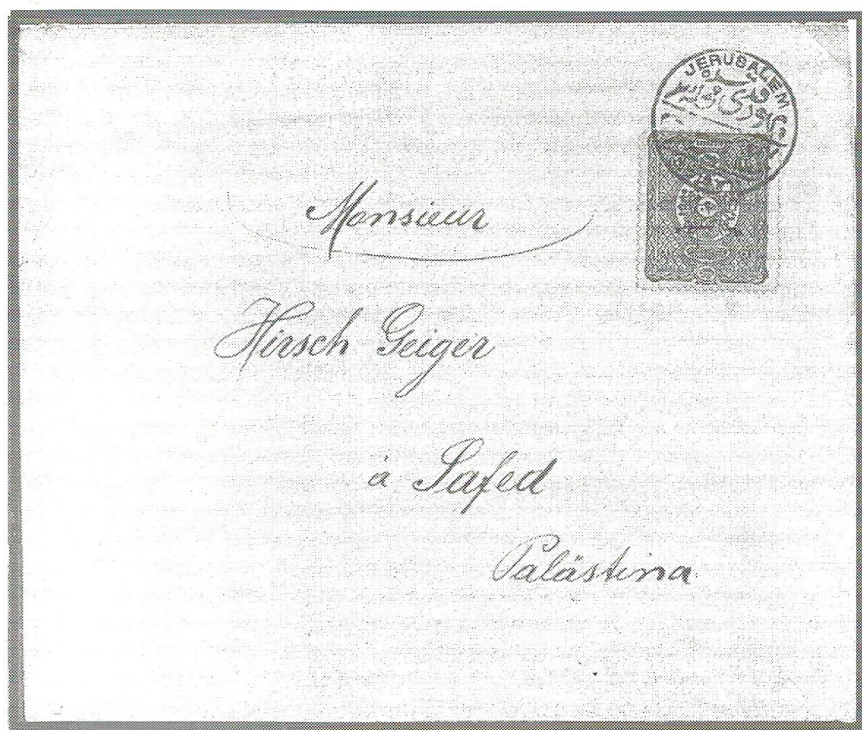


Holy Land Postal History

V
97-98

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



מכתב "דברי דפוס" עם בול עותמני מיוחד (10 פרה 1892, עם הדפס רכב "מטבוע") שהונפק עבור סוג זה של מכתבים. מירושלים לצפת. חותמת הרובע היהודי עם "ירושלים" בעברית. ידועים רק 3 מכתבים מסוג זה, ששוגרו מארץ ישראל.

The use of Printed Matter stamp in Ottoman Palestine was very rare (1895-1898).

This cover, from Jerusalem Old City Jewish Quarter to Safad has such a stamp (The 10 para 1892, overprinted "Matbua") is extremely rare - only 3 such covers have been recorded. It is cancelled by the Jewish Quarter's postmark, which includes the name "ירושלים" in Hebrew (Photocopy courtesy Z. Alexander, from his book reviewed here).



WINTER / SPRING 2004

HOLY LAND POSTAL HISTORY

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

Affiliated to the Israel Philatelic Federation

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The "Postal Story" -

Another Challenge for the Holy Land Philatelist (A personal opinion)

Yoel Amir, Bnei-Dror, Israel

The "Postal Story" takes the philatelic ground rules of "Postal History" and "Thematic" one step ahead, by recognizing the postal document as a holistic entity¹.

By this approach, the philatelist studies and interprets all the components making up the postal document, including primarily stamps, postmarks, official cachets and labels, but also the details of the addressee, sender, and picture or text written on the back of a postcard, as well as text transmitted on a telegram form. The only exception is the content of a posted envelope or package, which in most cases is, anyway, not part of a philatelic item. In fact, this is like going back in time and partially reconstructing the story and circumstances involving the dispatch of the specific postal document. Repeating the same study and interpretation procedure on a selected group of postal documents, and weaving the outcome into one coherent episode, is the basis of the Postal Story.

Taking the classical definition of a story, the Postal Story must be characterized by "Time", "Place" and "Plot", which means that the framework for the philatelic research or story must be defined in these terms:

- "Time", e.g. 1840 to 1900 or W.W.II;
- "Place", e.g. Europe, World Wide or the Holy Land;
- and "Plot", e.g. "the Independence War of country X" or "The 1st and 2nd Jewish immigration waves to Palestine since 1882".

Compared to classical sources used in historical research, philatelic documents excel in defining the "time" elements (by dates on postmarks and other cachets) and "place" (by stamps, postmarks originating in post offices, routing labels and addresses). The "plot" elements are minimal (except in picture postcards), and the task of discovering the plot is more like assembling a jigsaw or solving a crossword puzzle.

True, the professional historian might regard philatelic documents as "low level", compared to the usual documents researched for historical "plot", but surprisingly, such documents might be an excellent source when it comes to the personal level of the "plot", or to every day's life in the related "time" bracket.

Why should the modern philatelist bother about more challenges, beyond those already available in classic philately? I believe that the fast changes in communication methods, including the dominance of e-mail over postal communication, result in increasing interest in philatelic documents of the period, when postal links were the only way to communicate, and a real day-to-day necessity. Another reason is that creative philatelists always look for new challenges, beyond the traditional ones, especially when those challenges combine "collecting" with "detective" work.

* Holistic - a philosophical term - "any view that emphasizes the organic or functional relationship between members (or parts) of a longer whole". Longman dictionary of the English language, Merriam Webster Inc. 1991.

The philatelist is primarily an addicted collector, striving to bring his collection to a high level of completeness and perfection. Beyond personal satisfaction, rules are set by the FIP to clearly define, in the framework of official exhibitions, the degree of completeness and perfection in each philatelic class. There is no reason why such rules cannot be set forth and applied to the yet unofficial class of the Postal Story. I personally, being interested and challenged by the Postal Story domain, set my own rules to measure and improve completeness and perfection. These might be, for instance, the following:

(1) Basic rule: A philatelic document is evaluated according to a double scale. i.e., classical philatelic criteria and contribution to the Plot (of the Story).

The criteria of "classical philately" are well formulated, but "contribution to the Plot" is still not clearly defined and generally can be attributed to the degree, a specific philatelic document illuminates or contributes to the degree a specific philatelic document illuminates or contributes to the completeness of the Plot.

(2) "Classical philately" and "contribution to the Plot" are equal in weight. This means, that an imperfect philatelic document (smudged or torn) covering a considerable part of the Plot jigsaw will still be considered valuable, compared to a perfect philatelic item, including a minor contribution to the Plot.

(3) Upgrade the items in your collection. This is easier said than done, when it comes to a Postal Story research collection. While the upgrade path is clear (and usually expensive) in classical philately, it is more difficult to apply in the Postal Story case, as no two philatelic documents, when evaluated as a holistic entity, are really comparable. The real challenge (usually tested when it comes to philatelic exhibitions) is to present an interesting and complete Postal Story by a minimum number of philatelic documents.

(4) Sub-division of the Plot. This can be the result of the evolution of the Plot over time, when more documents are collected and "woven" into the story. The end result can be, in such a case, the breakdown of the main Plot into sub-stories.

Looking around in philatelic exhibitions and reading articles in the HLPB bulletin, convinced me that many serious philatelists have the know-how and interest in history plus ample philatelic documents to start such Postal Story researches.

I personally have started my ventures in this field, equipped with keen interest in the 19th and early 20th century history of the Holy Land, and a minimum of relevant philatelic documents and in no time started three Postal Stories, one of which has already been exhibited several times in Israel, and is known among professionals both in philately and in the history of the Holy Land.

