940, and the air routes across Europe were severed, the British fell back upon the famous "Horseshoe" route that ran from Durban, South Africa, north to Cairo, across Palestine, Iraq, India, Burma and Malaya and south to Australia. From Durban, mail was carried by sea to Europe for despatch by air again from Lisbon, at least until the transafrica route opened in January, 1942 (although apparently not, as a rule, for mail to or from South America). The Empire rate was 1/3 or 60 m. for service via Durban. Figure 21 shows a cover carried by this route via Durban in July, 1941 to a civilian internee in Trinidad.

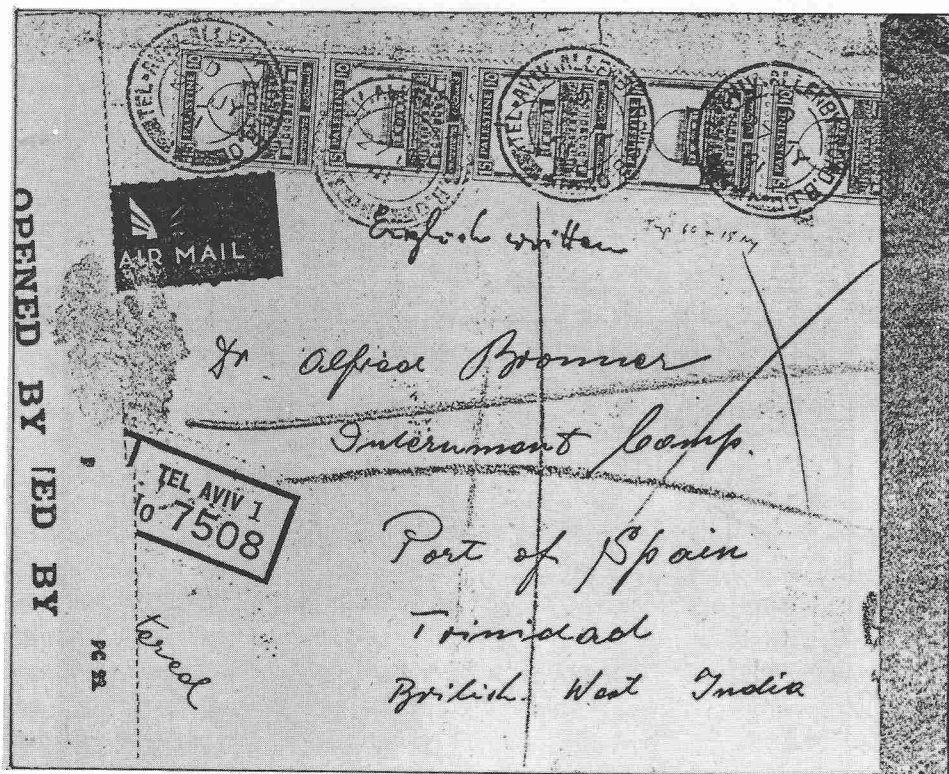


Fig. 21: Horseshoe route to Durban then by sea to an internee in Trinidad; July 1941.

As noted above, mail via the transafrica route is scarce. Figure 22 shows a cover from Brazil dated 10 October, 1942, "via Natal", to meet the Pan Am route; censored in Brazil, backstamped Leopoldville on 13 January, 1943 and carried by BOAC via Egypt (censor mark). The cover in Figure 23 dated 23 March, 1943 crossed the South Atlantic to Lagos and then, by a means not entirely clear, entered the newly formed Free French African air system, arriving in Beirut



Fig. 22: Transafrica route: 10 Oct. 1942 from Brazil ("via Natal"), backstamped Leopoldville (13 Jan. 1943), thence via BOAC to Egypt and Palestine.



Fig. 23: A cover from Trinidad via Pan Am's FAM 22 (transafrica), backstamped in Lagos and carried by the Free French service to Beirut thence to Palestine.

via Cairo on 20 April and in Palestine the next day. Censorship in Egypt, in the absence of backstamps, is a good indication that the transafrica route was used. I have seen no covers to Latin America from Palestine that I can prove went via the transafrica route.

Once the Allies regained control of the Mediterranean in mid-1944, mail from Palestine again began being carried all-air via Britain. The OAT marking, used in London, proves that the cover in Figure 24 went via G.B. in November, 1944.

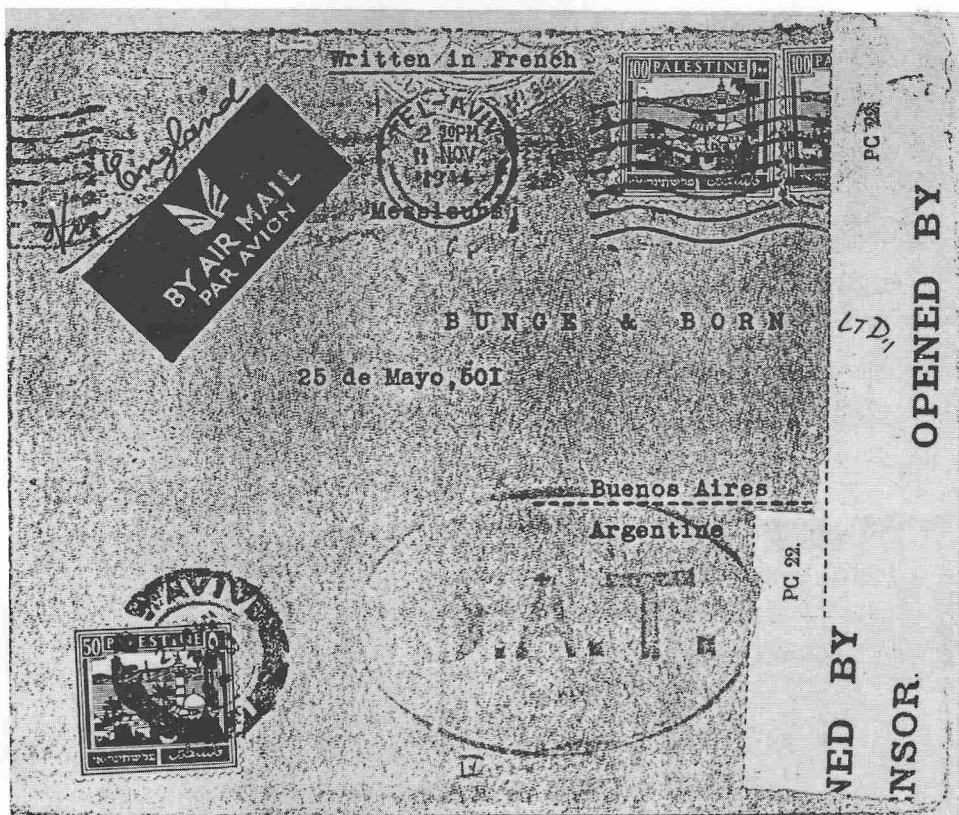


Fig. 24: All-air via Great Britain (resumed in mid-1944): A cover to Argentina arriving 25 November 1944, marked O.A.T. in G.B.

Mail carried across the North Atlantic usually travelled via New York during the warmer months and via Washington in the winter. Covers showing both routes can be found, most readily identified by backstamps if registered (Figures 25 & 26). Lacking backstamps, the routing of many wartime covers can be determined from censor marks or censor tapes. The U.S. censor tapes are usually numbered and stations can be identified by those numbers (see Broderick and Mayo's book on U.S. civil censorship).

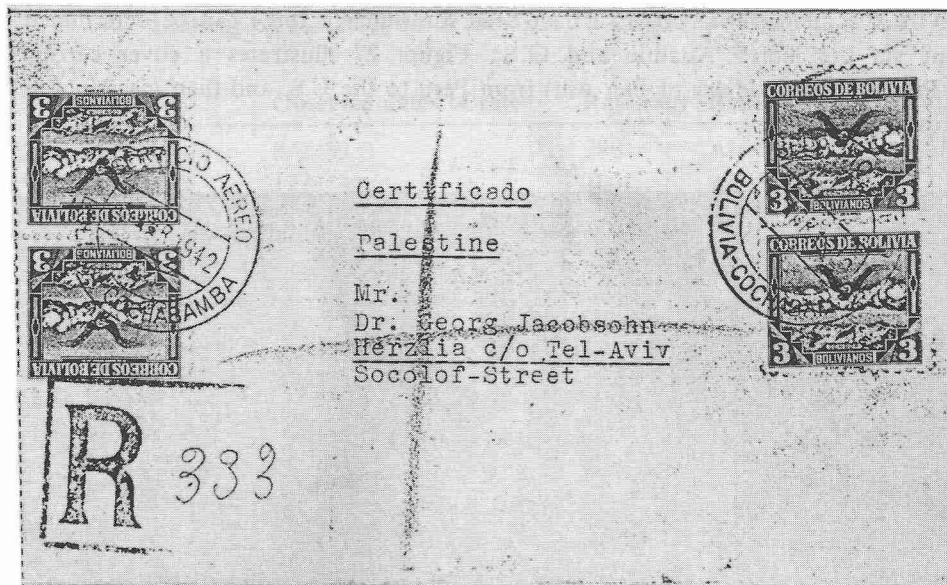


Fig. 25: The North Atlantic route: from Bolivia, April 1942, via New York (during the warmer months).

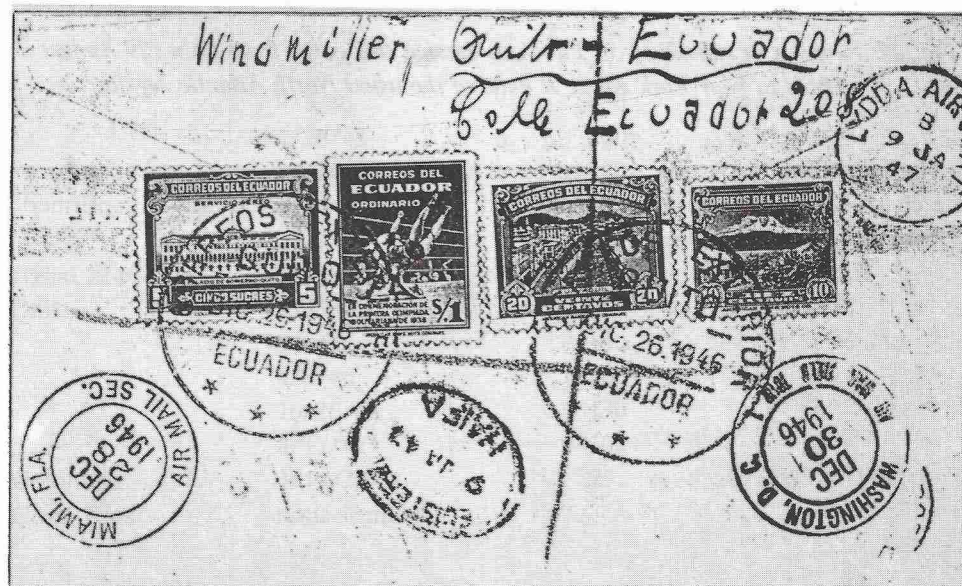


Fig. 26: The North Atlantic route: from Ecuador, December 1946, via Washington (during the winter).

Virtually all post-war covers I have seen for which a route can be determined went via the North Atlantic and G.B.. Figure 27 illustrates a cover carried by Panagra (a subsidiary of Pan Am) from Peru to the U.S. and then via Pan Am across the Atlantic.



Fig. 27: Panagra (a subsidiary of Pan Am) carried this cover from Peru (29 August 1946) to New York where it entered the usual North Atlantic service.

The following rate listing is based on actual covers seen. It is not meant to be a rate chart. More data are urgently required. Routes are indicated only if confirmed by backstamps or censor markings.

Listing of Rates from Palestine to Latin America*

Country	Observed dates of rate	Rate (m.)	Route
Argentina	8/2/39	280	Air France
	12/8/39	100	Ala Litt/PAA
	5/12/41	175	Transpacific
	9/17/42-9/4/44	150	via US
	10/1/44	160	
	10/12/44-11/11/44	250	via GB (OAT)
	9/23/45-10/1/45	120	via Miami
	12/11/45	180	
	5/11/45-4/5/48	80	
	7/31/46	40	(postcard)
Bolivia	none seen		
Brazil	7/23/35	25	air/sea
	2/7/40	240	Air France
	9/23/40	125	
	2/21/45	160	via Miami
	6/26/45	180	via Miami
	4/25/46	80	
	5/5/48	75	
	1/11/48	40	(postcard)
BWI	9/3/40	250	Transpacific
	4/16/43	250	via Miami
	1/31/46	150	
	7/26/41	60	via Durban
	11/1/45	125	
Canal Zone	12/7/39	100	Ala Litt/PAA
Chile	7/16/41	180	Transpacific
	8/5/42	150	via NY & Miami
	4/8/46	80	
	10/26/46	130	
	8/17/47	100	
Colombia	3/19/38	25	air/sea
Costa Rica	none seen		

* The rates given are the "net" letter rates, not including charges for registry etc.

Country	Observed dates of rate	Rate (m.)	Route
Cuba	7/12/34	25	air/sea
	12/13/40	145	
	12/31/41	300	via DC & Miami (?x2)
	1/22/45	115	
	6/18/45-11/4/45	150	
	3/2/47-4/24/47	90	
	6/25/47	75	
	8/21/41	125	(postcard)
Dominican Republic	9/31/42	125	via Miami
	4/14/48	75	
Dutch Guiana	4/7/45	145	
Ecuador	6/25/45	115	
Guatemala	5/22/35	15	air/sea
	3/16/44	125	
Honduras	none seen		
Mexico	2/26/45	160	
	4/20/45	115	
Panama	7/6/42	125	
Peru	none seen		
Uruguay	6/4/43	150	
	4/2/45	250	via GB
	1/20/46-2/18/46	180	
	4/7/47	85	
	4/15/47	80	
	12/12/47-2/9/48	75	via GB/US
Venezuela	none seen		

Many members helped these studies by sending information. Particular thanks are due to Zvi Alexander, Fred Blau, Tom Boyle, Jerry Byers, Norman Collins, John Firebrace, Murray Heifetz, Earl Kaplan, John Sears, Marvin Siegel, Johan van As, Frans van Beveran, and Nathan Zankel.

I welcome comments and additional information. Please write to me at Box 30, Fishkill, N.Y. 12524.

More on Express Rates and Regulations in Palestine

A.M. Hochheiser & A.H. Groten

The contents of postal forms frequently contain information that is most revealing. However, collecting postally mailed envelopes or post cards can be even more rewarding, containing substantial information on postal rates. The co-authors of this article are researchers in their own fields. This has enabled Arthur Groten, a researcher in postal rates, to produce the chart shown in Figure 28. The chart consists of three parts: dates, rates and services. This

Date of Change	Letter ¹		Postcard		Printed Matter ²		Exp. ³	Reg. ⁴	Ins. ⁵
	Int. ⁶	Foreign	Int.	Foreign	Int.	Foreign			
16 Feb '18	5	1 pt.	5	5	5	5	N.A.	1 pt.	N.A.
16 Jul '18	5/3 ⁷		3	4	1	2			
~ Aug '18		10/6							
1 Sep '20			4		2				
1 Oct '21		13/9		6		3			
1 Jan '23		13/7		8					
16 Dec '25				7					
		For. ⁶	G.B. ⁶						
16 Feb '26		13/7	7/4						
~ 1929								20	7
1 Mar '29			13/7						
1 Apr '30		7/4							
1 Jun '32	15/9	8/5		8					
~ 1936						25			
4 Sep '39		10/6							
1 May '40	7/5								
				For.	G.B.				
1 Jul '40		15/10		10	8		15	10	
1 Apr '41	10/6		7						
1 May '41					3				
1 Jul '43		20/13 15/10		13	10	5			
~ Aug '45							40		

Notes:

1. Per 20 gms.
2. Per 50 gms.
3. Express fees
4. Registry fees
5. Insurance fees per £E. 10 up to ca. 1934, then per £P. 12 (registry required)
6. Int. = Internal; G.B. = Great Britain; For. = Foreign
7. Second value is rate for second and subsequent weights

Fig. 28: Table of Basic Palestine Internal Rates and Surface Rates to GB and Overseas with Associated Express, Registry and Insurance Fees.

is the most up-to-date inclusion of this material and can be modified by the discovery of mailed items with earlier or later dates than those shown. Readers are urged to report any such material with clear photostats to the authors or to the editor of this bulletin.

