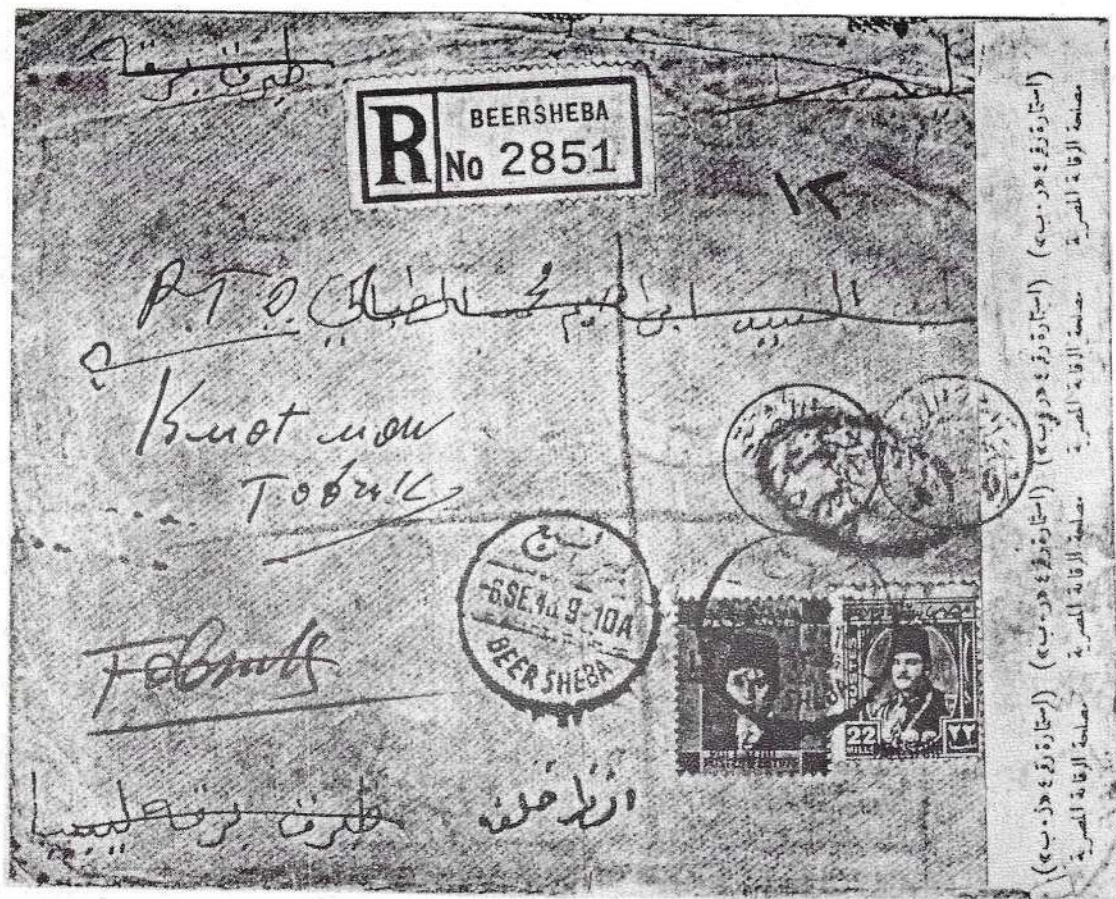


Holy Land Postal History

III
48

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



מעטפה רשומה נדירה מ"דאר הכבוש המצרי" בבאר שבע, מספטמבר 1948.

הבולים מצריים עם הדפס רכב PALESTINE

A rare registered cover of the "Egyptian Occupation Post" in Beer Sheva, from
September 1948. The stamps are Egyptian stamps overprinted PALESTINE
(see article on p. 369)



AUTUMN 1991

HOLY LAND POSTAL HISTORY

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New Book! New Book! New Book!

***The Postal History of the
Transition Period in Israel, 1948***

Vol III

***Israel Foreign Postal
Links***

by

Chaim Shamir and Marvin Siegel

Published by the Society of the Postal History of Eretz-Israel

Price for members \$25 (post-paid by surface mail)
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Foreword

The postal history of the transition period between the British Mandate and the establishment of the State of Israel, and its immediate aftermath, is remarkably popular among collectors and postal historians of Eretz Israel. This popularity led to an explosion of new material and information which resulted in a profusion of research and studies appearing in the philatelic literature. Since the pioneering books by Blake (1969), Forsher (1969), Fluri (1973) and Glassman (1978) no comprehensive textbook concerning this subject appeared. Most of the new information is scattered in journals and is not readily available to many collectors. Hence the need for a new updated textbook.

A group of active philatelists, members of the Holy Land Postal History Society, has undertaken the project and they comprise the Editorial Board. The work will be published in four volumes. Each will be written by experts in the particular field and the completed work will be edited by the Editorial Board.

The Board is composed of: Editor – Dr E. Leibu, Co-editors – Mr E. Glassman, Dr B. Hurwich, Dr Z. Shimony; Senior Consultant – Mr H. Muentz; other members – Mr I. Karpovsky, Dr Y. Rimón, Capt. Y. Shabtai, Mr M. Siegel, Mr Y. Tsachor. The Board will be assisted by other experts in particular subjects, according to the needs.

The subject and volume divisions of the project have been proposed to be as follows:

The Postal History of the Transition Period in Israel, 1948

Vol I: Official Postal Services: Postal Administrations of the British Mandate, Minhelet Ha'am and Israel.

Vol II: Emergency, Local and Private Postal Services.

Vol III: Israel Foreign Postal Links.

Vol VI: Military Postal Services.

Research is an ongoing process and even now unanswered problems exist in many of the well studied subjects. Some areas, e.g. Military Mail, still need more study. This makes the progress of the project as a whole slow and it will take some time before it is completed. Although the main framework of the project has been determined, the volumes will not appear in the outlined sequence. Rather, each will be published as soon as it is completed. The first, published herein, is Vol III: Israel Foreign Postal Links, written by Ch. Shamir and M. Siegel.

The Editors

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Congratulations to our member **Klaus Salten** who has been awarded the 1991 Dr. W. Hoexter Medal by the S.V.I.Ph. (Switzerland).

Quarantine in the Levant, 1866: Jaffa, Tiberias & Beyrouth

V. Denis Vandervelde, London

I have been fortunate enough to acquire an Englishman's manuscript diary of his tour of the Levant in 1866 which has never been published, but contains a 'blow-by-blow' account of quarantine practice, unmatched in my experience.

The diary is a small pocket book, of which more than 150 pages have been filled, in meticulously written English. Eighty percent is in ink, which is perfectly legible, but even the remainder, in a rather soft-ledged pencil, is not generally difficult to decipher. I have in places punctuated the narrative.

The writer identifies himself as a middle-aged Yorkshireman, with an urge to sketch as well as to write detailed accounts of his travels. A pencilled note at the front, which is in a similar but not, I think, identical hand, has the name 'A.H. Kirk, Huddersfield, England', followed by the names of the principal 'actors', Mr. Blatner – Jaffa, Mr. Dixon – Alexandria, and so on. The diary (obviously a second or subsequent volume), commences:

"Saturday 10 June 1866

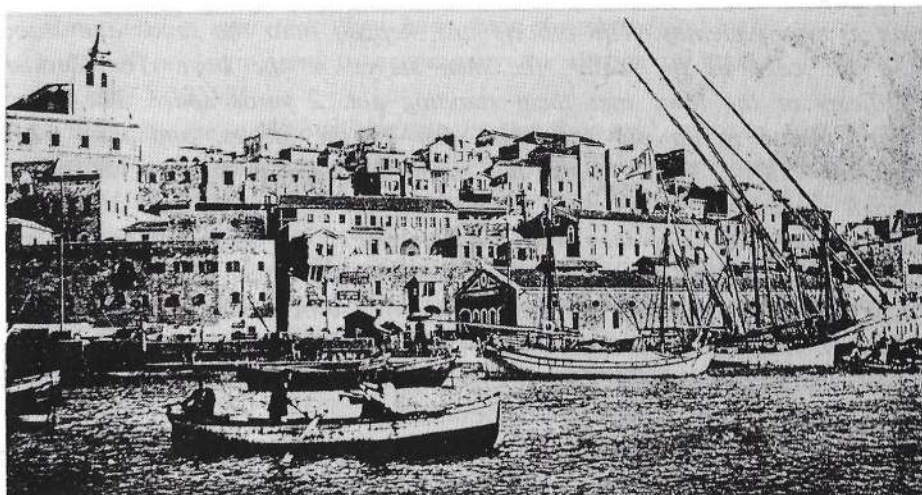
continued

Jerusalem ... The Bishop kindly lent (sic) from his (here a sketch of a Sedan chair) in which he was carried to Church. It is abt. 2 ft. 6 sq. They encountered many difficulties on their journey... on a/c of the various Tribes of Arabs being at war with each other"

It is the author's extraordinary preoccupation with quarantine, however, which dominates this volume. On Tuesday 12th June he meets three sailors from the English Man-of-War, the 'Cossac', lying at Jaffa (on which he was later to travel), who told him that "*Cholera had broken out at Alexandretta... I only just got away from there in time to escape it*".

The following day, he rode to Jaffa, learning that, "*The agent of Messageries Imperiales Co. has received instructions by Telegraph not to book any passengers by the French Boat for Alexandria, as quarantine from Jaffa was established there ... Some say the quarantine is for 6 days and others as much as 40 days*". The English Consul could not explain this, but "*the quarantine doctor of Jaffa [whom we know to be Dr. Sozzi from Sir Moses Montefiore's Diary, recording his visit in the wake of the Cholera epidemic which had devastated Jaffa in 1865 – VDV] is a particular friend of his... [But] the Doctor has been informed that Cholera was raging in Tiberias, round which there was a Cordon, that some of the people had by some means got thro' this cordon and come from Beyrouth to Jaffa and for that reason the quarantine was established*".

"Thursday 14 June 1866. Abt. 7.30 saw the steamer 'Niemen', [Messageries



View of Jaffa from the sea

Imperiales, which left France on her maiden voyage to the Eastern mediterranean on Jan. 18th, 1866 – VDV], 320 horse-power, coming in. Waited until 8.30 o'clock, when the Captain came ashore with the letters. He had the yellow quarantine flag flying. He did not come onto the quay but stood on a small sand bank close by. There the Turkish officials and the French Consul met him, they did not touch each other, standing at some distance apart, exchanging the papers and letters with sticks and tongues [sic, presumably tongs – VDV] and putting down the papers on the ground, the others taking them up as if they were polluted. They had a long conversation together”.

He meets “Captain Moore, brother to the English Consul at Jerusalem” who had arrived on the Niemen, and discovers that “the last time he was here, ten months ago, he was travelling with Sir Moses Montefiore and a Doctor [Dr. Louis Loewe – VDV]. They were then coming from Alexandria... I have been very much disappointed at not being able to go to Alexandria and the Pyramids on account of the quarantine”.

“Friday 15th June 1866. Up at 7 o'clock, hoping against hope that we may get away by the Austrian boat due this morning I went to the Terrace on the top of the Hotel and saw that she was in the Bay with the yellow quarantine flag flying... we expect to have to perform quarantine wherever we go... we are 6 days journey by land from Beyrouth and 15 days from Alexandria. We have decided to wait until we can get a ship... 10 a.m. The steamer which was coming in has anchored and is a **Turkish vessel**. She has the quarantine flag flying, a boat with some of the officers and the letters has come ashore from her, and a similar scene is going

on as was yesterday. The officers just stepped onto the sands and stood on the edge of the water, the men stayed in the boat. The Turkish Officers of the town met them standing abt. 2 yards apart. The letters were placed in an old soap box, left by the sailors, and then taken up by others. They would not take anything from here at all, a small parcel of letters was offered to them at the end of a pair of tongues [sic]. But they would not receive it. A crowd of natives was standing round at a distance, some of them getting rather to [sic] near to the sailors. He was pursued and flogged [sic] by one of the Towns Officers and had to make a hasty retreat. This is the third steamer that has passed here and would not take a passenger, and now the Jaffa Authorities will not allow any [vessel?] land from Alexandria...

This morning we arranged to go to the English Consul and get him to assist us in making a protest to the Authorities at Alexandria stating that Jaffa is quiet [sic] clear and free from Cholera, and that the quarantine is capricious and a great injustice. This we intend to telegraph...

I am now expecting to have to perform three quarantines of from 5 to 40 days each, before I can get home, viz Beyrouth, Smyrna or Alexandria and Messina. This is not a very pleasant prospect to look forwards too [sic], the best of the quarantines are bare walls and you have to get your food as you can, and will very probably be half-starved, as we cannot go outside to provide for ourselves. These buildings are usually miles away from any other buildings in some lonely spot or Island and have no communication with the outer world until the period of the quarantine has expired.

Jaffa Saturday 16 June 1866 Jews Sunday night [sic]

I borrowed a good glass from the quarantine officer and went onto the top of the Latin Convent. We could not see anything of the vessel [an English steamer, expected from Alexandria - VDV]. These ships have no fixed time for coming here, they depend on cargoes...

We agreed this afternoon that we would all go together and if we get into quarantine, Mrs. Lowenthal's sister was to be housekeeper.

Monday 18 June 1866, Jaffa. The agent has received a Telegram from Beyrouth saying that if the boat due here tomorrow from Alex.^a has not communicated with that Port, she will not have quarantine at Beyrouth (all ifs and buts, nothing certain) and may possibly take passengers from here.

Tues. 19 June, Jaffa to Beyrouth on board HMS Cossack. 11 a.m. - the French mail boat has just come with the Bag from Alexandria, with the yellow flag flying.

21 June 2.30 anchore off **Beyrouth**. The ship letters have come on board, they say there is 15 days quarantine from Alexandria and war in Italy [on 20th June, Italy had declared war on Austria - VDV]. *All the letters are cut in 2*

places and a sign that they have been fumigated [taking?] quarantine [I know of no 'sign' used to accompany the slitting of mail at Beyrouth at this time - VDV].

We can see only one steamer in the Bay and are told that she is a Russian under 15 days quarantine. Friday 22 June. They told me that there were 120 passengers here in quarantine from Alexandria, all brought by the Russian steamer.

Saturday 23 June. When we left Beyrouth [on board the Messageries Imperiales 'Volga' - VDV] an Arab boatman was on board, he had brought some passengers. They started the Engines and would not stop them for him. Rather than be taken to Jaffa he jumped overboard from the stern with his clothes on and swam to his boat.

Sunday 24 June. Now no quarantine here...

Monday 25 June 1866. No vessel returns along the coast, to prevent being put into quarantine. She will not communicate with Alex.'a, will only deliver letters and passengers. To guarantee this, along the coast we have 2 quarantine guardians, we think as witnesses, they are obliged to allow the pilot to come on board and to prevent [him] being contaminated, ropes are stretched across the boat in 2 places, leaving a space in the centre cleared of all passengers and sailors. No one was allowed to go near this open space. There the pilot came on board. On coming up the ladder he was told not to go near any person. 1 of the Guardians went before him abt. 2 yds apart. At the Bridge, the other Guardian stood at the bottom of the steps to see that no one went with the pilot. We had got to [sic] near the banks (we were afterwards told we were in a very dangerous position) before he came on board and had to go back abt. a mile at 5 p.m. We ent'd the Harbour 1 mile long 5.30, anchored. We passed the place where one of the viceroy's yachts [sic] was sunk - her mast [unclear - VDV] was standing up out of the Harbour.

At 6.30 the quarantine doctor came to the top of the ladder. We all, both passengers and sailors, had to pass before him that he might see if we were all well. This was a very laughable affair [inserted - VDV] - we have narrowly escaped quarantine. When the Pilot went off, the same precautions were taken to prevent anyone getting near him. We waited hour after hour to get pratique, but when it got to 8 o'clock we made up our minds to go ashore... We were glad to get on shore without quarantine. On landing, we had to pass thro' an office and leave our passeports, this is the first time I have been asked for mine".

★ ★ ★

Our diarist visited Cairo and the Pyramids, and even "got a peep at the Ladies of the Harem". On the 1st July, he left Alexandria on the 'Peluse', and his subsequent visits to Messina, Naples and Rome (where he learned of "Cholera at

Dewsbury") are of no relevance to this account. At Livorno, "had to wait two hours for pratique. The Sanitary Doctor came to see our invalids which we had on bd., before we could land". Thence to Pisa, Firenze, Milano, Basle and by 'diligence' to Mayence (Mainz), and thus by rail to Ostende and home from Waterloo. Our diarist concludes:

"I have had a most pleasing and instructive journey, a journey such as very few persons have the opportunity of making. I have seen the large number of soldiers employed in every country on the continent to guard each country from its neighbours and I like Old England, our seagirt Isle all the better from the contrast.

Though I set out entirely alone and only speak the English language, I did not experience any difficulty. I made friends everywhere".

ד"ר. יוסף ואלך

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Scrim: A Palestine Postal Protection

Arthur M. Hochheiser

"Scrim" is defined as a loosely woven, yet strong cloth of cotton or linen, made both plain and in open work designs. It is used for linings on a variety of materials.

In philately, scrim has served one basic use; as an inside lining for registered envelopes. This adds strength to the heavy paper used to produce the envelopes. The scrim is always found here in a plain design. This was in keeping, during the period of the Palestine Mandate, with the British Administration's insistence that the registered envelopes be reenforced. All Postal Authorities over which Great Britain exercised control were so advised.

The usual method of reenforcing the registered envelopes was to provide the heavier paper with a scrim liner. An examination of the registered envelopes reveals that this was accomplished by two different methods.

The provisional stampless entires (listed in the Hochheiser Catalogue as PR 1-13) and the prestamped registered envelopes RE 2-3-4 were all lined by scrim which was applied over-all in the flat onto the paper with which the envelopes were made (Figure 1). The scrim-lined paper was then die-cut to shape, glued and folded into place to complete the envelopes.

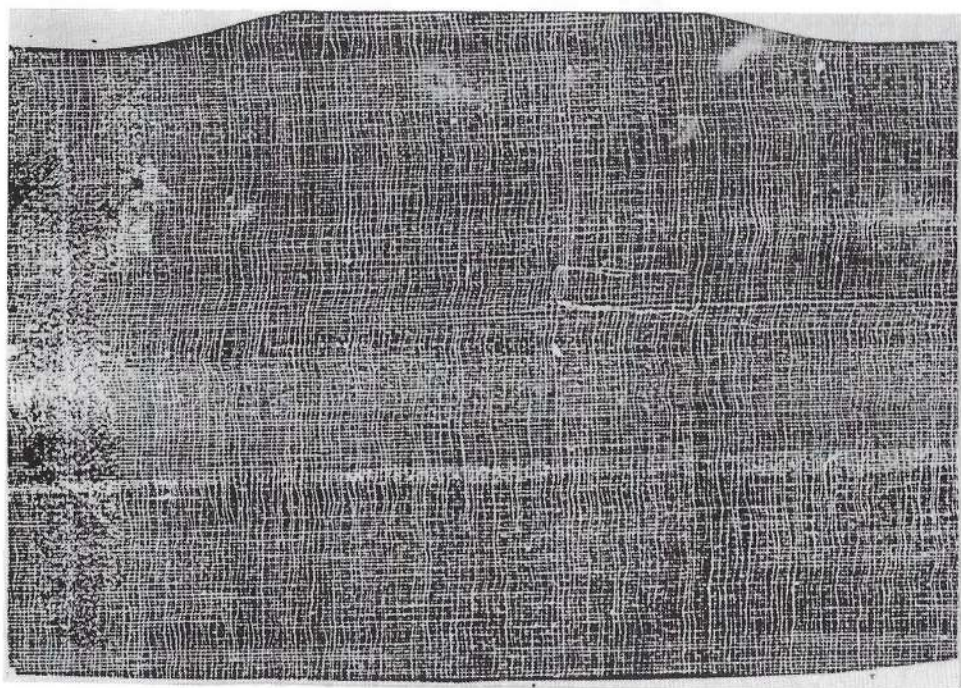


Fig. 1: Scrim applied over-all as a liner.

The method of application of scrim to paper over-all is easy to understand. The paper, in rolls, is carried across a roller which rotates through a glue bath. The glue is then smoothed out on the paper either by another roller or a knife. This is then brought into contact with the scrim, rotating off of another roll and the two layers are forced together by a "marrying roll" which applies the necessary pressure. The process of scrim-lining paper is then completed by passing it through a heating oven to set the glue.

All other prestamped registered envelopes (listed as RE 1 and 5-21) were provided with a scrim liner in a different manner. Examination of these envelopes shows that the scrim lining, rather than an over-all application, is a fixed pocket sleeve which is only open at the open end of the envelope. There are two unglued seams on the sleeve as seen in Figure 2. These are accented in the illustration with a white background inserted under the flaps. One seam is across the center, horizontally, and the second is a shorter turned up flap, vertically, at the closed end of the envelope. This is then glued into place, usually both to the front and back of the inside of the envelope.

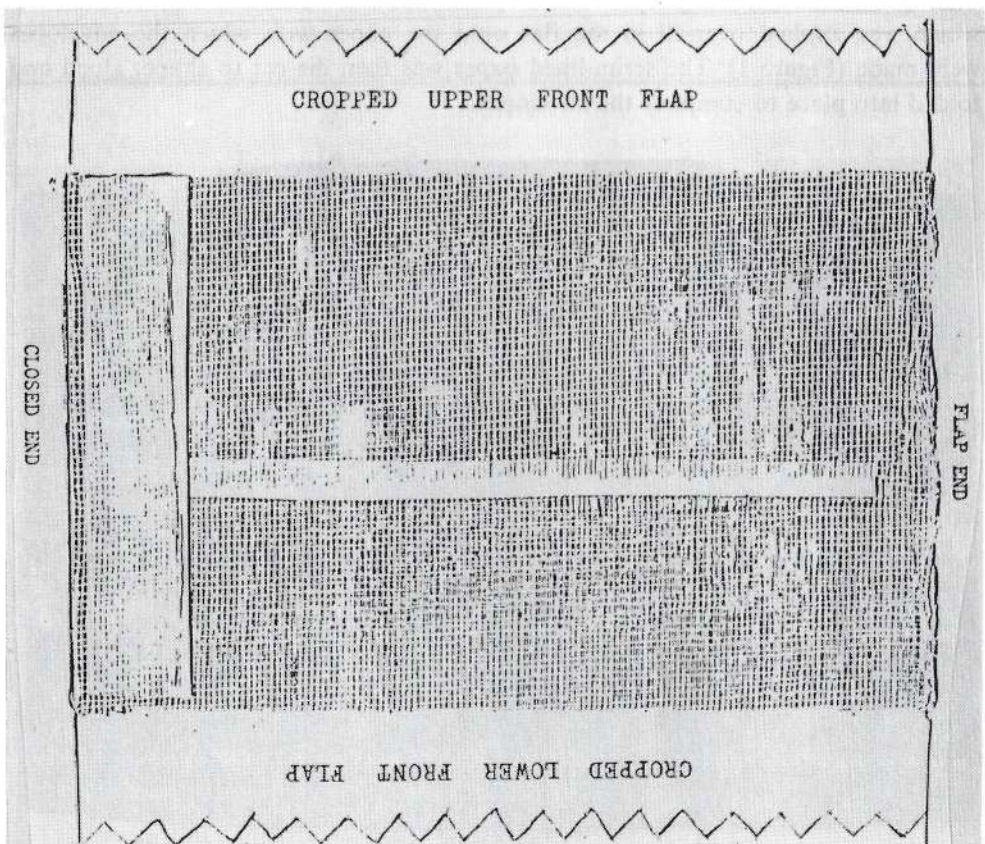


Fig. 2: Scrim applied as a sleeve liner.

The seam is usually found at the inside front but at times it may be found on the inside back as well. The scrim usually extends onto the open end flap about one half inch but envelopes are also found with the scrim cut even with the base of the open end flap. The method of production of these pocketed sleeves is not easy to explain. Obviously, this method made unnecessary the application of scrim by the over-all method described above and thus must have been considered more cost efficient.

FORM R.T. 197

GOVERNMENT OF PALESTINE. S/No. 10980

DEFENCE (CONTROL OF TYRES AND TUBES) ORDER, 1944.

Permit for the Disposal and Acquisition of Tyres and Tubes (Annual)
Valid from 1st January 1947.

Authority is hereby given to any *Licensed Retail Tyre Dealer* to sell to the *Registered and Licensed Owner* of motor vehicle registered number M 394 H and to the latter to purchase in respect of it, tyres and/or tubes size(s) 19" - 3.25 max. only, provided that the total number of tyres and/or tubes sold and/or purchased during any one calendar year in respect of the motor vehicle shall not exceed the number specified by the Controller under the above Order as published from time to time and provided that the *Licensed Retail Tyre Dealer* shall enter particulars of every sale in the *Record of Sales and Purchases* hereunder.

