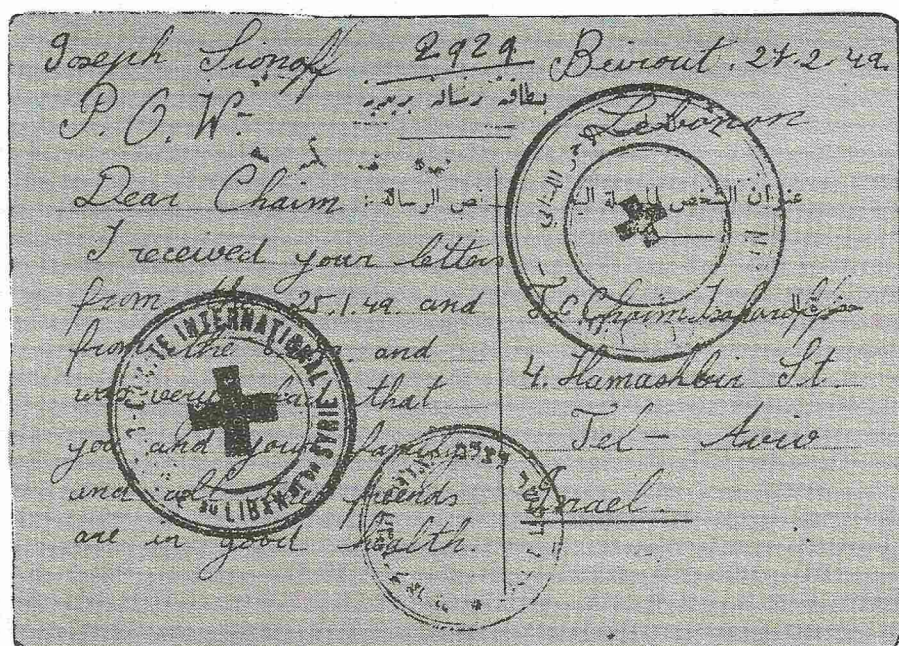


Holy Land IV Postal History 77-78

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



גלויה משבוי מלחמה ישראלי בלבנון (מ-27.2.49) שנפל בשבי במלחמת השחרור.
גלויה הועברה ע"י "הצלב האדום", כמו רוב הדואר של שבויי מלחמה,
והיא מהנדירות ביותר מבין דואר שבויי מלחמת השחרור

An Israeli P.O.W. postcard from Lebanon, 27.2.49, from the War of Liberation.

The postcard was carried by the Red Cross organisation, as most of the P.O.W. mail, and it is one of the rarest P.O.W.'s mail items of the War of Liberation
(See article on p. 629)

THE HOLY LAND POSTAL HISTORY SOCIETY

Official Bulletin of the Society of the Postal History of Eretz-Israel

Affiliated to the Israel Philatelic Federation

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Omission corrected: In Leibur's report of "Israel 98" World Stamp Exhibition (HLP# #75-76, p. 560) the following information should be corrected — Itamar Karpovsky's Large Gold exhibit, "Holy Land: Forerunner Postal Services up to 1918", should be transferred to the section "**Large Gold (plus special prize)**".

The Palestine "Paste-up" Coils: An Enigma

Arthur M. Hochheiser

This article might properly be called "Bringing It All Together". Paste-up coils is a catchall name for one of the most unusual items in all of philately... and two of these stamps were regularly issued about ten years after the occupation of Palestine by Great Britain. A third paste-up followed some eight years later. These stamps were issued on a vertically ribbed paper, perforated 13.5x14.5 but markedly thinner than the regular issue. What is so puzzling is that no mention of these regularly issued stamps can be found in the philatelic literature until some 40 years after their issue. No catalogue even listed them until 1984; where they appeared in the first Bale catalogue.

First let us take a look at some general information on the production of coil stamps. These were issued in rolls of 500 or 1000 for use in vending machines. The first postage stamps, the famous "One Penny Black" was produced in 1840 in Great Britain, issued in conventional sheets printed on a flat plate press. More than a half century later, mankind's technical advances made some changes in postal issue necessary.

Improvements in mechanical appliances for the automatic vending of stamps and the apparatus for the rapid affixing of stamps on large mailings led to the issue of stamps in coils or rolls suitable for the delivery by these machines in private offices or public buildings. These were first produced by private companies. They were an outgrowth of the use of vending machines for the sale of many other different articles: gum, cigars and candy . The first such device was invented in 1887 and 15 such machines were patented before 1906 for sale of postage stamps. Only nine of the fifteen used coil stamps, the others used single stamps from flat sheets.

All of these machines used regular sheets of stamps fully perforated, some of which were cut into strips for rolling into coils. The earliest application was filed April 15, 1889. The inventor described his apparatus as a "Coin Controlled Postage Stamp Machine". The first vending machine to use coiled stamps was the invention of Lizzie S. Darr of New York City. Her application was granted in February, 1891.

The Post Office Department and the Bureau of Engraving and Printing in the United States, in an attempt to cooperate with the private vending machine companies, distributed some imperforate sheets of 400 stamps for experimental use. This was a great help since the previously fully perforated sheets were useless in many cases, the perforations being too close, permitting too ready tearing between stamps or too far apart, making tearing apart too difficult. In the next two years, patent applications were filed for nineteen stamp vending machines, some twelve of which required stamps in coiled form. The Bureau, while experimenting for two years, did make an attempt to satisfy the various demands of the different companies by issuing the first bureau coils in 1908. These were followed in 1912 by coils issued by Great Britain and in the next few years,

coils were issued by other foreign countries as well. So much for the introductory information on the issue of coil stamps, all rolls of which had to be made by the paste-up process.

By 1914, the coil demand became so great that an alternative search was made for a process that would eliminate the hand required paste-up process which required so many extra personnel. Mr. Benjamin Stickney, a Bureau employee, developed the rotary press. This became the most productive piece of equipment ever developed for the production of all stamp sheets, booklet panes and coils as well. This was accomplished by the mid 1920s.

Readers are reminded that the 5 mil coil made by the paste-up process is not to be confused with the regular coil made on a rotary press issued in 1936. The paste-up coil, like the sheets of regular issue that it was made from, was to be found on thin vertically ribbed paper which was perforated 14.5x13.5. The regular coil, issued in 1936, was produced on thick white wove paper, perforated 15.5x14.5.

Now let us examine the process of making rolls of stamps by the paste-up process as it was done for use in Palestine. These stamps as well as the earlier issues after the "Jerusalem" overprinted issues, were manufactured in Great Britain. The manufacture of all stamps in Great Britain was accomplished by private companies but supervised by the Crown Agents, an agency of the British government. This agency controlled the printing of all stamps just as the Postal Administration and the Bureau of Engraving and Printing did in the United States.

The paste-up coils were made from sheets of pictorial issue stamps (Figure 1 shows one half of a full pane*). There were 2.5 panes to the sheet and with the exception of the first printing, a gutter was found between each pane or half pane. The vertical rows were 10 deep. The first step in the paste-up process was cutting away the top selvage even with the top row of perforation and leaving 0.5 inch of selvage attached at the bottom stamps (Fig. 2). The sheets were then machine cut into vertical strips (Fig. 3) for pasting up into rows top to bottom to create coil rolls of stamps. This vertical machine cutting was not done with accuracy, accounting for uneven perforations along the vertical sides (Fig. 4) sometimes resulting in one row of clipped perforations along either edge. Both vertical edges show cutting by a clean sharp instrument and not by tearing which results in ragged edges. The paste-up was completed by gluing the upper edge of the back of the top stamp in the row to a full horizontal strip of sheet margin selvage which was left intact at the bottom of the vertical strips of stamps (Fig. 5). Further examination of the lower stamp of the paste-up shows a horizontal crease at about the middle of the stamp. This resulted from the folding back of the top half of the stamps (Fig. 6) with the two strips aligned for gluing.

* Because of the scarcity of the first 5 mil coil, other values on white wove paper have been used in this article for demonstration purposes in Figures 1 through 6.



Figure 1



Figure 2

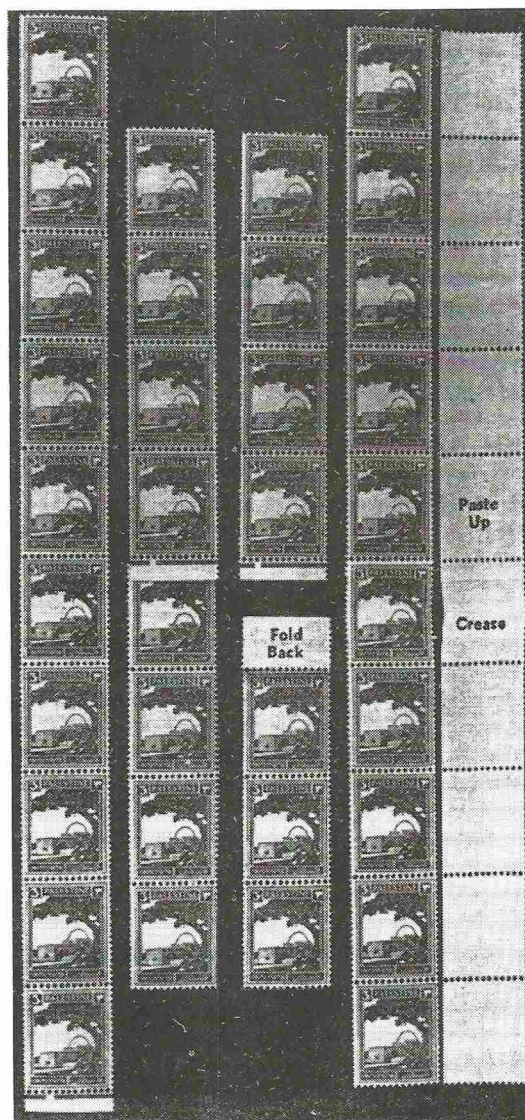


Fig. 3 Fig. 4 Fig. 5 Fig. 6

After the glue was applied to the selvage still intact on the strip, the folded stamps, the top part of the bottom strip, was turned back into place and pressed against the glue. This joined the two strips and often bits of the glue can be found on either stamp of the paste-up. By this procedure with successive strips, rolls were created. In England, where these coils were made, vertical delivery, downwards not sidewise, was the usual. Top end delivery was the usual from 1908 until 1928 when bottom end delivery became the typical style. In spite of this, Figure 7 shows a stamp from one such paste-up roll dated in 1929. The right perforations are all bent down. This was caused because the machine slot was too small. Pulling a stamp out of the slot damaged the perforations as shown indicating top end delivery. It remains to be shown whether this was ever changed in the paste-up process.

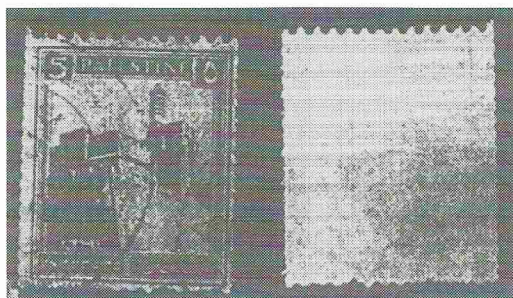


Figure 7

Now let us examine the facts that permit calling this issue so puzzling. There is clear evidence that the first paste-up coils were the 3 mil and 5 mil stamps. All stamps of the pictorial issue in Palestine, including the paste-up coils, were ordered by requesting bids for these stamps from various printing firms in Great Britain. Figure 8 is a copy of one of the pages in the Crown Agents files on Paste-up coils in my possession. It shows that Harrison & Sons were authorized to manufacture these stamps and that 200,000 of each stamp were produced in rolls of 500 stamps. The order is dated July 10, 1928. This document was one of a file group detailing the ordering of these coil stamps. This was one of many such files relating to the ordering of all Palestine stamps.

What is truly amazing is that no record of these issues was to be found in the philatelic literature for some 40 years until 1968. In April of that year, David Dorfman, a recognized expert on the stamps of Palestine, reported his finding of a variety of the 5 mil pictorial stamp not previously recorded. He described it in some detail and concluded that it was an experimental coil identical to the regular issue stamp in all respects but printed on a thinner vertically ribbed paper

All communications on this subject should bear the Ref. No. and be addressed to the Crown Agents for the Colonies.

ADVISE OF ORDERS PLACED.

OFFICE OF THE CROWN AGENTS FOR THE COLONIES,
4, MILLBANK, WESTMINSTER,
LONDON, S.W.1.
10th July 1928.

The Crown Agents for the Colonies present their compliments, and beg to state that the following supplies have been ordered from Messrs. Harrison & Sons, 14-16, St. John's Lane, E.C.4, in accordance with the instructions contained in the indent noted in the margin hereof.

Packages addressed—

Ref. No. G/ Palestine 2932.

Indent No. 2732.

Service P & T.

Inspector.—Crown Agents

Ref. 2932. O.H.M.S.

C A

T

P 2732 P

T

Posts & Telegraphs,
Jerusalem,
c/o Transport Officer,
Haifa.

Delivery is promised by the 8 August

| Item. | Quantity. | Duty. | Description. | Table. | Rate. per 1000 including paper. | Cost. |
|--|-----------|--------|---|--------|--|--------------------|
| 1 | 200,000 | 3 mils | Palestine Postage Stamps in rolls of 500 stamps. | | 1/6 | 30. 0. 0. |
| 2 | 200,000 | 5 " | | | | |
| Brought forward from continuation sheet (if any) | | | | | | |
| TOTAL | | | | | | £ 30. 0. 0. |

Figure 8

In December 1976, I wrote the first comprehensive article on this stamp. This article first appeared in the "American Philatelist", Journal of the American Philatelic Society. It was entitled "Found The Missing Link". That article showed the verified copy of the 5 mil coil dated Dec. 6, 1928 (Fig. 9) which I had found. This helped to authenticate the year of issue of the 5 mil paste-up coil. As yet there was no indication in the literature of the presence of a 3 mil coil stamp

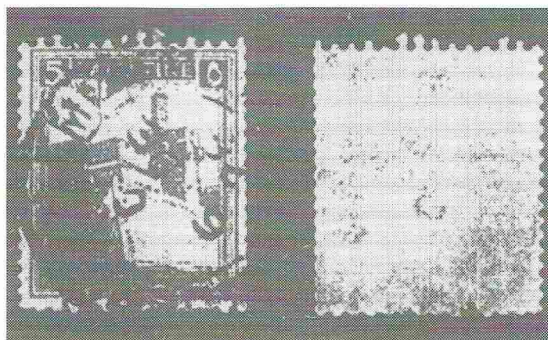


Figure 9

In the fall of 1979, Emanuel Glassman reported seeing the sets of the documents that were part of the archive files of the Post Master General in Palestine, establishing the existence of the 5 mil coil but for the first time, indicating the existence of the 3 mil coil

In April 1980, Marvin Siegel reported obtaining those sets of documents that had been part of the filed archives of the Post Master General in Palestine during the years of the Palestine Mandate. He divided these among Mandate Research Historians who specialized in various aspects of Palestine philately. Through him, I obtained the paste-up coil file. The main document in that file is shown in Figure 8. I reported the complete file in the S.I.P. Journal in April 1981

However, during the next few years, it remained for Norman Collins, then editor of the BAPIP bulletin in Great Britain, to provide the relevant information establishing the existence of a 3 mil coil. First he provided an illustration of 2 copies in his possession (Fig. 10).

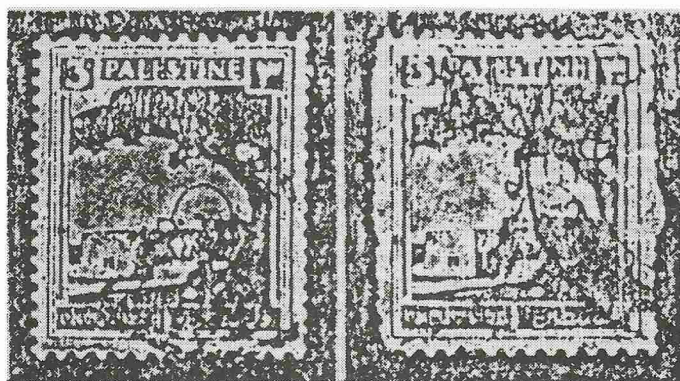


Figure 10

Moreover, what is more important is that he provided proof positive of the sending

of these coil stamps to Palestine. Through his association with the Philatelic Archivist to the Crown Agents, he was able to secure printouts of all stamps sent to Palestine by the Crown Agents. Shown in Figure 11 is his summary of facsimile entries of all paste-up coil stamps sent to Palestine. Of note is the first issue of 3 and 5 mil coils despatched 1/8/28. 400 rolls of 500 stamps each were sent comprising 200,000 stamps of each value. Subsequently, additional shipments of the 5 mil coil were sent to Palestine. One must remember that the 5 mil coil stamp paid for the postage of a first class inland letter. Thus, it would have been in substantial demand. Note that the despatch date is 1/8/28. There is no way of knowing when the coil stamps reached Palestine and when, in fact, they were made available to the public. However, the "missing link" stamp shown in Figure 9 verifies the year of issue as 1928

| REQ. No. | DESCRIPTION | DUTY | DESPATCH DATE | ROLLS SENT | REMARKS |
|----------|---|---------|--------------------|------------|--|
| 2932 | Postage | 3 mils | 1/8/28 | 400 | Stamps to be supplied on thin |
| | Stamps in | 5 mils | | 400 | watermarked paper, to fit the |
| | Rolls of | | | | machines made by Hall Telephone |
| | 500 | | | | Accessories Ltd. |
| 3205 | Coil Stamps | 5 mils | 25/4/29 | 800 | To be in rolls of 500 |
| 4090 | Coil Stamps | 2 mils | 7/10/30 | 668 | To be in rolls of 500. Rolls to fit |
| | | | | | machines supplied by Messrs Hall |
| | | | | | Telephone Accessories Ltd. |
| 5629/1 | Coil Stamps | 15 mils | 2/9/33 | 1,050 | In rolls of 500 stamps each. |
| 5714 | Coil Stamps | 5 mils | 13/10/33 | 420 | In rolls of 500 stamps each. |
| 6082 | Coil Stamps | 5 mils | 2/1/34 | 600 | In rolls of 500 stamps each. |
| 6954 | 4 reels of C.A. Postage Paper, each 4 1/2 inches wide and 600 yards long, for the printing by Messrs Harrison & Sons of Stamp Rolls. To Harrison 8/8/35 (balance to store at D.L.R.). | | | | |
| 6954 | Coil Stamps | 5 mils | 29 Aug. 4 | 678 | In rolls of 500 stamps. |
| | | | 13/9/35 | | |
| 7884/2 | 8 reels of C.A. white thin Postage Paper, each 4 1/2 inches wide and 600 yards long for the printing by Messrs Harrison & Sons of Stamp Rolls. | | | | |
| 7884/1 | Coil Stamps | 5 mils | 17/1/36 | 735 | Rolls containing 500 stamps each. |
| 8629/1 | Coil Stamps | 5 mils | 26/8/38 | 200 | Each roll containing 500 stamps. |
| 9631/1 | 100 Dummy Rolls for testing. | | | | |
| 9695/1 | Coil Stamps | 10 mils | 30/9/38 | 1,136 | Each roll containing 500 stamps. |
| | | | | | To be made in continuous strip form, |
| | | | | | with 14 holes in the perforation of |
| | | | | | each stamp. |
| 206/1 | Coil Stamps | 5 mils | 3/3/39 | 420 | To be made in continuous strips |
| | | | | | with 14 holes in the perforation of |
| | | | | | each stamp. Rolls of 500 stamps. |
| 407/1 | Coil Stamps | 5 mils | 30/6/39 | 328 | Rolls containing 500 stamps. |
| 1297/1 | Coil Stamps | 5 mils | 28/8/40 | 315 | Rolls containing 500 stamps. |
| 1488/1 | Coil Stamps | 5 mils | 31/12/40 & 17/1/41 | 193 | (To reckon as 1941 for statistics) |
| 2034/1 | Coil Stamps | 10 mils | 24 June & 8/7/43 | 684 | To be in continuous strips with 14 holes in the perforation of each stamp. |
| 2100/1 | Coil Stamps | 5 mils | 18 April 4 | 300 | |
| | | 10 mils | 11/5/44 | 628 | |
| 2298/1 | Coil Stamps | 10 mils | 26 Jan & 7/2/45 | 600 | In continuous rolls of 500. |
| 2430/3 | Coil Stamps | 5 mils | 3 June & 30/7/46 | 360 | |
| | | 10 mils | 30/7/46 | 1,092 | |
| | Specimen | 5 mils | | 20 | To be supplied unprinted blanks |
| | (Blank) | 10 mils | 30/7/46 | 20 | printed "Cancelled". |

