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[illegible]

An urgent telegram, sent on 5.6.48, from the G.H.Q. in Tel Aviv to Aloni, the Ezioni Brigade communication officer, regarding the establishment of the Army Post Office ("Office 5") in Jerusalem (see article on p. 1030)



SUMMER 1989

HOLY LAND POSTAL HISTORY

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

Affiliated to the Israel Philatelic Federation
ISSN 0333-6875

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Society annual membership fee: \$15 (includes Bulletin by surface mail;

If Bulletin requested by air mail, additional annual fee:

Europe - \$4.-, U.S.A. - \$6.- (subject to postal rates' changes)

Back issues available 2-36: at \$4.50 each (regular issues),

\$6.- each (double issues & #32), Index for Vol. I - \$2.-.

Advertisement (price for members):

Full page - \$28, half page - \$18 per issue.

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The Biennial Meeting of the HLPH Society

The biennial meeting of the Holy Land Postal History Society was held in Tel Aviv on 29th March, 1989. The Chairman and Committees for the next two years were elected as follows:

Executive Committee: Dr. Z. Shimony (chairman and co-editor), Mr. H. Muentz and Mr. B. Grosser (vice chairmen), Mr. Z. Aloni (secretary), Mr. M. Sondak (treasurer), Mr. E. Glassman (editor), Dr. E. Leibur, Dr. Y. Rimon, Capt. Y. Shabtai, Mr. Y. Tsachor.

Control and Arbitration Committee: Mr. M. Marco, Mrs. A. Shapira, Mr. I. Karpovsky.

Editorial Board: E. Glassman, E. Leibur, Y. Rimon, Z. Shimony, M. Siegel.

It was stressed by the speakers that our Society, though relatively young, has found its place among the leading Holyland philatelic societies in the world. Especially noted was the new printing format of our Bulletin, which can be considered now among the best of its kind with regards to both its contents and esthetic appearance.

It was mentioned by the Chairman that one of our main problems, apart from monetary ones which always exist, is the number of members. We do not grow in number: about the same number of members leave, for various reasons, each year as the number of new joiners. The Chairman noted the special efforts (and success) of our member Marvin Siegel in recruiting new members and requested all Society members to make similar efforts.

A new publication project was raised and approved in general outlines by the Assembly - an updated publication of all aspects of the postal history of the 1948 Transition Period in Israel. Several days later, an Editor and Editorial Board were decided upon and it was agreed that the publication would take the form of a series of four volumes, which would probably not be published simultaneously.

The Editorial Board is composed of: Editor - Dr E. Leibur, Senior Consultant - Mr H. Muentz, Co-editors - Mr E. Glassman, Mr M. Siegel, Dr Z. Shimony; other members - Mr Y. Tsachor, Mr I. Karpovsky, Dr Y. Rimon, Capt. Y. Shabtai. 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 Mandate, Minhelet Ha'am and Israel.

Vol II: Emergency, local and private postal services.

Vol III: Israel postal links abroad.

Vol IV: The Military postal services.

We would like to remind our members, and other philatelists, that two publications of our Society are available for sale (at the Society's address, see inside Cover): "Jerusalem Postal Services During the Siege of 1948" by M. Sondak (\$12 by seamail) and "Forerunners to the Forerunners: A Prephilatelic Postal History of the Holy Land" by J. Aron (\$17 by seamail). Enrich your philatelic library and HELP YOUR SOCIETY by ordering these publications!



היכוננו לתערוכת "תבל 89"
תערוכת בולים לאומית לנוער
בהשתתפות בין לאומית

סוכות 15-21.10.89 באולם בני ברית ת"א

The Overland Mail Haifa-Damascus-Baghdad

E. Menne Larsen, Denmark

1. Originals and Forerunners

The early descriptions of the overland route Damascus-Baghdad by philatelists depend heavily on the account given by the British traveller and author, H.V. Mortimer, in his book *"Through the Lands of the Bible"* (London, 1938¹).

Mortimer's account was based on his own observations, a brochure issued by the Nairn Co. (which he read in the bus), some information from the bus driver, and what he may have picked up elsewhere. I do not know if someone has ever seen or consulted the Nairn brochure which Mortimer says he read (perhaps some of the known illustrations originate from it?) or has been able to verify the information from other sources.

Recently, I found another description of a desert trip by a Nairn bus. It comes from the hand of a Danish civil servant, A.C. Johnsen, who after having served as an adviser to the Iraqi Custom and Revenue Department began his journey home by the Overland route Baghdad-Damascus in 1933. It was his second bus journey through the desert². The information which he supplies does not differ essentially from the account given by Mortimer - perhaps because they have drawn on the same source? Johnsen stresses the danger of Bedouin raids and mentions two examples of recent raids on the bus or on the convoy of smaller vehicles which used to follow it. He also adds a few supplementary notes on the origin of the route. According to him, the first ones to cross the Syrian desert in an automobile were some Syrians who carried a gold transport from Damascus to Baghdad in January 1923. In March, Mr. Drury of the Iraqi Irrigation Department went to Damascus in an empty gold transport car in order to pick up a much needed machine in Port Said. He returned via Damascus across the desert to Baghdad with the machine on a lorry.

These pioneers were followed by the Nairn Brothers who in April sent a convoy of motor cars to Baghdad. After the Iraqi Post Office had entered into a contract with them about a regular service, the first ordinary departure was in October 1923. This date apparently does not fit in with the Overland cover dated BAGHDAD, 3 SEP 1923 shown by Siegel and Shapiro in the *Israel Philatelist*³.

On the basis of the information available it is impossible for me to estimate if the discrepancy is a genuine problem or not. One should remember that the dates of the postmarks are not always "up to date" - sometimes with fatal consequences for the conclusions drawn by philatelists.

Despite the very impressive performance by the buses of the Nairn Company, one should not forget that the crossing of the desert was not an exceptional event. From "time immemorial" caravans had arrived in Damascus and Halep

(Aleppo) with species and goods from China, India and Arabia. In modern times, i.e. after 1500, we know that the route from Syria (Halep) along the Euphrates/Tigris to the Persian Gulf was used spasmodically as a supplementary mail route between England and India⁴.

In the early 1830's, Col. Chesney with subsidies from the British Parliament and the East India Company made some surveys of the navigability of the Euphrates and its possible use as an overland route to India. His reports were optimistic, but without immediate effect. However, the fast fortnightly camel land route from Basrah (later Mohammerah) to the Mediterranean via Baghdad and Damascus was re-established by the Indian Government and some years later the Lynch Brothers took over the steam navigation on the Tigris River for commercial purposes⁵.

The early days of railway construction saw various proposals for railways from the Syrian coast to Baghdad and India, among them one from Col Chesney, suggesting a railway from Halep to Baghdad. Nothing materialized until the Ottoman Sultan, Abdul Hamid, got interested in railways, primarily led by political and military considerations. Some railways were built in Western Anatolia. In 1903 a German company got a definitive concession, allowing it to construct a railway through Asia Minor via Halep to Baghdad and Basra. The line eventually marked out by the railway company was more aimed at opening up the economically promising Anatolia than to meet the sultan's strategic needs, but still the line was outside the range of the guns of the British navy.

The construction began, despite fierce diplomatic opposition from the other European Great Powers. A settlement was eventually reached in July 1914, but it was not until a few weeks before the Turkish armistice in October 1918 that the tunnels through the Taurus Mountains were finally opened for trains from Haidarpasha to the then terminal at Nusaybin in Kurdistan. Some rails had been laid from Baghdad northwards, but the section was not completed in October 1918.

After the political situation in Anatolia has stabilized in the early 20's, the Turkish "Taurus Express" ran from Haidarpasha to Halep and onward to Nusaybin and was used for mail transport. A direct line to Baghdad was not established until July 15th, 1940, after a British scheme for a railway Haifa-Baghdad had been turned down by the Iraqis who preferred the line of the Baghdad Bahn which had been marked out by the Germans.

The new war in Europe, the following development of air traffic and other factors caused the new route to play only a minor role as a line of communication, which was far from the hopes and dreams of the men who first conceived the idea of this railway⁶.

The first post office in modern times in Baghdad seems to have opened somewhere between 1840 and 1842, possibly at the same time as the opening of the post routes and offices in Asia Minor and Syria in 1840 - and not later

than 1842 as we know postmarks from Baghdad as well as Mosul in this year⁷.

Communication with Baghdad does not seem to have been simple. A Danish postal handbook of 1856⁸ mentions the existence of regular services from Constantinople to Diabekir, Mosul and Baghdad. Mail from Northern Europe to these destinations had to be prepaid to the Austrian-Turkish border. In order to ensure conveyance beyond Constantinople it was necessary to use a forwarding agent in Constantinople who would pay the necessary postage through Turkish territory. I do not know the exact route the mail to Damascus followed in those early days, but the route via Halep or Damascus seems to have been the most obvious one.

In 1906 a direct service existed across the desert between Damascus and Baghdad. According to a map I have seen, the route seems to have been a bit more northerly than the later Nairn route. The time of conveyance from Baghdad to Damascus was 9 days. As the distance was somewhere between 800 and 900 km, the desert post travelled about 90 km per day, which seems to have been quite normal for camel post. In the 1920's the German traveller and novelist, Bernhard Kellermann, was told that the camel post between Zahedan (Duzdab) and Bam in Persia travelled at the same speed⁹.

Mortimer mentions that the journey from Baghdad to Damascus might take up to two months (Johnsen says 40 days). Mortimer's statement may not be incorrect, but it creates a false impression of being the normal time to spend on a journey across the desert before modern civilization entered the scene in the shape of motor cars and buses. The 60 days may have been correct if one travelled in a caravan whose animals were carrying heavy loads. Arnold T. Wilson, an experienced Middle East hand, states that about 1800 a caravan used approximately 30 days from Kuwait to Baghdad and an additional 50 days from Baghdad to Halep. He talks about camels carrying a load of 700 pounds each. The Danish orientalist, Johs. Ostrup, who had travelled much in Syria and Mesopotamia, states that a camel carrying 400 pounds did not go more than about 30 km per day, and a Danish explorer, who in 1911 travelled in what is now Saudi Arabia, equals a camel hour with 4.8 km¹⁰.

By the turn of the century the European traveller did not cross the Syrian desert on the back of a camel - unless he insisted. In 1908 Ostrup travelled from Baghdad to Halep by horsedrawn carriage. The distance of about 900 km was covered in ten days, because an Arab company had opened relays with fresh horses along the route. When he returned in 1910 the relay-company no longer existed. The journey from Halep to Baghdad now took 18 days, because the same horses were used all the way¹¹.

Perhaps Mortimer's "up to two months" in contrast to the 24 hours bus service was part of the Nairn Co.'s sales promotion!?

I do not know what happened to the Baghdad-Damascus camel post after

WWI, but it seems that Mesopotamia was in need of a modern and reliable line of postal communication in the early 20's. The sea route from Egypt to Basrah was a rather slow affair (see later).

In 1921 the Cairo Conference gave the green light to a R.A.F. Desert Air route from Egypt via Palestine to Iraq, but as far as I understand, it only became a regular, fortnightly service in 1922¹², and as thus hardly a solution to the general problems of communication with Mesopotamia. The opening of the Desert Overland route by the Nairn Co. seems to have been an appropriate choice in this situation, offering a more comprehensive solution to the same problems.

2. The Egyptian Connection

In the "Quarterly Circular" of the Egypt Study Circle, London, J.M. Murphy has published some extracts from the Egyptian "Bulletin Officiel". Among the notes we find under April 23rd and 26th, 1923, notices from the Egyptian Postmaster General (PM.Gen.) informing the public that "ordinary and registered correspondence for Beirouth only may be dispatched by way of Qantara-Haifa". Upon the arrival in Haifa the following day at 9.30 am, the mail would immediately be sent by Motor Service to Beirut, where it was due to arrive the same day at 3 pm. The service operated all weekdays. The postal rates were the usual ones plus a special Motor Mail fee of 5 mils per unit of 20 g (or part thereof)*. The letters had to be fully prepaid and endorsed in red "By Special Service". 10 days later the PM.Gen. announced the service also included mail for the whole of Lebanon and Syria¹³. This Motor Service Haifa-Beirut was carried out by the Nairn Transport Co. The contract ended January 31st, 1924, and was replaced by an arrangement between the postal administrations of Egypt, Palestine and Syria to the effect that the mail was carried from Haifa to Damascus by motor cars of the Syrian P.O. . According to the Egyptian "Bulletin Officiel", the new service operated on each weekday. The special fee of 5 mils was cancelled at the same time¹⁴.

As far as I know the philatelic perspectives of this arrangement with the Nairn Co. has hitherto not been discussed in the philatelic press, and it is not known if the Palestine post office made use of this fast Nairn service between Haifa and Beirut early in 1923.

In the meantime, the Desert Route, Haifa-Baghdad (via Damascus), has been opened and on October 23rd, the Egyptian PM.Gen. announced that ordinary and registered correspondence was accepted for transmission by the special weekly motor car service via Haifa-Baghdad. The mail had to be endorsed in

* In the following, the phrase "or part thereof" is rendered as: "etc.", when the phrase follows immediately after a unit of weight; e.g. "20 g etc." means "20 g or part thereof".

red "By Overland Mail Haifa-Baghdad" in the upper left part of the cover. The postage was the usual foreign rates according to the class of mail plus an additional fee of 15 mils per unit of 20 g etc. The fee was irrespective of the class of mail.

Mail for the Haifa-Baghdad route was sent from Egypt every Wednesday evening and was due in Baghdad on the following Saturday at 10 pm. The return mail left Baghdad on Thursdays (later on other days are mentioned) and was scheduled to arrive in Qantara the following Sunday at 8 pm. The mail had to be fully prepaid, otherwise it would be sent by sea from Port Said¹⁵.

In March 1924 the Egyptian postal administration issued small labels in red (white lettering) with text in Arabic and English ("Motor Mail") which were distributed gratis. Approximately two years after the opening of the Haifa-Baghdad service, the PM.Gen. announced an improvement: Mail to Iraq and Persia by the Overland route would be dispatched daily from Egypt. The routes were described as on Wednesdays: Haifa-Baghdad; all other days (except Saturdays) via Haifa-Beirouth-Baghdad. The description leaves one with the impression that there was a daily Overland Service to Baghdad which seems rather unlikely. According to other information there existed only a bi-weekly service to Baghdad in 1927¹⁶

The notice also mentions that the additional motor mail fees were: Letters and postcards: 12 mils per 20 g etc., and 4 mils per 50 g etc. for other classes of correspondence (printed matters, business papers, samples). One should compare this notice with the notice issued by the Palestine Postmaster General in May 1925, in which a new Overland Service on Mondays from Haifa via Beirut to Baghdad in addition to the existing Haifa-Baghdad route on Wednesdays was announced. The additional fee for mail sent by the new route was 13 mil per 20 g etc. for letters. Another Palestine notice dated March 13th, 1926, introduced a new rate of 5 mils per 50 g etc. for printed and commercial papers. The time in transit for these articles would be approximately 5 days. Letters and postcards had still to be prepaid by a special fee of 13 mils per 50 g (sic!). The time in transit for these was 2 days¹⁷.

3. Postal Rates and Philatelic Analysis

Most of the information which is contained in the following list of postage rates originates from official Danish sources, which were published in the autumn of 1923, 1925, 1930 and 1935 respectively. The information usually reflects the situation prior to the printing, but some information may already have been outdated at the time of printing as some postal administrations did not inform of changes immediately after they took place. One should note that the ounce system of weight was apparently used in Mesopotamia/Iraq in the early 20's, but seems to have been replaced by the gramme system during the period in question. Within the postal system, 20 g equals 1 ounce and 50 g (the unit of weight for printed matters) equals 2 ounces.

Postal Rates for the "Overland Mail" Haifa-Damascus-Baghdad

Country & Year	Foreign letter rate 20 g	Each add. 20 g	Post- card	Foreign printed matter, per 50g	Regi- stra- tion	Overland fees	
						Let. per 20g	Pr.Mat. per 50g
Egypt	1923	15 m	10	10	4*	15	15
	1925					12	4
	1930	15 m	10	10	3	15	

Iraq	1923	3 as	1.5	1.5	0.5	(3)**	(3)
	1930	3 as	1.5	1.5	0.5	3	
	1935	15 fs	8	8	3	15	

Lebanon/1923	2.5 pt	1.5	1.5	0.5	2.5		
Syria 1925/30	7.5 pt	4.5	4.5	1	7.5		

Palestine						(1925)	(1926)
1923	13 m	7	8#	3	13	13	5
1930	13 m	7	7	3	13		

Persia	1923	20 ch	10	12	4	20	
	1925	15 ch	9	9	3	15	
	1930	18 ch	11	11	4	20	

Trans- Jordan	1923						
1930	15m	10	10	3	20		

The fees in () are deducted from philatelic material.

* 30 SEP 1925: Newspapers and magazines at 2 mils per 50 g.

** The Danish source states 4 as in 1923. 4 as seems to have been the rate which was effective in 1922. The philatelic material shows a rate of 3 as at the end of 1923. In 1925, it is stated as being 3 as. The Iraqi Late Fee was 3 as in 1927¹⁸.

In 1925, the postcard rate was 7 mils.

On the basis of this information on the postal rates of the period we may conclude, after an analysis of some philatelic material, that the Iraqi Overland fee was 3 as, probably per unit of weight. This is amply demonstrated by some covers published by Marvin Siegel and J. Shapiro, which all have some features in common: they are all from 1923, all are endorsed Overland Mail, all sent to U.K. or Palestine, and all franked with 6 as. Simple deduction of the known foreign rate of 3 as leaves us with 3 as to pay the Overland fee, provided the weight of the letters was within the first unit of weight¹⁹.

In my own collection I have a similiar cover of small size, sent from Basrah to Denmark in 1926; it is franked with 6 as on the reverse. There are no annotations, catchets or labels on it to tell us that it had been dispatched by the Overland Mail; but a piece of the front of the cover is missing, a piece which in size and shape may indicate that an Overland Mail label of the Iraqi type has been torn off. The cover is cancelled BASRAH NOV 9, 1926, with arrival pmk NAKSKOV 24 NOV, 1926, which means 16 days in transit. Another cover, Basrah May 26 1927 and arrival pmk Nakskov 21 June 1927, was 27 days in transit. This cover is only franked with a 3 as stamp. The periods of transit indicate that the first mentioned cover was forwarded via the Overland Route, and the second one probably by sea.

Siegel's registered cover Iraq-Turkey of February 1924, postage 9 as via Overland Mail, demonstrates together with other material a registration fee of 3 as in the period 1923/24 ff. (A registered cover Iraq-Palestine NOV 23, 1923, postage 8 as, seems, as far as I can estimate on basis of the illusration, to have a stamp removed). Siegel's Egyptian cover of October 20, 1926, offers some problems. A weight between 20 g and 40 g gives an Egyptian postage of 25 (=15 + 10) mils. The Overland fee was, acording to the notice of June 1925, 12 mils per 20 g, which leaves us with an Overland fee of 24 mils - and a surplus of 6 mils. The same phenomenon is seen on a cover published by G. Ward. It was posted at PORT TAWFIQ on August 25th, 1925. The franking was 30 mils of which 15 mils was ordinary foreign surface postage and 12 mils the Overland fee²⁰ Ward's cover was sent shortly after the change of the Overland fee, so the sender may not have been aware of the change of the fee. This may of course also have been the case with Siegel's cover from October, 1926.

The notices issued by the Postmasters General concerning the Overland Mail stressed that such mail had to be prepaid in full, both the usual postage and the special fee, but we do find some material which although being endorsed OVERLAND MAIL, apparently does not meet the requirement of being fully prepaid. I have a postcard from Iraq to Denmark, annotated "Overland Mail" in red. The postage is only 2 as, which paid the 1.5 as for the surface shipment by sea, but was hardly enough to pay for shipment by the Overland Mail. Pollack mentions a postcard Iraq-Palestine of December, 1927 with a postage of 3 as. It was annotated and sent Overland, even though the postage ought to have been 4.5 as. Siegel mentions a postcard with 4 as to Egypt, but does not comment on it²¹. Covers duly marked "Overland Mail" and franked between 3 and 6 as are known without the annotations being cancelled by the Iraqi post office; unfortunately we cannot see how they have been forwarded (Fig. 1).