Category of vehicle Motorcycle Number of Road wheels 2

RECORD OF SALES AND PURCHASES. GPP 26173-10,000-18.10.46 2232 A/3

Date of Sale	Quantity sold		Name and Address of Licensed Retail Tyre Dealer	Dealer's Invoice Number	Particulars of valid vehicle Licence as examined by Dealer		Dealer's Signature
	Tyres	Tubes			Licence number	Date of expiry	
1. 21.4.47	1	1	Salameh Bros.	20	174120	6.3.48	<i>[Signature]</i>
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							

Date 19 APR 1947

No alteration or amendment may be made to the conditions and/or particulars of this permit save by the Controller.

Controller of Road Transport.

Fig. 3: Government permit card for the disposal and acquisition of tyres and tubes.

Described now are two other items that involve the use of scrim. Neither is truly philatelic material but both involve quasi-philatelic elements.

Shown in Figure 3 is a card, folded in use at its middle. The card has been scrim-lined in an over-all fashion on its back (Figs. 4 & 5) to add additional strength. The card was issued by the Government of Palestine as an annual "Permit

for the Disposal and Acquisition of Tyres and Tubes". These inside contents of this card are of no philatelic interest.

Figure 4 shows one half of the folded outer back of the card. This card was mailed officially "ON HIS MAJESTY'S SERVICE". The cancellation, duplicated in Figure 6a from the Glassman-Sacher Handbook on the Postal Markings of Jerusalem is an oval registry cancellation. A rectangular, boxed department handstamp, duplicated from the same Glassman-Sacher text mentioned above (Fig. 6b), has also been applied. Since this was official mail, certified by the handstamp, no postage was necessary for mailing.

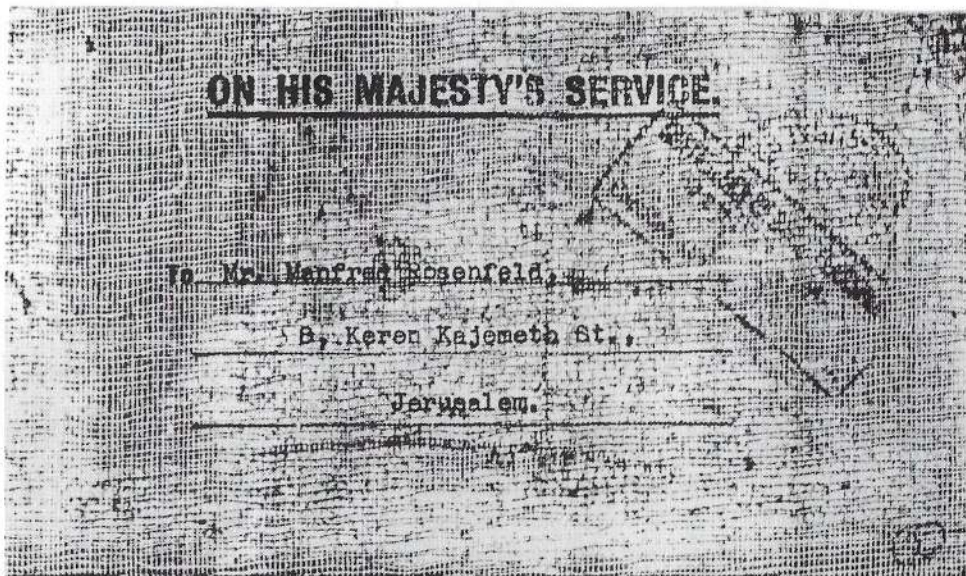


Fig. 4: Top half of back of card shown in Figure 3.

Figure 5 shows the other half of the back with a notice inscribed "NOTES", of no philatelic import. What is interesting is that all of the original issue printing on the full back of the card seen in Figures 4 & 5 and the typed on mailing address were all applied over the scrim backing. This is certainly a unique use of scrim backing and it does represent a use of some philatelic import.

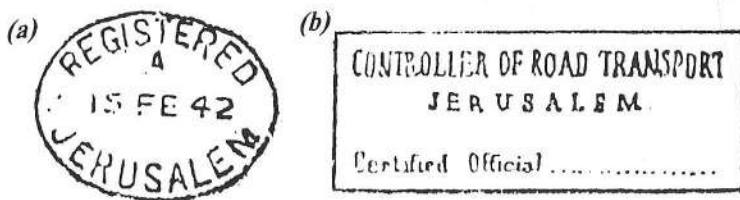


Fig. 6: (a) Jerusalem oval registry cancellation and (b) "Controller of Road Transport" official handstamp.

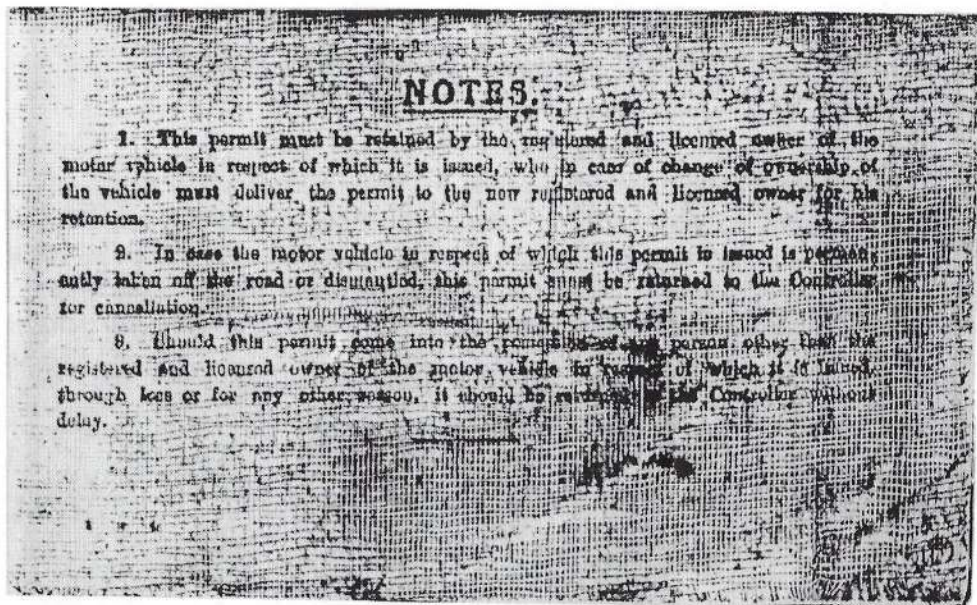


Fig. 5: Bottom half of back of card shown in Figure 3.

The second item involving the unusual use of scrim is shown in Figure 7. This postcard was commercially produced by Haivri (press) in Jerusalem. The front of the card as seen in Figure 7 is the normal front of a picture postcard with space for message and address.

It is the picture side, shown on the bottom of Figure 7, that is of interest here. This picture has a scrim lining, glued down at its outer edge, under an outer light card board frame, off-white in color. Embroidered with threads onto the scrim is a multicolored depiction of the Tower of David as a scene in Jerusalem. The entire inner picture has an oval outline surrounded at the four corners by the Hebrew words for "Tower of David" and "Jerusalem". The walls at the base of the tower are blue. The trees at the left are green with a light green accent. The building walls are outlined in blue and yellow with a background of crossed threads of the same colors. The tower top and the windows are black. The clouds and the oval outline are purple. The Hebrew words at the four corners are in orange, the background of the letters filled in with crossed threads of the same color.

The handiwork that went into making this picture is truly remarkable and as the poet once said, "A thing of beauty is a joy forever".

Scrim – philatelic or quasi-philatelic – is a new word to add to your postal vocabulary.

I would like to thank Emanuel Glassman of Jerusalem and Dr. Avo

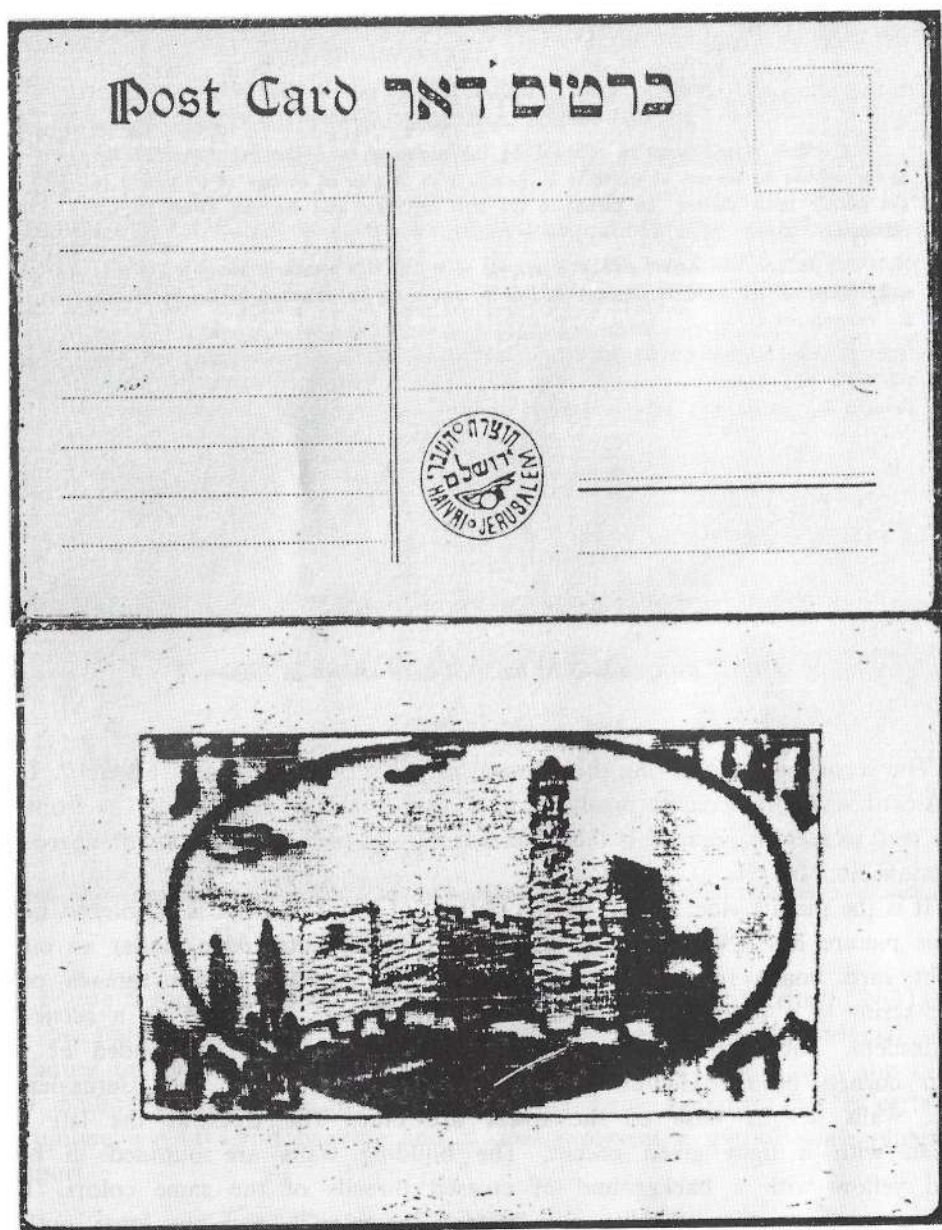


Fig. 7: Front and back of a commercial postcard on which the "Tower of David" in Jerusalem is embroidered over scrim.

Kaplanian of Amsterdam for contributing some of the material illustrated here. I would also like to thank Norman Dorff of Clifton, N.J. for the explanation of the process of lining materials with scrim.

The "Union of Palestine Philatelic Societies" Proposal for a Postal Service in the Jewish State

Baruch Hurwich, Jerusalem

This article documents the efforts of, and is in tribute to, the Jewish philatelists of Eretz Yisrael whose contribution to the plans for development of the postal services of the Zionist state may not have been emphasized sufficiently in the past.

The United Nations commission assigned to the Palestine problem submitted a plan for the partition of Palestine into two autonomous states – one Jewish and one

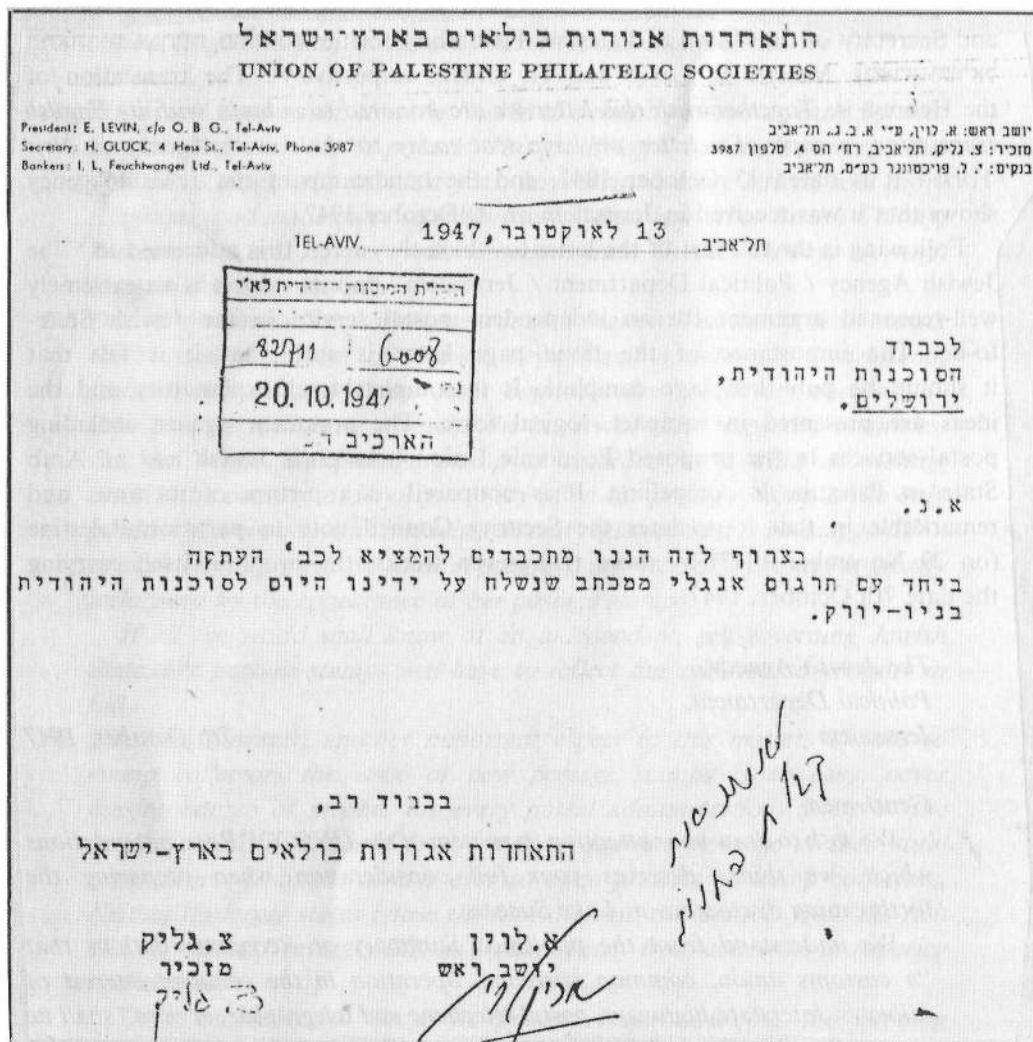


Fig. 8: The letter of the Union of Palestine Philatelic Societies from October, 1947.

Arab. A central government organization was to deal with matters such as postal administration. During the summer of 1947, a petition by the British Government was submitted to the United Nations for removal of the postal administration from the common sphere, but this was never adopted¹. In November, the Jewish authorities in Palestine invited three graphic artists to submit designs for a set of stamps, but nothing more was done until April 1948, when it became obvious that no central governmental functions were even being considered. Realizing this, leaders of the Jewish Agency decided to take matters into their own hands². Thereafter followed the story of the Doar Ivri Issue, Israel's first postage stamps.

Figure 8 is a letter sent to the Jewish Agency office in Jerusalem by the Chairman and Secretary of the Union of Palestine Philatelic Societies (התאחדות אגודות בולאים), Messrs. E. Levin and H. Gluck, respectively³. The translation of the Hebrew is: *Together with this letter we are honored to submit, with its English translation, a copy of a letter we have sent today to the Jewish Agency in New York*. It is dated 13 October 1947, and the handstamp of the Jewish Agency shows that it was received in Jerusalem on 20 October 1947.

Following is the full text of the letter to which they refer. It is addressed to "The Jewish Agency / Political Department / Jerusalem" and its subject is an extremely well-reasoned argument for an independent postal service in the Jewish State-to-be. The importance of the three page letter is such that it is felt that it should be published here complete. It is completely self-explanatory and the ideas are presented in compact, logical form. The argument against including postal services in the proposed Economic Union between a Jewish and an Arab State in Palestine is compelling. It is nonpareil as a picture of its time, and remarkable in that it predates the Security Council vote to partition Palestine (on 29 November 1947) by more than seven weeks, the proposal itself carrying the date 7th October, 1947.

*The Jewish Agency,
Political Department,
Jerusalem*

7th October, 1947

Gentlemen,

We wish to draw your attention to an item of the UNSCOP Recommendations which, we think, deserves your full consideration when preparing the forthcoming discussions at Lake Success.

We understand from the published Summary of Recommendations that "a customs union, common currency, operation in the common interest of railways, interstate highways, postal telephone and telegraphic services" shall be among the objectives of the proposed economic union.

To the casual observer there seems to be little difference between, say

Railways and Post. This apparent similarity, however, does not bear close scrutiny. An independent postal administration will be of extreme importance, if not vital significance, to the planned Jewish State for several reasons:

- I. There is, first of all, no necessity whatsoever for the suggested merger of the two postal services. Countries much smaller than either of the two planned States such as Luxembourg, Lichtenstein, Monaco, or San Marino have been able to organize efficient and very profitable postal services.

It will be in the clear interests of both States to develop their respective postal institutions in accordance with their own wishes and needs which may be vastly different. We do not know of any selfgoverning country sharing her postal administration with any other state. No independent nation, large or small, would deny herself membership to the World Postal Union.

- II. It is a well known fact, that the Post in this country shows a yearly balance surplus of several 100.000 pounds. This gratifying situation, however, is due only to us Jews, who this last year, have written more letters, sent more telegrams, and made more telephone calls "than any other British Colony, Protectorate, and Egypt, Syria, Lebanon, Iran, Greece, Turkey, Norway, Rumania or Yugoslavia".
- III. One of the main efforts of the new Jewish State will certainly be to attract the maximum number of tourists, Jewish and non-Jewish. Switzerland, Iceland, Austria and many other countries are using very successfully their postage stamps to advertise the beauty of their respective countries. On the whole the postage stamp is regarded as a kind of visiting card of the country of its origin. Very often the postage stamp is the only product of a country which reaches distant regions and it is no exaggeration to say that judgement on culture, progress, art, etc., of a country is greatly influenced by the appearance of her postage stamps.

If all the world shall know of an independent, self-governing Jewish State, her postage stamps will have to reflect the achieved sovereignty in full.

- IV. There is, however, another important aspect to this matter. Thanks to stamp collectors the issue of new postage stamps is an easy, never ceasing source of income for every postal administration. Some of the smaller countries are said to cover three quarters or more of their total expenditures from the always ever so open pockets of stamp collectors. Neither do larger states refuse the income from this source. Even the rich U.S.A. "makes" several Millions Dollars yearly from collectors in America and abroad.

Only according to those at present responsible for the running of the post in this country, for reasons best known to themselves, Palestine does not seem in need of funds that may be derived from

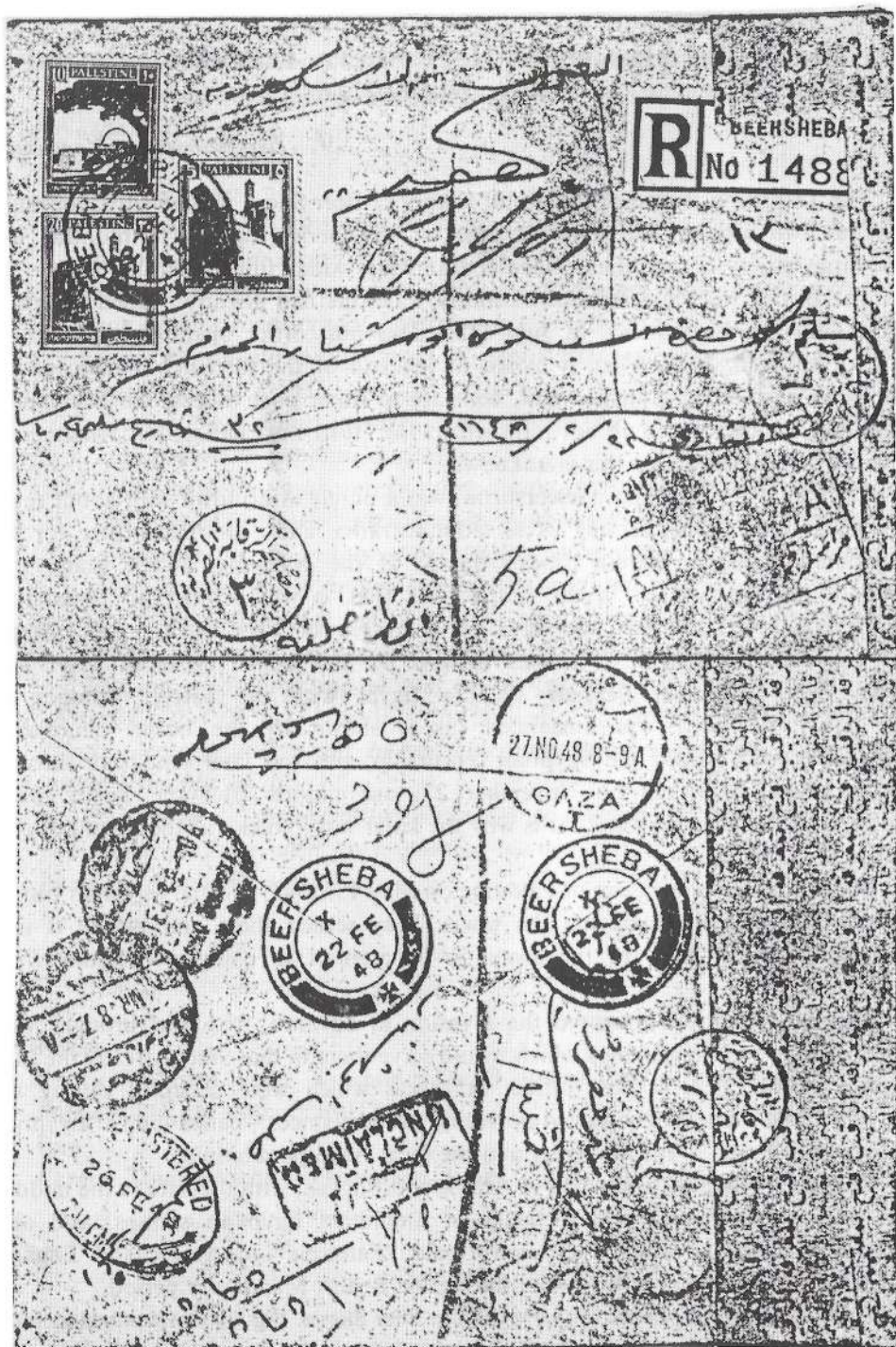


Fig. 9: A late Mandate registered letter from Beer Sheva (22.2.48), which was "stuck" in Egyptian Gaza on its way back, being returned to the sender. Beer Sheva was meanwhile occupied by Zahal.

