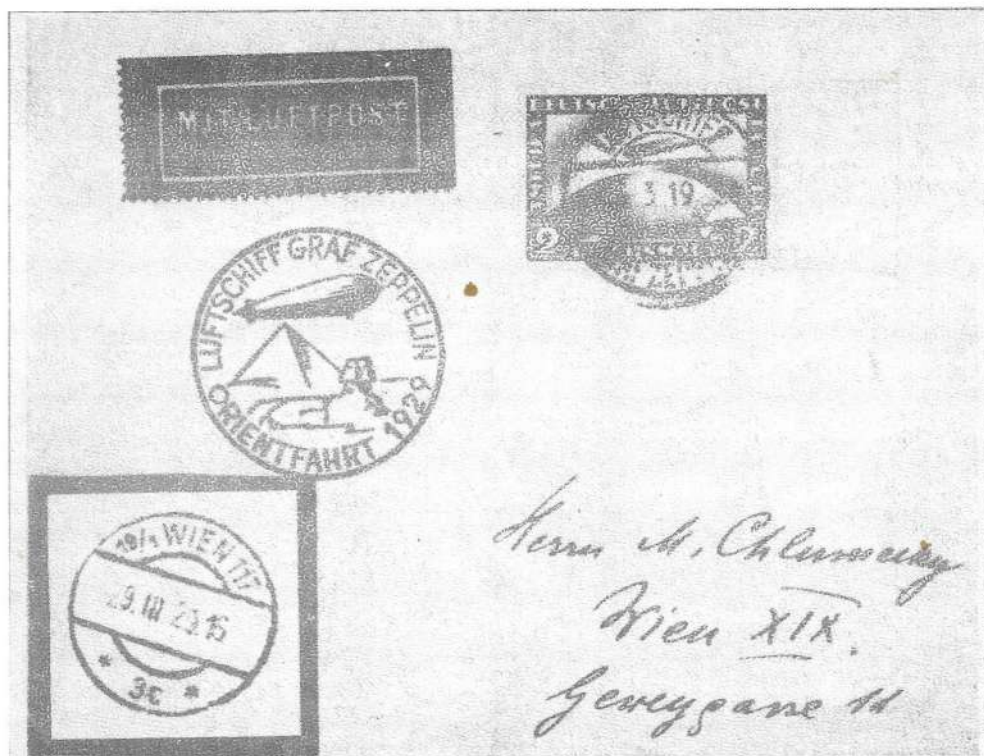


Holy Land Postal History

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



מכתב נדיר לוינה, מהשלכה פרטית מ"טיסת המזרח" של הגרף צפלין ב-1929
A rare private-drop letter to Vienna from the 1929 Orientfahrt of the
Graf Zeppelin (see article on p. 133)



AUTUMN 1990

HOLY LAND POSTAL HISTORY

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Report on the Economic Situation of the Palestine Posts, 1908*

(The Ministry of Foreign Affairs)

In Jerusalem and Jaffa there are Ottoman, Austrian, German, Russian and French post offices.

As is well known, the Foreign Posts in Turkey date back to the treaty of 1720 between Turkey and Russia and the treaty of 1739 between Turkey and Austria. Maritime services' development gave them a new extension, especially to the Austrian Post which has actually 26 offices in Turkey. The total income exceeds 400,000 florins, more than 200,000 being net profit. In Jerusalem the Austrian Post has always been working, in spite of the closing of other foreign offices.

Although Foreign Posts were tolerated only in Ottoman ports, in 1898, on the occasion of Emperor William's visit in Palestine, a German Post was established in both Jaffa and Jerusalem and in 1900 France opened an office in Jerusalem, this example being followed two years later by Russia.

France and Russia each have, at the present time, some 18 offices in Turkey. It is really remarkable to note the prosperity of all of the offices in Jerusalem, as can be seen in the enclosed scale of their profits. For surely not only the commercial correspondence acts as a factor but the vitality of the Foreign Post Offices lies in their handling of many samples and large number of circulars for charity, from all beliefs and religious communities.

The Turkish Post has the advantage of freely transporting its mail by train between Jaffa and Jerusalem, and the payment of 20 paras per 15 grams (being 10 centimes) for letters sent to Ottoman ports. This was adopted four years ago to fight the competition of foreign posts, being assured of the postal monopoly for internal towns in Turkey. The Ottoman post taxes all letters franked with stamps of Foreign Post Offices established in Turkey and addressed to another Turkish town inside the Empire. Lastly, Turkey enjoys the official support of local authorities.

All these considerations should assure her of supremacy over her competitors; the reality has not met with this supposition, as the public does not have any confidence in the Ottoman Post's employees.

The Austrian Post office had, on her side, the seniority which assured her in 1907 of the service of nearly all of the foreign posts not represented in Palestine. Being

* The article was submitted by our member Denis Vandervelde and translated from French in Jerusalem. The original comes from the French Colonial Archives at Nantes.

confident of their prosperity they organized a special service for mail transported between Jaffa and Jerusalem; thus its general expenses amounted more than 80% of the profit. The year 1908 was a disappointment on this point, as will be seen later on.

The Russian Post, the last to be opened, was nevertheless the first (in its first year), regarding its profit. Its success was due to several reasons: The concession of the Russian Post Offices in the East was given to the "Russian Navigation Company", which got rid of all bureaucratic and regulatory restraints and decided to act according to their directors' inspiration and initiative. Thus the manager of the Jerusalem Office allows discounts (up to 20 and even 25%) on the sale of stamps, and grants credits of more than six months to wholesale buyers.

In spite of this prosperity, it accepts the combination of transporting mail between Jerusalem and Jaffa by using the German and French mail carriages. These mail deliveries which started within a few months of each other, are similarly administrated. Their profits are very similar. The French Post had, in 1907, a profit of 31,500 francs with 24,750 francs of expenses, whereas the German Post had 30,500 francs of profit and 26,325 francs of expenses.

To have a more precise picture, we will complete this report with the following notes. Austrian and German Posts use the recent international fares of the Congress of Rome with price progression based on weight basis. Although Russia maintained the old fare for letters of 0.25 francs for 15 grams or part thereof, the Russian Post in Jerusalem took the initiative to charge letters sent to Russia at the normal rate of the Universal Postal Union which is 0.25 francs for the first 20 grams, and 0.15 francs per 20 grams or part thereof over the first 20 grams. The Turkish Post did not adopt the regular rate of the Union, but, as already mentioned above, it uses the charge of 20 paras (equal to 10 centimes) for 15 grams, or part of 15 grams, for letters sent to Turkish Mediterranean ports where there are Foreign Posts.

In consideration of the above, we can easily understand that the French Post is in a poor position to compete with its competitors, and, last November, it had a serious fall in profits. Meanwhile, all of these factors, in spite of their specific importance, are not sufficient, for a town like Jerusalem, to determine the chances of success of one Post against another. Thus after this temporary crisis the French Post had a rise of 60% in its profit shortly afterwards, following the establishment of a distribution service and the arrival of American mail through its offices, mail which was previously being handled by the Austrian Post.

The majority of Jerusalem's population being Jewish (45,000 of the 70,000 inhabitants) mainly supported by religious charity coming principally from America, they were pleased to post their correspondence through the administration that serves them best. Thus the importance of Post Offices will change in 1908, and it must be taken in consideration that the dominance of the Austrian post will be taken by our national post.

To obtain this result and keep this position, we must adopt some profound modifications to our offices' administration:

1. It is most necessary to provide the Principal Postmaster with a clerk of a European background, in whom the public will have more confidence than in native employees, as the Austrian and German Posts have already understood.
2. We must move the Post Office to a more appropriate place, in the business and commercial center. The Office must be wider, better ventilated, better lighted, and with all necessary comfort to serve the public rapidly and punctually.
3. We need to adopt the normal rates of the U.P.U., at least for France and French Offices in the East.
4. We have to assure that all mail sent to Palestine in transit via France should be addressed to the French Office in Jerusalem. Mail from England, Portugal, and Spain and all correspondence from Sweden, Norway, Denmark and Belgium still arrive at the Austrian Post, consequently the English "colony" which is quite important and all correspondence with those countries arrives at this Post Office.
5. We have to establish the service of the Saving National Fund. This will bring the French Post to the middle and working classes of all the nationalities except the Arabs and Persians.
6. We have to permit the French Post to grant a discount of 3-5%, as is done in the Austrian Post.
7. We have to put Post Office boxes in sufficient quantities in all the quarters, to collect the letters regularly each day, thus saving the public long and expensive trips to the Post Office. At the same time, it would be advisable to create sub-offices for sale of stamps, cancelling ordinary correspondence, and registering mail.
8. We should invite the Company des Transports Maritimes to take better care of postal packages which, although sent from France, often arrive via Germany and Austria after a very long journey, in a very bad condition. This carelessness has the consequence of prejudicing oriental customers who prefer the German and Austrian merchandise, whose parcels arrive more quickly and in a much better shape.

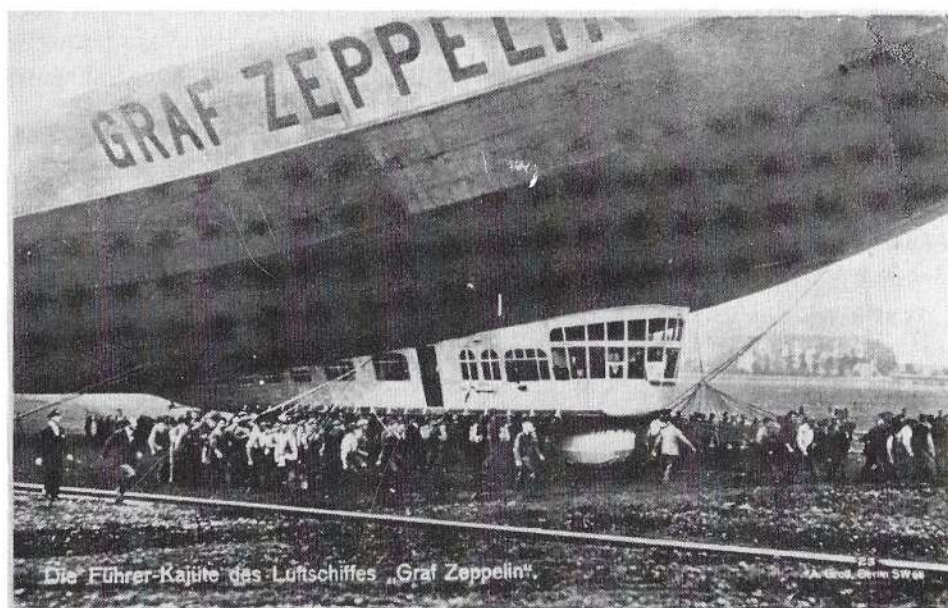
The appointment of Foreign Posts in the East is being decided by the respective Governments, and has much influence in serving commerce. The Government of the Republic should arm the French Post in a sufficient manner to allow it to fight against its competitors with success.

The sacrifices to be suffered by the administration are insignificant, against the results which can be expected, especially in that such an improvement will probably be followed by an increase in the sale of stamps, and therefore the compensation will be mostly advantageous.

Private Drops on the Orientfahrt of the Graf Zeppelin*

Fred F. Blau, Chicago

The most important flight of the airship the LZ127 *Graf Zeppelin* during its seven years of use was the Orientfahrt (Orient Flight) to Palestine in 1929. A public relations exercise designed to persuade the government to keep the airship flying, the flight took its passengers from an icebound Europe to the sunshine of the Holy Land. The LZ127 was built to connect Germany and Europe with South America, and Dr. Hugo Eckener, head of the German Zeppelin Airship Co., or DELAG (Deutsche Luftschiffahrts Aktien Gesellschaft), hoped that this flight would create enough confidence in airships to make transatlantic passenger airline service a reality. The distance from Germany to South America was comparable to a roundtrip flight from Germany to Palestine. The DELAG



The control gondola and passenger compartment of the Graf Zeppelin.

chose to route the Orientfahrt from Germany via France, Sardinia, Corsica, Italy, and Crete, finally cruising over Palestine and then back via Greece, Yugoslavia, and Austria, to its base in Friedrichshafen, Germany. Little of this route was over water, so that if an emergency occurred, the airship could be anchored on land.

* Reprinted from "The American Philatelist", April 1990.

Postal agreements were reached between the German and Palestine postal administrations that all mail had to be dropped over Er Ramle, Palestine, and that postage of one mark for cards and two marks for letters would guarantee the return of mail from that drop to any part of the world. Semi-official drops on the trip to Palestine over Rome and on the way back over Athens and Split (Spalato), Yugoslavia, were sanctioned and were not considered private drops.

The rarest drops were "private" or "wild" drops that were most probably made by crew member A. Thasler. Thasler, it is presumed, was approached by the part-time stamp dealer Krug and agreed to drop mail for Krug and others for favors or financial compensation. Krug even prepared his own private cachet, which can be noted on the covers, cards, and pouch shown in the accompanying illustrations.

These pieces of mail were tossed out of a window from the rear of the engine gondola so that no one would see the drop. A number of the cards and letters (unfranked, underfranked, or even with full postage) were thrown out of the window, found in the streets, and put into mailboxes or taken to the post offices by the finder. There they received arrival postmarks and cachets dealing with postage due.

On the way to Palestine, over Rome, both a semi-official (sanctioned) and a private drop were made, with Krug's private cachet being used for the first time on the wild drop (Figure 1). Only four or five such cards are known. The card seen here is



Fig. 1: This post card bears a tax cachet and "35" (gold centimes) postage due written in blue. The arrow points to the arrival postmark, which was applied forty-five hours after the airship circled Rome.

underfranked with only fifteen pfennigs instead of the required one mark, and was not even canceled. The card bears a red circular cachet that reads "On board the airship Graf Zeppelin 25 March 1929." This cachet was available in the lounge for everybody's use, not only for mails but for any kind of souvenirs (menus, etc.). The card was found in Rome and carried to the post office, where it received the arrival postmark: "Rome Centro-Posta Aerea 27.3.29-6" – forty-five hours after the airship circled Rome. Cards dropped on the semi-official drop have the postmark "25.3.29" – two days earlier.

Figure 2 shows a private pouch prepared to accommodate the ten or fifteen cards

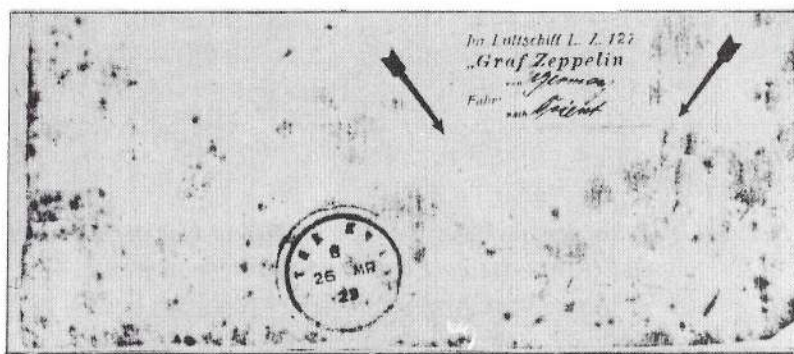


Fig. 2: This mail pouch bears the private cachet of Krug, which translates to "within the airship Graf Zeppelin L.Z. 127 from... trip... to..." The cachet, which was clearly legible when I bought it in 1950, is now faded and therefore is reproduced in ink.

– there are no known letters – that were dropped over Tel Aviv. It is a small bag, measuring about eight inches square, prepared by the stamp dealer Krug and dropped over Tel Aviv by a crew member, against regulations. This bag was found and delivered to the post office where the cards were handled individually by a postal clerk.

Figure 3 pictures a card dropped over Tel Aviv without any stamps. It has a "T" tax mark and a red cachet that translates to: "Postage Due 2M" (Nachgebühr 2 Mark). The card is addressed to Krug and was shipped back to Germany by boat.

The cover pictured in Figure 4 also is addressed to Krug but was dropped over Jerusalem. Only two such letters and one card are known. Again there are no stamps on this piece of mail, and the machine cancel is a receiving postmark. The private cachet of Krug can be found on the flap of the cover. Because it was a letter, a German cachet (Nachgebühr) reminded the German postal clerk to collect two marks upon arrival.

Only two pieces are known from the wild drop over Vienna, Austria. The letter shown on the Front Cover was handled differently from those illustrated previously.