Figure 11

The summary printout shown in Figure 11 reveals three other interesting facts. First,

only one issue of the 3 mil coil was sent to Palestine. The need for additional rolls was deemed unnecessary since this supplied the postage for printed matter only

Second, an issue of 668 rolls of a 2 mil paste-up coil stamp was sent to Palestine in 1930. To date, no copy of this stamp has ever been reported

Third, in 1933 an issue of 1050 rolls of a 15 mil paste-up coil stamp was sent to Palestine. None of the first issue of this 15 mil coil has ever been reported. Subsequently, when the decision was made in England to have coil stamps printed on a rotary press, the remainders of the original rolls of paper used for the paste-up coils was turned over for the printing of the 15 mil coil, many of which were overprinted "SPECIMEN"

With the evidence now in abundance, the 1984 Bale catalogue listed these coil stamps for the first time

The answer to only one question now remains to complete the story of the paste-up coils. It is clear that the first paste-up coils were issued in 1928. The first series of pictorial stamps were issued in 1927 and it was from these stamps that the first paste-up coils were derived. The question, then, is when did the Postal Administration begin its consideration of issuing an unoverprinted set of stamps? In this respect, some information is clear. When Marvin Siegel returned from Israel with the archive files of the Postmaster General in Palestine, in addition to the file sent to me on the paste-up coils, he distributed one of the files to Irving Math on the pictorial issue and one to Dr. Arthur Felix on the postal stationery. These contained some interesting information pertinent to the time lapse between the earliest consideration of adopting an unoverprinted issue, and the actual issuing of such an issue. Shown in Figure 12 is the file letter in Irwin Math's possession which clearly indicates that an unoverprinted Palestine stamp is to be proposed. This letter, dated 23 February 22, is actually earlier than the release of the London II Issue. Obviously, for some reason, the Postal Administration was unhappy with the printing provided by The Somerset House firm and ordered another overprinted issue from Waterlow & Sons, known as London II Issue. Shown in Figure 13 is the earliest letter indicating a clear intention to issue a new set of unoverprinted stamps. This document is from the folio then in the possession of Dr. Felix. Quoted in Dr. Felix's article, reported in 1981, are two prior articles researched by him. These were written by Samuel Resnick (Holy Land Postal History issue, August 1957) and David Dorfman (Israel Philatelist, April 1962). These articles indicate that delay in issuing the new unoverprinted pictorial issue resulted from the political problems arising in coming to decisions as to the nature of the makeup of the pictorial designs to be used on the new issue. The change from the Egyptian Pound to the Palestine Pound contributed some factors in holding up the issue of the new stamps. Suffice to say, the elapsed time was five years.

So..... only one question remains unanswered as to the printing and preparation of the paste-up coils. Why were they prepared in such a way that the top end emerged first from the coils when, in fact, at this time, the customary fashion was to release the coils bottom end first?

I would like to take this opportunity to thank the Palestine Study Group of New Jersey for their help in reviewing this article.

Civil Secretary.

Subject:- Stamps in Government Offices.

Reference:- Your Adm/1/553 of 21.2.22.

I quite agree that it would be preferable to overprint stamps rather than perforate them and it is only because of the impossibility of adding any further printing to the present stamps without rendering them illegible that I suggested the ~~former~~ ^{latter}.

2. When a specially designed Palestine Stamp is introduced it is proposed to overprint those intended for official use.

WJ EP.

165
POSTMASTER GENERAL.

Figure 12

PALESTINE POSTS & TELEGRAMS.

CIRCULAR INSTRUCTION No. 207/23.

Postage Stamps - New Issue.

The accompanying notices in the three official languages regarding a competition which is being held for the purpose of selecting suitable designs for the next issue of Palestine postage stamps is forwarded for exhibition in a prominent position at your office.

GENERAL POST OFFICE
JERUSALEM,
13 November 1923.

14/11/23
POSTMASTER GEN'L.

B/ Circulated to all offices.

Figure 13

First Mail-Carrying Ships under Palestine Flag

C. Schiffan, Hod Hasharon

From the beginning of the century, several attempts have been made to establish shipping companies in Palestine. All the attempts did not bear fruit, and the companies were closed after a short period of up to two years.

The change came in 1934, with the establishment of a new shipping company called "Palestine Maritime Lloyd Ltd Haifa (in Hebrew "חֵיפָה לְלוֹיֵד יָמִי אֶרֶץ יִשְׂרָאֵל בַּע"מ, חיפה", Fig. 14). The difference between the Palestine Maritime Lloyd and the various shipping companies that preceded it was that the company's guidelines were decided, set, and kept from its establishment:

1. The company must be operated on a financial and professional basis.
2. The company should take part in the building of the land of Israel and serve the interests of the Jewish settlements.
3. The major part of the company's capital must be Jewish.
4. All the company's ships must sail under a Hebrew flag.
5. The crew of the ships must be Jewish (Fig. 15 *).
6. The supplies for the ships should be produced in Palestine.

The company purchased two ships fitted for cargo passengers: the "Risolio" and the "Progresso", and renamed them as "Har Zion" and "Har Carmel". The ships were planned to sail on a permanent basis in the line Haifa - Istanbul - Constantza, but before the line could be operated, the company had to solve the problem of the flag. "Har Zion" arrived at Haifa under the Italian flag, and docked there for a month because according to the fourth guideline, the Italian flag was removed and the registration cancelled. However no other flag could be used in its place and the ship could not sail the international water.

The Mandate Government had not passed at that time the "Law of the Flag", and so Palestine had no formal flag under which ships could sail. After a month, the British harbor manager suggested that the "Har Zion" would sail secretly and without a flag to Cyprus, and register there temporarily. The suggestion was accepted and "Har Zion" was registered in Famagusta under the British flag. By the time she returned to Haifa, the law of the Flag legislated and the ship was registered again in Haifa, this time under the new Palestinian maritime flag (Fig.16). "Har Carmel" that arrived after the legislation,

* See the content of this letter for the effort to implement this guideline.

was registered immediately in Haifa. The first Eretz Israeli line started to operate.

Because of the regularity of its departures and arrivals, the "Palestine Maritime Lloyd" obtained the right to carry mail, and to fly the postal flag. When this permission was granted, "Har Zion" and "Har Carmel" became the first Hebrew (Palestine) Postal Ships (Fig.17).

Although the ships were authorized to carry mail, there were no post offices on board, and therefore mail posted on board the ships was collected and sent from the nearest harbor. From the two postcards shown in Figure 18 it seems that there was no regularity in marking the mail with the ship handstamps; in fact this was not required by maritime postal regulations.

The letter from Constantza to Petah Tiqva, shown in Figure 19, went through an unusual and interesting procedure. The letter was brought to the ship bearing an uncanceled Romanian stamps, and was put ashore at Haifa. According to the maritime regulations of the U.P.U., a stamp can be cancelled in a foreign country only with the "PAQUEBOT" cancellation. Since the "PAQUEBOT" postmark was not available in Haifa at that time, the British postal authorities could not cancel the stamps. The letter was brought to the company's office in Haifa, and the stamp was cancelled with the company's handstamp: "Palestine Maritime Lloyd Ltd. / Haifa Agency", and then forwarded in the usual postal way to Petah Tiqva, where it received an arrival postmark (on its back).

The only delay in service occurred in 1938, when the "Har Carmel" was heavily damaged during a fire in the old harbor of Constantza. To replace her, a new ship named "Miriam" was purchased and the line returned to normal operation until the outbreak of W.W.II as the lines to the Black Sea were disconnected. When the war began, the British authorities expropriated "Har Zion" and "Miriam" to join the war effort against the Germans and the ships never returned to Palestine. The British sank the "Miriam" along with several other vessels, in an attempt to seal a northern European harbor.

The "Har Zion" sailed during the war between British ports and the United States, until a German submarine torpedoed her in September, 1940. The "Har Zion" sank with the loss of 33 out of 34 of her crew. 18 of them were Jewish sailors from Palestine.

After the war, and with the loss of both its ships, the "Palestine Maritime Lloyd" did not renew its operation. Those were the first ships owned by Jews from Palestine, and the first to sail under Hebrew and postal flags.

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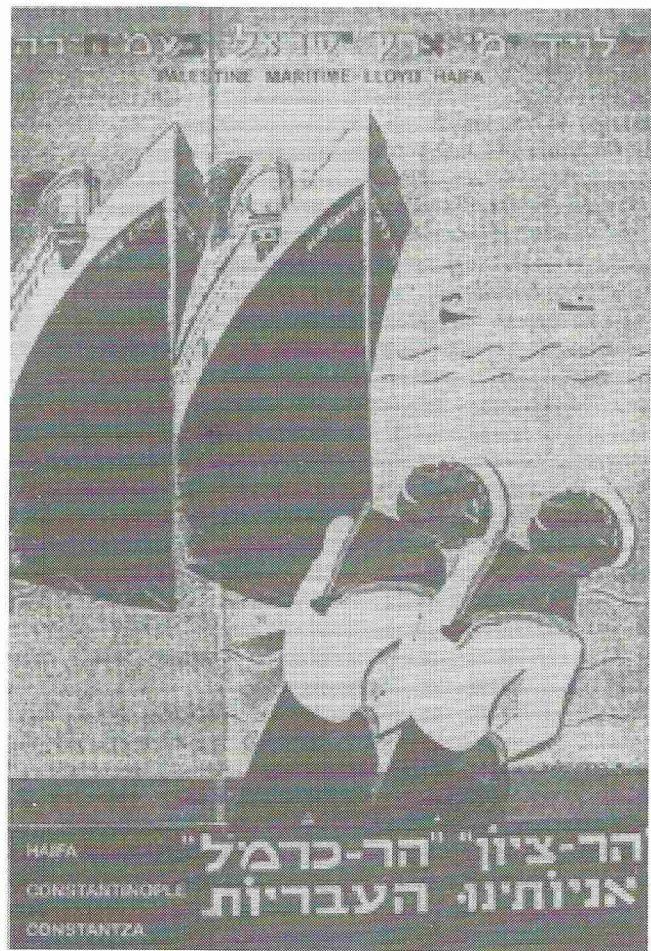


Fig. 14: A commercial poster of the Palestine Maritime Lloyd with the slogan: “Har Zion” Har Carmel” Our Hebrew Ships”

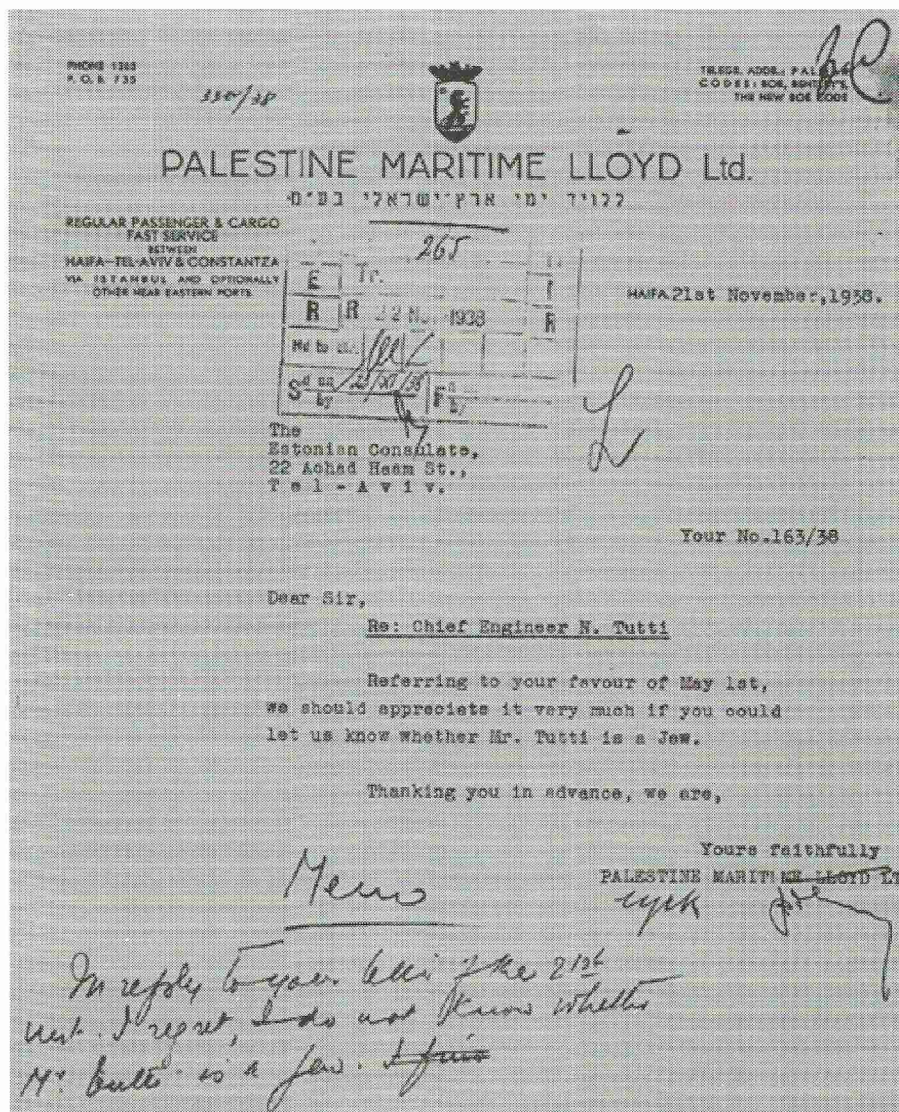


Fig. 15: 1938 - A formal letter from the "Palestine Maritime Lloyd" to the Estonian Consulate in Tel Aviv, asking whether a chief engineer named N. Tutti is a Jew.

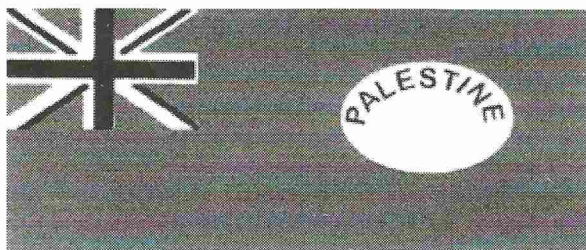


Fig. 16: The Palestine maritime flag, designed in the style of the commonwealth flags.

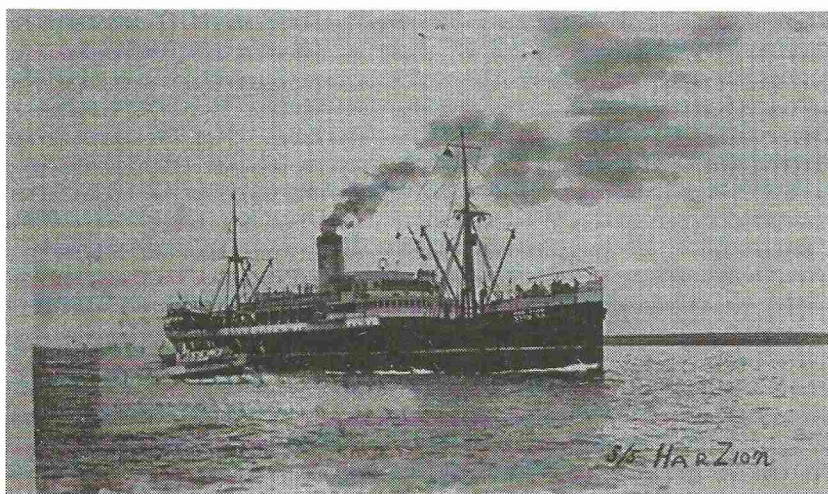


Fig 17: "Har Zion" and "Har Carmel" at sea, on the company's postcards.