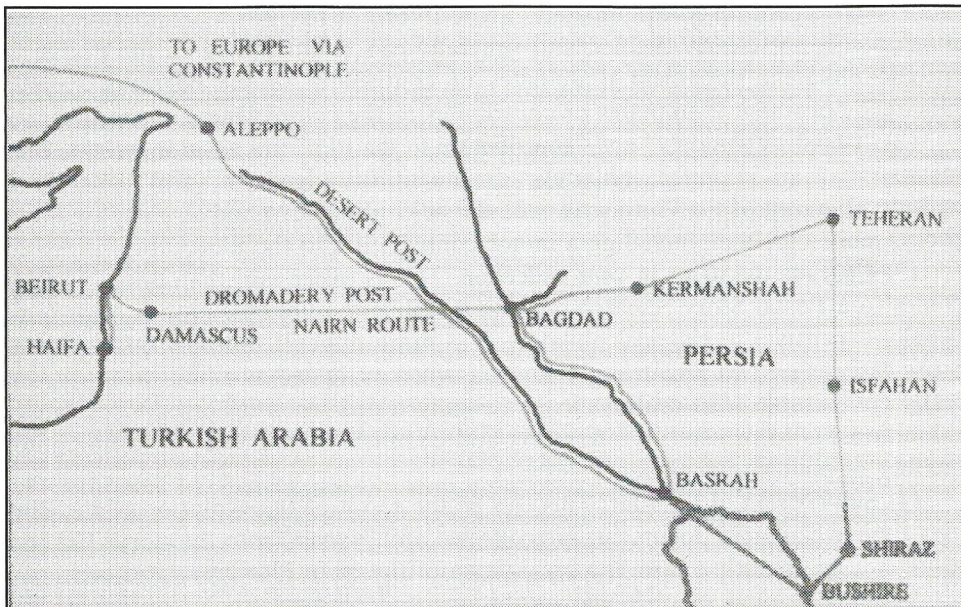
It would be an interesting experience if more philatelists join such a challenge; I will be more than pleased to share my experience and know-how with others in this matter.

It is a fact that philately is loosing ground around the world. Especially with young people, and therefore new challenges must be created to lure back serious collectors to this fascinating hobby.

Forerunners of the Overland Mail via the Syro-Iraqi Great Desert*

Ivi Alexander

As early as three thousand years ago there is evidence of commercial correspondence from the Persian Gulf to the Mediterranean Coast, which continued in various forms during the three millennia.



Map of the ancient Desert Post roots prepared by Alan Parsons FRPSL

The earliest letter in my collection, shown in Figure 1, is an ecclesiastical letter, dated 1634, from a Christian order in Bassora (Basrah) to Rome. The letter routed through Aleppo, which is indicated on the flap and from there most probably to Istanbul and then Rome. Figure 2 shows another ecclesiastical letter dated 1756, originating from Canton in China to Aleppo. The letter is addressed to a Carmelita Convent in Aleppo. The writer mentions sending two letters to Basrah.

With the establishment of the East India Company (EIC) by a Royal Charter in

* First published in *the London Philatelist*, Vol. 112 (July/August 2003) pp. 216-225, published by the Royal Philatelic Society, London.

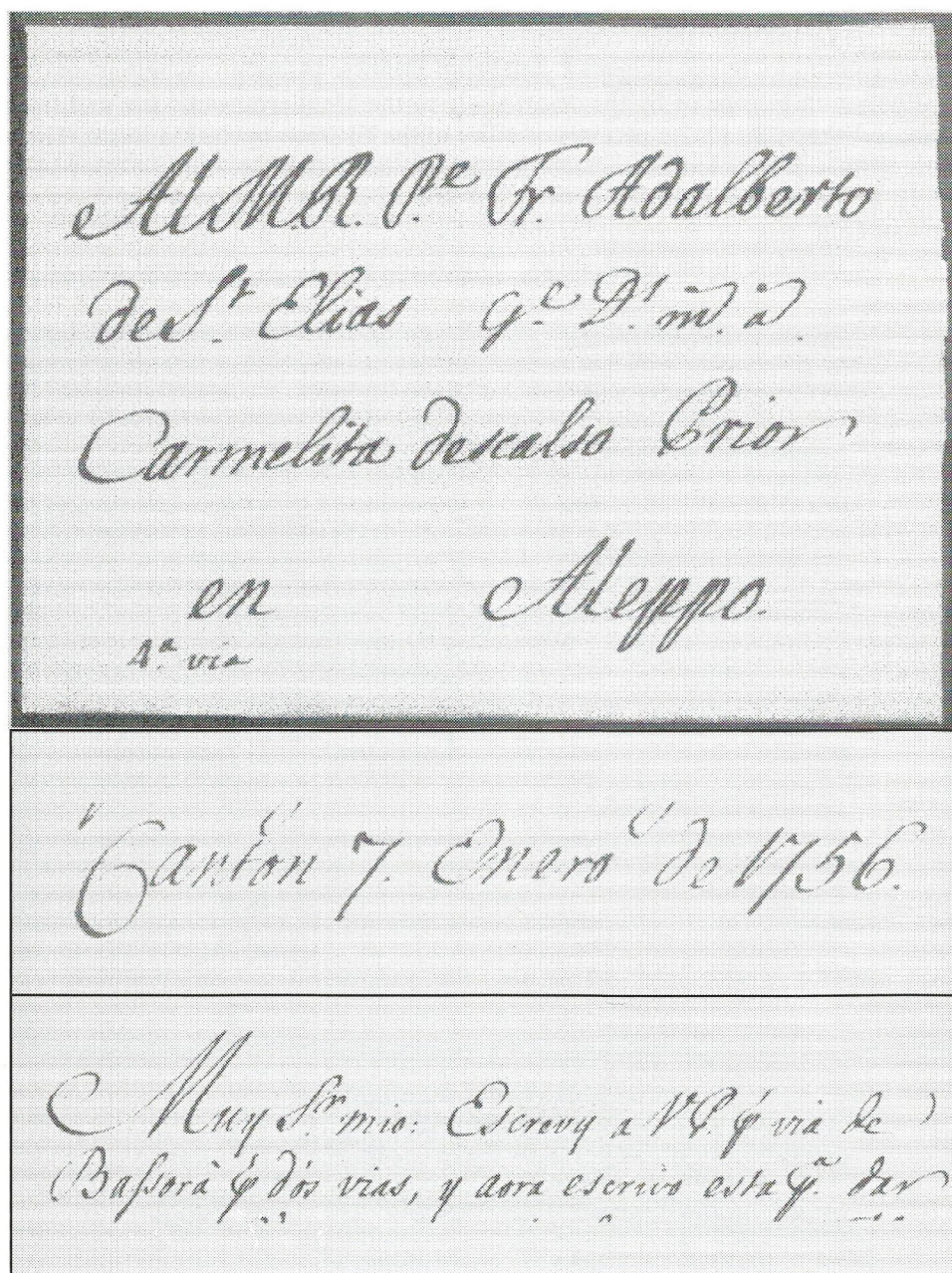


Figure 2

Bombay Nov: 5th 1755
 Mr W. Dumas
 B. March 9th 1756
 London
 Henry Dumas
 The English Merchant

Figure 3

Bassora". The letter gives interesting details of the surrender of Cochin, Malacca, Trincomalee and the Dutch settlement in Ceylon.

The official name for this overland service was "Dromedary Dak" - Camel Post. Some information of these early EIC mails is derived from official notices in Bombay newspapers.

In 1830 Colonel F.R. Chesney was sent out by the British Government to survey the possibilities of using a route by way of the River Euphrates. This route would have been 700 miles shorter than the route by way of the Red Sea. Chesney made his survey, arriving in Basrah in April 1831. His first reports gave an adverse opinion, not only because of the hostility of the Arabs, but also due to the navigational hazards on the Euphrates itself. When he later gave evidence to a House of Commons Committee, set up to consider communications between Great Britain and India, his views were more optimistic.

The Government decided to develop both the Euphrates and Red Sea routes: their aim being to use the former during the monsoon, and the Red Sea for the rest of the year. Colonel Chesney was voted £ 20,000 to develop the Euphrates route.