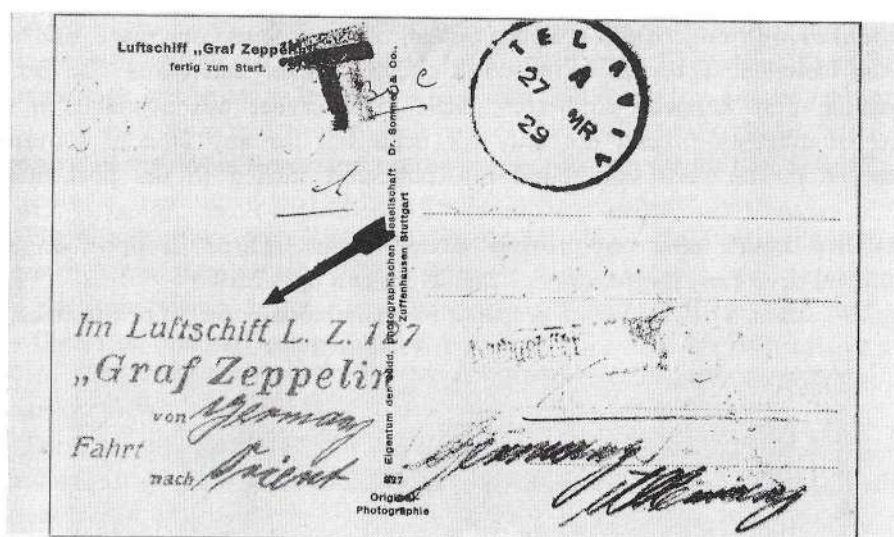


Fig. 3: Not visible in this illustration is the "25" written in blue pencil, which means that twenty-five gold centimes of postage were due.

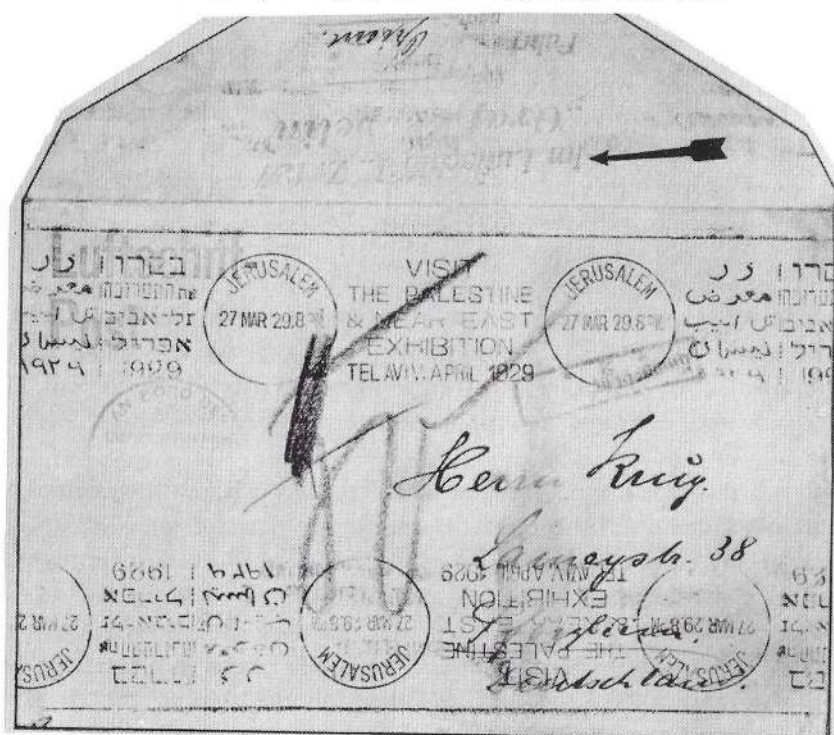


Fig. 4: This cover also bears a "T" for tax and "30" in blue manuscript for thirty gold centimes postage due. The arrow indicates the faded private cachet of Krug.

It was written and postmarked on board (Luftschiff Graf Zeppelin 25.3.1929). Navigator Max Pruss, acting as provisional and part-time postmaster for the flight, probably gave the letter back to the writer after applying the postmark and the cachet. This letter was dropped over Vienna when the airship flew over the city. It was found on the same day and received the arrival postmark "19/1 Wien 117-29.III.29.16." The letter was then delivered to the well-known stamp dealer Chlumecky. No postage is due on this letter because it was properly franked with a 2-mark Zeppelin stamp, which explains why it reached Vienna within twenty-four hours.



The Graf Zeppelin airship hovering over Jerusalem, in its Orient Flight to Palestine, 1929.

The last of the wild drops on this flight produced the rarest piece flown by any airship (Figure 5). "The Orient Flight of the Graf Zeppelin," which I co-authored with Cyril Deighton, stated:

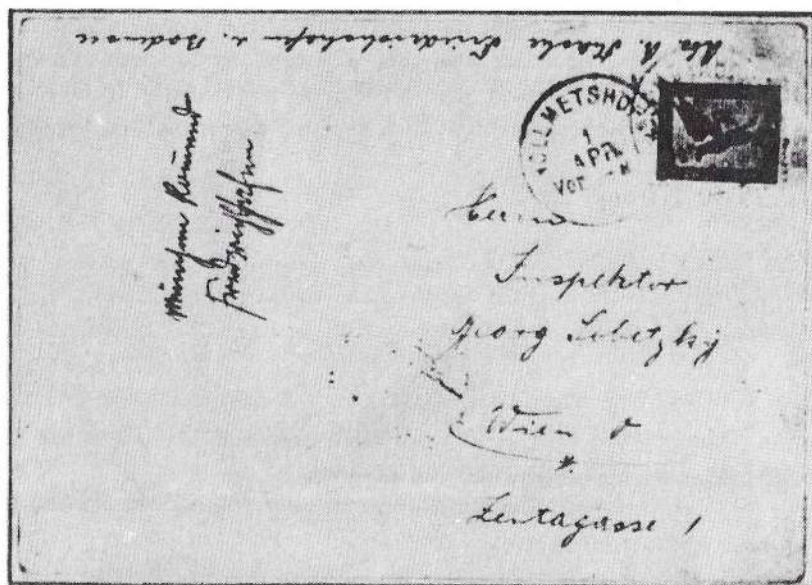


Fig. 5: This unique private-drop card was tossed out by crew member Thasler as the Graf Zeppelin flew over Wollmetshofen.

"Wollmetshofen: In spite of a search lasting many years no example of this mail has yet come to hand. We would appreciate any news of such mail. Meanwhile we are rather inclined to join those collectors who state categorically that no such drop mail exists."

On January 14, 1987, I received a response from the well-known dealer and Zeppelin expert Hermann W. Sieger, of Lorch. He sent me a photocopy of the front and back of a card dropped over Wollmetshofen. The card bears the well-known Krug cachet and was sent from Thasler. The card, which for fifty-eight years was known to one collector only, is addressed to the famous Austrian collector Sobetzky.

I called the next morning and asked Mr. Sieger if the card was his and if it was for sale. He told me that he had the card for expertizing purposes only and that within a month it would be up for sale at the German auction house of Hans Grobe. The auction catalogue's starting price was DM300 (about \$170). I asked Mr. Sieger if he would act as my agent, and, although he had retired from that business, he agreed to bid for me.

The auction was held while I was on a plane from Copenhagen back to

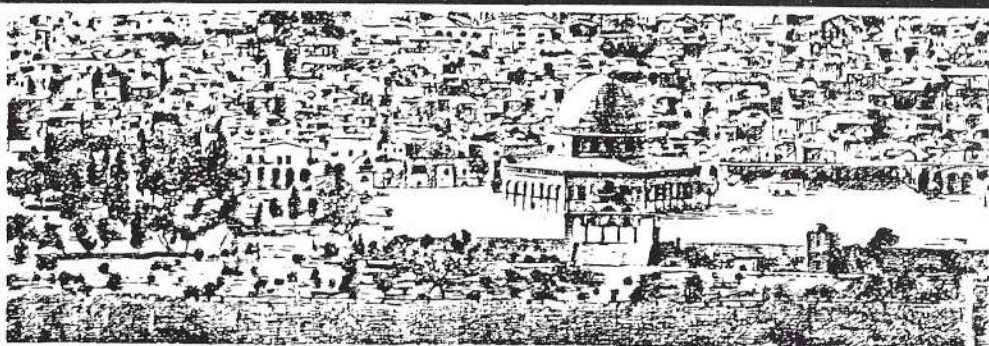
Chicago. When I called for Mr. Sieger the next day, he told me that he had purchased the card for about \$2,500. I tried to arrange the terms of payment with him, but he refused to discuss them, saying that the card was a gift from him to thank me for all that I have done for air mail collectors. He told me to consider the card that year's literature award in memory of his late father, Herman E. Sieger.

Now to the card itself: It bears the correct postage and the postmark reads: "Wollmetshofen 1 April Vor-8 (morning) 29." On the back of the card it says:

"The airship coming from Munich flew over our village, Wollmetshofen at 08:14 - 50 km west of Augsburg and continued in a westerly direction to Krumbach. It flew very low, because of heavy fog and was visible for a short time only. The mail bag was found the next day. Michael Scherrer, farmer, Wollmetshofen, Augsburg". (Translated from German.)

The card was dropped into a mailbox and received the arrival postmark of the next day in Vienna: "6 WIEN 56 5C - 2 IV 29 11." The Krug cachet is to the left and on the top the sender's name: A. Thasler.

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What is the "Horseshoe Route" of WW2?

Ronald M. Lee, Australia

I did not see the article by Zvi Alexander (WW2 Special Airmail Services from Palestine) as, being a new member of the Society, the Winter/Spring 1990 copy of the Holy Land Postal History was the first I had seen. Nevertheless I thought I would comment.

I have been interested in the "Horseshoe route" for some years and have, over that time, gathered whatever information I could on the route. I am puzzled by Fred Blau's description of the route. Whilst I realise it is possible that the "Horseshoe route" may not be the same to all people, none of my references give a route agreeing with that described by Blau. Nor does it seem that the Americans had a different route they called "Horseshoe" for I have several U.S. references in my bibliography.

Referring to my reference on the route I have taken as the most reliable source, the British Air Ministry publication *Merchant Airmen* which describes the route as "A great horseshoe-shaped route with its extremities resting on Durban in the west and Sydney on the east" (Fig. 7).

Until Italy entered WW2 on 10 June 1940, two Empire routes converged on Cairo and shared a common route through Brindisi and Marseilles to London. One route originated in Durban and the other in Sydney (Fig. 6).

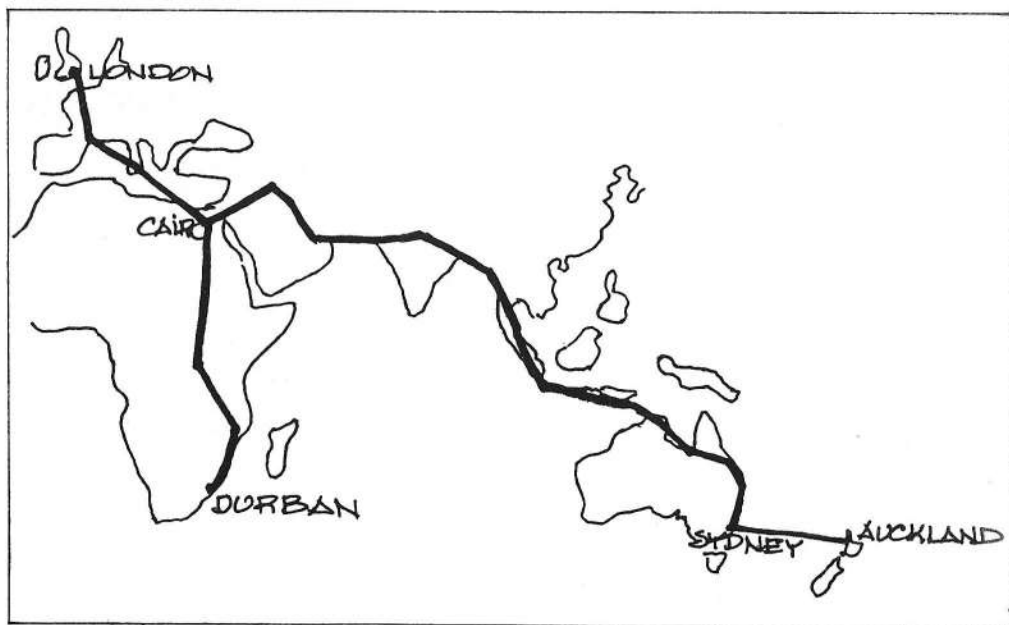


Fig. 6: Empire routes from Durban and Sydney

It was Italy's entry into the war which made it necessary for an alternative route from Cairo to London as it was no longer possible to fly through Brindisi. Fortunately, Britain had anticipated Italy entering the war and had planned an emergency route we now call the "Horseshoe route". This emergency route combined the two sections of the Empire route from Durban and Sydney which met at Cairo (Fig. 7), i.e. flying boats were turned away from Europe to Durban. The cutting of the Empire route stranded flying boats on both sides of the Mediterranean and separated maintenance facilities in Britain from the Horseshoe route. Maintenance facilities had been built in Sydney but facilities had to be constructed in Durban, another city well away from the war, to provide servicing for the flying boats at each end of the 15,500 mile long "Horseshoe route".

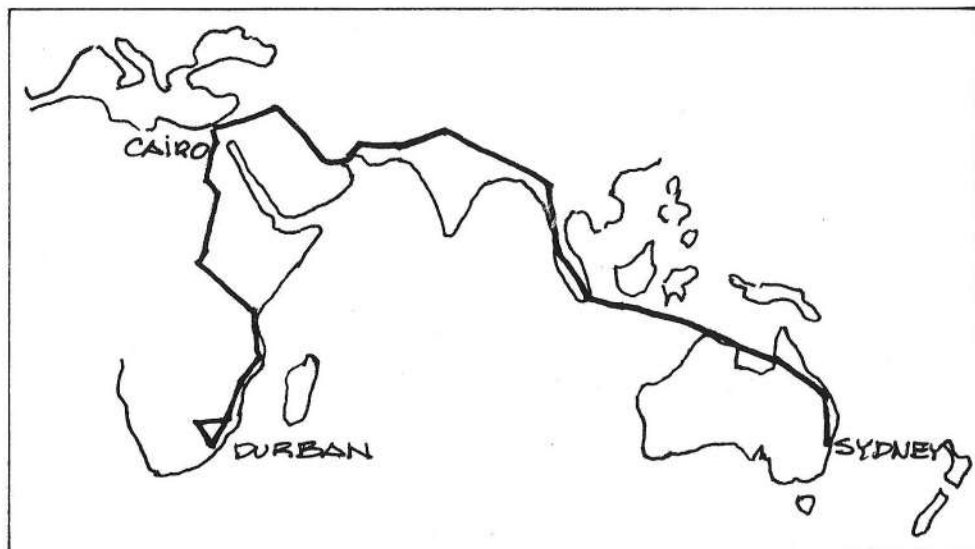


Fig. 7: "Horseshoe route" Sydney to Durban through Cairo.

There is one interesting philatelic item from the period which carries a cachet showing the "Horseshoe route" (Fig. 8). These were prepared by the British aerophilatelic firm Francis Field and the description in their house journal, the "Aero Field" of July 1941, is of interest:

"When the Empire services were suspended on June 11th, following Italy's entry into the war, it was obvious that an emergency service within a short time was inevitable. We anticipated that this service would be over what had become known as the Empire Reserve Route (from Mombasa across the Indian Ocean to Australia via Seychelles, Chagos Islands and Cocos Islands) and we therefore despatched covers every day or two in the hope that one of the

postings would connect with the first flight. As only one flight had been made over this route, the authorities eventually decided that it would entail too much delay in development, and the emergency service took the form of a combined sea and air service, by sea to Durban and thence by air via Cairo to India and Australasia. This service was not announced until the air portion (which was in reality merely the normal air route between South Africa and Australasia) had been resumed.

By this date, June 28th, the accumulated air mails posted between June 10th and 14th were well on their way to South Africa, and although they did not connect with the first resumed service from Durban, they were the first British mails to be flown over what later became known as the "Horseshoe Route". One of our thrice weekly mailings connected with this first despatch and we were thus able to offer a few covers of great historical interest, for it would be difficult to imagine a more appropriate illustration of the air mail result of Italy's entry into the war. Covers despatched to New Zealand bear Sh 1/3 franking, postmarked June 14th and were backstamped in New Zealand on July 16th".



Fig. 8: Francis Field cover with cachet illustrating the "Horseshoe route".

When the emergency route had been planned it had been anticipated that an air connection with Britain would be established via Marseilles, Oran, across the Sahara to Fort Lamy to join the flying boat route to Khartoum. This route was commenced on 15 June 1940, but on 17 June France capitulated and on 28 June a ban was placed on flying over French Colonial territory. As a result the Sahara route by land planes was closed. Only official and VIP mail was carried on this route, due to heavy loadings.

Whilst Britain anticipated Italy's entry into the war, it had not anticipated the fall of France and there was no air route from Durban to Britain which could be used immediately for the transmission of airmail. Thus airmail to and from Britain travelled the Durban – Britain section by sea. This effected mail to Australia and intermediate ports on the route. The transmission times were very long as the following table shows.