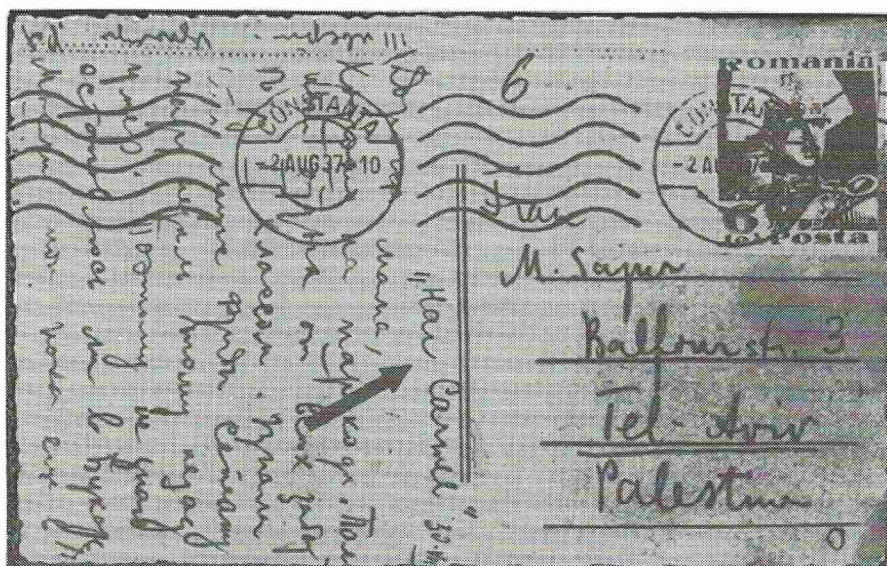
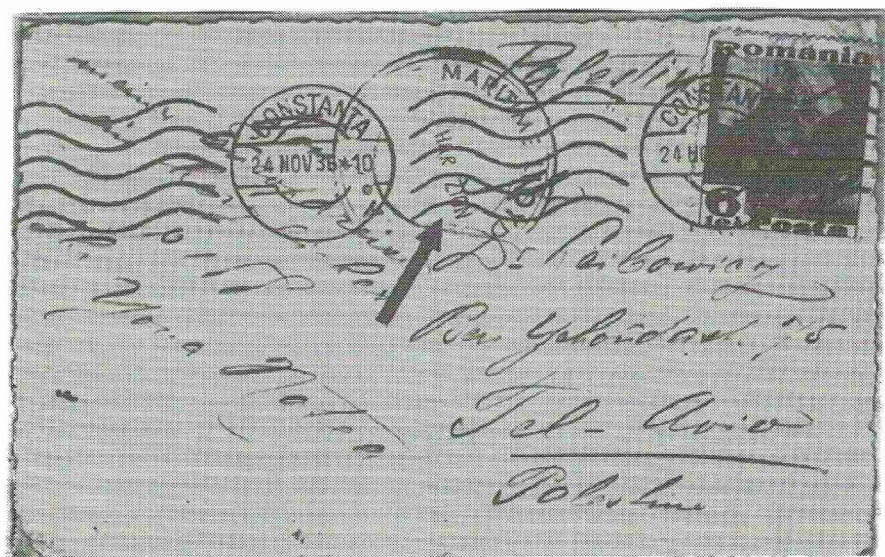


Fig 18: Postcards to Tel Aviv posted at sea on "Har Zion" and "Har Carmel" and later mailed from Constantza.



Fig. 19: 1935 Letter from Constantza to Palestine, with the manuscript "Per Har Zion", cancelled with the company's handstamp: "Palestine Maritime Lloyd Ltd. / Haifa Agency".




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Another Look at the History of Civil Air Transportation and Airmail in Palestine, 1919 to 1939

Yoel Amir, Kefar Sava

The years between the two World Wars were crucial for the development of air transportation. The flimsy airplanes of the early Twenties had an average speed of less than 200 km/hr and could fly only several hundred kms before landing for refueling. Air transportation dictated modest air routes including many intermediate stops. Mail was carried by this new service from its very beginning, but specific airmail routes were opened or closed for many reasons; technical, economical and political. "Airmail" carried in 1923 between Baghdad and England was flown via several stops to Amman-Jericho-Gaza-Cairo and then by ship to England. It took 13 days to cover that route¹. In 1925 regular air service linked the main cities of Europe but further on only special flights were undertaken, mostly on experimental basis. An "airmail" letter from Denmark to Jerusalem (Fig. 20) posted on 16 December, 1925 with the proper air service surcharge and prominent label, reached its destination on December 28. Research revealed that this letter was forwarded by air from Copenhagen to Amsterdam by KLM while the route from Amsterdam via Basel to Genoa was covered by train, and then by ship to Jaffa. In 1927 an "airmail" letter (Fig. 21) from Amsterdam to Baghdad was forwarded by rail to Marseilles and then by ship to Egypt. The air route Cairo-Baghdad was serviced biweekly and otherwise mail would have been carried to Haifa and by the overland route to Baghdad. This specific letter traveled from Amsterdam to Baghdad in eight days².

Palestine was a preferred jumping board for these days flights, both for landing places for the "Leapfrog" flights coming from other destinations such as Iraq, Egypt and Europe, and later as a starting point for flights to the Far East, India, Africa and Australia. Landing places were chosen in ex-military W.W.I runways used by the German and British squadrons (Ramle, Gaza); others were improvised (Jericho), while the Haifa airstrip was new. Flying-boats used Tiberias, the sea of Galilee as their preferred landing site. The most popular landing strips were those near main railroad stations (Gaza, Ramle, Haifa), which enabled fast and efficient delivery of mail and later even passengers. It must be remembered that up to W.W.II rail transportation in Palestine was much more efficient than that of motorcars.

Literature on the evolution of air transportation and airmail in Palestine^{3,4} and the study of airmail lots offered in auctions reveal that Gaza was used for airmail service from 1923, and later (1929) was the basis for regular airmail services by Imperial Airways (the precursor of BOAC) to Europe, Iraq and India⁵. In 1927 the Jewish business publication for German speaking countries, "Mis'char W'ta'asia" (Trade and

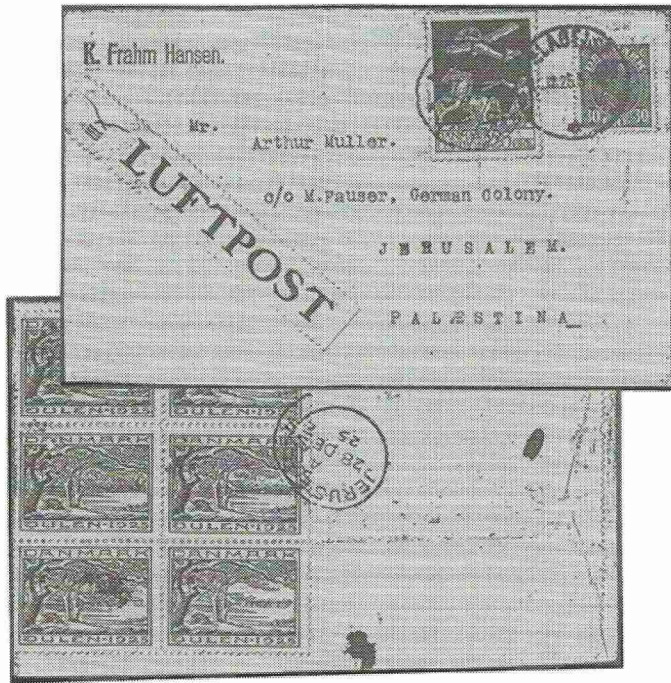


Fig. 20: An “airmail” letter posted in Slagelse, Denmark with a 25 Ore air stamp surcharge over the 30 Ore regular tariff to Jerusalem, Palestine.



Fig. 21: An “airmail” letter posted in Amsterdam on February 2, 1927 arrived in Baghdad on February 10. The letter was handmarked “By Overland mail Haifa-Bagdad” as an alternative route to the “airmail” link Cairo-Baghdad. The tariff was 15c. + 15c. air surcharge (Collection J.D.H Van As).

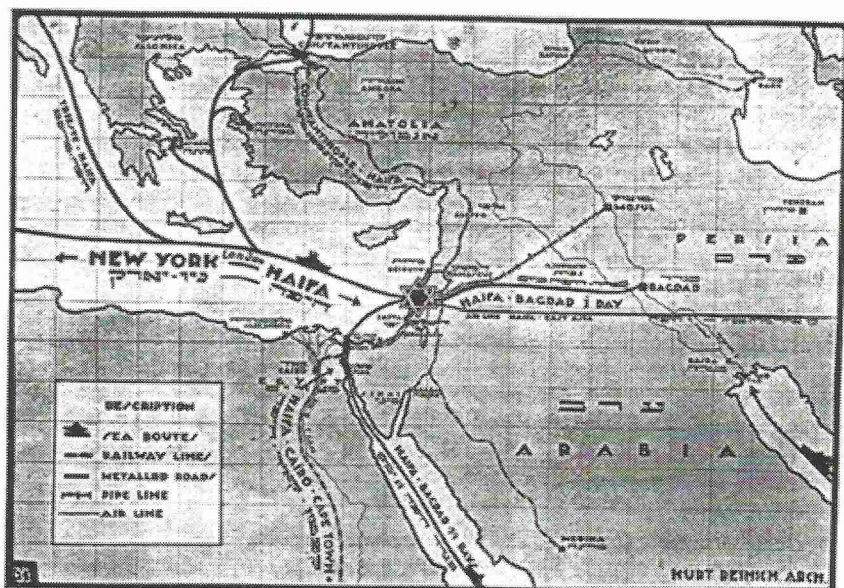


Fig. 22: A promotional “transportation map” of Palestine, published with Sir A. Mond’s article in 1927.

Industry), published articles and reviews on the commercial importance of Palestine, being a vital junction between Africa, Asia, Europe and even the USA. Fig. 22 is a “transportation map” indicating the various ship and rail links in and out of Palestine, including the Haifa-Baghdad road (1 day) and an air route Haifa-Far East (probably planned or tested by Imperial Airways). In 1931 Imperial Airways seaplanes started to carry post from Tiberias to London, and in 1932 KLM had biweekly flights to Dutch East India landing in Gaza. KLM’s flight schedules mention landing in Gaza between 1933 and 1936⁴. In 1934 regular weekly flights of Imperial Airways and KLM landed in Gaza, and Misr Air flights in Gaza and Jericho^{3,5}.

Waldmer Fast, age 23, a Templer of the Jerusalem hotelier family Fast, opened in 1934 his own travel agency in the family hotel outside the Jaffa Gate. The Fast family were in the tourism business from 1891 and operated hotel and restaurant activities in the Old City, and from 1930, in the monumental triangular building of 100 guest rooms outside the walls (Fig.23). W. Fast Travel Agency represented almost all of the air transportation companies that operated in Palestine in those days⁶ including KLM, Misr Air, and Ala Littoria. As was customary in those days the agent was responsible for ground services such as runway services, transportation and food, and those were provided by Waldmer Fast to his customers in Jericho (Fig. 24) and later in Ramle, where the military RAF runway was used (Fig. 25). Imperial Airways and KLM used mainly the Gaza airfield while the Italian company Ala Littoria landed in Haifa.

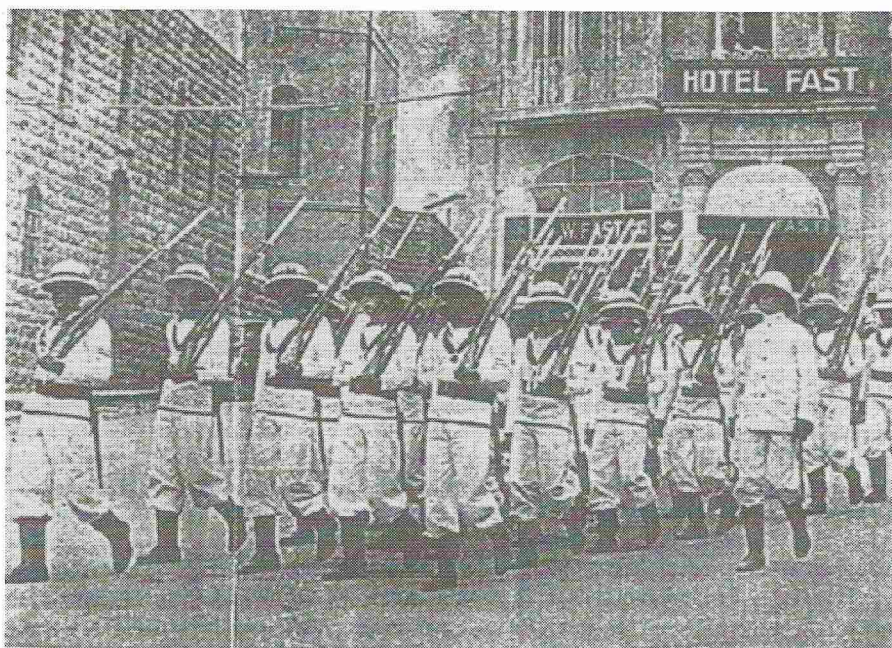


Fig. 23: British soldiers parade in front of W. Fast's office and Fast Hotel, situated next to Jaffa road and to the northwestern corner of the Old City⁷.

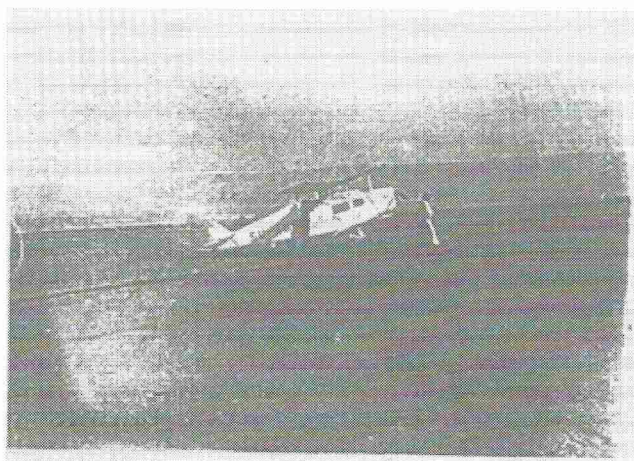


Fig. 24: First regular flight of Misr Airlines landing in Jericho (1934)

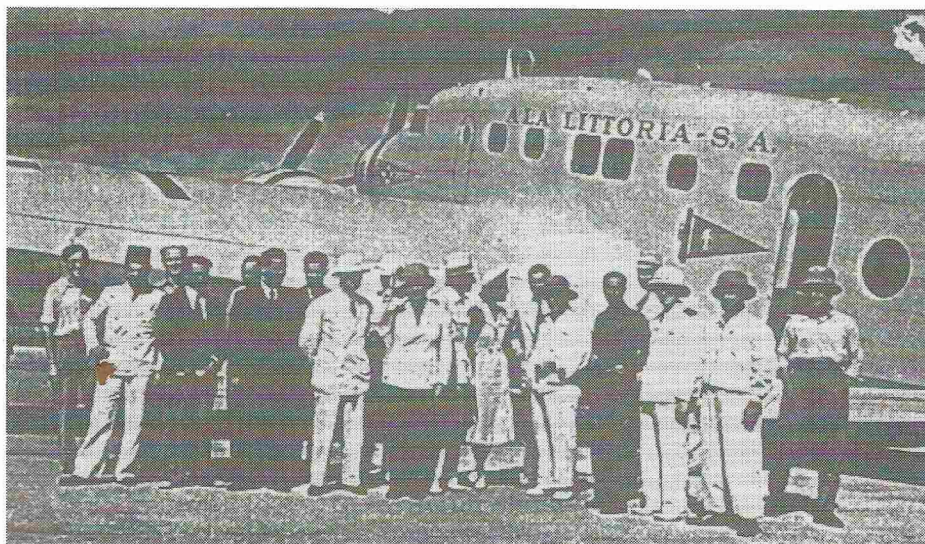


Fig. 25: Misr Airlines plane in the military airstrip in Ramleh (1935).

In his memoirs dictated to the Temple Society in Germany⁷ Waldmer Fast describes the circumstances which led to the building of the Lydda (later Ben-Gurion) Airport:

W. Fast was uneasy about the conditions in the airfields served by his agency, and as most pioneers in their field, was searching for new ways to improve his operation. In one of his visits to the Templer colony Wilhelma (today Bnei Atarot) with his uncle Andreas Frank, he got “exactly right tip” as to where a new airfield should be set up to be of good service to the emerging air transportation in Palestine. The British Director of Civil Aviation, Major Gumbly, picked up the idea and test flights were conducted from the rugged fields near Wilhelma to verify the right parameters for the first modern airport in Palestine. This story coincides with the known date of 1934 when the Palestine Government started planning the Lydda airport, in purpose to replace the old airstrips of Ramle and Wilhelma⁹. The wilhelma airstrip was mentioned in another occasion by Waldmer Fast as a temporary field used by KLM in their early test flights to the Far East. Construction work soon began in 1935 and in the summer of 1936 two paved airstrips were available, whereas the first flight of Misr Air to Lydda airport was reported

by E.B. Proud on september 13, 1936. KLM first landed in Lydda on the 7th February, 1937⁴, Sabena on the 6th April¹ and Palestine Airways in August, 1937. Proud records that Imperial Airways landed in Lydda on the way from England to India only in 1938. Fig. 26 shows a Misr De Havilland DH 86 and Ala Littoria's first landing in Lydda on the way from Rome. W. Fast remarks "Lydda Airport, still unfinished but already in operation, beginning of 1938".



*Fig. 26: Misr de Havilland DH 86 and Ala Littoria first flight to Lydda Airport; "... still unfinished, but already in operation, beginning 1938"*⁷.

The search in the early and mid-thirties for other and better landing places was based on at least two objective reasons, namely, aircraft were bigger and more effective: in 1936 KLM used on their Far East line the three-motor Fokker and later the famous DC-3 aircraft, later named “Dakota” (note Fig. 27), which did about 300Km/h covering over 2000 Kms without refueling and needed longer and better runways than the primitive landing strips used in Palestine. Also, passengers were now carried in growing numbers, which required better accommodations and transportation to the urban centers of Tel Aviv, Jerusalem and Haifa. But the most urgent reason stemmed from the outbreak of the “Arab Revolt” in April, 1936 which was accompanied by riots and an attempt of economical blockade directed against the Jewish population and the British Mandate authorities. As an immediate countermeasure to the strike in the Jaffa seaport, the Tel Aviv makeshift port was opened on 19 May, 1936 and Jaffa lost for ever its historic role as the leading sea gate to Palestine. The hasty shifting of civil air transportation to the unfinished Lydda Airport could have happened for the same reasons, as landing of aircraft in Gaza and Jericho and transportation of passengers became problematic and dangerous due to the strike and riots.