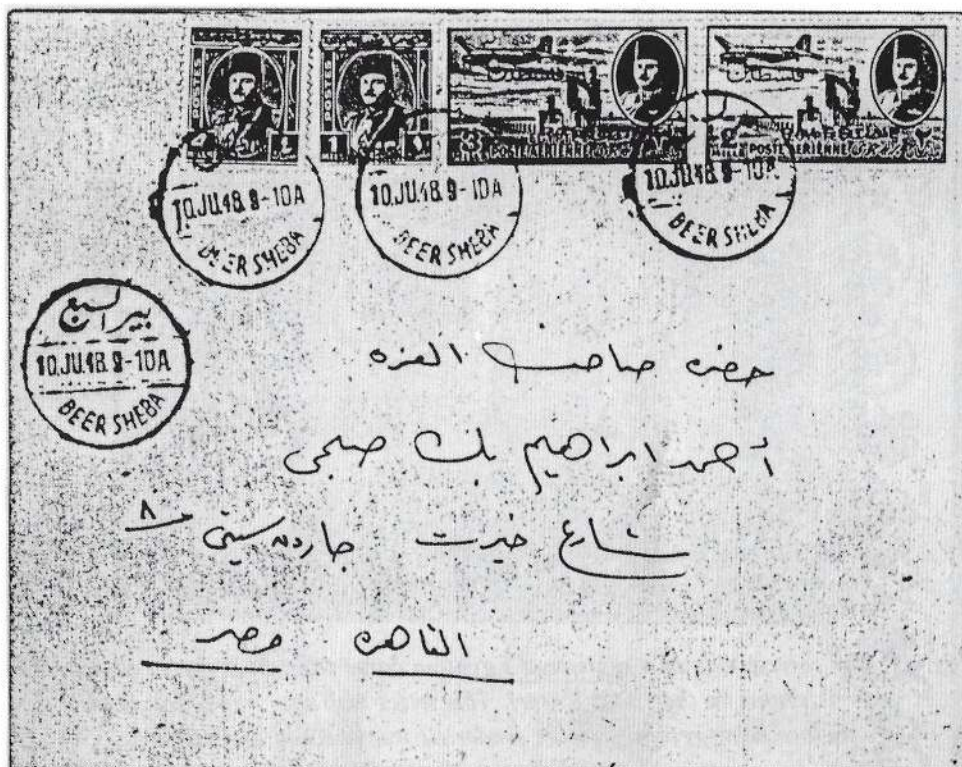


Fig. 10: An early Egyptian cover from Beer Sheva (10.6.48), franked with Egyptian stamps overprinted "Palestine".

This Egyptian post operated in the town until October 21, the day on which Zahal forces took the town from the Egyptian army, which retreated together with the Arab inhabitants of the town. Thus, practically, the Egyptian post in Beer Sheva operated for about 140 days. Even though this was not a short period of time, until today only two commercial registered letters sent from Beer Sheva which arrived at their destination are reported. One is shown on the Front Cover. This letter, carrying a Mandate registration label, was sent on September 6 to Tobruk (Libya), franked with Egyptian "Palestine" stamps of 35 mils and cancelled with the Egyptian postmark of Beer Sheva. As the addressee was not found, the letter was sent back to the sender, after having been checked by the Egyptian censorship. It arrived back at the Egyptian post in Gaza on October 19, two days before the liberation of Beer Sheva, and thus remained "stuck" in Gaza (see reverse of cover in Fig. 11).

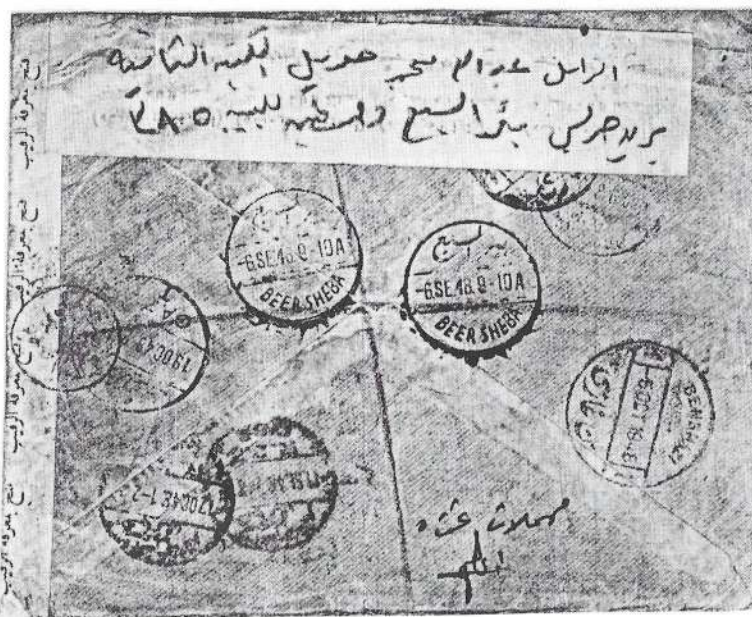


Fig. 11: The reverse side of a registered Egyptian cover from Beer Sheva (its obverse is shown on the Front Cover). This letter was also "stuck" in Gaza before being returned to the sender. It was checked and marked by the Egyptian Censorship.



Fig. 12: A cover from the Egyptian post of Beer Sheva, cancelled there on October 18, one of a batch found when the town was occupied by Zahal.



Fig. 13: A Mandate Telegram Form, found in the Beer Sheva Post Office and stamped there with old Mandate handstamps on the day of Zahal occupation of the town, October 21.

When Israeli forces liberated the town, two important lots were found in the post office:

(1) A bundle of about ten registered letters, all carrying the Egyptian postmark of October 18, prepared for delivery but left there due to the fighting. Their registration labels are of the 3300 series (Fig. 12).

(2) Also found were two previous Mandate handstamps of the single and double-circle types, which had not been returned to the official archives. Delighted Israeli soldiers took advantage and prepared souvenirs by applying them to various postal forms found in the deserted post office (Fig. 13).

Until Beer Sheva was liberated, most Southern Negev settlements and army units received their postal services through Army Post Office No. 10, which was situated in Kibbutz Ruhama. Following the liberation of the city, the military authorities opened a new post office there, No. 1, on November 7, 1948. The office was located in "The Transportation House" and provided postal services for servicemen and citizens of the town, as well as for the surrounding settlements. Its uniqueness was in serving civilians as well as the military, as there was no other Post Office in the town.

Soldiers' letters were sent free of charge, unlike civilian letters. However, due to the emergency situation and there being no civilian post, citizens of the town also profited from free franking. A problem arose regarding civilian registered letters. Here, a special arrangement was made: the sender was charged only the registration fee, that is, 25 mils, which was the tariff at the time, but was free of the normal letter rate of 15 mils. The charge was collected by using Doar Ivri stamps, which were used throughout the country. It is not clear whether the stamps were sold locally or whether the sender had to bring them from the North. The "Civilian" letters were transferred to Army Post Base "A" in Tel Aviv, where they were handed to the regular civilian post.

A rare example of such a registered letter is shown in Fig. 14. It is a registered commercial letter sent on May 25, 1949, from the Beer Sheva branch of Hamashbir Hamerkazi to the head office of the company in Tel Aviv. The envelope carries a registration label of Army Post Office No. 1 (with the "1" in manuscript), franked with two Doar Ivri stamps cancelled with the postmark of the same Office. On the back there are transit postmarks of Base "A" from May 25, and an arrival postmark of Tel Aviv (No. 3), from May 26.

The fact that a civilian post office was not opened for a long time created a wave of protest from the town citizens who vigorously insisted on opening a separate civilian post. The dispute is symbolized by the challenge of a single person to the authorities. This person, Haviv Shieber, took the initiative and prepared a mail box painted blue and white, with the inscription "Beer Sheva Post". He announced

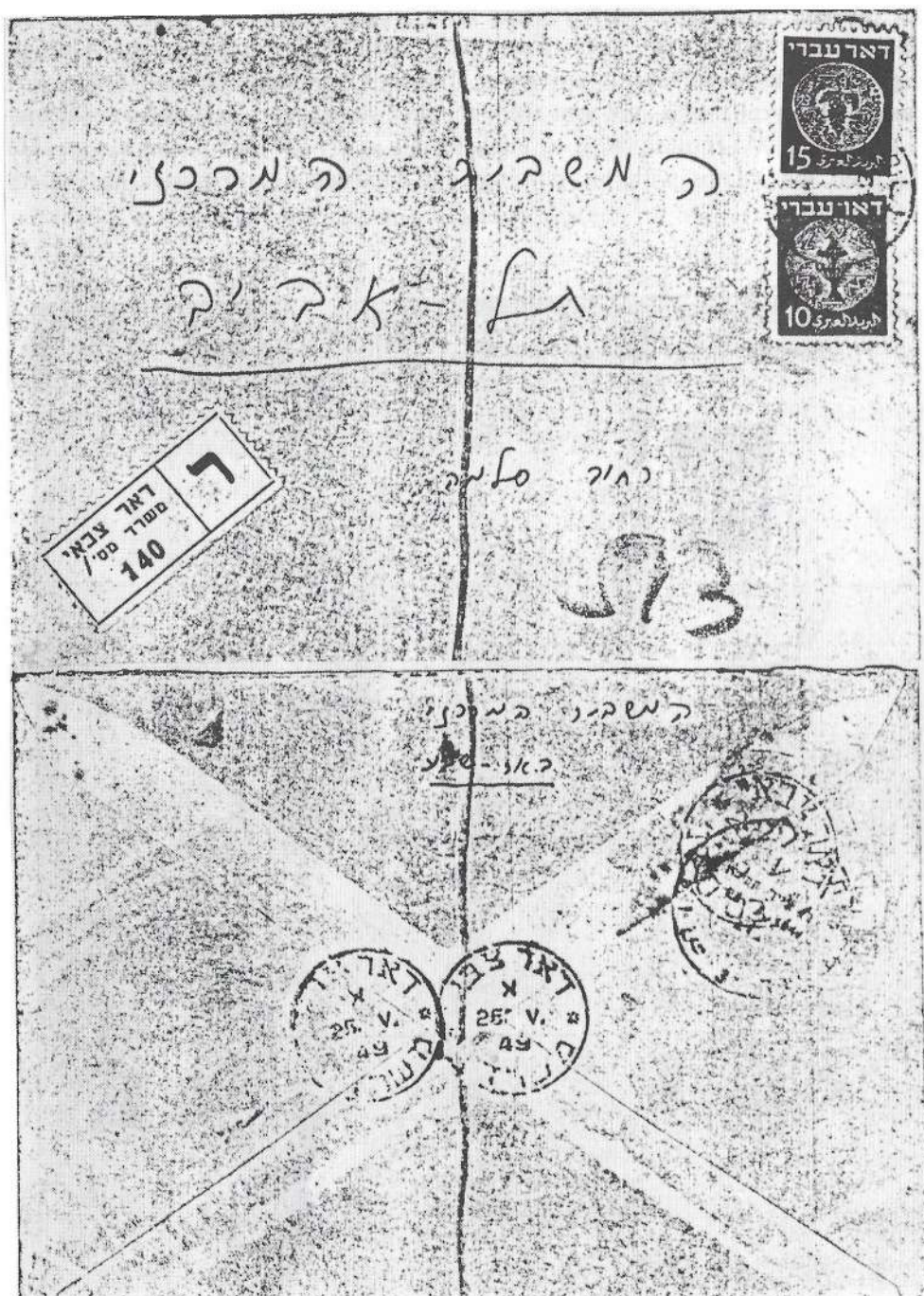


Fig. 14: A rare registered civilian letter, sent from Beer Sheva Army Post Office (No. 1) on May 25, 1949, when there was still no civilian post office there.

the opening of a postal service and also prepared a handstamp in Hebrew reading "דאר ישראלי באר-שבע" (Israeli Post Beer Sheva) and the date 4.5.1949 (Fig. 15)⁴. He took several envelopes, franked them with 15 mil Doar Ivri stamps (the local tariff), and sent them to some newspapers in Tel Aviv, such as "Herut" and "Al-Hamishmar", to publicize his newly-founded postal service. He cancelled the stamps with his self-prepared handstamp, and posted the letters

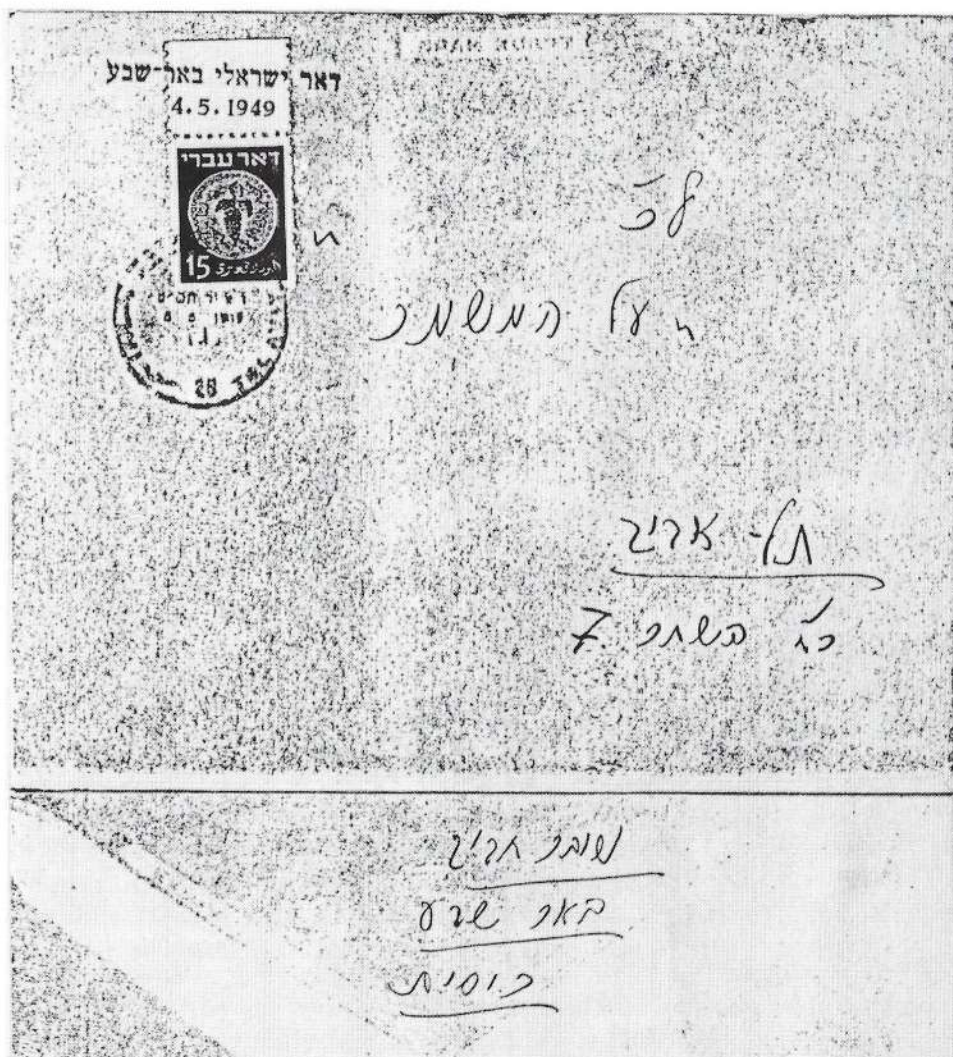


Fig. 15: A Shieber private post from Beer Sheva with his private handstamp "Israeli Post Beer Sheva / 4.5.1949" and a Tel Aviv arrival postmark.

in one of the Post Office boxes in Tel Aviv, so the letters also received the regular postmark of Tel Aviv.

According to some sources, Shieber sold the public (at cost price) such franked envelopes, the stamps being cancelled with his handstamps, and was supposed to receive these letters and transport them for sending in Tel Aviv. However, while many unused envelopes of this kind are known today, no used envelopes which arrived at their destination are known, except for those sent by Shieber himself.

Owing to his act, which violated the law of postal services, Shieber was brought to court, where the judge fined him with the symbolic fine of 50 prutot, taking into consideration the motive for his action, which was for the community's benefit, and not for personal gain.

This act, and some others, served their purpose and on June 14, 1949, the Israeli Post opened its first branch in the town (Fig. 16). Fig. 17 shows an early registered

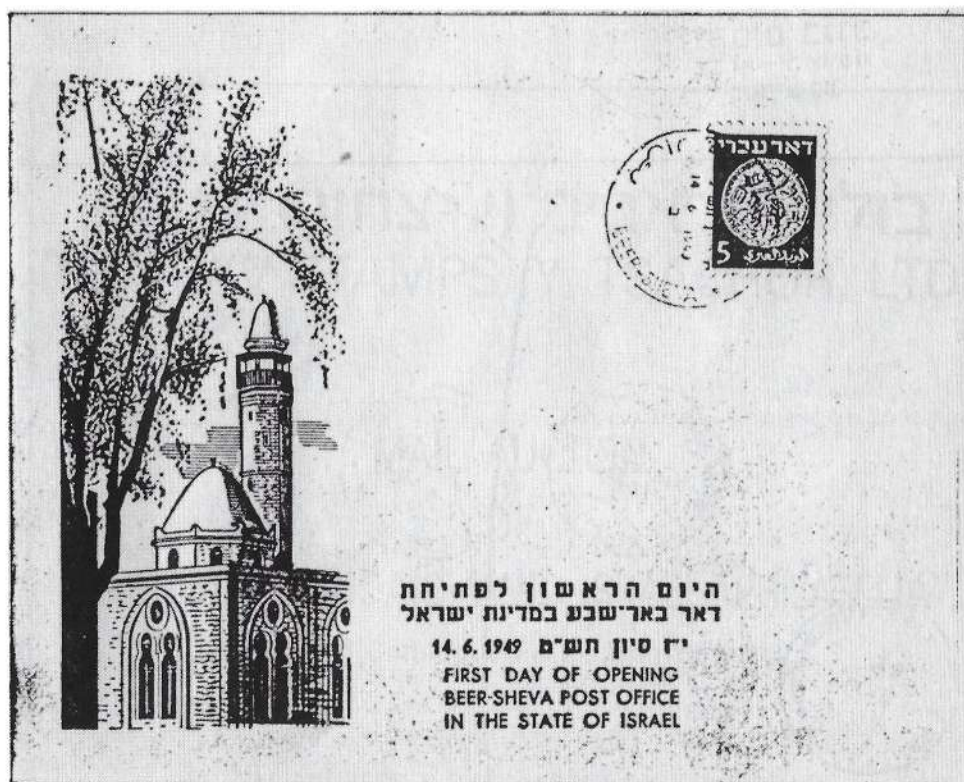


Fig. 16: A philatelic cover, commemorating the First Day of opening of the civilian Israeli Post Office in Beer Sheva.

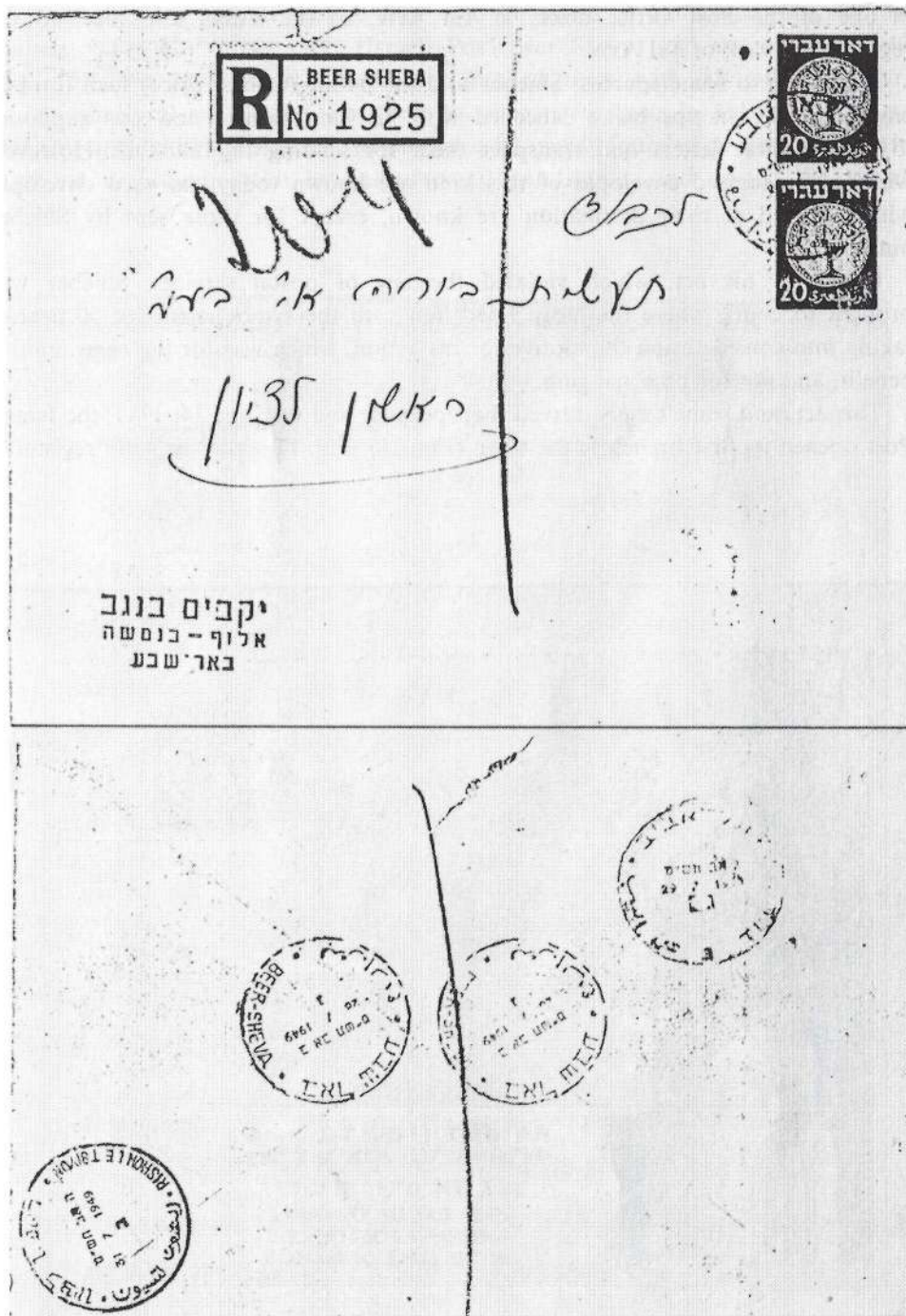


Fig. 17: An early commercial cover from the Israeli Post Office in Beer Sheva; the Mandate registration label was still used.

commercial letter from the Israeli post of Beer Sheva, sent on July 28, 1949. The letter is franked by the tariff of a registered letter (40 mils), cancelled with the first Israeli trilingual postmark of Beer Sheva. It is worth mentioning that the Mandate registration label was still used, but somewhat differently from those seen on Egyptian letters. The word BEER SHEBA is divided into two parts, unlike the previous single word BEERSHEBA.

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4. Gerstenfeld Jacob, "The Man who Created a Private Post in Beer Sheva", THLP #37 (1957) P. 824.

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The Postal Services to the Negev Settlements during the Mandate Period and the Army Postal Services to the Negev during the War of Independence

(Part II)

A. Zakai, Beer Sheva

In the previous part of this article¹, we described in Chapter (A), "The Postal Services to the Settlements in the Negev" of which Part (1) was "The British Mandate Period 1941–1948". We now continue with Part (2).

2. The Postal Services during the War of Independence

From the point of view of the Postal Services, the War of Independence can be divided into five main periods:

- (1) From 29 November 1947 to 27 June 1948: from the day of the United Nations decision to divide Palestine into a Jewish and an Arab state. In this period no official postal services were organized.
- (2) From 28 June, when Army Post Office No. 10 was opened in Ruhama and Army units and the Negev settlements received KBA numbers as a part of the Negev BDE (see Table 1, column B).
- (3) From the end of August until 24 October 1948, the KBA numbers were changed (Table 1, column C). During periods (2) and (3) all mail was transported officially by air to and from the Negev. On 24 October the flights ended.
- (4) From 25 October, mail was transported by road. On 7 November, APO NO. 1 was opened in Beer Sheva. On 10 February 1949, postal service to the settlements by the Army was suspended.
- (5) From 11 February 1949, the settlements began to use their Post Office Boxes in Tel Aviv again until the opening of the 'Doar Na' (Mobile Post) in the different Negev areas (Table 1, column D).

29 November 1947 – 27 June 1948

On 29 November 1947, the UN decided to divide Palestine in two, into a Jewish and an Arab state. The Palestinian Arabs and the neighbouring Arab countries rejected the decision. One could say that on the day after, the War of Independence started.

The Arabs in the Negev area had two essential goals: to destroy the water pipelines to the settlements in the southern part, and to cut off the roads in the large Negev area. By these actions they hoped that the Jewish population would abandon the Negev.

From the very beginning, in December 1947, many Palmach soldiers and kibbutz members were killed by Arabs. It was decided to organize immediately the transfer of supplies and equipment to the Negev only by convoy.

The responsibility to defend and to maintain all of the Negev area was assumed

by the 2nd Palmach Battalion, when its Headquarters was in camp 'Mekorot', near Nir Am. In March, 1948 the 8th Battalion was established with Headquarters in Gvulot. From then on the responsibility was divided. The 2nd Btn. was responsible for the Northern part, and the 8th Btn. – for the Southern part of the Negev. In March 1948, the Negev Brigade was established, based on the two Battalions that existed then (Fig. 18). (In May, the Brigade received two new Battalions – the 7th and 9th).