Destination	Transmission time from London (days)	
	Direct air services in operation before Italy entered the war.	Service by sea to South Africa, thence by air (Horseshoe route).
East Africa	4-5	33-38
Egypt	2-3	35-40
Palestine	3-4	36-41
India	5-6	38-44
Malaya	8	41-46
Australia	12	45-50

The dilemma at this time was whether to risk sending mail by the "Horseshoe route" to Britain where the cost remained at 1/6d per 1/2 oz from Australia to Britain, but where long delays were likely, or via the Pan Am's Pacific services at a much higher cost but much quicker.

We have seen that the "Horseshoe route" passed through Palestine and it would therefore be possible to send mail via the "Horseshoe route" in both an easterly and a westerly direction. The covers described by Zvi Alexander were evidently sent from Palestine and travelled via Singapore, Hong Kong, and the China Clipper to San Francisco. They would have travelled along the "Horseshoe route" to Singapore. If, however, the covers were sent after 30 July 1940 there was another possibility, which I do not think alters the conclusion. The flying boats were always heavily loaded and often could not take on all the mail awaiting carriage from Palestine. At the time, Australian forces based there were sending large quantities of mail to Australia. On 30 July 1940, K.L.M. commenced a regular service by land based aircraft which flew from Lydda, Baghdad, Basra, Calcutta,

Rangoon, Bangkok, Singapore, Batavia, Darwin, and then Sydney. (This varied only slightly from the "Horseshoe route" shown in Fig. 7).

I have concluded that these covers could have travelled the "Horseshoe route", and whether they travelled by flying boat (BOAC) or KLM I think the term would still apply as the KLM route was almost identical to the flying boat one.

The route could only be flown for its full length for a comparatively short period from June 1940 to February 1942, when the Japanese capture of Singapore and Burma reduced its length. From time to time there were delays and change of route but to go into these details in this article would make it far too long. I, therefore, list references for those who would like to follow this subject in more detail.

I would welcome any correspondence on this route or any wartime airmail routes.

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Airmail Routes and Rates, Palestine – U.S.A.

Arthur H. Groten, N.Y.

Because of the articles I have been writing on Palestine internal and foreign surface rates, I frequently have been asked about commercial air mail rates. The explication of these rates is much more difficult than non-air rates, being intimately tied in with questions of routing. It is an intriguing and complex subject. It had been my hope to publish a definitive article similar to those I've done on the non-air rates. But it is a daunting task, made more so by the relative lack of official records after the onset of World War II. There is the odd reference to them in a Standing Order book in my possession which covers 1939–1943 (sporadically) as well as some data that Ted Proud has found and published in his book, "The Postal History of British Palestine, 1918–1948".

I have decided to make this first foray into the field prior to its being complete, hoping that it will stimulate readers to examine their material and send me new earliest and latest dates (or rates, for that matter). This is very much a work in progress. Help is solicited and acknowledgement will be made. The story of Palestine's commercial air services can only be told in its entirety by concerted group effort and the study of the covers themselves, the true primary source.

The rates to the U.S. and Great Britain are those about which I have been able to formulate the clearest picture. I will deal only with the routes and rates to the U.S. here. Routes and rates to other places will be dealt with at some time

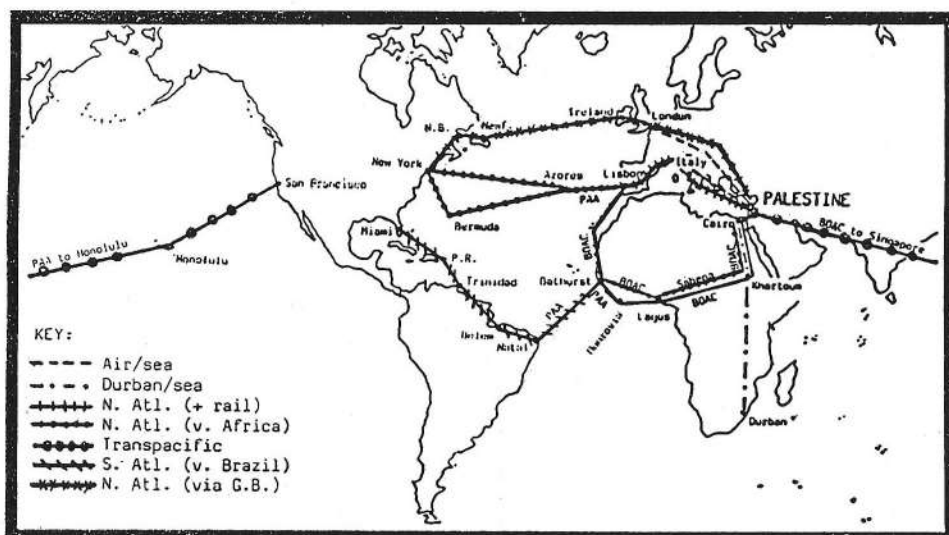


Fig. 9: The air routes between Palestine and the U.S., 1929–1948

in the future after more information has been forthcoming. The pre-war routes and rates are fairly simple; the wartime ones are less so, particularly to places other than the U.S. and G.B. because of the relative scarcity of such material. Again, I appeal for help which can be sent to me at Box 30, Fishkill, N.Y., U.S.A. 12524.

Prior to the establishment of the first commercial North Atlantic airmail service on 28 June 1939, airmail to the U.S. was carried by air to Europe, then by surface to the U.S.. In the earliest days (1929-1936), Imperial Airways (which changed its name to BOAC on 1 April 1940) carried the vast majority of commercial airmail from Palestine (Figs. 10, 11). Air Orient (a division of

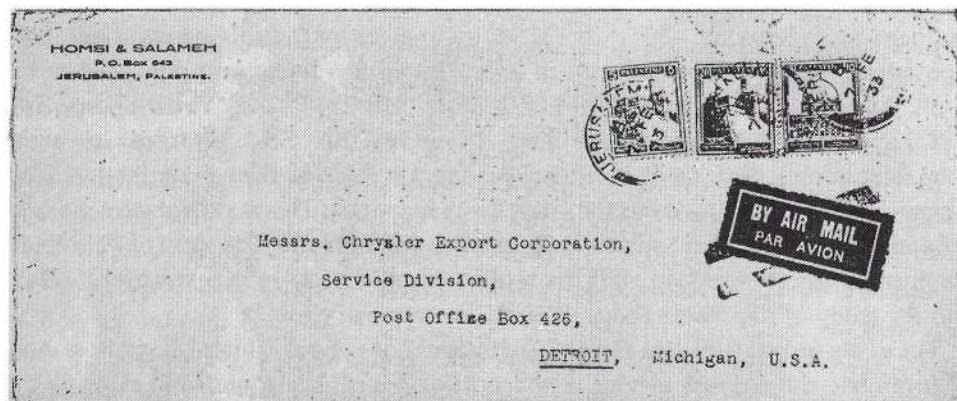


Fig. 10: Early Imperial Airways cover to the U.S., 7 Feb. 33, rated 25 m. first 10 gm. + 15 m. second 10 gm. The bars across the airmail label were placed there upon arrival at the terminus of the air route indicating that the remainder of the trip was to be made by surface.

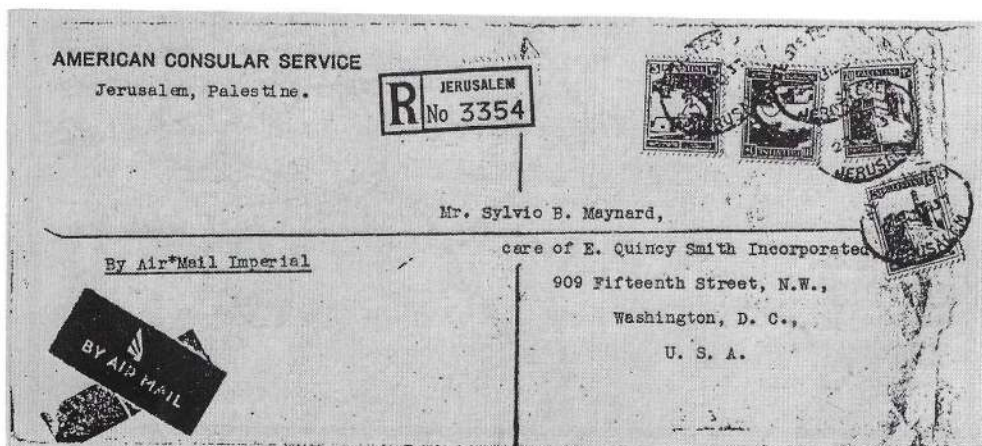


Fig. 11: Later Imperial cover, 23 Jun. 37, rated 15 m. first 10 gm. + 10 m. second 10 gm. + 13 m. registry fee.

the French air service) also carried airmail but it first had to be sent to their terminal at Beyrouth: I know of only a handful of covers that actually went by that carrier (Fig. 12). Its European terminus was Paris.

In mid-1936, KLM entered the field (Fig. 13) with terminus in Amsterdam, later in

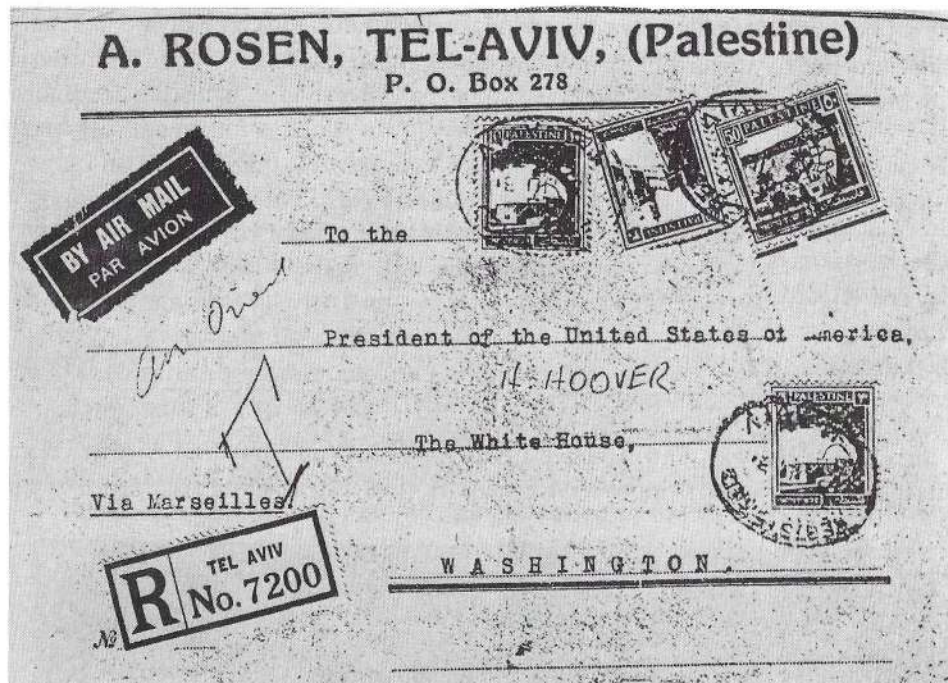


Fig. 12: Air Orient via Marseilles to the U.S., rate 40 m. first 10 gm., 30 m. second 10 gm. plus 13 m. registry fee, dated 5 June 1931.

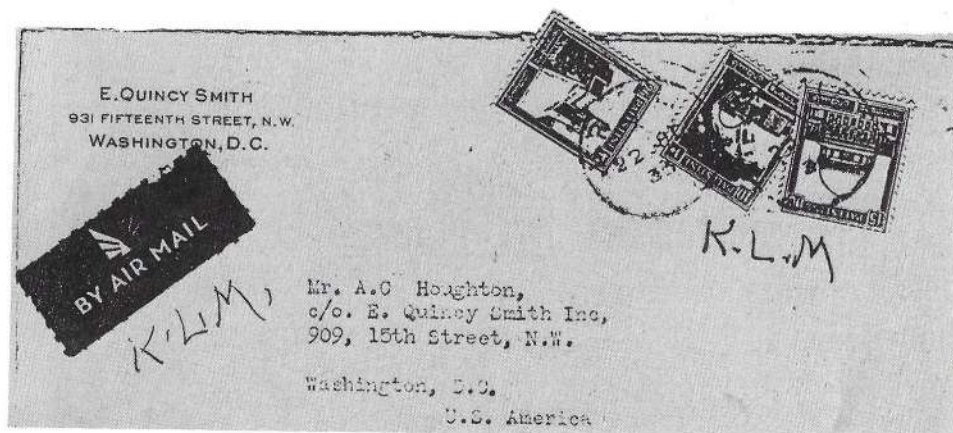


Fig. 13: Early KLM cover, 22 Oct. 36, rated 25 m. first 10 gm. + 20 m. second 10 gm.

London, followed by Ala Littoria in mid-1937 (terminus Rome). The Polish airlines, LOT, did not offer direct service beyond Europe (at least, I have seen no covers to the U.S. that I can prove were carried to Europe by LOT). Imperial Airways' terminus, early on, was Brindisi; later, London. From these various termini, mail entered the regular surface service.

Pre-war rates initially were based on surface rates plus an air fee surcharge which are poorly documented or understood. After the air fee era, the inclusive rates were:

Airline	Rate for 1st 10 gm.	Rate for 2nd 10 gm.	Dates
Imperial Airways	25	15	Late 1932 - 2 Aug. 33
Imperial Airways	15	10	3 Aug. 33 - 2 Sep. 39
KLM	25	20	28 Jun. 36 - 2 Sep. 39
Ala Littoria	25	20	21 Jul. 37 - 2 Sep. 39

Just before the war, Pan American Airways (PAA) and Imperial Airways began offering North Atlantic Clipper service via G.B. (Fig. 14). The first acceptance of mail



Fig. 14: This Cover is postmarked 2 Sep. 39, the first day of World War II and sent "via Trans-Atlantic-Mail", rated 75 m. (first 10 gm).

from Palestine for PAA's route was 28 Jun. 39. Imperial Airways made only a few trips in August before terminating service on 3 Sep. 39. It is doubtful whether Imperial Airways carried any airmail from Palestine to the U.S. during the short life of its North Atlantic service.

There was a profusion of rates between the declaration of war in Europe (2 Sep. 39) and Italy's entrance into the war (10 Jun. 40). The following listing is based on examination of many covers but, clearly, more data is needed. Archival evidence is indicated as (A), evidence from covers only – as (C).

Early wartime rates via KLM:

- 25 m. until 11 Sep. 39 (A)
- 30 m. 12 Sep. 39 – 17 Oct. 39 (A)
- 25 m. 18 Oct. 39 – early Feb. 40 (C)
- 20 m. early Feb. 40 – late Apr. 40 (C)
- 25 m. late Apr. 40 – 10 May. 40 (Occupation of the Low Countries)

Early wartime rates via Ala Littoria (s. Fig. 15):

- 25 m. until 11 Sep. 39 (A)
- 30 m. 12 Sep. 39 – 17 Oct. 39 (A)
- 25 m. 18 Oct. 39 – late Jan. 40 (C)
- 30 m. late Jan. 40 – 2 Jun. 40 (service ended in anticipation of Italy's entry into the war.)

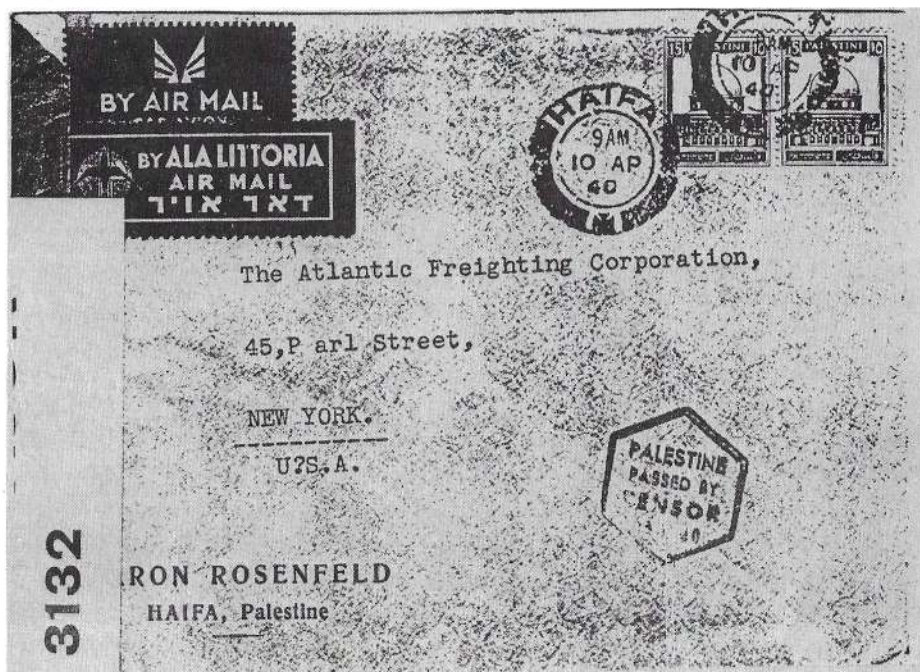


Fig. 15: Wartime Ala Littoria cover, 10 Apr. 40, rated 30 m. (first 10 gm).