W. Fast’s recommendation was really outstanding, as the area west of Wilhelma was flat for miles in all directions, with no known weather disturbances, and in proximity of a major railway junction (Lydda Junction). The traveling distances to Tel Aviv, Jerusalem and Haifa were reasonable. Fast describes in his report that as the building of the most modern airport of the Middle East progressed, the Templers of Wilhelma were busy providing professional workers and transportation of building material for the runways, and Gebruder Wagner of Jaffa, themselves pioneers of the metal industry in Palestine, were contracted to build the first hangar and associated equipment. The Templer family Doh, owners of a restaurant in Jerusalem⁶ supplied “lunch boxes” for onboard meals to passengers and crew, and the Hotel Fast was in charge of the “gastronomy” served in a simple hut. W. Fast Travel Agency continued to extend ground services to the companies it represented, including “... monopoly like transportation between the Airport and the towns Jerusalem, Jaffa and Tel Aviv **including post forwarding** ...”. W. Fast remarks that the first Airport meteorological station and the communication equipment were of German origin as well.

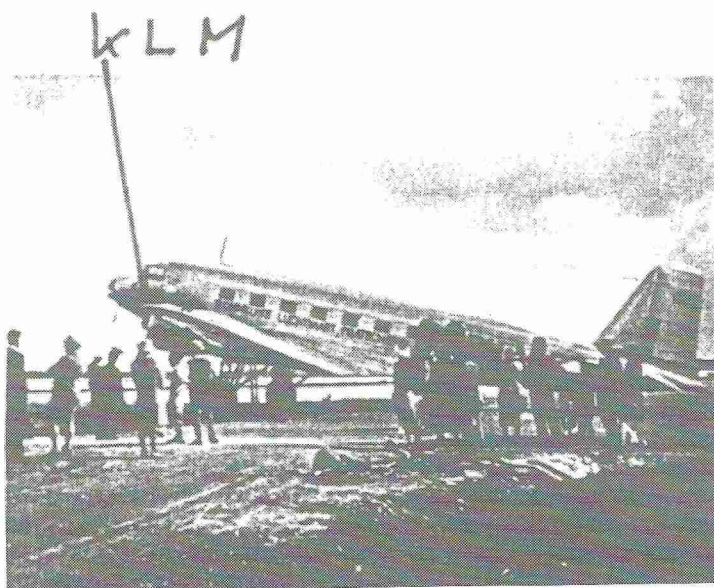


Fig. 27: KLM DC-3 in Lydda Airport (1937-38).

Postal services were operated in the Lydda Airport from August 1, 1937 and continued with some intervals up to 21 April, 1948 (Fig.28). Airmail carried to Lydda Airport between September, 1936 and August, 1937 was probably sorted by W. Fast's employees and forwarded to one of the towns served by his Travel Agency, and part was handled by the Ramle and Lydda town post offices.

This article was reviewed by our members J.D.H Van As and Chaim Shamir, both knowledgeable about early history of aviation and the history of Ben Gurion Airport respectively. I am thankful for their comments and remarks which are included in the article.

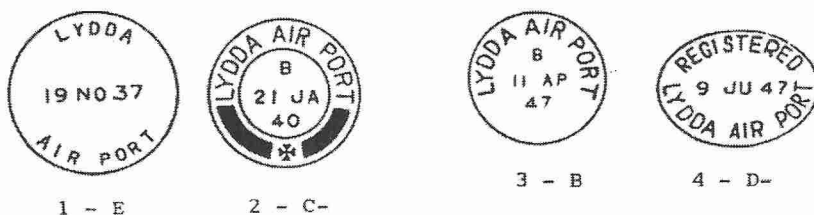


Fig. 28: The Lydda Airport Mandate cancellations, 1937 to 1948⁵.

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1948 Taxed Letters of the Egyptian Occupation

I. Karpousky, Herzliya

In continuation to my article in the HLPB Bulletin 73-74, in which I wrote about the various B.P.O of the Egyptian occupation in Palestine during the years 1948-49, I wish to enlarge on the subject by including the relatively little known subject of taxed letters, about which almost nothing has been written. The major reason is the shortage of relevant material. Where the known material, mainly commercial, registered and P.O.W. mail, from the post offices - which operated for a comparatively short period - is limited so much the more are taxed letters. The first of these taxed letters appeared on the market only perhaps in the last ten years, and today less than twenty in total are known.

The stamps used for postage due were the Egyptian 1944 postage due issue, overprinted "Palestine" in Arabic and English. The stamps ranged from 2 to 30 mils. The tax was always twice the deficient rate, but these stamps were used as well for special payments, e.g. for "Poste Restante" service.

Most of the known taxed letters are from the city Gaza, the largest city in the Egyptian occupied area. As mentioned before less than twenty taxed letters are known, mostly sent from Egypt to serving soldiers or citizens in the region. Letters are also known from the Gaza strip, as is a letter sent from the West Bank, and also very rarely letters from foreign countries (not Egypt). For reasons not understood, no taxed letters are known before July 1950, that is two years after this postal service began operating. Were not letters taxed before this date? Later, letters with tax stamps are known until 1955.

The earliest known letter (Fig. 29) was sent from Tulkarem to Gaza on June 28th, 1950. It was sent without any postage stamps; the Mandate cachet "To Pay 60 mils" was applied (twice the postage rate), and two P.D. stamps (of the overprinted 1944 Egyptian issue) of value 30 mils each were attached. This interestingly covers the postage demanded from a foreign country.

The second (Fig.30) shows a commercial letter sent from Kantara to Gaza on Oct 12th, 1950, on which a single Egyptian 10 mil stamp had been applied instead of the 22 mils required. The fine was therefore twice 12 mils, i.e., 24 mils - paid by three 8 mil "Palestine" PD stamps. According to the manuscript on the back the addressee refused to pay the tax, so the letter was returned to the sender.

The third letter (Fig. 31) was also sent from Kantara, on Nov 15th, 1950 to a soldier serving in the Gaza area. The sender obviously thought that a letter sent to a soldier did not require stamps, so it was sent unfranked. In Gaza the letter was taxed 44 mils (twice 22 mils) using four of the Palestine issues - two 2 mil, one 10 mil and one 20 mil, making the required sum. The taxed letter was sent via the Army Post No. 8 (boxed), and was censored. The addressee refused to accept the letter, and it was thus returned to

the sender.

The fourth letter (Fig. 32) is another unfranked letter sent to a soldier through the Army Post (No. 7, octagonal cachet), but as letters from civilians to soldiers were not granted to be sent free, it was taxed 44 mils on Feb 5th, 1951, using three Palestine PD stamps of values 4, 10 and 30 mils.

The fifth letter (Fig. 33) was sent from Tanta, in Egypt, to Gaza, with an Egyptian 10 mil stamp, covering the inland rate only. It was taxed 24 mils in Gaza on Sep 29th, 1951 (twice 12 mils), using two 10 mil stamps and two 2 mil stamps.

The sixth (Fig. 34) is a commercial letter from Egypt to Gaza sent on Aug 27th, 1951, without any postage stamps at all. It was taxed 44 mils by a block of four 10 mil stamps plus one of 4 mils.

Rarer still are taxed letters received from foreign addresses. Three such are known to me. The first (Fig. 35) was sent by airmail from the British island of St Kitts and Nevis to Khan Yunis. On the face is written "Occupied Egyptian Zone, Palestine". The letter was sent to Poste Restante, Khan Yunis, and was therefore taxed 8 mils delivery fee, by four 2 mil Palestine stamps.

The second (Fig. 36) is perhaps the most attractive taxed letter known. It was sent from Chile on Aug 21st, 1953 to a person in Gaza. On the face is written "Gaza, occupied Egyptian Zone of Palestine, via Cairo Egypt". It carries two airmail Chilean stamps of 3 pesos, and was received in Gaza on Sep 30th, 1953 with the cachet "T". It was taxed 36 mils, using four differently coloured Palestine stamps. The reason for the tax is not clear: Perhaps the total of 6 pesos was for internal mail in Chile, or that this was the surface letter rate and not that of airmail, or maybe the letter was over weight.

The third (Fig. 37) is an airmail letter sent from Khan Yunis to the United States on Oct 26th, 1950, with five ordinary Palestine stamps totalling only 8 mils. The letter was therefore taxed on arrival in the United States, using a one cent postage due stamp. Despite the fact that this letter was sent in the opposite direction, in my opinion it belongs to the subject of this article.

Collectors interested in the subject, who have additional material, are requested to write to the Bulletin Editors adding to the little known on this interesting and important subject.



Figure 29

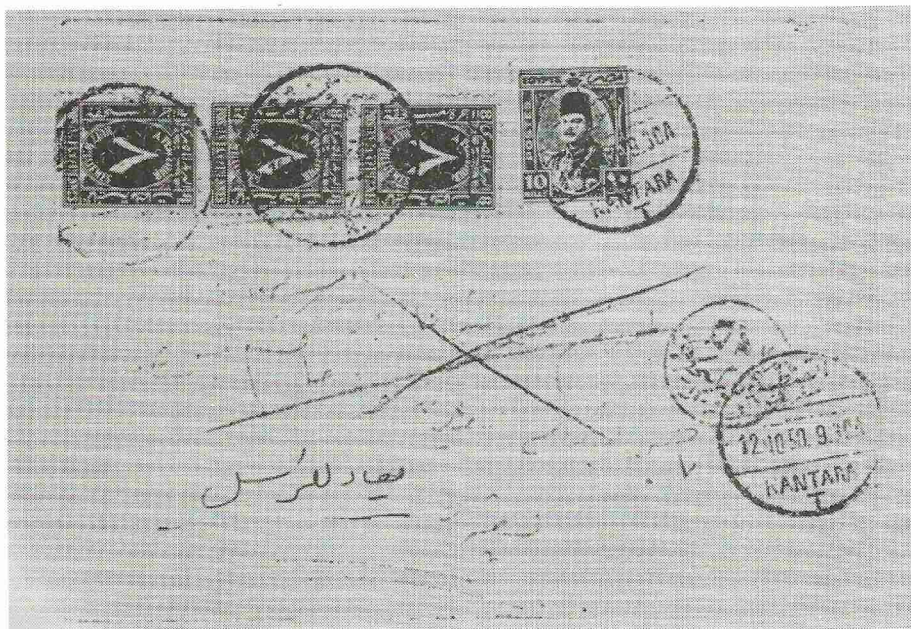


Figure 30

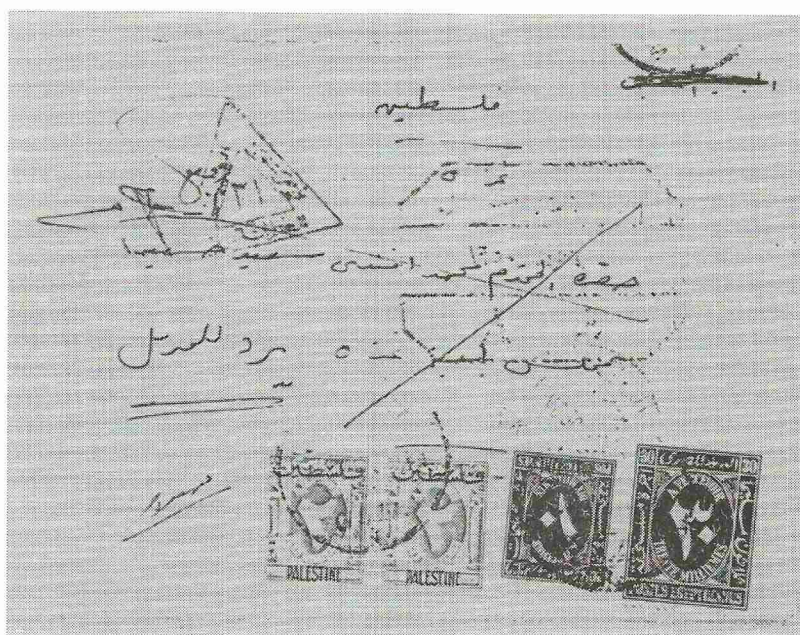


Figure 31

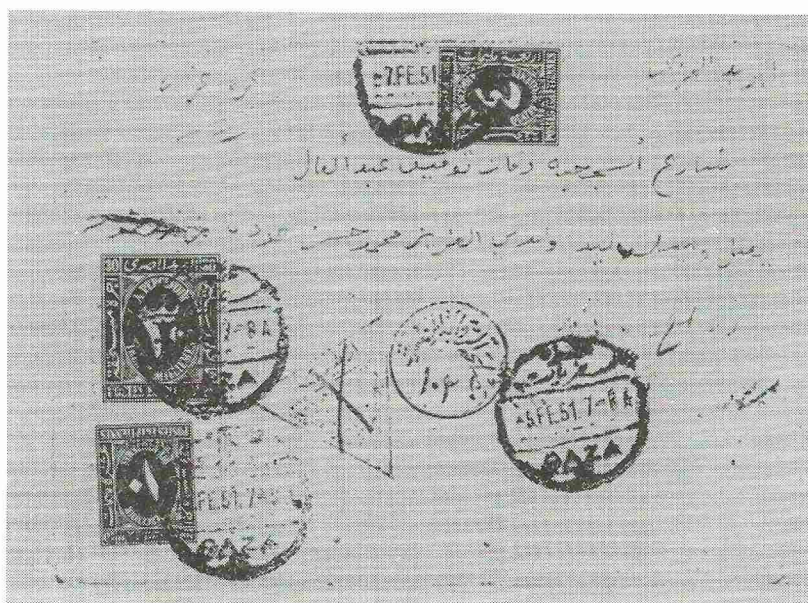


Figure 32



Figure 33

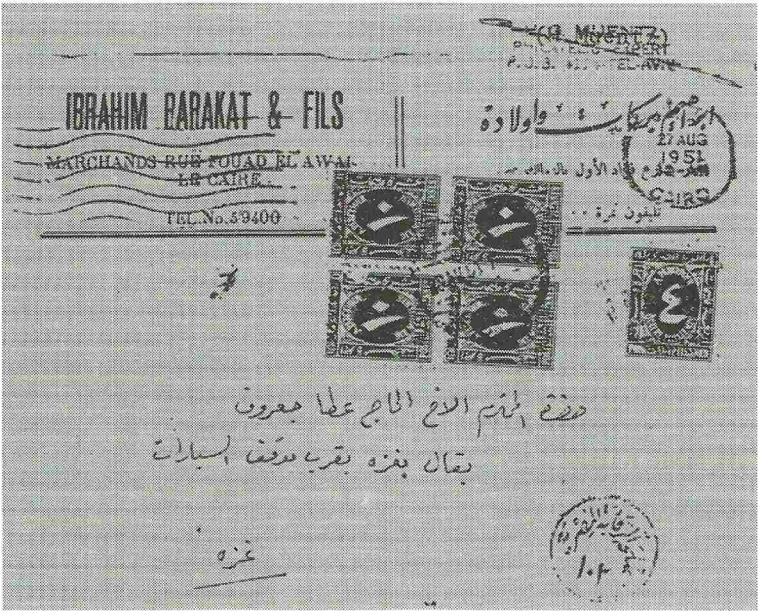


Figure 34



Figure 35

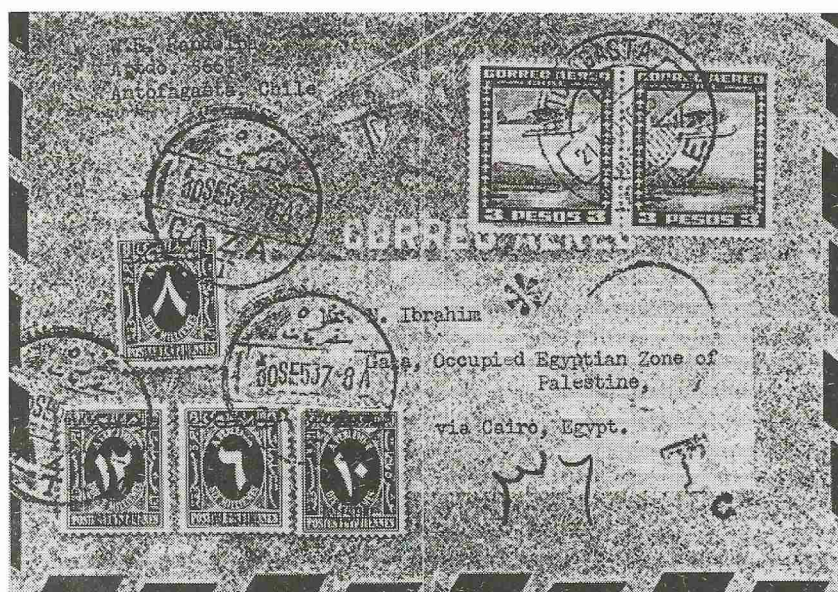


Figure 36

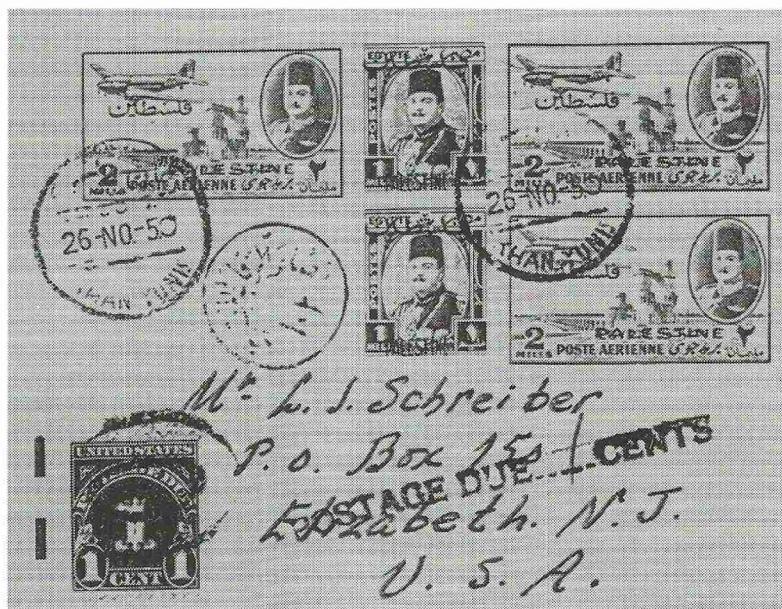


Figure 37

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Israel 1948-1949 Taxed Mail*

Y. Trachor, Tel Aviv

On Sunday, 16th May 1948, the Israel Postal Authority commenced operations. It adopted all the British Mandate rules and procedures concerning the franking and treatment of postal items. This article illustrates the methods used for the taxation of domestic and incoming mail during the first two years of the State of Israel.

On 25th April, the Jewish Agency, which was the unofficial governing body of the country, announced in the Postmaster-General's Circular No.1, that all letters that were posted and insufficiently franked would be delivered upon payment of the tax according to the existing Mandate regulations - double the underpayment.