There is one other way in which these dates, rates or services can be modified. Arthur Hochheiser, a researcher in postal forms, recently obtained the Hebrew form shown in Figure 29. This form is sized 8"×13". It was evidently placed in the post office to supply information to patrons. The contents of this form tend to modify the rate chart of the "Express" service shown in Figure 28. In addition, the form, translated below, supplies some additional information on "Special Delivery" services and charges. At this time the terms "Express" and "Special Delivery" were almost identical. The form illustrated in Figure 29 translates as follows (Note that it was printed on April 13, 1939):

PRICES

For special delivery by messenger the regular express service charges will be imposed as follows:

1. For the first 1½ km or part thereof from the delivery office to the address 25 mil
2. For a distance greater than 1½ km until 3 km from the delivery office to the address 50 mil
3. For each additional km 20 mil
4. On any small packet weighing more than 500 grams an additional fee of 10 mil will be imposed.

For further particulars with regard to this service please consult the postal guide.

SPECIAL DELIVERY

Letters or other postal articles, except parcels, intended for persons residing within the postal distribution district, will be delivered without charge at the post office only in cases where the applicant has a private Post Office Box or has the right to use "Poste Restante". In other cases of special delivery at the post office, the applicant will be required to pay a special fee of 10 mil. This fee is for the search and will be imposed whether or not something is found. In cases where it is necessary to check two addresses (e.g., business address and private address) and the search is done in different delivery zones, two fees will be imposed.

GENERAL INFORMATION

The completed request must be submitted to the office from which letters, etc. are usually distributed or can be sent to any post office or any mail box. Whether sent in the mail or handed in by the applicant, the request must reach the delivery office at least one hour before the letter carrier starts the mail distribution. In case it is impossible to submit such a notice, a search will still be made, if at the time of the request the letters designated for delivery can easily be found.

If the request is sent by mail, it is necessary to write the address below and pay the regular postal fees:

URGENT

Request for special delivery of letters

INSPECTOR IN CHARGE

The Post Office

When special delivery of letters by speedy messenger is requested, but letters to the given address are not found, a special messenger will be sent to inform this to the applicant, and the fee will be kept to compensate for this service. In cases where the request is to hand over the letters at the Post Office and no letters are found, the fee will be kept to compensate for the bother of the search.

מחירים.

בשכ"ל מסירה מיוחדת על ידי שליח יוטל דמי שירות האקספרס הרגילים, דהיינו:—

1. בשכ"ל הקלומטר יחצי הראשון, או חלק מזה ממשרד המסירה לכתבת 25 מיל
2. בשכ"ל מרחק מעל לקלומטר וחצי עד שלשה קלומטר ממשרד המסירה לכתבת 50 מיל
3. בשכ"ל כל קלומטר נוסף 20 מיל
4. על כל צרור דאר השוקל יותר מ-500 גר' יוטל השלום נוסף של 40 מיל

ברכר פרטים נוספים ביחס לשירות זה נא לעיין במדריך הדאר.

מסירה מיוחדת.

מכתבים או דברי דאר אחרים, מלבד חבילות, מיועדים לאנשים הנרים בתוך אזור הלווק המכתבים, ימסרו בלי כל תשלום ייחודי הדאר רק במקרים שמבקש יש תבת דאר פרטית או יש לו הוכית להשתמש בדאר, פוסט רוסנטי. אם רוצים מסירה מיוחדת במשרד הדאר, במסביבת אחרות, המבקש יצטרך לשלם תשלום מיוחד של 10 מיל. התשלום הזה הוא בעד החפוש ויוטל אם נמצא דבר מה אי לא. במקרים שצריך לחפש על פי שתי כתביות (למשל כתבת עסק וכתבת פרטית) והחפוש יעשה באזורי מסירה שונים, יוטל שני תשלומים.

הוראות כלליות.

את הבקשה צריך למסור, אחרי שנמדדה, למשרד שממנו כרגיל מהלקים את המכתבים וכו', או אפשר לשלוח לכל משרד דאר או תבת מכתבים. בין אם נשלחה ע"י הדאר ובין שנמסרה על ידי המבקש, הבקשה צריכה להגיע למשרד המסירה לכל הפחות שעה אחת לפני הזמן שבו צריך נושא המכתבים להתחיל לחלק את הדאר. במקרה שאי אפשר למסור הודעה כזאת, יעשה בכך זאת חפיש אם בשעת הבקשה אפשר למצוא כנקל את המכתבים הנועדים למסירה.

אם הבקשה נשלחה על ידי הדאר צריך לכתב את התבת שדלהן ולשים את דמי הדאר הרגילים:—

תבון

בקשה למסירת מכתבים באופן מיוחד

הפקיד הראשי בתפקידו

משרד הדאר

כשמבקשים למסור את המכתבים ע"י שליח מתור, ואולם אין מוצאים מכתבים לכתבת הנתונה, ישנה שליח מיוחד להודיע את זאת למבקש והשליח השירותי המהיר ישמר בתור שבר שירות זה. במקרים שמבקשים למסור את המכתבים במשרד הדאר ואין מוצאים מכתבים, התשלום ישמר המסירה מידת החפיש.

Figure 29

Postal regulations required that "Express" letters or cards be properly marked. This could be done by writing the word "Express" or an abbreviation as shown in Figure 30 in English or as in Figure 31 in Hebrew. Typewritten

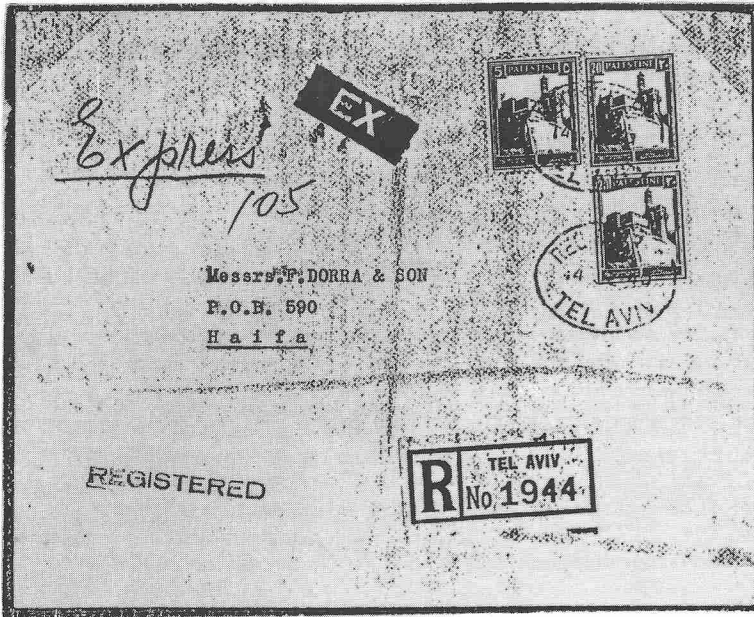


Figure 30

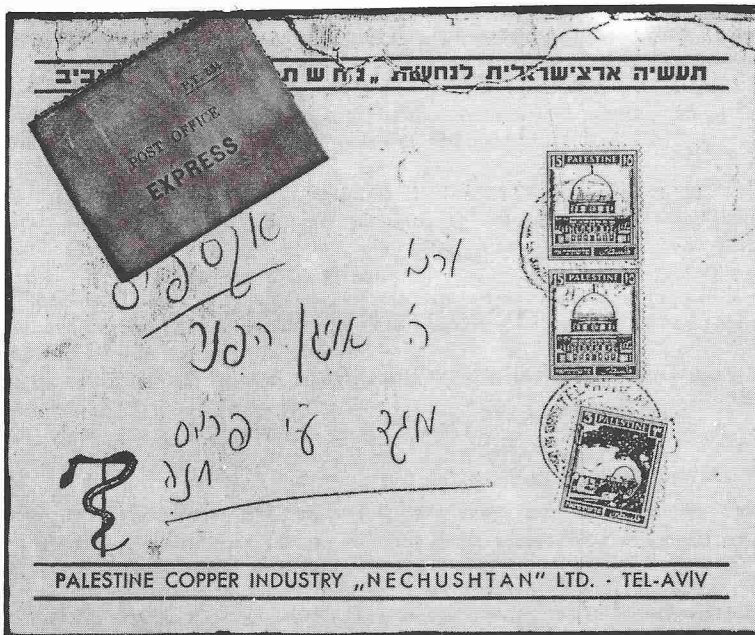


Figure 31

or hand-stamped "Express" words were often used as seen in Figure 32. In addition, there were two different labels that could be stuck on. These were the post office form P.T. 534. The smaller one is shown in Figure 30. The larger one is shown in Figure 31. The smaller one is a single unit torn out of the

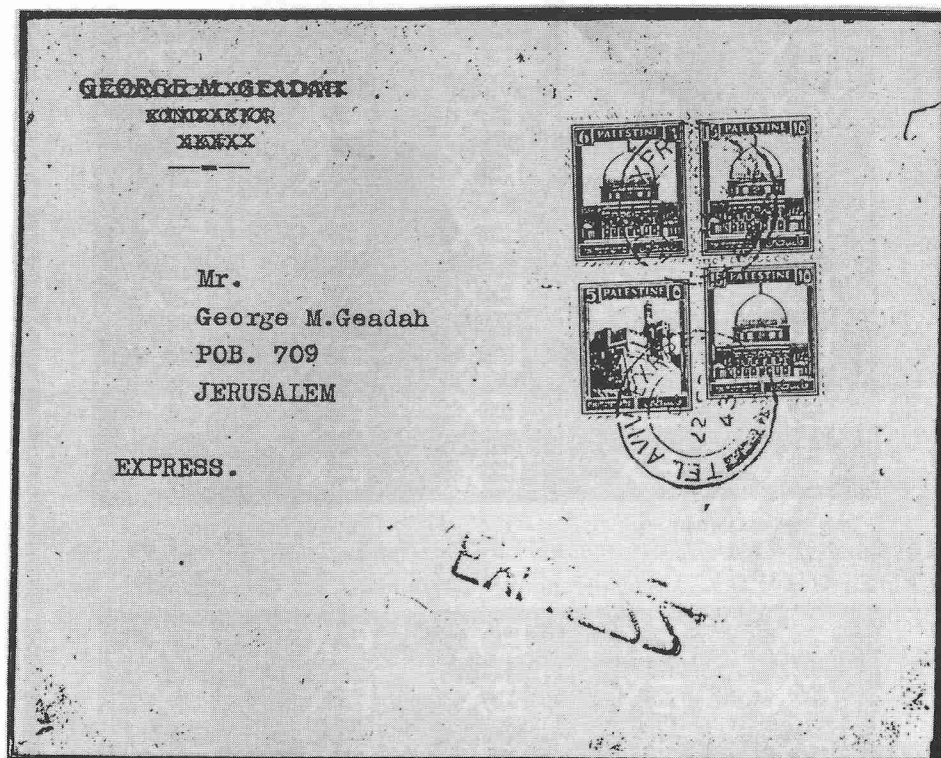


Figure 32

full P.T. 534 form shown in Figure 33. Regulations also required that the main offices in the major cities cancel the stamps on such mail with an "express" cancelling device as shown in Figure 32, unless the letter was also registered whence a "registered" cancelling device would be used as in Figure 30.

The first "Express" rate listed in Figure 28 had to be paid for the first 1½ km from the post office. For the second 1½ km, the fee was double (50 mil). For each additional km, there was an additional fee of 20 mils. Arthur Groten, who has been collecting this material for many years, has never seen a multiple rate "Express" charged letter or card. Such postal material must be exceedingly rare.

We wish to thank Dr. Allen Simon for translating the text of the document shown in Figure 29.

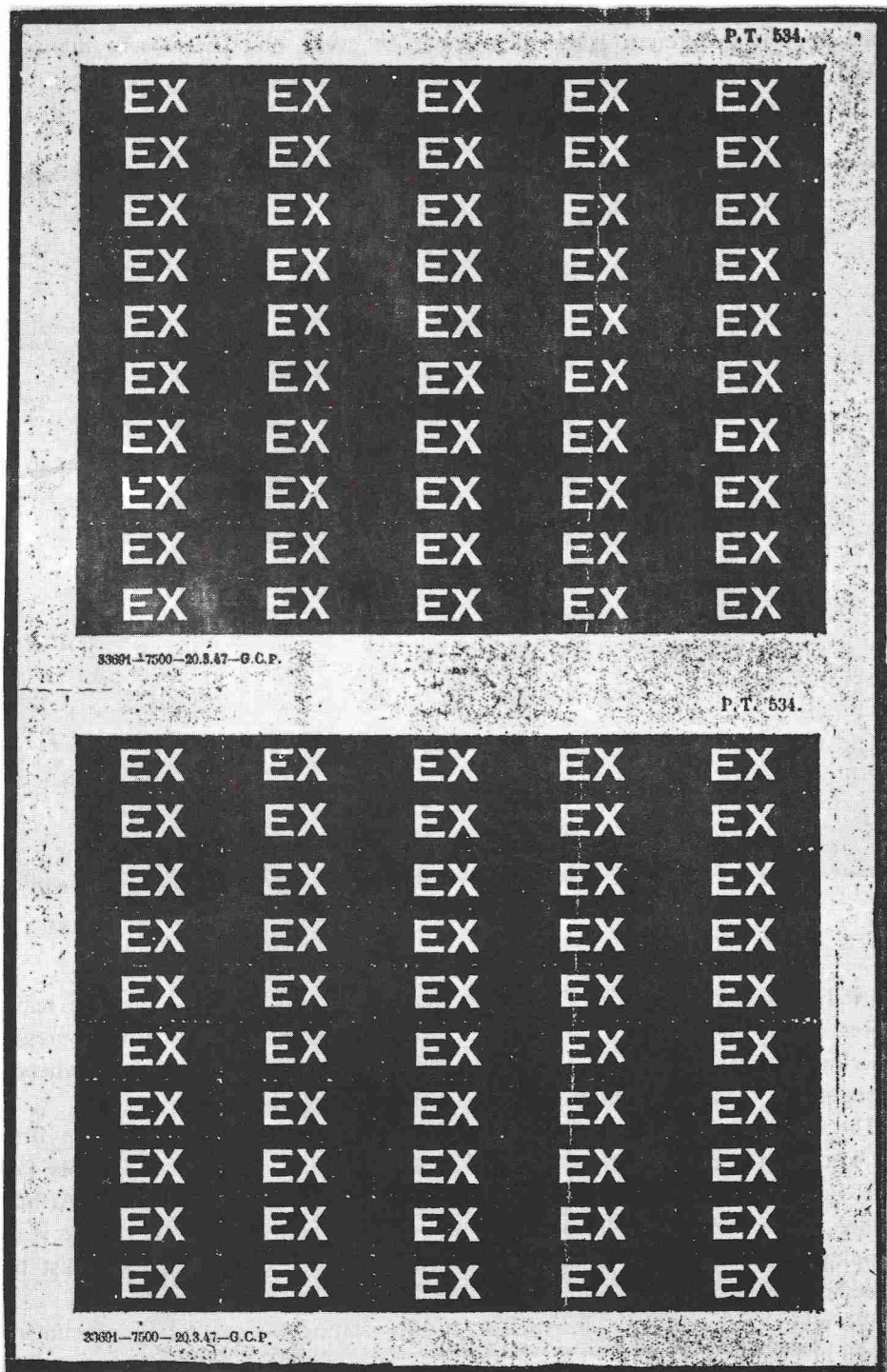


Figure 33

Some Notes on the Baghdad-Haifa Overland Mail Route*

Arthur H. Groten

Students of the Baghdad-Haifa Overland route are greatly indebted to Norman J. Collins for his outstanding recent book on the subject¹. As he noted several times in the text, had he waited for all possible information, the book might never have been released. This willingness to go into print, knowing in advance that new discoveries are a certainty, is to be applauded.