Sometimes it looks like the sender may have thought that the additional postage (1.5 as) for a letter between 20 and 40 g was equal to the Overland fee. Perhaps some of these apparently incorrectly franked covers have just

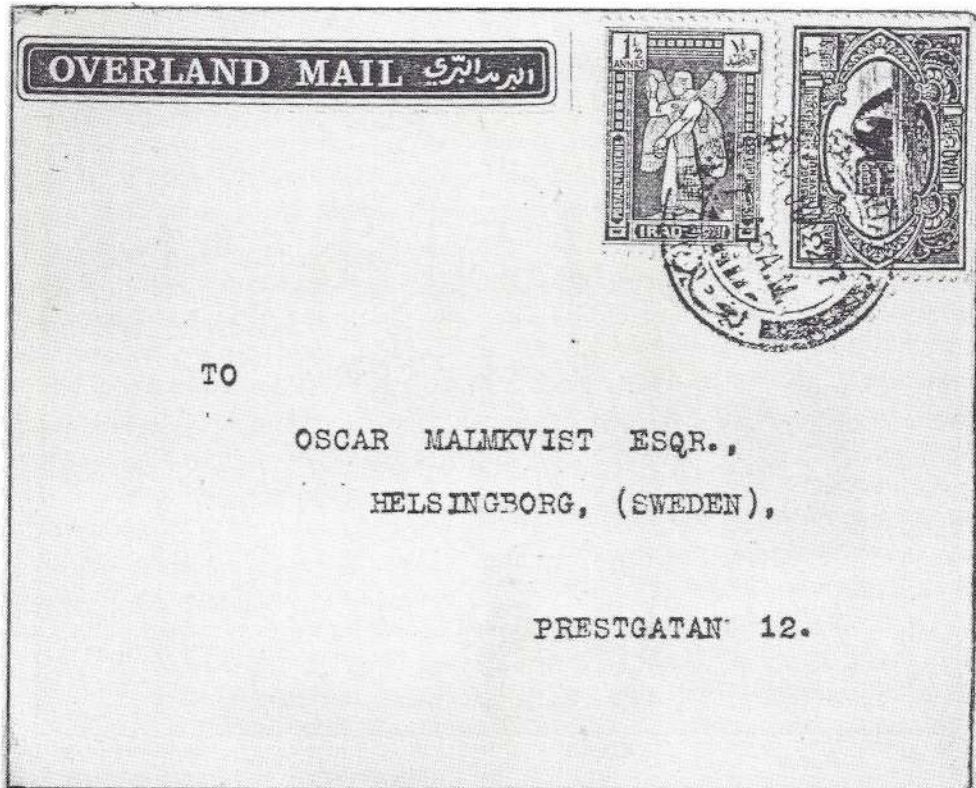
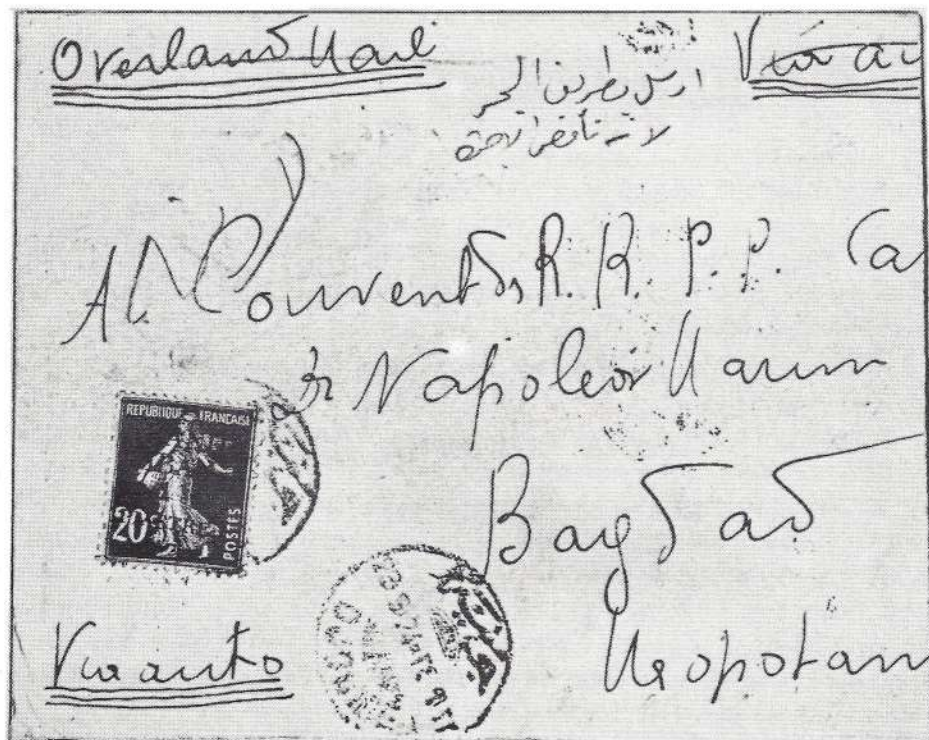


Fig. 1: Letter Iraq-Sweden, pmk Baghdad ? Jun 27, backstamped on transit Port Said, 4 JUL. Postage 4.5 as. We cannot see if the cover has been sent by the Overland Mail as the date of the Baghdad pmk is illegible.

filtered through the sorting office at Baghdad (?). At least they are difficult, not to say impossible, to analyse today.

The cover shown in Figure 2 is an Overland item about which we can say, with certainty, that it was not sent by Overland Mail, due to insufficient postage. In its present state the cover is missing 3-3.5 cm of the right part and only a French stamp overprinted for use in Grand Leban (value 1 piastre) is left on it. More postage may once have been affixed on the missing part. The Lebanese/Syrian foreign rate was in those days (1924) 2.5 piastres. I have no information on the Lebanese Overland fee, but my private guess is that it was about 2-2.5 piastres per 20 g.

The cover was sent from Djourne Sep 23 1924, duly annotated "By auto" and "Overland Mail". It passed Beirut on the same day, which was a Tuesday; the



**Fig. 2: A cover from the Lebanon to Iraq,
sent by sea mail as it was
insufficiently franked.**

car to Baghdad was due the following day. Somewhere during the transmission, a postman noticed that the letter was not sufficiently prepaid. He crossed the "Auto" and "Overland Mail" endorsements on the top and made an annotation in Arabic to the effect that the letter should be forwarded "via the road of the sea" ("bitariq al bahr") due to lack of postage. The cover subsequently passed Port Said on September 26th. Here it apparently caught a slow boat - not to China - but to Bombay, which was the point of exchange of sea mail between Europe and the Gulf.

Communications from Bombay to the Gulf were usually by the boats of the British India Steam Navigation Company (BISN), which ran a weekly service between Bombay and the ports in the Persian Gulf. The ships called at all stations, but there was also a service which only called at some principal ports. Mail from the British-Indian post office in Baghdad was, before the Great War, estimated by Baedeker to be almost up to three weeks in transit to Bombay. Other authors give a lower estimate: 3-5 days by river steamer

Baghdad-Basrah, and up to ten days Basrah-Bombay. Some steamers sailed directly between the Gulf and Europe, e.g., the steamers of the Strick Co. and of the German Hamburg-Amerika Line. At least the German ones called at all ports between Suez and Basrah²².

The cover in question finally reached Baghdad on October 18th, having spent 26 days in transit from the Lebanon to Iraq. No wonder that the Overland Mail seems to have been quite popular!

On April 1st, the PM.Gen. of Palestine published a notice informing the public about the reorganization of the Overland route. The mail to and from Damascus would be forwarded from and to Haifa by rail. The special Overland fee would no longer be charged as far as correspondence was concerned. Special Overland parcel rates were introduced. Such items had to be endorsed "Syro-Iraqi Trans-desert Service Damascus-Baghdad". A bi-weekly service would be operated between Damascus and Baghdad and vice versa.

I think that the Iraqi post office may have also cancelled the special Overland fee, which was charged on correspondence, in the same year. A cover annotated "par automobile" and postmarked Baghdad Jan 12, 1930, was paid with 3 as only²³. A single cover proves nothing, but I have not seen any Overland Mail from the early 30's which was franked by more than 3 as, later 15 fils. I have in my collection a cover from Iraq, 20 FEB, 1931, to UK (Fig. 3). It is endorsed "Overland Mail" and the postage is 3 as. It



Fig. 3: Cover Mosul - UK, February 1931, with postage 3 as. It was 18 days in transit, which indicates Overland Mail. The special Overland fee of 3 as was no longer levied!

travelled to UK in 18 days, which would hardly have been possible if it had been forwarded via the sea route.

In my opinion the Overland Mail annotations, cachets and labels may have been somewhat superfluous on correspondence which was sent via the Overland route after this time. The new concept apparently was that all correspondence from Iraq to the Mediterranean countries, Europe and some other destinations should be forwarded by the Overland Mail, without payment of any additional fee (Fig. 4).



Fig. 4: A registered cover Khanaqin, Iraq - Gera, Germany.
Postage 38 fils i.e. postage (up to 40 g) 23 fils,
registration fee 15 fils.
Apparently sent by Overland Mail without annotations.

Nevertheless, the annotations, cachets and labels continued to be used even if they seem to have lost most of their *raison d'être* - but perhaps they were thought useful or just appealed to the sender's imagination. At least, they may still have had a practical aspect: they may have been of some help to the sorters of the mail.

The last recorded use of a cachet from the Overland route is JAN 9, 1940²⁴.

At the same time as the Overland Mail fee was cancelled, the communication to and from as well as within the Middle East was greatly improved by the opening of the IMPERIAL AIRWAYS route from London to Karachi via Egypt, Palestine, Transjordan and Iraq. Is there perhaps a link between the suppression of the special Overland fee and the opening of the new air route?

4. Denmark and the Overland Mail

Towards the end of 1924, the Danish G.P.O. announced that ordinary and registered mail was accepted to Iraq and the Persian towns of Kermanshah, Hamadan and Mohammerah via the Overland route from Haifa to Baghdad. Such mail had to be annotated "By Overland Mail Haifa-Baghdad". At the same time it was stated that pending further notice no special fee would be levied for the time being. As far as I know, no "further notice" was ever issued. The traffic between Denmark and Iraq was never large. The Danish postal statistics of the 20's do not mention the traffic to and from Iraq, but the statistics of the financial year 1938-39 show that 3731 ordinary and 182 registered letters were sent from Denmark to Iraq, i.e. roughly 11 letters per day. No figures are available as to the Iraqi mail to Denmark.

The Danish Overland Mail in 1924 was sent to Munich, where it was included in the mail which left on Thursdays. The time in transit from Munich to Baghdad was 9 to 10 days.

Unfortunately, the Danish lists of the direction of the mails from the late 20's and early 30's are not available, but the list from April 1935 shows that surface mail to Iraq, Bahrain, Kuwait, Dubai and Muscat as well as South West Iran was sent daily from Copenhagen to Germany, from where it was forwarded on Tuesdays and Saturdays by train via Istanbul-Halep to Damascus and thence by bus to Baghdad, where it was due to arrive on the following Sunday and Thursday respectively. On Wednesdays the mail was forwarded by ship from Brindisi to Jaffa (4 days in transit) and by car to Jerusalem and Baghdad, where it was due to arrive the following Tuesday.

I think that we have here an example of the use of the bi-weekly Overland Mail route from Jerusalem via Transjordan to Baghdad, which was mentioned in the notice from the Palestine P.M.Gen. of June 30th, 1932.

Mail to Iranian localities at the Gulf of Oman and to the territory of Oman was sent to Bombay. Mail to other Iranian destinations was sent via Russia, but mail to Western Iran would be sent by the Overland Mail via Baghdad, if it was properly annotated.

Immediately before the outbreak of WWII, all mail from Denmark to Iraq was forwarded via Istanbul-Halep and Damascus. It was due to arrive in Baghdad 7 to 8 days after it had left Denmark.

Conclusion

The Overland Mail route Haifa-Damascus-Baghdad was a link of a chain of lines of communication from the Levantine coast to Mesopotamia and India, which was also known as the "alternative route".

The link established by the Nairn brothers was of no small importance locally as well as internationally because, compared with the sea route, it cut the time in transit for passengers as well as the mail to and from Iraq considerably, apparently to the benefit of all involved.

Bibliography and Reference Notations

The following references etc. are quoted in the notes by using the underlined words or letters. Other titles are quoted in full.

Sources and literature. Danish postal publications:

Udenrigs Brevposttakst (UB) 1923, 1925, 1930, 1935 (i.e. Foreign postal rates (UPU rates)).

Postforbindelsen til Udlandet, April 1935 & August 1939 (i.e. Mail routes abroad).

Officielle Meddelelser 1924 (OM) (i.e. the official GPO Bulletin).

Beretning om Virksomheden i Finansaret 1938-39. (Cph. 1939) (i.e. the annual GPO report.)

Philatelic publications.

BAPIP = The BAPIP Bulletin (followed by No., page & year).

THLP = The Holy Land Philatelist (followed by No., page & year).

HLPH = Holy Land Postal History (followed by No., page & year).

IP = The Israel Philatelist (followed by Vol., No., page & year).

QC = The Quarterly Circular. Published by the Egypt Study Circle, London (followed by Vol., No., page & year).

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Baedeker, Karl: Palestine et Syrie (Leipzig & Paris, 1906).

Hoskins, Halford L.: "British routes to India" (Philadelphia, 1928; reprint: London, 1966). A standard work on the early communications between England and India ca. 1750-1900.

Langer, William L.: "The Diplomacy of Imperialism" (New York, 1960); Chapter xix, the Baghdad Railway Project with a short account of the early projects in the area.

Ostrup, Johannes: "Erindringer" (Copenhagen, 1937) (= "Memoires", in Danish).

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Notes and References

1) Mortimer's book has only been available to me in Swedish translation.

- 2) A.C. Johnsen: "Bagdad og Babylon", (Cph 1938), pp. 141-48. (in Danish).
See also BAPIP 111, pp. 29-30 (1985) for an early account of a crossing of the desert with the Nairn Company (April 1924).
- 3) IP, xxxv, 5-6, p.4313 (1984).
- 4) John K. Sidebottom: "The Overland Mail" (London, 1948), pp. 4; 10 ff.; 59 ff.; 131 ff. Cfr. Hoskins, p. 21, pp. 66-67.
- 5) Langer, pp. 629 ff with further references. Hoskins, pp. 148-182, 178, 423-25. Wilson, pp. 268 ff.
- 6) For a good survey of the Ottomane railways, Cfr. Reinhard Hueber: "Die Bagdadbahn" (Berlin, 1943), p. 9 ff. and Zeittafel pp. 105 ff. For the early phase, see also Langer.
- 7) A. Steichele: "Die Postgeschichte Palaestinas von 1841 bis 1918. Die Osmannische Post", (1. Auflage), (1981). John H. Coles and Howard E. Walker: "Postal Cancellations of the Ottoman Empire", Part II (London, w/o year), p. 10.
- 8) "Die Briefpost in der Daenischen ... Monarchie", eine Zusammenstellung...von J.B. Ick (Ploen, 1856), p. 56-57.
- 9) Baedeker, Palestine, p. 378 (map), 398. B. Kellermann: "Auf Persiens Karawanenstrassen" (Danish ed., 1929), p. 93.
- 10) Wilson, p.264, note 3. Ostrup, p.12. Barclay Raunkjaer: "Gennem Wahhabiternes Land paa Kamelryg 1912" (Kbh. 1913), p. 283 (Danish).
- 11) Ostrup, pp. 102, 118.
- 12) BAPIP 41, p.3 (1962) & 47, p. 7 (1964).
- 13) QC xii, 11-12, p. 270 (1986).
- 14) QC xiii, 3-4, p. 76 (1987).
- 15) QC xii, 11-12, p. 273 (1986).
- 16) QC xiii, 3-4, p. 77 (1988); 5-6, p. 116 (1988).
- 17) The Palestine notices are shown in BAPIP 38, pp. 13 ff (1962) and No. 40, p. 9 (1962) and in IP, xxvi, 1-2, pp. 729-34 (1975). I think that the unit of weight for letters, which here is said to be 50 g at a fee of 13 mils, may be a misprint which ought to read 20 g (?).
- 18) UB 1923, 1925, 1930, 1935. HLP 35, p. 833 (1988) (the Iraqi Late Fee). The Persian Monetary system was 1 Kran = 20 Ch(ahis).
- 19) IP, xxxv, 5-6, pp. 4313-14 (1984).
- 20) HLP 35, pp. 832, 834 (1988). IP, xxvi, 1-2, p. 733 (1975); BAPIP 20, pp. 9 & xc (1957) (The G. Ward cover).
- 21) THLP 72, p. 1431 (1960); IP, xxxv, 5-6, p. 4314 (1984).
- 22) Tomkins, Major T.L.C.: "The Persian Gulf" (London, 1950) pp. 28, 36 (a philatelic publication). Baedeker, Palestine, pp. 398, 402. Ostrup, pp. 87 ff, 94. Hoskins, p. 427.
- 23) BAPIP 38, pp. 13 ff. (1962). IP, xxvi, 1-2, p. 731 (1975). BAPIP 104, p. 128 (1984).
- 24) BAPIP 14, p. 16 (1955).
- 25) OM 1924, No. 51, pp. 184-85. Beretning 1939, pp. 72-73. BAPIP 38, p. 14 (1962). IP, xxvi, 1-2, p. 734 (1975).

"Another Interim Period (1920)" Remarks and Corrections

E. Leib, Qiryat Bialik

In an article under the above name, published in our previous bulletin, Hochheiser calls attention to the period of transition from the British Military Administration to the Civil Administration. The term "Interim Period" was advocated as applicable to this period. Whether this name will be philatelically accepted remains to be seen. So far this term has been reserved in Holy Land philately for transition periods connected to postal service irregularities caused by major political changes, namely, change of sovereignty in the country. In 1920, the British administration and its employees merely changed hats. Although this was an important change, it does not compare to the changes that took place late in WWI and in 1948.

All this does not diminish the importance of the article, which sheds light on a period that has proven to be of great interest to philatelists. But some of the aspects mentioned in that article, need supplementing by additional information; other aspects require corrections. These will be made here.

General History: *The civil administration, under Sir Herbert Samuel as High Commissioner, replaced the military administration on July 1, 1920 (Fig. 5), whilst the drafting of the Mandate was still under discussion in London*

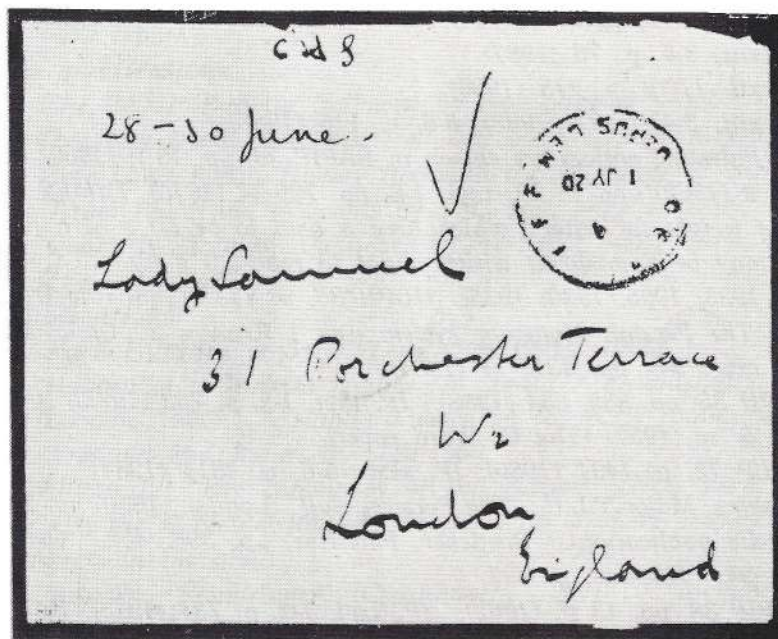


Fig. 5: A stampless cover hand-addressed by Sir Herbert Samuel to Lady Samuel, mailed from Jerusalem on his first day as High Commissioner.

and Paris. Already from the conclusions of the San Remo conference (held earlier that year) it became clear that Mandate over Palestine would be given to Great Britain, but the Mandate was not finally confirmed by the League of Nations until July 1922, and it did not come officially into operation until September 1923¹.

The Stamps. The decision to overprint the Typo series with the trilingual overprint was made by Sir Herbert Samuel on July 14, 1920.² This had nothing to do with Mandate requirements. The preparation of the overprinted issue took some time and so the unoverprinted 'EEF' set could not be withdrawn from sale until August 31. Following their withdrawal, the 'EEF' stamps remained in use until May 1922, when this set was finally demonetized. Thus, some interesting combinations of these stamps and postmarks exist during the civil administration:

(1) 'EEF' stamps cancelled by 'OETA' postmarks during the first two weeks of July 1920 (Fig. 6).

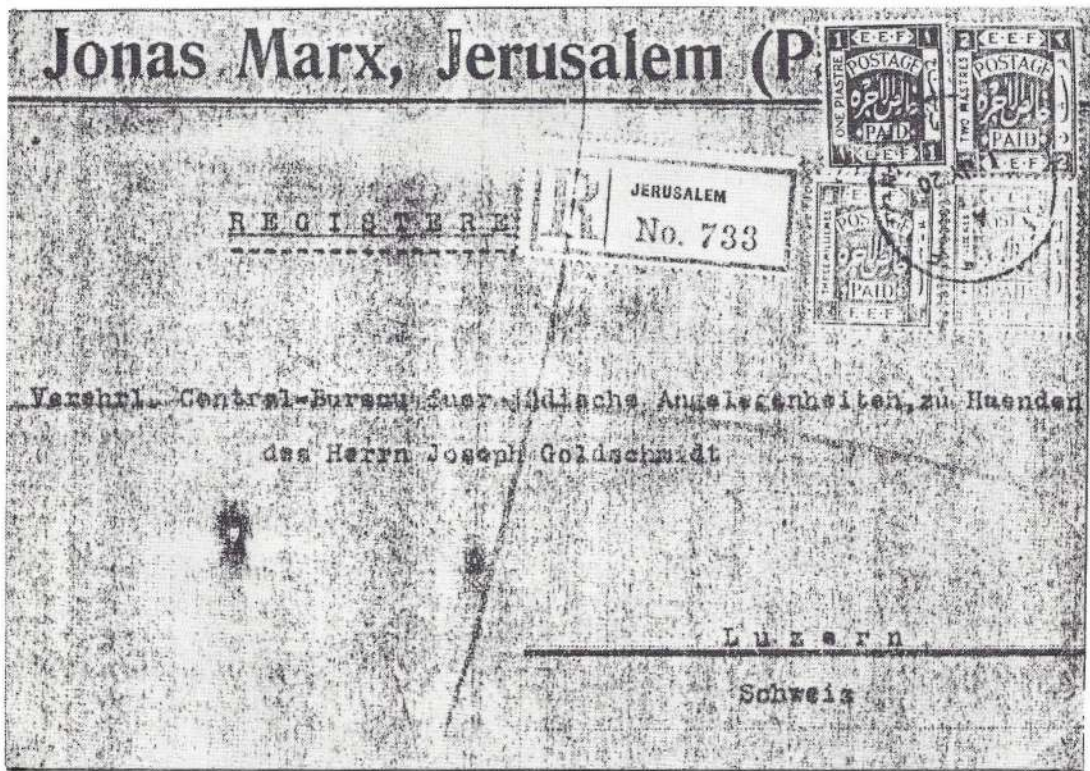


Fig. 6: A registered letter with Typo stamps of 38 m, cancelled 'OETA-EEF JERUSALEM RGD/ 1 July 1920'; first day of the Civil Administration.

(2) 'EEF' stamps cancelled by postmarks with 'OETA' removed, during the last part of July and during August 1920 (Figs. 7, 8).