PAA continued North Atlantic service by both its northern route (Southampton, until 3 Sep. 39--Foynes, Ireland--Botwood, Newfoundland--Shediac, New Brunswick--New York) and its southern route (Marseilles, until 3 Sep. 39--Lisbon--Azores--Bermuda, as of 6 Sep. 39--New York) until 3 Oct. 39 when the northern route was abandoned. Airmail reached Lisbon from Palestine via air to Italy (Imperial and KLM via Naples; Ala Littoria via Rome), thence by rail to Lisbon, until Italy entered the war and the North Atlantic mail service ceased.

By mid-June 1940, BOAC was servicing Lisbon from Palestine via Cairo and Khartoum, connecting to Sabena's transafrica route to Lagos, thence to Lisbon on BOAC. However, until development of the West Africa--Brazil South Atlantic route in early 1942, airmail was sent almost exclusively by the transpacific route between July, 1940 and the attack on Pearl Harbor (8 Dec. 41) or, perhaps, a little later. By then, the South Atlantic route was open.

A less expensive, though lengthier, alternative was via air to Durban, South Africa, then by sea (Figs. 16, 17).

The transpacific route was quite costly, being 125 m. per 5 gms (Fig. 18), as opposed to the previous N. Atlantic rate of 120 m. per 10 gm.. Mail was carried by either BOAC or KLM from Palestine to Singapore, then on PAA's FAM 14 route: Singapore--Manila--Guam--Wake--Honolulu--San Francisco.



Fig. 16: Sent on 20 Mar. 40, by air to Durban, South Africa, then by sea; rated 60 m. per 10 gm.

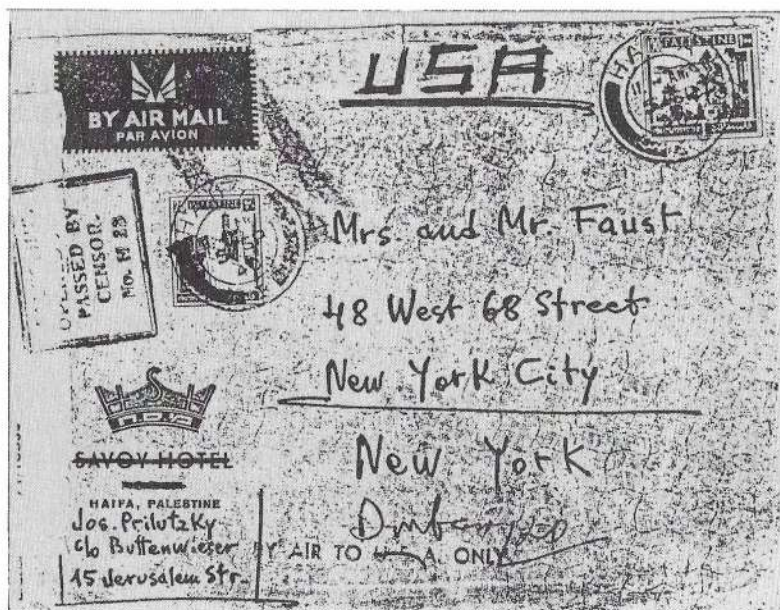


Fig. 17: Prepaid only 120 m., thus shortpaid 5 m. for the transpacific route and sent via Durban.

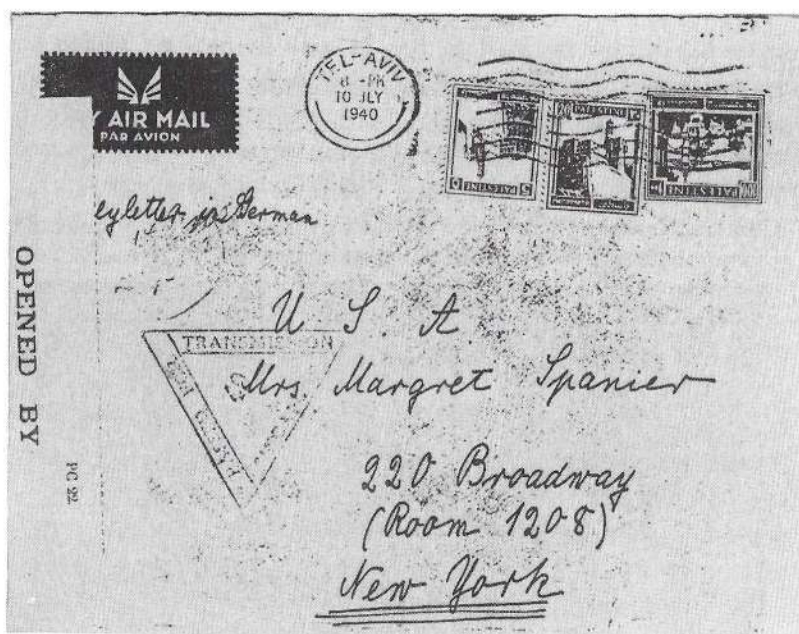


Fig. 18: This cover, dated 10 Jul. 40, is the earliest recorded via the transpacific route, rated 125 m. per 5 gm. Later on, the singapore designation was removed from the censor handstamp for security reasons.

I have not seen any covers that can be proved to have been carried by the Sabena transafrica service. But by early January 1942, the South Atlantic route was in service, utilizing the following route: BOAC from Palestine to Lagos via Cairo and Khartoum, then PAA via its FAM 22: Lagos--Monrovia (after 7 Feb. 42)--Bathurst--Natal & Belem, Brazil--Trinidad--Puerto Rico--Miami (Fig. 19).

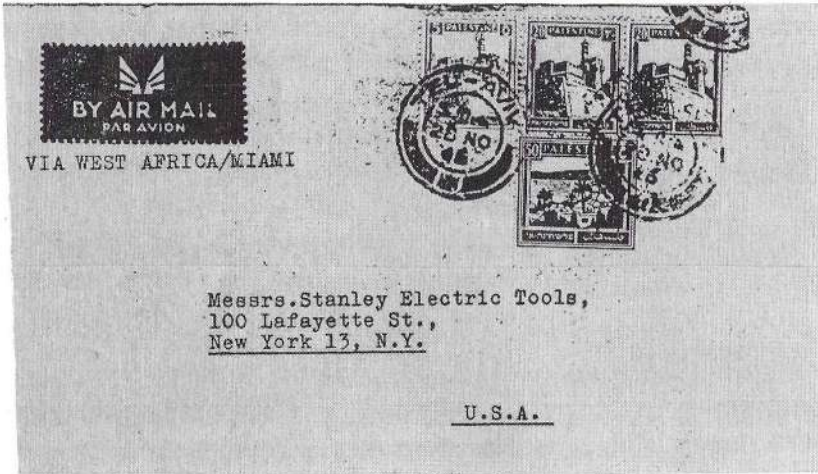


Fig. 19: Cover sent on 28 Nov. 46 "via West Africa/Miami" route, rated 95 m. per 10 gm.

By mid-1944, when the Allies had regained control of the skies, airmail could again be sent via G.B.. BOAC resumed direct flights to and from Palestine on 18 Jun. 44. Mail left G.B. for the U.S. primarily via PAA but TWA (after 5 Feb. 46) and BOAC (after 1 Jul. 46) also serviced this route which was London--Shannon, Ireland--Gander, Newfoundland--New York. Covers are not distinguishable (s. Fig. 20).

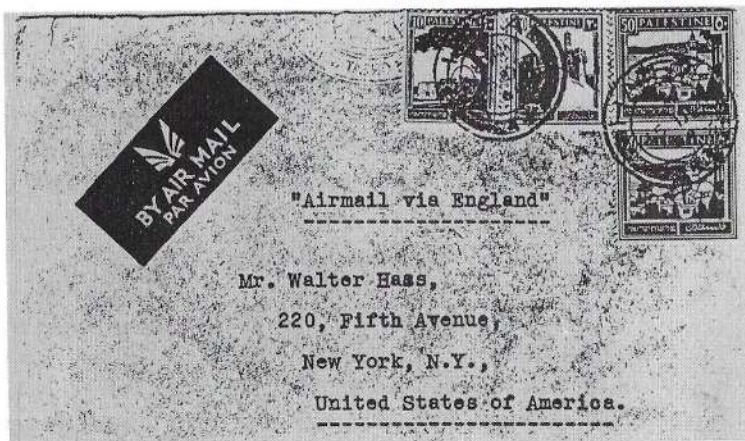


Fig. 20: "Airmail via England", posted 15 Dec. 44, rated 130 m. per 10 gm.

The rates that pertain to the above described routes were:

Route	Rate**	Dates***
via South Africa and sea	60	3 Sep. 39 (A) – 1 Oct. 40 (C)
N. Atlantic via G.B.	75/70	28 Jun. 39 (A) – 8 Oct. 39 (A)
N. Atlantic via Lisbon	100	7 Dec. 39 (C) – 4 Jan. 40 (C)
“	140	15 Jan. 40 (C) – 2 Mar. 40 (C)
“	120	16 Apr. 40 (C) – 20 Jun. 40 (C)
Transpacific via Hawaii	125	10 Jul. 40 (C) – 28 Dec. 41 (C?)
South Atlantic via Brazil	105	11 Jan. 42 (C) – 24 Apr. 42 (C)
“	100	1 Apr. 42 (C) – 11 Jun. 45 (C)
“	95	19 Jun. 45 (C) – 28 Nov. 46 (C)
N. Atlantic Via G.B.	130	29 Sep. 44 (A) – 5 Jun. 45 (C)
“	125	20 Jun. 45 (C) – 26 Jan. 47 (A)
“	85	27 Jan. 47 (A) – 15 May 47 (C)
“	65	15 May 47 (C) – 22 Apr. 48 (C)

** Rates were per 10 gms., except transpacific which was per 5 gms.

*** Note that there is some overlapping of dates, perhaps due to ignorance. During wartime, route changes were often not made known to the public.

I have 3 covers between 29 Sep. 45 and 20 Nov. 45 with a 120 m. rate from difference correspondences with no route indicated. Perhaps there is yet another rate – time will tell.

Help from the following is gratefully acknowledged: Zvi Alexander, Michael Bass, P. Mendelson, Stephen Rothman, Rabbi Harold Salzmman, Marvin Siegel, Nathan Zankel and Avi Zechory.

I hope that this is a useful beginning and will stimulate correspondence.

Everything in Reverse – the Offsets

Arthur M. Hochheiser, Lodi

One of the more interesting philatelic anomalies is the reversing of the image found on postage stamps, postal stationery or related postal forms. This reversing has been found as a duplication of the printing on the front of some stamps but not on any of the issues during the period of British control in Palestine. However, the reversing found on the backs of stamps is quite common (Fig. 21a) and partial reverse printings (Fig. 21b) are common as well. In addition, postal stationery (Fig. 22) and postally related forms



Fig. 21: (a) Palestine PD 2 showing a full offset, and (b) Bale #3 showing a partial offset.

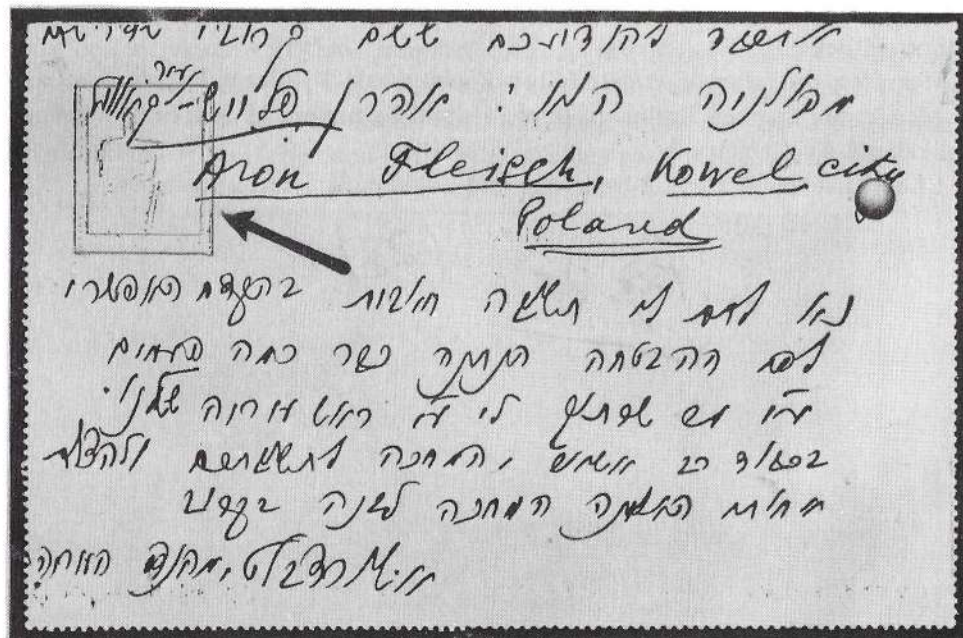


Fig. 22: Partial offset (the "stamp" only) of a Palestine letter card.

(Fig. 23) are known with reversed images on the back, either partial as in Figure 22, or complete as in Figure 23. These are commonly called "Offsets", which is a philatelic misnomer. In philately, the term "Offset" is used to describe a process of printing too detailed to describe here. More properly the philatelic term used for this is "Set-off" even though "Offset" is used loosely as a synonym.

The term "Set-off" is used correctly to designate an additional unintended impression or part impression of the design, be it a print or overprint, caused by wet printing ink coming into contact with the surface that bears the additional impression, which is usually on the back of the stamp or other printed material. Since the term "Offset" is used more commonly for this variety and is so listed in the Bale catalogue, this term will be used more preferably throughout this article.

There are two causes for this "Offset". The more common cause is that the back of the sheet had been forced into close contact with another sheet of freshly printed stamps or other philatelic material before the ink was dry on the under sheet. It is a characteristic of this "Offset" that the design is reversed, reading from right to left. However, as might be expected, the "Offset" is frequently out of register with the normal impression due to the fact that the under sheet with

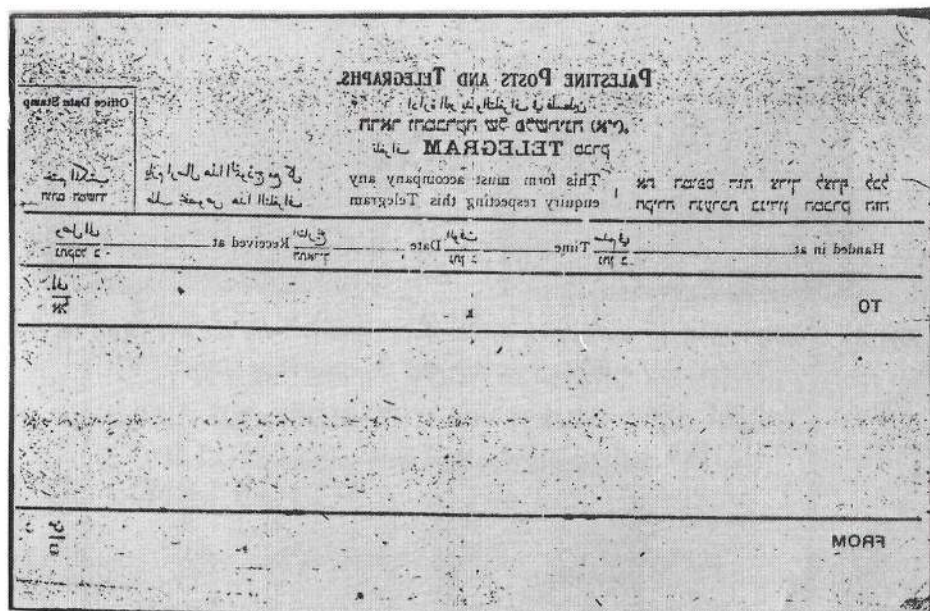


Fig. 23: A complete reverse offset of a Telegram form.

the freshly applied print does not lie flat. Note that in Figure 24, the overprint is misaligned and in addition, the Arabic line of the overprint is missing.



Fig. 24: Partial offset of overprint.