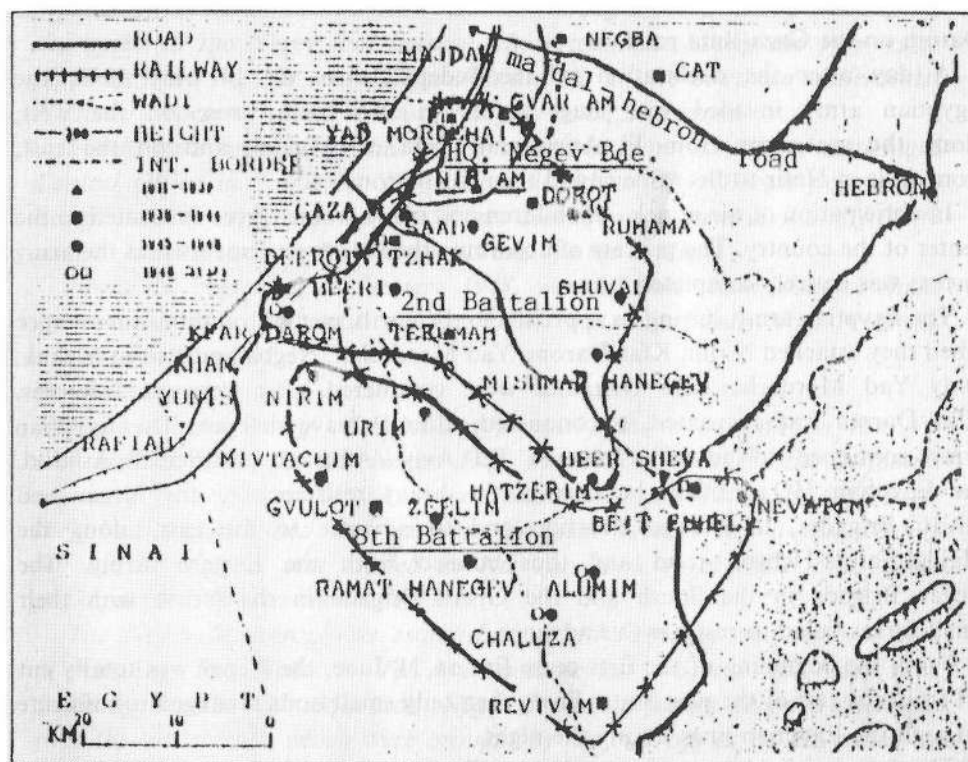


Fig. 18: A map of the Negev, showing the 2nd Battalion's Northern area and the 8th Battalion's Southern area.

The convoys to the Negev were organized from the end of December 1947, starting daily from Beer Tuvia. At first, the Palmach escorts were unprotected but after a very short time the vehicles were armoured and at least the convoys were escorted by armoured cars. They were attacked on the main roads by ambushes, barriers and bombs in the Arab villages, and on occasion with the help of British forces. All of the convoys had to reach Headquarters near Nir Am, from where the vehicles left for the settlements in the Northern area. Then a second small convoy was organized which left for Gvulot and from there to the Southern settlements.

The transfer of the convoys cost many lives. By the end of March, the Arabs succeeded in completely cutting off passage to the Negev via the two main roads. It was decided to prepare a field road east of Chuleikat and Bureir. A new settlement, Brur Chayil, was established on 18 April, 1948, to defend this important road. Convoys continued to reach the Negev.

Just prior to the expected invasion of the Egyptian Army on 15 May, the interior region of the Negev was conquered. In the Southern Negev the conquest was complete except for the Beit Eshel-Nevatim area east of Beer Sheva, and the settlement Kfar Darom on the Gaza-Rafa road.

A day after the declaration of the Independence, on 14 May 1948, the Egyptian army invaded with huge forces in two main lines: on the west, along the sea shore from El Arish and Gaza, to Majdal; and on the east, from Auja el Hafir to Beer Sheva and then to Hebron.

In anticipation of the attack, all children and many women were evacuated to the center of the country. The process of absorbing the Negev settlements into the army system was entirely completed.

The Egyptian army, during its approach to the north, met with stubborn resistance when they attacked Nirim, Kfar Darom, Yad Mordechai, Negba and Beerot Yizhak. Only Yad Mordechai and Nitzanim were conquered after very hard battles. Kfar Darom was evacuated, unconquered, after a brave defence. The Egyptian army continued to advance towards Tel Aviv. After the battle of Ashdod, the Egyptian HQ decided, because of the heavy resistance of the Negev and Givati Brigades, to change direction and to advance to the east, along the Majdal-Faluja-Hebron road and thus connect with the Eastern Army. The Negev Brigade in the South and the Givati Brigade in the North with their small forces failed to restrain this advance.

From the beginning of the first cease fire on 11 June, the Negev was totally cut off from the rest of the new State. From then only small units managed to infiltrate through the Egyptian lines during the night.

The large airfield, next to the Negev Headquarter at Mekorot/Nir Am, was bombed in the first days of the Egyptian Army invasion. This made it impossible for larger airplanes to land and the airfield east to Dorot was only able to receive a few heavier planes such as Norseman and Dakota DC-3 planes. The condition of supplies of food and ammunition to the settlements and fighting units became perilous.

In contrast, the despatch of mail was quite easy. The following report was written in December 1990 by Colonel (Ret.) Eli Eyal* for the 'Airforce Negev Squadron':

* L/Col (Ret.) Eli Eyal is one of the three editors of 'The Roots of the Israeli AirForce', the Official History of the Israeli Air Force till 15 May, 1948, printed by the Air Force and the Ministry of Defence, 1988. Eli Eyal was the second commander of the Negev Squadron, after Ezer Weizman.

*"The transfer of mail items to the Negev Settlements
by airplanes of "AIR SERVICE"*

First Stage

From December 1947, the flights of 'SENGEV' (Negev Flights) started. Their aim was to bring to the Negev settlements mail items, newspapers, medical and other light supplies that could be dropped from airplanes. Meanwhile reconnaissance flights continued along the connecting roads from the north to the Negev and between the settlements, along the two water pipelines from the Nir Am / Gvar Am area to all the Southern settlements. From 20 December, 1947, at least 21 flights made it through.

Loads were brought to the Tel Aviv airfield from the Negev settlement Central Office in Tel Aviv. The mail included all the different post items, except parcels: army mail for the Negev Headquarters, and civil and private mail to the members in the settlements and for the soldiers.

From the beginning of January 1948, five different reconnaissance flight routes were flown, thus not each settlement was visited daily. Fig. 19 shows one of these routes.

Second Stage

From the beginning of February, it was possible to land on the Nir Am airfield, close to the Negev HQ. From 10 February, the airplanes remained overnight in Nir Am and returned to the Tel Aviv field after they had accomplished their mission on their second day in the Negev. All of the aircraft that landed in Nir Am took from there even more packages to drop over the settlements.

The Negev Squadron was established on 15 February and its base was in Nir Am. The flights to Tel Aviv became less frequent and were now flown by the Tel Aviv Squadron. Negev Squadron planes dropped packages over the settlements, which were brought by the convoys or by the planes of the Tel Aviv Squadron. The person responsible for the loads arrangement was a member of Kibbutz Beeri, nicknamed 'Mendush'.

Third Stage

During March, more landing strips were prepared next to many other settlements in the Negev. This facilitated the transport of heavier loads, and also people, to the settlements. What was as important was that for the first time it made possible the receipt of mail for despatch from the Negev.

Fourth Stage

During the operations, 'Yoav' and 'Horev', an airplane was sent daily as a 'Mail Airplane' to the Negev settlements. This was operated by the Tel Aviv Squadron or the Negev Squadron from the Dorot or the Beer Sheva airstrips".

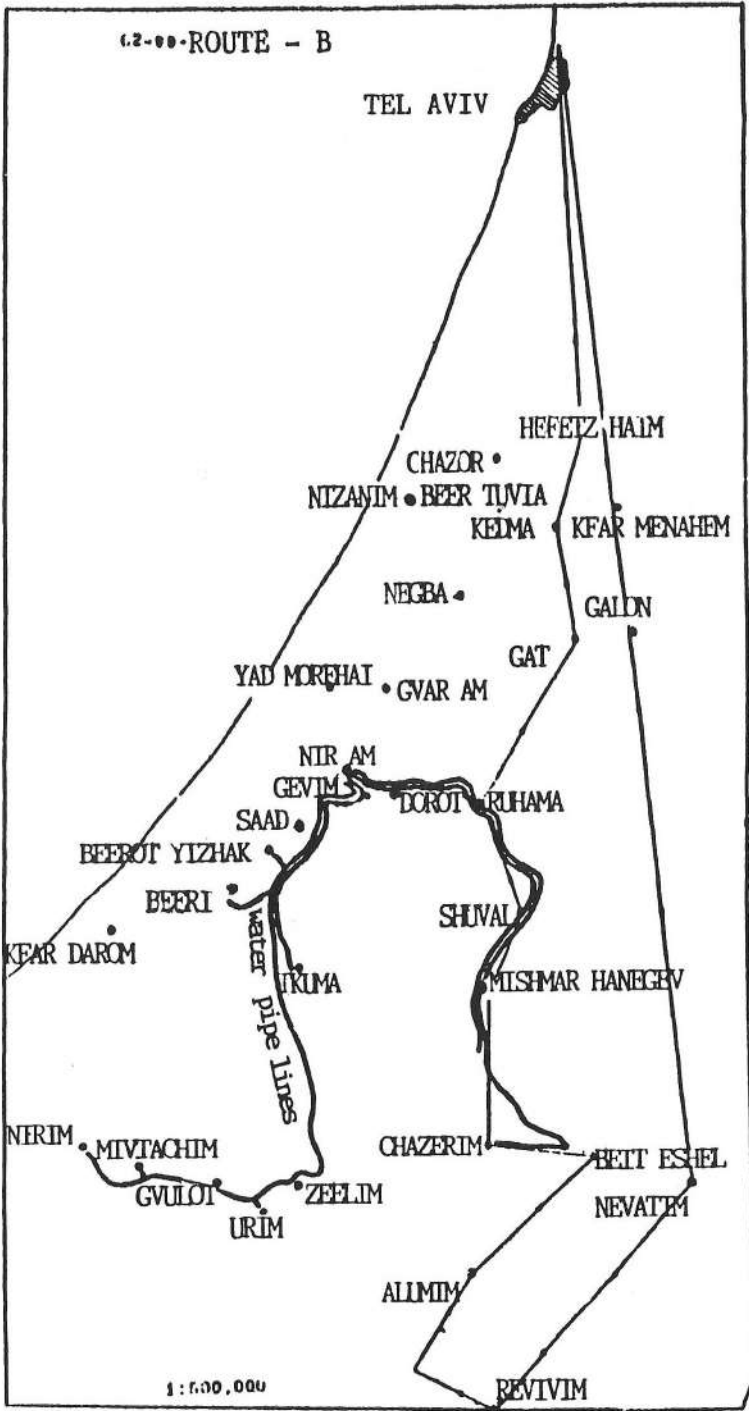


Fig. 19: One of the 'SENCEV' (Negev Flights) routes (Part of the original order).

From this report it seems that from the first days of the War of Independence, the sending of mail to the Negev settlements was quite well organized, and from the end of March mail could also be sent out from the Negev.

But not all of the mail was sent by Air, at least not in the first months of the war. The supply trucks of the settlements made their way to and from Tel Aviv, of course as part of the convoys. Most of the mail was still transported until later in the month, when postal items were sent via the light airplanes of the Negev or Tel Aviv Squadron. From my own experience and as agreed to by Eli Eyal, it happened often from April, 1948, onwards that for different reasons, especially during operations, the flights to the settlements were not carried out.

Fig. 20 shows a letter sent by a member of Beit Eshel – east of Beer Sheva – despatched from Tel Aviv Post Office on 23.3.1948. This letter reached Tel Aviv via a courier, who came there on a convoy or by an airplane. One of the first airstrips was built in Beit Eshel .

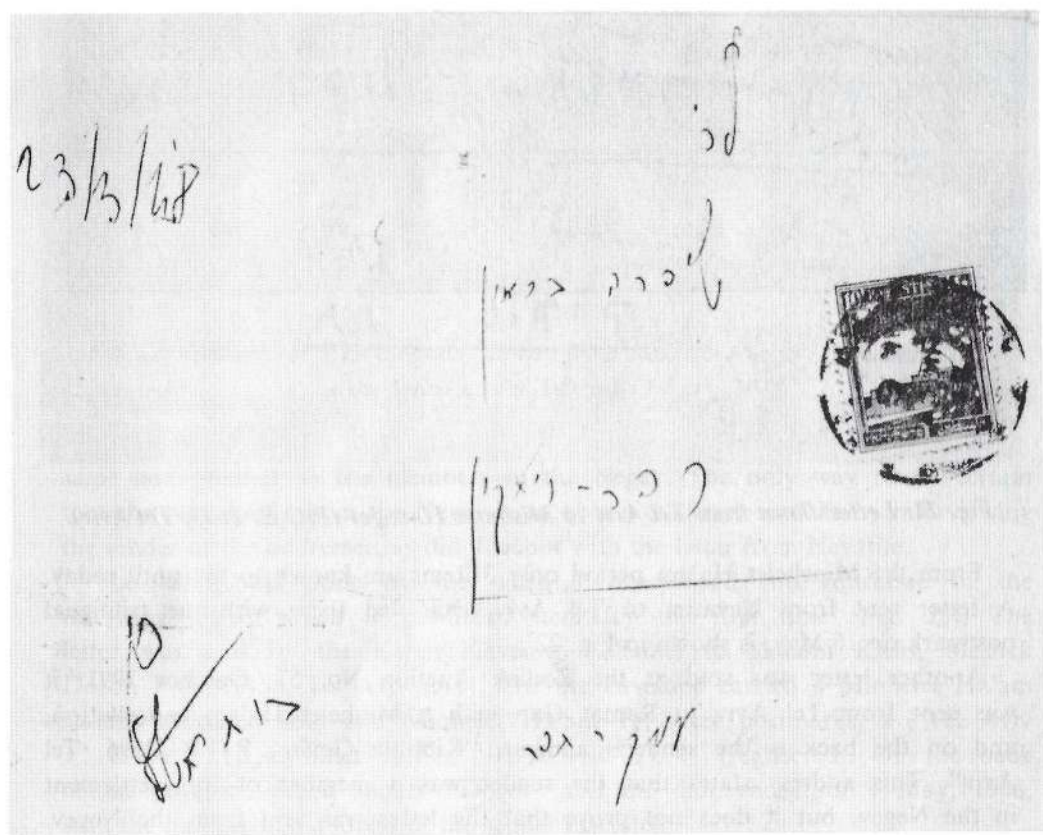


Fig. 20: Letter sent from Beit Eshel, posted in Tel Aviv on 23 March, 1948.

Fig. 21 is of a letter sent from Tel Aviv on 18.6.48 to Mishmar Hanegev, P.O.B. 2643, Tel Aviv (A13/2 in the Table). It is quite certain that this letter was sent with the Negev or Tel Aviv Squadron to the Dorot Airstrip, then to the central airfield in the Negev, and from there taken to Mishmar Hanegev.

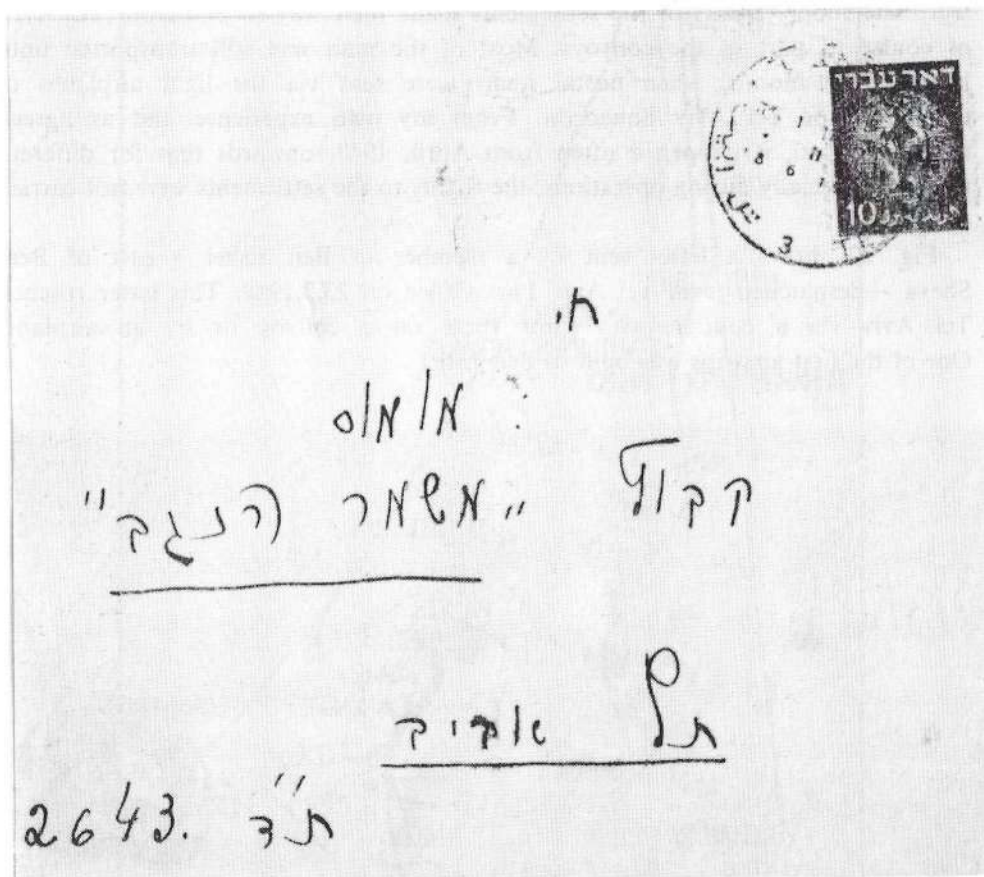


Fig. 21: Letter flown from Tel Aviv to Mishmar Hanegev (P.O.B. 2643, Tel Aviv).

From the Minehelet Ha'am period only 3 items are known to me until today. A letter sent from Nevatim to Tel Aviv, cancelled there with the trilingual postmark on 16 May, is shown in Fig. 22².

Another letter was sold at the Zodiak Auction No. 57, October 1991: it was sent from Tel Aviv to Ramat Gan with a Minhelet Ha'am cancellation, and on the back is the sender's address, "Kibbutz Gevim, P.O.B. 2596, Tel Aviv". This address states that the sender was a member of this settlement in the Negev, but it does not prove that the letter was sent from the Negev. As mentioned before, all of the settlements in the Negev evacuated part of their members to places in northern Israel and naturally these members used the

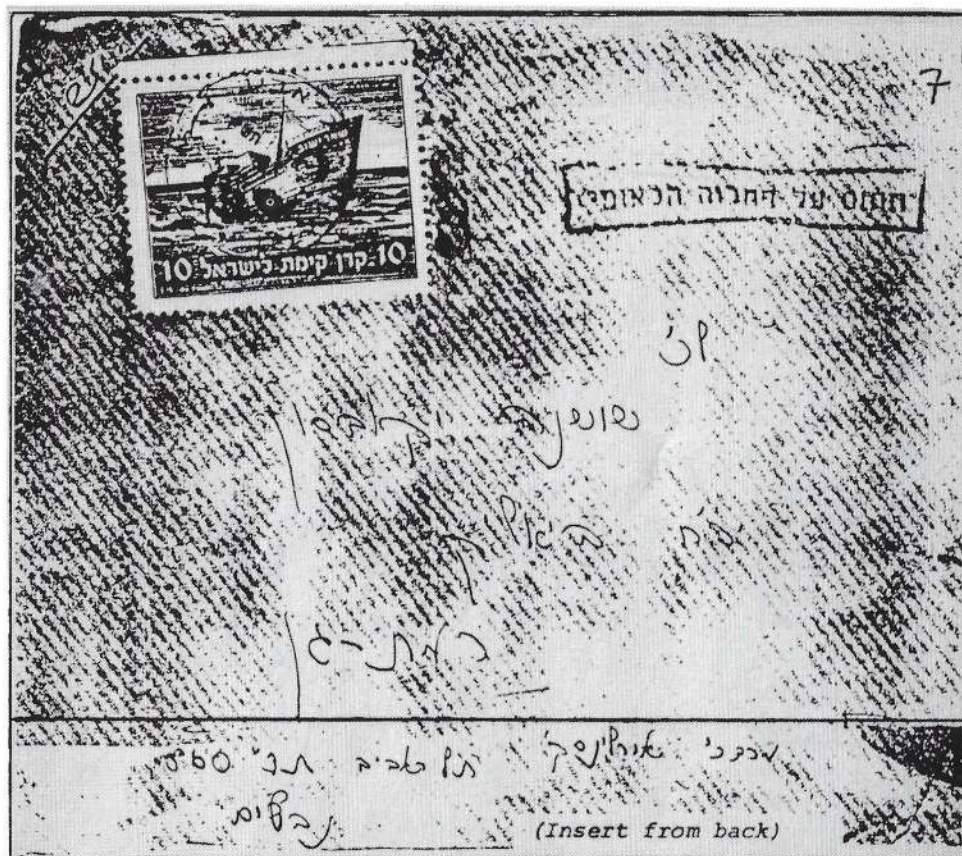


Fig. 22: Courier cover (presumably flown) from Nevatim (Negev) to Ramat Gan, cancelled in Tel Aviv on 16 May, 1948.

same box number as the members in the Negev. The only way to be certain that the mail origin is in the Negev is to obtain evidence such as by interviewing the sender or the addressee, as did Tsachor with the letter from Nevatim.

The same was done by me when I interviewed the addressee of the following letter, which is published here for the first time (Fig. 23). The letter was sent by the Keren Kayemet Le'Israel to Shalom Klein, Meshek Dorot, P.O.B. 454, Tel Aviv (A1). The big envelope carried 4 Minhelet Ha'am stamps cancelled with two Minhelet Ha'am Tel Aviv postmarks, a "Tel Aviv 1" R-label and a violet cachet "BE'ACHRAYUT" (registered). On the back of the envelope are a sticker "Dorot" and the date cachet of 9 May, 1948, with the handwritten address of the sender in violet.

The addressee, Shalom Klein, today Shalom Kol, is the owner of a small farm in Beer Tuvia. In an interview with him last year, he stated that in this envelope Keren

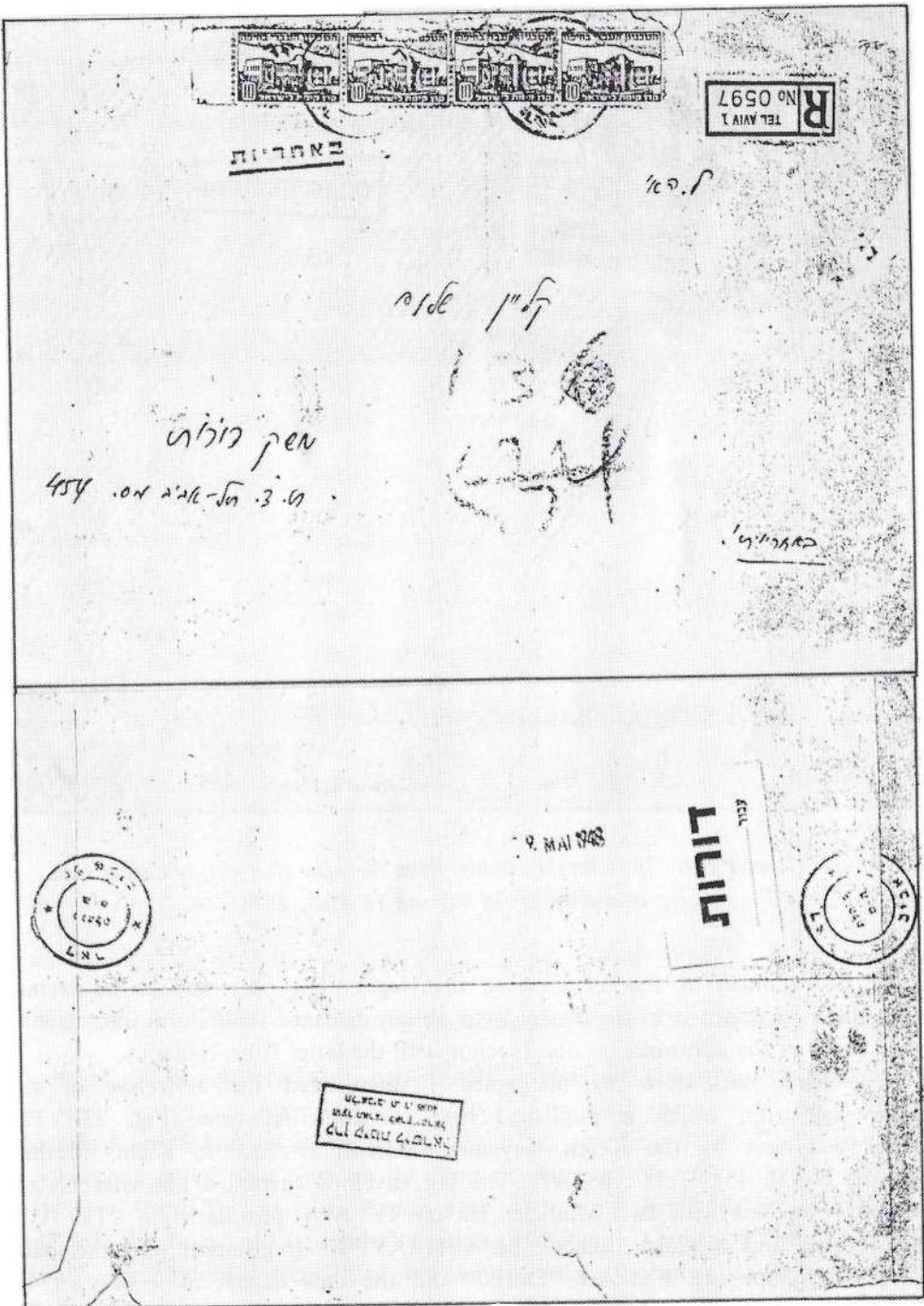


Fig. 23: Letter flown from Tel Aviv, dated 9 May, 1948, to Kibbutz Dorot (P.O.B. 454, Tel Aviv).