(3) 'EEF' stamps in private hands, used after the set had been withdrawn

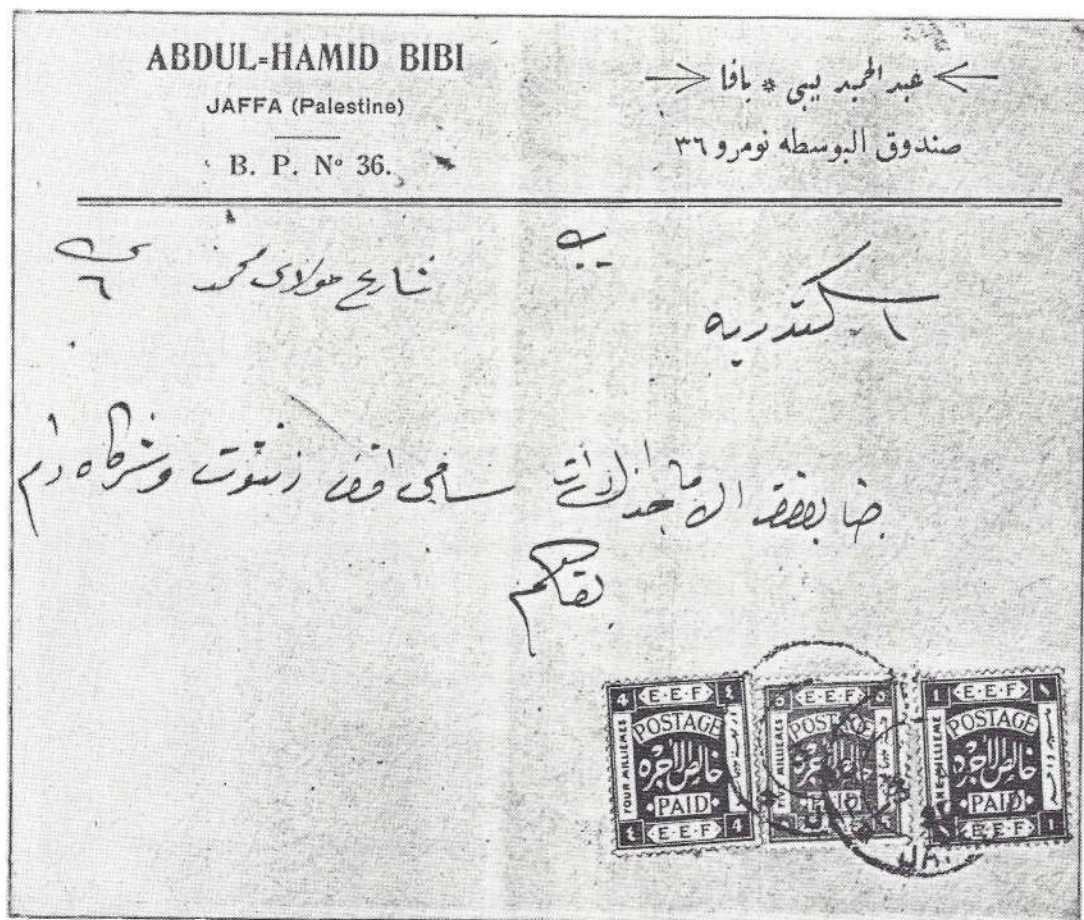


Fig. 7: Typo stamps on cover to Alexandria, cancelled by the engraved postmark of Jaffa with the letters 'OETA' removed; August 3, 1920.

from sale and before it was demonetized (Fig. 9). This created on some occasions mixed franking with the overprinted stamps (Fig. 10).

Records were made of 'EEF' stamps accepted later than May 1922, when this issue had been demonetized. Most probably, in these few cases, the lack of overprint passed unnoticed by the postal clerks.

The above mentioned usages add an interesting phase to the already complex postal history of the 'EEF' issue.

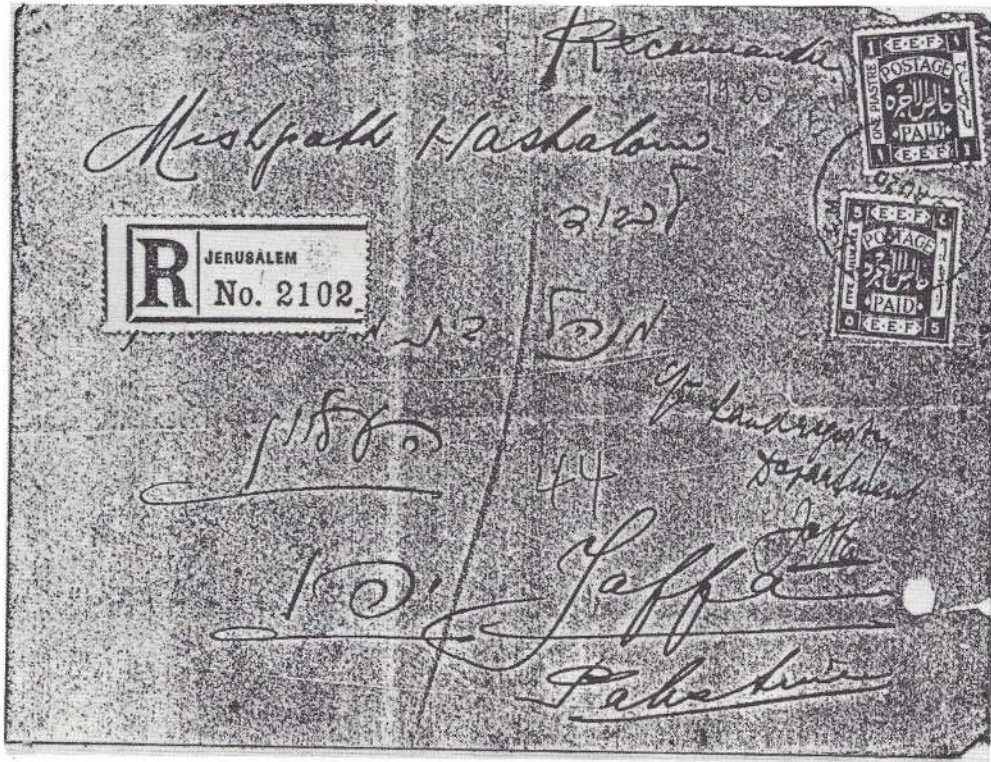


Fig. 8: Inland registered cover franked by Typo stamps, cancelled on August 13, 1920 by Jerusalem skeleton postmark with 'OETA' removed.

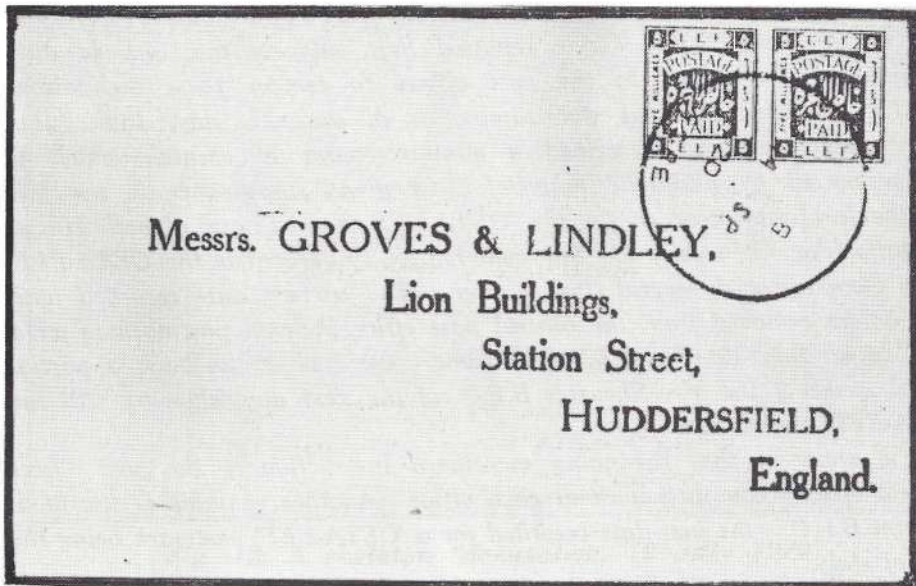


Fig. 9: "Acre, 14 Sept 20" with 'OETA' removed, on pair of Typo 5m on cover to England.

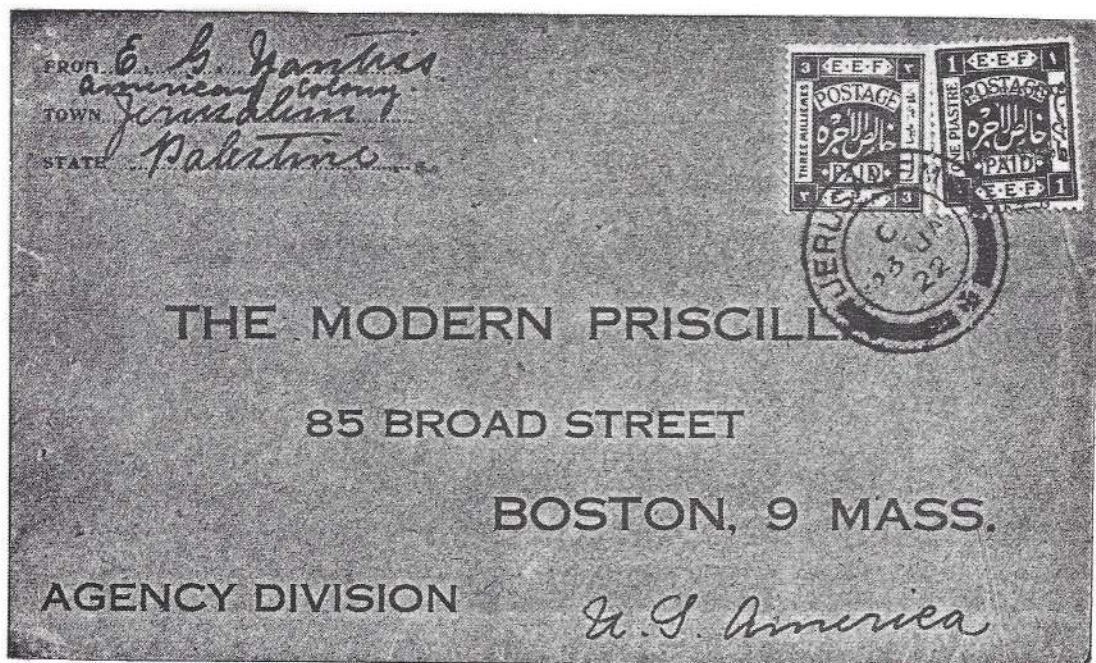


Fig. 10: Late usage of Typo 3m in combination with overprinted 1p; cancelled by engraved double-circle postmark of Jerusalem, Jan 23, 1922.

Cancellations. Contrary to the statement made by Hochheiser, the 'OET', 'OETA' or 'OETA-EEF' letters were not removed from the postmarks on July 1, 1920. The Haifa Study Circle reported that only on the 14th of July instructions were issued to the post offices to remove these occupation-identifying letters from the datestamps, as of the next day, 15th July.³ Other researchers had described a similar course of events⁴, which is also supported by philatelic material. Of great significance is the fact that the last date recorded for the 'OETA-EEF' handstamps of both Haifa⁵ and Jaffa (Fig. 11) is July 14. For some reason, in Jerusalem the 'OETA-EEF' letters were removed several days earlier. The earliest date recorded with these letters removed from the central post office skeleton postmark is on a cover dated July 12 (Fig. 12). The same cover has on its back a partial arrival strike of the Mea-Shearim B.P.O. of the next day, showing still the 'OETA-EEF' inscription.

It is apparent that the above mentioned instruction to the post offices was not strictly complied with at each office. Another example is the Mea-Shearim B.P.O. - the last date recorded for a 'OETA-EEF' postmark being the 20th of July.⁶

Mention should be made here that the first "civil" postmark, (without 'OETA' letters) to be introduced, that of Tel Aviv-Jaffa, had been put on

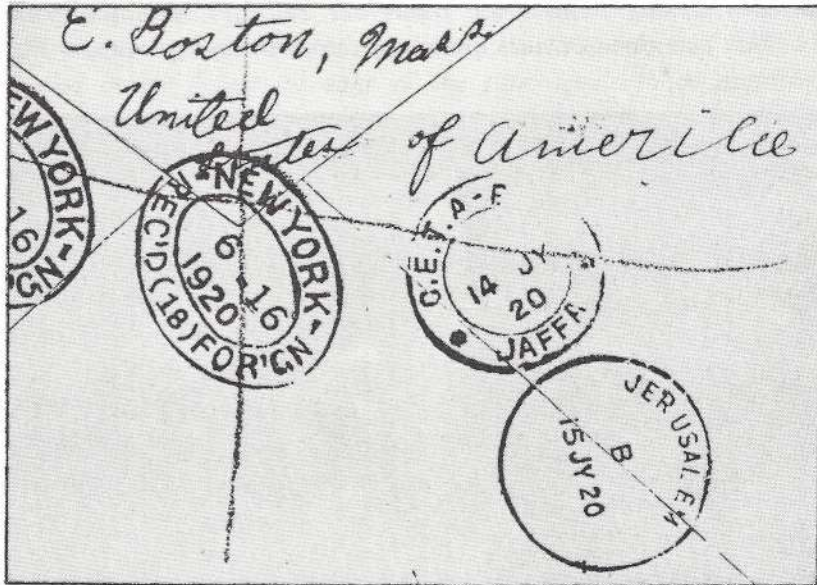


Fig. 11: Back of a cover from Boston to Jerusalem, showing transit mark of Jaffa, July 14, 1920 with the 'OETA-EEF' letters and the arrival mark of the next day in Jerusalem without these letters.

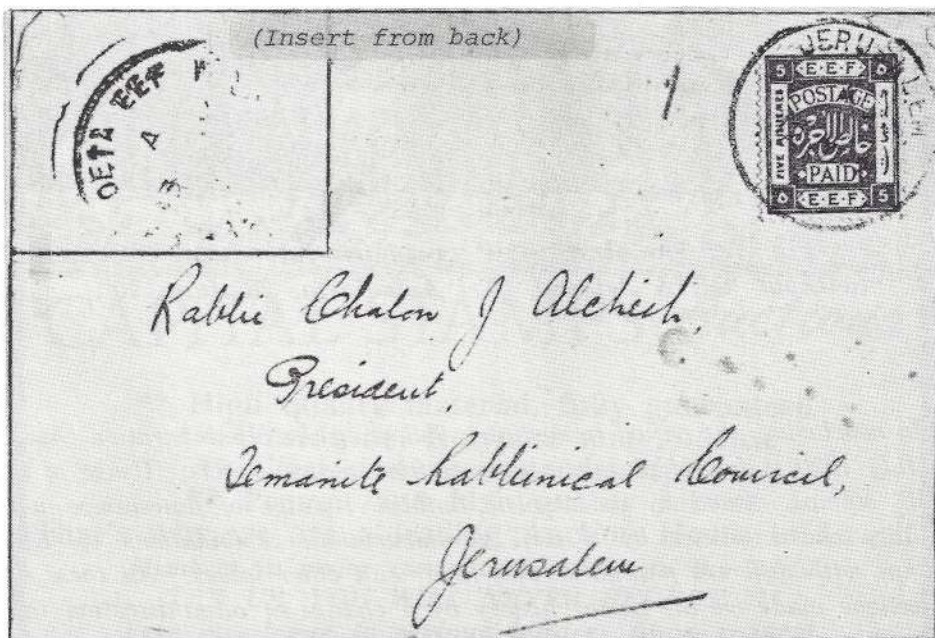


Fig. 12: A skeleton "Jerusalem, 12 July 1920" with 'OETA-EEF' removed (earliest date recorded), and a strike of Mea-Shearim arrival pmk of July 13, with the 'OETA-EEF' letters not yet removed!

service already during June 1920, before the Military Administration was replaced. This was done in anticipation of the forthcoming change (Fig. 13).

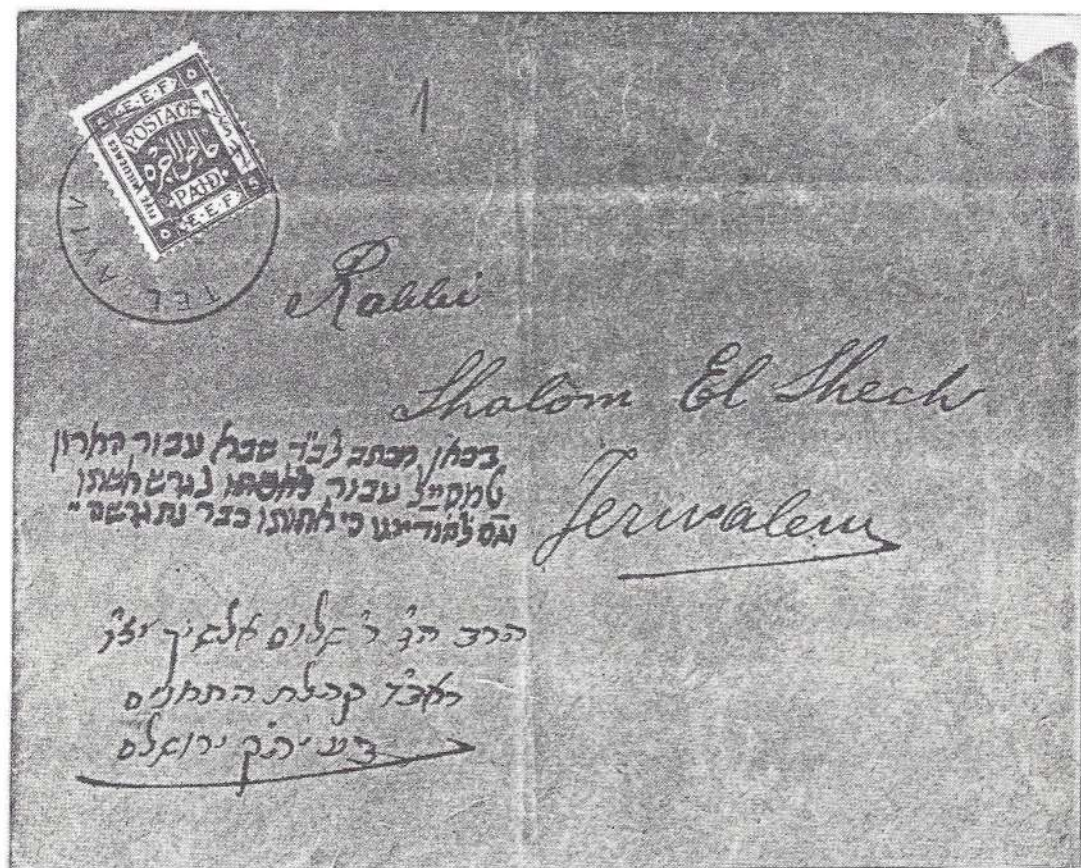


Fig. 13: The first 'civil' postmark introduced (without 'OETA' letters), 'Tel Aviv-Jaffa, 28 June 20'.

In conclusion, the period immediately following the administration change in July 1920 is full of philatelic interest from many aspects: Usage of the 'EEF' stamps, issued by an obsolete authority; usage of datestamps with military characteristics by a civil administration; combinations of 'EEF' stamps with different postmarks and later with other issues. All these are reflections made on the postal history by a change of administration in a relaxed manner. To demonstrate the slow pace of this change, it is interesting to report that only on 20th of July a statement was made that the administration by "Military Governors" had come to an end as from the 1st of

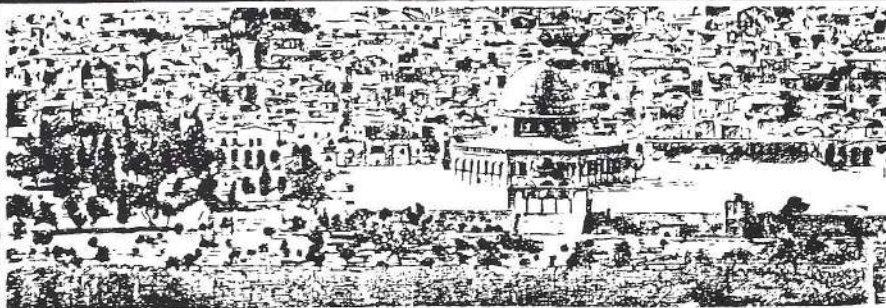
the month and that their new title was "District Governors". With this state of mind, there is no wonder that replacing the large stock of 'OETA' forms - postal and others - just for sake of the title, would have appeared to the officials as a waste of money.

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- (1) Ingrams, D., "Palestine Papers 1917-1922", Braziller, N.Y., 1973.
- (2) Resnik, S. "'Eretz Israel' on Palestine stamps", THLP 3, p. 82.
- (3) 'OETA-EEF', THLP 31/32, pp. 714-717.
- (4) "The OETA Postmarks of the Towns", BAPIP 88, p. 6.
- (5) Goldstein and Dickstein, "Haifa and Jaffa postmarks of the Palestine Mandate", p. 5.
- (6) Glassman and Sacher, "Postmarks of Mandate Jerusalem", p. 60.

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Jerusalem's 1948 Army Post Office - Archive Documentation

Y. Tsachor and S.L.G. Rothman

The subject of Jerusalem postal services during the Siege of 1948, including its Army Post Office No. 5, has been studied thoroughly, and many research articles have been published.

A recent visit to the head archive of the Israel Defence Forces has led to some very interesting documents being unearthed, revealing data about the functioning of the Army Post Office No. 5 in June '48. These documents do not contain any new major discoveries but they do include interesting facts and strengthen previously published assumptions.

We illustrate and discuss below some of the most important of these documents.

Army Post Office #5 began operating on the 7th of June 1948. This is described in the announcement published on the 4th of June by Aloni, the Communication Officer of the Ezioni Brigade stationed in Jerusalem¹.

On the 31st of May, Aloni issued a three page announcement to all units, stating the intention to begin this service and describing its functions. This announcement, headed "Army Post", contained twelve chapters describing in detail how to send mail, how mail should be collected and reforwarded. It also detailed the responsibility of the sub-units. It defined allowable weights and dimensions, and discussed the rules of censorship. Most important to philatelists is the list in Chapter 8, where all the postal numbers of the sub-units are given. The three main ones are: Ezioni H.Q. - 211, Ezioni battalion #61 - 212, Ezioni battalion #62 - 213.