My particular interest is in rates and, concomitantly, unusual usages and destinations. I offer the following notes on some interesting covers that have come my way since Collins' book was issued. A few had me confused as to their rates until, as will be explained, certain subtleties revealed themselves.

Prior to late 1926 (or early 1927), the fee for carriage by Overland route was 3A per 20 grams. The registry was 3A. (16 Annas = 1 Rupee).

Figure 34 is a registered cover from Basra to the Bahamas, forwarded to the US, with franking on the reverse. It has the correct franking of 3A postage, 3A Overland fee and 3A registration. It was sent on 14 July, 1925, via London (27 Jul) to Nassau (12 Aug), and finally arriving in New York (18 Aug).

Figure 35 shows a triple weight registered cover to South Africa, franked 1R2A (=18A): 3A first 20 gm + 1½A next two 20 gm increments + 3A O.F. (Overland Fee) for each of the weight steps + 3A registration = 18 A. It was sent on 10 Feb 1926, arriving Port Said on 15 Feb. Collins' handstamp HS15 graces the upper left corner.

After this period, the Overland fee was reduced to 1½A per 20 gm in early 1927. But sometime in early 1926, Iraq changed its weight calculation from a "per 20 gm" basis to a "per oz" basis. The U.S.P.O. Guide clearly distinguishes between these weights, the relation being 1 oz = 28 gm, and herein lies the subtlety. The Overland fee remained "per 20 gm" but the weight increments were calculated "per oz".

Thus, Figure 36, franked 4½A is correct for a letter under 20 gm (3A postage + 1½A O.F.). Note that the letter is addressed to a passenger on board a ship at Haifa but, since he could not be located in Palestine, the item was returned to Iraq, all this taking place in April, 1928.

Figure 37 seemingly presents a dilemma. Why is it franked 6A? It is dated 18 Feb, 1929, so it is unlikely an error due to ignorance. Rather, this cover weighed between 20 and 28 gm, thus qualifying for the single weight postage of 3A but requiring a **double** Overland fee of 1½A **per 20 grams**.

* First Published in "WPC Newsletter" No. 69/70.

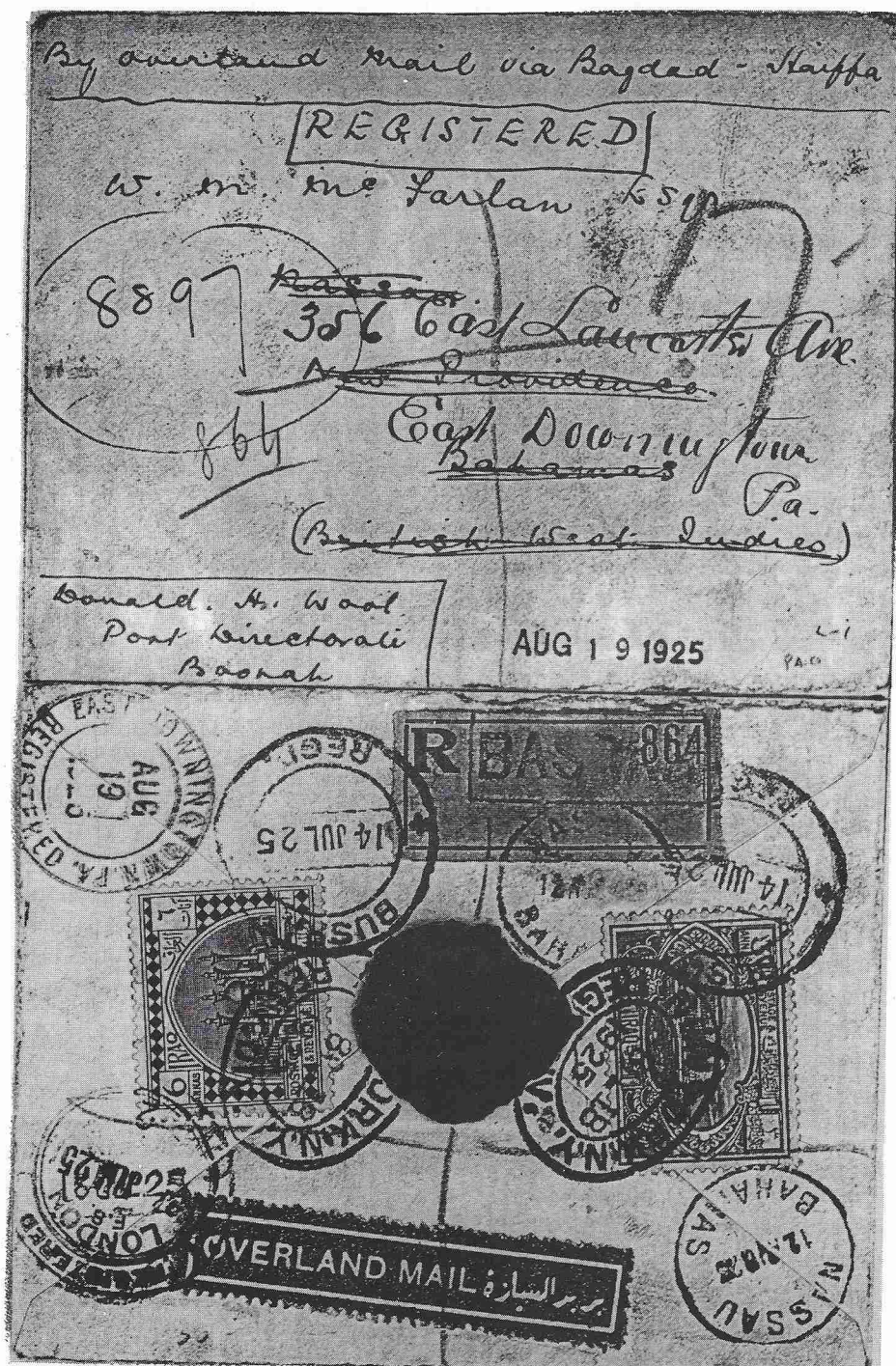


Figure 34

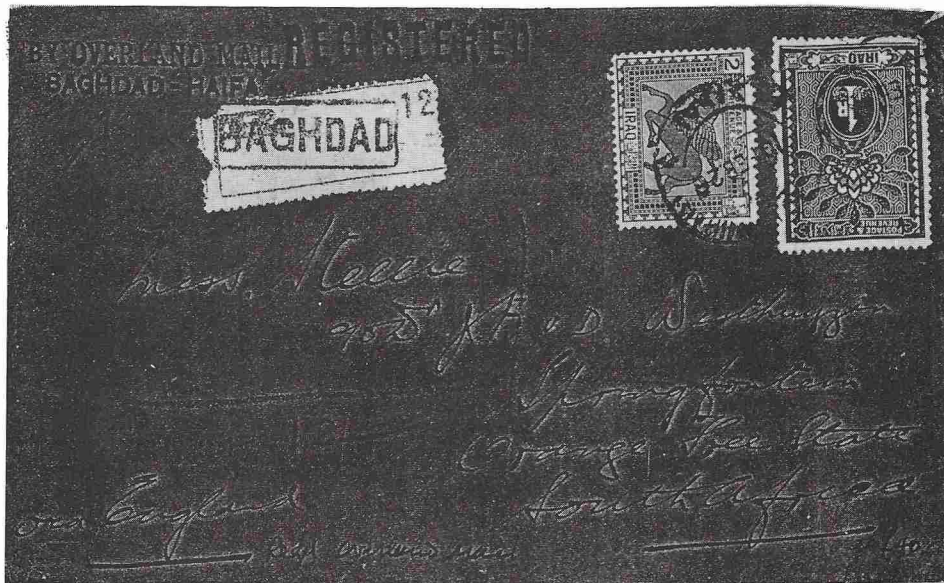


Figure 35



Figure 36



Figure 37

Incidentally, the same difficulty arises with airmail. I have a number of both overland and airmail covers with this type of franking.

The next two items are marvelous examples of the idiosyncrasies that make postal history such fun. Both are internal reply cards (used from abroad) whose underpayments are properly calculated and prepaid with Iraqi stamps. It is necessary to know that 1d = 1A and that 50 centesimi = 1A.

Figure 38 shows a postcard with the equivalent franking 3A (1d + 2A) which is correctly composed of the overseas postcard rate of $1\frac{1}{2}$ A and the basic O.F. of $1\frac{1}{2}$ A.

Reading the text of the reverse of Figure 38 tells of the trials of the Overland route: *"The next event was for our coach to strike a soft patch and get bogged and had to be towed out by the sister coach. Later we had a puncture but that was a trifle. Then the sister coach kept catching fire as its exhaust pipe must have had a bump and was touching the wood works"*.

The Italian foreign postcard rate was 75 centesimi. So the card in Figure 39 was 50 centesimi short = 1A. With the $1\frac{1}{2}$ A Overland fee, $2\frac{1}{2}$ A were required and supplied by two Iraqi stamps.

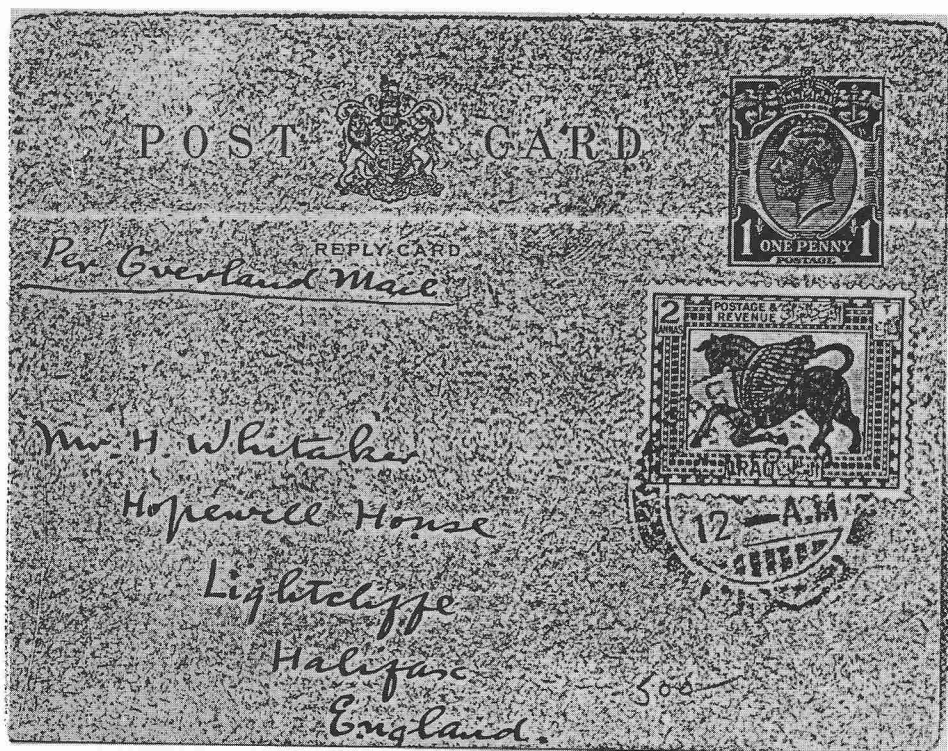


Figure 38

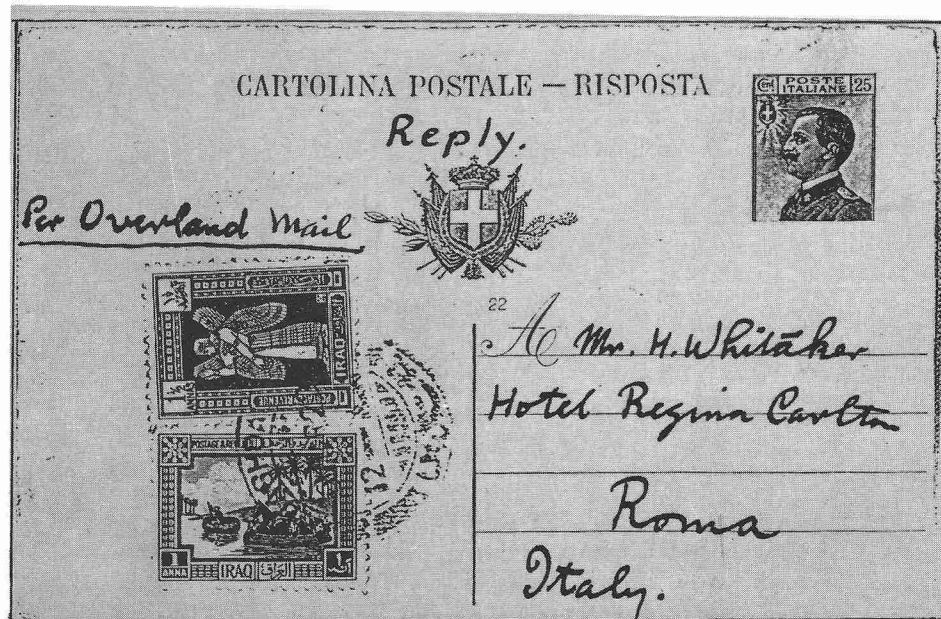


Figure 39

Figure 40 shows an even more unusual conjunction. This card was sent from Germany, on 24 Mar, 1929 on the Graf Zeppelin Orient Flight (Sieger 231.Aa), received at Er Ramle, 26 Mar, and sent on to Iraq, arriving in Baghdad on 30 Mar (by Overland) and in Suliaymani on 1 April. As requested, the item was returned to Germany, leaving Suliaymani on 15 Apr by Overland mail, 1½A Iraqi postcard rate being paid. After 1 Mar, 1929,