Kayemet sent him papers to sign and he gave me another small envelope with the letter inside, concerning the same matter, dated 16.9.48 and cancelled in Tel Aviv on 20.9.1948 (Fig. 24).

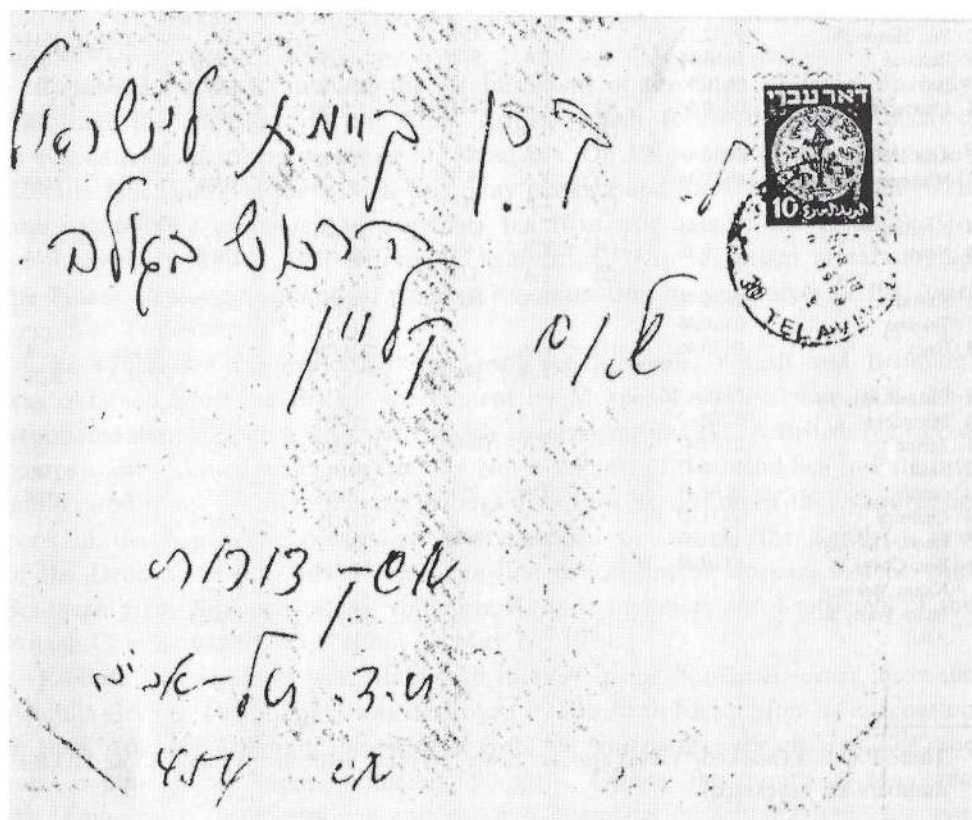


Fig. 24: A flown letter from Tel Aviv to Meshek Dorot (P.O.B. 454, Tel Aviv), postmarked 20 September.

(To Be Continued)

Table 1:
Settlements in the Negev – P.O.B.'s and K.B.A.'s 1941–1950

Name	Date of foundation	Sub Period	(A) 1941–1948 P.O.B.'s in towns	(B) Jun/Aug 48 K.B.A	(C) Aug 48–Feb 49 K.B.A	(D) 1949–1950 P.O.B.'s in towns
1 Dorot	22.12.41		T.A. 454	219/11	379/5	T.A. 454
2 Gvar Am	28.08.42		T.A. 5093	219/22	379/1	T.A. 5093
3 Nir Am	21.01.43		T.A. 2040*	219/7	379/3	T.A. 2040
4 Beerot Yizhak	28.01.43	(1)	T.A. 342	219/13	379/11	---
		(2)	Gaza 18			
5 Gvulot	12.05.43		T.A. 468*	225/16	379/20	T.A. 2664
6 Revivim	28.07.43	(1)	R.L. 25	225/20	379/19	
		(2)	T.A. 2312			
7 Beit Eshel	05.10.43	(1)	T.A. 560*	225/13	377	---
		(2)	B.Sh 1			
8 Yad Mordechai	05.12.43		T.A. 1511	---	---	T.A. 1511
9 Ruhama	19.03.44		T.A. 972*	219/23	379/6	T.A. 972
10 Beeri	06.10.46		T.A. 323	219/17	379/12	T.A. 323
11 Chatzerim	06.10.46	(1)	T.A. 2743	219/26	379/9	
		(2)	B.Sh 10			
12 Kfar Darom	06.10.46		T.A. 5033	219/15	---	---
13 Mishmar HaNegev	06.10.46	(1)	T.A. (972)	219/24	379/8	T.A. 2643
		(2)	T.A. 2643			
14 Nevatim	06.10.46		T.A. (560)	225/14	378	
15 Nirim	06.10.46	(1)	T.A. (468)	225/15	379/22	T.A. 1314
		(2)	T.A. 1314			
16 Shuval	06.10.46		T.A. (972)	219/25	379/7	
17 Tekuma	06.10.46			219/18	379/13	
18 Urim	06.10.46	(1)	Ra. 9	225/19	379/15	(1)Ra. 9
		(2)	T.A. (468)			(2)T.A. 5027
19 Chazale (Alumim)	07.02.47				379/17	
20 Mivtachim	07.02.47			225/21	379/21	
21 Zeelim	07.02.47		T.A. (2040)	225/17	379/14	
22 Saad	30.06.47			219/12	379/10	T.A. 2740
23 Gevim	28.08.47		T.A. 2596	219/16	379/4	T.A. 2596
24 Chalutza	19.11.47			225/18	379/18	
25 Ramat HaNegev	19.11.47		T.A. (2040)	225/22	379/16	
26 Brur Chayil	18.04.48			219/10	379/2	
Niram Mekorot				---	379/25	
Imara Police St.				225/23	379/23	
Asluj				225/24–25	379/27	

* These P.O.B.'s (marked *) used also as "hosts" to other settlement's mail (whose P.O.B.s' numbers are bracketed).

Abbreviations

T.A. = Tel Aviv

R.L. = Rishon LeZion

B.Sh = Beer Sheva

Ra. = Raanana

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1. A. Zakai, HLP# 47, p. 305.
2. Y. Tsachor & S. Rothman, HLP# 31, p. 559.

Isolated and Besieged Sdom in 1948

Zvi Alexander, London

In 1948 the only road that connected the Dead Sea area with the rest of the country was the road to Jerusalem. Vehicles were under attack on the road since the beginning of the year and travel was restricted to armed convoys. The road was finally completely cut off in April 10th, 1948. From April onwards the only contact with the Dead Sea area was by air.

From the beginning of 1948, both the Northern area of the Dead Sea and the Sdom area in the South were subject to constant harrassment by irregular Arab bands and also by Transjordan Arab Legion Forces. Water supplies were sabotaged and cut off, workers were attacked and jailed in Jordan and shots were fired from ambushes.

Following the declaration of the establishment of the State of Israel on May 14th and the invasion of the Arab Armies which followed, it was decided to evacuate the Northern sector of the Dead Sea. On May 20 all of the members of Kibbutz Beit Haarava, the Potash Company workers and the Hagana and Palmach contingents were evacuated by sea from the Northern part of the Dead Sea to Sdom at the Southern end. Before the evacuation, they succeeded in sabotaging the Potash Plant and equipment prior to its occupation by the Forces of the Arab Legion of Transjordan.

The concession for exploiting the Dead Sea minerals, Potash and Bromide, was obtained from the British government by Moshe Novomeyski in 1930, who negotiated the concession with the Turkish government in 1911. A British registered company was formed which covered the Northern part of the Dead Sea in Palestine and Transjordan. As there was not enough room for expansion of the evaporation pans in the North the concession was extended to include the Southern end of the Dead Sea – the Sdom area. The first contingent of workers for the wild Southern area, composed of 19 volunteer Kibbutz members and 8 officials of the Potash Company, arrived at Sdom on May 1st, 1934.

Kibbutz Beit Haarava was established in 1939 in the Northern sector, near the Abdulla Bridge. The Kibbutz was destroyed by the Arab forces after its evacuation in 1948. After the arrival of the evacuees from the Northern sector on May 20th, the total population at Sdom numbered 700 souls. During the month of May and the beginning of June, mothers and children, members of Kibbutz Beit Haarava, were evacuated by air and temporarily housed in Kibbutz Shefayim, north of Herzliya. On June 6th, Sdom was heavily shelled by Arab Legion forces. There were additional skirmishes with local Arab forces throughout the period of isolation, which lasted until November, 1948.

At first Sdom was almost completely forgotten by the G.H.Q. of the Israeli Army, due to the pressures of the War for survival on the various other

fronts. A G.H.Q. mission, which did finally arrive in Sdom on the night of June 29th, submitted its report on July 4th. In their report, they list the number of people in Sdom as follows: 86 members (67 men & 19 women) of Kibbutz Beit Haarava, 73 members of Palmach, including 20 women, and 152 Potash Company workers. They say in their report: *"The morale in Sdom is very low. ...The area was forgotten by the Army from the administrative point of view. It never received G.H.Q. Orders and Regulations and no administrative contact was established with them"*.

This situation can be pictured from the following correspondence and covers described below. Figure 25 shows a cover of the 'Forgotten Period' mentioned above. It was written by Miriam Cohen, a member of Kibbutz Beit Haarava. It arrived by air from Sdom on or before June 18th. It was received by the Sdom 'Consul' (see Appendix) in Sde Dov Airport in Tel Aviv, and handed over to the civilian post which forwarded it to Kfar Yehezkel without taxing it. In spite of the 'administrative neglect' reported in the July 4th G.H.Q. report, KBA (F.P.O.) 216 must have been allocated to the Sdom area in mid June,

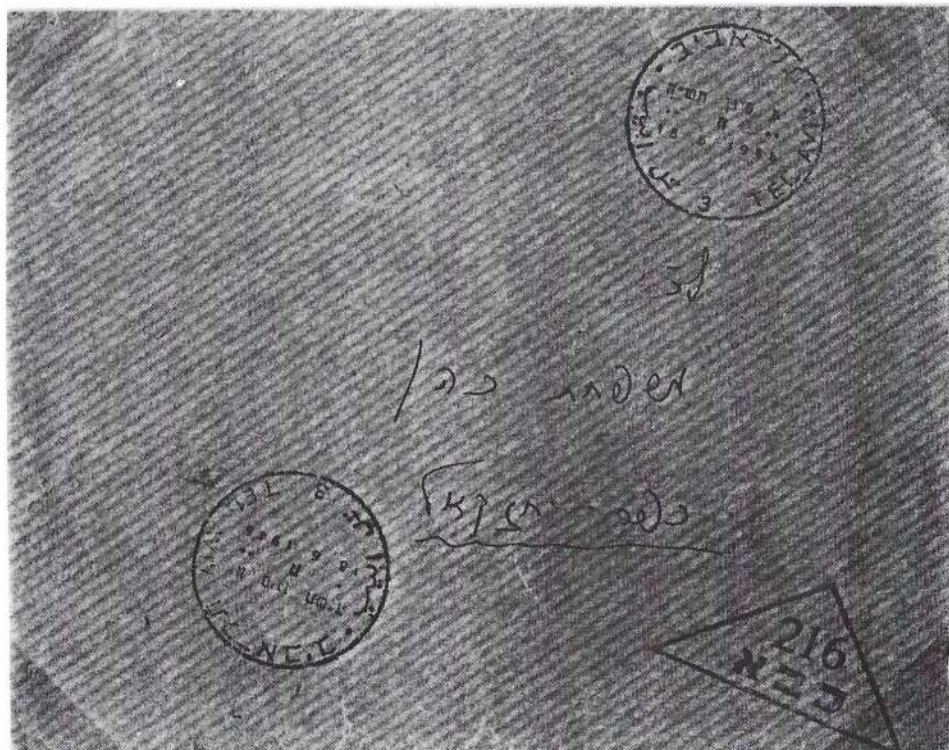


Fig. 25: The earliest recorded letter from Sdom; written by a member of Kibbutz Beit Haarva via KBA 216.

1948. It was not tied to any specific A.P.O. (The late Zvi Berest also lists KBA 216 as serving the Sdom Area; HLPN No. 20, p. 999).

Figure 26 shows another letter of the 'Forgotten Period'. It is a 'Double Courier' letter, flown twice, from besieged Sdom to Tel Aviv, and from Tel Aviv to Jerusalem where it arrived on June 22nd. It received the Jerusalem Liberation postmark, on the second day of its use. S. Renan, the Postmaster of Jerusalem, signed near the postmark, probably approving the non-taxation of the letter. The sender, Aharon Shemesh, who is presently a high official of the Israeli Foreign Ministry, belonged to the 'Michmash' Battalion of the Jerusalem Brigade and was serving in Sdom. He gives his address on the back of the envelope as: 'Southern Dead Sea area, Tel Aviv, P.O.Box 221'.

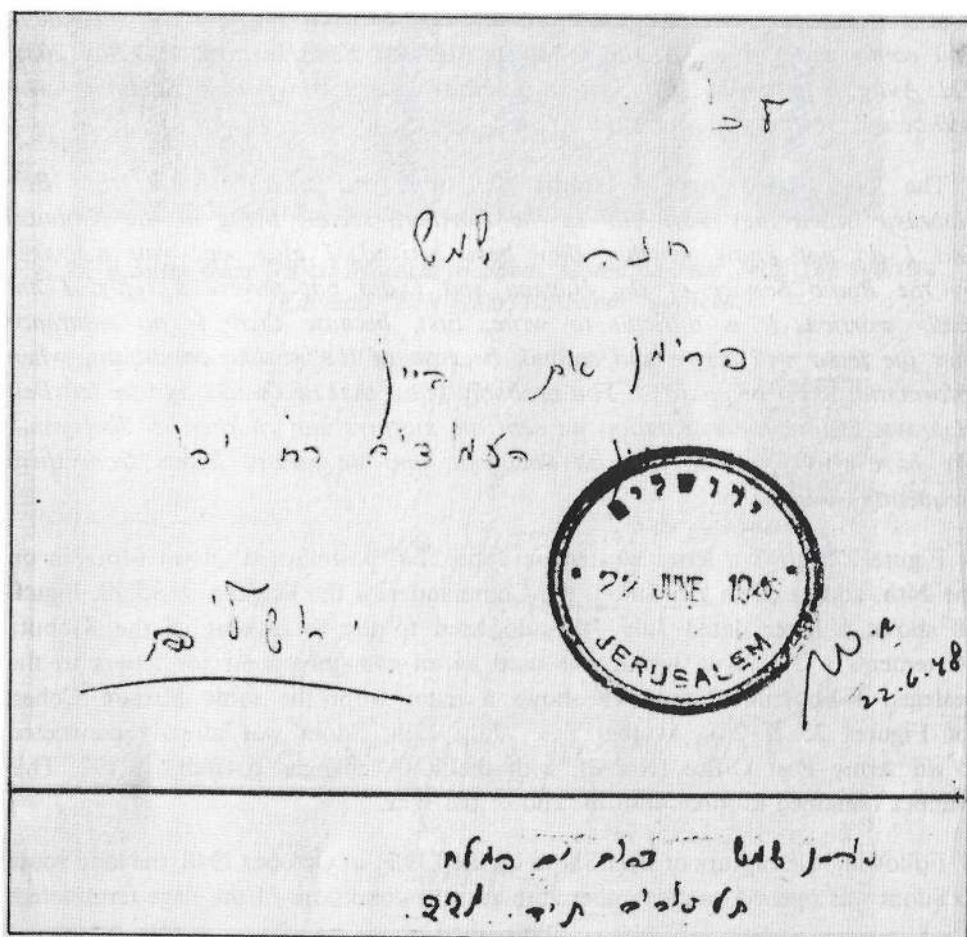


Fig. 26: Letter from a soldier serving in Sdom. Flown twice – from Sdom to Tel Aviv and from Tel Aviv to Jerusalem. Approved by the Postmaster General of Jerusalem for forwarding without tax.

It is interesting to quote from David Coren's letters from the Dead Sea to his mother in Jerusalem. David Coren was a member of Kibbutz Beit Haarava, and later a high ranking officer of the Israeli Air Force and a member of the Knesset. He is presently a member of Kibbutz Gesher Haziv, which was established after the 1948 War by members of Beit Haarava. Most of the information about the siege of Sdom comes from his book, "The Defence of Sdom, 1934-1948", published in 1989 by the Ministry of Defence.

His letter, dated April 26th, reads: *"...The road from Jerusalem to the Dead Sea has been cut off for the last three weeks. Now we hear that the road between Jerusalem and Tel Aviv is cut off, and who knows for how long. Nevertheless I am sending this letter by airplane, which will arrive tomorrow. They will post it in Tel Aviv. If there will be a connection between Tel Aviv and Jerusalem, you could write to me to the following address: Beit Haarava, P.O.Box 2086, Tel Aviv. You could also write to Hanna (Coren's wife) in Shefayim who will be able to transfer your letter to me"*.

The letter dated June 4, reads: *"...I sent you several letters from Beit Haarava (when they were still in the Northern sector, living in the Kibbutz) and I do not know whether they have arrived. I also sent you messages by the Radio Service of the Hagana and I did not receive a reply. I am really worried. It is difficult to write, first, because there is no assurance that the letter will arrive and second, because of the warlike conditions, when information must be guarded. You probably know that two weeks ago we left Beit Haarava. Before the evacuation we sent the mothers and children to Shefayim... We have good connections with Shefayim, and we receive letters from them frequently by airplane...."*

Figure 27 shows a letter written on June 21st, postmarked Qiryat Motzkin on the 24th, addressed to Zvi Smoli, the Commander of the Hagana in Sdom. Figure 28 shows a letter dated July 7th, addressed to the Secretariat of the Kibbutz Movement in Tel Aviv, which was used as an assembly point for letters to the besieged Kibbutzim. Figure 29 shows a letter from the same Miriam Cohen (of Figures 25 & 28). At that date, July 12th, Sdom was already connected to an Army Post Office (No. 3), with the KBA changed to number 192. This number remained in force until the end of the War.

Following the capture of Beer Sheva by the I.D.F. in October 1948, the land route to Sdom was opened on November 25th and the conditions of the siege terminated.

My thanks to Marvin Siegel for helping me in obtaining some of the material shown above.

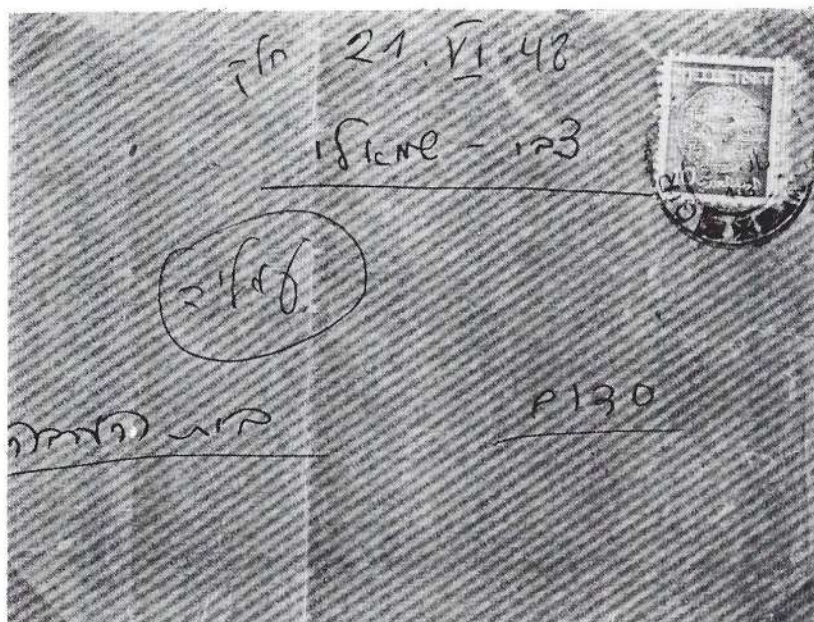


Fig. 27: A letter from Qiryat Motzkin to Sdom, posted on June 24th. The address, (Kibbutz) "Beit Haarava, Sdom" sufficed.

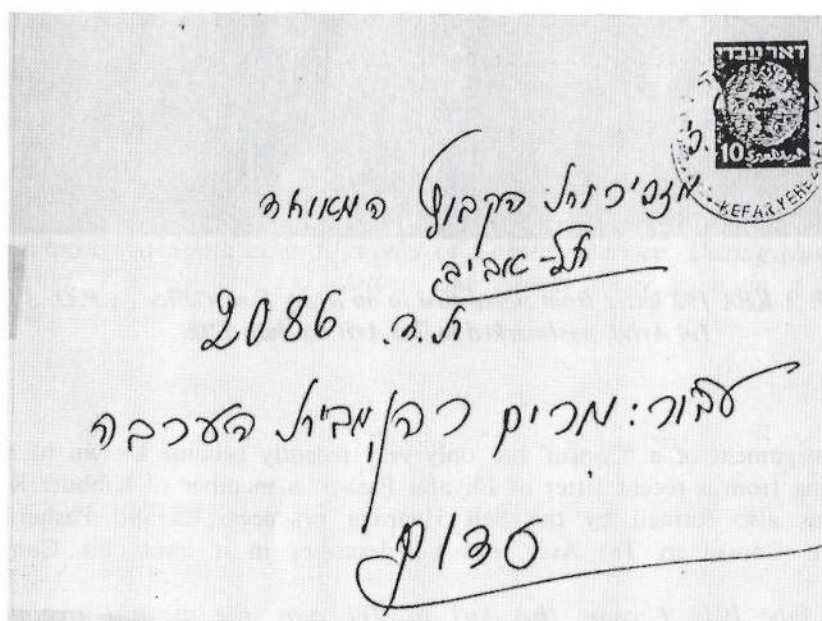


Fig. 28: A letter to Sdom, addressed to the Secretariat of the Kibbutz Movement in Tel Aviv, P.O.B. 2086, which was the assembly point for letters to the besieged Kibbutzim.