His expedition arrived at Antioch in April 1835 with iron steamers, disassembled for easy transportation across the desert to the Euphrates River. Because of local opposition and obstruction it was about a year later before the two steamers, the *Tigris* and *Euphrates*, were ready to proceed down the River Euphrates. The *Tigris* foundered during the first few days of the passage down the river with considerable loss of life. The *Euphrates* finally reached Basra in June 1836.

As there were no Indian vessels or mails waiting for him, Chesney returned up the River Tigris to Baghdad. The *Euphrates* sailed to Kurnah (Korna) in October 1836, where the *Hugh Lindsay* was waiting with mails for England. The *Euphrates* set off northwards during the same month, but broke down shortly after leaving on this journey, and had to return to Kurnah for repairs. The mails were transported onwards to Beirut by some passengers and these were Mr. Fitzjames (later captain of the *Erelius*) and Mr. Alexander, an invalid. After an adventurous journey they finally arrived at Beirut where the mail was handed over for transmission to the United Kingdom.

Shown in Figure 4 is one such letter, endorsed "By Overland Mail of 16th September from Bombay via Korna and the Persian Gulf, Calcutta 31st August". Endorsed on arrival 9 February 1837. Charge in red manuscript indicating R7 (7 rupees) postage paid. 3 / 7½ in black manuscript indicating British internal postage charges including 4d ship letter charge. Boxed "½" in green used at Falmouth, applied to indicate additional amount to pay the Scottish road toll. Edinburgh transit mark in red. "Too late" mark (top right) apparently applied en route, possibly in Alexandria.

The Euphrates experiment was ordered to be wound up on 1 January 1837. Following the collapse of the experiment Colonel Chesney returned homewards carrying mails. One of such letters is shown in Figure 5: 26 April 1837 EIC's *Hugh Lindsay* sailed from Bombay with Colonel Chesney on board. 6 May 1837 Muscat, 9 May 1837 Basrah, 15 May 1837 left Zobeir by camel, arriving Damascus 5 June

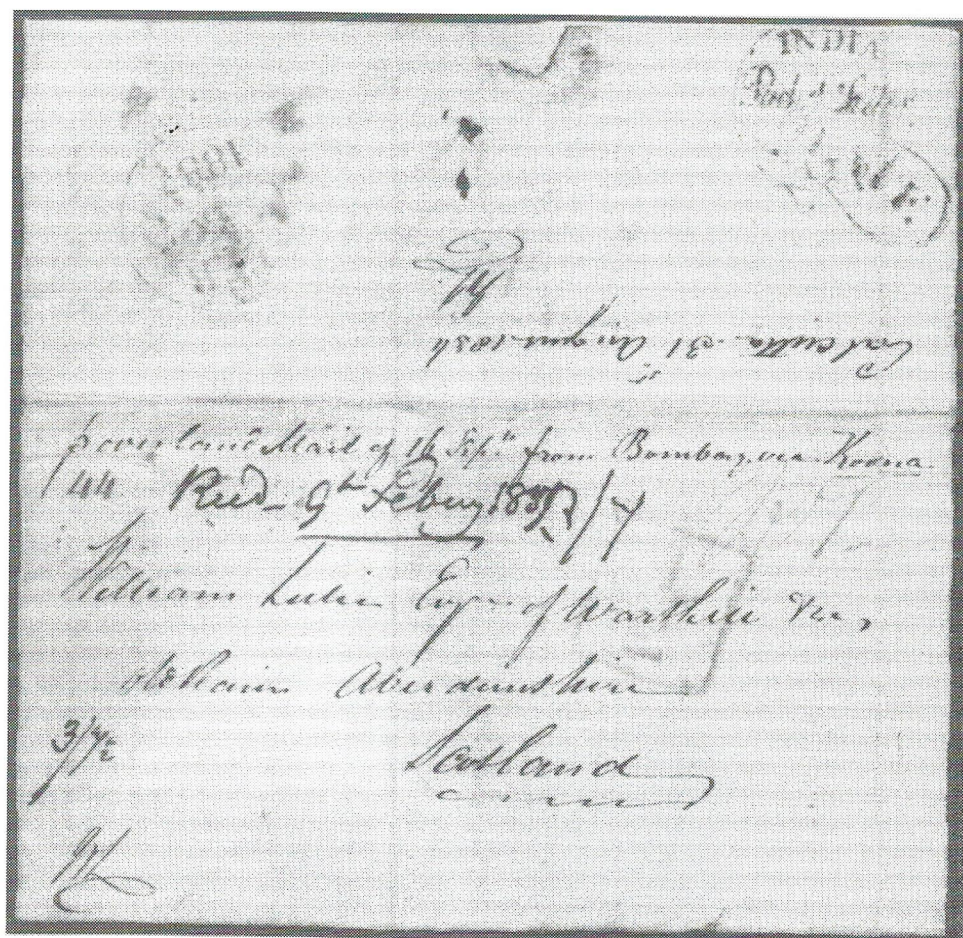


Figure 4

1837, Beirut 7 June 1837, sailing to Alexandria, arriving 17 June 1837. As the British packet had already left, it was put on a French packet and sailed on the *Scamandre* to Syria 21 June 1837. From Syria on the *Dante* to Malta 28 June 1837, Marseilles 5 July 1837, arriving in London 13 July 1837. This letter was carried by Colonel Chesney personally on his way back to England. Although Colonel Chesney was delayed in quarantine in Marseilles for three weeks, the letter was mailed from Marseilles. It was one ounce in weight. The French rate was 9s 4 ½d, and the British rate 3s 4d, totaling 12s 8 ½d. The letter was inscribed "H. Lindsay - Via Euphrates River".

Following are two letters written by Colonel Chesney on his last trip home:
La Dante, 5 July 1837. Approaching Malta
 Sir,

*I have the honor to inform you that I have just arrived from India with
 Dispatches and a Mail from each of the Presidencies with which I crossed the*