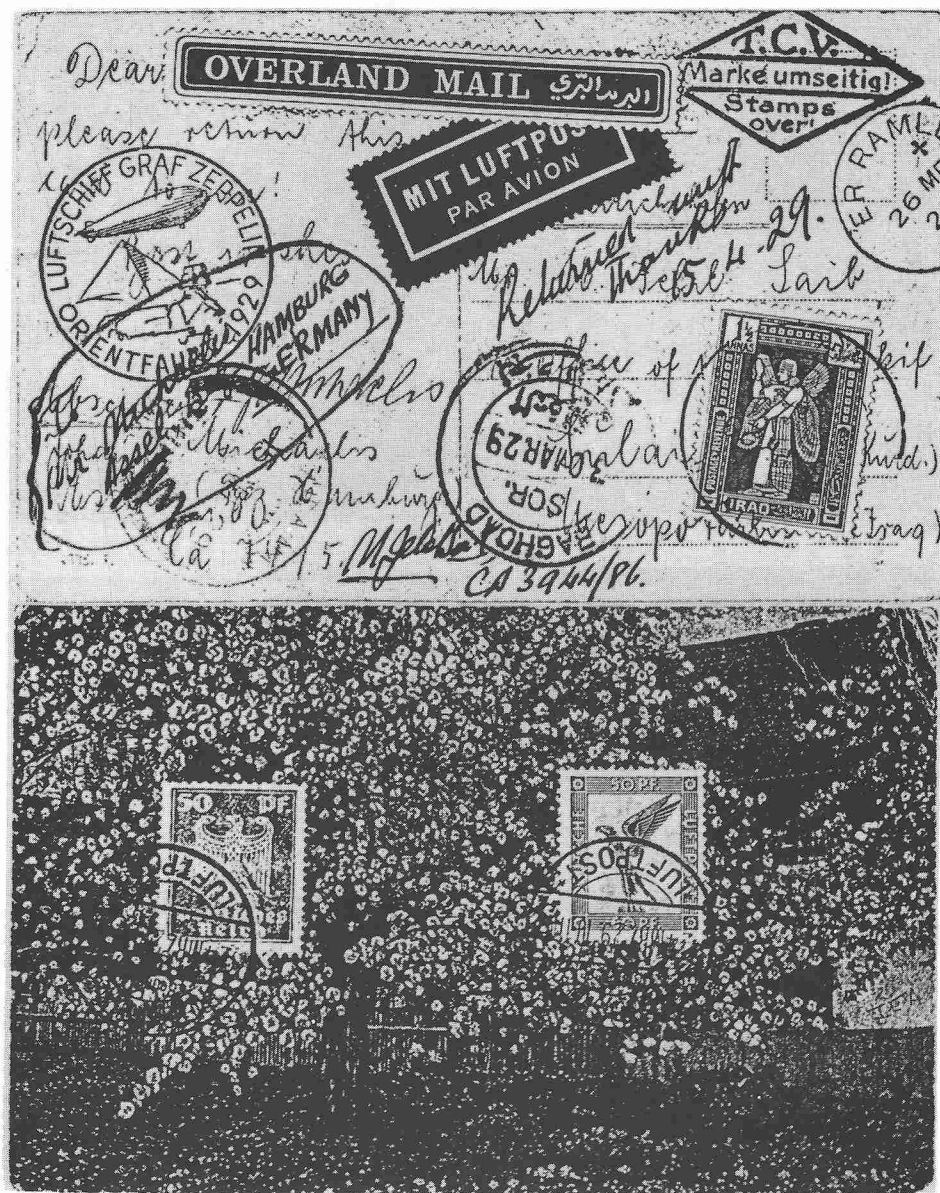


Figure 40

there was no surcharge for the Overland route from Iraq (and many other countries).

Next I turn to mail incoming to Iraq that utilized the Overland route. As a group, these west-to-east covers are much more uncommon.

Collins described the political reasons for changing the name and route in 1929 and recorded only four philatelic first trip covers from Cyprus. The Overland fee (of 3 pi) was abolished in Cyprus only on 17 Oct 30. Figure 41 is the first recorded commercial cover from Cyprus, dated 3 Sep 30, to travel on the "Service Transdesertique Syro-Iraquien Damas-Bagdad". It is correctly franked $2\frac{1}{2}$ pi postage + 3 pi Overland fee.



Figure 41

Going back to the pre-1924 period, Figure 42 shows a 1924 cover from France, franked 1F50. The first weight postage was 75 c, the second 40 c. I have found no reference to what the Overland fee from France was but one suspects it was 75 c, similar to the Swiss system of doubling the postage for Overland carriage. However, from this same correspondence, at the same time, I have two covers, franked 75 c, carried by Overland, so who knows?



Figure 42

Figure 43 is an interesting cover from Germany. Collins tells us that the Overland fee from Germany was 30 pf per 30 gm. Postage was 25 pf first weight and 15 pf each additional step, so this is a double weight cover (25 + 15 pf postage and 2×30 pf Overland fee). The cover left Germany on 24 Mar, 1926 arriving in Baghdad on 4 Apr and Chiraz on 15 Apr. The addressee could not be found and the letter was returned by sea route (via Bombay, 8 May).

Malta is an unusual point of origin for an Overland cover. Figure 44 shows a properly franked cover – $2\frac{1}{2}$ d postage + 3d Overland fee – leaving Valetta on 9 Dec 1925, arriving in Baghdad on 2 Jan 1926 via Port Said (15 Dec 1925).

Mention is made by Collins of the Druze rebellion of late 1925 that required changing the route from the northerly one, Haifa–Damascus, to the southerly one, Jerusalem–Amman. Figure 45 is the first reported postal historical proof of the change. It is part of a correspondence that bridges 1923–1929. Of the 47 Overland covers from England, this is the only one docketed “Jerusalem–Bagdad”. It is dated 21 Dec, 1925. Covers dated Oct 1925 and Jan 1926 revert to the old Haifa–Baghdad designation. Since the official recognition of this

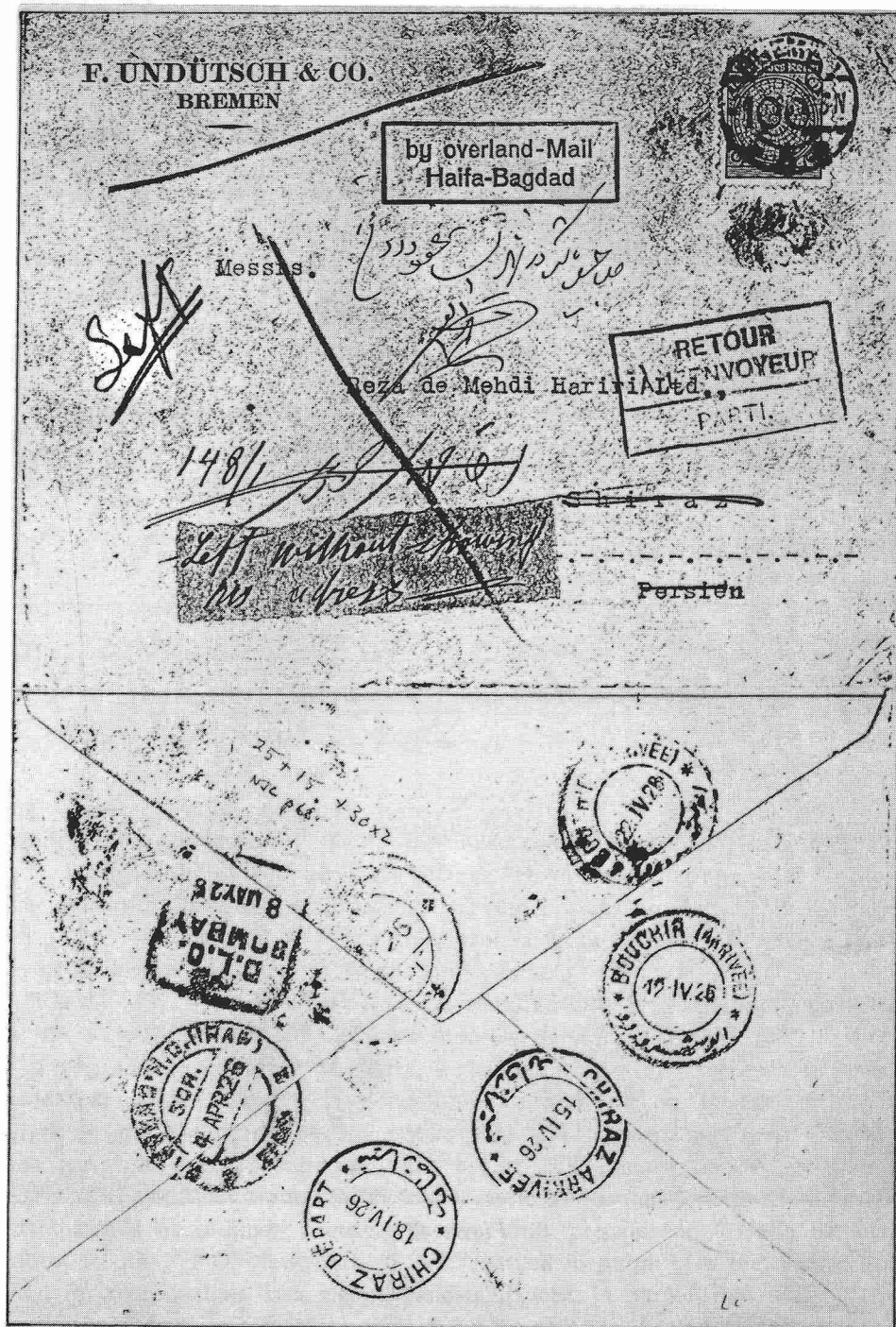


Figure 43

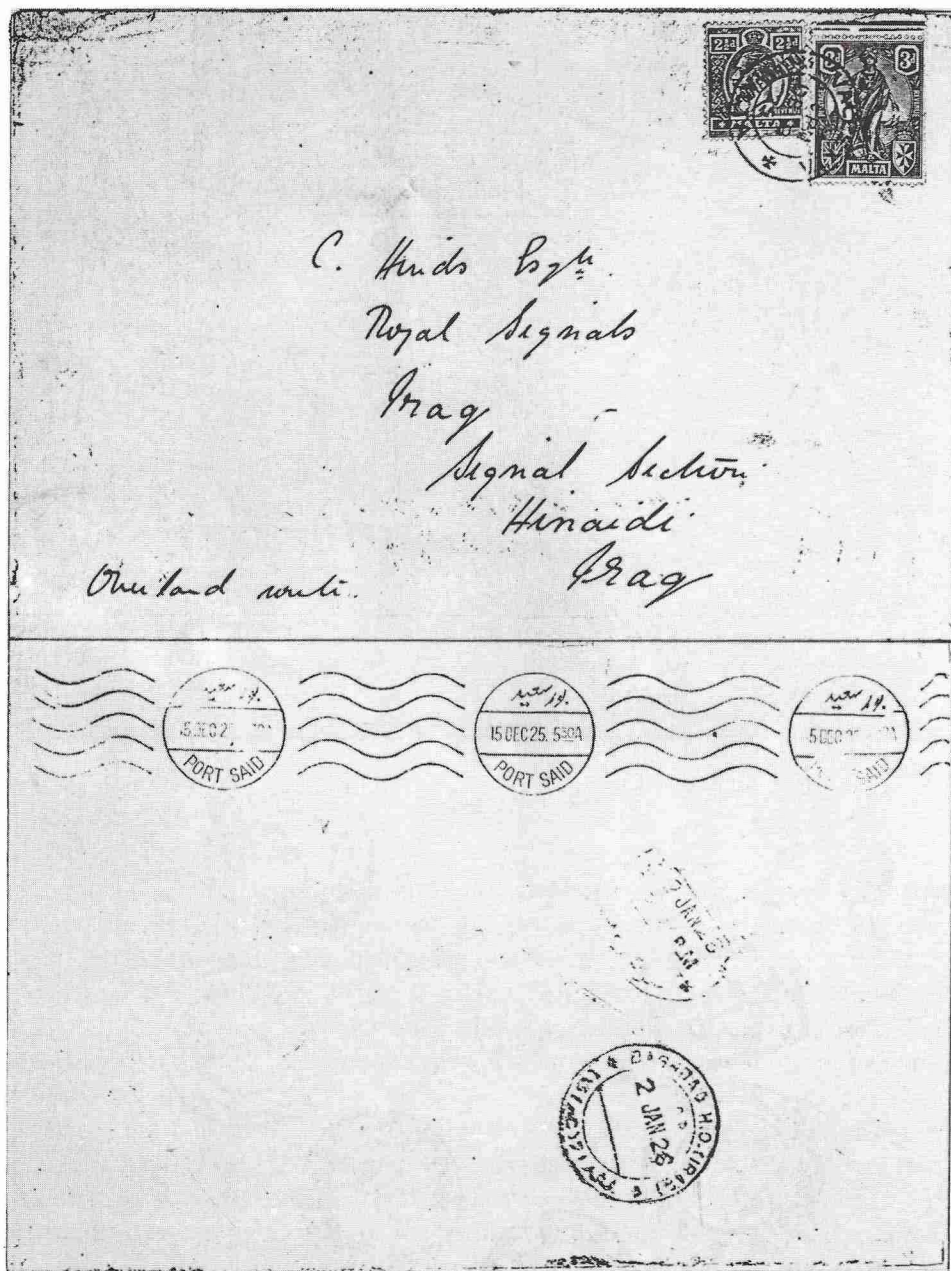


Figure 44



Figure 45

change well postdates the event, one must assume that Mr. Hinds informed his correspondent of the necessary change. How else would we have known? The cover is franked 2½d only for regular postage. It arrived in Baghdad on 2 Jan 26, much too quickly for sea route, and was charged 3A for Overland fee plus a fine of 3A for short payment.

Figure 46 shows a double weight Overland cover from England franked 10d (postage 2½d + 1½d for second weight + 3d Overland fee each weight).

Figure 47 is a cover from the U.S.. At this time (Nov, 1926) there was a 6 cents (=3d=3A) Overland fee, to be paid in addition to the 5 cents postage. This cover was franked only the 5 cents and, unlike the cover shown in Figure 45, was not sent by Overland shortpaid, but by sea. Of interest are the previously unrecorded handstamps that detail these matters. The one on the front reads: "Despatched by ordinary route. / Fee not fully prepaid for / Haifa-Baghdad Motor Route. / P.O. New York, U.S.A.", struck in purple. On the reverse, too faint for reproduction, is a second handstamp, also in purple, that reads: "This letter was posted insuf/ficiently prepaid for the route in/dicated on the envelope. / Letters for conveyance by / HAIFA-BAGHDAD Motor Route Service / or Cairo



Figure 46

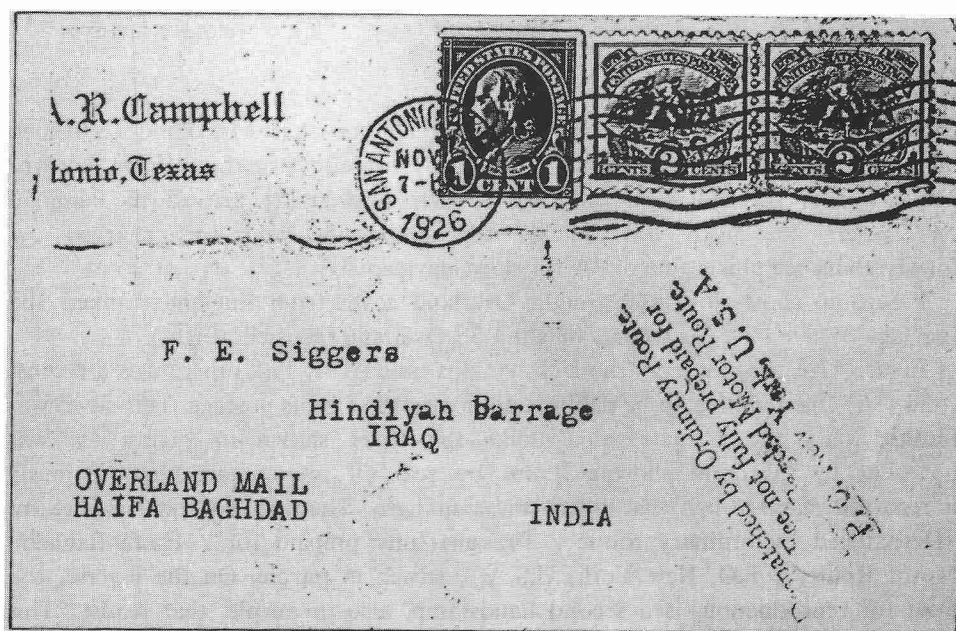


Figure 47

Baghdad Air Mail / Service must be prepaid 6c per ounce in addition to the regular foreign postage. / Post Office, New York, USA". The letter arrived in Baghdad on 24 Dec 1926.