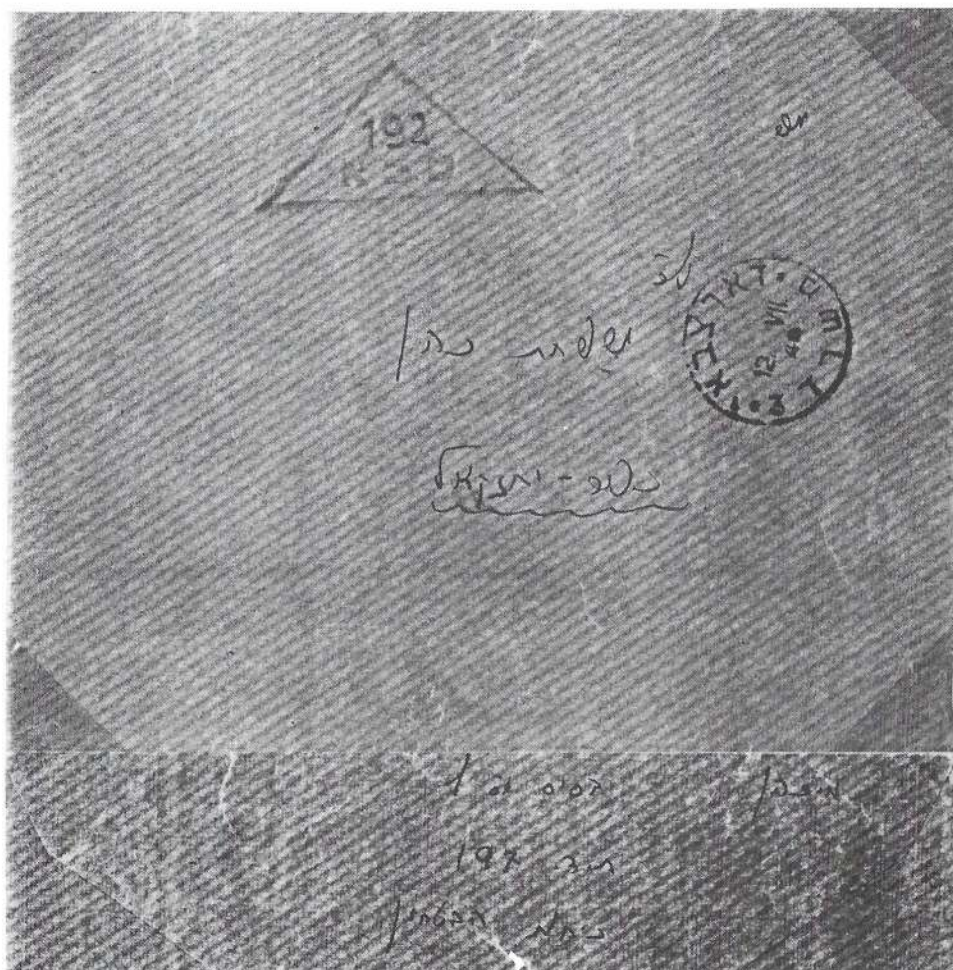


Fig. 29: A KBA 192 letter from Sdom tied to an Army Post Office (A.P.O. 3 in Tel Aviv), postmarked in Tel Aviv on July 12th.

Appendix

The assignment of a 'Consul' has only very recently become known to me. I am quoting from a recent letter of Eliyahu Pasher, a member of Kibbutz Kabri, which was also formed by the Beit Haarava evacuees. Eliyahu Pasher was the Sdom Consul in Tel Aviv and he describes in a letter his Consular duties:

In July 1948 I came (by Air) to Tel Aviv for medical treatment... David Coren called me and asked me to become the Sdom Consul. My first task was to deal with a terrible tragedy that happened to the flight from Sdom which made a forced landing near Nebi Rubin where

four of the passengers, including two members of Beit Haarava, were murdered by the Arabs...

My task was to be the Consul of Sdom in the airport (Sde Dov airfield in Tel Aviv). I was attached to the Jerusalem Consulate which was located in Beit Romano, Jaffa Road No. 9, under the command of Yaacov Pat. Together with me was the Gush Etzion Consul – Hanoach Chmelnik... We (the Consuls) dealt with all the matters relating to the settlements that were captured by the Arab Legion. But as all the members of Gush Etzion were P.O.W.s, while their families and the families of the settlers of Atarot (North of Jerusalem) were resettled in Jaffa, my (main) task was the Air communication with Sdom. In addition to sending men and arms in accordance with the demands of the Commander of Sdom – Avi Smoli – we dealt with the problems of the wounded personnel and we took care of the families of the Potash workers who remained in Sdom.

Each morning at 4 a.m.... I collected the mail which arrived at the Consulate as well as the mail which arrived at the Secretariat of the Kibbutz movement – P.O.Box 2086 (see Figure 4) – and took it to the Tel Nof airfield (A British military airfield which was reopened by the I.D.F.)... I collected (at the airfield) the mail which arrived from Sdom and brought it to the A.P.O (A.P.O. No. 3) which was also located in Beit Romano...

We were not officially mobilized in Sdom and therefore I did not have an Army serial number, nor a soldier's book. All I had was a Consular document signed by Yaacov Pat. With this document I entered the airfields in Tel Aviv and in Tel Nof...

Most of the pilots were Mahal members (volunteers from abroad). Among the English speaking pilots the outstanding pilot was a pilot from India – Abie Nathan... He continued to fly to Sdom very frequently while other pilots refused to fly there. It was difficult to land at Sdom, especially during the hot summer months...

I returned to Sdom after 11 weeks of Consular service. During this whole period, I rarely changed clothes and almost never slept in a regular bed.

Revised Classification of the KBA Unit Numbers of Israel Military Mail, 1948/9 (Part II)

Baruch Hurwich, Jerusalem

The following Table continues the listing of KBA numbers used in Phase 1 of the KBA Period, Period I, of the Israel Defense Forces Military Mail, i.e., through 24 June, 1949¹. I have arranged the Table in the same fashion as in the previous part of this paper². KBA numbers 241 through 440 are included.

The following conventions are used again:

CANC	=	Cancelled. Date unknown unless specified.
"about..."	=	within the week preceding the date listed.
"on..."	=	on the date listed.
[...]	=	a description given in Ref. 1 of Part I, not appearing on list 15/A (described in Part I); it probably predated it.
"To..."	=	Transfer mail from this KBA to the new KBA or location.
Coy	=	company. In Hebrew, "pluga"
Btn	=	battalion. In Hebrew, "gdud", the unit above a company.
Bde	=	brigade. In Hebrew, "hativa", the unit above battalion.
APO's	=	these are taken from Ref. 1 of Part I, with additions from the documents described.
Pers	=	Personnel.

Table (part 2)

KBA Numbers with A.P.O.'s Used by the I.D.F., 1948/9

KBA	APO(s)	Unit Description	Remarks
241	4	[Dogs Training Center]	CANC. To KBA 344.
242	3	Small Arms School. [Machine Gun Training]	CANC. To KBA 600 about 18.5.49.
243	4	HQ - Bde 7	
244	2,4,7	Btn 71, Bde 7	
245	2,4,7	Btn 72, Bde 7	
246	4,7	Btn 79, Bde 7	CANC. To KBA 243 about 19.6.49.
247	3	Science Corps ("Hemed") HQ & Base No. 1	Tel Aviv
248	4?,5	Science Corps ("Hemed") Base No. 2	Jerusalem
249	4	Science Corps ("Hemed") Base No. 3	Haifa
250	9	Science Corps ("Hemed") Base No. 4	Rehovot
251	3,8	Engineer Corps Base	To APO 3 about 18.4.49. CANC. To KBA 231 about 25.5.49.
252	3,8,15	Btn 141	APO 15 as of 18.3.49.

KBA Numbers with A.P.O.'s Used by the I.D.F., 1948/9 (continued)

KBA	APO(s)	Unit Description	Remarks
253	3,5,8,14	Btn 42, Bde 4	APO 5 about 24.3.49.
254	3,5,8,14	Btn 43, Bde 4	CANC. about 19.6.49.
255	5,8,15	Btn 44	
256	2,8	Commander, Ein Shemer Camp No. 10102. Later Camp No. 784.	CANC. To KBA 146.
257	4,5,15	HQ - Btn 163 (Beit Nabala)	APO 15 about 31.3.49.
258	1,10.	Military Hospital No. 1	Began using KBA number on 18.6.48. Nir Am - Ruhama - Beer Sheva. CANC. To KBA 152.
259	6	Military Hospital No. 2	Kfar Giladi. CANC. To KBA 152.
260	4	Military Hospital No. 3	Nahariya. Assigned KBA 260 on 2.6.48. Later, Reconvalescence Base No. 4. CANC. To KBA 368 about 1.5.49.
261	3	Military Hospital No. 4	Djani Hospital, Jaffa. Also served as Central Medical Clinic. CANC. To KBA 152 about 5.6.49.
262	3,15	Military Hospital No. 5	Tel Litvinsky, Tel Hashomer
263	12	Military Hospital No. 6	Scottish Hospital, Tiberias. CANC. to KBA 152 about 1.5.49.
264	3,15	HQ - Bde 8	
265	4,7	Military prison No. 396	APO 7 about 31.3.49. CANC about 8.4.49.
266	3,15	Training Camp No. 1	[Base Training Depot No 1]. CANC. To KBA 497.
267	3,8	Recruiting Center No. 5	CANC about 18.3.49. Transfer to KBA 497.
268	2,4,6	28th Armored Company, Bde 2	Reinstitute as of 24.3.49.
269	3,12	Rest Camp No. 772	CANC. to KBA 189.
270	4		Later Rest Camp No. 2. Tel Aviv. CANC. To KBA 586 about 18.5.49.
271	3,15	Transit Depot No. 761	CANC. Transfer to GHQ/Pers/Section 1
272	8		CANC.
273	3,15	Tel Litvinsky Camp, Base No. 781	
274	5	Pay Office, Jerusalem	CANC about 5.6.49.
275	3,14,15	Medical Corpsmen and Hygiene School	
276	4,6,7	HQ - Bde 9	"Oded". Previously, HQ - Rgt 11, "Yiftah", Palmah.
277	7,9,10,14	HQ - Bde 11	CANC. To KBA 422 about 25.5.49. CANC DEFERRED about 12.6.49. Use APO 7. About 19.6.49 use APO 9.
278	14,15	HQ - Bde 10	"Har'el". Palmah.
279	1,9,10,14,15	HQ - Bde 12	"Negev". Palmah.
280	1,9,10,14	Btn 7, Bde 12	
281	3,9,15	Btn 89, Bde 8	APO 3 about 8.4.49. APO 15 about 20.5.49. CANC. To KBA 264 about 5.6.49.
282	5,15	Quartermaster Branch, Jerusalem	
283	3,9		CANC. To KBA 204.
284	2,8,15	Mule Corps	
285	5	HQ, Medical Service, Jerusalem District	
286	3	Armored Engineering Base No. 631	Workshops
287	3,14	Bomb Disposal Unit No. 1	
288	4,10,12	Btn 19, Bde 1	
289	3,4,14	Prisoner of War Camp 791	CANC. To KBA 474 about 24.3.49.
290	2,8	Youth Corps ("Gadna") Training Camp	
291	3	Town Major. Tel Aviv.	
292	4	Engineers Stores Depot No. 2	
293	3,14	Engineers Stores Depot No. 1	APO 14 about 31.3.49.
294	4	Women's Corps, Btn 202	
295	2,4,6	Btn 11, Bde 9	CANC about 18.3.49.
296	4,6,7	Btn 91, Bde 9	APO 7 about 20.5.49. CANC about 25.5.49.
297	4,6,7	Btn 92, Bde 9	APO 7 about 18.5.49. CANC.
298	4	HQ - Haifa District	

KBA Numbers with A.P.O.'s Used by the I.D.F., 1948/9 (continued)

KBA	APO(s)	Unit Description	Remarks
299	4,7	Ramat David Air Field	
300			(Not issued)
301	3	Physical Training Service, Tel Aviv	
302	3,4,5	Mobilization Center, Tel Aviv District	CANC about 18.5.49. Transfer to Draft Bureau, Jaffa.
303	6		CANC.
304	8,9,15	Btn 35	APO 15 from 5.6.49.
305	8,9,15		CANC. To KBA 189.
306	14	HQ - Supply Service	
307	3	Women's Corps, Btn 201, Coy 3	CANC. To KBA 525.
308	3		CANC. Transfer to Foreign Air Force Volunteers Office.
309	4		CANC. Transfer to KBA 267.
310	4	Supply Base No. 652	
311	3	Central Shekem Office	(=NAAFI or PX)
312	4	Supply Base No. 612	
313	9,14	Military Hospital No. 8	Bilu Hospital, Rehovot. CANC. To KBA 376.
314	3	Military Hospital No. 9. Central Clinic.	Jaffa
315	4	Military Hospital No 10	Italian Hospital; Haifa. CANC. To KBA 152.
316	3	Military Prison No. 398	CANC. To KBA 507 about 24.3.49.
317	7,10,12,14	Military Police, Bde 1	
318	4	Women's Corps, Btn 202, Coy 2	
319	4	Women's Corps, Btn 202, Coy 5	
320	4	Women's Corps, Btn 202, Coy 4	
321	3	Demolitions School	
322	3		CANC. To GHQ/Pers/Section 1.
323	3		CANC. To GHQ/Pers/Section 1.
324	3		CANC. To GHQ/Pers/Section 1.
325	3		CANC. To GHQ/Pers/Section 1.
326	4	Shekem Base No. 481, Haifa District	
327	2,4	Town Major. Hadera	
328	4	Camp Marcus	Education Center, Haifa.
329	3	HQ - Legal Service	
330	3	Petrol Supply HQ	
331	4	Petrol Base No. 582. Northern Section	
332			
333	4	Town Major. Haifa	
334	8	Town Major. Netanya	
335	2,4	Prisoner of War Camp 792	CANC. To KBA 474 about 25.5.49.
336	4	Armored Engineering Base No. 632	Workshops
337	3,14	Rehabilitation Center No. 1	
338	3	Armored Engineering Training Center 636	
339	2,6,8,14	Heavy Mortars Unit No. 331	APO 6 about 18.5.49.
340	3		CANC. To KBA 146.
341	5		CANC. To KBA 146.
342	4		CANC. To KBA 146.
343	4	Medical Service, Northern Sector	
344	4	Canine Service (=U.S. Army K9. Dogs).	
345	14	Training Center, Transportation Corps	
346	4	Storage Base 562	Until 22.4.49.
	4	Area Engineering Base No. 562	As of 22.4.49.
347	4,7,12	Area Engineering Base No. 564	CANC. about 18.3.49. To KBA 346 from 24.3.49.
348	5	Storage Base 563	Until 22.4.49.
	5	Area Engineering Base No. 563	As of 22.4.49.
349	14	Engineer Maintenance Coy	CANC. To KBA 471 about 22.4.49.
350	3,15	Engineer Maintenance Coy. Storage Service	

KBA Numbers with A.P.O.'s Used by the I.D.F., 1948/9 (continued)

KBA	APO(s)	Unit Description	Remarks
351	3		CANC. To GHQ/Pers/Section 1.
352	3,10		CANC. To GHQ/Pers/Section 1.
353	3,15		CANC. To GHQ/Pers/Section 1.
354	14	Base Workshop No. 681	
355	4,12	Women's Corps, Btn 204	CANC. To KBA 357 about 29.4.49.
356	5	Women's Corps, Btn 205	CANC. To KBA 282 about 19.6.49.
357	7	Women's Corps, Btn 206	
358	7	HQ - "Aleph" ("A") Front. (North)	
359	3		CANC.
360	3		CANC. To GHQ/Pers/Section 1.
361	3	National Requisitions Officer	
362	3	Petrol Base No. 581	
363	3	Central Purchasing Unit	
364	4,7	HQ - Heavy Mortars Unit	CANC about 20.5.49.
365	4,7,8	Heavy Mortars Battalion Base	CANC. To KBA 426 about 25.5.49.
366	7	HQ - Emek District	
367	14	HQ - "Gimel" ("C") Front. (Central)	
368	4	Rest Camp No. 776	
369	3	Central Army Pay Office	
370	3	HQ - Tel Aviv Civil Defence	
371	3	Chaplaincy (Religious Services)	
372	6	Base Supply Depot No. 614	
373	4		CANC. To KBA 374.
374	4,7	Btn 121	CANC. To pers/Section 8 about 25.5.49.
375	3,15	Btn 142	CANC. To KBA 254.
376	14	Military Hospital No. 13	Sarafand
377	1,10	Kibbutz Beit Eshel	CANC.
378	1,10	Kibbutz Nevatim	CANC.
379	1,10	Negev settlements other than Beit Eshel and Nevatim.	CANC. (See Ref. 1, pp. 1000-1, for unit sub-numbers used in 25 Negev settlements in Sept. and Oct., 1948.)
380	6,12	HQ - Galilee District	
381	6		CANC. To KBA 193.
382	5	Btn 46	CANC. To KBA 235.
383	4	Pay Office, North	
384	3,15	Btn 143	CANC.
385	3,15		CANC. To KBA 370.
386	3,7	Detention Camp 399	CANC. To KBA 589.
387	4	Youth Formations ("Gadna"), Haifa area	Formerly "Alumim"
388	3	Liaison to the International Red Cross	
389	6	Reconvalescent Center No. 1	CANC. To KBA 152.
390	5	Reconvalescent Center No. 2	
391	14	Communications Training Center	
392	9,10	HQ - "Dalet" ("D") Front (South)	Kastina. APO 10 about 8.4.49
393	3,5	Rest Camp 774	CANC. about 19.6.49
394	4,12	Navy Base, Kinneret (Sea of Galilee)	
395	15	School for Cooks 621	
396	1,10	Supply Base 615	
397	14	Supply Base and Training Center	
398	14	Transportation Base 674	
399	5		CANC. To KBA 146.
400	7		CANC.
401	6,8	HQ - "Bet" ("B") Front (Central, coastal)	
402	8	Middle District ("Tichon")	
403	3,15	TA'AS (Weapons Prod'n) (Min. of Defence)	

KBA Numbers with A.P.O.'s Used by the I.D.F., 1948/9 (continued)

KBA	APO(s)	Unit Description	Remarks
404	4	Transport Coy 692	
405	8	Shekem "B" Front, Staff	Change to Shekem Base No. 482.
406	4	Parachute Base Depot (Parachutists Unit)	
407	10		CANC. To KBA 277.
408	4	Military Prosecutor, Haifa District	
409	8	Intelligence Service No. 3, Netanya Base	
410	8	National School of Topography	CANC. To KBA 142. CANC. To KBA 600 about 19.6.49.
411	8	Ya'akov Camp, Training Center ("Hadracha")	CANC. To KBA 142. CANC. To KBA 600 about 18.5.49.
412	3	HQ - Intelligence Service	
413	4	Air Force Technical Training Base No. 2	APO 4 about 19.6.49.
414	8	Heavy Mortars Btn 182	CANC. about 1.5.49.
415	3	HaVa'ad L'ma'an Hehayal, Welfare Center.	
416	5,14	Btn 68	CANC. To KBA 583 about 12.6.49.
417	4	Civil Defence (Haga), Haifa District	
418	12	Military Police, Bde 1	Later, Galilee District
419	4	Telephone Service, Northern Command	
420	8	National School of Topography	CANC. To KBA 142. CANC. To KBA 600 about 18.5.49.
421	5	HQ - Bde 6	("Etzioni")
422	9	HQ - HaShfela District	
423	1,10	HQ - HaNegev District	
424	6	Anti Malaria Unit No. 1	
425	5	Military Prosecutor, Jerusalem	Until 22.4.49.
	5	Legal Service HQ, Jerusalem Area	As of 22.4.49.
426	6,8	Btn 182, Coy 332 (Mortars)	Coy "Aleph", APO 8, about 8.4.49.
427	3	Medical Service, "Gimel" Front	
428	5	Religious Service, Jerusalem Area	
429	3,15	Women's Corps, Btn 208 - HQ	APO 15 as of about 1.5.49.
430	3,15	Women's Corps, Btn 208, Coy "Gimel" ("C")	CANC. To KBA 429.
431	8	Women's Corps, Btn 203, Coy "Aleph" ("A")	CANC. To KBA 520 about 19.6.49.
432	3	"Ma'arachot" (Military) Journal	
433	3	Ordnance Service Base No. 641.	
434	5	HQ - Btn 164	CANC. To KBA 436.
435	5	Support Btn 64	CANC.
436	15	Btn 161	CANC. To KBA 583 about 12.6.49.
437	5	Military Police, Jerusalem Area	
438	5	Base Depot No. 783	
439	5	"Elisha" (Rehab), Med. Service, Jerusalem	
440	14	Military Police, Training Center	

(To Be Continued)

References

1. Hurwich B., "Israel Military Mail: A Proposed New Terminology and Chronology", HLPN Nos. 45-46 (Winter/Spring, 1991) pp. 245-248.
2. Hurwich B., "Revised Classification of the KBA Unit Numbers of Israel Military Mail, 1948/9", HLPN No. 47 (Summer 1991), pp. 321-327.

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* SHORT NOTES AND DISCOVERIES *

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The Ottoman Period

Turkish Air Units in Palestine *(Zvi Alexander, London)*

While the existence of German Air Units on the Palestine Front during WWI is well documented and their various cachets are listed in the Handbook of Holy Land Philately¹, nothing has been recorded of the existence of Turkish Air Units in Palestine.

Two items relating to such units have recently been discovered. Figure 30 shows the front and the reverse of a cover sent by a Turkish Officer from the 4th Aeroplane Company in Amman to an Airman from the same 4th Aeroplane Company who was convalescing in an Army Convalescent home in the Beyrouth-Sofer area in Lebanon (transit of Hommana [Liban], 15.8.18 and arrival Beyrouth postmark, 18.8). The pointed arrow on the right instructs, "Return to Amman Air Unit". As the Turkish Forces were probably preparing themselves for the British attack, which came a month later, the 4th Air Unit was already transferred to Damascus where the 3.9 Damascus postmark was applied. Enroute it must have received the Turkish F.P.O. 46 postmark, which served the Headquarters of the VIII Army then in the Tulkarem area, which can be seen on the bottom right of the reverse. Due to the Turkish retreat, in late September 1918, the 4th Air Unit must have moved again northwards to Aleppo. The cover received the Aleppo postmark of 27.10.1918, the day Aleppo was captured by the British Forces. There is a red seal on bottom left, which is the seal of the 4th Aeroplane Company.

The second example of a Turkish Air Unit on the Palestine Front is shown in Figure 31. It is a postcard from Izmir addressed to Sergeant Ihsan of the 14th Aeroplane Battalion. This postcard arrived in Damascus on 14.8.1918. It was then transferred on 24.8. to F.P.O. 44 which served the H.Q. of the Ildirim (Thunderbolt) Command, the Joint Turkish and German Command of the Forces in Palestine located in Nazareth. The postcard was then sent on 13.9 to F.P.O. 46, which served the H.Q. of the Turkish VIII Army in the Tulkarem area. The postcard was most probably captured by the advancing British Forces before it was delivered to the addressee.

Reference: 1. A. Steichele (Revised English Edition by N.J. Collins & L. Dickstein), "The Foreign Post Offices in Palestine, 1840-1918", pp. 128-132. WPC Publications, Chicago, USA; 1990.

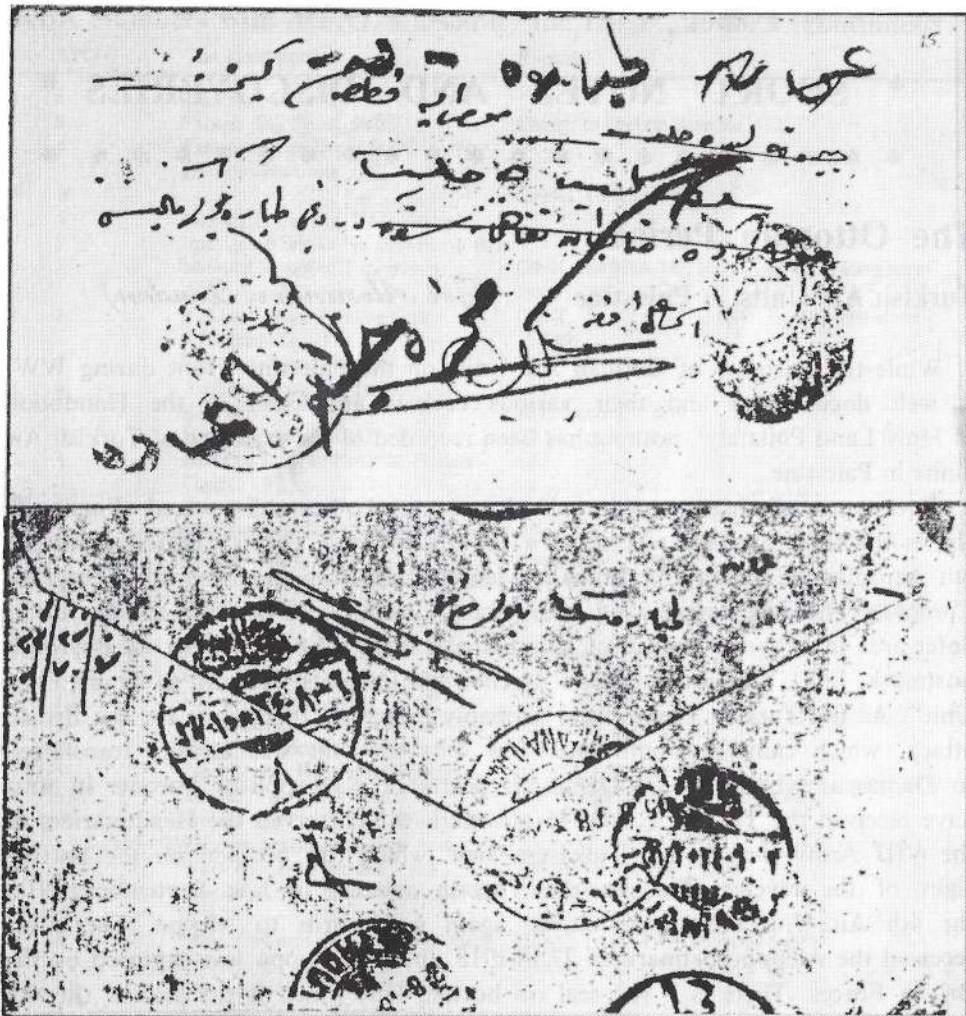


Fig. 30: A cover addressed to a wounded airman convalescing in Beyrouth, belonging to the 4th Turkish Air Unit which was stationed in Amman. The reverse shows the sender's address, "Amman, 4th Turkish Air Unit".