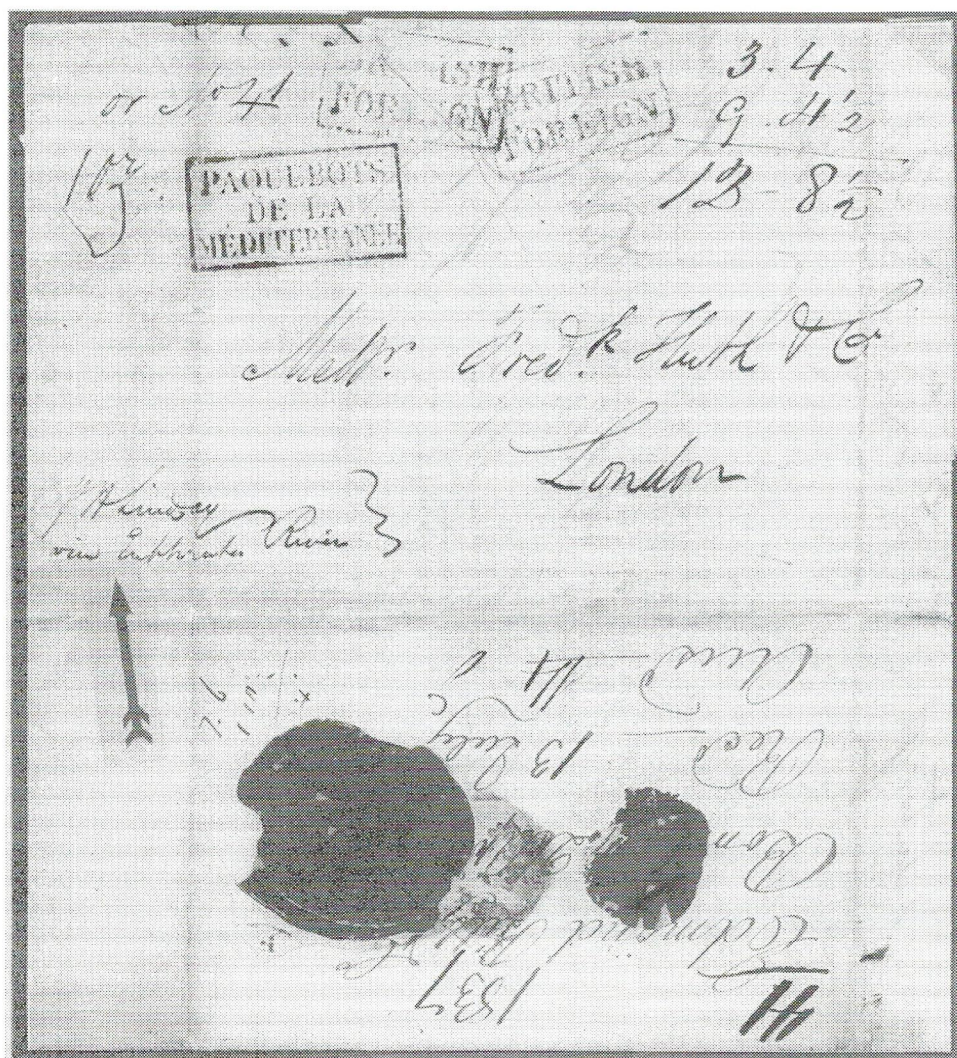


Figure 5

great desert of Arabia in 17 days, but as the Hugh Lindsay was 5 days longer in her passage to the Gulf that had been anticipated; and as the Packet left Beirut before the usual time I was too late and therefore was obliged to take the French line of packets, feeling as I did that it would not be right under all the circumstances, public as well as mercantile, in this crisis to loose even one day.

The quarantine will detain me here most likely 20 days, but I shall endeavor to have the packets forwarded so as to forward them if possible this evening to his Excellency the Ambassador in Paris.

To the Secretary, Post Office, London.

F.R. Chesney

Lazarette, Marseilles. July 6, 1837.

Sir,

We landed late yesterday afternoon to have the letters fumigated, but this operation has been gone through today and they will be sent by this night's mail.

The arrangements in connection with the different lines of steamers seem to make it impossible to send even Dispatches by an officer or special messenger. I have demanded the letter to be given up to the British Consul, but is probable that even this will be refused and if so the Packets will go by the ordinary mail, but as I presume free of expense, being public.

To the Secretary, General Post Office, London

*I Have the Honor to be, Sir
Your most obedient servant,*

F.R. Chesney

The following is a quotation from a letter sent from India House on 2 December 1837 to the Governor General of India.

In regard to the Dromedary Post between Beyrouth and the Persian Gulf, we are of the opinion that its maintenance is of importance as the medium of a regular communication between this country and Baghdad and also with Persia by that route as well between India. Baghdad and Persia by means of the cruises, by regularly visiting the Persian Gulf to watch the pirates. The time of arrival and departure of these vessels might in our opinion, be so regulated as to ensure the regular transmission of any dispatches which may be forwarded from India or Europe by that route, and at little or no additional expense beyond the amount already necessarily incurred in the maintenance of your correspondence with Baghdad and Persia...

A financial dispatch of 22 September 1870 from the India office to the Government of India states that the Dromedary Dak had been carefully maintained for 25 years (from 1845).

Although the Turkish Government insisted on the closure of the British mail service it appears that throughout the 19th century and the beginning of the 20th century some mail continued to be carried over the desert. There is very little information as to who organized these mail routes. There are probably not more than thirty to forty surviving examples of letters carried during this long period. The British consular service in Baghdad, Aleppo and Beirut was obviously involved. Quite possibly the French consular service was also instrumental.

Following are a few examples.

Figure 6 - 1840 Singapore, Bushire, Basrah, Beirut to London. 26 October 1840 Singapore, taken undercover on the sailing vessel to Bombay, arriving there on 2 December 1840 with the letters from China. Postage paid in Bombay 3 December.

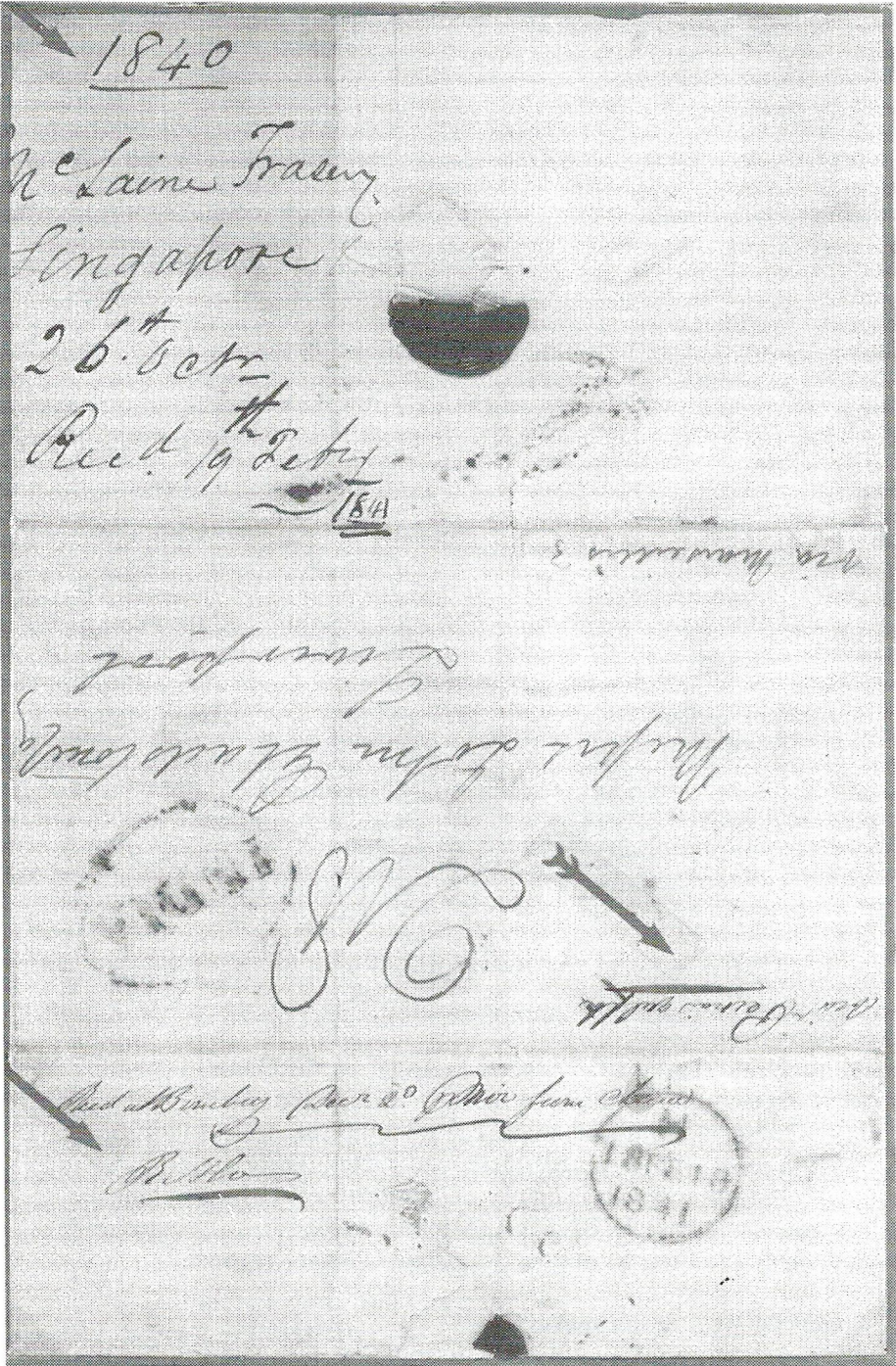


Figure 6

Sailing by the *Bernice* to the Persian Gulf, 11 December Bushire, 12 December Basrah, January 1841 Beirut, January 1841 Alexandria, sailing 27 January 1841 by the *Minos* to Syria, arriving 31 January, the *Mentor* 2 February to Malta, arriving 5 February, the *Leonidas* 6 February to Marseilles. Arriving in London 12 February 1841. Letter inscribed "Via Persian Gulf". Red oval India cachet, denoting that the letter is destined to travel overland. A 2s 8d combined rate on a letter weighing under 1¼ ounce including 1s 10d French rate and 10d British rate. This is probably the only recorded letter from Singapore sent by overland mail.