The stamps that were valid on 16th May 1948 were:

- a. Doar Ivri - all denominations.
- b. Minhelet Ha'Am overprinted labels (KKL stamps) valid until 22nd May. In his Announcement to the Public No.1 of 10th May 1948, the Postmaster-General M.G. stated that these labels should not be used after 14th May. In his Circular No.2, addressed to postal employees, he stated that even though these labels should not be on sale after 14th May, letters found in the mail boxes, properly franked with these labels, should be delivered without tax until 22nd May, after which date they should be taxed in the normal way.

Stamps that were demonetised as of 16th May 1948 were:

- a. All Mandate stamps.
- b. Kofer HaYishuv labels.

It should be mentioned that no postage due stamps were issued on 16th May. Unlike the custom with almost all other Israeli stamp issues, no official first day covers were prepared and no formal announcement was made about these stamps. They came into use at different times in various towns. The first known usage of the postage due stamps was on 28th May, in Ramat Gan and Herzliya. Only a handful of covers are known to exist with this date. The earliest known day of usage in Tel Aviv is 30th May, and in Haifa and some northern locations, 1st June.

In the very early days, postal clerks had four possible choices of how to deal with underfranked letters:

1. Deliver the improperly franked mail without collecting any tax.
2. Add by hand the amount of tax to be collected.
3. Use Minhelet Ha'Am stamps which were not yet demonetised.
4. Use the regular Doar Ivri stamps to indicate and collect the postage due.

* Reprinted from, "Postage Due Mail Study Group Journal" #8, December, 1998.

Provisional Postage Dues

As mentioned above, during the first weeks of the State of Israel, regular Doar Ivri stamps were used to collect the postage due. The Haifa postal authorities handled underfranked mail in a special way. They affixed Doar Ivri stamps, but as a matter of routine they used the Mandate "T" cachets to obliterate the stamps.

Figure 38 was sent as printed matter and franked with a 3 mil demonetised Mandate stamp. The cover was then taxed on 24th May in Haifa with Doar Ivri stamps, using the Haifa large "T" handstamp - the so-called "Haifa provisional postage dues". The earliest known date for this procedure is 20th May and the latest known commercial covers are from 28th May. Although later postmarks are found, they are probably postal favours. It is important to realise that the "T" was never used as an overprint. It was always applied directly to the stamp on the cover. Mint stamps with well-centred "T" are almost certainly either forgeries or postal favours.

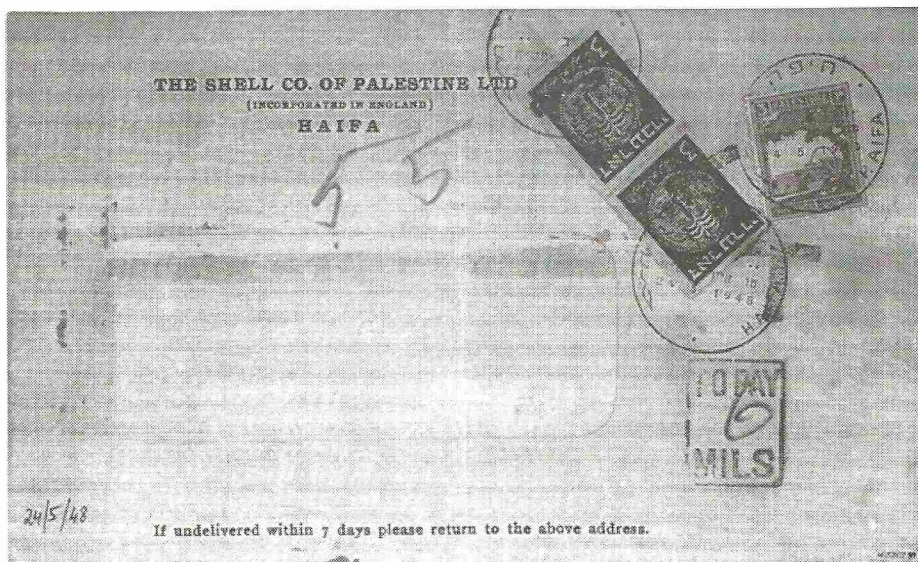


Fig. 38: Printed matter, franked with demonetised Mandate stamps, taxed with Doar Ivri stamps obliterated with the Haifa "T" cancel applied on the stamps.

Figure 39 shows a domestic 10 mil cover also franked with a demonetised 10 mil Mandate stamp. It was posted during the Minhelet Ha'Am period in Tel Aviv and postmarked with the date of 5th May 1948. As it arrived in Haifa after 16th May, it was marked "To Pay 20 mils". The cover was taxed with a vertical tabbed pair of Doar Ivri 10 mil rouletted stamps which were obliterated with the very rare boxed Mandate device "T 10" and postmarked 20th May 1948.

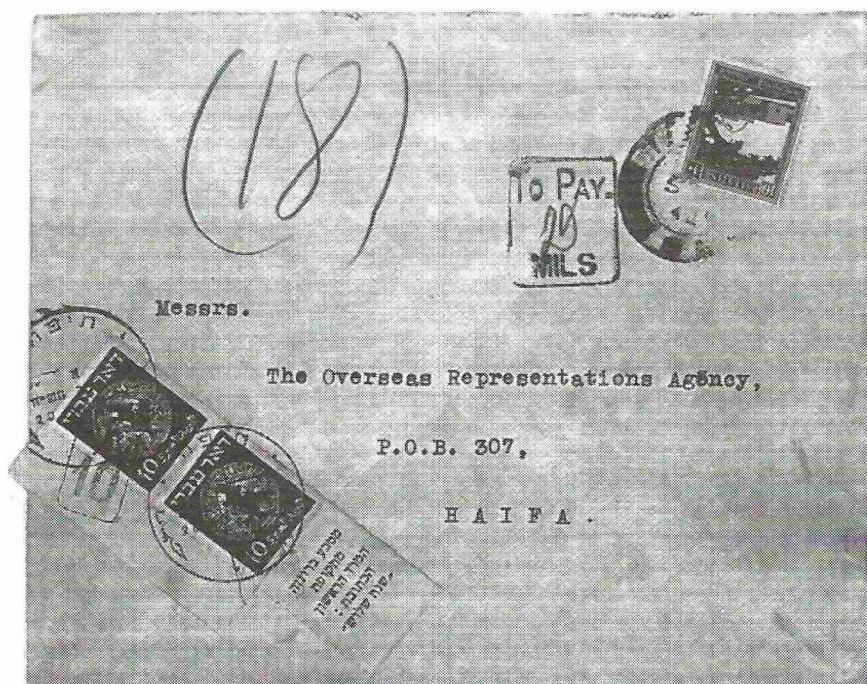


Fig. 39: Domestic cover franked with a demonetised Mandate stamp, taxed with Doar Ivri stamps obliterated with the very rare boxed Mandate "T 10".

Use of the First Postage Dues

Figure 40 shows a cover mailed locally in Tel Aviv, franked with a demonetised 10 mil Mandate stamp postmarked 20th May 1948 - this being against regulations as the postmark should have been applied alongside the stamp. It is marked "To Pay 20 mils" and also in English manuscript "Tax 20 mils". It has been taxed with a tabbed pair of 10 mils first postage dues on 31st May in Tel Aviv, the 2nd day of use of the postage dues in this city.

Taxed for Double Weight

Figure 41 shows a cover mailed in Tel Aviv on 1st September 1948 to Rishon Le Zion, where it was taxed 12 mils (4 x 3 mils) on 2nd September. The cover weight was more than 20 grams, and it should have been franked 16 mils - 6 mils for each additional weight. The tax is double the deficiency.

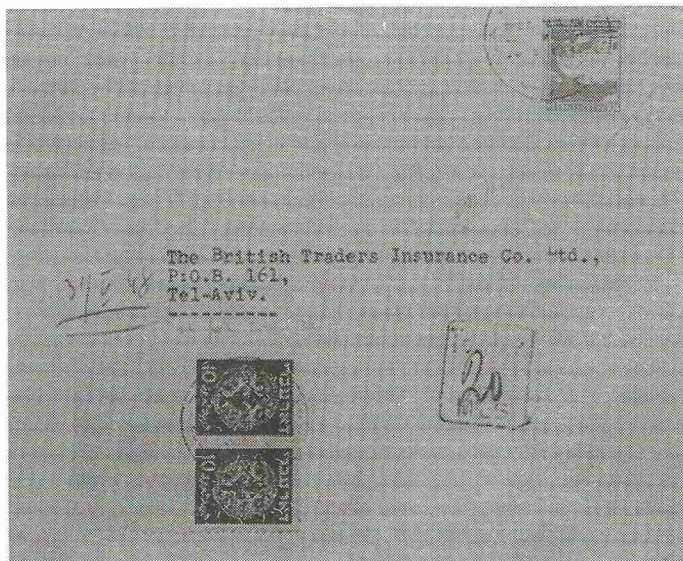


Fig. 40: Domestic cover franked with a demonetised Mandate stamp, taxed in Tel Aviv with a tabbed pair of the first postage dues on 31st May 1948.

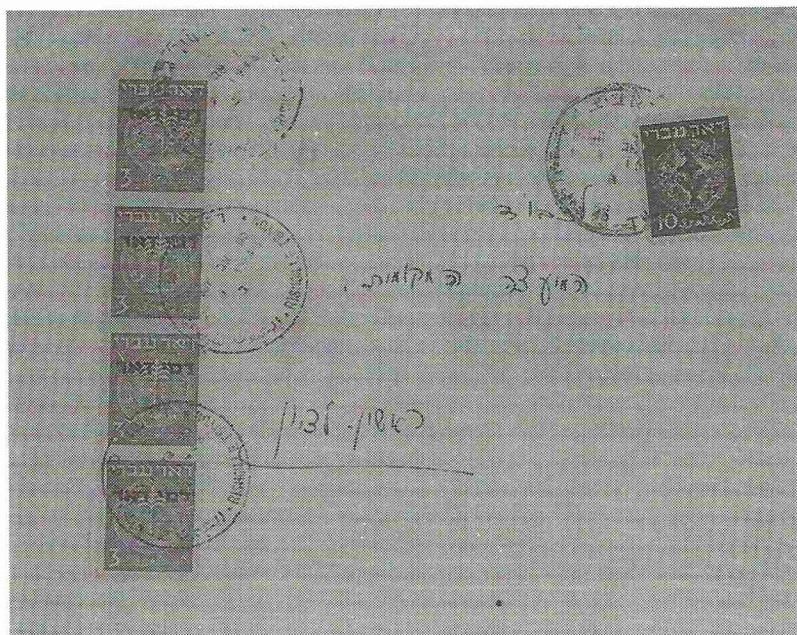


Fig. 41: Cover from Tel Aviv to Rishon Le Zion, franked only 10 mils instead of 16 mils for double weight, taxed upon arrival 12 mils - double the deficiency.

Compulsory Registration

Censorship on incoming mail was common in this period. When the censors found any valuables, postal authorities registered the letter and forwarded the registry receipt to the addressee. He would then have to come to the post office, pay the registry fee and collect the letter with the enclosed valuables. This protected the mails against theft.

Figure 42 is a cover sent from New York on 12th August 1948 with enclosed valuables (probably banknotes). It was censored and marked "T 30" and a "Tel Aviv 9" registry label applied with 30 mils first postage dues postmarked 25th August. The compulsory registration fee was double the regular fee. Less than 10 compulsory registered covers with first postage dues are recorded.

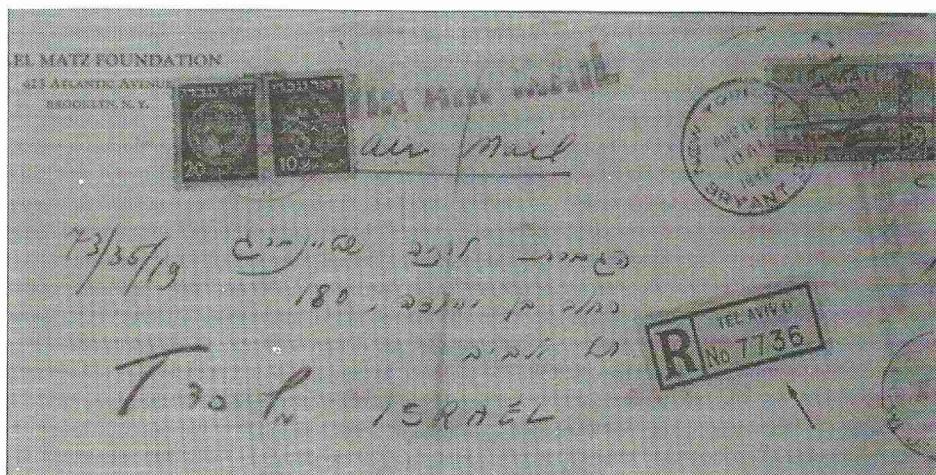


Fig. 42: Doar Ivri postage dues on a compulsory registration cover from the USA.

"Top of the pile" Covers

The Post Office tended to stack groups of covers being returned to the same sender and to apply all the postage due stamps for the return delivery fee to the uppermost envelope or card. The postcard in Figure 43 was sent from the Jerusalem Tax Office on 8th November 1948, admitted as printed matter at the rate of 5 mils (less than 5 words handwritten on the back). The postcard was returned to the Tax Office because the addressee was not found, and was marked to be taxed 5 mils for redelivery. The card was at the top of a bundle of 5 similar cards and was taxed 25 mils in first postage due stamps. This is the only recorded example of a card being the "top of the pile" item.

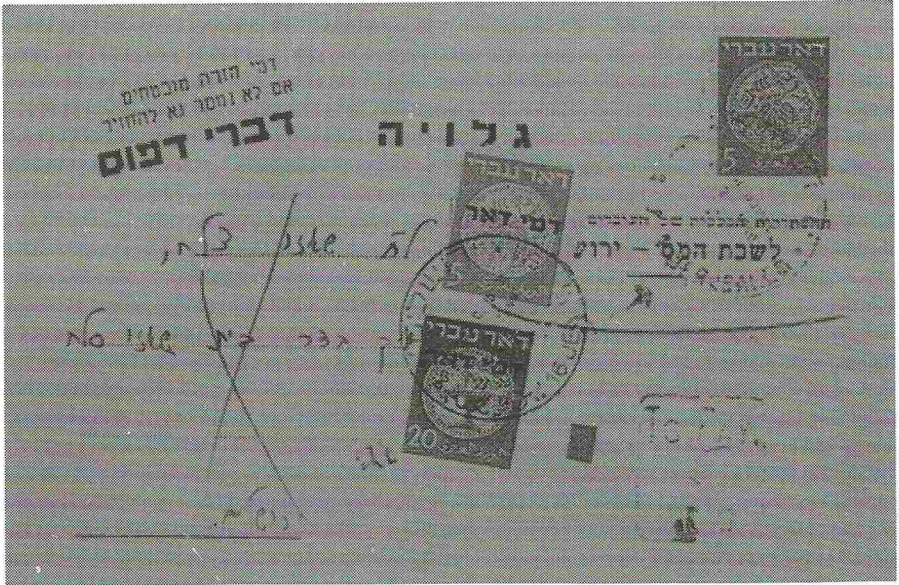


Fig. 43: “Top of the Pile” postcard, taxed 25 mils. The stack included five similar cards, each taxed 5 mils.

Figure 44 shows a surface mail printed matter cover from a Jerusalem old people’s home to Canada on 19th August 1949. As the addressee was not found, it was returned to Jerusalem and as it was the top of a bundle of 50 similar covers, all taxed 10 mils, the total of 500 mils was applied by 10x50 mil stamps of the first postage dues. This is the highest recorded return delivery fee with the first postage dues.

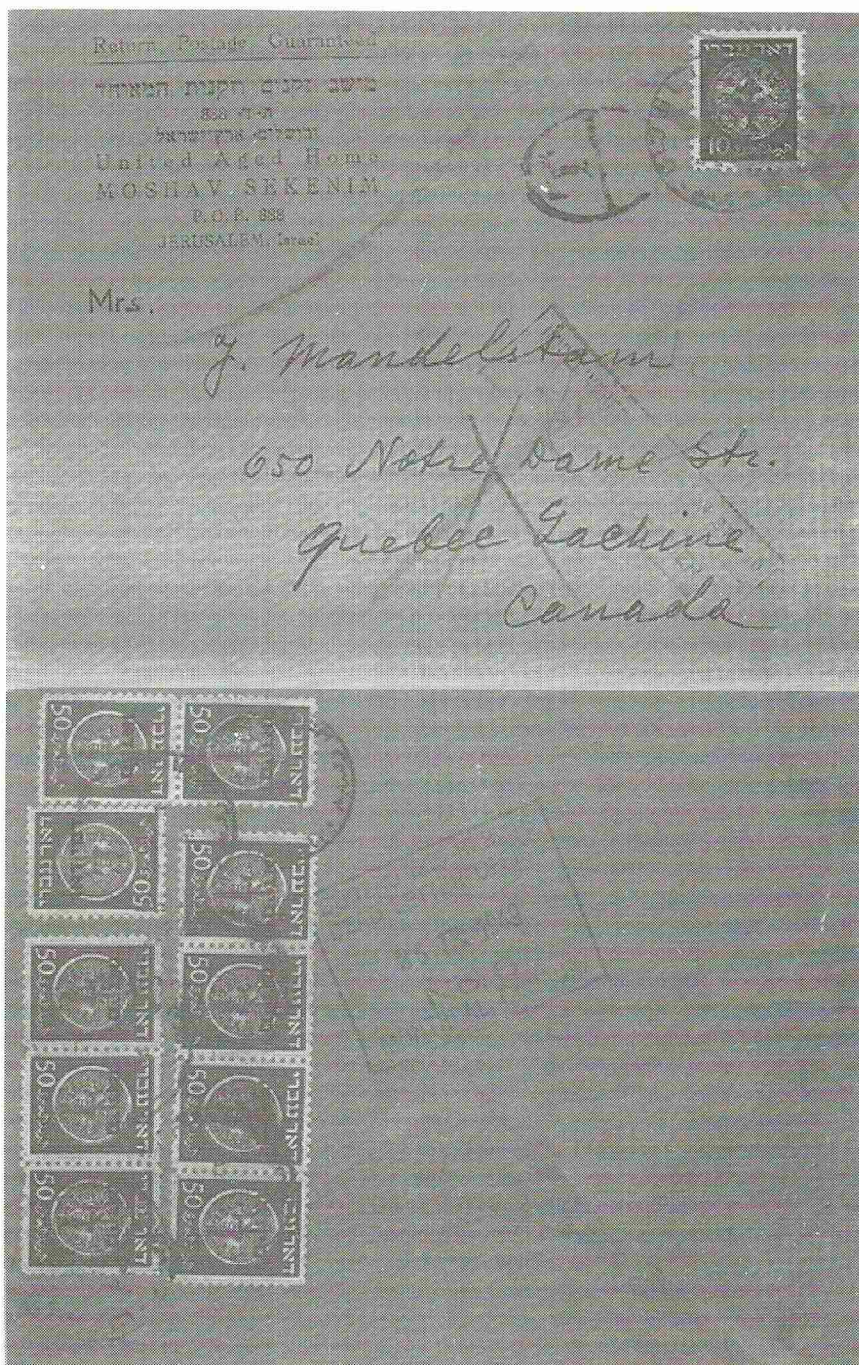


Fig. 44: "Top of the Pile" cover, returned from Canada to Jerusalem, taxed 500 mils. The stack included 50 similar covers, each taxed 10 mils.