Finally, a registered NAIRN Publicity Envelope (NPE-2) from Lebanon to England is shown in Figure 48. It is dated 24 Aug 1929 and is correctly franked 7Pi50 postage + 7Pi50 registration. This is the only recorded registered NPE.

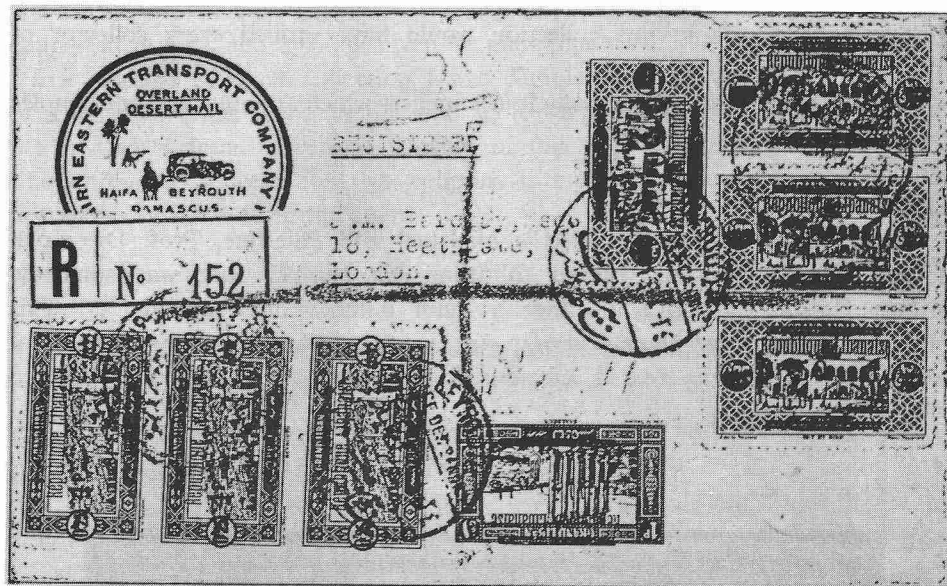


Figure 48

It is hoped that BAPIP's Monograph, and these notes, will stimulate further interest and correspondence regarding this interesting service.

Reference

- (1) N.J. Collins (coll. by Z. Alexander & N. Gladstone), "Overland Mail Via the Syro-Iraqi Great Desert", Holyland Philatelic Soc. (BAPIP) Monograph, London (1990).

Four Gems of Israeli IRC's

Klaus Pallen, Mechernich, Germany

There are moments in the life of a philatelist which you would not like to miss at any price, such a kind of "sidereal hour". Quite recently I met such a moment when I had the chance of having a look at the late Anton Steichele's collection of Israeli IRC's (International Reply Coupons). All that I have seen in this collection would have thrilled every collector of Israeli special items.

I would like to illustrate especially four vouchers which are outstanding examples of this collection.

(1) IRC No. 29A

In his famous catalogue of IRC's of Israel and Palestine, Prof. Dr. Koch showed and described a coupon following his No. 29 that was somehow curious. He did not give it either a main number or a subnumber. This coupon had been sold shortly after a rise in postal rates. The postal clerk of Ashdod of that time crossed out the former price "55" (Agorot) by two



Fig. 49: Israel IRC No. 29A reproduced from the Koch catalogue (without a number there!)

hand-written lines and wrote the new price "60" beneath it. This kind of changing the rate was absolutely contradictory to the official orders of the postal authority which prescribed the return of all unused vouchers with the former rate. By the way, rate changed by handwriting have never been allowed in Israel to this day. Therefore the poor clerk had been punished by court judgement and fired from the postal services – not because of his illegal action but because he retained the surplus money: 5 Agorot!!

I am still working on a revised edition of the Koch catalogue. In this edition the coupon mentioned above will be given the main number of 29A. Up to the time when I first saw the Steichele collection I was completely convinced that the example of Koch's catalogue was a unique one. You can probably imagine how surprised I was when I found a second voucher of this kind in the Steichele collection. The difference between the two coupons is evident: the positions of the date postmarks vary one from the other.



Fig. 50: IRC No. 29A from the Steichele collection.

(2) IRC No. 91

This coupon is also rather unusual. On Sep 30, 1980 the Israeli currency changed from the Israeli Pound (=Lira, L.I.) to the SHEKEL (IS), base: 10 L.I. = 1 IS. Later, namely on Oct 11, 1980, a postman in Tulkarem (West Bank, occupied territory) sold some vouchers with the former rate of 38.00 L.I.. Incidentally,

UNION POSTALE UNIVERSELLE COUPON-RÉPONSE INTERNATIONAL C 22

Ce coupon est échangeable dans tous les pays de l'Union postale universelle contre un ou plusieurs timbres-poste représentant l'affranchissement minimal d'une lettre ordinaire, expédiée à l'étranger par voie de surface.

Empreinte de contrôle du pays d'origine (date facultative) 77

Prix de vente 38.00 L.I.

Indication facultative 1

Bureau du bureau qui effectue l'échange

Fig. 51: IRC No. 91 of the Koch's catalogue.

the selling day was only possible in Arab territories because it was a Saturday and all post offices in Israel are closed! The speciality of this coupon is an additional violet boxed rubber stamp. On the left side and the right side of the voucher we find a vertical line extending from top to bottom separating a field of ca. 5 mm of width. In both fields we read the Hebrew letters SHIN-KOF-LAMED (SH-K-L which indicate the word SHEKEL). At the bottom of the box there is another horizontal line extending between the two vertical lines. It separates a field containing the Hebrew words BANK HA-DO'AR (=postal bank). The remaining field has a further vertical line on the right side. This line however, serves as a decimal separator. Here, the postman inserted the new currency by hand: "3.80" (IS). In Koch's catalogue this coupon has the number of 91.

Even this voucher seemed to me to be unique, before I saw the Steichele collection. But I erred a second time! The differences between the 2 vouchers are again the positions of the date postmarks. But also the boxed handstamps are situated slightly differently.



Fig. 52: IRC No. 91 of the Steichele collection.

(3) IRC No. 101A

This reply coupon had never been recorded before. It is only the BALE catalogue of 1992 which listed this coupon. According to my information, it was sold by a German dealer about 7 or 8 years ago. I have hunted for a photocopy of this voucher since then.



Fig. 53: IRC No. 101A, overprinted thrice - 4.30 I.S./17.50 L.I./3.30/1.70.

The overprints of this voucher are as follows: 4.30 IS/17.50 L.I./3.30/1.70.

In the revised edition of the Koch catalogue this coupon will obtain the number of 101A, inserted between Nos. 101 and 102.

(4) IRC No. 14A

I was extremely surprised when I found this coupon: There a brand-new coupon appeared, thirty years after its issue! Its overprints are: 40 Ag./36/360 Pr./45. All the overprints are violet handstamps:

1st: a square on "45" Pr.,

2nd: a long bar on "360 Pr.",

3rd: a rectangle consisting of 14 horizontal lines on "36" Ag..

This voucher will obtain the main number 14A, between Nos. 14 and 15.



Fig. 54: IRC No. 14A, overprinted thrice – 40 Ag/36/360Pr/45.

I am still hunting for photocopies of some unpublished IRC's, especially of the following:

BALE No. 147: Killer bar on 2.00 L.I.,

BALE No. 153: Killer bar on 5.60 IS,

(without BALE No.): Killer bar on 6.90 L.I..

Please send photocopy or any relevant new information to: Klaus Salten, PF. 3154, D-53889 Mechernich 3, Germany.

* * * * *

* **SHORT NOTES AND DISCOVERIES** *

* * * * *

The Ottoman Period

An Unrecorded Maritime Mark for Haifa Ca. 1901

(N.J. Collins)

On the 31st July, 1901 the Khedivial Mail Steamship and Graving Dock Co. Limited of London signed a contract with the Ottoman Post Office, permitting the Company to carry mail between their Agencies in Kale-i-Sultaniye, Metelin, Smyrne, Jaffa, Haifa, Saida, Beirut, Tripoli de Syrie, Alexandrette, Mersin, Jeddah and Hodeida.

Shown below in Figure 55 is a part strike of a cachet used by this line presumably to cancel mail posted in the mail box hung over the side of the ship whilst in harbour at Haifa, or enroute from there. The stamp is a Turkish 1901 issue 20 para. Similar round cachets are known from the 1920's which are all in English and with the name of the ship in the centre (e.g., Fig. 56).

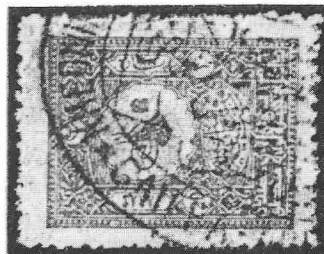


Figure 55

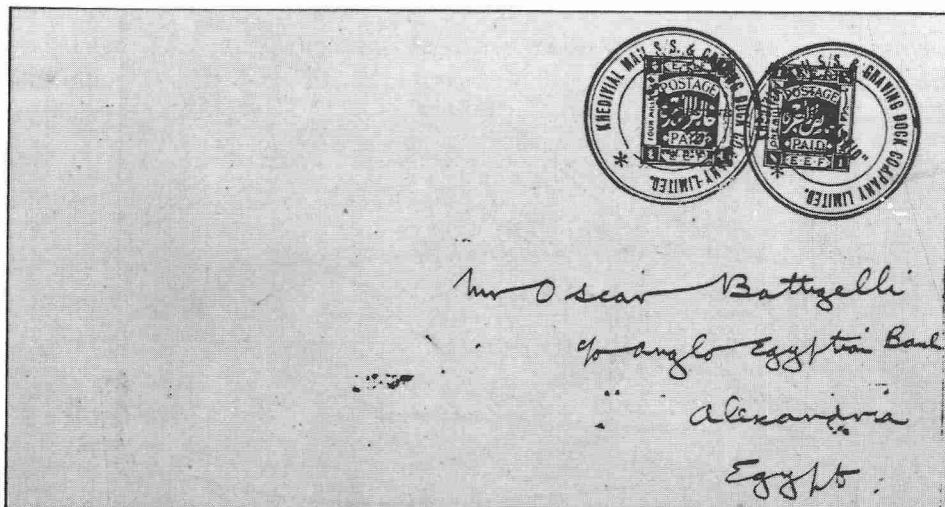


Fig. 56: A cover franked by Jerusalem 1 issue 4 Mils and 1 Mil of the Waterlow issue, cancelled by the cachet of the Steamship RASHID of the Khedivial Mail Line. On the reverse – machine cancel of Istanbul dated 25th February, 1930.

The strike shows 'KHEDIVIA' at the left, and at the foot 'CAIFFA-ALE..'. In the centre are Arabic inscriptions, no doubt repeating what is around the rim. At the foot in the centre the word 'HAIFA' can be clearly seen in Arabic. From the part inscriptions one can safely assume that the text reading upwards and around the rim from the left is "KHEDIVIAL MAIL S.S. & GRAVING DOCK Co. Ltd" and at the foot, "CAIFFA-ALEXANDRIA".

It is amazing that though this contract should have run until the outbreak of World War I, this is the only example of the cancel that has surfaced so far. This makes it one of the rarest cancels connected with the Holy Land.

My thanks are due to the original owner of the 1901 stamp and for his research notes on the Mail Contract. Unfortunately I do not know his name.

A Rare Marginal R-label of the Jerusalem German Post

(R. Phiers, Leeds)

Figure 57 shows a registered cover from the German P.O. at Jerusalem dated 22 March, 1909.

The registration label, which is probably marginal, is of special interest because it shows part of the Printing Control Number "C35" and Plate Number "1". To the best of my knowledge, such a marginal imprint has never been reported before.

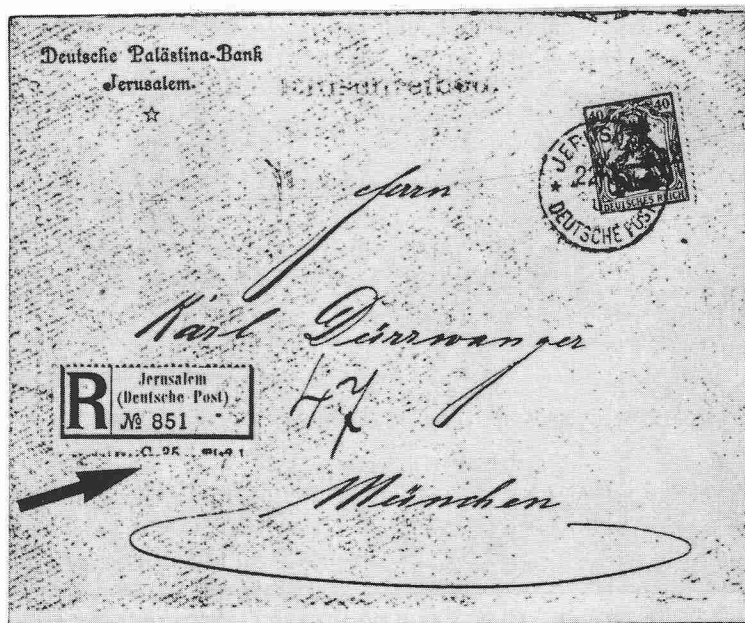


Fig. 57: A registered Jerusalem German post cover with a marginal R-label inscribed on the margin with part of the printing Control and Plate Numbers.

The British Mandate Period

Another SZ 2 Registered Cover *(Marvin Siegel)*

Years ago, I learned the elements of Holyland Postal History from my teacher of blessed memory, Philip Kanner. After flying in and unpacking, a visit to his apartment was always next on the schedule. There he would explain the riddles and shed light upon the intricacies of our postal history. He used pieces from his own extensive collections to demonstrate and prove the thrust of his remarks. One day, some 20 years ago, the subject he chose was EEF Mail. Amongst the pieces he had selected to serve as illustrations, was a small 1919 stamped cutout postmarked "SZ 2". I recall vividly how proud he was to possess the small cutout as his remarks emphasized the rarity of the postmark. Specifically, I remember him stating that he had never seen a full cover with the SZ 2 postmark and he corroborated his point about the rarity with an excerpt from an article in a philatelic journal.