Figure 7 - 1859 Mauritius, Alexandria, Beirut to Bushire. 1858-62 Britannia 4d green with 1859-61 shilling vermilion stamp tied by a barred oval postmark. On reverse dispatch cds "GPO Mauritius JU 8 1859", and transit postmark 16 July of

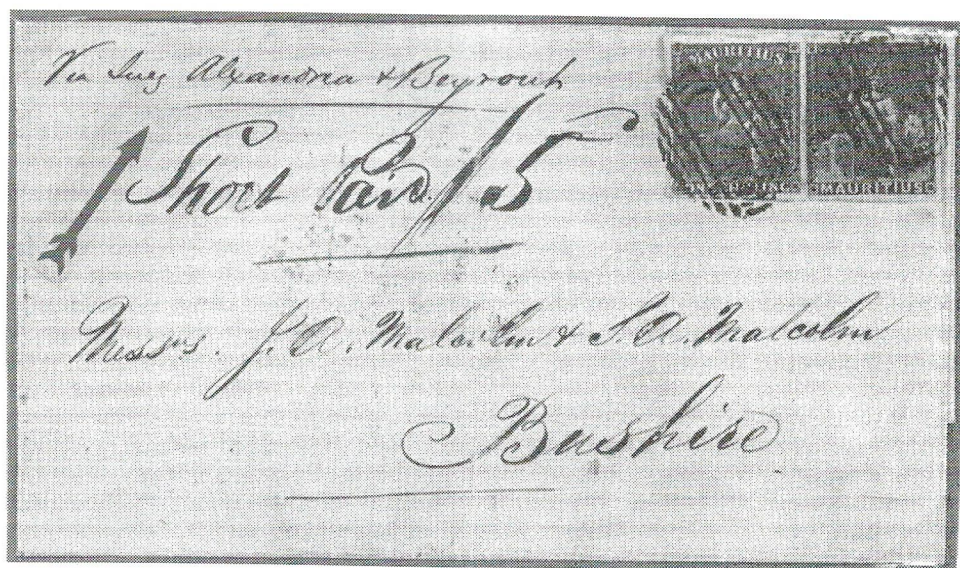


Figure 7

Alexandria. Letter addressed to Bushire, endorsed "Via Suez Alexandria & Beirut".

Figure 8 - 1863 Bombay to Baghdad via Alexandria and Beirut. 23 July 1863 Bombay by ship to the Red Sea and Overland to Alexandria where backstamped 10 August 1863. By ship to Beirut and overland to Baghdad. Letter addressed: Care of H.B.M. political agent Turkish Arabia. Letter bearing ½a, 1a and 8a, cancelled by Duplex "1", 11½ annas - the normal rate for letters from India via Alexandria and Beirut to Baghdad and other Turkish areas. Rate prevailing from 1859 according to the Bombay Postal Guide of 1859. 1/- accountancy mark in red - credited to the British for steamer postage.

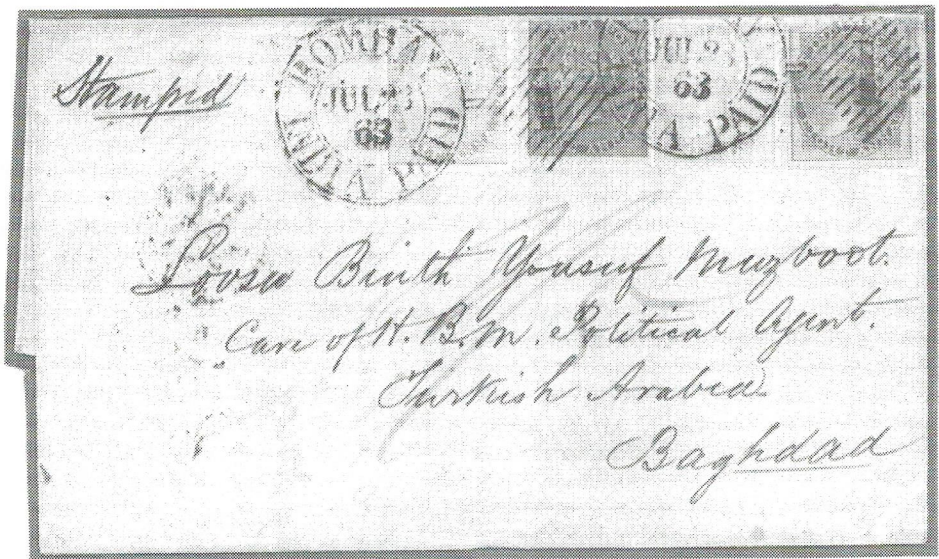


Figure 8

Figure 9 - 1867 Saxonia, Constantinople, Beirut to Baghdad. 28 May 1867 Saxonia, postmarked "Zwickau Bahnh. 28.V.67.XI", transit Trieste 31 May, and Constantinople Austria post 6 June to Baghdad. Letter inscribed "Via Triest - Bayrouth, par le courier Anglais de desert". Rate 3 new Groschen to German-Austrian postal union and 2 new Groschen to the Austrian Lloyd.

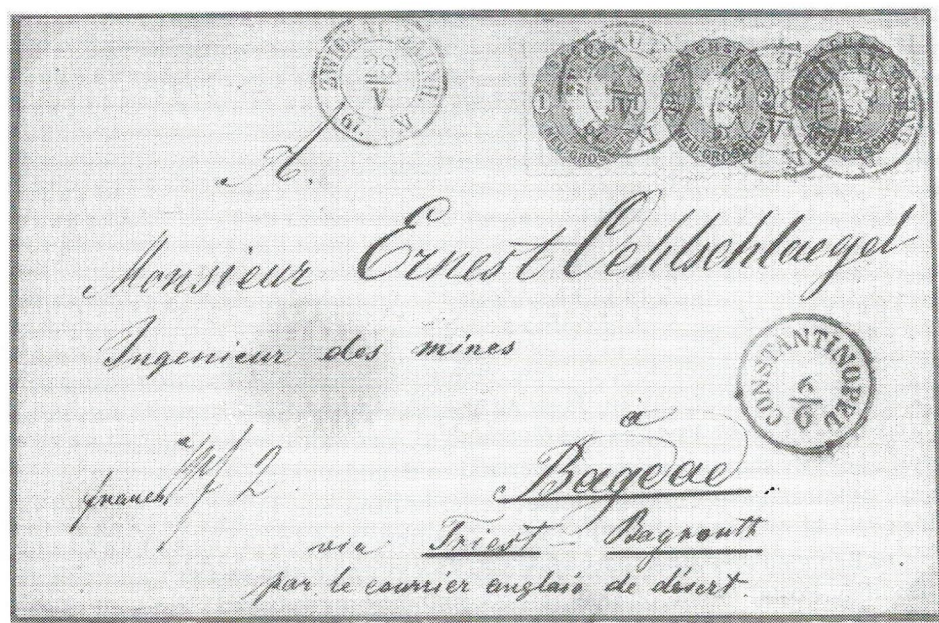


Figure 9

Figure 10 - 1869 Paris to Baghdad. 28 January 1869 Paris to Baghdad. Letter inscribed: "Via Marseilles, Alexandria and Beirut". 40 Centimes stamp (No. 31) cancelled by Etoile 25. 40c rate for a 10g letter in force from 1 January 1866.