Listed as sub numbers of 211 are 24 units which were also listed in reference (2), p.17.

It is clear from the above described document, that although the city was besieged, Aloni and his superiors were familiar with the orders issued by the Army Postal Service Head Quarters. They apparently made every attempt to follow them even though they lacked most of the necessary supplies.

The cable shown on the Front Cover, was sent to Aloni on the 5th of June, at 12:25 and reads as follows:

"From: G.H.Q./ Department of Supply

Grade of Urgency: Urgent

To: Ezioni, Aloni

Sending you postal equipment and orders. For G-d's sake inform the name of the person in charge, and his men. He has to be in touch with the H.Q. of the Army Post. The men will be mobilized to the Army Postal Service."

No answer to this cable was found in the files.

On the 14th of June, the letter in Fig. 14 was sent from the head of the Army Postal Services to Aloni at A.P.O. #5. In paragraph one, he refers to Aloni's letters of the 31st of May and the 4th of June, which we have already discussed. Paragraph two reads: "We received with great satisfaction the news about the establishment of A.P.O. #5 in Jerusalem, a thing for which we

בטת שירותי הדואר הצבאי

דצ/5/45
14 יוני 1940

מערך
מטכ"ל/אג
אלוני
משרד דאר צבאי 5

הנדון: דאר צבאי.

1. מכחכך מ 469/19 מיום 31 למאי 1948 ומכתב אלוני מ-19-ב-42 מ-4 ליוני 1948.
2. כסיפוק רכ קבלנו את הידיעה על הפעלת משרד דאר מס' 5 בירושלים, דבר אשר התלבטנו בו מאז הפעלת שירותי הדואר בארץ. וישר בתכם.
3. בכדי להבטיח שרות יעיל מן התכרח הוא שמשרד דאר מס' 5 יפעל בתוך המסגרת הכללית של שירותי הדואר הצבאי.
4. לידיעתכם החקן המאושר של משרד דאר צבאי 5 הוא:
 1. סמל אחראי בדרגת סרגנס;
 - 1 מ"כ סגן סמל האחראי;
 - 2 טוראים;
5. בכדי להעבירם מיחידותיהם הקודמות לשרות דאר צבאי דרושים לנו הפרטים הבאים:
 - א. מספר החייל (אם ישנו);
 - ב. שם ומשפחה;
 - ג. דרגה בצבא או בכנסת;
 - ד. תפקיד;
 - ה. נסיון בעבודת דאר;
 - ו. שם היחידה שאליה השתייך החיל לפני העסקתו בשרות הדאר הצבאי;
6. לסמל האחראי במשרד דאר 5 ישלחו כל מקורות השרות שאורטכו עד כה, ציוד משרדי, כולים וכו'.
7. משרד דאר מס' 5 יחליף משלוות דאר עם בסיס א' חל אביב על ידי שרות הסמקת סוססת או בכל דרך אחרת שתפתח בעתיד.
8. על לסמל האחראי לשלוח דו"ח למטה השרות על סדרי העבודה הקיימים בעת.
9. עם קבלת הפרטים המובאים בסעיף 5 יחליט ראש שירותי הדאר הצבאי על אזור האגפים בתפקידם הנוכחי ויעשה את הסדור לשרותים אצל מטכ"ל/אבא 2 בכדי להעבירם רשמית לשרות הדאר הצבאי, ויהיו כפופים למטה השרות ומאידך יספחו למחנה הקבע מס' 1 אשר ידאג לכלכלתם, ציודם האישי ושכונם.
10. ראש השרות האל אליוני מקי.

ראש שירותי הדאר הצבאי.

Fig. 14: Letter from the H.Q. of Army Postal Service to A.P.O. #5, dated June 14th. Contents include orders on air mail service.

have toiled since the beginning of the operation of the (Army) Postal Services." In paragraph three it is stated: "In order to assure efficient service, it is necessary that A.P.O. #5 function in the general framework of the Military Services.", while paragraph four details the approved standards for the A.P.O. #5: "One sergeant in charge, one corporal (the sergeant's assistant) and two privates."

Next follows a request for personal details regarding the personnel and paragraph six orders: "The sergeant in charge of A.P.O. #5 will receive all the orders of the Service that have been published until now, office equipment, stamps etc."

We consider the following (paragraph seven) to be the most important postal history information included in this letter: "A.P.O. #5 will exchange mail shipments with Base A, Tel Aviv, by air supply service or any other way that will be opened in the future." Paragraphs 8-10 deal with bureaucratic orders.

The letter in Figure 15 was also sent on June 14th. It is addressed to the H.Q. of the Army Post, Tel Aviv, and signed by Offira, probably one of the staff workers of the A.P.O. #5. The cachet on the bottom left is the same as described in reference (2), Figure 85. The cachet on the bottom right is of the H.Q. in Tel Aviv, indicating arrival on the 17th of June. The contents reveal confusion with regard to many technical operational details. Although functioning for at least a week, this letter also reveals the lack of basic equipment. As a result, we know that the large provisional rubber postmark was used. Doar Ivri stamps arrived in Jerusalem only on the 20th of June.

The letter reads as follows: "Subject: The arrangements of posts. We request detailed orders on the management of Army Post Office matters. Indeed, our office has been opened here, but it is not known whether the arrangements fixed by us are the permanent ones according to the orders of the H.Q. Also requesting details on the bookkeeping arrangements of the Army Post Office.

A question has arisen about the sending of letters abroad. This problem is very urgent and needs immediate treatment. If it will be decided to allow sending of mail abroad from our office, please supply us with stamps together with orders pertaining to their sale.

Our office lacks appropriate equipment, especially we have difficulties in obtaining postal sacks and suitable postmarks. Please take care that these things will arrive here soon."

אל ; מטה הדואר הצבאי בתל-אביב,

הנדון: סדורי דאר.

מבקשים הוראות מפורטות על הנהלת עניני
משרד דאר צבאי, אמנם, נפתח משרדנו כאן, אבל לא
ידוע לנו האם הסדורים שנקבעו על ידנו, הם הם
סדורי הקבע לפי הוראות המרכז. כמו כן מבקשים
הוראות על הנהלת הפנקסים של משרד דאר צבאי.

התעוררה השאלה של משלוח מכתבים לחוץ-לארץ.
בעיה זו דחופה ביותר ודורשת ספול מיד. אם יחלט
להרשות משלוח דואר לחוץ-לארץ ממשרדנו, נא לספק
לנו בולים וכדומה יחד עם הוראות על מכירתם.

חסר במשרדנו ציוד מתאים וביחוד מתקנים בהשגת
שקי דאר וחומות מתאימות. נא לדאוג שלברים אלה
יגיעו אלינו בהקדם.

14.6.48

אליכס

דואר צבאי

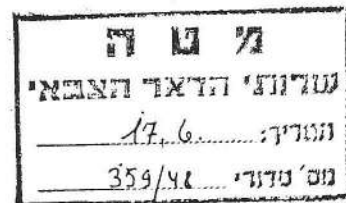


Fig. 15: Letter from A.P.O. #5 to Head Quarters of Army Posts, Tel Aviv, June 14th, describing operational difficulties.

The cable in Figure 16 was sent from Jerusalem to Mr. Shenkar, the head of the Army postal service, marked as very urgent (Bahul). It is dated June 20th, 11:30 and signed by Mr. I. Polishuk, who was an officer in the H.Q. of the service, sent to Jerusalem (as per other cables we have seen) to look after the matters of A.P.O. #5*. The cable was received on the same day at 13:00. It reads as follows:

נ 2 1130 20 יוני 1948 =
 שטקן צאנר גאליה צבא דפד דפד
 אין צירי יאנר דפד האנשיה ס בקע"ה הצלחה לזיוס
 פק"צ צאנר של מה אכזבנסקי צאנר צבא' ס
 סוכנת ואל ינני הצבא' הצבא' והיוה פול יקדו
 מוקדמו הקדמה לבנין הצבא' המרכזי חלום חלום
 מרגי יא שני 20/6 יא צבא' אצבחי ס
 אנה אמר וכל אל יבדקי בקע"ה אצבחי אצבחי
 הוא אצבחי יא אצבחי אצבחי אצבחי אצבחי
 בקע"ה אצבחי קע"ה אצבחי אצבחי אצבחי אצבחי
 אצבחי אצבחי אצבחי אצבחי אצבחי אצבחי
 20 יקום אצבחי אצבחי אצבחי אצבחי
 = פולישוק

נקה 1300 20/6

Fig. 16: Cable of 20th June, from Jerusalem to Tel Aviv H.Q., relating to the staff of the office and the transfers of mail.

"There is no more need for the two men. I have managed with difficulty to mobilize a postal clerk, Shlomo Grozinski. I have arranged the matters of the Army Post and today it will be transferred from its former premises to the building of the Central Post Office. I am considering returning tomorrow, Monday, the 21st of June, together with the civil mail. Please

*This is the Mr. Polishuk who signed the letter in Figure 2 in the name of his superior Mr. Shenkar.

Postal Service in Tel Aviv on the 24th of June, at 12:00. It went via the civil post and was marked, on arrival the same day, with the Tel Aviv trilingual postmark. It reads as follows:

"There are difficulties in transferring Army mail by air and in mobilizing a corporal from the civilian postal clerks to full service in the Army Post. Please give appropriate instructions to the officer dealing with these matters here."

The letter in Figure 18, the answer to the above cable, was written on the 25th of June, by the head of the service. It reads:

מטה שרות הדאר הצבאי
ד.צ. 5/ 428
גיוני 1948.

משרד דאר 5

הנדון: משרד דאר 5

מבוקש: מס' 19 מ 24 ביוני 1948.

1. נא להודיעני מה הם הקושיים במשלוחי דאר אויר כדי לאפשר לי להסדיר את הדבר.
2. הוגשה בקשה לאסמכתא לגיוס מ"כ בשביל משרד דאר 5.
3. נא להודיעני מי מתנגד ומדוע לגיוס מ"כ מפקידי הדאר האזרחי.

ראש שרותי הדאר הצבאי.

Fig. 18: A letter, answering the cable of Figure 17, with request for information about the difficulties mentioned.

"Subject: A.P.O. #5. Your cable No. 19 of the 24th of June 1948.

1. Please let me know what difficulties you have encountered when you attempt to send mail by air so that I may be able to remedy them.

2. Please inform us who has refused to mobilize a corporal from the clerks of the civil post and why."

No continuation of this correspondence was found in the Archives.

From these documents, we get a sense of the turmoil surrounding the military post in Jerusalem. It becomes clear that even with best intentions, things were fairly disorganized. It is probable that most military mail was, indeed, sent by planes from Jerusalem, but it is quite likely that at least some of it went by messengers and convoys.

The authors acknowledge the efforts of Miss Aura Lee Rothman for typing this manuscript.

References

- (1) Y. Rimon, "The Air-Mail from Besieged Jerusalem", HLP# #8, p.364/379, (especially Fig. 8E).
- (2) Y. Spiegel & P. Kanner, "Army Postal Services During the War of Independence, 1948-1949", Tel Aviv Philatelic Society, 1962 (in Hebrew).

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Postal History of East Jerusalem 1948/9

Zvi Alexander, London

The official termination date of the postal service of the Mandatory administration in Jerusalem was designated to be May 5th 1948. Due to the war-time conditions these services ceased earlier. In the western (Jewish) part of the city, they stopped on April 25th. In the eastern part of the city there was only one branch post office, which must have closed not later than late March or early April 1948. This was the Citadel B.P.O., which was located inside the Jaffa Gate of the Old City of Jerusalem.

It is not clear when the postal services were re-established in the Arab part of Jerusalem. To this date, no commercial letters from East Jerusalem dated between May and December 1948 have been found. This may be a clear indication that no official postal activities existed during that period. Figure 19 shows a letter from Jerusalem with specific instructions "Via Amman", with Amman postmark dated November 7, 1948, which may indicate

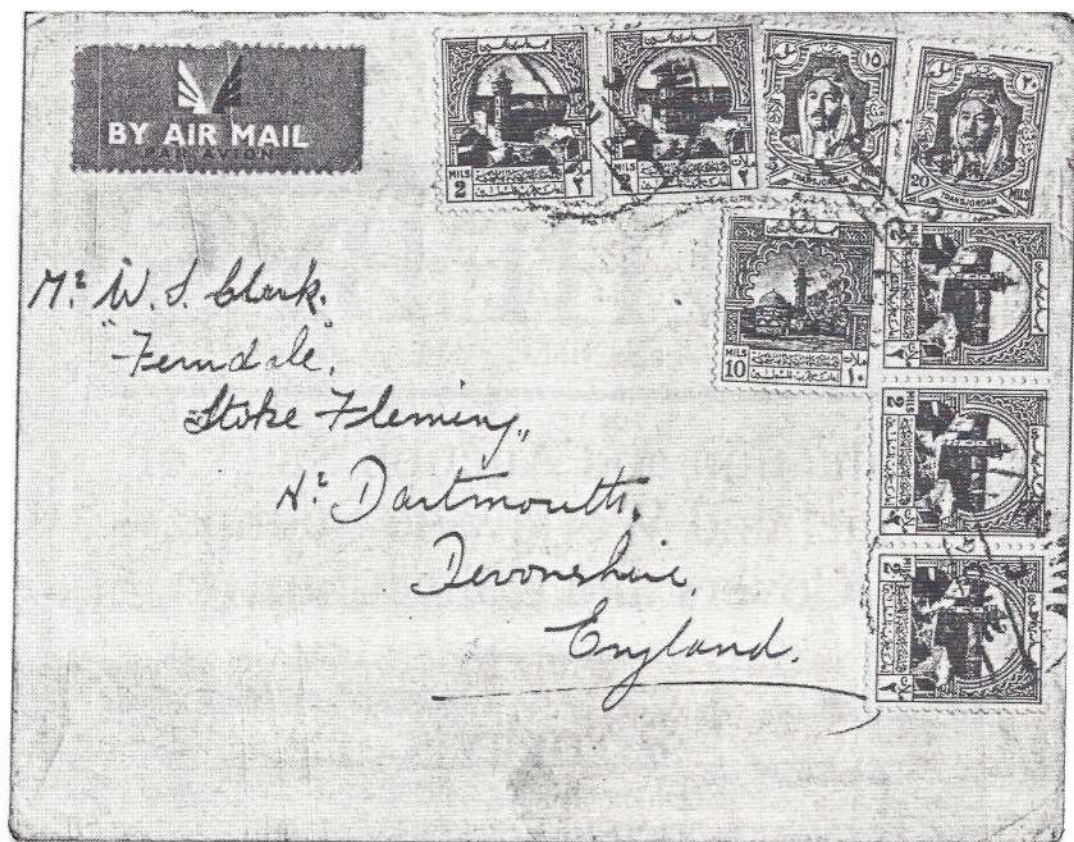


Fig. 19: A letter from St. Benedictine Monastery in Ras El Amud quarter in Jerusalem with specific instructions: 'Via Amman'; cancelled 'Amman 7.11.48'.

that there was no possibility of mailing it directly from Jerusalem.

The Egyptians, who entered Palestine on May 15th 1948, were well prepared for the administrative functions of the occupation. Already on June 1st 1948, they reopened some of the post offices and had their stamps overprinted 'Palestine' ready on that date. The Jordanians did not reopen the post offices in the areas under their occupation until, probably, mid November 1948. Several letters dated from late November 1948 onwards are known. These letters originated from the 'Triangle' area (Nablus, Tulkarem, Jenin) and from Ramallah. The first Jordanian stamps overprinted Palestine were issued on December 2nd 1948.

The Citadel B.P.O. in East Jerusalem opened for regular business, probably only in December 1948. The earliest commercial letter which I have seen, is dated February 17, 1949. This letter is cancelled with the Mandatory Parcel Post cancelling instrument from which the letters 'Parcel Post' were incised. This instrument, which belonged to the main post office of Jerusalem, was somehow transferred to the Citadel B.P.O., as evidenced by favour cancellations on Jordanian stamps, dated March 1948¹. The original Citadel Branch instrument must have been lost.

Figures 20 & 21 show two philatelic postcards which were probably

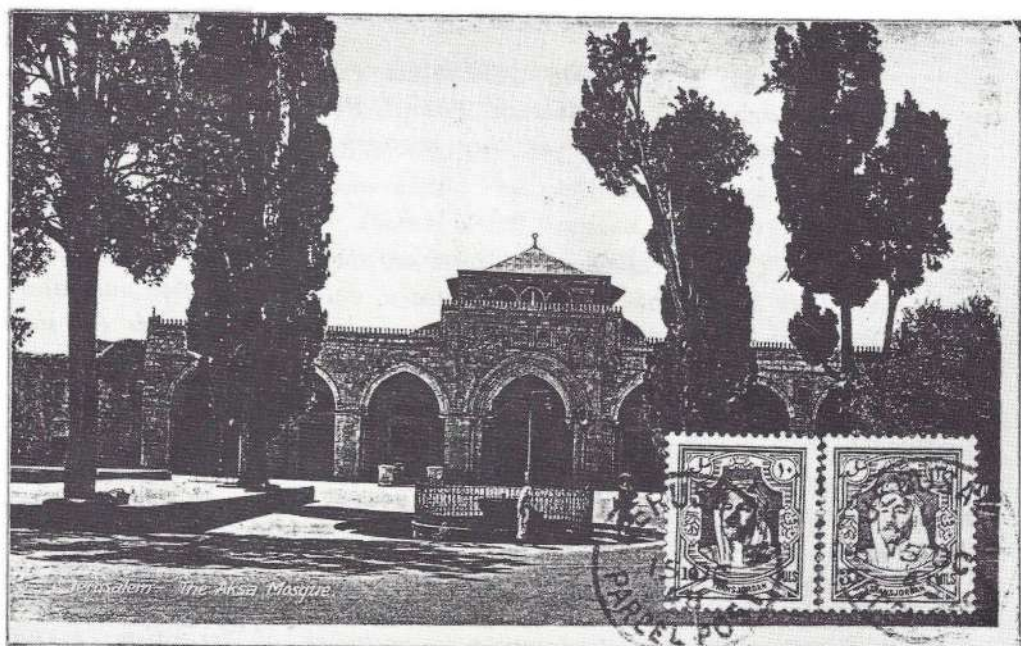


Fig. 20: "Jerusalem Parcel Post, 15.10.1948" cancellation on Jordanian postcard addressed locally.



Fig. 21: A 9.12.1948 'Jerusalem Parcel Post' postmark with the letters 'Parcel Post' removed; possibly the F.D. of this incised postmark.

cancelled in the Citadel B.P.O. The dates on these postcards must be of significance. It is possible that the postcard dated 15.10.1948 indicates the reopening of the post office for some occasion, although not for the despatch of letters, because no letters would have been sent with parcel post cancellation. The second postcard was probably cancelled by the same instrument, from which the letters 'Parcel Post' were incised. The date of 9.12.1948 may indicate the opening of the post office for regular business, although I have not seen any commercial covers dated during the following three months.*

The Jordanians introduced their bilingual postmarks for the West Bank in the first half of 1949. Wallach² lists the 3rd of May 1949 as the earliest date for the first Jordanian-type postmark of Jerusalem; I can

* Ed. Note: Z. Shimony has such a commercial cover of 18.1.49 (see Fig. 22).

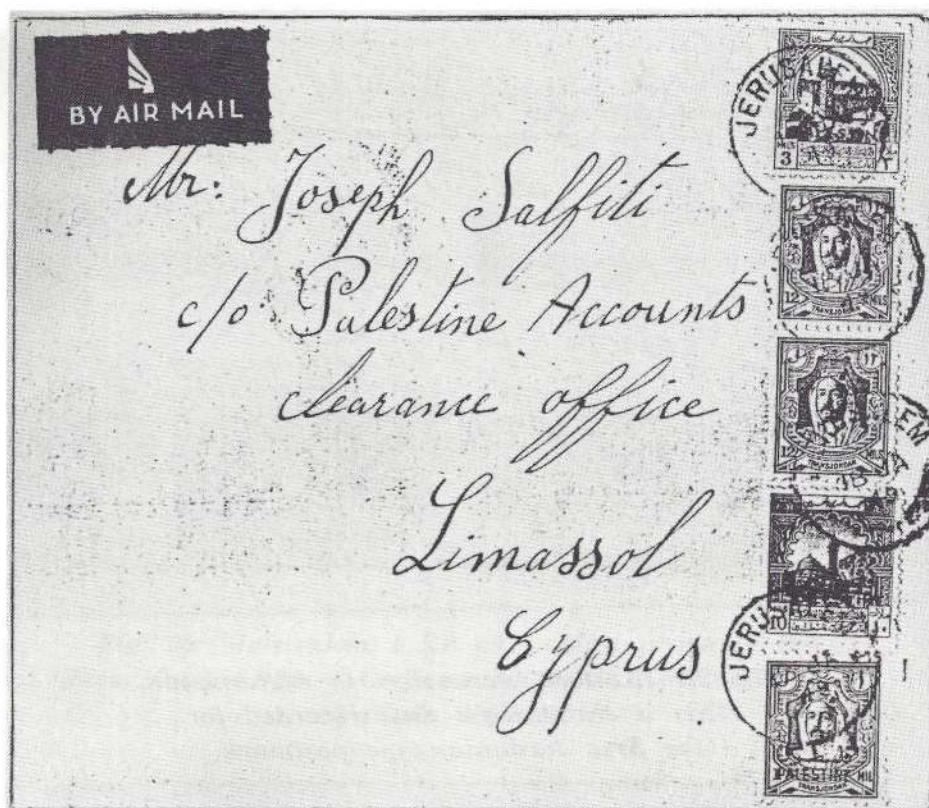


Fig. 22: Jerusalem 18.1.49 to Cyprus. One of the very few commercial covers, cancelled with the 'Parcel Post' incised postmark. (Collection: Z. Shimony).

advance this date to 15th March 1949, as shown in Figure 23. Figures 24 & 25 show (probably) the First Day Cancellations of further two new Jordanian postmarks. Wallach agrees with 1.9.1949 as being the F.D. of the postmark shown in Figure 25 (his Type 1.6), but his E.D. for the other one (Type 1.4: 28 mm 'No Touch Circle') is about eight months later. Figure 26 shows a postmark not listed by Wallach. It is 27 millimeter diameter but the 'No Touch Circle' type.