In 1991, Yaakov Tsachor assigned me the task of describing for auction the fine Mandate Jerusalem collection of Emanuel Glassman. How surprised I was to note that the collection included not one but two full covers with dispatch postmarks of SZ 2! These were auctioned in the October, 1991 sale of Tel Aviv Stamps Ltd. I described the first as an "8/1919 charity cover addressed to the U.S.A., franked with a pair of #6s tied by the unusual combination of SZ 2 & OETA-EEF (Glassman #A8)". The second catalog description was "3 Nov, 1919 OHMS SZ 2 **registered** cover to Jaffa with two full strikes on front & handstamped SENIOR JUDICIAL OFFICER OETA...; probably the only Registered SZ 2 cover known". How wrong I was! A year later, I chanced upon the registered cover shown in the accompanying illustration (Fig. 58). Its SZ 2 postmark is dated 10 January, 1920 and it was

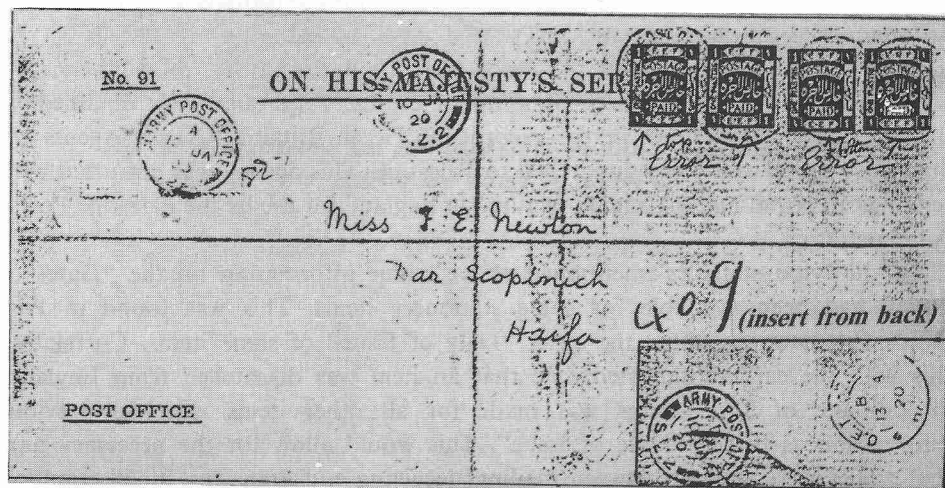


Figure 58

addressed to Haifa with a total franking of 4 piastres. This heavy franking points to a philatelic usage but it is quite possible that the cover's contents were quite heavy in which case its franking breaks down to 1 piastre registry fee and 9x weight steps or 2.9 piastres (5m +8x3m) for a total of 3.9 piastres. Its arrival backstamp is a double circle OET-EEF Haifa dated 13 Jan, 1920. Its registry label is of the "blank" type, being without printed number or town name although with the same SZ 2 postmark as those cancelling the stamps.

Consulting Sacher's fine text "Army & Field Post Offices of Egypt and the EEF, 1914-20", we found that he listed the mark as being only known in Palestine from September 1918 to 10 April, 1919. Thus both of Glassman's covers as well as this latest one are dated after Sacher's "latest date". Next we checked out Firebrace's superb new reference of World War I Military Post of the region and found his SZ 2 parameters were: a) 4/1918 in Palestine and known in Jerusalem from September, 1918, b) In 6/19 transferred to Northforce, remaining in Jerusalem, c) By 1/20 transferred to GHQ but known used before closure by 4/1920, d) Earliest & Latest Dates: 11 September 1918 to 3 November 1919.

Thus according to both of our basic and most authoritative references, our newly found registered cover was the latest known. It being dated more than two months after Firebrace's reference date.

The kind assistance of Dr. Joel Weiner is hereby acknowledged.

P.C. 9: Updating the "Date of Issue"

(A.M. Hochheiser)

In compiling the catalogue "Postal Stationery of the Palestine Mandate", every effort was made to include the most up-to-date information available on the 'vital statistics' of the individual stationery items. "Quantities Issued" and "Dates of Issue" were the most important areas in which existing information was anywhere between sparse and non-existent.

Fortunately, with the help of Norman J. Collins most of this information was forthcoming with the help of a friend of his. Print-outs were obtained of the information contained in the records of Great Britain's Crown Agents on quantities issued and dates dispatched to Palestine. This agency was entrusted with sending out postal materials manufactured in England for use by the Palestine Postal Administration.

Of the 'vital statistics' mentioned above, some information on the "Dates of Issue" had been available for some stationery items. This was found in Post Office Circulars indicating the exact "Date of Issue" of some items. Correlating this with the earliest indicated date that an item was dispatched from England, an estimate of 2½ months was made for all other items with no previous information as to the "Date of Issue". This would allow for the necessary time that would have elapsed between mailing, receiving and preparing for distribution to the postal agencies for the 'first day' sale. In these cases, the month of

issue was bracketed in the catalogue. Bracketing indicated that the "Month of Issue" was only an approximate.

Obviously, this was not always accurate. This listed "Date of Issue" for P.C. 9 was (August) 1939. Shown in the illustration (Fig. 59) is a copy of this post card clearly dated July 16, 1939. The "Date of Issue" of P.C. 9 has to be adjusted.

Readers are urged to check the dates of cancellation of all stationery items in their possession in order to amend recorded "Dates of Issue". Any indicated changes should be reported to the editor of the journal, and would be much appreciated.



Fig. 59: A Mandate 8 mil post card (P.C. 9) with the earliest reported date of use – July 16, 1939.

Reverse Mail of the Chiasso–Sofia–Jerusalem POW Airmail Route 1942/43

(Norman J. Collins)

In my last article on this subject¹, I mentioned that no mail with route instructions for the reverse journey had been reported. At long last, after nearly 12 years on this research, two items have been reported from Italian POW's in Egypt.

Previously the only endorsements on mail back to Italy were 'Via Cairo', with no indication of the rest of the route. The two items reported by Stanley Horesh, one in his own collection and the other from an auction lot, now give us the evidence that mail did possibly go back by the reverse route.

The inscriptions on these cards are as for the outwards route, and not in reverse order. No doubt the route instructions were taken from mail to these two soldiers.

The first (Fig. 60) is a Prisoner of War postcard to Italy with the imprinted address of the International Committee of the Red Cross, Central Agency for Prisoners of

Poste area for
Hippis in or guard
Via Sofia - 154
Bussaghi
ferruccio

Nome _____
Cognome *Sparagiani*
No. Matr. *11*
Grado *Soldato*
Unità *Bussaghi*
Data e luogo di nascita: *9/11/1913*

padre: _____
madre: *Potini Corina*

No. dell' Internato: *354488*
Indirizzo: *308 P.O.W.*

Italian Prisoners of War Camp *M.E.F.*
Egyp.

AF. W. 3054 (Substitute)
ORDER TO BE USED FOR NOTIFICATION OF CAPTURE ONLY
PRISONER OF WAR
VERIFICATION
PER CENSURA
Sig. _____
MUSTA BOLLOCS ALEXANDRIA
aux soins du
COMITÉ INTERNATIONAL
de la CROIX ROUGE
Agence Centrale
des prisonniers de Guerre
GENEVE

Fig. 60: A POW postcard from Egypt to Italy, sent in July 1942, inscribed “Poste Aerea... Via Sofia-Istanbul-Bessoghire”.

War, Geneva. The date of writing (on the back) in manuscript is 24th July, 1942, and on the front, also in manuscript, is the route instruction “Poste aerea per prigionieri di guerra Via Sofia–Istanbul–Bessoghire”. The last name in the inscription is a bit of a puzzle.

The second is a similar POW postcard with manuscript date 27th July,

1942. Also on the reverse is a manuscript route instruction "Via aerea Chiasso-Sofia-Gerusalemme" (Fig. 61).

AF. W. 3054 (Substitute)

CARD TO BE USED FOR NOTIFICATION OF CAPTURE ONLY

PRISONER OF WAR Postage Free

<p>Nome <i>Girolamo</i></p> <p>Cognome <i>Girolamo</i></p> <p>N. Mat. <i>78</i></p> <p>Grado <i>Soldato</i></p> <p>Unità <i>Artiglieria</i></p> <p>Data e luogo di nascita: <i>20-2-1922</i> <i>Montalbano P. Piacenza</i></p> <p>Nome padre: <i>Girolamo Paolo</i> madre: <i>Ballarino Maria</i></p> <p>No. dell'Internato: <i>15-10-55</i></p> <p>Indirizzo: <i>C/O CHIEF P.O.W. Camp C. 306</i> <i>Italian Prisoners of War Camp.</i></p> <p style="font-size: small;">1944 / P.M.E. 30.000 - 10/41 Egypt.</p>	<p style="text-align: center;">Sig. <i>Girolamo Paolo</i> <i>Prigioniero di Montalbano</i> <i>(P. Piacenza)</i> <i>Italia</i></p> <p style="text-align: center;">aux soins du COMITÉ INTERNATIONAL de la CROIX ROUGE</p> <p style="text-align: center;">Agence Centrale des prisonniers de Guerre GENÈVE</p>
---	--

Via aerea - Chiasso - Sofia - Gerusalemme

SCRIVERE CHIARAMENTE E BREVEMENTE PER INCHIESTO RAPIDO

Corrispondenza Data: *22-2-42*

Carissimo Paolo

Vi faccio presente che mi
trovo prigioniero dal giorno 14.10.41
a mezzogiorno, in una salita di 1.000 metri
attorno con un gruppo di uomini
di vari livelli in famiglia.
Questo è il mio indirizzo!

C/O CHIEF P.O.W. Camp C. 306.

Stefano Sigis Prossimo
Girolamo

Fig. 61: A POW postcard from Egypt to Italy, sent in July 1942, inscribed "Via aerea Chiasso-Sofia-Gerusalemme".

Despite the fact of the manuscript route endorsements, it cannot be ruled out that such mail actually went via Switzerland, per the imprinted address on the front of the cards. Unfortunately, due to the fact that such mail did not receive transit marks, it is nearly impossible to prove or disprove the exact route of the reverse trip.

My thanks to Stanley Horesh for reporting the two POW cards.

Reference: (1) N.J. Collins, HLP# 49-50, (1992) p. 453.

The Interim Period

The Interim Use of Postal Materials

(*A.M. Hochheiser*)

The land now known as the State of Israel is part of the Middle East, which entire area was originally under the political control of the Turkish Empire through the nineteenth century. Turkey exercised administrative authority, including the Post Office System, until the World War I period. The British Army, known as the Egyptian Expeditionary Force, invaded Southern Palestine in January, 1917. By the end of World War I in November, 1918 the army had occupied the entire area up to the southern borders of Turkey. The Military exercised authority over the entire occupied area until the League of Nations mandated a divided control to France, over Lebanon and Syria, and to Great Britain, over Palestine and Transjordan.

On July 1, 1920 the British Civil Administration took control over Palestine, including the administrative control of the Postal System. In March, 1948 as the British Mandate drew to a close as a result of the United Nations Mandate, their authorities abandoned their control over civilian affairs. The Minhelet Ha'am, a temporary government established by the Jewish Community, assumed control until May 14, 1948 when the State of Israel was proclaimed.

Of primary importance here is the fact that "interim" authorities had to improvise with the use of postal materials by predecessor authorities until their own full services were in operation. While this was true for the use of postage stamps as well, this article will only concern itself with the forms necessary for maintaining post office function.

The "interim" authorities with which we are concerned are:

- Fig. 62: The Military Administration (1917-1920) from Turkish rule using (a) British, and (b) Egyptian forms.
- Fig. 63: The Civil Administration (1920-1948) using the previous forms of the Military Administration.
- Fig. 64: The Minhelet Ha'am (1948) using the previous forms of the Palestine Mandate.
- Fig. 65: The State of Israel (1948 ---) using the previous forms of the Palestine Mandate as well as Mandate forms overprinted by the Minhelet Ha'am.

Of these only examples of Figure 64 are rare. This envelope form was reproduced from an article by Ya'akov Shabtai in the 20th Anniversary Publication of the WPC.

A most unusual example of "interim" usage is shown in Figure 66. This Palestine Mandate form was overprinted for use by the Minhelet Ha'am but subsequently used by the State of Israel.

PALESTINE POSTS, TELEGRAPHS & TELEPHONES. P.T. 750.

R METULLA No 0286

דואר
מחלקה
מטולה

דואר
מחלקה
מטולה

דואר
מחלקה
מטולה

Figure 64

PALESTINE POSTS, TELEGRAPHS & TELEPHONES. P.T. 605.

דائرة البريد والبرق والتلفون في فلسطين
הדואר המברק והטלגרף והטלפון (א"י).

A No 71613

Office _____ Date _____

Received from W. Edin

The sum of 2292

on account of _____

L.P. _____

Mils _____

Signature _____

39588-500 Bks.-6.12.46-G.C.P.

Figure 65

(1) מנהלת העם - מנהל העם
מנהל ירושלים

PALESTINE POSTS, TELEGRAPHS & TELEPHONES.
ادارة البريد والتلغراف في فلسطين

A. № 91932

Received from LITTLE SHOP OF ARTS من محلتي
the sum of Two Pounds 53 Jerusalem 31-12-47
on account of rental of a Private Letter Box No. 53 على حساب اجار صندوق بريد خاص برقم 53
at the Post Office Jerusalem بتاريخ 31-12-47
for the period 1-1-49 to 31-12-47 في بوسطة 31-12-47
and 250 mills deposit in respect of the keys thereof. ولا تأمينا لقاء مفتاح الصندوق المذكور
Date 31-12-47 التاريخ 31-12-47 Signature [Signature] التوقيع [Signature]
12052-3000-Bks.-A.P.

Figure 66

Auction House
ZODIAC STAMPS LTD.
זודיאק סטמפס בע"מ

Forerunners, Mandate & Judaica

מקדמים, מנדט ויודאיקה

Holocaust, Interim & Postal History

השואה, מנהלת העם ותולדות הדואר

J. N. F., Revenues, Coins & Banknotes

קבל, כלי הכנסה, מטבעות ושטרות

ISRAEL, Doar Ivri, F.D.C.'s & Varieties

ישראל, דואר עברי F.D.C.'s ובעיות

World Wide: Stamps, Covers & Collections

כל העולם: בולים, מעטפות ומסכים

The Auction Will Take Place At Our Office

המכירה תתקיים במשרדנו

11 Hess St., Tel Aviv, Israel 63324

P.O.B. 4895, Tel. 03-5284931, Fax. 03-291395



The State of Israel

Captured Mail of the 1956 Sinai Campaign *(M. Siegel)*

During the night of 29/30 October, 1956 the Israel Defence Forces launched "Operation Kadesh", also known as the Sinai Campaign. The Israeli Foreign Ministry announcement on that night was, "Israel this evening took security measures to eliminate the Egyptian Fedayeen bases in the Sinai Peninsula...". The IDF's lightning strike was extremely successful and all of the territorial objectives were quickly captured in a matter of hours or days. In the Gaza Strip, the proverbial trouble spot then as now, were concentrated the bases of the terrorists. These were usually located in close proximity to the Arab Refugee Camps. In the campaign's initial stage, the Gaza Strip was first sealed off (completed late on 1 November) and the entire strip fell into Israeli hands during the weekend of 3/4 November.