The other frequent cause of an "Offset" is that, by error, the printing press operates without a sheet of paper in it and the ink prints upon the tympan material, or backing of the press, normally masked by the sheet of paper to be printed. When the press is then operated with a sheet of paper in position, the sheet acquires two impressions: one normal on its front from the inked subjects on its printing base, the other in reverse on the back of the sheet from the ink inadvertently deposited on the tympan material or backing. Such an "Offset" is sometimes called a 'Blanket Print' and it is characteristic of such 'Blanket Prints' that both it and the normal impression on the front of the sheet are in absolute register on opposite sides of the sheet (Fig. 25). Occasionally the press may be run twice or more without the paper, resulting in multiple deposits of ink on the tympan, giving rise to double or even triple "Offsets" (Fig. 26). Certainly the most spectacular



Fig. 25: Stamps showing full offset, in absolute register with the overprint on front: (a) a postage stamp and (b) a revenue stamp.

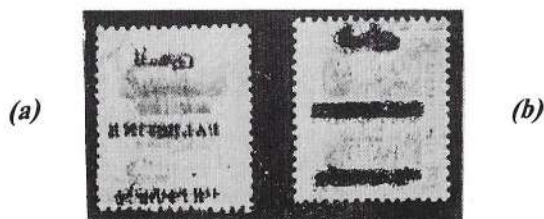


Fig. 26: (a) A double offset of an overprint, and (b) a triple offset.

"Offset" of this type is shown in Figure 23, a complete telegram form duplicated in reverse on the back, without a single loss of a character.

Some of the descriptions of this "Set-Off" process were taken from the text "Fundamentals of Philately" by L., N., & M. Williams, a publication of the American Philatelic Society. For those interested, this text is the 'Bible' of philatelic information.

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The Forgeries of the Safad Stamp

Y. Rimon, Haifa

The forgery of the Safad stamp is probably the earliest and one of the best known of the forgeries of any Israeli philatelic material. The forgers used the genuine paper (the inside of identical covers which were used in Safad) but were not careful with the details of the print, which makes it quite easy to identify the forged stamps.

There are two well known clues which point to the forgery: (A) the rhombi in the background are vertical instead of horizontal; and (B) the letter "ר" in the word "ארץ" is to the right of the Star of David below it, and not to the left or above it as in the genuine stamps*. Either or both of these features point to a Safad stamp being a forgery.

The above clues and the Entire forgery indicate that there are at least three distinct forgeries – but are there any more?

Lately, while examining auction material, my friend Zvi Shimony turned my attention to a forgery which has the shifted Magen David on the left, typical of the genuine stamp of Type 5. This led me to an examination of all the reference material of the Safad stamp forgeries in my possession, which produced some interesting results.

While none of the forgeries have all of the fine details of the genuine stamps described in reference (2), there is in general an effort to keep the major features and appearance of the original issue. Therefore, it came as a surprise that there exist two types of plates which were used in printing the forgeries. One has more similarity to the genuine sheet but the other is quite different. The first, shown in Figure 27 (b), has the obvious shifted Magen David on the left in the Type 5 position [1]**. It also has the shift of the word "מיל" to the right, so that the letter "י" is to the right of the "י" of the word "ישראל" beneath it [2]. However, in positions 4 and 6 there is almost no shift of the "י" [3], [4] and it is very similar to Types 4 and 6 of the genuine stamps. Furthermore the typeset of the characters is heavy and the print is dark.

* With the exception of the Entire forgery in which the "ר" is on the left¹.

** We use number in square brackets to denote the fine details which characterize the various forgeries – they appear inside circles on the corresponding illustrations.

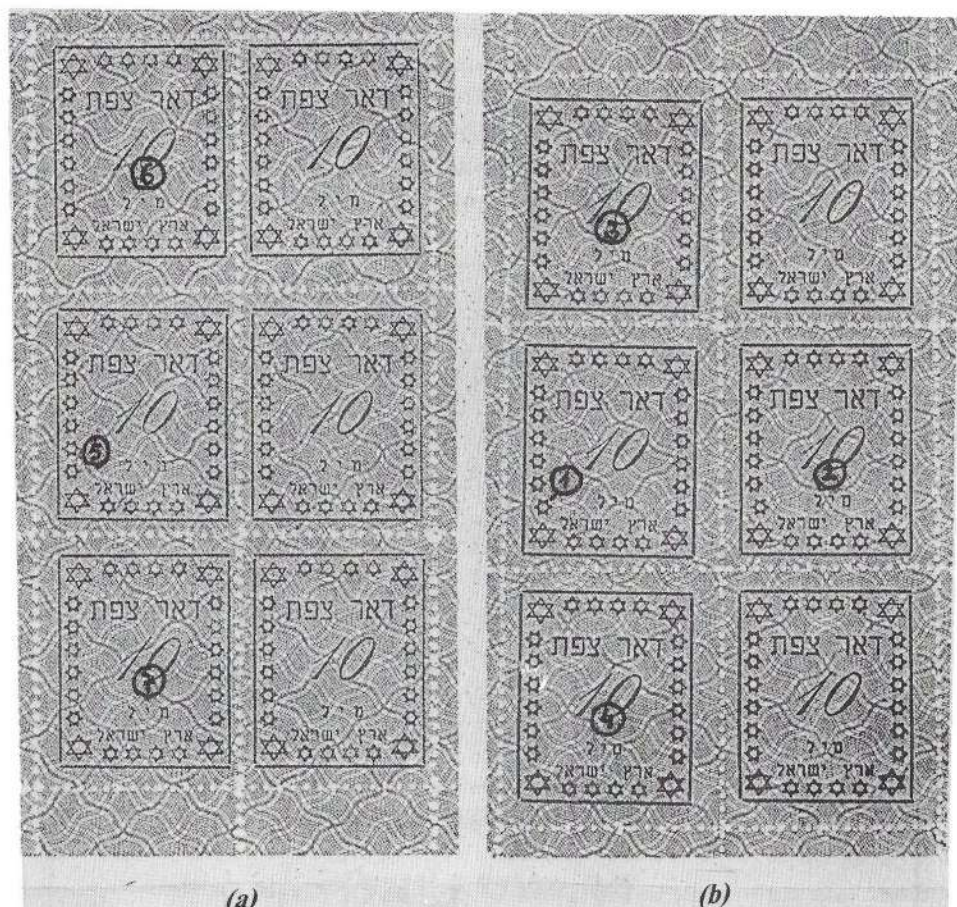


Fig. 27: Two distinct forgeries of the Safad stamp sheet – (a) without a shifted Magen David, (b) with a shifted Magen David.

The second plate, shown in Fig 27(a), is quite different from the first one and does not make any effort to imitate the original sheet. There is no shifted Magen David in Type 5 position [5] and the letter “י” of the word “מיל” is shifted to the right also in the positions of types 4 and 6 ([6], [7]), where it should be aligned with the “י” below. Here the typeset is finer and the print is lighter.

Some of the forged sheets have imprints also on the back, in order to imitate the sheets which were printed on the Safad entires. They have an imprint of Type 1 on the upper left corner of the left pane. However, in their greediness the forgers sometimes printed more than one imprint and

in wrong positions, making the forgery even more conspicuous (Fig. 28). The imprints on the back have no similarity to Type 1 and are therefore, easily detectable.

The two different plates raise the number of forgeries to at least four. However, there exists another forgery, unrecorded so far. This forgery, shown in Figure 29, is the only known example of the forgery of an imperforate



Fig. 28: The back of a forged sheet of the Safad Stamp, with several imprints, some in wrong positions.



Fig. 29: An unrecorded forgery of an imperforate Safad stamp.

stamp. It is characterized by a very crude print with many of the characters missalligned. Some of the letters are almost undetectable, like the "י" and "ר" in "ישראל", [9], and some are very heavy, like the letter "צ" in "צפת" [10]. In addition, the rhombi in the background are vertical.

All in all, we have determined five distinct forgeries of the Safad stamp, but it is quite possible that there exist even more types. The author would appreciate any additional information.

The study of the Safad stamps forgeries is interesting for three reasons: (a) It is a classic example where so many forgeries of such a simple design, produced by very primitive technology of printing, are all failures, even though the "raw material" was then available. (b) It is interesting to follow the twisted minds, the foolishnesses and lack of knowledge of the forgers who tried to take advantage of naive collectors. (c) Knowledge of the various forgeries prevents philatelists from falling into the trap of the forgers.

I would like to end this paper by repeating the warning of the editor which appeared in reference (2). Some auctioneers describe, knowingly or perhaps due to lack of knowledge, the forged sheets as a "Second Printing". This is misleading in that it apparently gives some kind of "legitimacy" to the item. These are outright forgeries and should be described and sold as such!

References:

- (1) Y. Rimón, "An unrecorded forgery of the Safad entire", HLPN No. 6, p. 279.
- (2) Y. Rimón, "The second printing of the Safad stamp", HLPN No. 9, p. 422.

ד"ר. יוסף ואלך

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IRC's – The Problem-Children of Israel Philately

*Klaus Pallen, Germany**

Collectors who become interested in Israel's International Reply Coupons (IRC), soon face the emergence of increasing problems and questions in this topic, initially quite unforeseen and unexpected.

Causes of the problems

There are several causes for these problems. The first clearly lies in the fact that IRC's came to the attention of collectors relatively late and only at a low interest level; this applies especially to Israel's IRC's. When Prof. Koch¹ undertook the task of cataloguing these IRC's, he could not have foreseen the extent of the Sysiphaean labour that awaited him. Those who are not initiated into this topic cannot begin to understand the lengthy and difficult work which was involved to ascertain the dates and the facts from the Israeli Postal Authorities, from the Swiss printers and the UPU. This is a suitable place to thank Prof. Koch most heartily for his valuable work.

The nature of his researches, however, determined the inevitable emergence of a second problem: retrospective analysis of a philatelic topic can never exclude the possibility that some data is overlooked or only comes to light afterwards. In fact, the existence of some IRC types was still unknown at the time – for example, the appearance of an IRC which belonged chronologically between Nos. 9 and 10 of that time. At first it was given the number 9a, but later it caused the numbering system to be altered. It was decided to allocate the same main number to all IRC's of the same value and overprint, irrespective of the overprint colour, which would be indicated by lower case letters from 'a' onward. As a result of this "re-shuffle", No. 6 was omitted and became 5a. This gap in the numbering sequence constitutes a headache to users of the system and to every researcher attempting to modify it.

It was somewhat unconvincing that IRC's with new overprint colours would be denied a new main number, while such new numbers were freely allocated to every variation in the length or width of the overprinted bar. However, the main objection to the "re-shuffle" described above is the fact that new variants of older IRC's emerge even now. They do not confine themselves only to different colours of overprint, and therefore they invalidate the solution proposed by the re-arrangement of main numbers, as further subsequent re-numberings become necessary.

* Translated from German by W. Y. Loeb.

Israel's Postal Authorities are very reticent, not to say "miserly", over the disclosure of statistics relating to their issues. This causes uncertainty about information such as first or last dates of issue, use or validity, as well as the documentation of new overprints. Errors may have crept into the data.

Such errors can be compounded by the obvious practice of the Israeli Post to sell "blank" IRC's, without the datestamp of the office of sale. Collectors have scope for subsequent stamping elsewhere, at Mobile P.O.'s, on the West Bank or with the self-service instrument in Tel-Aviv. Rare "variations" can be created by enterprising investors.

Further problems in the topic of IRC's are caused by the nature of their use, more akin to money orders than postage stamps. Handling and despatch abroad may cause some damage, as can careless datestamping and even overprinting. Together with their higher purchase price, compared to regular postage stamps, IRC's are far less attractive to collectors who are few and far between. Furthermore, some of these collectors may not have taken the trouble to notify Prof. Koch, or any other member of the IRC Study Group, of their treasured possession of unlisted specimens in their collections.

Proposed Criteria

It follows, then, that a different system of listing of Israel's IRC's is needed. First, one has to determine the criteria which would justify the allocation of a main number. I would suggest the following:

- (I) New UPU design,
- (II) Alterations in the UPU designs (wording, typeface),
- (III) Different watermark,
- (IV) Value change,
- (V) Overprint,
- (VI) Alterations in the overprint colour, letter width, or arrangement (new price above or below bar).

Sub-numbers (lower case letters) are allocated only to plate faults etc. It should be mentioned that Prof. Koch has agreed to this change of the numbering system.

The suggested new listing system unfortunately will not entirely overcome all cataloguing problems. New types of IRC's may still be discovered, which merit their own main number. My suggestion would be to allocate to such a new type a capital letter suffix. Thus, if a new type is discovered, belonging between the existing main numbers (e.g.) 16 and 17, it will be allocated the number 16A.

New types actually do surface even now. A personal example is an IRC type 36 in Koch's listing which I purchased in an auction lot as recently as 1988. It had the overprint of IL 1.10. over the original price of IL 1.00 but bore a further overprint of IL 1.20 to cancel the IL 1.10. To date, multiple overprints of the Vienna design are not known.

Capital letter suffixes will be allocated in the order in which new types are actually discovered. Therefore, if a further type should emerge that ought to be listed between types 16 and 17, it would receive the number 16B even if it belongs chronologically between 16 and 16A. Such an eventuality is extremely unlikely.

Finally, I would like to plead for the correct description of Hebrew words and texts, from right to left as that language is actually employed. It is only right that the first letter of a Hebrew word denotes the right "end" and not the left, for example.

The Changes in the Catalogue Listing

The following section details the proposed changes in numbering and the reasons for them. The complete details are summarized in the tables at the end, including new data which have become available since the publication of Koch's catalogue.

A plate fault which appears on IRC's Nos. 1 to 12 and 14 consists of a 0.5 mm shortening of the "End-Zadi" at the end of the Hebrew text (up till now this has been identified as "first letter of the last line"). These were denoted with capital Z after the main numbers. For simplicity, I would suggest retaining the suffix but it must be a lower case z. Thus, IRC 1z, 2z etc.

Two other faults exist on parts of the No. 4 and 5 issues. They are mentioned by Koch but were not given any suffix: the "Shin" at the beginning of the Hebrew text has a broken or short middle vertical stroke and the "He" at the end of the second word has a broken right vertical stroke. I suggest a lower case y to list these varieties, thus 4y and 5y.

A plate fault exists on Nos. 13, and 15 to 24, consisting of a small dot under the right vertical stroke of "He", the last letter in the second Hebrew word. It was mentioned by Koch without receiving a sub-number. It should be listed with a lower case x after the main number, thus 13x, 15x etc.

According to the suggested new criteria, Koch's No. 5a becomes No. 6. Likewise, No. 7 exists with two different overprints and has to be split into two main numbers. The overprinted value "300" is either to the left or to the right of the violet square and three horizontal lines: this should be listed as 7 and 7A (Fig. 30). (This overprint difference is not known so far in the old numbers 7a and 9).

The new criteria also restore Nos. 7a, 8 and 9 to their original numbering, 8, 9 and 9A respectively.

Both Prof. Koch and I are now of the opinion, that the height of letters in the overprints of Nos. 11 and 11a, 12 and 12a is caused by alterations in the printing technique and not a different die. This abolishes the 'a' numbers. The same criterion should apply to the closure of the bottom of the "Tav" at the end of the word "Agorot" (Fig. 31), but specialized IRC collectors are likely to collect such variations also in future.



Fig. 30: No. 7, "300" left of the obliterating square, and No. 7A, "300" right of the square.



Fig. 31: "Tav" in "Agorot" with closure at the bottom.

The first day of issue of IRC 13 presents a special problem. The late Dr. Bowman showed an example clearly cancelled 14.08.60, whereas numerous "first day" examples offered since in a number of countries all bear the datestamp 15.08.60. Unless further examples of Bowman's earlier date come to light, it must be assumed that on his example the postal clerk had inadvertently forgotten to advance the date of the handstamp which he used. Such errors of Israeli cancellations are by no means rare.

IRC 15a (old No.) is a change in overprint colour and deserves a main number, namely 15A.

A number of IRC's show poor, hardly visible or totally missing bars to obliterate the old price. Sometimes the postal clerks would add lines in manuscript

to ensure obliteration (Fig. 32). Such poor overprints are incidental phenomena that do not deserve even a lower case suffix listing. In consequence, the listing of IRC 19 has to be abolished without substitute.



Fig. 32: (a) IRC 21 with a hardly visible obliterating bar, and (b) IRC 21 missing the obliterating bar and the old value cancelled by manuscript.

Koch's listing of IRC 25F is confusing as it refers to a misprint of a type which is not listed originally. I would propose the following for the new listing:

No. 25: 55Ag/52, 55 in large numerals, Agorot in Roman, overprint violet (not seen to date).

No. 25a: As No. 25, but additional overprint as in No. 23, inverted over original price.

Contrary to the old 'F' suffix, which originates from the German word for 'error' ('Fehl Druck'), the suffix 'a' is neutral and can be used in other catalogues (e.g. Bale). Likewise 32F becomes 32a. Prof. Koch mentioned, but gave no catalogue number, to IRC 27 in which the original price of 55Ag was obliterated, and the new price of 60Ag was entered, in manuscript. It is now impossible to prove that this may be bogus and therefore it must be given a main number, namely 27A. Similar considerations apply to Koch's IRC 30a (six lines instead of a bar) which must become 30A.