All the above listed material comes from my collection. I believe that other collectors could add more relevant information regarding this turbulent period so that we could create a more comprehensive picture of the early days of the postal history of East Jerusalem.



Fig. 23: 15.3.1949, Jerusalem to Afghanistan.
 This is the earliest date recorded for
 the first Jordanian-type postmark.



**Fig. 24: "Jerusalem 1 SP 49" - Most probably the First Day
 of the small D.C. 28 mm diameter postmark of Jerusalem,
 (Wallach 1.4, 'No Touch Circle' Type).**

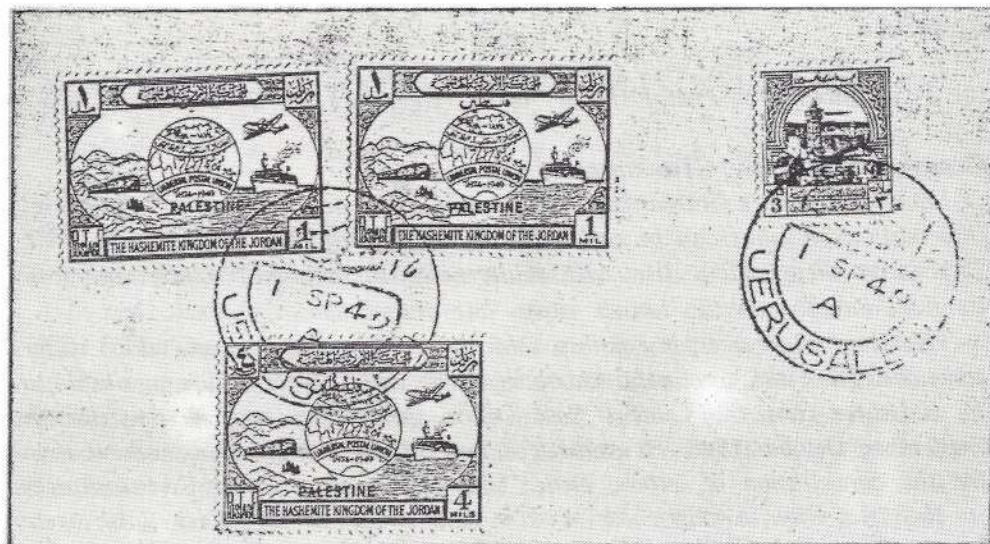


Fig. 25: "Jerusalem 1 SP 49" - Most probably the First Day of this D.C. postmark of 33.5 mm diameter (Wallach Type 1.6).

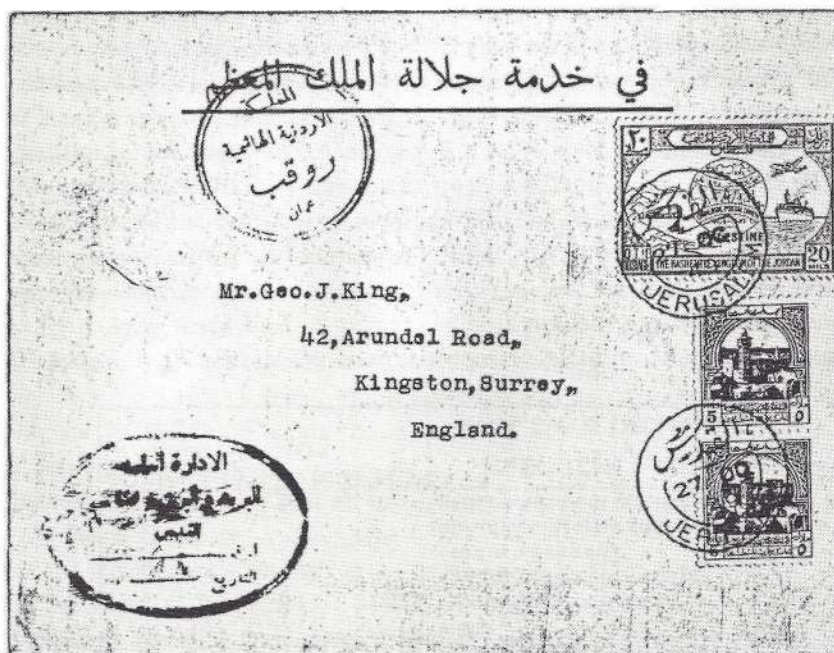


Fig. 26: "Jerusalem 27 OC 49", 27 mm 'No Touch Circle' type - unrecorded type of postmark. Official cover with an oval cachet "Director General of Post, Telegraph & Telephone Jerusalem" and Amman censorship.

References

- (1) E. Glassman, "The Postal History of Jerusalem from 1948", London (1979).
- (2) J. Wallach, "The Postal History of the West Bank of Jordan 1948-1967".

Comments by E. Glassman:

Zvi Alexander's interesting article certainly provides some additional information on what can be called the Interim Jordanian Period of 1948-49. This is an area seldom discussed, seldom investigated and as fascinating in its field as that on the Israeli side.

However, there are some points, which should be emphasised, which differ somewhat from the account given above. The verbal information available to us indicates that the Citadel Post Office opened for service sometime in September/October 1948. It could well be that there was no instrument then for the cancellation of letters, either outgoing or incoming. Circumstances in the Old City in particular and in the whole of the West Bank were confused, unorganized and unclear. A taxi service for the conveyance of letters to and from Jordanian Jerusalem existed: that is known, and the example shown here (Fig. 19) emphasises this. (Incidentally, the sending of this letter from the eastern part of the city, adjacent to the Mount of Olives, would have been by taxi in any event - the post office was some distance away, on the "hot" side of the Old City). The philatelic card shown, also verifies that the Jerusalem Parcel Post instrument was held by the Jordanians then, as has been stated elsewhere.

The problem is when this was converted into the known "Jerusalem" single circle postmark. We will never know the exact date since official records did not exist then, if they ever did at all. The political situation of the West Bank was only clarified somewhat, early in 1949. Thus the only information that we have, or in this writer's opinion will ever have, is in the form of letters or other postal documents. That very few letters survived from that period in this particular field is known, and Zvi Alexander is to be congratulated on managing to find these very rare examples of postal History in a little researched field of Middle East Postal History.

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* * * * *

* SHORT NOTES AND DISCOVERIES *

* * * * *

The Ottoman Period

German Certificate of Delivery, 1913 (Zvi Alexander, London)

In my collection I have an example of the known German Post 'Wilhelma' cachet. Previously, I paid no attention to the document on which the cachet had been applied. Now, with the help of the Editor of BAPIP, Dr Loebel's translation, I can describe the existence of a special certificate of delivery document which was used by the German Post Office "for the delivery of a letter sealed with an official seal".

In this particular example, shown in Figure 27, the letter certified by the document was from the Secretariat of the Imperial Consular Court and the recipient was the teacher of agriculture in Wilhelma near Jaffa, Mr Friedrich Keller. The form was meticulously completed and signed by the Postal Administrator in Wilhelma, Mr Frank, on 8th November 1913. Presumably he also applied the cachet.

Although the form is marked "simplified delivery", the document is truly comprehensive in its design. Every eventuality of delivery is covered in five sections, starting with delivery to the actual person to whom the letter is addressed (section 1) or his adult relative: Wife - son - daughter (2a) or an adult person serving the family (2b). The possibility that acceptance may be refused is certifiable in section 3. Delivery to the landlord or person letting the premises can be entered in section 4.

Like the popular songs in the Haggada for Passover, each section recapitulates and excludes all the possibilities for delivery which are listed in the previous paragraphs. Thus section 5 represents the final "verse" as follows:

5. As I have not encountered the actual recipient in the dwelling, and the delivery was possible neither to a relative, nor to a servant, nor to the landlord, nor to the person letting the premises,

I have deposited the item -

at the secretariat of the Court at -----

at the Postal Office at -----

with the Community Chairman at -----

with the Chief of Police at -----

The Deposition has been notified by a written notice fastened to the door of the indicated recipient - as well as by oral notification of one/two neighbours.

The notification of one/a second neighbour was not practicable.

Finally a statement in bold letters, which the Court Usher has to sign:
THE DAY OF DELIVERY I HAVE NOTED ON THE ENVELOPE OF THE DELIVERED LETTER.

Bustellungsurkunde

über die Bustellung eines mit dem Dienststempel verschlossenen, mit folgender Aufschrift versehenen Briefes:

Geschäfts-Nr. 1634/13

An

*Wieder:
Herrn Kaufmann Dr.
Kaufmann Kaufmann*

*An
Herrn Kaufmann Dr.
Kaufmann Kaufmann*

in

*Wilhelms
bis Jaffa.*

Hierbei ein Formular zur
Bustellungsurkunde.

Vereinfachte Bustellung.

1. An den
bezeichneten
Empfänger
selbst.

2a. An ein
Familienmitglied

2b. An eine
Dienstperson.

3. Bei we-
genge An-
nahme.

4. An den
Hauswirt.

5. Nieder-
legung.

Den oben bezeichneten Brief habe ich *Antonia Frank, Tempelkolonie*

heute hier

1. dem bezeichneten Empfänger selbst in der Wohnung übergeben.

2. da ich den bezeichneten Empfänger selbst in der Wohnung nicht angetroffen habe, dort

a) dem zu seiner Familie gehörenden erwachsenen Hausgenossen, nämlich

der *Gefrau - Sohn - Tochter*

an der Wohnung selbst

übergeben.

b) da in der Familie dienenden erwachsenen

übergeben.

3. Da der Empfänger die Annahme verweigerte und er hier weder eine Wohnung noch ein Geschäftslokal hat am Orte der Bustellung zurückgelassen.

4. da ich den bezeichneten Empfänger selbst in der Wohnung nicht angetroffen habe, auch die Bustellung an einen Hausgenossen oder an eine dienende Person nicht möglich war,

da in demselben Hause wohnenden Hauswirt Vermieter nämlich

bei

welche zur Annahme bereit war, übergeben.

5. da ich den bezeichneten Empfänger selbst in der Wohnung nicht angetroffen habe, und die Bustellung weder an einen Hausgenossen, noch an eine dienende Person, noch an den Hauswirt oder Vermieter möglich war,

auf der Gerichtsschreiberei des Amtsgerichts zu

niedergelegt.

bei der Postanstalt zu

niedergelegt.

bei dem Gemeindevorsteher zu

niedergelegt.

bei dem Polizeivorsteher zu

niedergelegt.

Die Niederlegung ist bekannt gemacht durch eine an der Tür der Wohnung des bezeichneten

Empfängers befestigte schriftliche Anzeige sowie durch mündliche Mitteilung an einen

Die Bekanntmachung an einen Nachbarn war nicht tunlich.

Den Tag der Bustellung habe ich auf dem Umschlage des zugestellten Briefes vermerkt.

Wilhelms, den *8 November 1913*

Antonia Frank

Gewalt

Antonia Frank



A. G. I.

Formular Nr. 38. Bustellung für gewöhnliche Fälle. Formular I.
(Hsg. Verfg. v. 1. 2. 1910. B. R. L. S. 43.)

Fig. 27: A certificate of delivery for officially sealed letters, used by the German Post in Tempel-Kolonie Wilhelms.

This raises the possibility of finding such dated manuscript endorsements on covers which had been delivered in keeping with this German procedure.

At the foot of the form appears the reference to the Regulations (dated 1.2.1910) which govern the use of this form. It is gratifying to learn that whereas this is form No. 38, one should use form No. 1 for "normal cases". If the manuscript '13' in the "Business Number" at the top refers to the year 1913, then possibly 1634 such forms were completed in just over 10 months.

In conclusion, this is not a Post Office 'A.R.' (Advice of Delivery) form, on which the recipient certifies acceptance, but a Court document to certify that a letter has been delivered. This particular case indicates that the German postal authorities recognised this document and collaborated in its use.

Military Airmail in the Holy Land during WWI (F.F. Blau, Chicago)

Following the article by Ciragan (HLPH #32 (1987) p.677), I would like to show a rather rare document concerning the airmail service operating in the Holy Land area towards the end of the Turkish rule there. The document, announcing the opening of an airmail service for military matters between Damascus and Nazareth (Fig. 28) reads as follows:

K.U.K. Ministry of the Imperial House for the Exterior (Foreign Affairs)

79100/8

Vienna, September 4th, 1918

Airmail Traffic Damascus - Nazareth

To the K.u.K. Ministry of War, Vienna

Referring to a report from the K.u.K. Consulate in Damascus, the K.u.K. Ministry of Foreign Affairs has the honor to inform the Ministry of War that a regular mail-carrying air mail service was inaugurated between Damascus and Nazareth. The service will operate twice a week.

The inauguration of the service took place in order to collect radio telegrams from the Giant Radio Station in Damascus and then collecting the German Military newspaper "Jildirim", which is printed in Damascus, and carry these to Nazareth for immediate forwarding to the entire front. The forwarding by the railways would currently create great delays.

There was probably an additional page to this document, but this is not available to me.

K.u.k. Ministerium des kaiserl. und königl.
Hauses und des Außern.

Wien, am 4. September 1918.

79100/8

Flugpostverkehr Damaskus-Nazareth

1918

A das k.u.k. Kriegsministerium

in Wien.

Auf Grund eines Berichtes des k.u.k. Konsulats in ~~Damaskus~~ beehrt sich das k.u.k. Ministerium des Aeußern dem k.u.k. Kriegsministerium mitzuteilen, daß zwischen Damaskus und Nazareth von der Heeresleitung ein regelmäßiger Postflugverkehr eingerichtet worden ist. Die Flugzeuge verkehren zweimal wöchentlich.

Die Einrichtung dieses Dienstes erfolgte zu dem Zwecke, um die nach Aufnahme der Hauen Radiotelegramme durch die Radio Grossstation in Damaskus die dort gedruckten deutschen Kriegsberichte sowie die ebenfalls in Damaskus gedruckte deutsche Armeezeitung „Jildirim“, sofort nach ihrem Erscheinen an das Hauptquartier in Nazareth und von dort an die gesamte Front übermitteln zu können, da eine Beförderung mit der Eisenbahn gegenwärtig mit allzugroßen Verzögerungen verbunden wäre.

16842 ./.

Fig. 28: The Austrian Ministry of War announces the inauguration of an airmail service Damascus-Nazareth.

The British Mandate Period

Posting a Parcel in Palestine (Arthur M. Hochheiser)

During the period of the Palestine Mandate, the posting of a parcel was a regular procedure. It could be sent with or without insurance. A receipt certifying the posting of the parcel was issued: P.T. 201 (Fig. 29) was a

One Parcel

Palestine Posts & Telegraphs P. T. 201.

ادارة البريد والتلغراف INLAND PARCELS POST

في فلسطين طرد بواسطة داخلية

הנהלת הדואר והטלגרף משלוח חבילות בתוך הארץ

בפלשתינה א"י 705

Certificate of posting of an Inland Parcel

شهادة ارسال طرد داخلي

תעודת לפסוקת חבילות המועדפת לשלוח לחוץ הארץ סילום

Postage) Mills مل

Paid) P.T. 6 غرش مصري 6 P.T. 6 جرش مصري 6 P.T. 6 جرش مصري 6

Address *Mansour of the Ag. Bank* العنوان

Nablus نابلس

Billat

Accepting Officer's signature

امضاء الطابط المستلم

חתימת הפקיד המקבל

Date Stamp

التاريخ * الطابع

PARCEL

Fig. 29: P.T. 201 form - receipt for an inland parcel.

Parcel Post" form was not given one. Smaller forms (like Fig. 32), printed in full sheets, had a P.T. number in the selvedge. This was not done here,

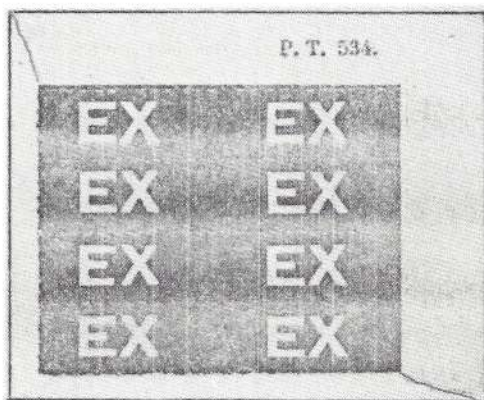


Fig. 32: Part of a sheet of express labels, with "P.T. 534" on the margin.

as can be seen in Figure 33, which is a full sheet of these parcel post forms.

Notice that the form is in two parts, with the office of origin imprinted. The lower part was attached to the parcel and the upper was put into the record book. The customer was handed a receipt (P.T. 201 or 202) onto which the parcel number was entered (see Figs. 29 and 30). The receipt was then date stamped to show the office and date of origin.

Figure 33 shows the complete sheet of the "Palestine Parcel Post" forms as they were supplied to the local post office (the illustration is reduced in size). The full dimensions were 29x35.5 cms. Note that there is no selvedge which could have contained a P.T. number. The content of the label was standard for such forms, without Hebrew and Arabic texts. This is difficult to explain since there were smaller forms than this (Fig. 34) which were printed trilingually. Apparently, the only concession in failing to include the other two languages was to number the forms from right to left as the Hebrew or Arabic would have required.

In spite of the fact that this was a form in common use throughout the entire period of the Palestine Mandate, it is difficult to find postally used copies. While a profusion of envelopes were saved postally used during the same period, the wrappings on parcels containing these forms were generally destroyed in opening them. This should account for their relative scarcity.

JERUSALEM 3 No. 271	JERUSALEM 3 No. 266	JERUSALEM 3 No. 261	JERUSALEM 3 No. 256	JERUSALEM 3 No. 251
PALESTINE PARCEL POST	PALESTINE PARCEL POST	PALESTINE PARCEL POST	PALESTINE PARCEL POST	PALESTINE PARCEL POST
JERUSALEM 3 No. 271	JERUSALEM 3 No. 266	JERUSALEM 3 No. 261	JERUSALEM 3 No. 256	JERUSALEM 3 No. 251
LP Min Date Stamp	LP Min Date Stamp	LP Min Date Stamp	LP Min Date Stamp	LP Min Date Stamp
Postage	Postage	Postage	Postage	Postage
Insurance	Insurance	Insurance	Insurance	Insurance
Express Fee	Express Fee	Express Fee	Express Fee	Express Fee
JERUSALEM 3 No. 272	JERUSALEM 3 No. 267	JERUSALEM 3 No. 262	JERUSALEM 3 No. 257	JERUSALEM 3 No. 252
PALESTINE PARCEL POST	PALESTINE PARCEL POST	PALESTINE PARCEL POST	PALESTINE PARCEL POST	PALESTINE PARCEL POST
JERUSALEM 3 No. 272	JERUSALEM 3 No. 267	JERUSALEM 3 No. 262	JERUSALEM 3 No. 257	JERUSALEM 3 No. 252
LP Min Date Stamp	LP Min Date Stamp	LP Min Date Stamp	LP Min Date Stamp	LP Min Date Stamp
Postage	Postage	Postage	Postage	Postage
Insurance	Insurance	Insurance	Insurance	Insurance
Express Fee	Express Fee	Express Fee	Express Fee	Express Fee
JERUSALEM 3 No. 273	JERUSALEM 3 No. 268	JERUSALEM 3 No. 263	JERUSALEM 3 No. 258	JERUSALEM 3 No. 253
PALESTINE PARCEL POST	PALESTINE PARCEL POST	PALESTINE PARCEL POST	PALESTINE PARCEL POST	PALESTINE PARCEL POST
JERUSALEM 3 No. 273	JERUSALEM 3 No. 268	JERUSALEM 3 No. 263	JERUSALEM 3 No. 258	JERUSALEM 3 No. 253
LP Min Date Stamp	LP Min Date Stamp	LP Min Date Stamp	LP Min Date Stamp	LP Min Date Stamp
Postage	Postage	Postage	Postage	Postage
Insurance	Insurance	Insurance	Insurance	Insurance
Express Fee	Express Fee	Express Fee	Express Fee	Express Fee
JERUSALEM 3 No. 274	JERUSALEM 3 No. 269	JERUSALEM 3 No. 264	JERUSALEM 3 No. 259	JERUSALEM 3 No. 254
PALESTINE PARCEL POST	PALESTINE PARCEL POST	PALESTINE PARCEL POST	PALESTINE PARCEL POST	PALESTINE PARCEL POST
JERUSALEM 3 No. 274	JERUSALEM 3 No. 269	JERUSALEM 3 No. 264	JERUSALEM 3 No. 259	JERUSALEM 3 No. 254
LP Min Date Stamp	LP Min Date Stamp	LP Min Date Stamp	LP Min Date Stamp	LP Min Date Stamp
Postage	Postage	Postage	Postage	Postage
Insurance	Insurance	Insurance	Insurance	Insurance
Express Fee	Express Fee	Express Fee	Express Fee	Express Fee
JERUSALEM 3 No. 275	JERUSALEM 3 No. 270	JERUSALEM 3 No. 265	JERUSALEM 3 No. 260	JERUSALEM 3 No. 255
PALESTINE PARCEL POST	PALESTINE PARCEL POST	PALESTINE PARCEL POST	PALESTINE PARCEL POST	PALESTINE PARCEL POST
JERUSALEM 3 No. 275	JERUSALEM 3 No. 270	JERUSALEM 3 No. 265	JERUSALEM 3 No. 260	JERUSALEM 3 No. 255
LP Min Date Stamp	LP Min Date Stamp	LP Min Date Stamp	LP Min Date Stamp	LP Min Date Stamp
Postage	Postage	Postage	Postage	Postage
Insurance	Insurance	Insurance	Insurance	Insurance
Express Fee	Express Fee	Express Fee	Express Fee	Express Fee

Fig. 33: A full sheet of 25 of the
"Palestine Parcel Post" labels (reduced).