The two Egyptian registered covers shown here* bear certain similarities and also differences. Both were postmarked early on 1 November, after the battle had already started! This writer believes this is the latest date known for any operation of the Egyptian Post at that time. The first cover (Figure 67) has a postmark "Gaza R" (Main Gaza Post Office) and is stampless being Official Mail as per its appropriate (violet) handstamp on the right. The second cover (Fig. 68) is franked with a 35 mills Egypt stamp overprinted PALESTINE in red. Its postmark is that of the branch office "New Gaza R" which opened in 1954. This device replaced its first one "Gaza Elgedida". Handstamps and not registry labels were used. The Official letter's handstamp is as shown on page 617 of Pollack's "The Holyland Philatelist". The franked cover's registration handstamp still reads "Gaza Elgedida". This mark must be a scarce one now. Both covers were censored by Egyptian Army authorities.

Of most interest here to us as philatelists is that both are stamped on their backs with Israel trilingual postmarks of Tel Aviv-Yafo #14, late in February, 1957. They were resealed with the Israeli censor labels (#1027.נ & #1021.נ respectively). Apparently some, if not all of the commercial mail found in the Post Offices of the captured Egyptian cities and towns were confiscated and taken to Tel Aviv for examination of contents. After this was completed, the covers were resealed. However, several questions remain unanswered:

- A) Why were the covers postmarked with an Israeli device?
- B) Were the covers ever returned, via the Red Cross, or some other Agency, and if so how did they again end up in Israel?

* Covers from the collection of Lawrence Fisher, Raanana.

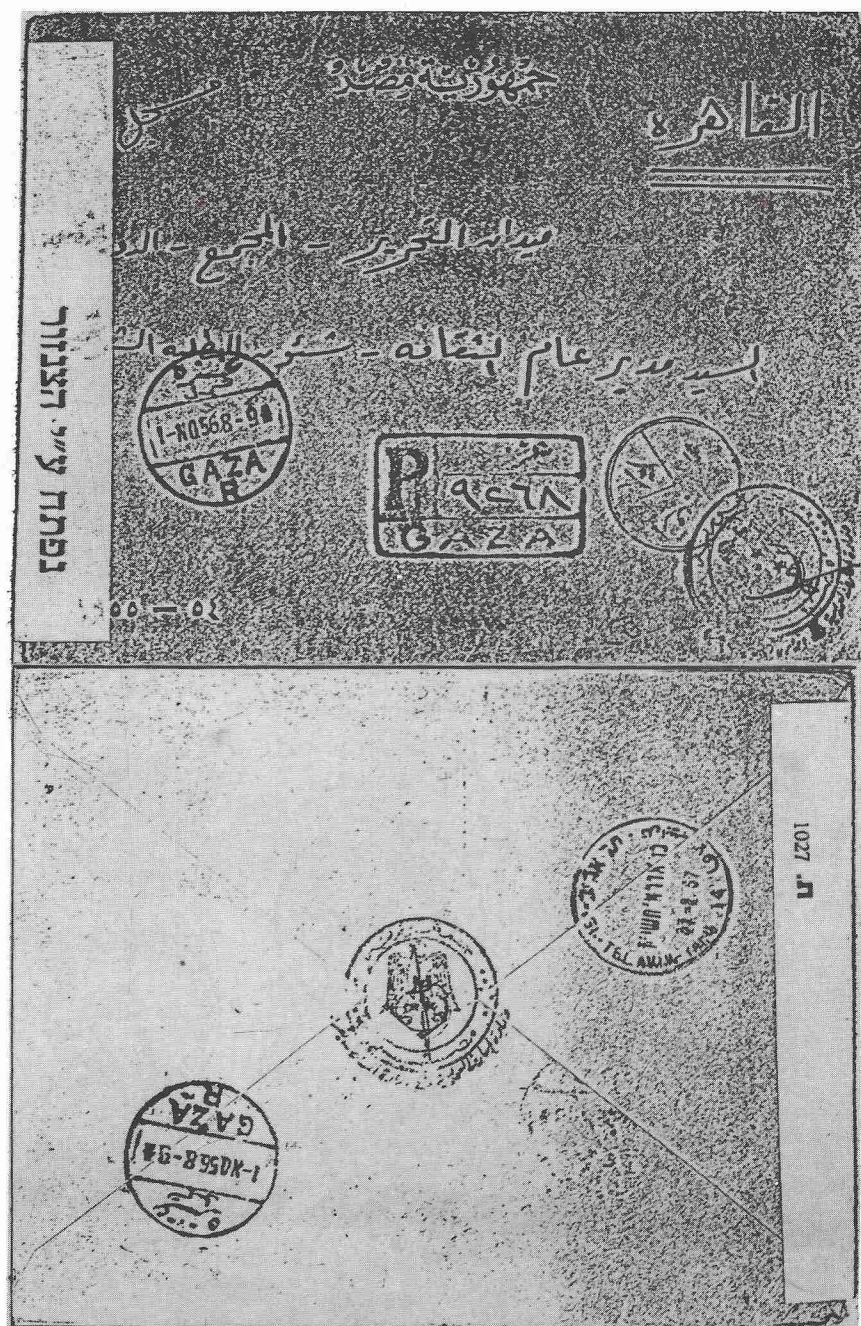


Fig. 67: Registered stampless official cover sent from the main Gaza Post Office on 1.11.56, intercepted and censored by the IDF. Later backstamped "Tel Aviv-Yafa 27.2.57".



Fig. 68: Cover with an Egyptian stamp overprinted "PALESTINE", posted from "New Gaza" on 1.11.56; confiscated and censored by IDF and backstamped in Tel Aviv, 27.2.57.

* * * * *

* G E N E R A L N E W S *

* * * * *

New Cancellations and Post Offices

(Compiled by J. Nachtigal)

A. Special Cancellations (see also Fig. 69)

01.4.93: "25th International Flower Show", Haifa.

18.4.93: "Pray for the Peace of Jerusalem - Israel 45 Years of Independence", Yerushalayim*.

18.4.93: "Illustration of Scientific Concepts", Haifa*.

18.4.93: "Memorial Day", Haifa*.

18.4.93: "Grove in Memory of the Martyrs of Chemnitz, Germany", Hare Yehuda (M.P.O)

18.4.93: "Holocaust Martyrs and Heroes Remembrance Day", Lohame Ha-Getaot*.

19.4.93: "Driving and Alcohol don't go together", Ramat Gan.



Fig. 69: Special cancellations used in Israel in the last period.

* These were used as special postmarks for the F.D. of the corresponding stamp issue.





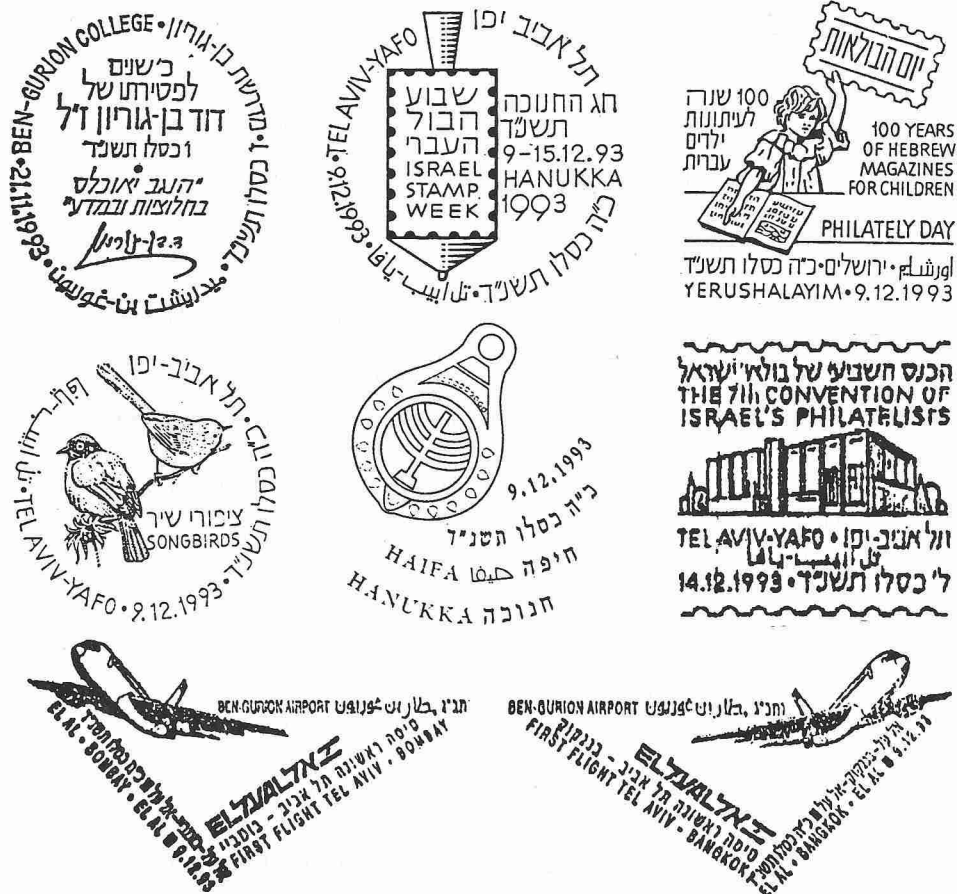


Fig. 69 (continued): Special cancellations used in Israel in the last period.

- 23.4.93: "50 Anniversary of Giv'at Shemu'el", Giv'at Shemu'el.
 07.5.93: "World Philatelic Exhibition Poznan 7-16.V.1993, Israel's Philatelists' Greetings to Polska '93", Tel Aviv-Yafo.
 20.5.93: "33rd Conference District 2490, Rotary Israel", Tiberias.
 02.6.93: "The Hebrew Book Week", Yerushalayim (11.6), Tel Aviv-Yafo (12.6), Haifa (11.6), Ashqelon (9.6), Beer Sheva (9.6), Afula (9.6), Ramat Gan (9.6)*.
 03.6.93: "Blich Alumni Convention", Ramat Gan.
 07.6.93: "The Hebrew University of Jerusalem, School of Pharmacy 40 Years", Yerushalayim.

* These postmarks were used on several days, through the date shown in brackets respectively.

- 20.6.93: "30 Anniversary of I.P.A. Israel Section (International Policeman Association)", Tel Aviv-Yafo.
- 24.6.93: "Tel-Hai Primary School – 70 Years, Alumni Reunion 1922–1992", Haifa.
- 28.6.93: "Youth Aliyah celebrates Sixty, 1933–1993", Yerushalayim.
- 29.6.93: "Road Safety for our Children", Yerushalayim*.
- 29.6.93: "Drugs – No, Thanks" Netanya*.
- 29.6.93: "Guilio Racah, Aharon Katchalsky-Katzir", Rehovot*.
- 29.6.93: "14th Maccabiah", Ramat Gan*.
- 01.7.93: "10th Jerusalem Film Festival", Yerushalayim.
- 05.7.93: "Netanya hosts the Participants of the 14th Maccabiah", Netanya.
- 05.7.93: "14th Maccabiah – Opening Ceremony", Ramat Gan.
- 12.7.93: "70th Anniversary of "Betar", 1923–1993", Tel Aviv-Yafo.
- 29.7.93: "Giv'at Ada Municipality, 90th Anniversary of Giv'at Ada, 1903–1993", Giv'at Ada.
- 30.7.93: "Greetings from Israel's Philatelists to Brasiliana '93", Tel Aviv-Yafo.
- 18.8.93: "The New Tel Aviv Bus Terminal", Tel Aviv-Yafo.
- 19.8.93: "Man and his World" fair, Tel Aviv-Yafo.
- 22.8.93: "Festivals of the Year 1993–5754", Yerushalayim*.
- 22.8.93: "B'nai B'rith, 150 Years", Yerushalayim*.
- 22.8.93: "For a Better Environment", Yerushalayim*.
- 22.8.93: "...and show Deference to the Old", Tel Aviv-Yafo*.
- 21.8.93: "Telafila '93 – Binational Stamp Exhibition Israel–Romania, Opening Day", Tel Aviv-Yafo.
- 22.8.93: "Telafila '93 – Binational Stamp Exhibition Israel–Romania, Postal Authority Day", Tel Aviv-Yafo.
- 23.8.93: "Telafila '93 – Binational Stamp Exhibition Israel–Romania, Environment Day", Tel Aviv-Yafo.
- 24.8.93: "Telafila '93 – Binational Stamp Exhibition Israel–Romania, Youth Day", Tel Aviv-Yafo.
- 25.8.93: "Telafila '93 – Binational Stamp Exhibition Israel–Romania, Israel–Romania Friendship Day", Tel Aviv-Yafo.
- 26.8.93: "Telafila '93 – Binational Stamp Exhibition Israel–Romania, Thematic Day", Tel Aviv-Yafo.
- 12.9.93: "Greetings from Israel's Philatelists to Katowice '93, Polska-Izrael", Tel Aviv-Yafo.
- 10.10.93: "Gordoniada, 110 Years of Romanian Jews Settlement in Israel", Nes Ziyona.
- 18.10.93: "Israel Food Day", Yerushalayim.

* These were used as special postmarks for the F.D. of the corresponding stamp issue.

- 26.10.93: "40th Anniversary of the Grand Lodge. The Grand Lodge of the State of Israel", Yerushalayim.
- 08.11.93: "Visita de SS. M M. Los Reyes de España in Jerusalem", Yerushalayim. Strikes of this postmark exist also in violet.
- 10.11.93: "The Weizmann Institute of Science, the 45th Annual Meeting of the Board of Governors", Rehovot.
- 16.11.93-10.1.94 (except 24.12): "Bethlehem, Holy Land", special pictorial postmark for the Christian Holyday Season, Bethlehem (Zahal)*.
- 16.11.93-10.1.94 (except 24.12): Special pictorial postmark for the Christian Holyday Season, Nazareth.
- 21.11.93: 20th Anniversary of the death of David Ben-Gurion, Ben-Gurion College.
- 09.12.93: "Israel Stamp Week, Festival of Hanukka, 9-15.12.93", Tel Aviv-Yafo.
- 09.12.93: "100 Years of Hebrew Magazines for Children. Philately Day", Yerushalayim**.
- 09.12.93: "Songbirds", Tel Aviv-Yafo**.
- 09.12.93: "Hanukka", Haifa**.
- 09.12.93: "El Al First Flight Tel Aviv - Bombay", Ben-Gurion Airport.
- 09.12.93: "El Al First Flight Tel Aviv - Bangkok", Ben-Gurion Airport.
- 14.12.93: "The 7th Convention of Israel's Philatelists", Tel Aviv-Yafo.

B. Definitive Cancellations***

- 11.5.93: On this date 8 new or replaced handstamps were put into use in various Post Offices as follows: "Bene Beraq 27", "Holon 41", "Kefar Sava 22", "Petah Tiqwa 41", "Ramat Gan 49", "50", "51", "52".
- 12.5.93: "Tel Aviv-Yafo 1" machine cancellation (with "waves").
- 20.5.93: On this date 28 new or replaced handstamps were put into use in various Post Offices as follows: **Southern Region**: "Ashdod 32", "Ashqelon 22", "Be'er Sheva 50", "Bet Shemesh 7", "Elat 13", "Gedera 4", "Ofaqim 5", "Qiryat Mal'aqhi 1"; **Northern Region**: "Bet She'an 5"; **Haifa** - (Ahuza Branch) "130", (Haneviyyim Branch) "122", (Nahala Branch) "129", (Sha'ar Palmer Branch) "128", (Shiqemona Branch) "126"; **Tel Aviv-Yafo** - (Ahimeyyr Branch) "302", "303", (Dizengoff Branch) "304", "305", (Gan Meiiyr Branch) "300",

* Cf. the next section for a special Klussendorf postage label issued in connection with this postmark.