The last day for IRC's 34 and 35 has to be advanced from Koch's listing of 13.05.72. This was a Saturday, when Israeli post offices are not open for business. The correct last day must be 12.05.72.

A more accurate subdivision should be made with Koch's IRC 38:

- (I) Since publication, several unoverprinted (and uncanceled) examples with the original price of IL 1.20 have appeared (see Back Cover illustration)*.

* Ed note: this IRC was probably "not issued" and is not known used.

- (II) According to Bale, the overprint IL 1.20 over 1.10 exists also in violet.
 (III) Another example appeared: two overprints IL 1.20 over 1.10, one in violet and one in black.
 (IV) A variety has been discovered, overprinted in black: IL 1.20/1.10/1.00.

Therefore, the following new listing is suggested:

#38 (as before).

#38A as # 39 but without overprint .

#38B as # 38 but overprint violet.

#38C as # 38 but 2 overprints, violet and black.

#38D as # 38 but overprinted twice, IL 1.20 over IL 1.10 (both black), over 1.00.

No. 41 appeared with red overprint of the bar and the price. This IRC should be listed as No. 41A.

IRC No. 39 is an example of an overprint variety which does not justify separate catalogue listing in my opinion. Koch describes two settings: the new price of IL 1.70 touches the lower edge of the overprint bar, or there is a gap of about 0.5 mm between them.

There are many minor variations of this kind. Furthermore, the numerous overprints which were needed, often at short notice, as a result of the galloping inflation at certain times in Israel, have resulted in much faulty overprinting. Shown here is but one example, several varieties of the overprinted bar of IRC No. 41, and further varieties may come to light (Fig. 33).

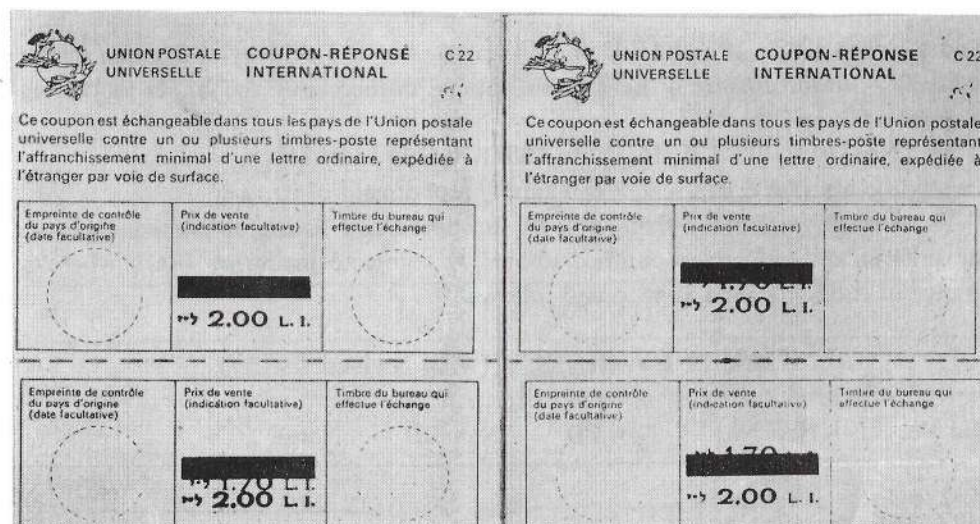


Fig. 33: Some overprint varieties of IRC No. 41.

To include all these varieties of overprint settings with listed suffixes would make the catalogue unwieldy. At most, they may receive lower case letter suffixes which can be added to as new varieties become known.

The first date of IRC's (Bale Nos.) 138 to 143 (of IS 22.00), requires some further clarification. According to official information from the Israeli Postal Authorities, the date is 28.03.83, but nevertheless, no example is known with a date prior to 08.04.84 (Bale's FD).

Three new IRC's have to be integrated into the new list:

IRC No. 53A – IL 3.90 (narrow numerals)/3.50/3.30,

IRC No. 68A – IL 11.80/3.90 (wide numerals)/3.50, (see Fig. 34).



Fig. 34: (a) IRC No. 53A, (b) IRC No. 68A.

And between IRC's 101 and 102 should appear an IRC sold by a German dealer in 1988 – unfortunately I have been totally unsuccessful so far in obtaining an illustration of it:

IRC No. 101A – IS 4.30/IL 17.50/3.30/1.70 (FD 15.04.81)

I would be grateful if any reader can supply a photostat of it.

There are several other changes in the proposed new listing, in accordance with the criteria and principles outlined above. A complete listing of IRC's where a change of catalogue data is proposed follows.

Table of Israeli IRC's (with revised listing)

Old No.	New No.	New FD	New LD	Notes
1Z, 2Z...	1z, 2z ...			
..12Z, 14Z	..12z, 14z			
----	4y, 5y			Part of the issue of 4z, 5z

Old No.	New No.	New FD	New LD	Notes
5a	6			
7	7			Square & lines right of "300"
	7A			Square & lines left of "300"
7a	8			
8	9			
9	9A			
11a, 12a	Abolished in future			
13		15.08.60		
15a	15A			
----	13x, 15x24x			Variety: dot under right vertical line of 'He'
19	Abolished in future			
----	25			Existence not proven to date
25F	25a			
----	29A			Change of price in manuscript
30a	30A			6 lines instead of bar
32F	32a			
34, 35			12.05.72	
38			29.11.74	
(Bale) 38b	38A			Without overprint
(Bale) 38a	38B			Overprint violet
----	38C			2 overprints violet & black
----	38D			IL 1.20/1.10/1.00

Old No.	New No.	New FD	New LD	Notes
39a	39			
39b	39a			
----	41A			Overprint red
47b	47			Bar 6 mm wide
47a	47A			Bar 4.5 mm wide
----	53A			IL 3.90 (narrow numerals) /3.50/3.30
59a	59			
59b	59A			
64a	64			
64b	64a			
----	68A			IL 11.80/3.90 (wide numerals) /3.50
84a, 84b.. ...84c	84A, 84B... ...84E			
----	101A			IS 4.30/IL 17.50/3.30/1.70
115		13.09.81		
(Bale) 119Wm	119A			
(Bale) 133a	133			
(Bale) 133b	133A			
(Bale) 136Wm	136A			

Concluding Remarks

The proposed new listing is more flexible and less contradictory. It does not incorporate any major changes but offers easier ways of incorporating new major or minor types. While it does not include all the various settings, dating from the period of high inflation, the system is open to include such details if desired.

In fact, the choice of capital and lower case letters as suffixes clearly indicates

whether the example is a main type or a variant. It distinguishes between major types which have been discovered and added to the list more recently, and minor variants and printing errors.

New information is still being received and the author would welcome data from readers, at the address: Klaus Salten, Koelner Str. 81a, D-5353 Mechernich-Kommern, Germany.

References: (1) P.A. Koch, "Die Antwortscheine von Palästina und Israel", Krefeld-Traar, 1982.

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* * * * *

* SHORT NOTES AND DISCOVERIES *

* * * * *

The British Mandate Period

The Oddest of the Odd *(A. M. Hochheiser)*

Without doubt, of all the sets of stamps issued during the period of the British control over Palestine, the greatest number of oddities exists in the Postage Due I series (Fig. 35). The reason for this is obvious. This set was the



Fig. 35: The Postage Due I series.

only issue of postage stamps produced in Palestine. The printer, the Greek Orthodox Convent Press in Jerusalem, was the major supplier of printed forms for the government authorities. However, their experience in the area of stamp production was limited.

The designs and the printed features on the set of stamps were simple but reasonably acceptable. There was only one major design error on the one millieme stamp, which reads "milliemes" in the plural, in both English and Hebrew. The set is known on both white and brown papers. Offsets which are mirror images on the back of the stamp, are common (Fig. 36). However, the Greek Orthodox Convent Press could only supply separations by a "single-line" perforating machine. This required the greatest attention to produce satisfactory



Fig. 36: Offsets, mirror images on the back, of PD I stamps.

results. This was evidently not forthcoming. Well centered copies are so unusual that the Bale Catalogue suggests a premium of 150% for them. Moreover, as a result of the poor perforating, many varieties are found: mini and maxi stamps in all shapes and sizes (Fig. 37). In addition, the issue contains some of the prize philatelic "errors" of the "Imperf-Between" varieties; Figure 38 is one such example. All of these stamps were printed in twin horizontal panes with a gutter in between the panes. Interpaneau pairs complete with gutter between are known (Fig. 39). A complete list of all varieties of this issue can be found in the Bale Catalogue.



Fig. 37: Odd sizes and shapes of PD I stamps due to poor single-line perforating.

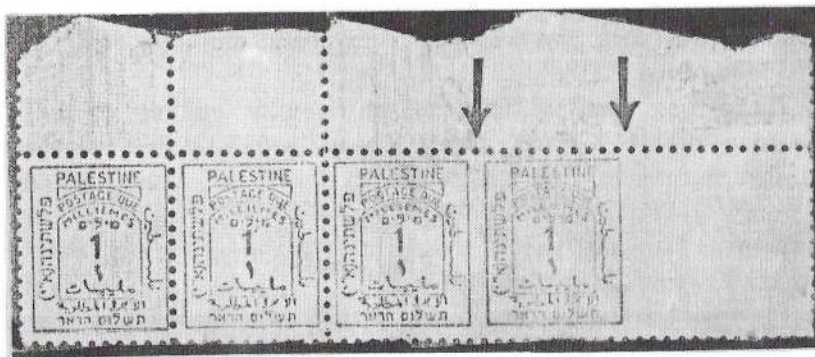
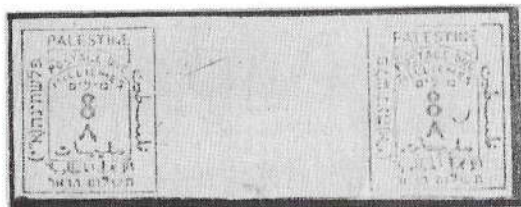


Fig. 38: Strip of four of the 1 mil, with imperf-between pair and margin.

Fig. 39: PD I interpaneau pair – one stamp from each side of twin horizontal panes, which have not been cut apart.



However, the more interesting oddity is to be found in the fully imperforate copies of the 1-2-8 mil stamps. The three are known fully gummed and the 2 mil stamp is also known on a thinner brown paper without gum. While the four stamps were originally listed as "Imperforate" varieties, they are now generally acknowledged to be "Proofs". There is no explanation as to why similar copies of the 4 and 13 mil stamps do not exist.

Now the oddest of these "Proof" stamps is the 2 mil, ungummed, on brown paper. It was the existence of this stamp on ungummed paper that gave credence to the "Proof" theory. This stamp is the most common of the "Fully Imperforate" variety. Examples are known in pairs and multiples of blocks of four and larger. These are offered for sale, frequently.

Shown in Figure 40(a) is one such corner block of four. What makes this block the "oddest" of the oddities is the reverse of the block, shown in Figure 40(b). Notice, first, that the block of four stamps is completely offset. However, what makes this block more unusual is the presence at the left of the reverse of an additional printing of part of a right pair of stamps which is **not** an offset. Since it is the edge with the selvedge on the face in Figure 40(a), the remainder of these stamps and the pane of which it was a part, must have been printed on the twin pane which was placed horizontally to the right of the selvedge seen in Figure 40(a). This block and the remainder of the sheet of which it was a part, and which is in existence, must certainly be classified as the "Oddest of the Odd".

This stamp was discussed in detail at a recent meeting of the Palestine Study Group of the Central Jersey Chapter of S.I.P.. A conclusion was reached that it may well be that sheets of the 2 mil, ungummed on brown paper, were not "Proofs" in the usual sense of the term. Mainly because of the poor quality of the paper, these sheets were used for a trial printing for other than "Proof" purposes.

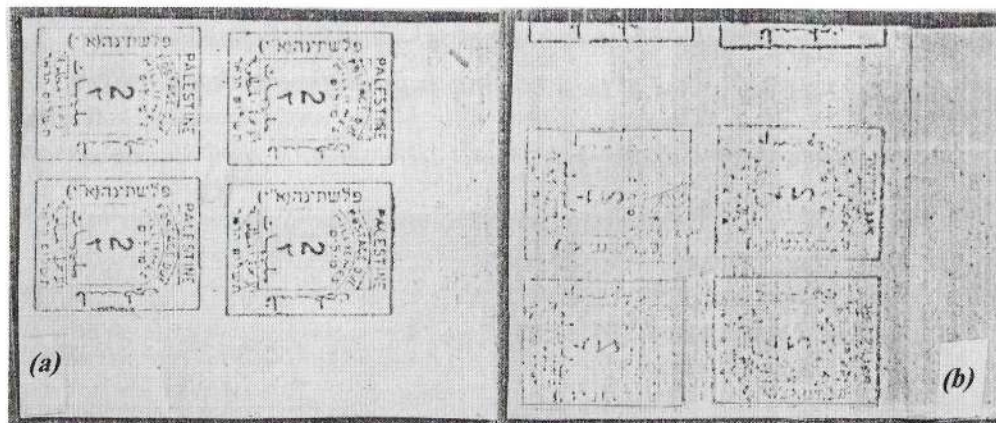


Fig. 40(a): An imperforate corner block of four 2 mil stamps. (b) Reverse of the block with full offset and partial right side printing of another pair of stamps.

Jerusalem I – A New Overprint Type

(*Nathan Zankel, N.J.*)

Palestine stamps collectors know that the first Jerusalem overprints are composed of twenty four types in the First Setting and twelve types in the Second Setting. David Dorfman in his recent book, "The Postage Stamps of Palestine 1918–1948", describes the fifth row in the Second Setting Delta arrangement. This row contains three units. The second through tenth stamps were replaced with types 2 to 10 of the First Setting overprints. Types 1 and 2 of the Second Setting were used for the eleventh and twelfth positions. Dorfman states that "The first unit is a new type and does not match any other of either the first or second setting".

I own an irregular block of the Delta arrangement which has the first six stamps of the fifth row. It shows the five First Setting overprints in the second through sixth positions and the "new" overprint type in the first position (Fig. 41).

I found another stamp in my collection which matched the overprint on the first stamp in the row, position 49. I sent the stamp and the block to David Dorfman and received a certificate for the stamp confirming my conclusion.



Fig. 41: Part of a block of Delta, 5 millimes showing first six stamps of the fifth row, including position 49 new overprint "Type 13".

Figure 42(a) shows an enlargement of this overprint with the stamp design eliminated. It appears similar to the Arabic Z variety (Type 1, First Setting) without the dot above the Arabic T. However, the spacing between the Hebrew "Hay" and "Aleph" is smaller, and the alignment of the English over the Hebrew is a little different. Some of the characteristics which appear on my position 49 stamps are:

1. Arabic F, L, and S slightly raised.
2. Break at the base of the Arabic L, and the top is also damaged.
3. English Palestine slants upward from left to right.
4. Break in right vertical bar of N in Palestine.
5. Distance between "Hay" and "Aleph" is 1.2mm.
6. Hebrew "Yod" at left is raised.
7. Missing dot in Arabic N.

Figure 42(b) shows a photograph of the stamp I sent to David Dorfman for a certificate. He photographed it with a 1-millimeter grid overlay which very clearly shows the alignment of the Arabic, English and Hebrew words. The Delta arrangement is recorded used only on 3 and 5 millimes perf 14 stamps.

I have named this position 49 overprint "Type 13, Second Setting". Collectors who find copies of this stamp are urged to report them to me. Please enclose a photocopy and mail it to P.O.Box 267, New Brunswick, N.J. 08903.



Fig. 42: (a) Enlarged photo of the "Type 13" overprint, and (b) of the 5 m. stamp with this type, covered by a millimeter grid.

Postage Paid machine cancellation. Apparently its contents were Printed Matter as per its 3mil rate. This Postage Paid marking is identical to Groten's #G14, except that on his the '3M' is above the date while the cover shown has it below! Also, his EKD for this mark is 12 June 1947 with the LKD being 27 November 1947.

The obvious question raised is whether or not this is indeed a #G14 mark with its center portion erroneously assembled during its daily changing of date or is it an entirely new mark? Had the dates been closer to his recorded 1947 dates, we would be almost certain that on 30 May 1945, the device was indeed incorrectly assembled. However, no other 1945 covers with such marks have been recorded that could be compared to this cover. It should be mentioned that covers with the G14 postmark are quite rare, with less than 6 known to this writer. Another possibility is that the format was changed by the Post Office, with the rate lowered to the bottom, sometime between 1945 and 1947. With so few examples known, the possibility of two devices existing, either simultaneously or at different times, seems remote. The only example of the 'square' Postage Paid mark shown in our catalogs with the denomination at the bottom is Glassman's #F21 which he assigns entirely to 1940. All his others (e.g. F20,22,23) as well as Groten's G12 & G13 have the denomination above the date.