In the normal perforating process, this is always found in the right margin while the left margin (Fig. 35b) is blank. At times, the sheets were put through the perforating machine upside down. These sheets would be blank in

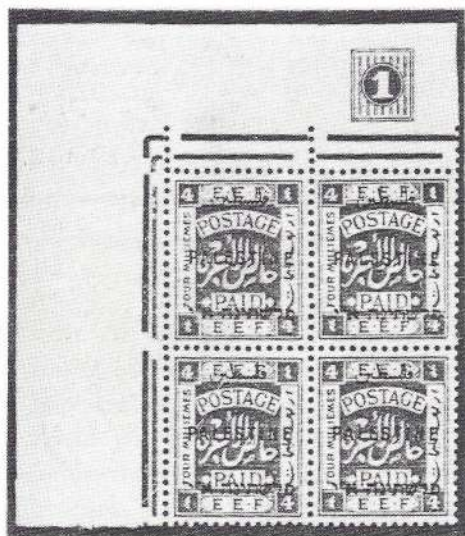


Fig. 35: (b) Left corner block showing normal blank selvage in the "leading" edge.

the right margin and show perforations in the left margin (Fig. 36).

Occasionally this final trimming was done imperfectly so that a vertical

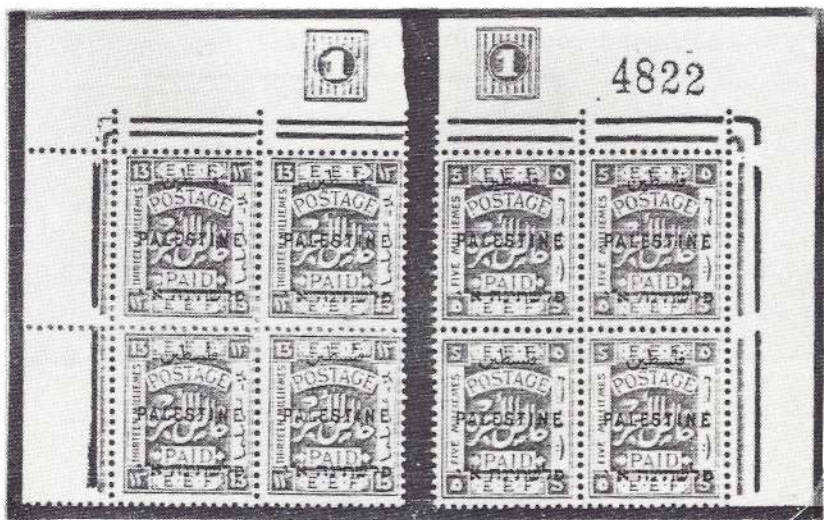


Fig. 36: Corner blocks in a reversed marginal pattern, because sheet was introduced into "comb" machine upside down.

row of perforations remained in the selvedge (Fig. 37). This is esthetically undesirable. While this is an "error" of a sort, it does not add

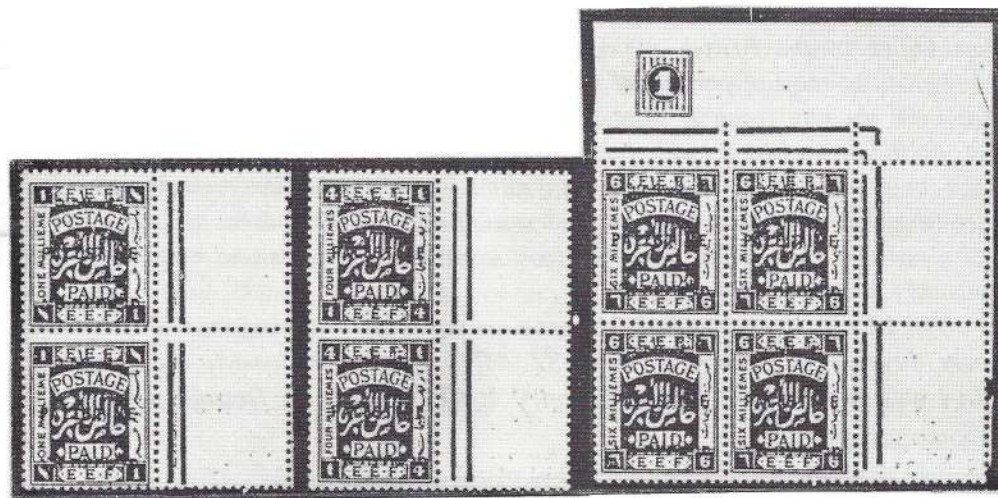


Fig. 37: "Errors" - extra vertical rows of perforations in right margins of London II issue.

philatelically to the value of the stamps as most "errors" do. This "error" is quite common in the London II issue. However, it can also be found on other issues as well but much more rarely. Figure 38 is from a 'Jerusalem I' Second Setting sheet.

For all of you "error" buffs, here is something else to look for.



Fig. 38: "Error" - extra vertical row of perforations in right margin of Jerusalem I Issue.

Early "APO SZ44" Arrival Postmark of Jerusalem

(E. Leib, Qiryat Bialik)

As is well known, "Army Post Office SZ 44" was established in Jerusalem immediately after the city was occupied by the E.E.F. It started operation, serving the civil population also, on December 16, 1917, exactly one week

after the city had surrendered. No covers mailed on that day are known today. A number of covers mailed on the next day, December 17, exist in collections and constitute the earliest evidence of the function of Jerusalem Post Office in the British period.

Incoming mail of periods of war is, in many cases, scarcer than outbound mail, for obvious reasons. Potential senders of such mail are less aware of the political, military and logistic situation at the place of destination. This is true also for the postal systems, which experience difficulties in directing the mail in an effective and smooth manner into areas of war. Even when postal channels were open, it took sometime until inbound mail could be smoothly delivered.

The literature does not show many examples of incoming mail during the early days of operation of "APO SZ 44". From this aspect, the postcard illustrated here (Fig. 39) is important. It was written on December 16, 1917

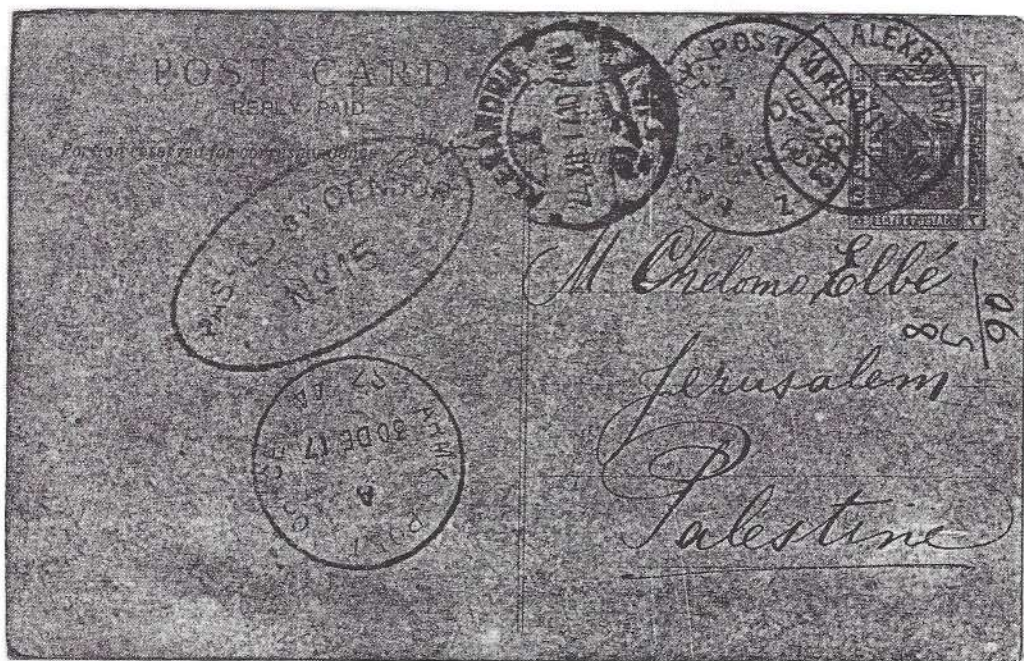


Fig. 39: An early arrival army postmark of Jerusalem, "APO SZ 44/ 30 DE 17" on a civilian postcard from Alexandria.

in Alexandria, soon after the news of the capture of Jerusalem reached Egypt. The date of the first postmark of Alexandria is not clear. On December 24, it was transferred by the Egyptian Post to "BAPO T" in Alexandria, and arrived in Jerusalem on December 30, as evidenced by the "APO SZ 44"

datestamp. (Some months later, the average time for mail from Egypt to Palestine was about two days!).

Beside being an important piece of evidence of the restoration of regular postal services to Jerusalem, this postcard, written in Hebrew, carries a touching message. It illustrates the state of mind of many of the Jewish refugees from Palestine living in Egypt during these dramatic days. Part of the postcard translates as follows:

"...Thank God we have lived till the day that Jerusalem, the Holy City, was captured by the mighty British Government and the tortured and the depressed ones could take a breath, and we bless you 'Mazal Tov' ... and how our old father Mr Shmuel Zalman Moldasky is - is he still alive?

In hope to get good news and to see you in Eretz Israel. (Signed) ..."

Some Comments on the Initial Letters on Covers in 1917-19

(H.L. Rosedale, N.Y.)

I write regarding the article "Initial Letters on Covers from Palestine 1917-1919" in the Summer, 1988 Issue (HLPB #35). There are a number of comments that I have with respect to matters covered in the article.

First and most significant, I enclose herewith a registered cover from Jerusalem to Bern, Switzerland (Fig. 40). It was posted in Jerusalem on May

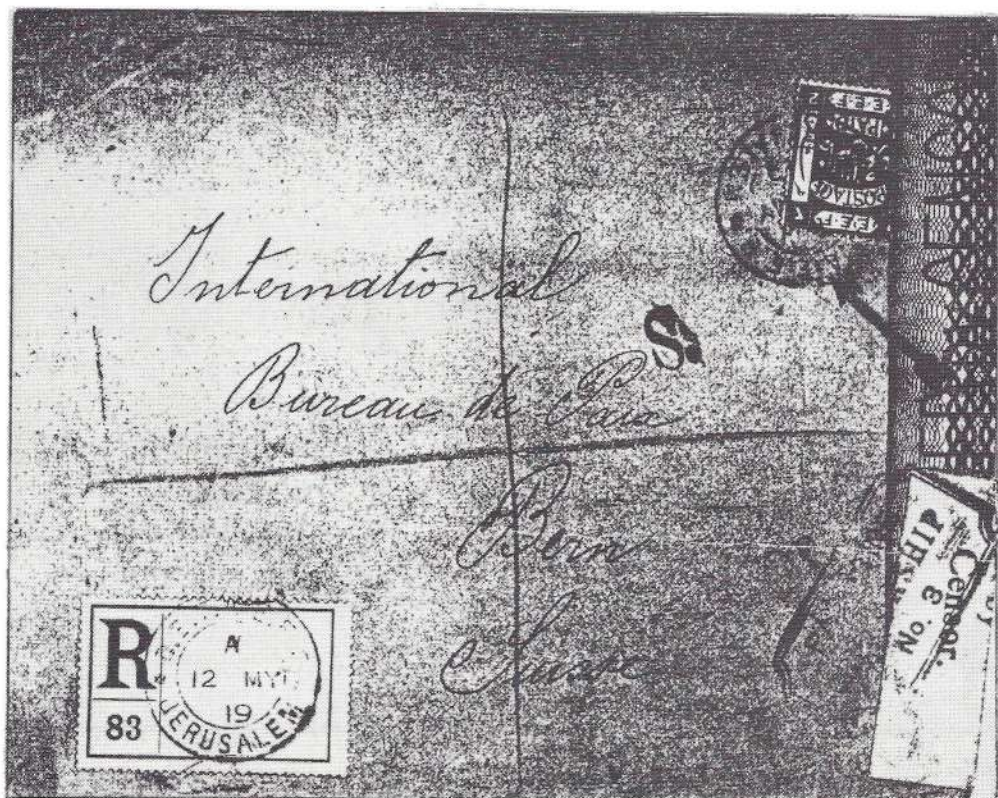


Figure 40

12,1919 and bears the double circle "OETA-EEF Jerusalem" cancel. It had been censored and closed by the "Opened by Censor" label over which the rectangular Palestine censorship No. 3 was stamped. It also bears, on the face, a red capital "S" with period. The reverse side shows "APO SZ10", "Cairo ROT" and Bern, Switzerland cancels. The date of this cover is not only far later than that stated in the article, but is also months later than the latest date for Palestine censorship handstamps. It may be that this letter falls within the "exception" mentioned by Glassman & Sacher as addressed to the Red Cross and, therefore, is consistent with the theory described in the article. I would also note that the letter "S" on this cover is in red color, a color not referred to as one appearing on the letters in the article.

A second cover is one mailed from Jaffa, with APO SZ 45, on May 6, 1918 (Fig. 41). It bears a large red H in addition to the Palestine censorship No. 1 in violet and is backstamped by an Alexandria receipt postmark of May 13.



Figure 41

Third, there is a registered cover from Jerusalem with the double circle "OETA-EEF Jerusalem", mailed January 31, 1919 to Amsterdam, bearing the letter G in a bluish/greenish shade (Fig. 42). This would appear to be the



Figure 42

smaller size letter of the type B illustrated in the article. The reverse of the cover bears the Palestine censorship, the white "Opened by Censor" label and transit and receipt postmarks from "FPO GM1", London and Amsterdam. No evidence on the cover shows it went through Port Said or Alexandria.

Finally, there is a cover which I am not sure fits within this description at all. It is a cover from Haifa to the Bern International Red Cross Prisoner of War Bureau. It bears an "OETA-EEF Haifa" cancel of August 10, 1919 and has in a small circle the known Greek "Pi". No other evidence of censorship appears on the cover and it has on the reverse a Port Said transit mark of August 14, 1919 (Figure 43).



Figure 43

WW II Special Airmail Services from Palestine (Z. Alexander, London)

The late Michael M. Sacher reported in BAPIP No. 80, Autumn 1974, the details of five covers which went by the 'Horseshoe' route to the U.K. and the U.S.A., as follows:

1. Civilian cover dated 22 AU 40 from Jerusalem, where censored, and handstamped TO BE FORWARDED BY AIR FROM SINGAPORE. Rate 150 mils in Palestine stamps to U.K.
2. Military privilege envelope from FPO 123 (Haifa) 19 AU 40, with same handstamp but also censor of Singapore (No. 49 in triangle), franked 3/- in G.B. stamps. Also endorsed in manuscript "via American Clipper to U.K."
3. Military cover from FPO 121 (Jerusalem) dated 3 JY 40, with PASSED BY CENSOR 20 / SINGAPORE and "via American Clipper"; also small AV2 handstamp in red. Rate 3/- to U.K.
4. Military cover from F.P.O. 122 (Palestine) dated 11 SP 40, manuscript "Air Mail / American Clipper". Rate 4/11.5 to U.K.

5. Metered postmark "Hebrew University, Jerusalem 27 FE 41", Palestine censor handstamp J 14, manuscript "By Transpacific Clipper". Rate 125 mils to U.S.

This route was devised after Italy entered the War in July 1940 and Imperial Airways flights over the Mediterranean were terminated. The 'Horseshoe' route went from Palestine eastward to the Far East and Australia and from there to the U.S. by Pan American Airways. Mail addressed to the U.K. was either forwarded by Air or by ship from the U.S. to the U.K. This route also continued from Palestine southward to Durban in South Africa, from where mail destined for the U.K. was shipped, as reported by BAPIP Research Section in bulletin No. 98, Spring 1981. In that article, another cover forwarded by this route is shown. It is a civilian cover from Jerusalem, dated 7 AU 40, addressed to the U.S.A. with handstamps "TO BE FORWARDED BY AIR FROM SINGAPORE" and "Passed by Censor 120 SINGAPORE", manuscript "Trans Atlantic". Franking 125 mil.

I would like to record here three more covers (Figures 44-46) which were forwarded by this route.

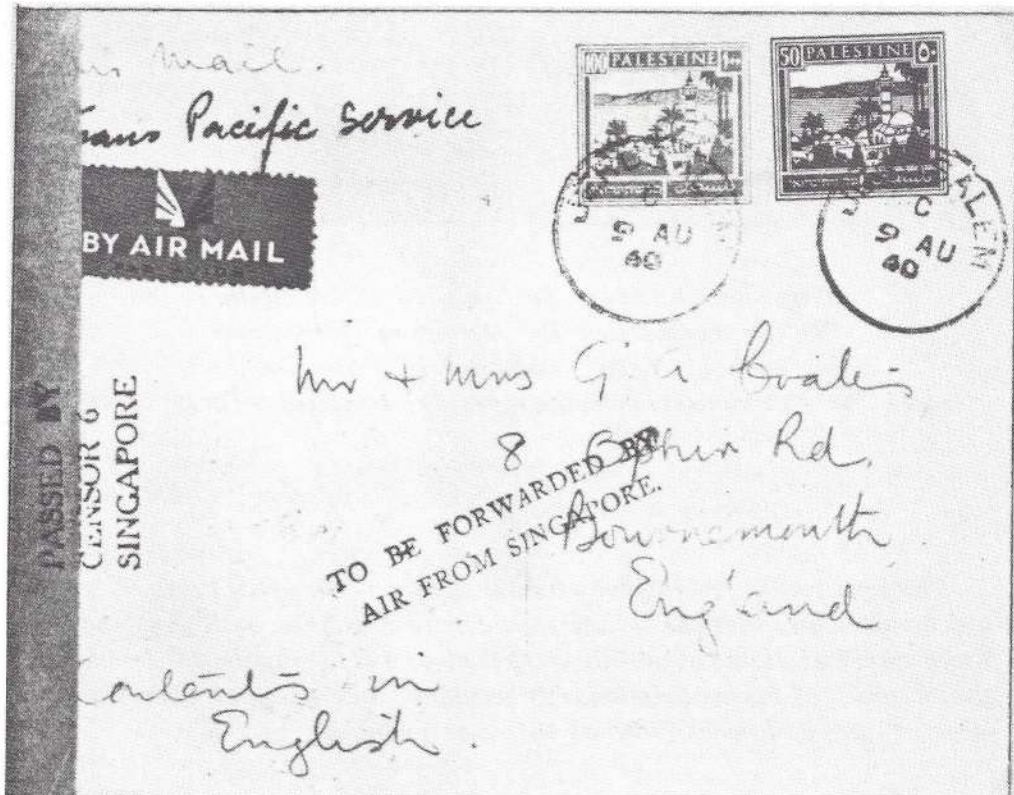
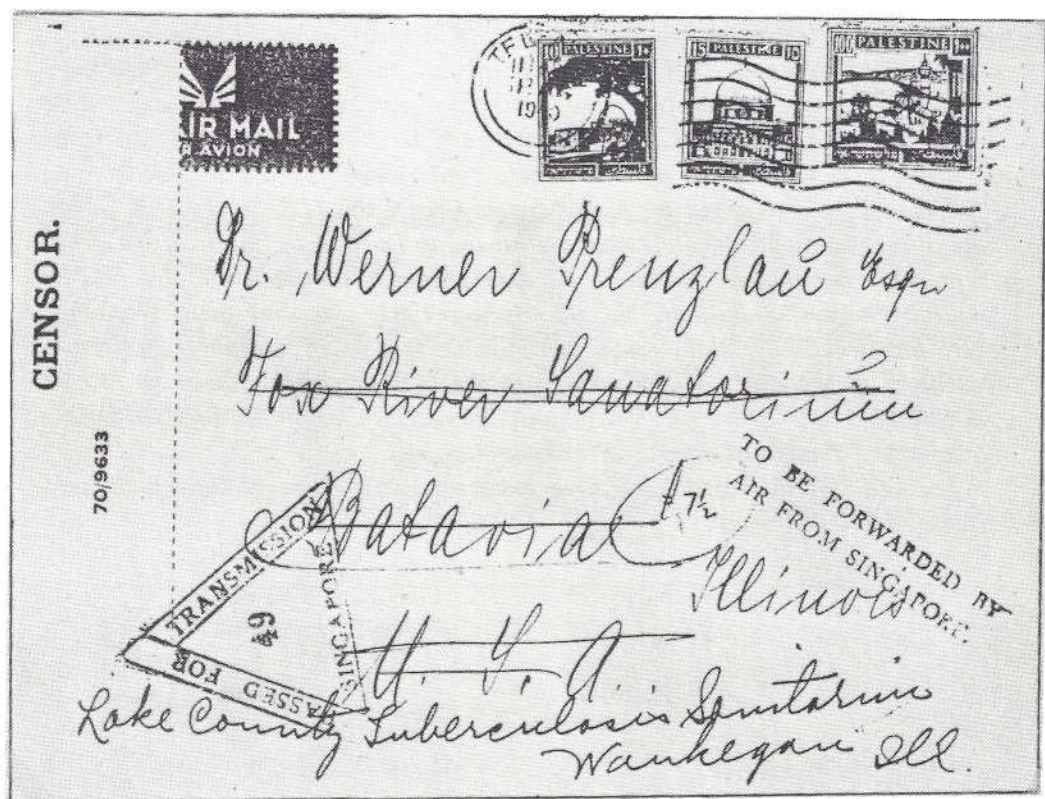


Fig. 44: 9.8.1940, Jerusalem to the UK, handstamped "To be Forwarded by Air From Singapore" in violet and manuscript "Trans Pacific Service".