Double Taxation

Figure 45 shows a cover mailed unfranked in Tel Aviv. It was taxed 30 mils in first postage dues on 21st November 1948 - double the deficiency. As the addressee was not

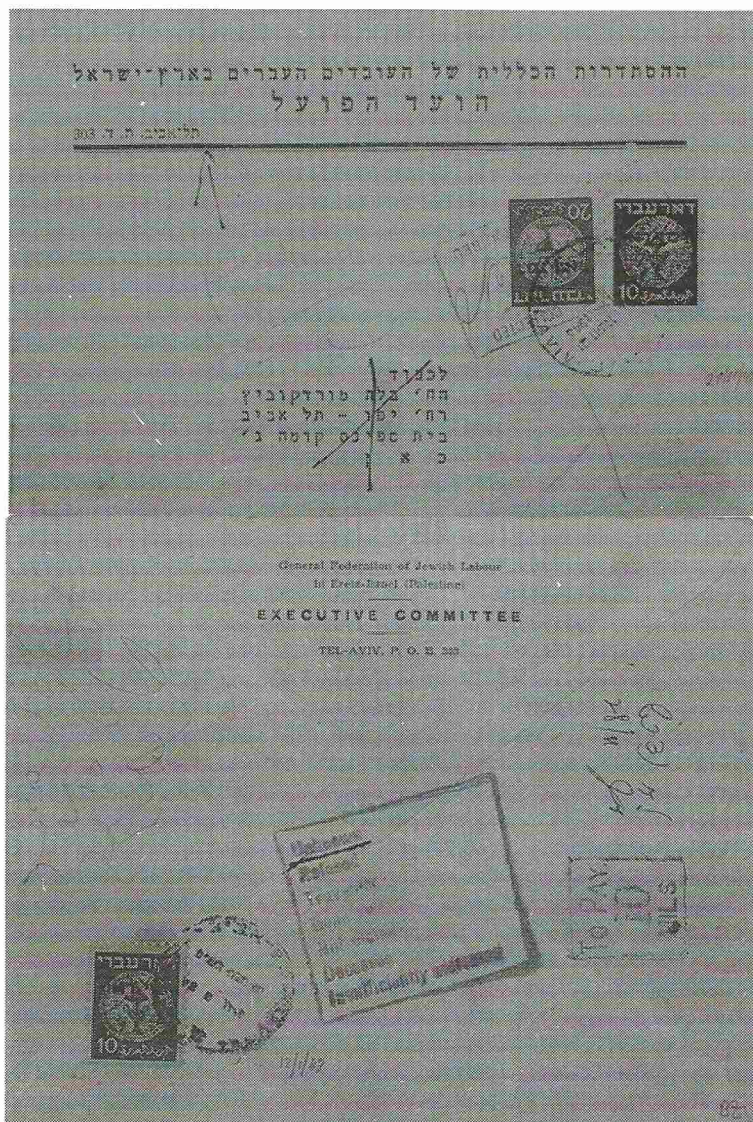


Fig. 45: Cover mailed unfranked in Tel Aviv. Taxed 30 mils, but as the addressee was not found, the postage dues were annulled. A 10 mils postage due was affixed on the back to pay for redelivery.

found the charge was not collected and the stamps were annulled with the Mandate device "Charge Not Collected - Fresh Label Required". A return delivery fee was collected from the sender, as no initial postage was paid. A 10 mils Doar Ivri first postage due stamp was affixed on the back on 12th January 1949. This cover was therefore taxed twice.

Courier Mail

It was a common practice during the first months after the proclamation of the State of Israel for mail to be brought into the country by private couriers or by travellers as there were no official air or surface services in operation. Figure 46 shows a cover delivered by a courier and posted in Israel without franking. It was probably brought on the CSA flight that landed on 24th May 1948 in Tel Aviv. The cover was mailed and postmarked on 28th May, marked "To Pay 20 mils" also in Hebrew inscription. It was taxed on 31st May with a pair of 10 mil first postage dues. It should be noted that many courier covers to private addresses were taxed only 10 mils and not double the deficiency as were those addressed to commercial firms.

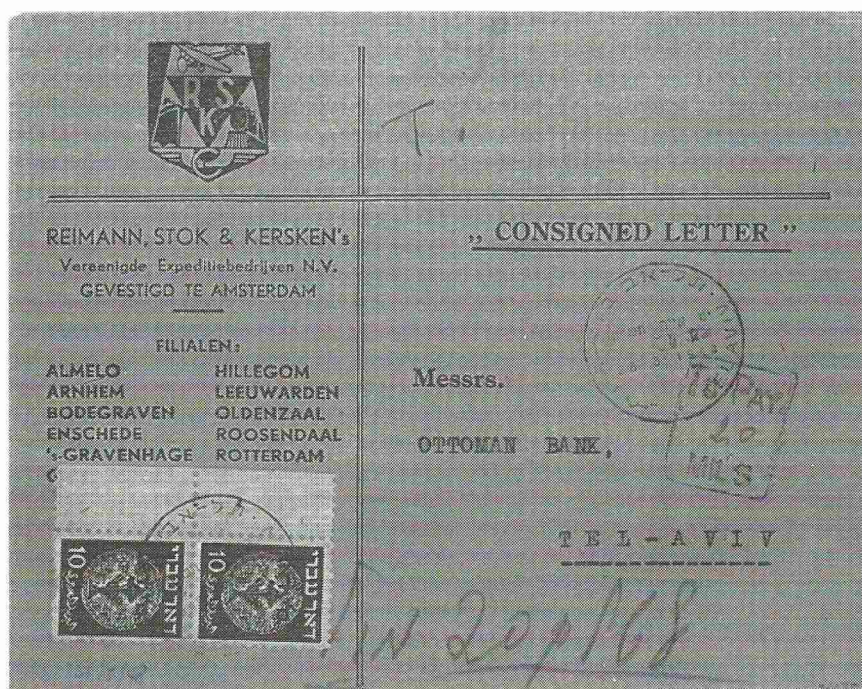


Fig. 46: Courier cover from the Netherlands posted unfranked in Tel Aviv, taxed on 31st May.

Taxed Incoming Mail

Figure 47 is a cover from England mailed on 23rd May 1949 to Haifa. As it was underfranked, it was marked "T 168" in London and has a boxed "To pay 168 mils"; taxed in Haifa on 29th May with a four colour taxation of 3, 5, 10 and 3 x 50 mils.

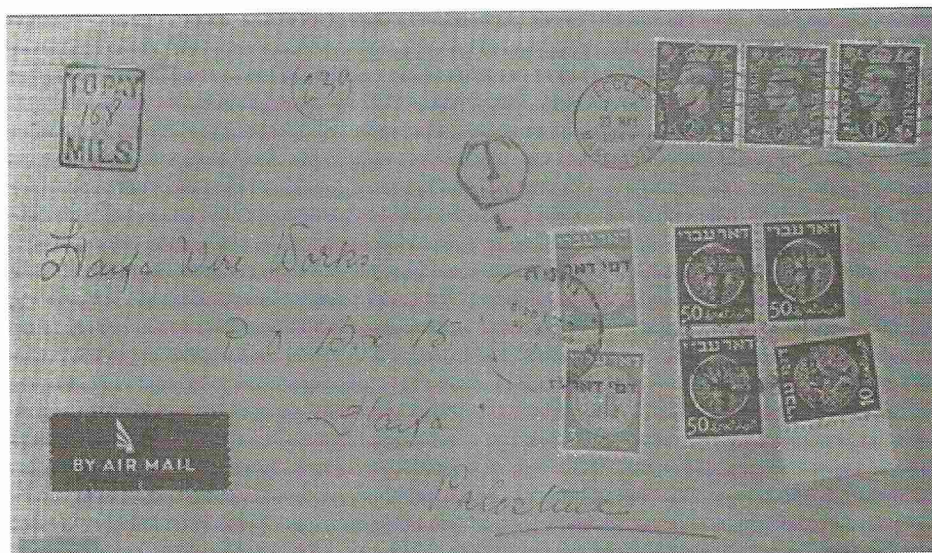


Fig 47: A 168 mil taxed underfranked GB cover.

In this article, most of the possible variations of the first PDs usages are illustrated. These covers form part of that wonderfully rich period of Israel's postal history.



 * **SHORT NOTES AND DISCOVERIES** *

The Ottoman Period

Rare Rate Frankings from the Turkish Post in Palestine

(J. Karpousky, Herzliya)

The Turkish post which operated in the Holy Land between 1865 and 1918 offered a wide range of different postal rates, something which often makes it difficult to understand both the franking and the rate of a particular postal item. Even to this day there are frankings which are difficult to explain on a specific item. Two different non-routine franking types are discussed in this article, which should help other philatelists understand the subject.

1. Littoral Letters (Port to Port)

These are letters sent from Mediterranean ports in boats, i.e., port-to-port, in the Ottoman empire. Such mail could be sent at a reduced cheap rate of 20 para, instead of the charge of 40 para, or 1 piastre, for a regular letter. 20 para was the regular rate for a postcard. It seems that the cheaper rate was simply to make receiving letters easier at another port in the same region. This also avoided the competition of the foreign posts operating throughout the Ottoman empire, all of which took a significant bite of the quantities of internal mail. Only a few examples of this cheap rate are known sent in the Holy Land, mainly from Jaffa, Gaza and Haifa.

Here are two examples:

(A) The first is a registered letter sent from Gaza to Jaffa (Fig. 48) on 11 Oct, 1908.

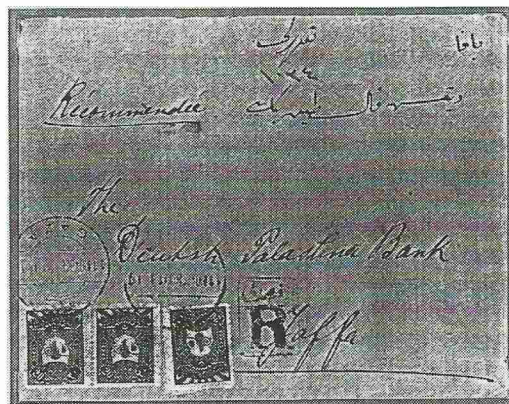


Fig. 48: Registered cover from Gaza to Jaffa, correctly franked with 60 para (3x20) Ottoman 1905 stamps to pay 1 piastre registration fee and 20 para for the reduced "port to port" special rate.

Three 20 para stamps make up the required postage, from the 1905 issue, totalling 60 paras or 1.5 piastres. The first 20 paras covered the single littoral rate, the additional 40 paras covering the registration fee. This is the only 'cheap rate' letter known sent from Gaza.

(B) The second is the front of a registered AR letter sent from Jaffa to Constantinople on 2 June, 1904 (s. Back Cover). Two stamps were used, a 2-piastre and a 20-para, all from the 1901 issue. This made up 2.5 piastres, i.e., 20 para for the single littoral rate, 1 piastre for registration, and 1 piastre for the AR fee. Note the registration label of Jaffa on this letter, of which only two are known at present. This is also the only known letter with such an unusual combination of rates.

2. Holiday Greeting Mail.

In order to encourage people to use the Turkish post during the holidays and Holy Days, and in so doing to compete with the other foreign posts operating in the region, a special cheap holiday rate of 5 paras for letters was offered by the Postal authorities. It should be borne in mind that the regular rate was 40 paras per letter, 20 paras for a postcard and even printed matter drew a rate of 10 paras.

Fig. 49 shows a postcard sent on 21 March, 1902 from Jerusalem to Algiers. The stamp is a 5 para of the 1901 series, paying the special cheap holiday greeting rate. The card, sent near Easter, has a short listing of the holy sites of Bethlehem, with an appropriate picture.

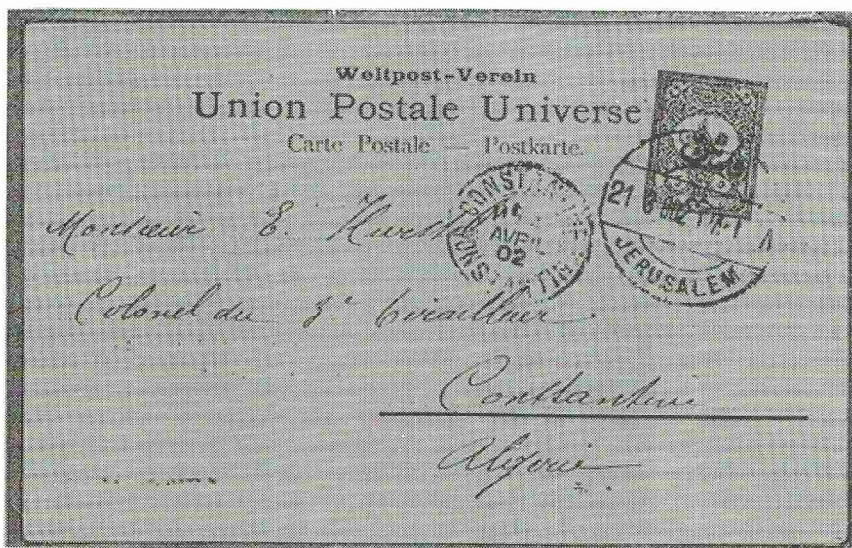


Fig. 49: Postcard from Jerusalem to Algiers franked with 5 para Turkish 1901 issue, to pay the special Holiday greeting cards rate.

Fig. 50 shows a small envelope which appears to have included a greeting card, sent from Jerusalem to Frankfurt via the Jerusalem-Jaffa railway on 19 Sep, 1906, that is during the Jewish High Holidays. This was also sent at the cheap holiday greeting rate, using the 5 para stamp of the 1905 series. This letter is part of the known correspondence from Jerusalem of the "Lema'an Zion" aid society whose centre was in Frankfurt, and which dealt in sending assistance and "Tzedakah" to the Jewish community in the Holy City.



Fig. 50: Small greeting card cover, franked with 5 para Turkish 1905 issue, to pay the special Holiday greeting cards rate to Germany, cancelled with T.P.O "Bur.Amb. Jaffa-Jerusalem I".

Taxed Mail of the Ottoman Period - an Update

E. Leibu, Haifa

Since the series of articles under the above name was published¹, a number of taxed covers from that period came to my attention. Four of these items merit publication and are presented here

The Ottoman Post

The only double taxed cover of the Turkish post I have seen is shown in Fig. 51. It had been mailed on 2 Feb, 1910 from Minneapolis to Geneva, Switzerland franked 2 cents (USA domestic rate) while the rate to foreign countries was 5 cents. In New York the cover had been properly charged by the double circle handstamp "30 centimes". Upon arrival in Geneva, 10 and 20 centime Swiss P.D. stamps were affixed in accordance with the charge (Double 3 cents deficiency = 6 cents = 30 centimes). Then it was found out that the addressee had left for a cruise in the Middle East. The Swiss taxation had to be cancelled by an "Annule" handstamp applied on the cancelled stamps and the cover reached Thomas Cook's office in Cairo (20 Feb, 1910) before being redirected once more to Jerusalem. In Jerusalem, a Turkish 1 piaster P.D. stamp (1908 issue) was applied on 27 Feb, 1910, collecting the dues on delivery to Thomas Cook's office (oval cachet dated 28 Feb). The cover was held at that office for some time before being returned to Cairo. At Cook's office in Cairo, the cover was carefully opened, a sticker with return address was pasted on the front and the cover sent back to the USA, reaching Grand Forks, ND on 10 June, 1910

One question remains open: How did Thomas Cook recuperate the 1 piaster charge paid in Jerusalem

In the aforementioned articles only one item taxed with 1914 P.D. was recorded. Lately two other such items surfaced. Both were mailed unpaid at German Field Post office but the soldier's free mail privilege was not observed, attracting the taxation

The cover shown in Figure 52 was written by a volunteer medic serving at a Wounded Assembly Center at Stenay railhead in Germany. The cover was mailed at a German Field Post (23 April, 1915) endorsed "Feld-Post", but the free mail privilege was not observed and a large "T" was applied in manuscript. Upon arrival in Jerusalem, the cover was taxed 2 piasters (double letter rate) by the Turkish post. A pair and two single 20 para P.D. stamps of 1914 were used to collect the charge, the stamp being cancelled on 25 May, 1915.