The Last Airgraph Envelope *(A. M. Hochheiser, Lodi)*

In the December 1985 issue of the Israel Philatelist, I wrote an article detailing the transition in the use of envelopes leading to the Airgraph envelope shown in Figure 46. These were used for mailing airgraphs enlarged from microfilm and folded

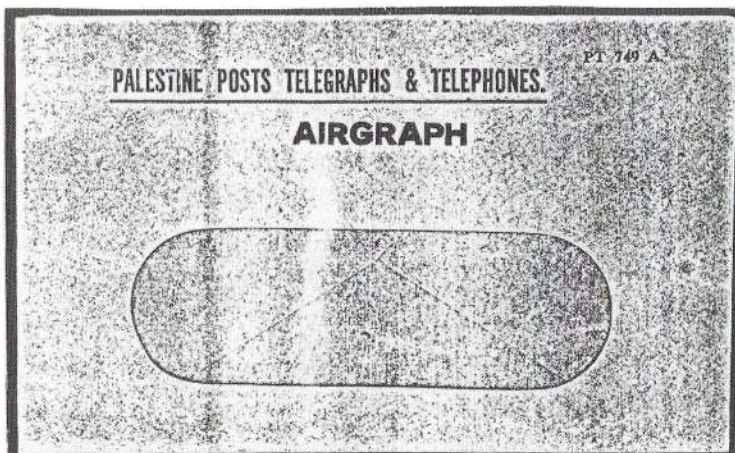


Fig. 46: P.T. 749A – Windowed envelope for use in mailing airgraphs.

to fit this envelope with the address showing through the window. Note that this envelope is coded as Form P.T. 749A and the government agency reads "Palestine Posts Telegraphs & Telephones". The 749 envelope was a general use envelope and when it was windowed for use with telegrams, it was coded P.T. 749A.

Shown in Figure 47 is the last in the series of Airgraph envelopes released near the end of WW II. This was not previously described. While the printing is black, note that a "War Savings Campaign" slogan was applied here separately in red ink. The Government Agency now reads "Department of Posts & Telegraphs". This envelope, for Airgraph use only, is now coded P.T. 749B.

Shown in Figure 47 (insert) is part of the reverse side of the envelope. Form P.T. 445 has been applied, which is self explanatory and this is in keeping with the economy use of materials during the entire Mandate period. This was especially true during the years of WW II. This envelope was indeed opened very carefully to comply with the request of the Post Office.



Fig. 47: P.T. 749B - Same envelope released by newly named "Department of Posts & Telegraphs". Economy label P.T. 445 from back of cover, shown as insert.

The State of Israel

Changes and Variations in R-labels used in Israel

(*M. Pender, Herzliya*)

Lately, some new R-labels have been introduced in Israel. These have a new and different type of printing, as well as a new type of perforation (generally rouletting) which is quite different from the original one. These changes have caused some variations in the spelling of some settlements / townships both in their Hebrew and English versions. Let me point out, however, that most of the changes appear mainly in the Latin version of the name.

This article attempts to reflect most of the conspicuous changes in the Latin writing, known to me. The Hebrew magazine "Israel Philatelic Monthly" has mentioned most of the changes in the Hebrew writing (Issues 3-4 and 9-10 (1990)). The following are the major up-to-date changes known to me. The labels are shown in Figure 48, where the old labels are in column A, the new ones in B.

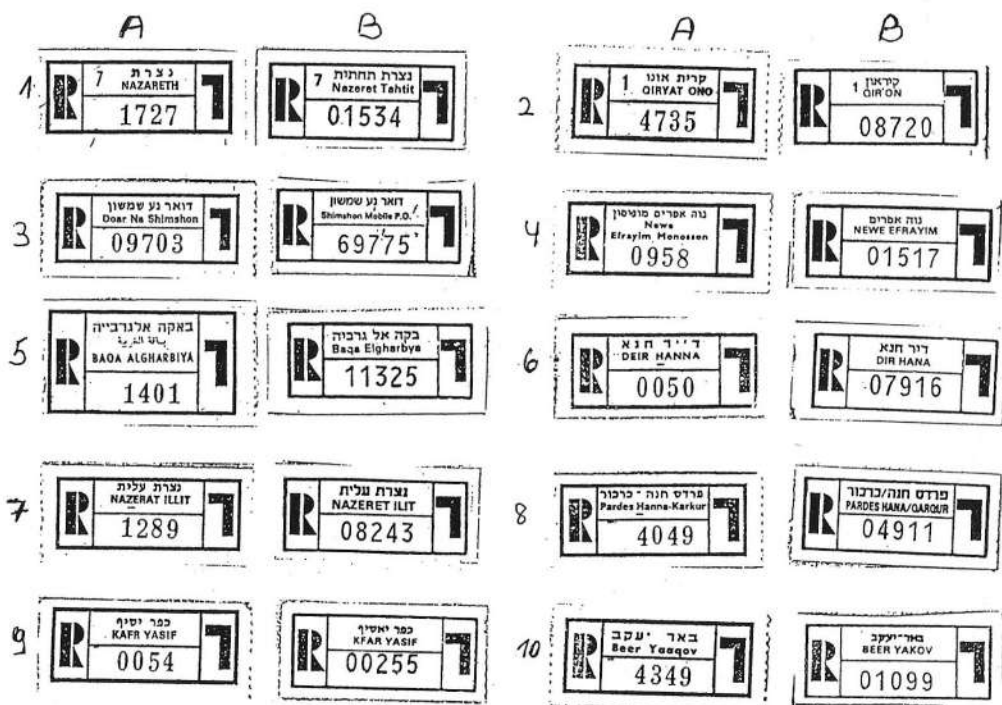


Fig. 48: New versions of Israeli R-labels (column B) compared with the corresponding old ones (column A). (Reduced)

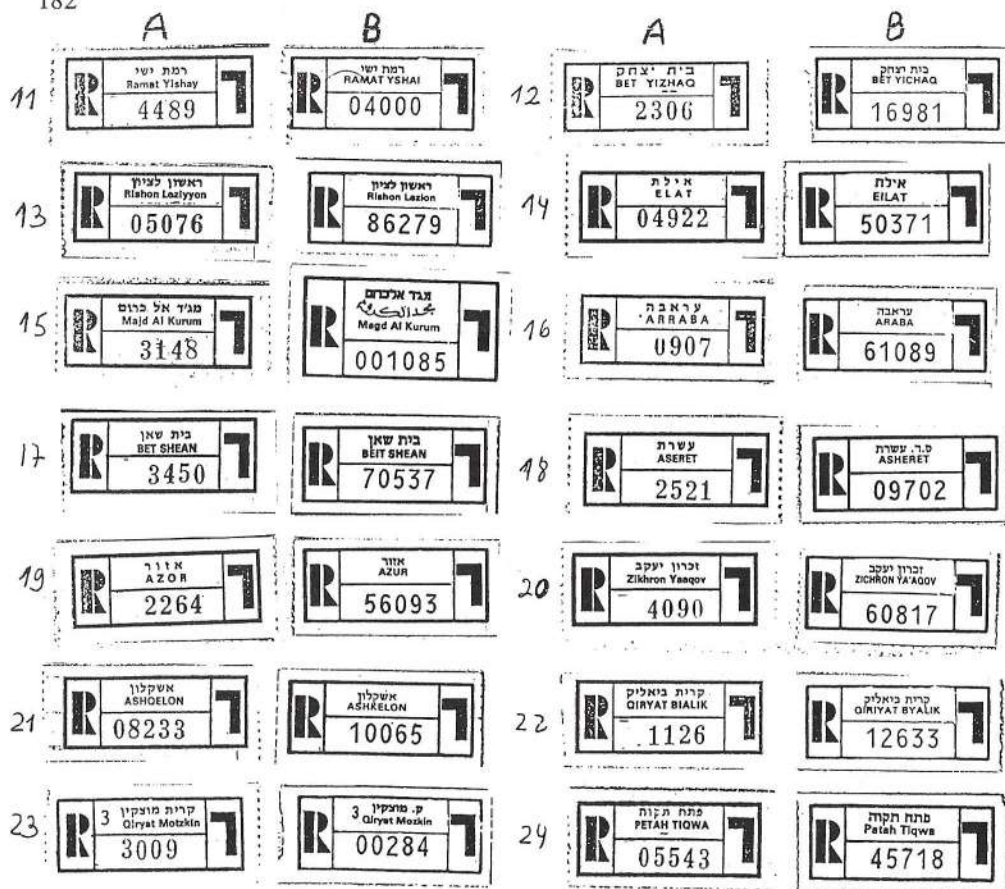


Fig. 48 (continued): New versions of Israeli R-labels (column B) compared with the corresponding old ones (column A). (Reduced)

1. Nazareth – in the R-label the name Tahtit (lower) was added as a parallel to Nazareth Ilit (upper), whereas the name Nazareth (as pronounced in Latin) received a Hebrew pronunciation – Nazeret.
2. Qiryat Ono 1 – instead of the name Qiryat Ono, the name Qir'on was written, which is a big residential quarter of Qiryat Ono. A special cancellation was never issued for Qir'on, nor any other postal item.
3. Doar Na... – in most of the new labels used by the TPO lines, the words "Doar Na" was changed to "Mobile P(ost) O(ffice)". However, in some lines of the Mobile Post, labels written as "Doar Na" are still in use.
4. In the new label of Neue Efrayim Monosson, the name Monosson was omitted.
5. Baqa Algharbiya – in the word Algharbiya the first A was exchanged for an E and the letter I was omitted.
6. Deir Hanna – the letter E was omitted in the word Deir and one of the N's was omitted in the name Hanna.

7. Nazerat Illit – in the first word of the name, the letter A was exchanged for E, and in the second word one of the L's was omitted.
8. Pardes Hanna-Karkur – in the name Hanna one of the N's was omitted and the two K's in the name Karkur were replaced by Q's.
9. Kafr Yasif – the word Kafr (Village – in Arabic) was written Kfar, which is actually "Village" in Hebrew.
10. Beer Yaaqov – in the word Yaaqov one of the letters A was omitted and the letter Q was exchanged for K.
11. Ramat Yishay – in the word Yishay the letter i was omitted, and the final y was exchanged for I.
12. Bet Yizhaq – The letter Z was exchanged for C.
13. Rishon Leziyyon – the two Y's were omitted.
14. Elat – the letter I was added to the name.
15. Majd Al Kurum – the letter J was exchanged for G.
16. Arraba – one of the R's was omitted.
17. Bet Shean – the letter I was added in the first word.
18. Aseret – the letter H was added.
19. Azor – the letter O was exchanged for U.
20. Zikhron Yaaqov – the letter K was exchanged for C.
21. Ashqelon – the letter Q was exchanged for a K.
22. Qiryat Bialik – I was added after the R and the first I was exchanged for Y in "Bialik".
23. Qiryat Motzkin – the letter T was omitted from "Motzkin".
24. Petah Tiqwa – the letter E was exchanged for an A.

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New Cancellations and Post Offices

(Compiled by B. Fixler & I. Nachtigal)

A. Special Cancellations (see also fig. 49)

- 05.08.90: "The 8th International Folklore Festival in Israel", Haifa.
 24.08.90: "Israel's Philatelists Greet New Zealand 1990", Tel Aviv-Yafo.
 04.09.90: "Electronic Mail", Yerushalayim*.
 04.09.90: "Welcome; Aliya Absorption", Yerushalayim*.
 04.09.90: "National Stamp Exhibition Beer Sheva 90", Beer Sheva*.
 04.09.90: "Festivals 5791", Yerushalayim*.
 13.09.90: "70th anniversary of the national veterinary services, 1920-1990", Bet-Dagan.
 16.09.90: "Ze'ev Jabotinsky and the National Movement in philately and Numismatics", Tel Aviv-Yafo.



Fig. 49: Special cancellations used in Israel in the last period.

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



Fig. 49 (continued): Special cancellations used in Israel in the last period.

- 05.10.90: "National Stamp Exhibition Beer Sheva 90, Opening Day", Beer Sheva.
- 06.10.90: "National Stamp Exhibition Beer Sheva 90, Postal Authority day", Beer Sheva.
- 07.10.90: "National Stamp Exhibition Beer Sheva 90, Aliya Day", Beer Sheva.
- 08.10.90: "National Stamp Exhibition Beer Sheva 90, Youth Day", Beer Sheva.
- 09.10.90: "National Stamp Exhibition Beer Sheva 90, Thematic Philately Day", Beer Sheva.
- 10.10.90: "National Stamp Exhibition Beer Sheva 90, Beer Sheva and the Negev Day", Beer Sheva.
- 11.10.90: "National Stamp Exhibition Beer Sheva 90, The Patriarch's Day", Beer Sheva.
- 12.10.90: "National Stamp Exhibition Beer Sheva 90, Closing Day", Beer Sheva.
- 14.10.90: "Deganya א 80th anniversary, Deganya ב 70th anniversary", Emeq Ha'Yarden mobile post.

B. Definitive Cancellations

- 01.08.90: "Qiryat Shemona 7", additional postmark in Qiryat Shemona Post Office.
- 01.08.90: "Yagur", in Kibbutz Yagur P.A. instead of the previous "Mesheq Yagur" postmark.
- 22.08.90: "Tel Aviv-Yafo 279", "Tel Aviv-Yafo 280", "Tel Aviv-Yafo 281", "Tel Aviv-Yafo 282", "Tel Aviv-Yafo 283", "Tel Aviv-Yafo 284". Additional postmarks in the Sorting Office, Tel Aviv-Yafo.
- 23.08.90: "Elat II", new machine cancellation in Elat Post Office.
- 23.08.90: "Elat 3 Peye", new "Paid" machine cancellation in Elat Post Office.
- 24.08.90: "Tel Aviv-Yafo 285", "Tel Aviv-Yafo 286", "Tel Aviv-Yafo 287", "Tel Aviv-Yafo 288", "Tel Aviv-Yafo 289". Additional postmarks in the Sorting Office, Tel Aviv-Yafo.
- 10.09.90: "Migdal Ha-Emeq 5", additional postmark in Migdal Ha-emeq Post Office.
- 24.09.90: "Tel Aviv-Yafo 279", "Tel Aviv-Yafo 280", in the new B.P.O. in Shoncino St., Tel Aviv. These postmarks were in use before in the Sorting Office.
- 25.09.90: "Netanya 28", "Netanya 29", additional postmarks in Netanya Post Office.
- 25.09.90: "Kefar Sava 16", additional postmark in Kefar Sava Post Office.
- 25.09.90: "Lod 11", additional postmark in Lod Post Office.
- 01.10.90: "Qiryat Motzkin א/1". A handstamp "Paid" in Qiryat Motzkin Post Office. This is the first time that a "Paid" handstamp is indexed "1" in addition to the letter "Alef" א.
- 01.11.90: "Rehovot 79 ז", new Francotype machine in Rehovot. The "79 ז" Francotype was used before in Omer, but was put out of use there on 10.9.90.
- 01.11.90: "Yavne 402 ז", new Francotype machine in Yavne. The "402 ז" Francotype was used before in Yeruham, but was put out of use there on 10.9.90.
- 01.11.90: "Karmiel", new machine cancellation in Karmiel Post Office. The postmark included a star (★) on its first day*.
- 01.11.90: "Karmiel Paye", new "Paid" machine cancellation in Karmiel Post Office. The postmark included a star (★) on its first day*.
- 05.11.90: "Hashmonaim", Zahal, for the Postal Agency, opened in Hashmonaim.

* The "star" (★) as a sign of the First Day of machine cancellations was used for many years, as was the "Running Stag" for ordinary handstamps. This useful procedure was cancelled according to Public Notice No. 49/90 (s. note in HLP# 43, p. 113). The above mentioned two machine postmarks nevertheless did have the star sign on their First Day, contrary also to the Public Notice No. 99/90.

The Defunct "Running Stag" *(E. Jungwirth, Rehovot)*

I would like to refer to the note in the previous Issue (HLPH #43, p. 113). I heartily agree that the "killing" of the Running Stag was a great pity causing much inconvenience to postmark collectors. I wonder if this decision is irreversible – surely the collective pressure of collectors should make some impression upon the powers that be.

The information about the birth of the Running Stag as given in the mentioned note is incorrect. Baqa Hama'aravit (13.8.52) was **not** the first instance – the "Running Stag" was introduced for the first time already about eight months earlier. This was on 29 November, 1951, for the postmark of Hof Asqlon (Mobile Post).