**Fig. 45: 11.8.1940, Tel Aviv to U.S.A. with
 "To Be Forwarded By Air From Singapore"
 violet cachet. Letter censored in Palestine and
 "Passed for Transmission Singapore, 49" triangular grey cachet.**

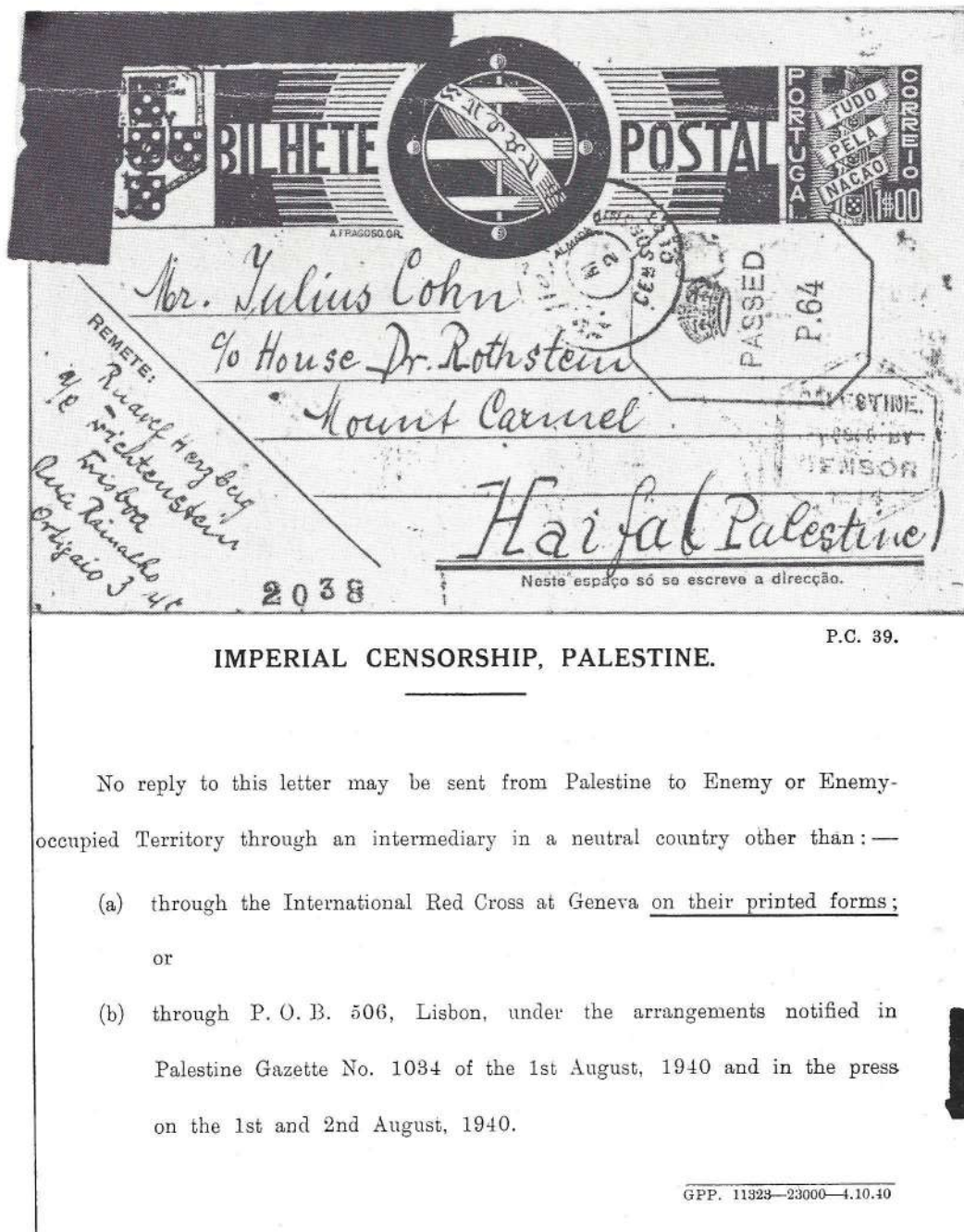
The latest cover reported by Michael Sacher is dated in February 1941, and he speculates that the service should have continued until the Japanese attack on Pearl Harbour on 7th of December, 1941. Figure 46 provides a partial proof of his assumption. It would be interesting if other readers report of any additional material that was forwarded by this route.



Fig. 46: 14.7.1941, Jerusalem to USA, with manuscript "Clipper".
Honolulu transit 23.8.1941 and U.S. arrival 29.8.1941 on reverse.

Unusual Censorship (Marvin Siegel, Ramat Gan)

In September 1941, a Mr. Herzburg, then residing in Lisbon, Portugal, posted the Portuguese entire card illustrated to a Dr. Cohn in Haifa (Fig. 47). The postcard has a Gibraltar transit postmark of 25 September 1941 and

**IMPERIAL CENSORSHIP, PALESTINE.**

P.C. 39.

No reply to this letter may be sent from Palestine to Enemy or Enemy-occupied Territory through an intermediary in a neutral country other than:—

(a) through the International Red Cross at Geneva on their printed forms;

or

(b) through P. O. B. 506, Lisbon, under the arrangements notified in Palestine Gazette No. 1034 of the 1st August, 1940 and in the press on the 1st and 2nd August, 1940.

GPP. 11323—23000—4.10.40

Fig. 47: A Postcard from Portugal to Haifa with the Censor's PC 39 Form attached.

part of a Mount Carmel arrival postmark. Its format is of great interest as the censor used a sealing label to attach a PC 39 form to the card. This form reiterates how mail was to be sent from Palestine to enemy lands.

The last line of the message in the postcard states that the addressee should reply via Habana, Cuba. Apparently, it was easier then for mail from Palestine to arrive in Portugal via Cuba than to go directly, as the Axis controlled the natural over-the-Mediterranean route.

Unreported "Salvaged Mail"? (F.S. Patka, Vienna)

Enclosed please find the copies (front and back) of two letters, mailed from the Jewish Inf. Bde. with the British Army in Italy, despatched from FPO 726 (attached to the Jewish Bde.) to Palestine on 5 and 6 July 1945 (one of them is shown in Fig. 48). The plane with the mail must have crashed on the way from Italy to Cairo, as the mail arrived for sealing at the BAPO 4 in Cairo (22.8.1945).

Both letters show a label on the back, reading:

"It is regretted that this had been damaged by fire in circumstances beyond the control of the Army Postal Service.

R.L.B. 4 Base A.P.O. M.E.F."

On the front there is the straight line handstamp SALVAGED MAIL.

F.F. Blau did not mention this crash in his articles about crash mail to and from Palestine (Israel) (BAPIP No. 107 & later issues). I would be glad if any reader of "Holy Land Postal History" could submit more details about this accident.

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Fig. 48: A "Salvaged Mail" cover from the Jewish Inf. Bde. in Italy to Kvutzat Kinereth via Cairo. Is it a "crash mail" or damaged in other accident?

The Interim Period

"No Registered Service" to Israel (Z. Shimony, Jerusalem)

The suspension and later the renewal of Israel postal services abroad in the Transition Period of 1948, has already been dealt with in several articles in the philatelic literature (see e.g., the references below). One of the prominent features of the suspension period are various handstamps on covers from abroad to Israel reading "No Service ---" or "Service Suspended" ... etc. Several such handstamps were shown in the cited references and elsewhere.

A less common handstamp of that period is seen on the registered cover from Great Britain illustrated in Figure 49. The cover, originating from

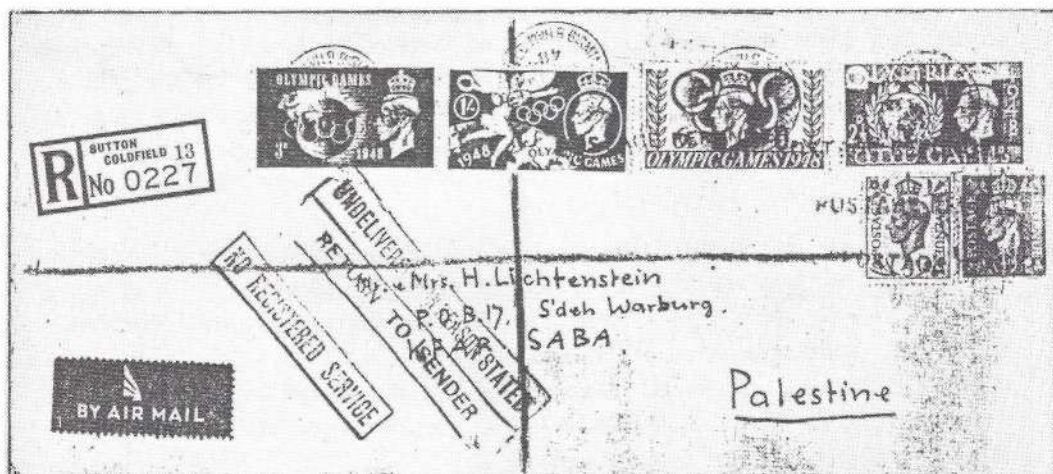


Fig. 49: "No Registered Service", "...Return to sender" and "Postage Refunded" handstamps on a registered letter from England to "Palestine" (sic), 5 August 1948.

Sutton Coldfield on 5 August 1948, carries the two framed handstamps: "No Registered Service" and "Undelivered for reason stated/Return to sender".

It is well known that not only were the postal services with various countries resumed in different dates, but that also with certain countries (and in many cases) not all the types of services were resumed simultaneously, i.e. airmail was not resumed together with surface mail and Registration service was frequently resumed later than the other services (see table in Reference (3)). This explains why there was still no Registration from England to Israel on the 5th August, although, according to

the mentioned Table³, general postal services with England were resumed before 28 July, 1948^(3,4). This differentiation is not specifically mentioned in the Table with respect to England, although it is mentioned with regards to some other countries, but we know from different sources that this Table is far from being complete and accurate. In fact, it is known from documents that Mail Registration Service with England was resumed only in March 1949⁴.

Another interesting point, which is rarely seen, is the handstamp on each stamp "Postage Refunded" (difficult to see in the illustration; better discerned on the bottom right two stamps), indicating that the British Post Office felt the responsibility in this case for not delivering the letter to its destination. This was not the case generally in other (non-registered) returned letters and this relates to the fact that in the case of a registered letter the postal clerk should have known better and inform the sender that there was still no Registration Service to Israel.

Another amusing point is the use of the name "Palestine" by the sender, instead of Israel, about 3 months after the founding of the State: was it just inertia or rather some sign of the British resentment of the new State of Israel?!

References

- (1) Ch. Shamir, M. Siegel, "Deterioration and Suspension of Postal Services: January to May 1948", HLPB #25-26 (1986), p.190.
- (2) Ch. Shamir, M. Siegel, "1948, the Resumption of Air Mail Services", W.P.C., 20th Anniversary Publication (1986), p.43.
- (3) "The Renewal of Postal Services of the State of Israel with other Countries in 1948", HLPB #3 (1980), p.88.
- (4) Ch. Shamir, private communication.

The State of Israel

Phosphor Band Varieties on the "Olive Branch" Inland Postcard

(Z. Shimony, Jerusalem)

As is well-known, in recent years Israeli postcards have one phosphor band on or near their imprinted "stamp", to identify them as "inland mail". The facing machine "reads" these phosphor tags for the purpose of facing, cancelling and sorting the postcards. This "reading" is done when the postcard is illuminated by a proper wave-length light, which activates the phosphor to re-emit typical light of its own which in turn is detected by the machine photo-detector. In general, these phosphor tags are almost colorless

and frequently even difficult to detect without special equipment. But, especially on these imprinted (prestamped) inland postcards, it has been noticed during the years that various shades of the phosphor band exist.

The maximal range of color variation of the bands has been recently noticed in the case of the first non-denominated postcard (with the "olive branch" design). Shown in Figure 50 are three of four postcards, whose

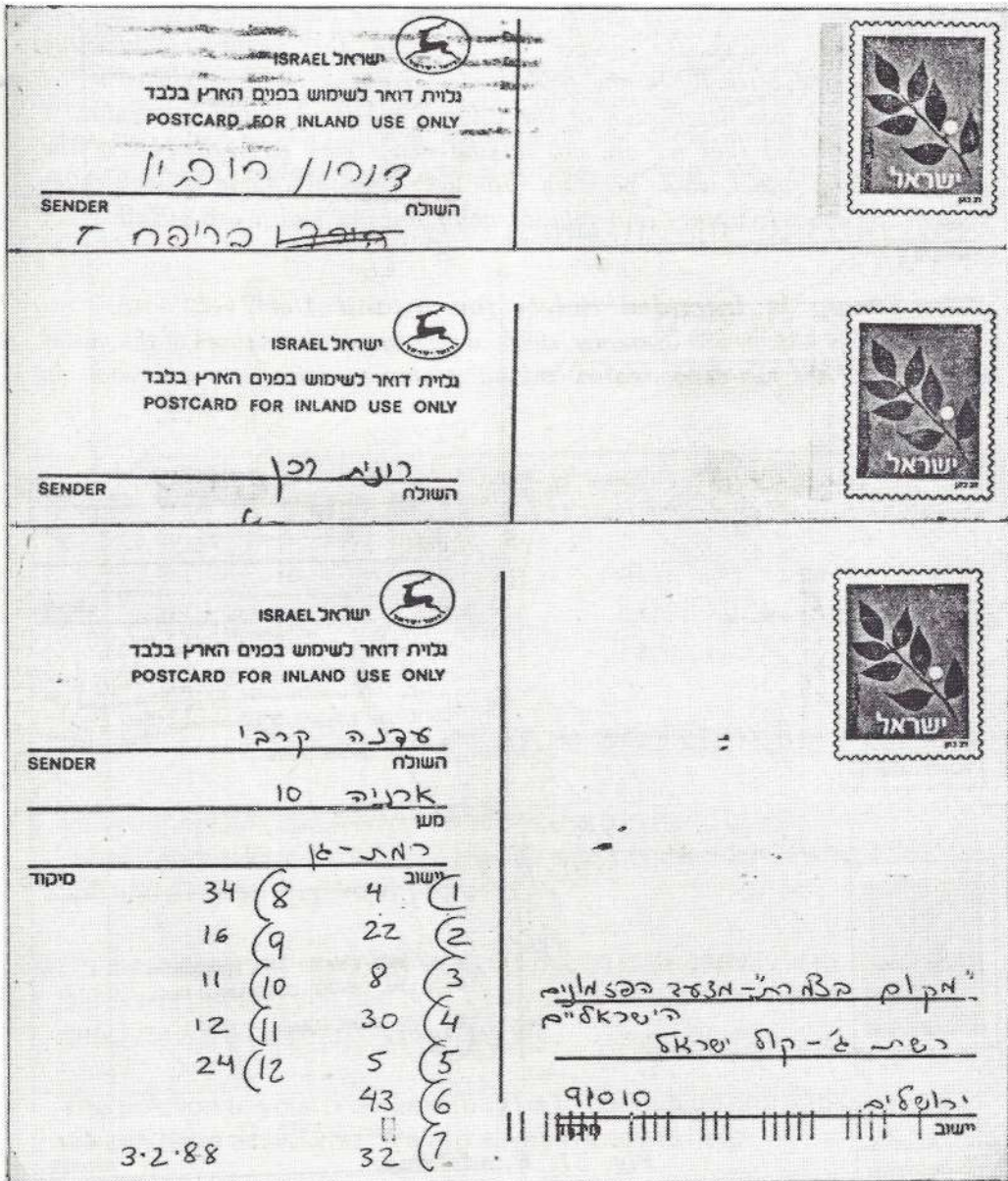


Fig. 50: Phosphor-band color varieties on some "Olive Branch" inland postcards.

phosphor tag colors are significantly different from each other (regretfully it is impossible to show it properly in the black-and-white illustration). The four colors are: rose-lilac, bluish grey, stone (a kind of yellow) and dull green. Various tone varieties of the above probably exist.

These various colors of the tags come from incidental dyes, which were inadvertently mixed with the phosphorous substance during the offset printing of the bands. The phosphor itself is the same substance in all these cases (producing the same wave-length radiation) and the additional dyes may, in extreme cases, hinder the proper operation of the facing machine by diminishing the intensity of the fluorescence reaching the photo-detector.

In spite of this description of the colored bands as being incidental, it should be stressed that we are not talking about very few examples of the various colors; rather whole printing runs were probably made of each color, though the exact frequency and relative abundance of which are certainly not known.

"The Stamp is Intended Solely for Inland Use"

In HLP#31, p. 589 (Summer 1987), we discussed some cases of the postal treatment of the non-denominated "inland" stamp used for letters abroad. In

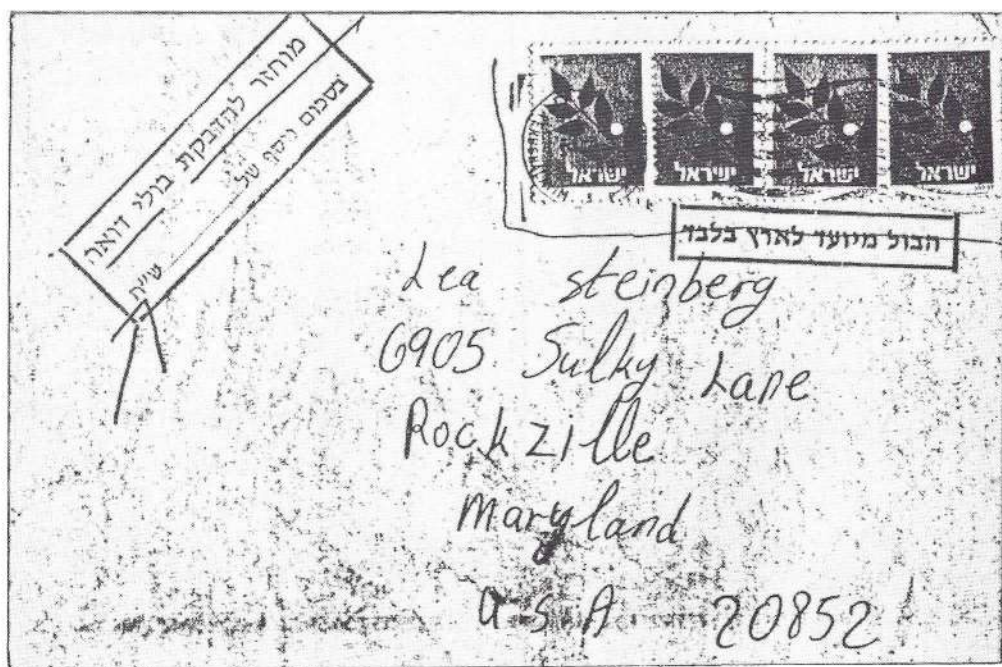


Fig. 51: Handstamp:

"The Stamp is Intended Solely for Inland Use"
and **"Returned for Franking.."** on a cover to US,
franked by "Inland Stamps"

the examples illustrated there the postal clerks did not give any explanation or used handwriting for their instructional remarks on the postcard cover, as they probably had not yet received any proper handstamp for the purpose, in addition to the usual boxed handstamp demanding to add the missing proper stamps.

The following illustrated cover to the U.S.A. (of May 1988) shows a more advanced stage of this treatment (Fig. 51); here they already used a boxed handstamp in Hebrew, reading: "The stamp is intended solely for inland use". On the left top there is also a framed Hebrew cachet "Returned for franking by an additional sum of NIS....". The sum was not inserted, as it was clear that the letter should be sent again with the same postage, but with the proper stamps, replacing the special-purpose "inland" stamps.

* *

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* * * * *

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

* * * * *

New Cancellations and Post offices

(Compiled by B. Fixler and I. Nachtigal)

A. Special Cancellations (see also Fig. 52)

- 28.03.89: "April 1989, the 6th Arthur Rubinstein Piano Master Competition", Tel Aviv-Yafo.
- 28.03.89: "H. Oppenheimer Diamond Museum; 'Each stamp - a diamond'", Ramat Gan.
- 25.04.89: "Tel Aviv 80th Anniversary", Tel Aviv-Yafo. This postmark exists also in lilac.
- 30.04.89: The Israeli Air Force emblem, Yerushalayim*.
- 30.04.89: A pictorial postmark with archeologic theme, Yerushalayim*.
- 30.04.89: "UNICEF", Yerushalayim*.
- 30.04.89: "Jubilee of the Jabotinsky Institute in Israel", Tel Aviv-Yafo.
- 02.05.89: "46th Anniversary of the ghetto rebellion - Assembly to commemorate the Holocaust and the brave valor", Lohame Ha-Getaot.
- 15.05.89: "Maale Adumim - Communication with the World", Maale Adumim.
- 18.05.89: "International Rotary, 29th Regional Conference, Region 249 - 60th anniversary of Jerusalem chapter, the first in Eretz-Israel, 18-19.5.89", Yerushalayim.
- 22.05.89: "BULGARIA 89, World Postage Stamps Exhibition", Tel Aviv-Yafo.
- 29.05.89: "Israel Philatelists Greet FEPA Meeting, Sofia 1989; Federation of European Philatelic Associations", Tel Aviv-Yafo.
- 05.06.89: "Jerusalem, Eur'Airport 89, 9th Conference of ICCA Europe", Yerushalayim.
- 11.06.89: "16th International Congress of Chemotherapy, ICC", Jerusalem**
- 11.06.89: "13th Maccabiah, 3-13.7.89", Ramat Gan*.
- 11.06.89: "Moshe Smoira", Yerushalayim*.
- 11.06.89: A pictorial postmark with archeologic theme, Yerushalayim*.
- 14.06.89: "1939-1989, the Book Publishers Association of Israel, 14-21.6.89", Yerushalayim and in each of the following towns: Ashdod, Ashkelon, Beer Sheva, Hadera, Haifa, Tel Aviv-Yafo, Tiberiya.

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

**Since 7.12.82, this is the only special cancellation with the spelling "Jerusalem" instead of "Yerushalayim".

- 15.06.89: "Man and His World", Tel Aviv-Yafo.
 21.06.89: "50th anniversary of the Karary High School of Science", Rishon LeZiyyon.
 25.06.89: "1929-1989, 60 Jewish Agency Assembly, 25-29.6.1989", Yerushalayim.
 29.06.89: "Maccabi from the Soviet Union arrives in Israel to join the Games", Ramat Gan. Due to its rush issue, this postmark was not announced to the public in advance. It is the only postmark of Israel which contains a Russian word, "Welcome" in Cyrillic letters.
 03.07.89: "13th Maccabiah Festive opening", Ramat Gan.
 07.07.89: "Becentenaire de la Revolution Francaise", Yerushalayim*.
 09.07.89: "Karmiel Dance Festival, Karmiel 8-10.7.89", Karmiel.
 11.07.89: "11-14.7.89 Tel Arad, Flowering in the desert 2", Arad. This postmark exists also in lilac.
 14.07.89: "Les Philatelistes Israeliens Saluent PHILEXFRANCE 89, Paris", Tel Aviv-Yafo.
 16.07.89: "World Jewish Youth City", Tirat Karmel.
 18.07.89: "Graphic Design in Israel", Tel Aviv-Yafo*.
 18.07.89: "Ducks", Yerushalayim*.