1. E. Leibu, HLPB, ## 53 - 59 (1993-94).

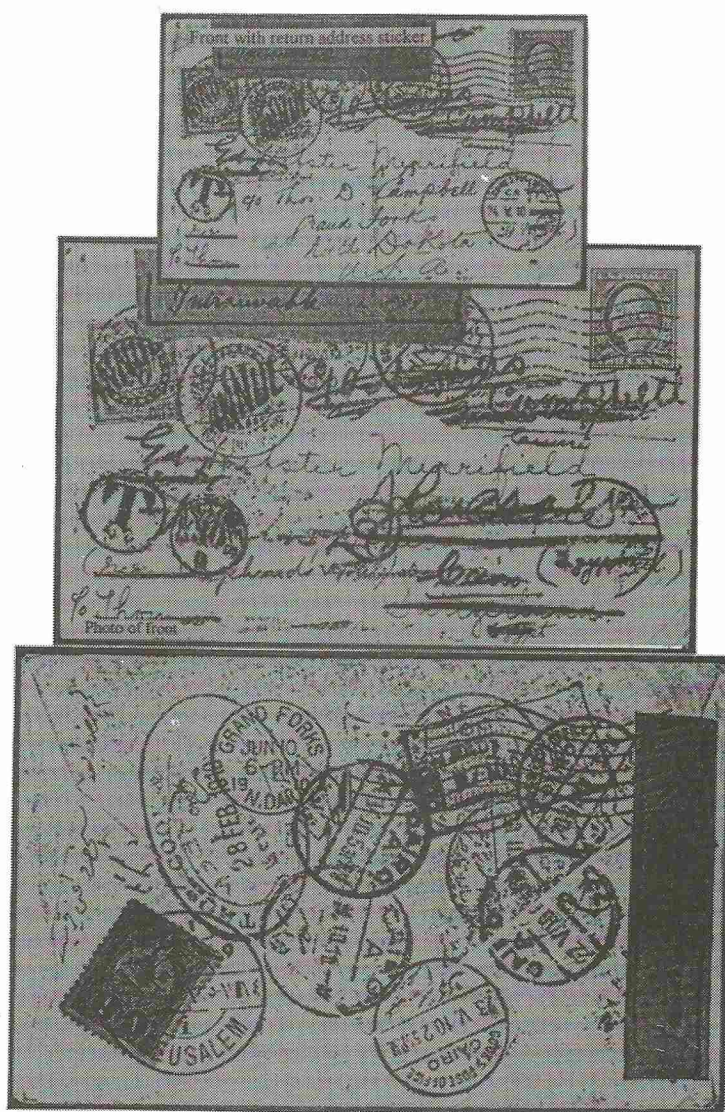


Fig. 51: A double taxed cover from USA to Switzerland, taxed both in Switzerland and in Jerusalem

The postcard shown in Figure 53 was mailed on 18 Oct., 1914 without stamps at a German Field-Post Office, addressed to Jerusalem. Again the free mail privilege was not observed and the card was taxed by the Turkish Post on arrival. A 1914 P.D. stamp of 1 piaster - double the postcard rate - was applied on 12 November. This is the only item recorded with this stamp used in Palestine

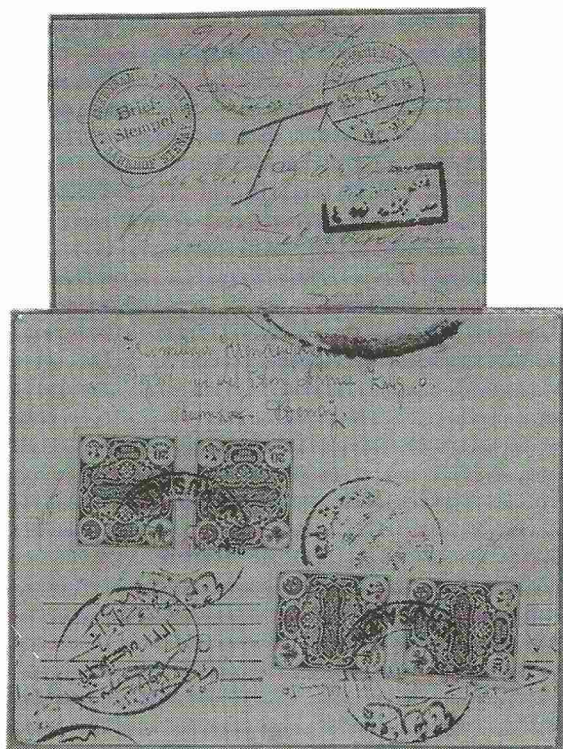


Fig. 52: A stampless Field Post letter from Germany to Jerusalem, taxed there 80 para on arrival. One of two recorded examples of mail taxed with the 1914 issue of Turkish Postage Due stamps. (Courtesy Zvi Alexander)



Fig. 53: German field postcard mailed postage free in Oct. 1914 to Jerusalem. The free mail privilege was not observed by the Turkish post, hence the card was taxed 1 piaster by a 1914 P.D. stamp in Jerusalem

The Austrian Post

The cover shown in Figure 54 merits publication because of the unusual combination of the "Aus Jerusalem" handstamp and taxation

Collected by the mail coach in Jerusalem, it received the rectangular framed cachet "Aus Jerusalem/Oesterr. Post". On arrival in Jaffa it was noticed that the inland cover, addressed to Rishon Le Zion, was underpaid: 5 centimes instead of 20 centimes. A "T" mark was therefore applied and the charge was computed to 1.5 piasters: Double the deficiency of 15 centimes = 30 centimes = 1.5 piaster. This fee was collected by 1 piaster and 20 para P.D. stamps of the 1st issue, cancelled in Jaffa on 2 Jan., 1905

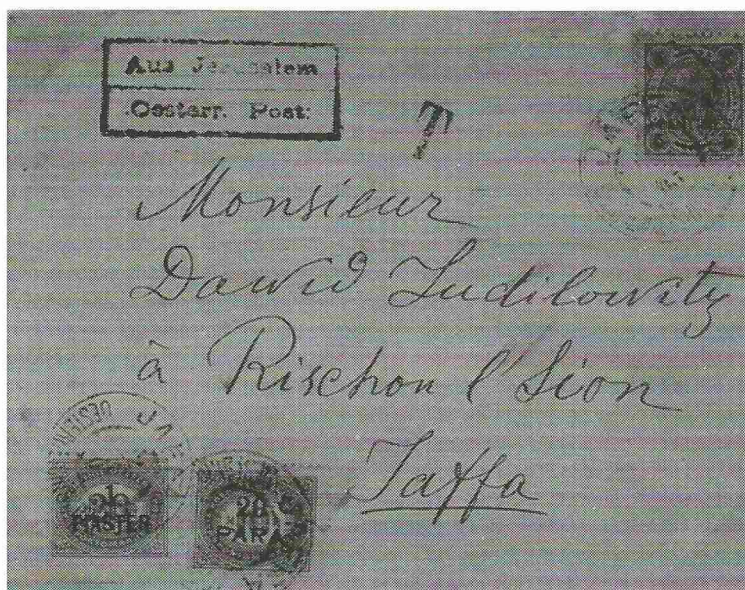


Fig. 54: A rare letter with the combination of the cachet "AUS JERUSALEM / OESTERR. POST" and taxation in Palestine by the Austrian Post. (Courtesy Zvi Alexander)

The British Mandate Period

An Unusual Palestine Postal Form *(A. M. Hochheiser)*

Certainly the delivery of the mail is the most important function of any postal system. In present days, the automotive equipment available insures delivery even to rural routes or snow-capped mountains

However, during the period of the Palestine Mandate, especially in the early years of the 1920s and 30s, there were mail delivery problems of all sorts. Solving them required the ingenuity of use of available resources. One of these elements was the bicycle. These were not part of the regular sources of mail delivery by the postal system itself. However, on occasion the postal service would hire private bicycle owners to supply bicycles for official purposes, paying for the use with public funds

In order to substantiate payment, a postal Form P.T. 630 (Fig. 57) was used. It was to be filled out to account for the money needed to pay for the use of the bicycle. The reverse side of this form (called an overleaf) was a blank page with the caption at the top: "Brief Statement of Circumstances Which Necessitated Hire

There are two other unusual features on this postal form. First, of the 1000 or more different postal forms in my possession, this is the only one that fails to name the country of origin "Palestine". It is only identified by the use of the P.T. 630 number found in the upper right corner. In addition, it can be found listed in the catalogue of Palestine postal forms entitled "REQUISITION FOR P.T. FORMS AND OTHER PRINTED MATTER"...

The second unusual feature is the printer's legend found in the lower left hand corner. This reads "10894-2000-S.O.P." However, the fourth and very important part of the legend is missing; The Date of Issue or Release.

POSTS, TELEGRAPHS & TELEPHONES.

P. 550

TRANSPORT AND TRAVELLING

BICYCLE ALLOWANCE.

Received the sum of _____
(words)

In respect of the use of a private bicycle for official purposes during the period
from _____ to _____

Place _____

Date _____ Signature _____

LP. : _____ mils

Date stamp _____

I certify that the above-stated amount has
been paid to the person described herein, that
the hire was necessary and that it was occasioned
as stated overleaf.

The amount has been claimed in my
Cash Account No. _____ for the period
ended _____

Ref. No. and date of authority _____

Postmaster.

Budget Head _____ **POSTS AND TELEGRAPHS.**

B. OTHER CHARGES, Sub-head Item _____ Transport and Travelling.

Recorded against F.A. No. _____

Voucher No. _____

D.P.M.G.

114-20N-S.O.F.

Fig. 57

Another Palestine Watermark but Made in The U.S.A.

(A. M. Hochheiser, Hackensack, N.J.)

It may arguably be assumed that the paper material used by printers in Palestine to turn out forms for the Postal Administration, and other Government Agencies as well, were the products of manufacturing companies in central Europe. There is some evidence to substantiate this.

What is of primary interest, in this respect, is that this paper supply must have been interfered with, if not cut off completely, starting in the late 1930s and especially during the war years of World War II. This would have required other sources for paper production. These would be difficult to identify except for the presence of watermarks and their sources.

This writer reported the first such evidence in an article published in August 1982 in *The Israel Philatelist*. This article described an Airgraph Sheet (Fig. 58), since listed in the catalogue of Postal Stationery of the Palestine Mandate. This sheet was clearly watermarked in two lines "ROCKLAND BOND MADE IN CANADA". Since watermarks do not show in reproduction, they have been pencilled in in outline in the photo of Figure 58. Further research revealed that these watermarks were really "RUBBER MARKS", not made with a dandy roll but rather with rubber molds. This rubber mold mark, I was informed, was made in the Mont-Rolland paper mill in Canada.

Now there is additional evidence. Figure 59 shows an 8" x 12.5" P.T. Form 219, listed as a "PARCEL BILL - FOREIGN", A SHEET FOR RECORDING THE ROUTE OF POSTAL PACKAGES. This is one of several forms printed in French. This form may be found in the catalogue entitled "REQUISITION OF P. T. FORMS" which listed all P.T. Forms issued in Palestine.

The printer's legend "32832 - 2000 - 11.7.44 - G.C.P." indicates that 2000 of these forms were printed and released in November, 1944 by the Greek Convert Press, the major Postal Authority printing firm in Palestine. However, what is more revealing is the presence on the form of a two-line watermark reading "BRITENESS BOND MADE IN USA". This watermark appears twice on the sheet, 3 3/4 inches apart in running length and separated by 4 inches on the sheet. Once again, the watermark has been outlined in pencil as it appears on the form.

| Bureau expéditeur et date de départ : | | Portes de Pilectio | | Feuille de route (Entrel No. feuille.) | | Bureau destinataire et date d'arrivée. | | | | | | | | | |
|--|---|-----------------------------|---|---|---|---|---|-----------------|----|--|--|----------------------------|--|--------------|--|
| No. d'ordre | | No. de colis | | Bureau de destination | | Poids du colis avec valeur déclarée | | Valeur déclarée | | Indication de taxes et droits payés (à remplir par l'expéditeur) | | Montant des remboursements | | Observations | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | | | | | |
| 1 | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | | |
| 8 | | | | | | | | | | | | | | | |
| 9 | | | | | | | | | | | | | | | |
| 10 | | | | | | | | | | | | | | | |
| 11 | | | | | | | | | | | | | | | |
| 12 | | | | | | | | | | | | | | | |
| 13 | | | | | | | | | | | | | | | |
| 14 | | | | | | | | | | | | | | | |
| 15 | | | | | | | | | | | | | | | |
| Totaux | | | | | | | | | | | | | | | |

Expéditeur le 1944 au Bureau d'échange de
 Agent du bureau expéditeur :
 Agent du bureau destinataire :

WMS - 2000 - H. 3. 0 - 6 - C. 7.

Figure 58

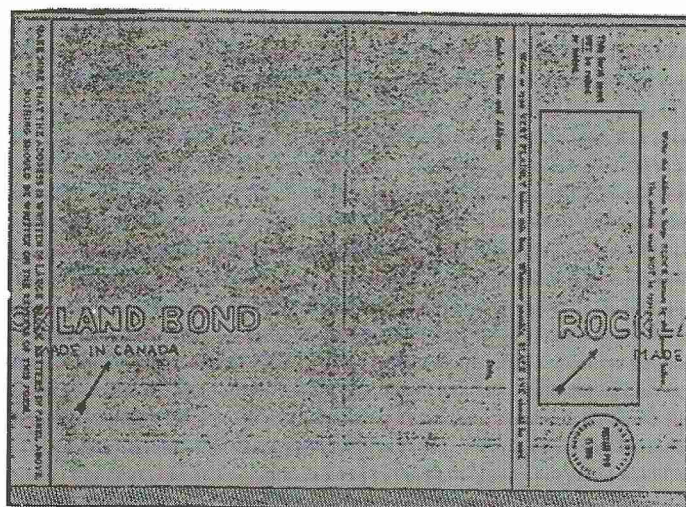


Figure 59

Unknown Mark on Letter to Tel Aviv, 1946 (*E. Glassman*)

Is any member familiar with the "damaged" mark applied to the letter shown below (Fig. 60)? It was sent from Neuchatel (Switzerland) to an address in Tel Aviv in 1946. It would appear that en route the stamp was removed, either by water or by accident. The mark would appear to have been applied en route, or perhaps on arrival.

This mark is not at all like any other of the Mandate marks applied for various reasons to letters. The letter was also not taxed.



Figure 60

The State of Israel

More about 1948 Israeli P.O.W.'s (*I. Karpousky*)

In his article "1948 Israeli P.O.W.'s" (HLP# #75-76, p. 513) Y. Tsachor presents the official statistics of Israeli 1948 P.O.W.'s in the Arab countries as of end of December 1948, where only 3 soldiers were captives in Lebanon, 46 in Syria, and the majority in Egypt and Jordan. Letters from these P.O.W.'s are therefore scarce and from Lebanon - extremely rare. As that article does not include illustrations of letters actually sent by P.O.W.'s, I would like to complete this deficiency by showing a few of these letters, including some very rare ones. The letters shown are mostly of the first half of 1949, while Tsachor's information is of December, 1948, but it is reasonable to assume, and also backed up by a similar 1949 booklet (Tsachor, private communication) that approximately the same data applies to the later period of these letters.

The first illustration (Fig. 61), although it is a cover from a P.O.W. in Egypt (from where about a third of all letters came) is unusual and scarce. It shows a rare d.c. mark

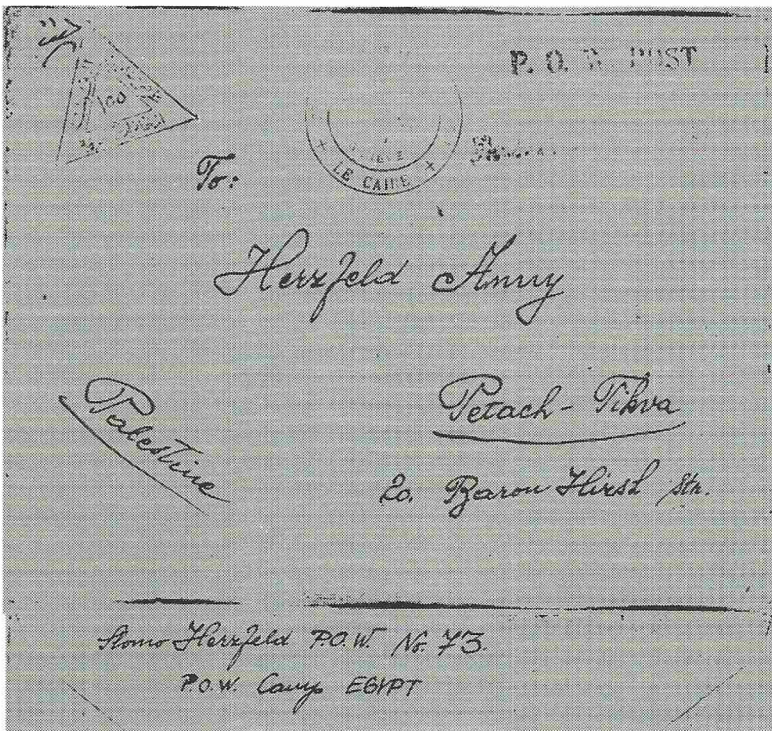


Figure 61

of the Red Cross delegation in Cairo inscribed, "Delegation pour le Proche Orient *Le Caire*" (Delegation for the Near East, Cairo), two one-line cachets, "P.O.W.'s Post" and "France de Porto" (Free of Postage), and a triangular Egyptian censor mark. It was sent by the Israeli "P.O.W. No. 73" to Petah Tiqwa, through the Geneva Red Cross office.

Figures 62 and 63 show rare covers out of the very few letters known to have been sent by Israeli P.O.W.'s in Syria. Both covers carry a strike of an office dater which seems to be the regular procedure of outgoing Syrian P.O.W. letters and enable us to know the despatch date. Figure 62 is a letter sent to Haifa on 19 April 1949 through the Red Cross office and which arrived there about ten days later, on 28 April (Israeli dated postmark on back). It has the manuscript framed note of the sender, "Par la Croix-Rouge Int.", and "Ecrit en Francais" (Written in French) according to P.O.W.'s mail regulations, an oval Syrian censor cachet No. 27 and a circular Hebrew cachet, "the Liaison Unit to the International Red Cross". It also has a very faint and hardly legible Red Cross handstamp which seems to read: "Comité International de la Croix Rouge — Geneve". Its return address on the back is, "P.O.W. Syrie".

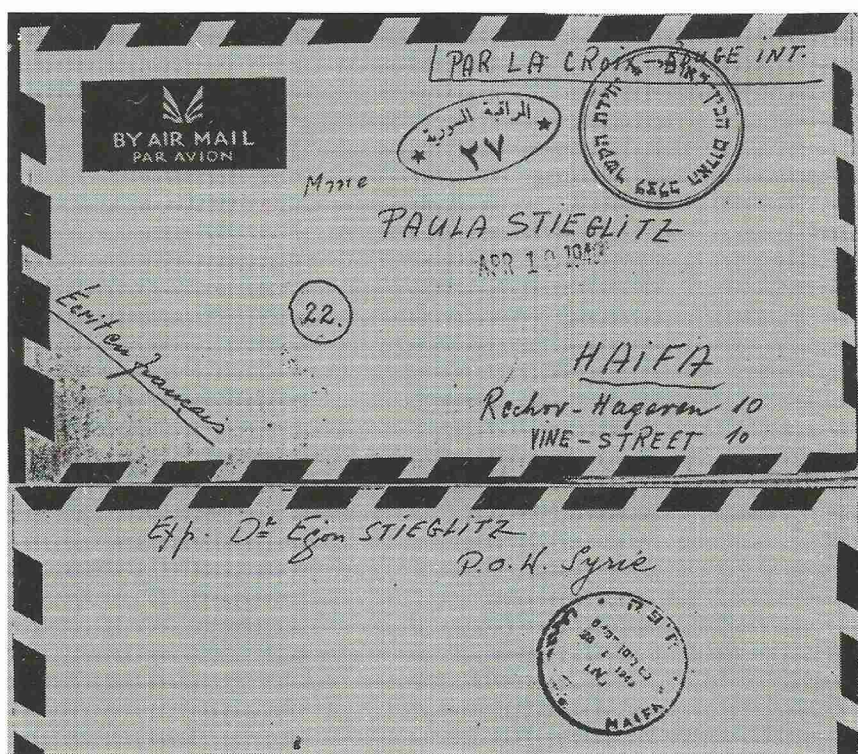


Figure 62

The second cover of an Israeli P.O.W. in Syria (Fig. 63) has very similar postal marks to the previous one. It was sent one month later, the dater showing 19 May, 1949, but does not have an arrival cancel as the first one. It carries similar three handstamps: The Geneva Red Cross office, the Israeli R.C. Liaison Unit and a Syrian censor mark. The last one is different in shape from the previous censor mark. Its return address is "Damascus, Syria", which is somewhat contrary to military regulations not permitting the mention of localities.