Fig. 31: A postcard addressed to the 14th Turkish Aeroplane Battalion on the Palestine Front.



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The British Mandate Period

Some Civilian Airgraph Regulations, 1942

(M.H. Bale, Ilfracombe)

We recently acquired a pair of WW II facsimilies from the Postal Services Department, London, to the Postmaster General, Jerusalem, Palestine, dated 27th July 1942. Unfortunately, they do not photocopy too well but they throw some very interesting light on postal regulations and Censorship, etc., of the time. We show here one of these airgraphs (Fig. 32), and also a typed copy of the message verbatim as it is printed on the airgraphs.

Sir,

I am directed by the Postmaster General to furnish the following information regarding the use of codes in airgraph messages, and other matters affecting the recently introduced civilian airgraph services, which may prove helpful to your administration.

For the convenience of business firms and other organisations in the United Kingdom making use of the airgraph services, arrangements have been made in conjunction with the censorship authorities whereby any one of the following commercial codes may be used in an airgraph message provided that its use is permitted in telegrams to the same destination:- A.B.C. 6th edition, ACME commodity and phrases, Bentley's complete phrase, Bentley's second phrase, Lombard General, Lombard shipping, new standard half-word, new standard three letter, Peterson's international 3rd edition. The name of the code used must be shown at the head of the letter and a decode of the letter must be attached to the airgraph form. The decode must be written or typed on ordinary notepaper and not on an airgraph form. The sender is required to forward the form and the decode under cover direct to the outward office of exchange (London F.S.). They may not be handed in at a post office like ordinary airgraphs. No special fee is charged for the use of code in airgraph letters. Decodes are required to be supplied whether or not the airgraph message is for a destination which will necessitate its being submitted for censorship and where submission for censorship is required, the message and the decode are passed to the censor who retains the decode. Where submission is not required, the decode is detached before the message is photographed.

The foregoing information is furnished to your administration in case it may be of assistance if the question of affording similar facilities in your service should come under consideration.

The censorship authorities have authorised approved banks which are permitted to use private authenticating cypher expressions in telegrams, to use such expressions in airgraphs, also without fee. The censorship reserves the right to

Write address in large BLACK letters wholly within this panel.

The address must NOT be abbreviated.

TO: THE POSTMASTER GENERAL
JERUSALEM.
PALESTINE

901504

Write the message very plainly below this line.

P.O. REF: 78391/48

Sender's Address: POSTAL SERVICES DEPARTMENT,
GENERAL POST OFFICE,
LONDON, E.C. 1.

Date: 27 JULY, 1942.

SIR,

I AM DIRECTED BY THE POSTMASTER GENERAL TO FURNISH THE FOLLOWING INFORMATION REGARDING THE USE OF CODES IN AIRGRAPH MESSAGES, AND OTHER MATTERS AFFECTING THE RECENTLY INTRODUCED CIVILIAN AIRGRAPH SERVICES, WHICH MAY PROVE HELPFUL TO YOUR ADMINISTRATION.

FOR THE CONVENIENCE OF BUSINESS FIRMS AND OTHER ORGANISATIONS IN THE UNITED KINGDOM MAKING USE OF THE AIRGRAPH SERVICES, ARRANGEMENTS HAVE BEEN MADE IN CONJUNCTION WITH THE CENSORSHIP AUTHORITIES WHEREBY ANY ONE OF THE FOLLOWING COMMERCIAL CODES MAY BE USED IN AN AIRGRAPH MESSAGE PROVIDED THAT ITS USE IS PERMITTED IN TELEGRAMS TO THE SAME DESTINATION:- A.B.C. 6TH EDITION, AONE COMMODITY AND PHRASE, BENTLEY'S COMPLETE PHRASE, BENTLEY'S SECOND PHRASE, LOMBARD GENERAL, LOMBARD SHIPPING, NEW STANDARD HALF-WORD, NEW STANDARD THREE LETTER, PETERSON'S INTERNATIONAL 2ND EDITION. THE NAME OF THE CODE USED MUST BE SHOWN AT THE HEAD OF THE LETTER AND A DECODE OF THE LETTER MUST BE ATTACHED TO THE AIRGRAPH FORM. THE DECODE MUST BE WRITTEN OR TYPED ON ORDINARY NOTEPAPER AND NOT ON AN AIRGRAPH FORM. THE SENDER IS REQUIRED TO FORWARD THE FORM AND THE DECODE UNDER COVER DIRECT TO THE OUTWARD OFFICE OF EXCHANGE (LONDON P.3.). THEY MAY NOT BE HANDED IN AT A POST OFFICE LIKE ORDINARY AIRGRAPHS. NO SPECIAL FEE IS CHARGED FOR THE USE OF CODE IN AIRGRAPH LETTERS. DECODES ARE REQUIRED TO BE SUPPLIED WHETHER OR NOT THE AIRGRAPH MESSAGE IS FOR A DESTINATION WHICH WILL NECESSITATE ITS BEING SUBMITTED FOR CENSORSHIP, AND WHERE SUBMISSION FOR CENSORSHIP IS REQUIRED, THE MESSAGE AND THE DECODE ARE PASSED TO THE CENSOR WHO RETAINS THE DECODE. WHERE SUBMISSION IS NOT REQUIRED, THE DECODE IS DETACHED BEFORE THE MESSAGE IS PHOTOGRAPHED.

THE FOREGOING INFORMATION IS FURNISHED TO YOUR ADMINISTRATION IN CASE IT MAY BE OF ASSISTANCE IF THE QUESTION OF AFFORDING SIMILAR FACILITIES IN YOUR SERVICE SHOULD COME UNDER CONSIDERATION.

THE CENSORSHIP AUTHORITIES HAVE AUTHORISED APPROVED BANKS WHICH ARE PERMITTED TO USE PRIVATE AUTHENTICATING CYPHER EXPRESSIONS IN TELEGRAMS, TO USE SUCH EXPRESSIONS IN AIRGRAPHS, ALSO WITHOUT FEE. THE CENSORSHIP RESERVE THE RIGHT TO ASK FOR AN EXPLANATION OF ANY SUCH EXPRESSION BUT DO NOT REQUIRE A DECODE TO BE HANDLED IN WITH THE AIRGRAPH MESSAGE.

THE POSTMASTER GENERAL,
JERUSALEM, PALESTINE.

/IN

This space should not be used.

MAKE SURE THAT THE ADDRESS IS WRITTEN IN BLACK INK

Fig. 32: A 1942 airgraph from the Postal Services Dept., London, describing various postal and censorship regulations concerning the use of airgraphs.

ask for an explanation of any such expression but do not require a decode to be handed in with the airgraph message.

In ordinary course airgraph messages included in an airgraph mail which is lost in transit would be re-transmitted, but if this course proved to be impracticable

owing to exceptional conditions at the material time, a suitable announcement would be made to the public through the medium of the press.

Members of the commercial community in this country have made enquiries regarding the validity of airgraphs in legal proceedings, and it may be of interest to you to know that the reply which has been given by this administration has been to the effect that in the case of an outward airgraph letter giving rise to legal proceedings after the destruction of the original, the post office would be prepared to give a certificate that the original letter had been destroyed, and that if it were necessary for the photographic copy to be strictly proved for the purpose of such proceedings, a post office official could be subpoenaed to give whatever evidence was in the possession of the post office on this point, and on the procedure followed in the transmission of airgraph letters generally. In the case of an inward airgraph, the British post office would, of course, be unable to give a certificate or to furnish evidence as to the destruction of the original letter but would be prepared to make the appropriate enquiries of the postal administration concerned. In this connection it has been decided to retain the originals of outward airgraphs and the inward films for a minimum period of 3 months from the dates of despatch and receipt respectively. In the unlikely event of outward airgraph messages not having reached the distant photographic point within 3 months the originals would be retained until receipt at the distant end had been established.

*I have the honour to be,
Sir,
your obedient servant,
(Signed)*

Incidentally, each airgraph is stamped on the back "Headquarters G.P.O. 20th August 1942".

Another Palestine “Perfin”? *(A.M. Hochheiser)*

In a recent article appearing in the Bulletin (HLPB #45-46, p. 211), a group of stamps was illustrated in Figure 33. While having the appearance of “perfins”, closer study revealed that the perforations in the stamps were, in fact, produced by a punch as part of a two-line instrument which read “PAID” and a date. These were applied by banks to indicate payment of a bank check. Only incidentally, the stamps were sometimes perforated as shown in Figure 33.

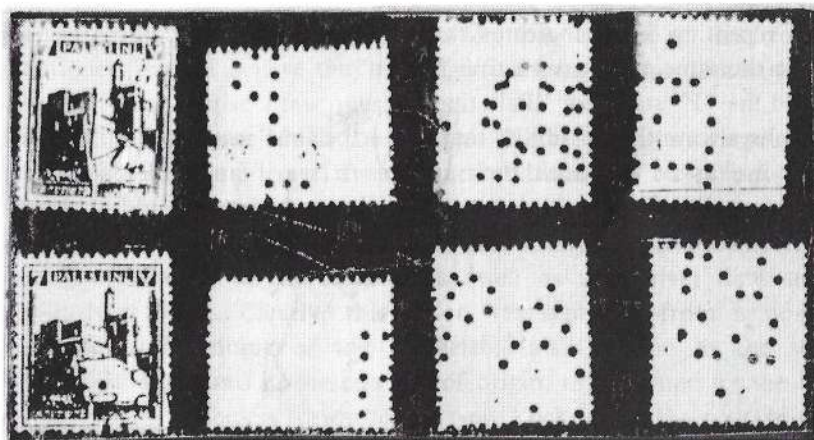


Fig. 33: Punched non-perfins.

Shown in Figure 34 are three unused pictorials, perforated with what looks like a repeating letter “P”. On two of the stamps, the “P” is inverted while on the third it is upright. There are several ‘Blind’ perforations present on two of the stamps.

The question arises as to whether or not these are true “perfins”. Certainly,

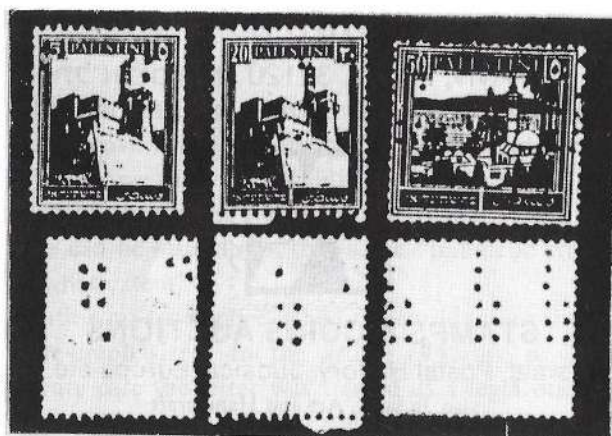


Fig. 34: “P”-like perfins.

they have never been reported in the Holy Land literature before. These differ in certain respects from the punched stamps shown in Figure 33 indicating that the perforations applied here may not be attributed to a similar bank punch instrument.

Certain facts are evident:

- 1) The stamps in Figure 34 are all mint and thus could not have been used to pay any tax which would have required cancellation.
- 2) The stamps include higher value stamps which would not have been used for the usual taxes.
- 3) The repeating letter indicates that the perforation may have been applied privately in the same manner as a true "perfin".
- 4) Could the "P" stand for "Palestine"?
- 5) There is always the possibility that these "perfins" are bogus.

Readers are asked to check their stamps to see if any other such "perfins" exist. Anyone with additional information or examples should report them to the editor of this journal.

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The Interim Period

Some more "Lewin" Covers of the Interim Period

(H.L. Rosedale, New York)

The article on postage due material in the Interim Period of Israel (HLP# #45-46, p. 216) had the usual wonderful impact of sending me back looking through my material in light of its new discovery and insights.

Let me share with you two "Lewin" covers like that featured on the Front Cover of the mentioned Issue. I believe they give significant insight into the early days of the Interim Period and raise a few questions.

First illustrated is a cover which has the 2 mil Herzl stamp (unoverprinted) with an April 30, 1948 Mandate cancel from Naan, addressed to New York (Fig. 35). It has, written in blue, a tax of 30 centimes which translates into a postage due 10c in New York, covered by two U.S. 5c postage due stamps. It also bears the small black dating of May 2 on the reverse, as well as an arrival date stamp of June 17, in New York. Clearly, this cover was sent out from a post office before the official beginning of the Minhelet Ha'am Period as the stamp is unoverprinted. It was taxed in the country of origin, as indicated by the blue tax notation, but was nevertheless forwarded to New York where the postage due was paid.

The second item (Fig. 36) was mailed in Tel Aviv with the Minhelet Ha'am cancel on 5 values of the blue Diaspora I set, all overprinted with the "Doar" cancel. There was no dating on the mailing from Tel Aviv but there is a cachet that postage tax of 8c was assessed in the U.S..

In the first instance, the sum due was charged at the place of mailing and the amount translated later into American currency. The second cover shows no such postage due charge at the place of mailing.

Any additional information about these covers would be appreciated.

Editorial Note

These covers, together with the front cover of Issue #45/46, require careful examination. The three covers had been mailed to the same addressee, with the same handwriting, and from three different localities – all improperly franked. All three show the same arrival postmarks and were similarly treated: two taxed 10 cts. and one taxed at 8 cts. There can be little doubt that some "philatelic creativity" was used. The question is, to what extent?

The need for caution to be applied when conclusions are drawn from isolated covers has to be re-emphasized. In the article (#45/46, p. 237) it was stated that, "In this very rare case the letter was treated as a legal one, and the fine was applied simply because the amount affixed was insufficient. As we can see, another cover, franked on April 30 by a 2 mil JNF label(!), received the same taxation, and a

third was taxed 8 cts. though it was franked sufficiently. Therefore, there must have been another reason for the taxing!

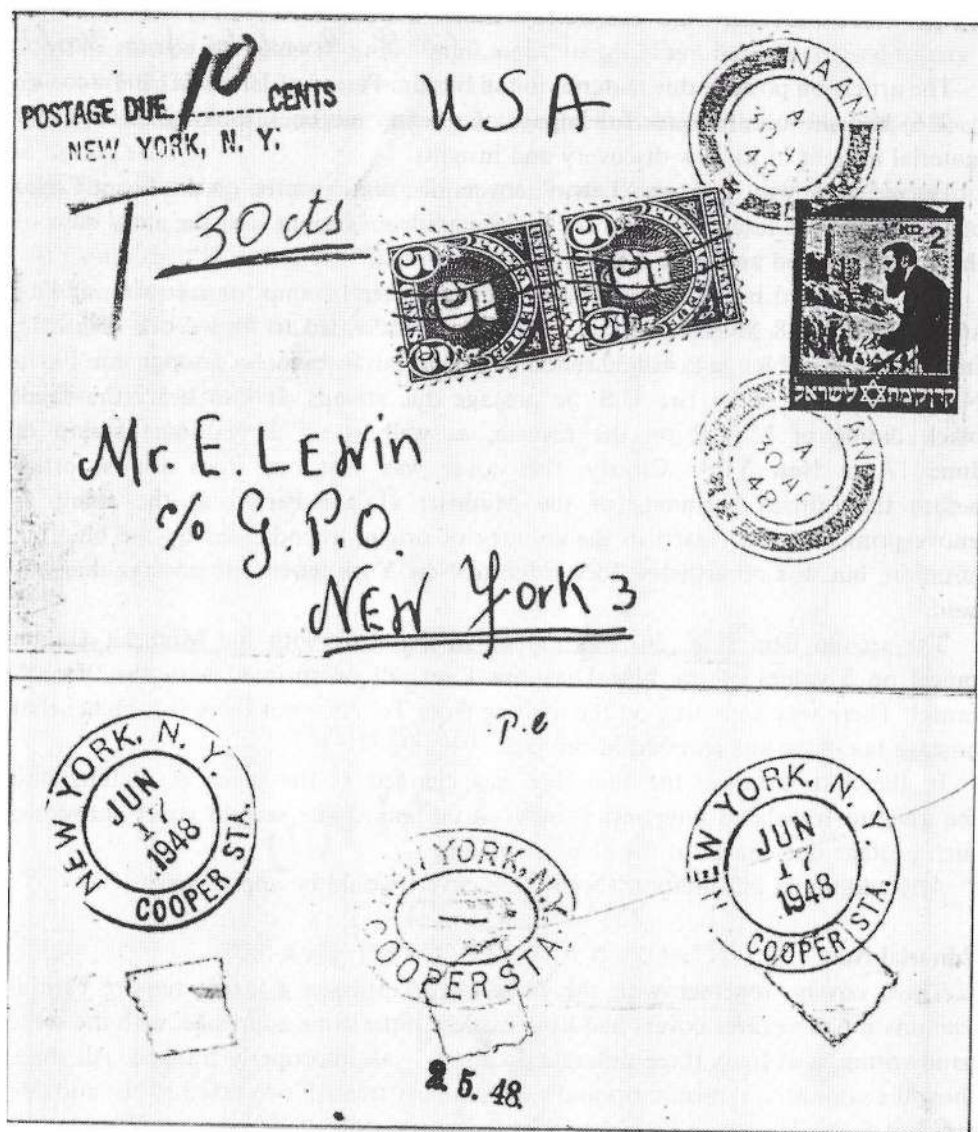


Fig. 35: A cover from Naan to New York, franked with a K.K.L. stamp (invalid for postage) on April 30, 1948, and taxed 10 cents in New York.

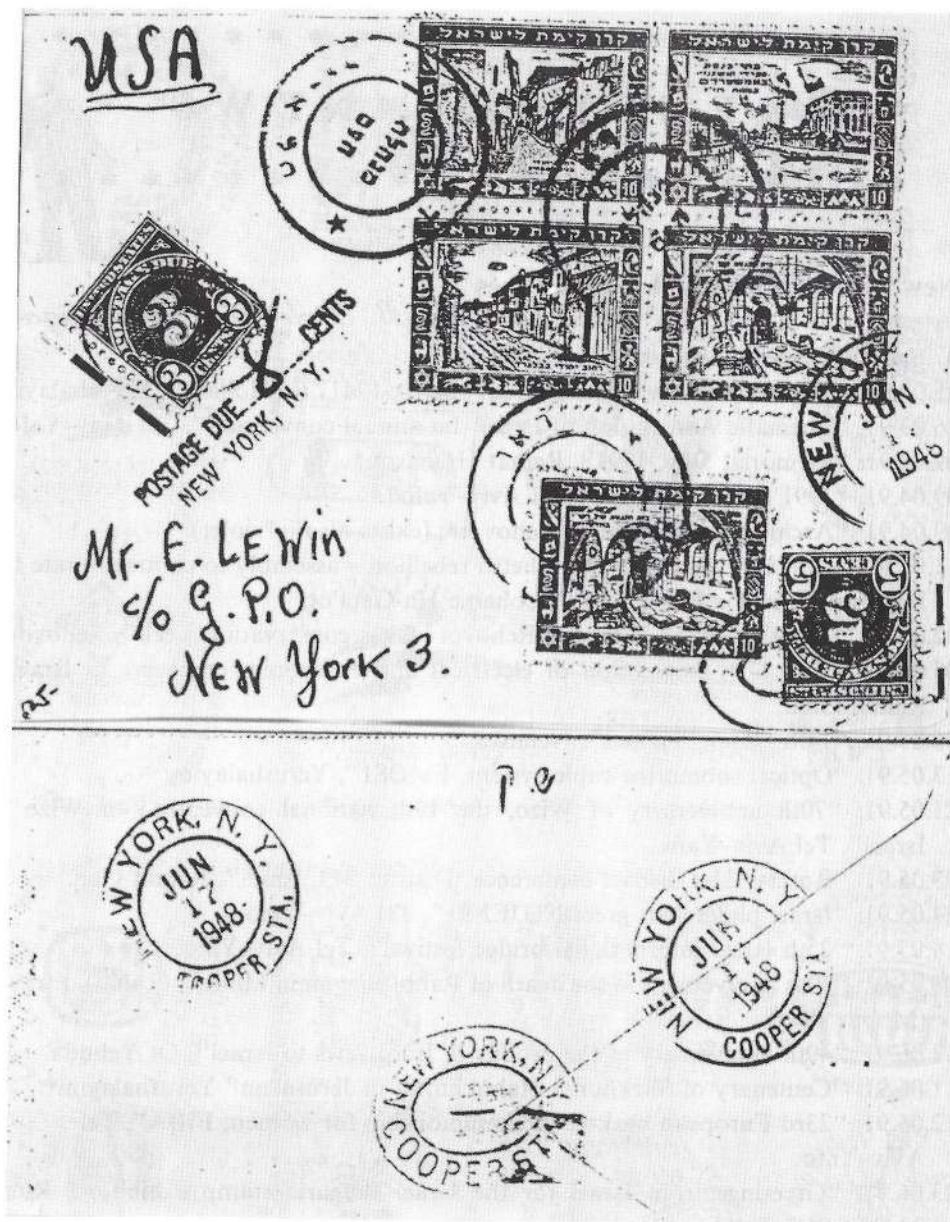


Fig. 36: Another "Lewin" cover, from Tel Aviv to New York, franked 50 mil Minhelet Ha'am overprinted stamps and taxed 8 cents in New York.

* * * * *

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

* * * * *

New Cancellations and Post Offices

(Compiled by B. Fixler & J. Nachtigal)

A. Special Cancellations (see also Fig. 37)

- 25.02.91: "50th anniversary of the February Strike 1941" (in Holland), Yerushalayim.
- 26.03.91: "Thematic Association of Israel, 1st annual convention", Tel Aviv-Yafo.
- 09.04.91: "Memorial Day, 1991", Ramat Hasharon*.
- 09.04.91: "1991 Hapoel Games", Tel Aviv-Yafo*.
- 09.04.91: "Architecture in Israel", Rehovot*; (exists also in violet).
- 11.04.91: "48th anniversary of the Ghetto rebellion – assembly to commemorate the Holocaust and the brave valor", Lohame Ha-Geta'ot.
- 02.05.91: "The Weizmann House in Rehovot – sites conservation week", Rehovot.
- 05.05.91: "The 17th convention of electrical and electronics engineers in Israel", Ramat Gan.
- 06.05.91: "14th Hapoel Games", Netanya.
- 13.05.91: "Optical submarine cable system, EMOS1", Yerushalayim.
- 21.05.91: "70th anniversary of Wizo, the 19th national convention of Wizo in Israel", Tel Aviv-Yafo.
- 23.05.91: "Rotary, 31st district conference, District 249, Israel", Ramat Gan.
- 24.05.91: "Israel philatelists greet NOJEX91", Tel Aviv-Yafo.
- 28.05.91: "25th Israel international bridge festival", Tel Aviv-Yafo.
- 28.05.91: "30th anniversary to the death of Rabbi Binyamin Mintz", (Zahal), Efrayim (Mobile Post).
- 02.06.91: "40th anniversary of the exodus of Iraqi Jews to Israel", Or Yehuda.
- 11.06.91: "Centenary of Shekhunat Habukharim in Jerusalem" Yerushalayim*.
- 12.06.91: "23rd European basketball championship for women, FIBA", Tel Aviv-Yafo.
- 23.06.91: "Greetings from Israel for the Israel-Bulgaria stamp exhibition, Russe 23-27.6.91", Tel Aviv-Yafo.
- 30.06.91: "75th anniversary of the 'NILI' organization", Zikhron Ya'aqov.
- 10.07.91: "Inauguration of the Irgun Tzvai Leumi Museum", Tel Aviv-Yafo.
- 24.07.91: "The Arad Hebrew Song Festival, Arad 91", Arad.
- 27.08.91: "Festivals 5752 (1991)", Yerushalayim*.

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



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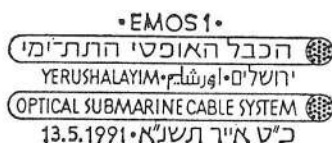


Fig. 37: Special cancellations used in Israel in the last period.



Fig. 37 (continued): Special cancellations used in Israel in the last period.



Fig. 37 (continued): Special cancellations used in Israel in the last period.