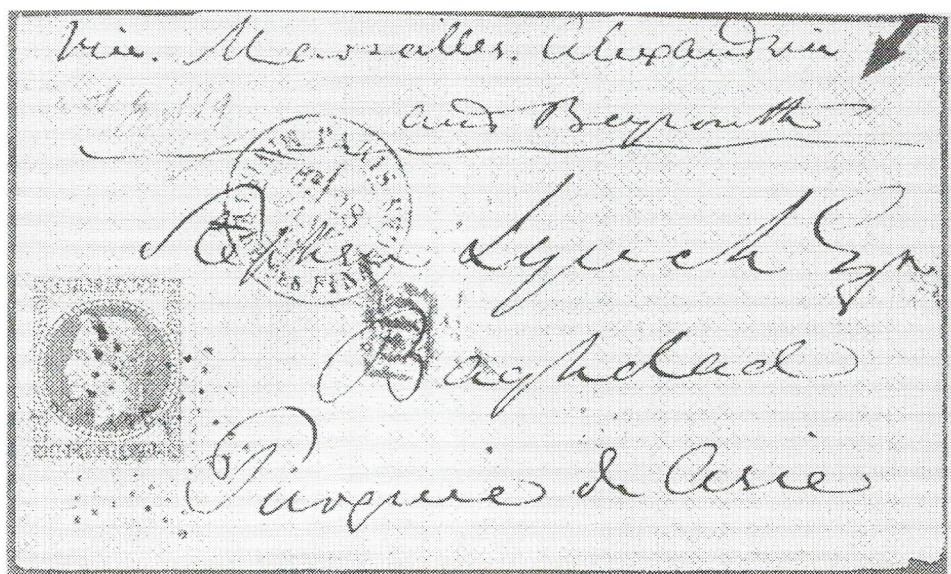


Figure 10

Figure 11 - 1870 Baghdad, Beirut to Zurich. Baghdad, arrival "Beyrouth 25 March 1870" where 20c and 40c stamps affixed and cancelled by Beirut French Lozenge postmark "5082". DC Beirut postmark of the same date. By French Boat - "Paquebots de la Mediterranee" red cachet and "PD" cachet. Arrival Zurich 5 April 1870. 60c French Mediterranean rate in force from 1870 until the UPU Treaty.

Figure 12 - 1875 Napoli, Alexandretta to Mosul. 26 March 1875 Napoli, transit Brindisi 30 March, Alexandretta 13 April, to Mosul. A 90c rate for an unfranked letter from the Italian post.

Figure 13 - 1878 Baghdad to Switzerland. 13 November 1878 Baghdad overland to Beirut to Webber & Co forwarding agent (cachet on reverse). The forwarder posted the letter through the Austrian post in Beirut on 25 November 1878. letter by Austria Lloyd to Smyrna - postmarked "Sped. Post Presso Lloyd Smyrne 29 November 78". By Italian ship to Brindisi - 6 December 78 - "Piroscafi Postali Italiani" cachet. Arrival Switzerland 08/09 December 1878. 10 soldi rate, which was in force from 1 July 1875, with the acceptance of UPU Treaty.



Figure 11

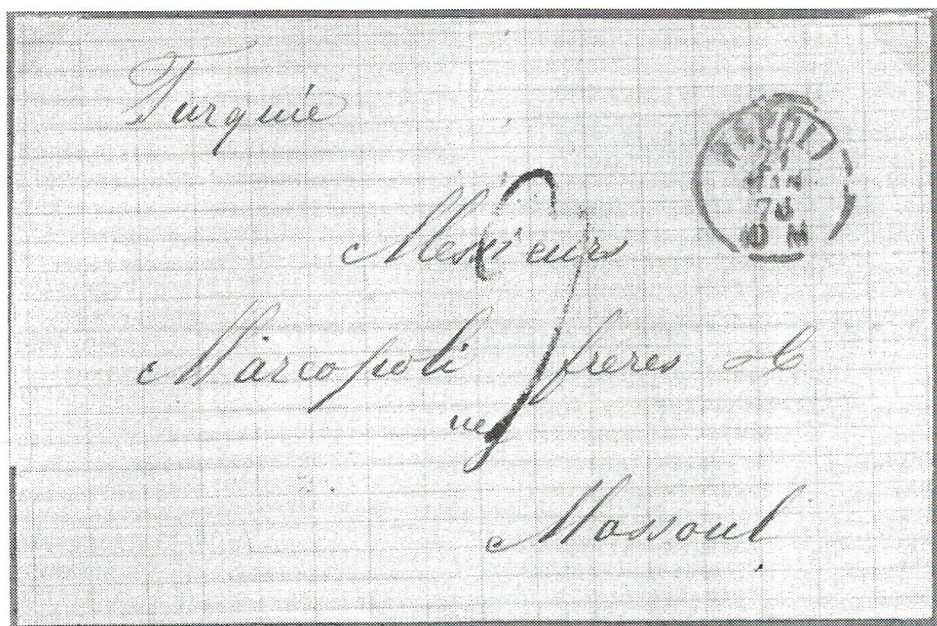


Figure 12



Figure 13

Figure 14- 1880 Paris, Beirut, Baghdad, Basrah. Letter addressed to a ship's captain on board the *Severin*, in Bussorat (Basrah) Persian Gulf. 29 November 1880 Paris, 2 December French railway postmark, French post office at Beirut 13 December, transferred to the British post office at Beirut 16 December, India post office Baghdad 7 January 1881 and Basrah 13 January 1881. Letter under-franked as the UPU rate for a letter to the Persian Gulf weighing less than 15g was 35c. The letter was therefore taxed 1 anna - framed Postage Due strike on reverse.

Information relating to the Turkish Overland Mail service, its beginning and operation, is almost non-existent. The following information is known: in the 1840s mail from Baghdad to Istanbul went north to Mosul, then by the "Tartar Post" to Diarbekir in Eastern Turkey and west to Istanbul with a branch from Maras south to Aleppo. In 1872 Camel (Dak) Post was established with a special seal - postmark of Baghdad reading: "Hecin - I" (Camel) Post - Baghdad. This route went straight from Baghdad west to Aleppo and Iskanderun and by ship to Istanbul. In 1881 the Turkish Camel Post to Beirut was established. The only surviving example of a Camel Post item to Beirut is shown in **Figure 15**: 1882 Baghdad, Beirut to Djedda, Saudi Arabia. Baghdad, by camel post to Beirut, arrival 11 October 1882, "Beyrouth" postmark on reverse. By ship to Djedda, postmark of Djedda on the front. Two piastre stamps of 1876-82 issue. As the letter weighed 20g the 2 piastre rate applying up to 15g was doubled to 4 grush (4 piastre). The seal reads "Bagdat Posta - I - Hecin" - Baghdad Camel Post. The Turkish camel post reported to have been in existence from 1871 to 1882.