New Stamps and Postal Stationery

The following stamps were issued during the last period:

- 4.9.90: New Year Festival stamps, showing traditional spice boxes (Ag 55, 80 and NIS 1). Also a special Festival stamp booklet, containing one row of se-tenant Festival stamps NIS 1+2×0.80+3×0.55 with special ornamental margins (Fig. 50). 'Aliya' (immigration to Israel) absorption (NIS 1.10); Electronic mail (NIS 1.20); 'Beer Sheva 90' National Stamp Exhibition (Souvenir sheet, price NIS 4, incorporating a NIS 3 perforated stamp).
- 12.12.90: Computer games (3 × Ag 60); Architecture in Israel (NIS 1.10, 1.20); Ze'ev Jabotinsky, 50th death anniversary (NIS 1.90); Philately Day, depicting the main Post Office building in Yafo and a miniature Do'ar Ivri stamp (NIS 1.20).

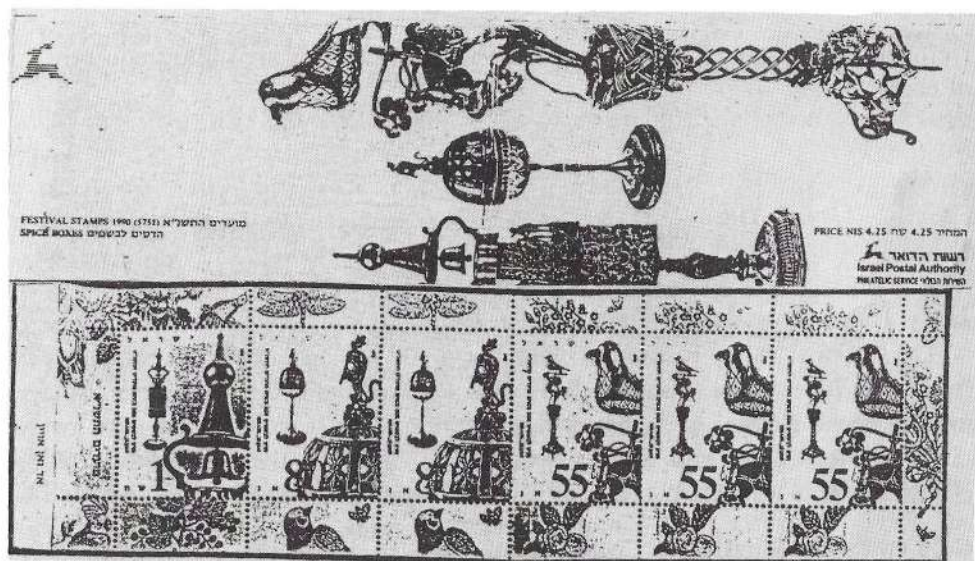


Fig. 50: The Festival stamps booklet, issued on 4 September, 1990.

Additional Code Numbers of Klussendorf Postage Labels

Since the publication in our previous Issue (HLP# #33, p. 114), five new machines have been installed in various places around the country and two additional printing heads have been replaced in existing machines. The following table gives the details of the new (or replaced) machines up to 29 October 1990, where numbers in brackets denote the new code in cases of replaced printing heads.

City	Address	Machine Code
Tel Aviv	3 Zamenhof	026
Tel Aviv	Aluf Sadeh, "Paz" gas station	012
Jerusalem	8 K.K.L.	020 (046)*
Haifa	19 Pal-Yam (Shikmona)	029
Acre	11 Ha'atzma'ut	015 (038)
Hod	Hod Hasharon	
HaSharon	"Paz" gas st.	017
Ramat	88 Derech	
HaSharon	Harishonim	010 (043)
Beer Sheva	51 Hadassa	005

* F.D. 19.11.90

Unfortunately, some of the Klussendorf vending machines are quite frequently out of order!

Holy Land Awards in "Beer Sheva 90"

The National Stamp Exhibition "Beer Sheva 90" was held in Beer Sheva during the festival of Tabernacles (Succoth), 5-12 Oct. 1990. About 500 frames were displayed in the usual classes of a national exhibition. The following are the awards given to Holy Land and Judaica exhibits (in brackets, the type of the exhibit: N - National, S - State, Y - Youth, L - Literature):

Gold (with the Minister of Communication prize): Y. Shabtai - "The Do'ar Ivri issue".

Large Vermeil

- A. Zakai (N) - "World War I - from Egypt to Jerusalem" (w. prize).
 "Anon Amos" (N) - "Postal History of Beer Sheva" (w. felicitations).
 Y. Slutzki (N) - "Palestine 1927-48: postal rates".
 K. Bar-Ilan (N) - "Do'ar Ivri: 1948-1950".
 Z. Shimony (N) - "The post of Jerusalem, Safed and Rishon LeZion in the Interim Period (1948)".
 H. Shiftan - (N) "Correspondence between Germany and the Holy Land".
 S. Shabtai (Y) - "Ten fateful years in the history of the Jewish People 1939-48" (w. prize).
 S. Shabtai (Y) - "If you will, it is no fairytale" (w. prize).

Vermeil

- Z. Alexander (N): "Postal history of Arab Palestine 1948-49" (w. felicitations).
 A. Zakai (N) - "Mail in the Negev during the Mandate and the Independence War 1941-1950".
 S. Blushtein (N) - "Prisoners of war mail".
 Shimony & Glassman (L) - "Holy Land postal history" (Bulletin).
 S. Shabtai (L) - "Mail of underground detainees in British detention camps 1939-48".

Large Silver

- B. Hurwich (N) - "Military mail in Israel - the 'K.B.A.' period" (w. felicitations).
 B. Grosser (N) - "Ottoman and foreign post offices in the Holy Land".
 S. Berger (N) - "Judaica".
 Nachtigal & Fixler (L) - "Regular postmarks of Israeli post 1948-1990".

Silver

- S. Berger (N) - "Israeli IRC's".
 B. Gever (N) - "Minhelet Ha'am".
 M. Sondak (N) - "Israel Mobile Post".
 N. Kaliner (Y) - "Synagogues and prayer".
 M. Sondak (L) - "Jerusalem postal services during the siege of 1948".
 A. Lin (L) - "The Israeli philatelic monthly".

Silver Bronze

- K. Bar-Ilan (N): "Plate blocks research of the Sheqel issues".
 A. Zitron (N): "Do'ar Ivri plate blocks".
 O. Bahat (Y-S): "Anti Nazism".
 N. Heiman (Y-S): "Stamp exhibitions in Eretz Israel 1945-1988".

Request For Research Information

One of our members, Earl Kaplan, has recently acquired two unusual Palestine booklets. One is stitched on the left side, and the other is fastened with two staples. The booklets pictured in The Bale Palestine Catalog all show only one staple. Norman Collins, in his monograph "The Crown Agents Requisition Books", pictures the two booklets Earl Kaplan found and lists four shipments of booklets from England (1929 to 1932). David Dorfman says these are earlier than those listed in the catalog. We have noted other booklets that do not match the descriptions in the Bale Palestine Catalog.

Our Palestine Study Group is conducting a research study on the Palestine booklets and we ask for your help. If you have any Palestine booklets, please photocopy the front and back covers and note the color of the covers on the copy. If your booklet has been "exploded" (taken apart) please include a photo-copy of the insides of the front and back covers. If you can't photocopy the insides of the covers, please tell us what is printed there. Also, include a list of what appears on each page of the interleavings. Your assistance will help us revise the current booklet listing and make it more accurate and meaningful. Please send your reply to The Palestine Study Group of the Society of Israel Philatelists, at P.O.Box 267, New Brunswick, N.J. 08903, U.S.A.

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BOOK REVIEWS

The Foreign Post Offices in Palestine 1840-1918 (Volume I) by Anton Steichele (price \$50 + postage, SIP Educational Fund, 25113 Daffield Rd, Cleveland, OH 44122).

Our Holyland Philately has indeed progressed a very long way if a handbook of this quality has been produced. This reviewer rates this work on par with almost any philatelic text we have ever studied. In fact, superlatives fail us when attempting to describe its accuracy, depth of research, illustrations, production and it is filled with much information never before published in English. This is the first of two volumes and completely covers the subjects of Forwarding Agents, Egyptian Post, German Post and French Post. Volume II will contain the Austrian, Russian and Italian Post sections.

Its 200 pages are full of illustrations and important information so very interestingly arranged so that it reads almost as a novel. Its production (top grade paper, hard cover, excellent binding) is of the highest quality as are the illustrations. Very many subjects have been included for which the collector previously had to search in so many incomplete references (e.g. Rates, circa 1840 handling, Forgeries, World War I German Feldpost, Maritime Mail, Auxiliary Agencies, Postage Dues, etc.). One need not be a Forerunner collector to appreciate and enjoy this text. It is recommended to all Postal Historians and it certainly will stand for a long time as a basic reference.

Anton Steichele died in 1988 at the young age of 44. He was our foremost authority of the Forerunner Period. His many articles and classic text of the Ottoman Post Offices in Palestine rightfully established him as such. Dr. Leopold Dickstein translated his notes and Norman Collins arranged and added to Steichele's notes and performed the additional tasks necessary to ready the work for production. Unfortunately, Dr. Dickstein also did not live to see the fruit of his yeoman efforts in final form. Volume II will be dedicated to his memory, just as this Volume I was dedicated to Anton Steichele.

Dr. Jerome Byers and Fred Blau served tirelessly as Associate Editors and without their efforts, particularly in connection with the final editing and the printing process itself, the work would not have been completed. George Muentz and this writer collaborated to produce a most valuable, necessary but often lacking feature in such a text – Valuation Listings of the Postal Markings and Labels shown. This feature should certainly prove a most important tool to Forerunner enthusiasts. However, the unsung hero in all of this must be Ari Ben David, the President of our World Philatelic Congress. He backed the project from its inception and “pushed” it along while coordinating the efforts of the contributors who were spread out in many countries on many continents.

Our thanks and congratulations to Messrs. Blau, Byers, Collins and Ben David and of course to Messrs Steichele and Dickstein of blessed memory.

(M. Siegel)

Overland Mail Via the Syro-Iraqi Great Desert by N. J. Collins with Z. Alexander and N. Gladstone (Price \$30; free to BAPIP subscribers).

The latest of the monographs published by the Holyland Philatelic Society (otherwise known as BAPIP) not only maintains the high standard of the previous ones but even exceeds them. This publication deals with the history and the Postal History of what is popularly known as the Overland Mail – mail sent between Palestine and Iraq in the first half of this century.

The book is fascinating. The background describing why the service was needed is given clearly and fully. It not only covers the “dry” information of the various labels, marks and handstamps used very comprehensively, but gives interesting extracts describing the actual travelling circumstances and hazards encountered. The overland route described here is the one connecting Haifa (or Jerusalem) in Palestine, Beirut, and Damascus with Baghdad in Iraq. The enterprise was founded by the two brothers Nairn, who ultimately became the largest of the various carriers operating between the two countries. Not only did they carry passengers but also mail, which is of the greatest interest to the readers of this particular monograph.

The information is extremely comprehensive and well laid out, with very clear illustrations. The coverage of the different labels and the various handstamps is astonishing. The authors are certainly to be congratulated on an accomplished and definitive coverage of this aspect of Holyland (or even more, Middle Eastern) Postal History. It should certainly be in the library of every philatelist interested in the area and in its postal history.

(E. Glassman)

The Bale Catalogue of Israel Postage Stamps – 1990 (Price \$30 + postage)

This work is certainly the best catalogue currently available for the collector of Israel Philately. Its format, illustrations, printing and paper quality, thoroughness and wealth of information contained surely leave little to be desired. In addition to its complete stamp listings (mint and used singles and tabs, FDCs, sheets, perforation and design information and dates), it also contains the best available evaluated listings of many peripheral but important specialties such as Postal Stationery, International Reply Coupons and Booklets.

While it is the best we have, it certainly is not an ideal product in the eyes and opinion of this reviewer. Specific criticisms include:

(a) Too much space is devoted to ERRORS AND VARIETIES. Most of these found on post-1960 issues are very much "under a cloud" as to their origin. Thus, they should not be dignified and uplifted by their inclusion herein or in any other publication as few, if any, are genuine errors or varieties but are instead "made to order" solely for sale and profit. Of course they had been smuggled out of the printing premises without IPS knowledge or consent. Thus, when surreptitiously sent abroad they must be classified as contraband!.

(b) The 1948 Interim Period section tends to create the impression that the collection of these stamps **off-cover** are a worthwhile philatelic pursuit. It does include a cautionary note at the introduction to this particular section that "...stamps should therefore be purchased from a reliable source, ideally on cover" (page 4). But this weak note in small print can be easily overlooked while 19(!) pages are devoted to fully illustrated listings with each and every one, as well as numerous varieties, being painstakingly evaluated. Our experience and recommendation is that these should not be collected off-cover and therefore this catalogue section should be revised. Fluri's manner of presentation of this material is much preferred. Above all, it should be remembered that it is almost impossible to determine accurately the authenticity of these issues off-cover.

(c) The Revenue Section is nothing more than a valiant attempt. It needs more explanation and better illustrations to be a useful tool to the collector of these Issues.

In this new 1990 edition, Mr. Bale has listed the Plate Blocks of Israel's Definitive Issues (1960-1989). This listing is quite useful as no other catalogue currently exists that is up-to-date. This information was vitally needed in the 1970's and early 1980's, when these blocks were eagerly sought out by many collectors. Unfortunately, today only a small fraction of that once substantial number continue to be interested and still collect this purely philatelic and very fascinating specialty.

The coverages of the Stamps of Israel and particularly of the Do'ar Ivri Issues are top notch. He deserves a special commendation for his continued up-dating of the Do'ar Ivri listings... wonderful work indeed! Also enumerated are some of that recent innovation... **SOUVENIR LEAVES**. The "Jury" is still out on these which have been produced solely for the sake of additional IPS revenue. This reviewer advises against the collection of these, if financial prudence is among one's lodestars.

Mr. Bale is a top-quality dealer of excellent reputation but opinions as to worth, in monetary terms, differ greatly. Thus, and as to be expected, especially when so many thousands of valuations are involved, we differ substantially from him, in quite a number of important quotations. A few examples of these differences of opinion are: (a) FDCs: His valuations are quite low for Full Tabbed FDCs of #1a/3b, #25, #28/30 & C 1/6 as well as Tete Beche #31/32 and (b) Stationery:

Postcards #1 and #2 (FD) are valued quite a bit more than Airletters #1 and #2 (FD). Yet it has been so very long since the latter pair have been offered in an Israeli Auction while the FD postcards are certainly more readily available. Therefore, the First Day Airletter valuations should be significantly increased in our opinion. Again, these are differences of opinion only.

The price of this approximately 300 page work is \$30 plus shipping. While not inexpensive, it certainly is a most worthwhile investment for any Israel collector.

(M. Siegel)

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Holyland Auctions' Realizations

(Compiled by Eddi Leibin)

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

David Feldman, Geneva, September 1990

- *French P.O., 1854, cursive straight line "Jaffa" on cover to France – SF 1800
- *Ditto, 1855, envelope to London, straight line "Jerusalem – 16 Avril 1855" with Jaffa pearl pmk. – SF 2200
- *Ditto, 1870, "Jerusalem Cross" on cover to France, bearing 5c+25c stamps tied by '5089' pmk. – SF 1900
- *Egyptian P.O., 1871, 1p. damaged copy with very fine central Jaffa Egyptian P.O. cancellation – SF 3200
- *British Mandate, 1922, "London II" 9 p. perf. 14 (SG 82a) fine mint – SF 800

Dr. Josef Wallach, October 1990

- *WWI, French Detachment "Trésor de Posts 601B" dated 12.9.18 on OAS cover to Paris – \$550
- *1920, 2nd Local Overprint, 5 p. perf. 14 (SG 43), used – \$260
- *1922, Waterlow printing, 10 p. perf. 15×14, "EFF" variety, used – \$275
- *1948, Egyptian occupation, Hebron pmk. on Red Cross cover – \$48
- *1948, Jerusalem, first day of trilingual pmk. 4.7.48, on printed matter cover – \$195
- *Doar Ivri essays, "Eretz Israel" uncut pane of two blocks, carmine-red – \$8400
- *Doar Ivri Postage Dues, 20m. imperforate plate block without overprint – \$2700
- *1949, Road to Jerusalem, vertical imperforate tab pair – \$1550

Zodiac Stamps, November 1990

- *French P.O., "Caïfa-Syrie" (WPC 341) on registered cover, tying pair of 1 p. stamps, June 1913 – \$1700
- *Russian P.O. "Ropit Caïfa" on inland P.C. – \$400
- *1920, Jerusalem I 3m, overprint inverted, unused – \$290
- *Israel, Freedom from Hunger F.D.C. – \$450
- *Israel, 1972, Landscapes IL 2.00 plate block of unlisted date, 7.11.72 – \$3300
- *1953, underfranked cover from England to Libya, taxed there and readressed to Israel, taxed on arrival with 10 p. P.D. III – \$210

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סתיו תשנ"א