- 27.08.91: "150 years of the Jewish Chronicle, 1841–1991", Yerushalayim*.
 27.08.91: "JCA centennial", Yerushalayim*.
 16.09.91: "Memorial Day of Babi Yar martyrs, 50th anniversary", Yerushalayim.
 24.09.91: "Haifa 91 – Binational stamp exhibition Israel–Polska, Postal Authority day", Haifa.
 25.09.91: "Haifa 91 – Binational stamp exhibition Israel–Polska, maritime day", Haifa.
 25.09.91: "Reconstruction of emergency sea mail, 1948, Haifa–Nahariyya", Haifa.
 25.09.91: "Reconstruction of emergency sea mail, 1948, Nahariyya–Haifa", Nahariyya.
 26.09.91: "Haifa 91 – Binational stamp exhibition Israel–Polska, youth day", Haifa.
 27.09.91: "Haifa 91 – Binational stamp exhibition Israel–Polska, forest day", Haifa.
 28.09.91: "Haifa 91 – Binational stamp exhibition Israel–Polska, Haifa day", Haifa.
 29.09.91: "Haifa 91 – Binational stamp exhibition Israel–Polska, transport & road safety day", Haifa.
 29.09.91: "50th anniversary of the Holocaust of Soviet Jewry, 1941–1991", Yerushalayim.
 30.09.91: "Haifa 91 – Binational stamp exhibition Israel–Polska, Israel–Polska friendship day", Haifa.
 30.09.91: "13 anniversary, Ariel's Bar-Mitzvah" (Zahal), Ariel.
 01.10.91: "Haifa 91 – Binational stamp exhibition Israel–Polska, aliya day", Haifa.
 29.10.91: "C.M.C.I – Ribbon cutting ceremony", Petah Tiqwa.
 30.10.91: "Direct peace negotiations between Israel and its neighbours", Yerushalayim.

B. Definitive Cancellations

- 17.03.91: "Qiryat Bialik 14", for the postal agency, grade A, in 'Qirayon', Qiryat Bialik.
 10.04.91: "Judaida-Makr" and "Judaida-Makr1", respectively, for the two Arab villages which united municipally.
 11.04.91: "Bueina-Nujedat", instead of the previous postmark "Bueina", for the united Arab village of Nujedat and Bueina.

- 05.05.91: "Mishor Adummim", Zahal, for the postal agency, grade A in Mishor Adummim.
- 26.05.91: "Hazor Haglilit 1, paye", a handstamp "paid" in Hazor Ha-Glilit post office.
- 16.06.91: On this date more than a 100 new or replaced handstamps were put into use in various post offices, as follows:
- "Haifa", with numbers: 2, 3, 5, 7, 8, 9, 10, 12, 13, 18, 19, 23, 24, 29, 37, 38, 41, 46, 61, 62, 63, 64, 65.
 - "Mizrah Binyamin" Mobile Post.
 - "Nahariyya", with numbers: 1, 2, 3, 4, 5, 6, 8, 12.
 - "Netanya 32", "Netanya 33", "Netanya 34".
 - "Ramat Gan 40", "Ramat Gan 41", "Ramat Gan 42".
 - "Rehovot 28", "Rehovot 29", "Rehovot 31", "Rehovot 32".
 - "Tiberias 1", "Tiberias 11".
 - "Tel Aviv-Yafo" with numbers: 87, 88, 89, 90, 92, 95, 101, 104, 111, 116, 118, 122, 123, 124, 137, 163, 169, 175, 176, 181, 183, 191, 197, 198, 204, 217, 220, 221, 222, 223, 224, 225, 226, 240, 243, 262, 266.
 - "Yavne 7".
 - "Yerushalayim" with numbers: 1, 2, 3, 11, 14, 17, 20, 23, 26, 28, 30, 45, 46, 55, 56, 57, 58, 59, 77, 91, 94.
- 10.07.91: "Qaffin", Zahal, for the postal agency in Qaffin.
- 20.08.91: "Barqan", Zahal, for the postal agency, Grade A, in Barqan.
- 01.09.91: "Zemer", instead of "Yamma" postal agency.
- 12.09.91: On this date more than a 100 new or replaced handstamps were put into use in various post offices, as follows:
- "Alfe Menashe", Zahal.
 - "Ashdod 21", "Ashdod 22".
 - "Ashqelon 17", "Ashqelon 18", "Ashqelon 19", "Ashqelon 20".
 - "Azza 1", "Azza 4", "Azza 5".
 - "Akko 7", "Akko 8".
 - "Arad 5", "Arad 6".
 - "Beer Sheva" with numbers: 41, 42, 43, 44, 45, 46, 47, 48.
 - "Bet Shean 2", "Bet Shean 4".
 - "Bet Oren".
 - "Bet Shearim".
 - "Bene Beraq 18", "Bene Beraq 26".
 - "Binyamina 1", "Binyamina 2", "Binyamina 3".
 - "Bat Yam" with numbers: 10, 25, 26, 27, 28, 29, 30, 31.
 - "Bat Shelomo".
 - "Bet Shemesh 5", "Bet Shemesh 6".
 - "Dimona 9".
 - "Daliyya".

- "Derom Hagolan" Mobile Post.
- "Even Yehuda 3".
- "Elat 14", "Elat 15".
- "Giv'atayim 13", "Giv'atayim 14".
- "Giv'at Ada".
- "Haifa" with numbers: 15, 52, 53, 54, 55, 56, 57, 58, 59, 66, 67, 68, 69, 70, 74, 75, 78, 93, 94, 95, 105.
- "Hagalil Haelion 1", "Hagalil Haelion 2".
- "Har Hevron", Zahal, Mobile Post.
- "Hevel Yeriho", Zahal.
- "I'Billin".
- "Kefar Hahores".
- "Kefar Haroe".
- "Kefar Vitkin 3".
- "Kefar Sava 18", "Kefar Sava 19".
- "Kafr Qari".
- "Kefar Tavor".
- "Lod 12".
- "Migdal Haemeq 1", "Migdal Haemeq 2", "Migdal Haemeq 3".
- "Meron".
- "Misgav" Mobile Post.
- "Metulla".
- "Maalot-Tarshiha 1", "Maalot-Tarshiha 2".
- "Mi'ilya".
- "Nes Ziyona 5", "Nes Ziyona 7".
- "Netivot 4".
- "Ofra", Zahal.
- "Ofaqim 4".
- "Petah Tiqwa 32", "Petah Tiqwa 33", "Petah Tiqwa 34".
- "Qiryat Ono 6".
- "Qiryat Ata 3", "Qiryat Ata 4".
- "Qiryat Gat 4", "Qiryat Gat 6".
- "Ramat Gan 43".
- "Rosh Ha'ayin 4".
- "Rishon Leziyyon 17".
- "Tur'an".
- "Tel Aviv-Yafo" with numbers: 25, 27, 28, 36, 39, 51, 60, 66, 68, 103, 130, 189, 218.
- "Yagur".
- "Yehud 3".
- "Yesud Hama'ala".
- "Yerushalayim" with numbers: 60, 63, 71, 72, 102.

-- "Zefon Hagolan", Mobile Post.

-- "Zefon Yehuda", Mobile Post.

-- "Zefat 2", "Zefat 3", "Zefat 4".

01.10.91: "Yerushalayim 92", for the new post office branch in Merkaz Sapir, Givat Shaul, Yerushalayim.

01.10.91: "Bet Shemesh 6", for the postal agency, grade B, in Givat Sharet, Bet Shemesh. This postmark was first in use on 12 September.

22.10.91: "Lehavim", for the P.A, grade C, opened in Lehavim (near Beer Sheva).

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New Stamps and Postal Stationery

The following stamps were issued during the last period:

- 2.12.91: Philately Day 1991 (Ag 70); International Mozart Year (NIS 2.-), also a booklet of 4 of these stamps (in tete-beche) without tabs (NIS 8.-); Etzel (The Irgun) and Lehi commemoratives (2 stamps of NIS 1.50 each); Barcelona

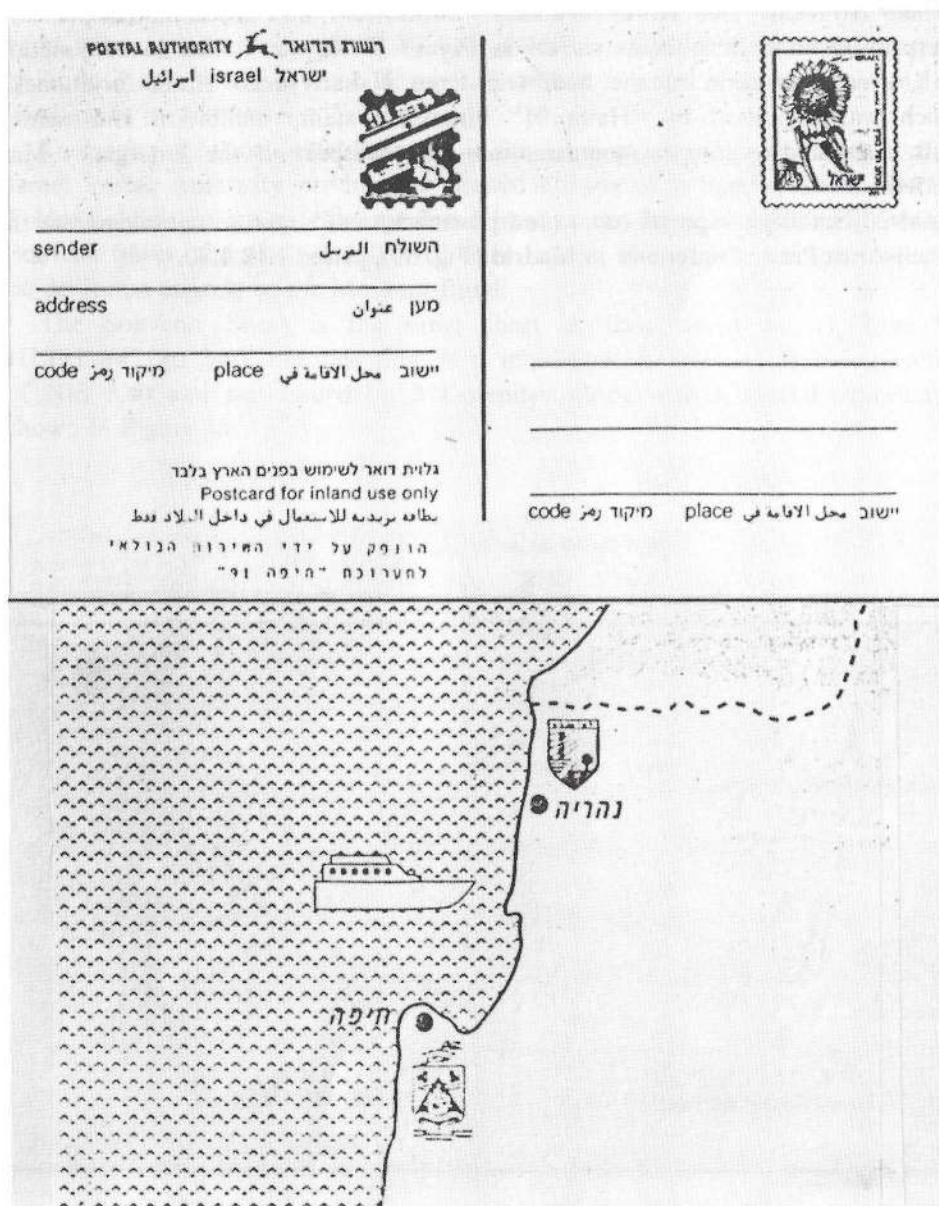


Fig. 38: The special postcard, issued on 25 September 1991, to commemorate the 1948 Emergency Mail to Nahariyya and the Western Galilee.

Olympic Games (NIS 1.10); Famous women – Rahel Yanait Ben-Zvi (NIS 1.00.-), Dona Gracia (Nasi) (NIS 1.10); The Postal and Philatelic Museum souvenir sheet (**imperforate**) – see separate note below.

Special Postcard and Cover: On 25 September, a special postcard (and postmarks) was issued to commemorate the 1948 Emergency Mail to cut-off Nahariyya and Western Galilee (by sea). This is the ordinary “Sunflower” non-denominated postcard overprinted on both sides as shown in Figure 38. It was issued in conjunction with a reconstruction of the boat trip from Nahariyya to Haifa (and back), which was organised by “Haifa 91” binational stamp exhibition and carried mail in both directions to commemorate the transport of the Emergency Mail in 1948.

On 30 October, a special cover (and postmark) was issued to commemorate the Israeli-Arab Peace Conference in Madrid (Fig. 39), priced NIS 1.70.



Fig. 39: The special cover, issued on 30 October 1991, to commemorate the Peace Conference in Madrid.

A Special De-Luxe Issue for the Museum of Holy Land Postal History and Philately

A dream of many years becomes a reality in these days – the Museum of Postal History and Philately of the Holy Land, a joint project of the Israel Postal Authority and the Eretz Israel Museum, Tel Aviv, is being established in Ramat Aviv (near Tel Aviv) on the exact spot where its cornerstone was laid eight years ago (see note in HLPH #16 (1983), p. 840). The beautiful, spacious building is complete (see Back Cover illustration), but still requires furnishing and stocking of its contents.

To mark the historic establishment of the Museum, the Philatelic Service of the Israel Postal Authority produced a limited edition of a **Special Commemorative Folder** holding an **imperforate, numbered issue** of the **Postal and Philatelic Museum Souvenir Sheet**, and sold for \$20 (NIS 48 in Israel). The proceeds of this folder will be dedicated entirely to the Museum Fund.

The Souvenir Sheet is the same sheet as that issued on 11 June (see HLPH #47, p. 344), but this time it is imperforated. It has a franking validity of NIS 3.40 and was issued on 2 December along with a special cancellation, shown in Figure 40.



Fig. 40: The special cancellation applied on the day of issue of the de-luxe Postal History Museum imperforated souvenir sheet 2.12.91.

Holy Land Awards in "Haifa 91"

The Bi-National Stamp Exhibition "Haifa 91" was held in Haifa Sport Palace during Succoth (the Festival of Tabernacles), 24.9–1.10.1991. For the first time in the history of Israel, it was a joint venture of the Israel and Polish Philatelic Federations. There were 550 frames on display of which 100 frames were from Poland.

The following are the awards given to Holy Land and Judaica exhibits (in brackets, the type of the exhibit: N – National, S – State, Y – Youth, L – Literature):

Gold (With the Grand Prix of the National Class, the Holy Land)

I. Karpovsky (N), "Interim Period 1948".

Honorary Gold (Hors Concours)

M. Siegel (N), "Herzl's Zionism".

Large Vermeil

Z. Alexander (N), "Overland Mail Baghdad – Haifa".

K. Bar-Ilan (N), "The Doar Ivri Issue".

Y. Slutzki (N), "Palestine 1927–1948: Rates and Routes".

A. Zakai (N), "World War I – From Egypt to Jerusalem".

W.P.C. (L), "Foreign Post Offices in Palestine 1840–1918".

Vermeil

E. Danek (N), "Post in the Ghettos and Concentration Camps".

A. Linn (S), "Chapters in Jewish History".

Nachtigal & Fixler (L), "Regular Postmarks of Israeli Post 1948–1990".

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

Large Silver

J. Levkovitz (N), "Postage Dues in the Holy Land".

D. Zagorsky (N), "The Jews of Bulgaria – Letters 1856–1942".

Haifa Philatelic Society (L), "Judaica Philately".

Silver

S. Berger (S), "Research on Klusendorf vending machine postage labels".

P. Cohen (S), "German Post in the Turkish Period".

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

A. Linn (L), "The Israeli Philatelic Monthly".

Silver Bronze

Z. Efrat (N), "The Bible".

E. Grossman (S), "Postal Service in the Territories".

E. Istner (S), "Synagogues in Israel and in the World".

J. Ryblewski (N), "Israel".

H. Wermelskirchen (N), "Mobilpost in Israel".

Bronze

A. Harlaf (S), "Postal cancellations bearing biblical names and places".

E. Saraf (S), "Israel–Arab Relationships".

Book Review

“British Empire: Campaigns and Occupations in the Near East, 1914–1924. A Postal History” by John Firebrace. (Published by Robson Lowe, 1991).

This must undoubtedly be, at least in the opinion of this writer, the most opulent book published in the field of Holy Land Postal History. The book, in fact, covers a much larger area, that of the Middle East, but a large portion of the information naturally relates to Palestine.

The book covers, in almost exhaustive detail, the history of the Post in the relevant period in this area. It is far more informative than the books published in the past on the same subject. (It may be added, as an aside, that it is also far heavier as a result!). All the known postmarks are shown, as well as many other illustrations, and at the same time the book is an excellent history of the military operations in the area.

Divided into several broad sections, chapters cover the various military units which operated here, and their movements. It should be borne in mind that Divisions were sent here, fought here, moved away and went to other fronts. The actual tracking of their movements is thus not simple but is detailed here very comprehensively.

The book then goes on to describe the fixed post offices, covering in great detail the various TPO's which operated in Palestine. Since this is a particular subject with little known surviving archival material, there have been several attempts to detail the various postmarks used. It would seem that the author has solved the various problematical cancellations to an acceptable degree.

The subjects of censor marks, registration, civilian usages, ‘dumb’ marks, stationery and cachets are all included. The last chapters cover the Air Force and Naval markings.

To give the reader some idea of its comprehensive coverage, more than 1,250 markings are listed. The one criticism which can be made is that these are listed but not given any assessment of value. Thus the relative rarity of the particular postmark is not assessed here, which is a great pity since the vast number of postmarks known do have the rare and very rare examples.

There is no doubt that the serious student of Middle East Postal History must have a copy in his (or her) library. For those of us who are interested in the subject, the book is rather expensive, but the vast field covered and its comprehensiveness do justify the expense. Our sincere congratulations to John Firebrace for this very excellent addition to the Postal History of the area.

(E. 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.

Negev Holyland Stamps, March 1991

- *1917, "Jerusalem 2" octagonal pmk (ST 28/18) tying 5x20 para stamps to a registered cover, with the rare black/red registration label - \$1380
- *Nablus Double Box pmk (ST 40/01) struck many times on block of 9 20 para stamps on a large cutout plus 1 pi. postage due stamp tied by Baghtche Capusi pmk - \$5700
- *1948, Jerusalem French Consular Post mint GRATIS stamps, overprinted "Jerusalem Postes francaises 6 Frs." and "Jerusalem Posts a  rienne 10 Frs.", respectively - \$5200
- *1948, ditto, used pair - \$3400
- *1949, Doar Ivri 20, 500, 1000 mil tabbed stamps tied by a Tel Aviv pmk to a large piece of parcel wrapping - \$1350
- *Landscape 0.03 block of 6 with experimental phosphor tagging, with 3 stamp-size blank labels on the left - \$1075

Wallach Public Auctions, June 1991

- *1907, "Nazareth 25.4.07" complete violet cachet and Caifa Ost. Post tying Austrian levant stamp to picture postcard to Jaffa (with arrival pmk) - \$2750
- *1921, Mandate "London I" 3 mil with "circle" variety (S.G. 62b), used in Jerusalem - \$880
- *1948, POW stampless cover from besieged Faluga to Camp 792 in Israel. Egyptian Faluga (3.10.48) and Gaza pmks - \$1550
- *1948, Jerusalem "Egg" pmk with the "Beam" variety of 28 (June), tying 10 mil Doar Ivri to cover to Raanana - \$1365
- *1948, ditto but with the "Half Beam" variety on cover to Haifa (see HLP#47, p. 340) - \$2100
- *1957, 9th Independence F.D.C., **aeroplane omitted** from the tabbed stamp - \$1250

Zodiac Stamps Ltd., October 1991

- *1881, Jewish private post - Registered letter from Wiznitz to Safed, forwarded from Beirut by the private service of Moses Yedid Halevi (see HLP#3 (1980), p. 84) - \$380
- *Mandate, "Jerusalem I" 2nd setting, 3 mil with inverted overprint (mint) - \$300
- *1948, Haifa Messenger Post ("Kvutzat Hashlichim") 15 and 20 mil labels, tied to registered cover - \$750

Unistamps Stamps Auction, November 1991

- *1948, cover without stamps from Haifa to Nahariya, with the yellow
10 mil municipal label tied by Type V local emergency postmark without
date (courier letter?) – \$120
- *20 June, 1948 Jerusalem "Rosette" postmark tying 3x3 mil rouletted
Doar Ivri stamps to a (courier?) letter from Tel Aviv. (Last day of use of the
"Rosette" and first day of Doar Ivri stamps in Jerusalem) – \$110

Tel-Aviv Stamps, October, 1991

- *1907, Austrian Post, Nazareth capital letters handstamp on postcard
to Scotland – \$3400
- *1915, Ottoman Post, "Jerusalem 6" octagonal on registered postcard
from the Jewish Quarter with a full Hebrew/French registration label – \$3400
- *1918, February 28, 5 mil (SG 2) on a postcard to Egypt – \$1800
- *1920, September 4, "5m Paid" (Glassman-Sacher E2) red handstamp on
a local cover – \$210
- *1923, 1st Mandate Registered Entire (PR1), from Jerusalem to Cairo,
franked 26 mil – \$475
- *1928, German Colony registered cover to Haifa – \$2100
- *1936, Talavera Barracks registered entire (RE8) to England – \$2600
- *1948, 10 mil Safed stamp, complete 1st printing post office sheet of 6
(horizontal strip), tied by 3 local postmarks of 6 May – \$1700
- *1948, Doar Ivri, 500 mil imperforate tabbed vertical pair, plate proof
on yellow paper – \$1850
- *Ditto, 1000 mil similar pair – \$2250
- *1949, 1st Postage Dues, all five denominations on commercial taxed cover
from Canada – \$2300

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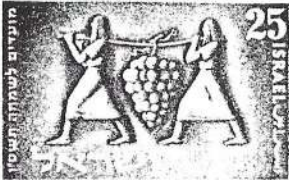
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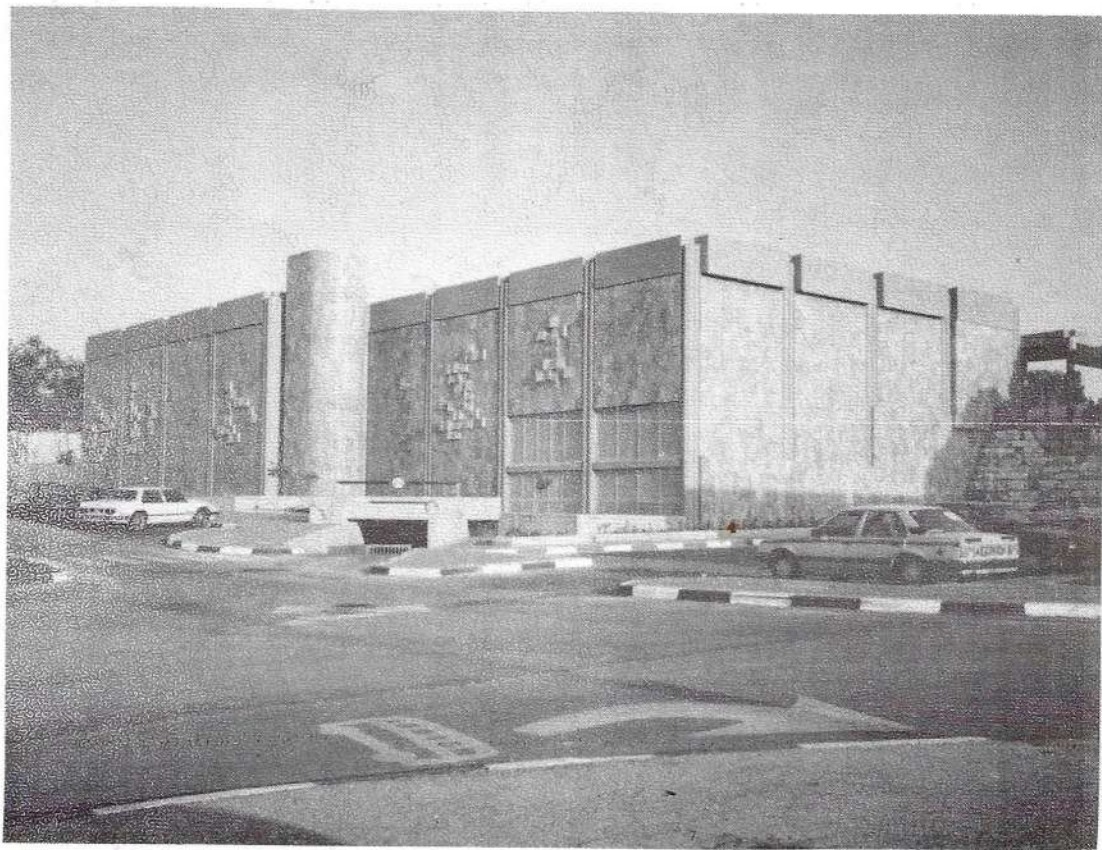
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