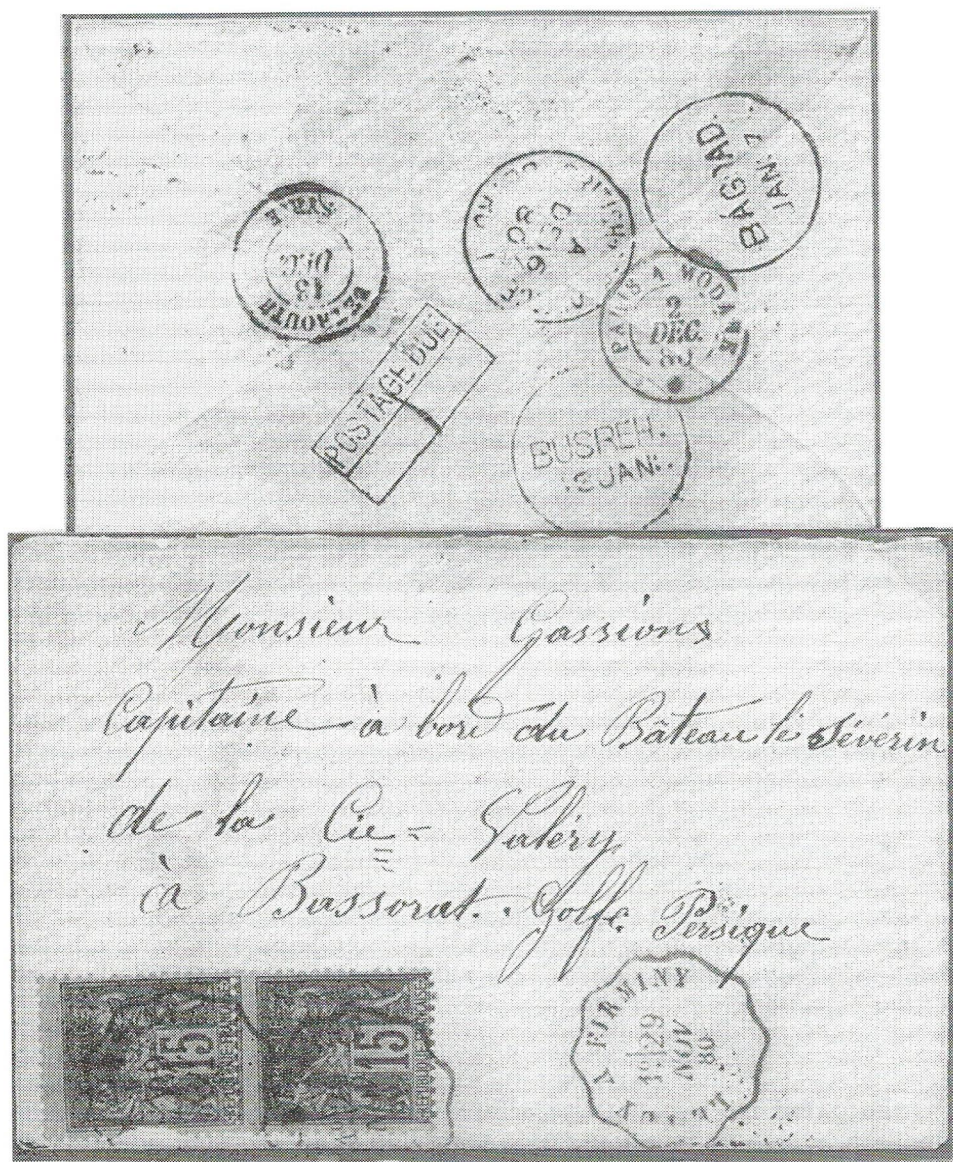


Figure 14



Figure 15

Figure 16 - 1910 Baghdad to England. 24 March 1910 Baghdad, transit "Beyrouth", arrival Leeds 19 April 1910. Franking 1 piastre and 30 para. The 30 para was probably to pay the overland charge. This is one of two recorded overland mail letters from 1901 to the beginning of WWI. There are also eight letters recorded at the beginning of the century from England to Baghdad through Beirut (1899 - 1902).

After WWI, the Nairn Brothers, two New Zealanders who served in the EEF, decided to reestablish the old caravan route across the desert and to ferry passengers and mail. The service commenced in late 1923 over a distance of 527 miles between Damascus and Baghdad. The first regular service used Cadillac automobiles and it took four days. In 1926 air-conditioned buses were introduced and the trip took 24 hours. It was called the HAIFA - BAGHDAD Overland Service and the routing was: Baghdad - Rutba Wells - Damascus - Beirut - Haifa.

Most of the early information is derived from a 1990 BAPIP Monograph, written by Norman Collins FRPSL

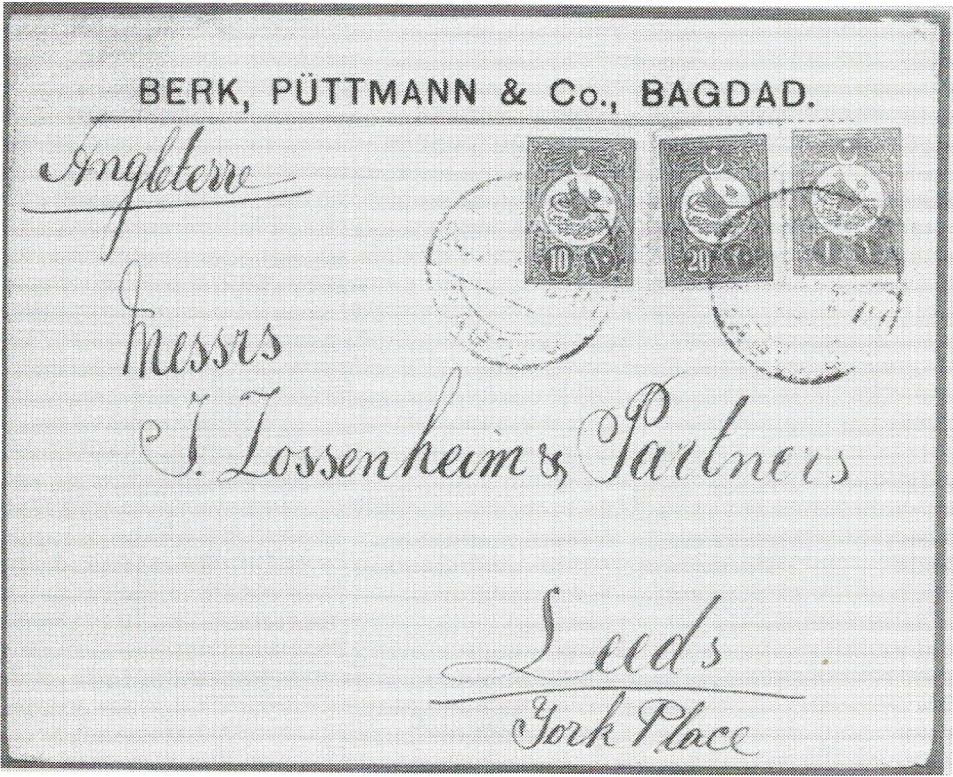


Figure 16

Palestine's First Postage Dues*

Nathan Zankel

In Nov. 2002, I purchased a study of Palestine's First Postage Dues in an auction. The Study was very interesting because it had pages showing a plate study of each value followed by pages of stamps showing many of the plate varieties. Very little has been written about the First Postage Dues and the Palestine Study Group embarked on a study of the issue. First let us review what current catalogues say about this issue.

The First Postage Dues (Fig. 17) were issued on April 1, 1923. The designs were hand drawn in a horizontal strip of five designs repeated horizontally and vertically to make the plates of 100 stamps, 10 in each row. Thus, there are five overprint types of each value and many of the types can be identified by the drawings in the Palestine catalogues. All values were printed on poor quality unwatermarked



Figure 17

brownish gummed paper (sometimes listed as yellow paper and gum), as well as on a whitish paper with a white gum. The printings were done by the Greek Orthodox Convent Press in Jerusalem and the sheets were line perforated. The perforating was rather poor, well centered stamps or even stamps with perforations clear of the design on all four sides being difficult to find. Horizontal pairs exist imperforate between (Fig. 18), and stamps exist with imperforate margins (Fig. 19).

* A Research Report for the Palestine Study Group



Figure 18



Figure 19

Three values (1m, 2m and 8m) exist completely imperforate (Fig. 20). These are from proof sheets "liberated" from the archives after the British left Palestine. For a while they were listed as issued stamps, but now everyone accepts them as printer's proofs. Offsets of the design (Fig. 21) on the gummed side are known on 2 millimetres (mint) and on 13 millimetres (used) stamps.



Figure 20

The sheets contained two panes of 100 stamps printed side by side, separated by a wide blank gutter. The plates were attached to the press with nails (probably driven in at an angle). When the nails loosened they picked up some of the ink, and parts of a circle (called nailheads) sometimes only 2 to 3 mm long, could be seen on some of the stamps. The best defined nailhead exists in position 46 of the 8 millimetres right pane (Fig. 22). Sometimes the circle is almost complete.