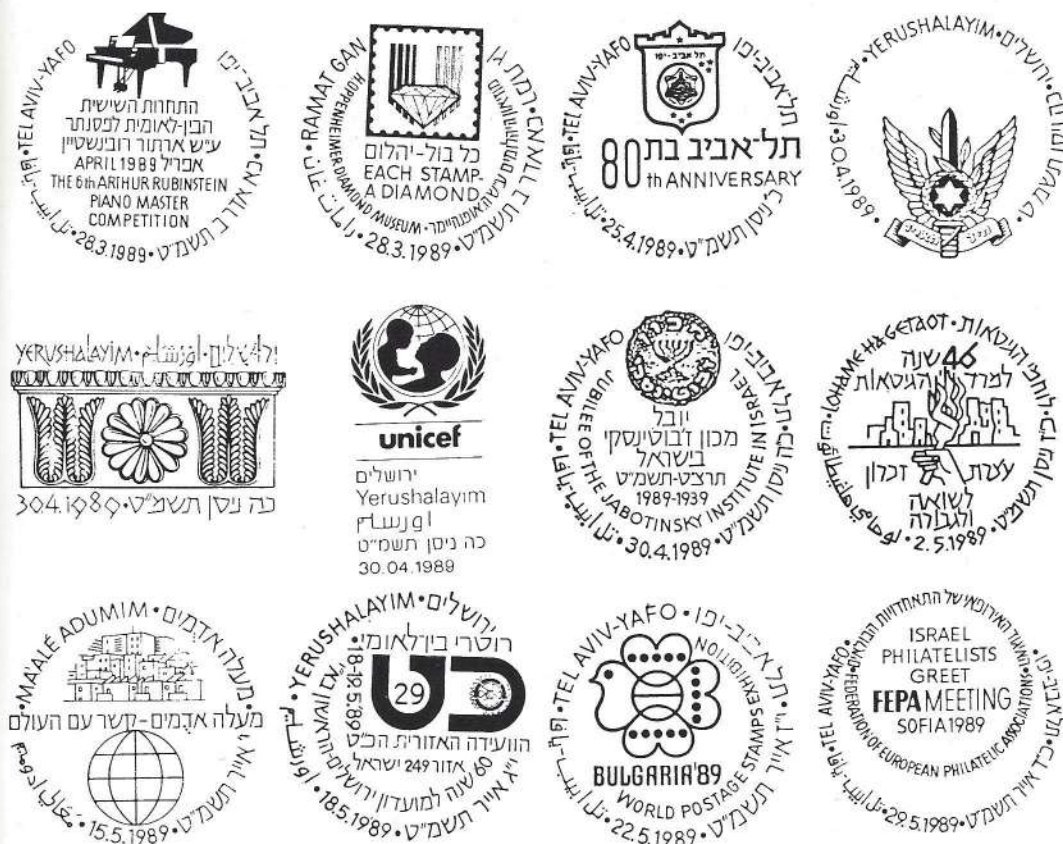


Fig. 52: Special cancellations used in Israel in the last period.

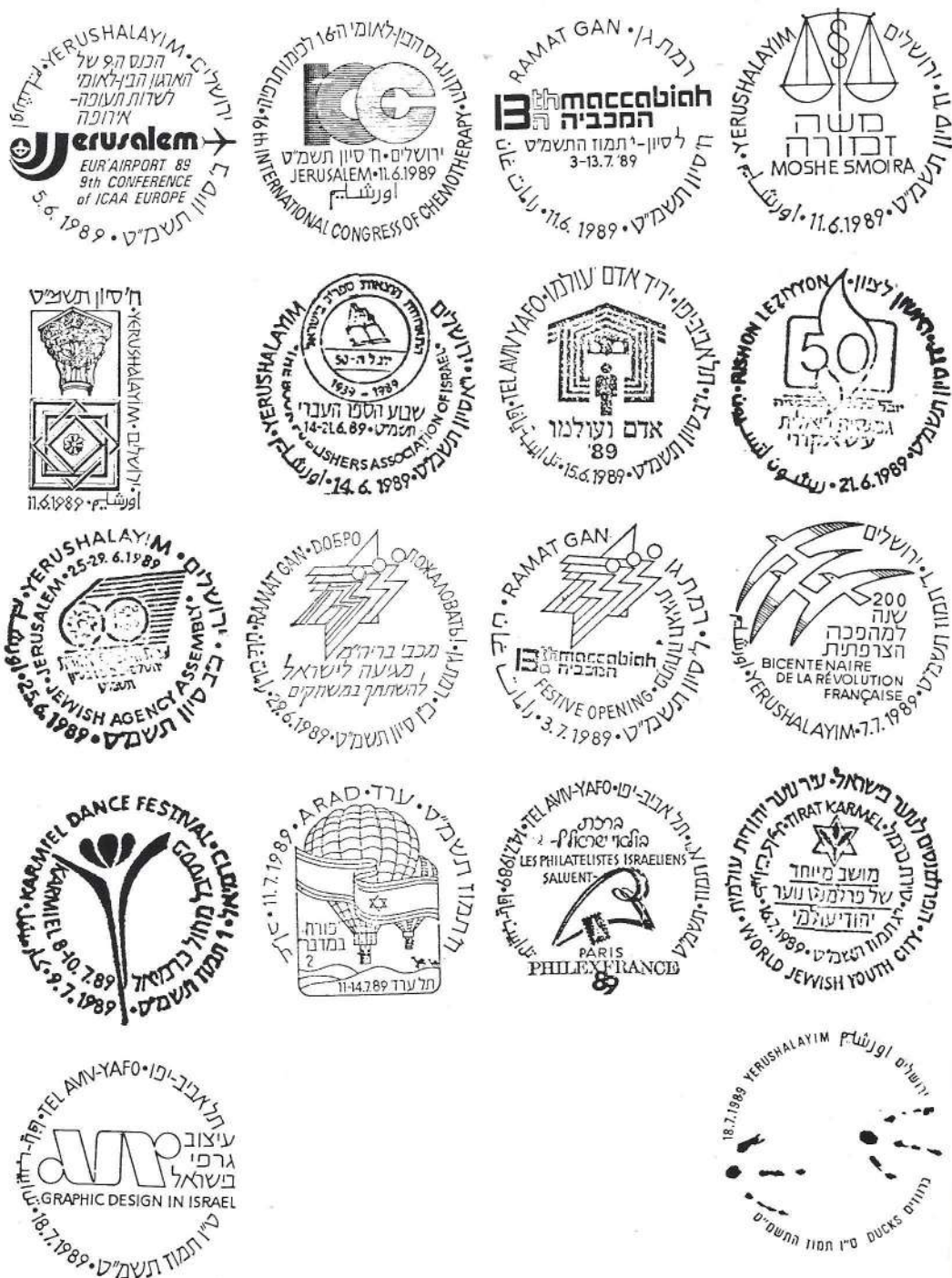


Fig. 52: Special cancellations used in Israel
in the last period (continued)

B. Definitive Cancellations

21.05.89: "Hevron 5", "Hevron 6", "Hevron 7" - additional postmarks in Hevron post office.

- 24.05.89: "Ashqelon 412 ט", new meter (Francotype) machine in Ashqelon post office.
- 24.05.89: "Ashdod 411 ט", new meter machine in Ashdod post office.
- 24.05.89: "Ashdod 413 ט", new meter machine in quarter "ט" B.P.O., Ashdod.
- 24.05.89: "Beer Sheva 410 ט", new meter machine in Shekhuna "ט" B.P.O., Beer Sheva.
- 25.05.89: "Magdiel 523 ט", new meter machine in Magdiel BPO, Hod Hasharon.
- 25.05.89: "Ramat Gan 524 ט", new meter machine in Neve Ram BPO, Ramat Gan.
- 25.05.89: "Ramat Gan 525 ט", new meter machine in Oazis B.P.O., Ramat Gan.
- 25.05.89: "Bnei Brak 522 ט", new meter machine in Yeshayahu B.P.O., Bene Beraq.
- 25.05.89: "Holon 28", "Holon 29", "Holon 30", "Holon 31", "Holon 32", "Holon 33" - additional postmarks in Holon Post Office.
- 01.06.89: "Yerushalayim 87", additional Postmark in Neve Yaacov B.P.O. (without the Stag emblem on the F.D.).
- 11.06.89: "Rishon LeZiyyon 11", new postmark in Rishon LeZiyyon.
- 12.06.89: "Bene Beraq 22", "Bene Beraq 23", "Bene Beraq 24", "Bene Beraq 25" - additional postmarks in Bene Beraq Post office.
- 13.06.89: "Qalqilya 2", additional postmark in Qalqilya Post Office. A previous Qalqilya 2 postmark had already been in use, but was taken out of use on 1.7.69. The new postmark exists also in lilac.
- 15.06.89: New meter machines in Jerusalem: "Yerushalayim 102 ט" in Bet Hakerem, "Yerushalayim 103 ט" in Geulim, "Yerushalayim 113 ט" in Chopin and "Yerushalayim 166 ט" in Ramot B.P.O..
- 18.06.89: "Qiryat Motzkin 10", "Qiryat Motzkin 11", "Qiryat Motzkin 12" - additional postmarks in Qiryat Motzkin post office.
- 21.06.89: "Bat Yam 21", "Bat Yam 22", "Bat Yam 23", "Bat Yam 24" - additional postmarks in Bat Yam post office.
- 03.07.89: "Yavneel 1", additional postmark in Yavneel post office.
- 10.07.89: "Ramat Hasharon 9", "Ramat Hasharon 10" - additional postmarks in Ramat Hasharon post office.
- 10.07.89: "Herzliyya 18", "Herzliyya 19", "Herzliyya 20" - additional postmarks in Herzliyya post office.
- 25.07.89: "Ramat Gan 33", "Ramat Gan 34", "Ramat Gan 35", "Ramat Gan 36", "Ramat Gan 37", "Ramat Gan 38" - additional postmarks in Ramat Gan post office.

New Stamps and Postal Stationery

The following stamps were issued during the last period:

- 30.04.89: Memorial Day, depicting the Fallen Airmen's Memorial at Har Tayassim (50 Ag), UNICEF stamp (90 Ag); Archeology in Jerusalem, part of the 7th definitive series (NIS 10.-).
- 11.06.89: Dr Moshe Smoira, first president of Israel's Supreme Court (90 Ag); The 13th Maccabiah games (80 Ag); Archeology in Jerusalem, part of the 7th definitive series (70 Ag, 80 Ag).

07.07.89: Bicentenary of the French Revolution, souvenir sheet (NIS 3.50 + 1.50).

18.07.89: Graphic design in Israel (NIS 1.-), Ducks in the Holy Land (4 x 80 Ag) - these were issued se-tenant in a "special sheet" of three rows of four stamps (plus bottom row of tabs).

03.09.89: Centennial of the Hebrew Language Council (NIS 1.-); Rabbi Alkalai (1798-1878) (NIS 2.50); New Year Festival (50, 70, 80 Ag).

New Aerogramme. A new version of the previous non-denominated aerogramme (with the jet-plane) was issued on 15.5.89. It has exactly the same front design like the previous one (which was issued on 18.6.85), but has printed lines to facilitate writing, all over its rear face.

We also noted that its two-band phosphor tag is different in form than the previous one (see Fig. 53, where the bands are blackened for illustration purpose). But, in fact, this feature of the new form of the phosphor tag has already occurred in some reprints of the previous aerogramme (the date is not known to us).



Fig. 53: The new aerogramme (issued on 15.5.89; bottom) and the similar previous one (top).

Holy Land Awards in "PHILEXFRANCE 89"

The World Stamp Exhibition "PHILEXFRANCE 89" was held in the Parc des Expositions de Paris from 7 to 17 July 1989, as part of the festivities commemorating the 200 anniversary of the French Revolution. The exhibition was held in grand style, with many exhibits connected to postal activities, from antique post coaches to space vehicles. More than 6000 frames were

displayed in roomy and convenient arrangements and it was by far the largest and most impressive international stamp exhibition held so far*.

The Holy Land exhibits received higher recognition in comparison with previous prestigious international exhibitions, and even relatively modern Israel-1948-exhibits gained very fine rating.

The awards given to Holy Land and Judaica exhibits were as follows:

Gold Medals

Zvi Alexander, U.K., "Turkish Post in Palestine (1840-1918)".

Curt Fischel, U.K., "Postmarks of Turkish and Foreign Post Offices in Palestine before 1918".

Zeev Galibov, U.K. "Civil and Military postal administrations during the Mandate period 1917-1948".

Raphael Livnat, France, "Jerusalem Foreign Offices".

Large Vermeil Medals with Special Prize

Itamar Karpovsky, Israel, "The transition period, the emergency postal services of besieged cities".

Large Vermeil Medals

Yeremiyahu Rimon, Israel, "Israel 1948 - Local and Provisional Postal Services".

Vermeil Medals with Special Prize

Shay Shabtai, Israel (Youth Class), "The fateful years in the history of the Jewish People 1939-1948".

Vermeil Medals with felicitations of the Jury

Eddie Leib, Israel, "Study of Taxed Mail during the Ottoman, Mandate and Israeli periods".

Yaakov Shabtai, Israel, "Israel - The Doar Ivri issue".

Large Silver Medals

Ervin Danek, Israel, "Postal services in the concentration camps and the ghettos 1939-1945".

Silver Bronze Medals

Jacques Mahu, France, "Selection of foreign post offices in the Holy Land during the Ottoman period".

Zvi Shimoni & Emanuel Glassman (editors), Israel (Literature), "Holy Land Postal History" (Bulletin).

Mordechai Sondak, Israel (Literature), "Jerusalem Postal Services during the siege of 1948".

Bronze Medals

Walter Lowenberg, Spain, "Israel".

* Mr. E. Weber from Israel served on the Jury in the European group and Capt. Y. Shabtai was the Israeli Commissioner.

Book Review

Israel Postage Stamps 1948-1988, Catalogue No. 11. (Published by The

Philatelic Service of The Israel Postal Authority. Price: \$25 plus 3.50 for P&P (surface mail) or NIS 50.- in Israel. It can be ordered from the Israel Philatelic Service's agent in your country or directly from The Philatelic Service, 12 Sderot Yerushalayim, 61080 Tel Aviv, Israel. In Israel it can be purchased in most Post Offices).

Hats off to the Israel Philatelic Service for producing a catalog that is specifically designed for the collector and simultaneously is a beautiful work of art. Since the formation of the Israel Postal Authority as a separate governmental agency not tied to the Ministry of Communications some two years ago, great improvements have occurred resulting in a much more efficient Israel postal service. This catalog is a reflection of such improvement since it contains much new useful information that was gathered from official sources and archives as well as knowledgeable collectors.

The Authority is also to be congratulated for retaining the services of Mr. Yacov Tsachor of Tel Aviv, who labored most diligently and effectively as the editor of this fine new publication. The work itself has over 300 pages with all stamps issued until December, 1988 fully described and beautifully shown in color and not just a sample from each set as per other current catalogs. While the work is bilingual, its layout and esthetic arrangements are extremely professional, thus avoiding the hodgepodge that bilingual publications usually become.

Another excellent feature, certain to increase the work's universality, is its listing of all issues and souvenir sheets by the numbers of the four catalogs most used by Israel stamp collectors: Scott, Bale, Michel and Yvert-Tellier. Other newly included valuable information included are important philatelic definitions, watermarks and a superb updated and expanded chapter covering the different printings of the Definitive Issues, Stand-by Stamps and the Airmails. Various papers, gums, and phosphor taggings are also mentioned in addition to more Doar Ivri coverage. Plate Blocks of all of these types are nicely illustrated and their marginal data explained. There is also a good listing of stationery, stamp booklets and IRCs. Frankly, this portion of the work needs improvement as it is not illustrated and thus laborious to use.

The new Postal Authority is tangibly assisting Israel's various philatelic clubs and organizations. As proof of this, a complete listing of these, including address and telephone numbers, has been included. This will certainly prove a boon to intercontinental correspondence as well as being of great assistance to touring philatelists wishing to visit with their Israeli counterparts.

Recommendation: All collectors should purchase this lovely, new work, adding a most valuable reference to their philatelic libraries.

(Marvin Siegel)

Holy Land Auctions' Realizations

(Compiled by E. Leibin)

Prices are in U.S. Dollars. 12%-14% buyer's commission and 1.8% V.A.T. should be added.

Negev Holyland Stamps, March 22, 1989

- * 1914, Turkish Post "Caifa 1" octagonal pmk (ST. 19/10) on postcard to Germany - \$280
- * Safed "all Arabic" pmk (ST. 47/08) on printed matter cover to Vienna - \$600
- * 1936 "Talavera Barracks, Jerusalem" pmk on a cover to England - \$950
- * 1948, Registered cover ex-Rumania, Haifa arrival pmk May 3, 1948 - \$425
- +

Capital Stamps, May 23-24, 1989

- * Russian Post: 1891 cover from Russia to Jerusalem, oval blue "ROPIT Jaffa" arrival pmk on back - \$220
- * Ditto, 1909 cover franked 4 x 1 kop stamps from Haifa to Jerusalem. Stamps tied by d.c. pmk (Or 357), Jaffa transit and Jerusalem arrival pmk on back - \$680
- * 1921, "London I", 20 p V.f. used - \$1200
- * 1922, "London II", 20 p, perf. 14, 25 mm high, used - \$550
- * 1948, "Doar Ivri" 1000 pr plate plock, unused - \$950
- * 1948, Calamata crash cover - \$160

Lev Stamps, June 14, 1989

- * 1948, Registered cover returned to sender by USA post, as "Service Suspended", then delivered by 1st PEDI flight. Tel Aviv arrival pmk 3.6.48 - \$1200

Matza Auctions, June 21, 1989

- * Austrian Post: Petah Tiqa red arrival pmk on parcel card from Russia, transferred from the Russian Post in Jaffa to the Austrian Post - \$650
- * Ditto, 1914, Registered cover from Haifa to Germany - \$240
- * German Post, Registered "Aus Jaffa" cover - \$700
- * Turkish Post, 1904, Jerusalem trilingual seal on postcard, signed by E. Honig - \$300
- * Ditto 1917 "Quds 2" (All Arabic Jerusalem) on Registered cover to Hungary - \$1100
- * Ditto 1912, Zamarin arrival pmk on postcard from England - \$300
- * Ditto 1916, Petah Tiqa arrival pmk on postcard from Switzerland - \$340
- * 1921, "Damas-Caifa 2" on cutout with 5m "London I" stamp - \$95

Wallach Auctions, July 4-5, 1989

- * 1914, Hertzlia Gymnasium students postal service, New Year Greeting cover to Nes Ziona - \$1680
- * 1948, Nahariya emergency post, First Slogan, 22.3.48 on cover - \$4200
- * 1948, Nahariya emergency post, Second Slogan, 23.3.48, on cover - \$2600
- * 1948, Nahariya emergency post, Yellow local council label on airletter from England - \$800
- * 1948, Nahariya emergency post, red local council label on cover from Germany - \$1400
- * 1948, Doar Ivri high value tabs with Haifa F.D. postmark- 1650
- * 1948, 15m perf. 10 $\frac{3}{4}$, used tab copy - \$155

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COLLECTOR wishes to exchange GB stamps for Israel. B.C. Baker, 76 Allastone Road, Lydney, Glos., G.B.

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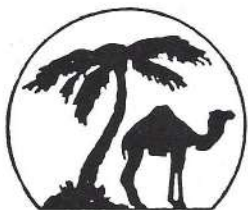
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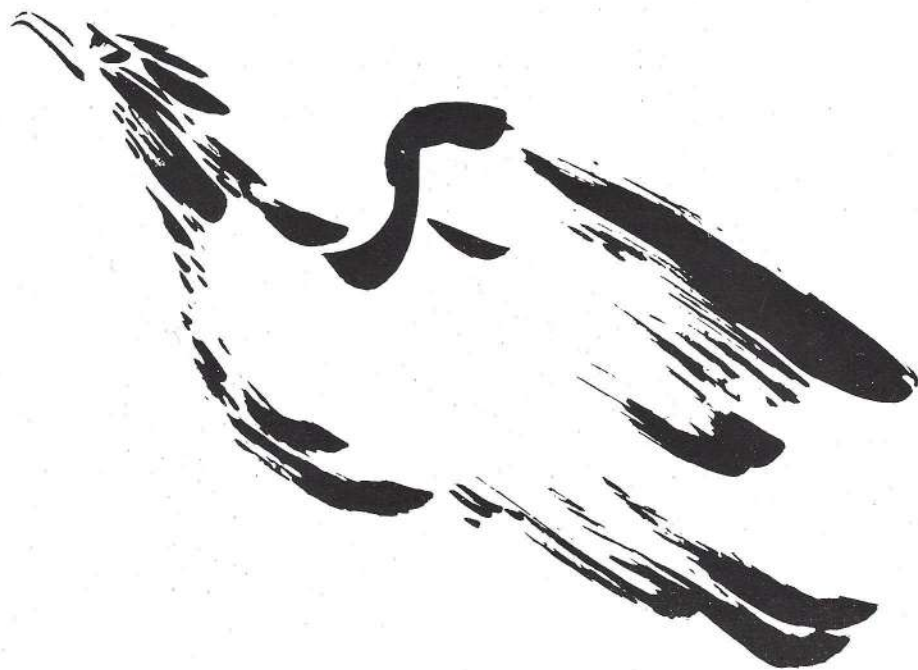
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The Minister of Communications, Mr Gad Yaacobi, presents the new Israel Stamps Catalogue to the President of the State of Israel, Mr Chaim Herzog, in a special festive ceremony. Also in the photograph are Mr I. Kaul, Director General of the Postal Authority, and Mr Y. Beilin, Director of the Philatelic Service (s. review on p. 1078)

ק"ץ תשמ"ט