The fourth item illustrated (s. Front Cover) is probably the rarest of all Israeli P.O.W.'s letters - only two items from Lebanon have so far been reported!! It is a postcard written on 27 February, 1949 by Joseph Sionoff. It was struck by four handstamps: Two rare R.C. marks of Lebanon (inscribed "...Comité International... au Liban et au Syrie" in French and, "Croix Rouge an Liban..." in Arabic), the Israeli usual cachet of the Liaison Unit and a hardly legible trace of an Arabic oval mark which is probably a censor cachet. Again the return address is a name of a city, this time "Beirut, Lebanon", and not a military address.

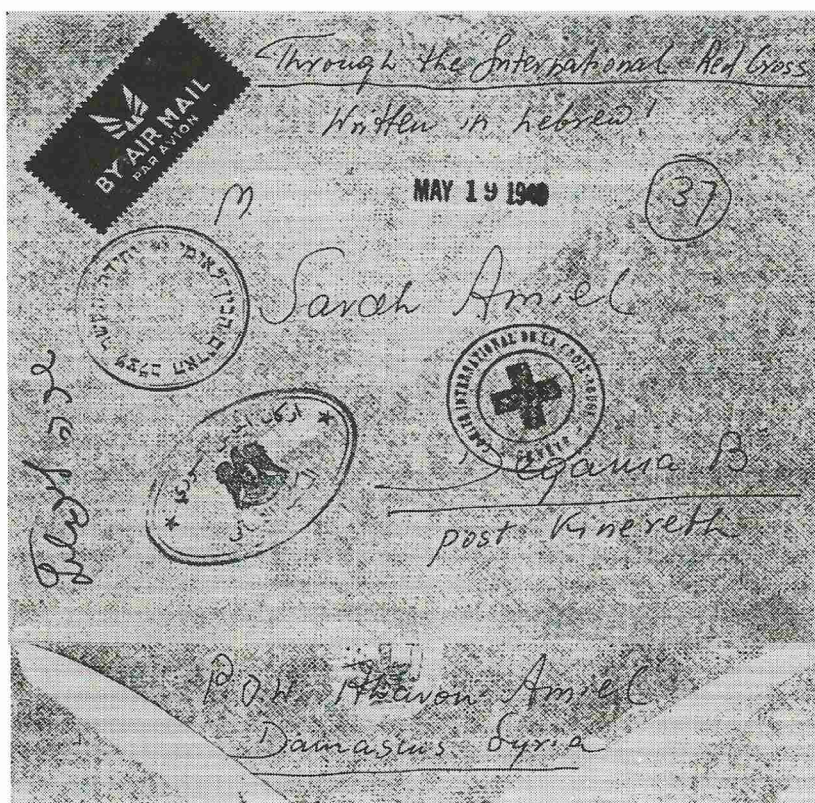


Figure 63

*

GENERAL NEWS

*

New Cancellations and Post Offices *(Compiled by J. Nachtigal)*

A. Special Cancellations: (See also Fig. 64).

- 14.12.98: "Clore Garden of Science", Rehovot.
- 15.12.98: "The 12th Israeli Philatelic Conference", Tel Aviv-Yafo.
- 20.12.98: "Masua-Aliya Movement. Children of the Diaspora Identity Tour, Hanukka 98", Jerusalem.
- 24.12.98: "Peace/Holy Land/Christmas - Noel 1998", Nazareth.
- 5.1.99: "Hanukka", Modi'in.
- 6.1.99: "Zahal Personnel 50 Years", Tel Aviv-Yafo.
- 21.1.99: "Celebrations in Memory of Sidna Baba Sale in Netivot", Netivot.
- 1.2.99: "The Knesset - 50 Years", Jerusalem.*
- 1.2.99: "Hyacint", Tel Aviv-Yafo.*
- 1.2.99: "Rabbi Shalem Shabazi", Rehovot.*
- 16.2.99: "The Jewish Colonial Trust 100th Anniversary", Tel Aviv-Yafo.*
- 16.2.99: "Continuity of Jewish Life in Eretz Israel", Zefat.*
- 16.2.99: "Ethnic Costumes", Rosh Ha'ayin.*
- 4.3.99: "Inauguration of the Palmah Center and Museum", Tel Aviv-Yafo.
- 8.3.99: "International Women's Day", Jerusalem.
- 11.3.99: "Inauguration of the LEV International Fiberoptic System", Tel Aviv-Yafo.
- 15.3.99: "International Consumer Rights Day", Tel Aviv-Yafo.
- 19.3.99: "World Stamp Expo Australia 99", Tiberias.*
- 19.3.99: "World Stamp Expo Australia 99 - Greetings from Israel's Philatelists", Tel Aviv-Yafo.
- 4.4.99: "Bnei Akiva Movement in Israel - 70 Years", Jerusalem.
- 11.4.99: "Tel Aviv 90th Anniversary", Tel Aviv-Yafo.
- 13.4.99: "50 - Beit Lohamei Haghetaot", Lohamei Haghetaot.
- 14.4.99: "The A. Aronsohn Lectures on Wild Wheats 1919-1999", Zikhron Yaaqov.
- 18.4.99: "Israel's Admission to the U.N. - 50 Years", Jerusalem.*
- 18.4.99: "Simcha Holtzberg", Jerusalem.*
- 18.4.99: "Memorial Day", Bosmat Tab'un.*
- 18.4.99: "Jewish Contribution to World Culture in the Modern Era", Rehovot.*
- 27.4.99: "IBRA 99 - Greetings from Israel's Philatelists", Tel Aviv-Yafo.

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

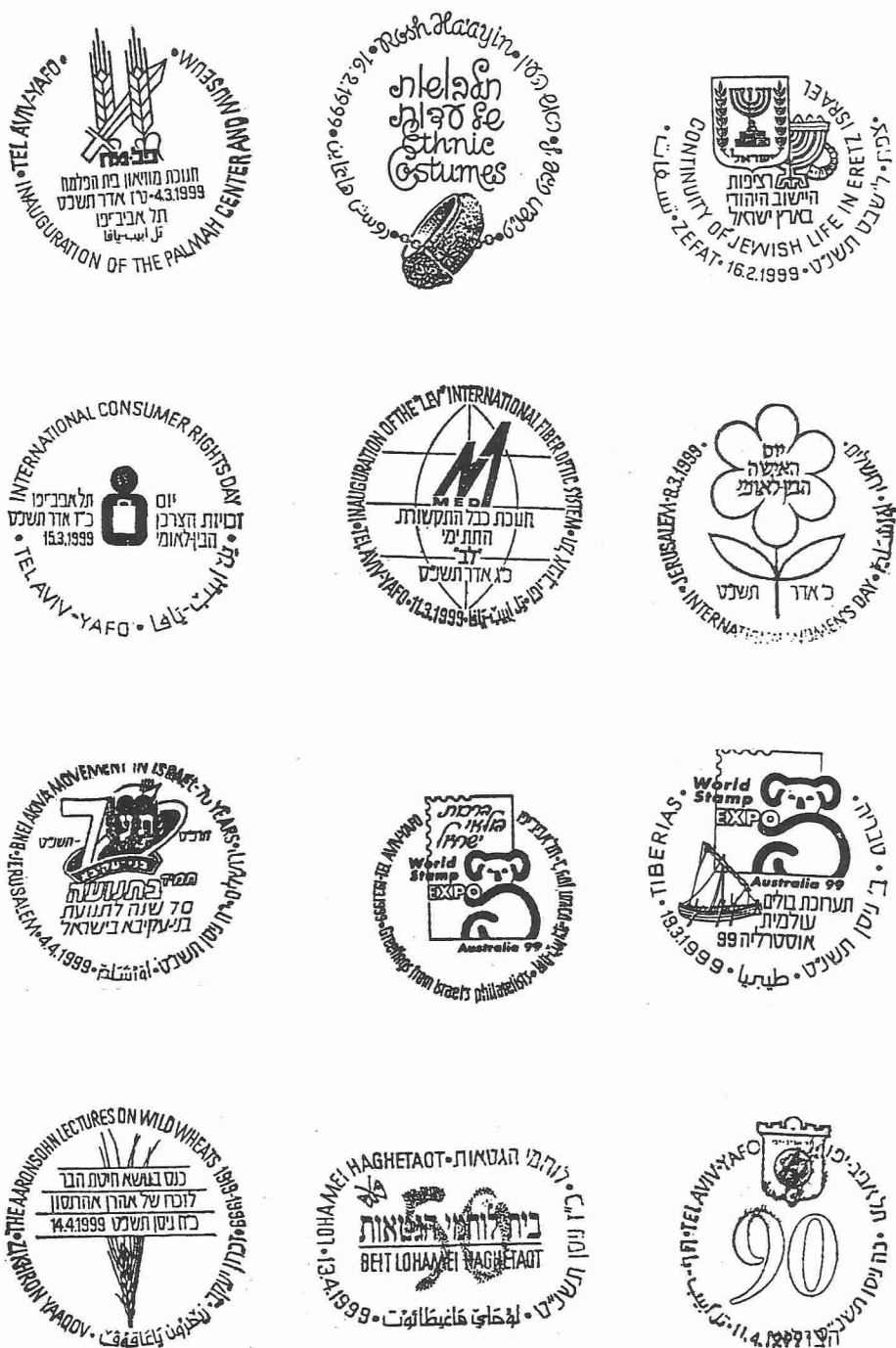


Fig. 64 (continued): Special cancellations issued in the last period.



Fig. 64 (continued): Special cancellations issued in the last period.

New Stamps

The following stamps have been issued during the last period.

- 24.11.98: A stand-by self adhesive imperforate stamp showing the Israeli flag (IS 1.15; no tabs).
- 17.12.98: Three stand-by self adhesive stamps like the above (IS 2.15, 3.25, 5.35).
- 5.1.99: A "Bezalel" Hanukka Lamp (IS 2.15).
- 1.2.99: Hyacinthus Orientalis (non-denominated definitive stamp); Rabbi Shalem Shabazi (IS 2.20); The Knesset - 50 years (IS 1.80).
- 16.2.99: Continuity of Jewish life in Eretz Israel, Part 2 (Zefat IS 1.15, Tiberias IS 5.35); The Jewish Colonial Trust - 100 years (IS 1.80); Ethnic Costumes - Collection of the Israel Museum (IS 2.15, 3.25).
- 19.3.99: An ancient boat of the Sea of Galilee - Souvenir Sheet in honour of "Australia 99" World Stamp Exhibition (IS 8.00).
- 18.4.99: Memorial Day (IS 1.20); Israel's admission to the U.N. - 50 years (IS 2.30); Simcha Holtzberg (IS 2.50); Jewish contribution to world culture in the modern era (second set) - An irregular sheet of eight se-tenant stamps, each depicting a famous Jewish personality (Ag 90 each).
- 16.5.99: In memory of James Ensor - An Israeli-Belgian co-production (IS 2.30).

Klussendorf labels: The "Season's Greetings" Klussendorf label issued on 16 November, 1998 (s. HLP# #75-76) was the last such label to be issued in Israel. On 8 January, 1999 the Nazareth machine and the P.S. stopped supplying all of these labels.

Book Review

“Postal Stationery of Israel” *by Sid Morginstin.*

Seldom has this writer encountered a philatelic handbook so thorough that it completely covers the subject in almost every possible detail. Sid Morginstin has collected this relatively neglected specialty most intensively for many years. During this time he has carefully recorded and correlated all pertinent details and information. In addition he has utilized every conceivable reference.

As a result, the Footnotes and Bibliography sections at the end of the work comprise 10 full pages consisting of well over 200 entries. It was indeed surprising to realize that this subject, which has never gained its due and rightful prominence amongst our collectors, has been so extensively discussed in our literature.

The work begins with a three page 'Definitions of Terms'. These pages should be compulsory reading for all Israel philatelists. Then follow sections specifically devoted to the various types of Postal Stationery. Included therein are Air Letter Sheets, Stampless Letter Sheets, Tourist Letter Sheets, Inland Letter Sheets, Postal Cards, Reply Postal Cards, Picture Postal Cards, The Military Air Letter Sheet, Entires and Stampless Entires. Also included are most useful tables of Postal Rates of Postal Cards and Air Letter Sheets by continent, amount and dates - all carefully gleaned from items he has seen!

Within all of these sections of the various types of stationery can be found all of the different known pieces - nicely listed, illustrated and described. Accompanying information for each piece includes issue and withdrawal dates, colors, sizes and Morginstin's most pertinent comments. At the conclusion of each sections can also be found Illustrated Usages and Errors, Varieties and Freaks - All are assigned catalog numbers and are illustrated. After these sections, Morginstin wisely included reference tables tying Bale Catalog Numbers to his numbering systems as well as summarizing the key data for all standard items issued by the Israel Postal Administration.

His sections detailing Tourist Letter Sheets, Picture Postal Cards and Stampless Entires should prove particularly useful as these subjects have been almost totally ignored in our literature. Wisely, he omitted to include the very broad field of Military Postal Cards leaving this area to David Dubin whose catalog of these will shortly be published.

The handbook has 103 pages and is nicely printed. The photographed illustrations are also excellent (often a shortcoming in philatelic texts). The only 'criticism' this writer can offer is to suggest that some data regarding prices and valuations would have been a most useful addition. While Bale catalogs provide much of this information, some notes about various commercially used stationery with scarce rates would prove helpful to the collector.

This is Morginstin's initial venture in philatelic cataloging. It is a superb work and it

is sincerely hoped that future years will see him expand his horizons to include other specialties so much in need of his type of dedicated research.

(Marvin Siegel)

Obituary: Fred F. Blau

A most dear friend and teacher of Holyland aerophilately and postal history passed away while sleeping on October 30, 1998 after suffering a stroke earlier that year (January).

Fred was born in Vienna, Austria, of a family in the hotel and restaurant business. He graduated from business administration and the international college for hotels in Europe, and worked for several years in 5-star hotels.

While playing with the champion hockey team Hako'ah-Austria at the 1935 Maccabiah games he decided to stay as an illegal immigrant in Palestine, thus saving his life by not returning to Austria. There he resumed his interest in stamp collecting and specialized in the air mail history of the Holyland which made him known worldwide for his expertise, knowledge and collection which won a great number of national and international major awards.

He wrote, with co-author Cyril Deighton, two major books on the L.Z. 127 Graf Zeppelin flights to the Holyland. The first is "The Orient Flight (1929)", published in 1980, and the second book is "The Egypt Flight (1931)" published in 1981, both by the (American) German Philatelic Society in the USA and in Germany.

Fred also wrote many articles on Holyland aerophilately and lately was involved extensively in research and collection of The K.u.K. Austro-Hungarian Fieldpost in the middle east during W.W. I.

I miss him both as a teacher and as a very dear friend. Zichro Lebracha!

(Chaim Shamir)



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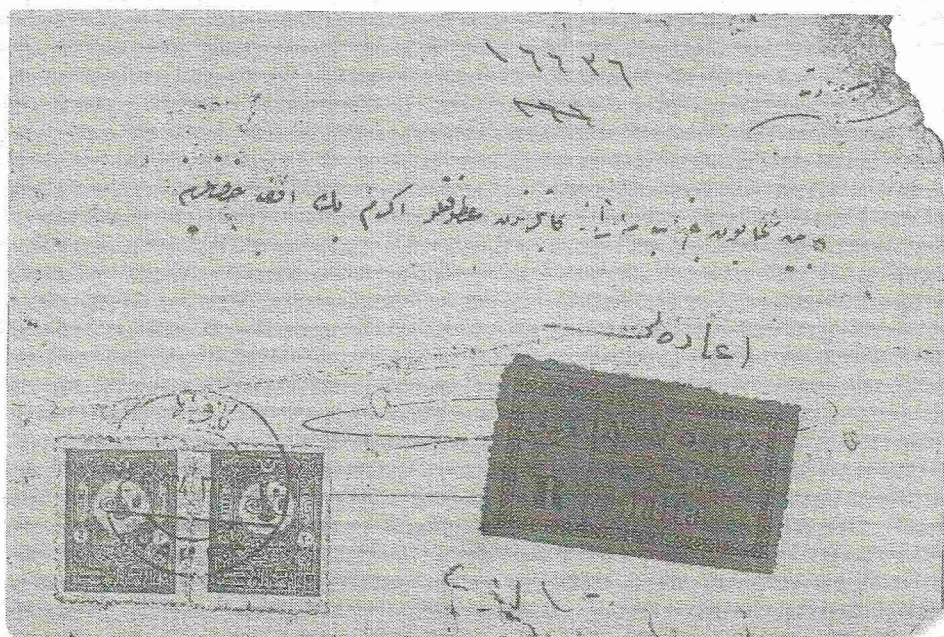


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הדואר של ארץ-ישראל



מכתב בין ישובי חוף מ-1904, רשום עם אישור קבלה (AR),
מיפיו לקונסטנטינופול, מבויל בתעריף נדיר של 2.5 פיאסטר

(=20 פרה תעריף רגיל בין-חופי + 1 פיאסטר דמי רישום + 1 פיאסטר דמי אישור-קבלה (AR))

A 1904 AR littoral letter from Jaffa to Constantinople, with the rare rate of 2.5
piaster stamps (=20 para littoral rate + 1 piaster R-fee + 1 piaster AR fee)

(See article on p. 617)