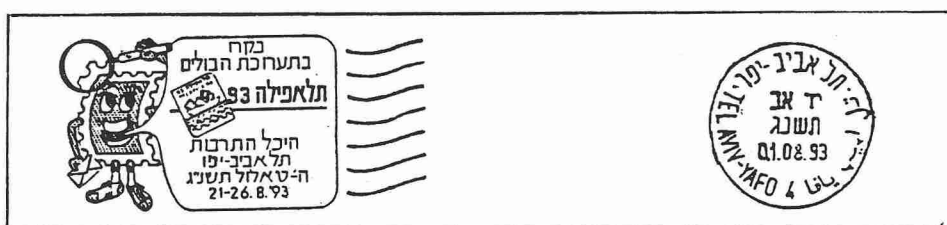
** These were used as special postmarks for the F.D. of the corresponding stamp issue.

*** "Francotype" meter machine cancellations of Post Offices (index "7"): In recent years many of such meter postmarks were altered by the addition of the words "Postal Authority", but this was not published in the official "Public Notices". Also some new meter machines have been introduced without any announcement, so it is very difficult to know their "First Day". We therefore include in these lists only such meter machines postmarks (of Post Offices) which have been reported to the public.

- "301", (Hahashmonayim Branch) "307", "308", (Merkezet Hazafon Branch) "271"; **Yerushalayim** – (Bet Hakerem Branch) "32", (Bayit Vegan Branch) "27", (Geulim Branch) "38", (Hadassa Branch) "86", (Shamai Branch) "36".
- 23.5.93: "Ramat Gan 50", "51", for the new Postal Branch in 2 Haro'eh St., Ramat Gan. (These postmarks were used before in Ramat Gan Main P.O.).
- 01.6.93: "Kefar Sava 16", for the new Postal Agency, grade A, in 1 Mish'ol Gil St. Kefar Sava. (This Postmark was used before in Kefar Sava Main P.O.).
- 13.6.93: "Haifa 119", "120", "121", additional postmarks in the B.P.O., Haneviyyim St.
- 16.6.93: "Yerushalayim 3", for the new Postal Agency, grade B, in the Industrial Center "Atarot", Jerusalem. (This postmark was used before in the Central Branch, Jerusalem).
- 10.8.93: "Nes Ziyvona 6", for the new Postal Agency, grade A, in Shehunut Ramat Ben Zvi (This postmark was used before in Nes Ziyvona Main P.O.).
- 16.8.93: Last Day of "Qiryat Motzkin 168 ט" Francotype Machine.
- 12.10.93: On this date 42 new or replaced handstamps were put into use in various Post Offices as follows: **Southern Region**: "Arad 7", "8", "Netivot 5"; **Central Region**: "Herzliyya 23", "Kefar Hayyim 1", "Ra'ananna 11"; **Northern Region**: "Afiqim 1", "Atlit 3", "Bet Hashitta 1", "Bet She'an 6", "Gevat 1", "Giv'at Ada 2", "Kfar Yasif 1", "Nahalal 3", "Pardes Hanna-Karkur 7", "8", "12", "Yoqne'am Illit 3", "5"; **Zahal**: "Azza 9", "Azza 10", "Azza 11", "Azza 12", "Bani Suheila 2", "Beit Hanun 1", "Beit Lahia 1", "Deir El Balah 2", "Jabalia 2", "Khan Yunis 3", "Nuseirat 2" (instead of the previous postmarks Al Nuseirat 1, 2), "Sheikh Redwan 1"; **Tel Aviv-Yafo** – (Hayarkon Branch) "309", (Central Sorting Office) "335-344".
- 24.10.93: "Ofaqim 6", additional postmark in Ofaqim Post Office.
- 25.10.93: On this date 14 new or replaced handstamps were put into use in various Post Offices as follows: **Southern Region**: "Ashdod 33", "Ashqelon 23", "Be'er Sheva 51", "Bet Shemesh 8", "Dimona 11", "Elat 17", "Yeroham 3", "4"; **Haifa** – (Ahuza) "131", (Haneviyyim Branch) "123", "124", (Shiqemona) "125", "127"; **Yerushalayim** – (Hadassa Branch) "37".
- 15.11.93: "Bet Arye, Zahal", for the Postal Agency, Grade C, in Bet Arye.

C. Slogan Cancellations

- 01.8-26.8.93: "Visit the Telafila 93 Stamp Exhibition, Heichal Hatarbut, Tel Aviv-Yafo, 21-26.8.93", Tel Aviv-Yafo 4 and Tel Aviv-Yafo 45.



New Stamps and Postal Stationery

Stamps and Postage Labels: The following stamps and postage labels were issued during the last period:

16.11.93: A special Season's Greetings (automatic vending machine) **Klussendorf postage label** was issued for the Christian Holiday Season (Fig. 70). The Philatelic Services, using its own machine, issued the labels without a cliché number and these were also sold in many post offices on special F.D.C.'s at IS 1.45 (stamp value IS 0.85), cancelled with a special Bethlehem postmark (but without the index "1", which appeared in the postmark last year).

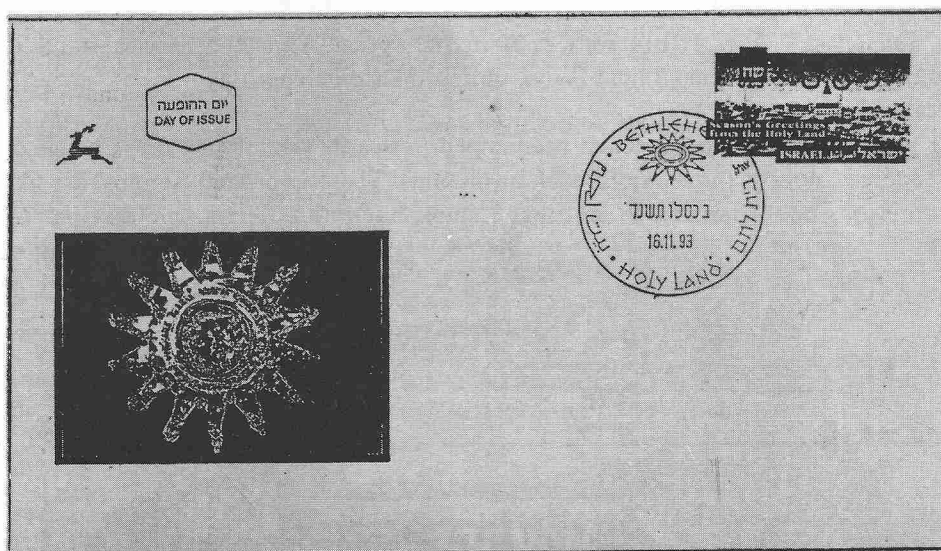
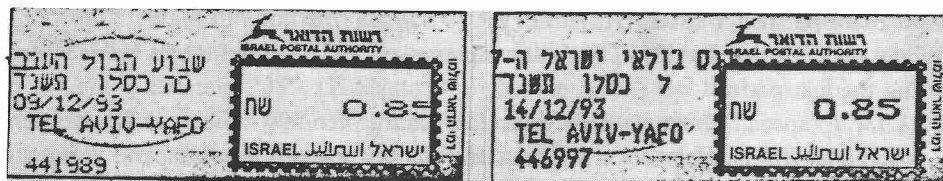


Figure 70

In Bethlehem post office, another Klussendorf machine was installed on that day, printing the same labels but with **cliché number 23**. According to the Post Office notice this machine should operate in Bethlehem throughout the period 16.11.93–10.1.94. A similar cliché (No. 23) was also used in the Philatelic Services main office in Jaffa*.

- 9.12.93: Songbirds definitive set (continued – IS 1.30, 1.70); Hanukka (Part I – Ag 90, IS 1.30, 2.00); Philately Day 1993 – 100 years of Hebrew magazines for children (IS 1.50).
- 9.–15.12.93: Computerized Postage Labels (CPL) of the standard format, but 'typed' (in Hebrew) "The Hebrew Stamp Week" (Fig. 71(a)), were sold during the

* But there are tiny differences in the 'typing', especially in the relative alignment, between the two "23" labels.



(a)

Figure 71

(b)

Hebrew stamp week in the special Philatelic Service stand in Dizengoff Center where the week-long stamp fair was held.

- 14.12.93: Similar CPL's, but 'typed' (in Hebrew) "The 7th Conference of Israel Philatelists" (Fig. 71(b)), were sold in the special Philatelic Service stand in Eretz-Israel Museum (Ramat Aviv), during the Conference day.

Postcards

- 21.11.93: Four non-denominated prestamped postcards were issued for 'Change of address' notices (price Ag 85 each at present). The 4 imprinted 'stamps' are like previous non-denominated greetings stamps, but with different colours (Fig. 72:



Figure 72

'Greetings', 'Keep in Touch', 'Good Luck' and 'See you Again'). The back side of all the four is identically printed (in Hebrew): "Take a pen and note down / Our number with you ____ Date ____ / Starting on ____ our new address is ____", and then come two framed squares to be completed with details of the old and new address respectively (Fig. 73).

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Figure 73

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Holy Land Awards in "Telafila '93"

The Binational Stamp Exhibition Israel-Romania, "Telafila '93", was held in Tel Aviv Heichal Hatarbut during 21-26 August 1993. Following are the Awards given to Holy Land and Judaica exhibits. The type of the exhibit is given in parenthesis, as follows: N - National, S - State, Y - Youth, L - Literature.

Gold (with the Grand Prix of the National Class)

W. Gross (N), "The Jewish local posts of Morocco 1891-1902".

Honorary Gold (Hors Concours): Israel Philatelic Service, Catalogue No. 12.

Large Vermeil

Ch. Schiftan (N), "Germany and the Holy Land - Correspondence & relations"

A. Zakai (N), "WWI - from Egypt to Jerusalem"

Z. Shimony (N), "Jerusalem Post in the War of Independence"

Vermeil

E. Danek (N), "Post in the Ghettos & Concentration Camps, 1936-1945"

Z. Aloni (S), "The 1948 Interim Period - Rishon Le Zion"

Shamir & Siegel (L), "Israel Foreign Postal Links (1948)"

Glassman & Shimony (L), "Holy Land Postal History" (Bulletin)

Nachtigal & Fixler (L), "Regular postmarks of the Israeli Post" and "Special Cancellations of the Israeli Post"

Large Silver

A. Lynn (N), "Chapters of Jewish history - the modern times"

L. Fisher (S), "Arab-Israel Conflict through the post"

J. Levkovits (S), "Revenues of Israel"

Silver Bronze

J. Levkovits (N), "Postage Due in the Holy Land"

Bronze

M. Sondak (N), "Mobile post in Israel"

P. Hirsch (S), "The world of the Bible"

D. Kraus (S), "The Jewish contribution to world's culture"

E. Saraf (S), "The Israel-Arab wars"

M. Nudler (S), "Judaica on Soviet postal stationery"

M. Bercovitz (L), Catalogue Judaica - Personalities



Obituary Ben-Zion Fixler

It is with great sorrow that we advise our members of the sudden passing, after a relatively short illness, of our veteran member Ben-Zion Fixler. Members will recall that he supplied us, in each issue, information concerning the latest postmarks, changes, slogans and new cancellation machines issued by the Israel Philatelic Service.

Ben-Zion was born in Czechoslovakia, growing up there, studying at the Wiznitz Yeshiva. He was amongst those transported to a concentration camp during World War II. He managed to survive and immigrated to Israel in 1949.

He worked for the Jewish Agency, specialising in immigration, being amongst those who organised the Second Youth Aliyah. At a later stage he managed the Agency office in Rome, Italy, for many years. On his return he managed the Italian desk until his retirement. Because of his abilities he was asked by the Jewish Agency, on reaching the age of 65, to take over the management of the office in Bucharest. There he suffered a heart attack and after arriving back in Jerusalem passed away from this illness.

For many years, Mr. Fixler maintained a close relationship with Mr. Nachtigal in collecting First - and Last - Day covers of every postmark, slogan and special cancellation issued by the Israel Postal Administration. The collection was huge and eventually they wrote their two books on the Regular Postmarks and Special Cancellations of the Israeli Post, published by the Postal Authority. These remain the standard works on the subject and in its wide and extensive range is probably unmatched by any other book published on the postal history of the region.

My friendship with Ben-Zion stemmed from the days when I was researching my first book. The tremendous help I received from both him and from Mr. Nachtigal made completing that book possible. Not only the help but the very warm friendship that arose is something not easily forgotten.

The Society and postal historians in this country have lost a very dear and almost irreplaceable friend. Our sympathy goes to his wife and his family.

(G. Glassman)

Holy Land Auctions' Realizations

Prices are in U.S. Dollars. 10-15% buyer's commission and 1.5-2.5% V.A.T. should be added.

Corinphila, Zurich, October 1993:

*Austrian P.O., 15 sld perf. 9½ on cover from Jaffa to Vienna -	SF2900
*1918, 5m "Arabic partly missing" (SG 4a) in a corner block of four -	SF650
*1921, 3rd Local Ovpt., 1m perf. 14 (SG58) -	SF2700

Zodiac Stamps, October 1993

*1945, £P1, 500, 15 & 10m on 13m Registered Entire to USA -	\$400
*1948, Doar Ivri, 3m plate block group #6.2 (only 3 recorded) -	\$3900
*1949, "Beer Sheva" private provisional cachet on cover -	\$110
*1950, Negev 500 pr tabbed F.D.C. -	\$2950

Dr. J. Wallach Public Auctions, November 1993

*1920, Narrow Setting, 5m perf. 15×14 (SG 44a) on cutout -	\$17,000
*1921, 3rd Local Ovpt., 20p perf. 14, unused pair -	\$34,000
*Ditto, used vertical pair -	\$5300
*1937, Pictorials, 3m Horizontally Ribbed paper, unused -	\$4000
*1948, Minhelet Ha'am, Ra'anana registered cover -	\$72
*1948, "Yehuda Essay", 15m die proof on glazed paper, vertical bars on both sides -	\$5000
*1950, Netanya "Cork" cancellation on small cover -	\$300

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The 2 books, "The Orient Flight" and the "Egypt Flight" of the airship Graf Zeppelin by Fred F. Blau and Cyril Deighton have now been published in one volume, in German (with additional information). For further details write to the Publisher: Herman E. Sieger Verlag, 32-34 Venusberg, Lorch D 73545, Germany.

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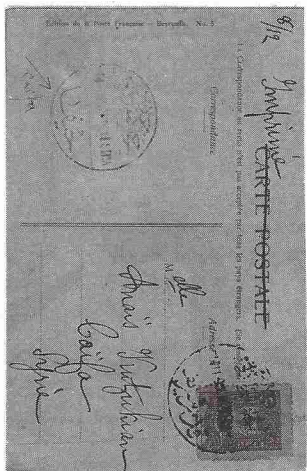
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