Figure 21



Figure 22

					6 PALESTINE	7 PALESTINE		9 PALE	10 PAL
11 INE									
			25						
31				35 MILL					
									50
	52 MILL			55 MILL					60 MILL
		63 INE			66 MILL				
				75 MILL					80 MILL
	82 INE				86 MILL	87 TAGG			90 MILL
	92 PALESTI						98 TAGG	99 MILL	100 MILL

Figure 23b: The plate varieties of the 2 milliemes.

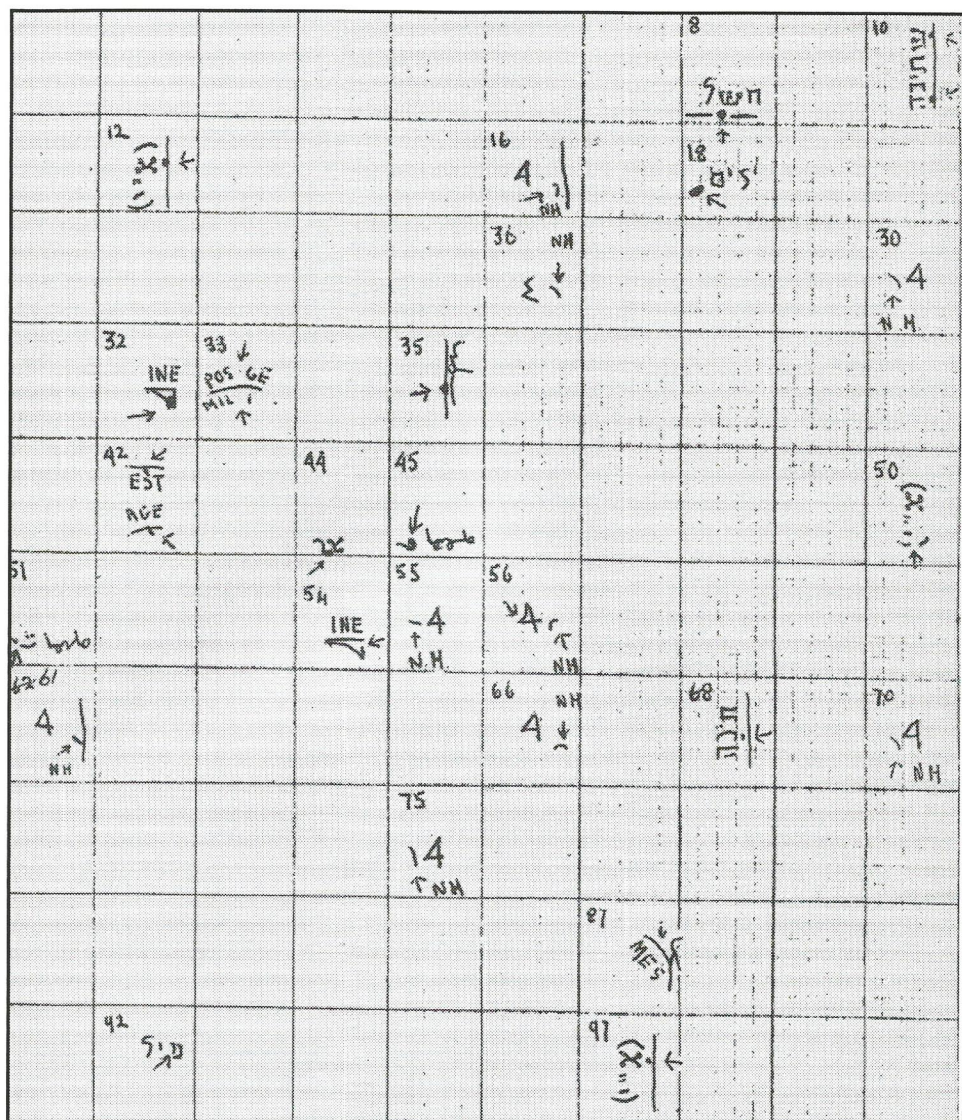


Figure 23c: The plate varieties of the 4 milliemes.

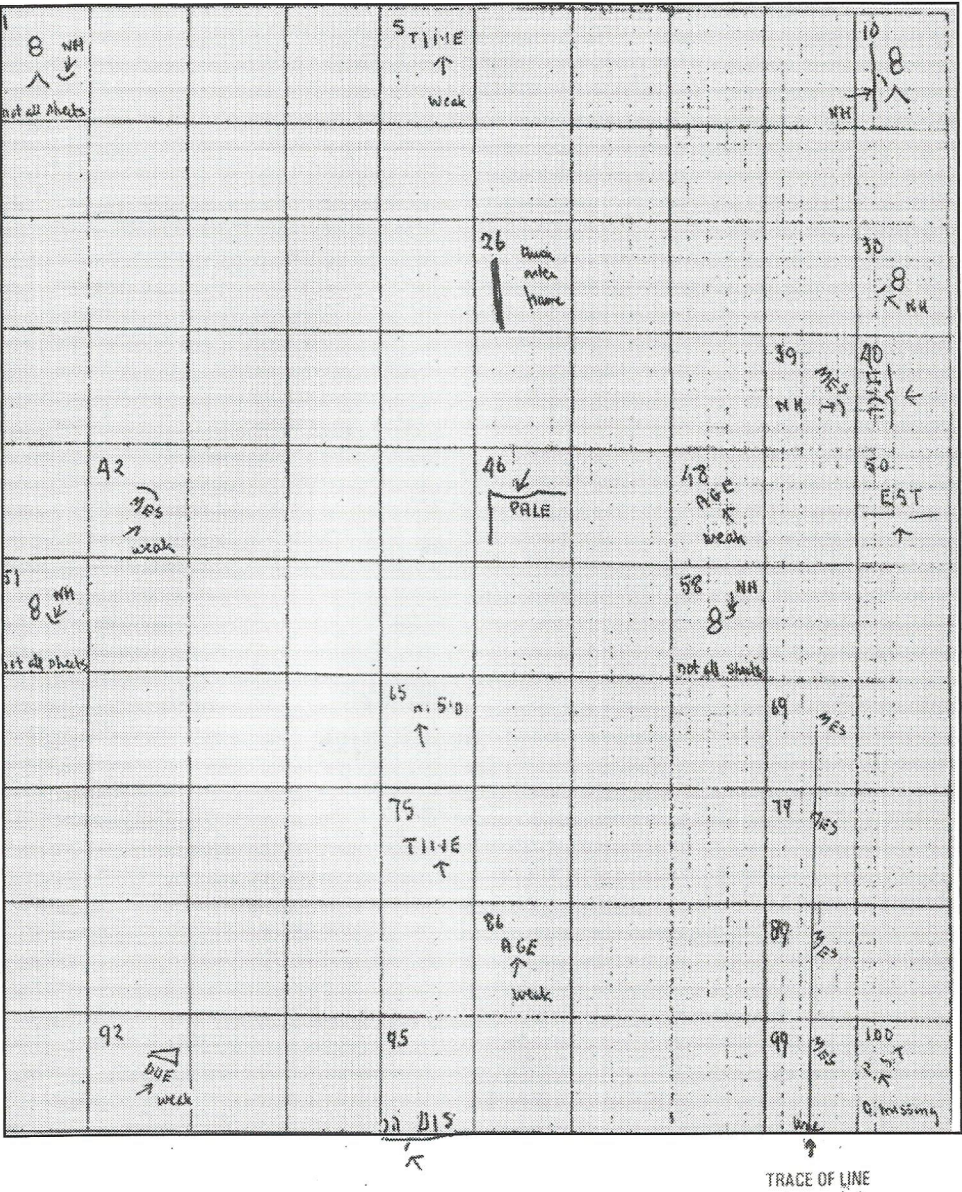


Figure 24b: The plate varieties of the 8 millimetres left pane.

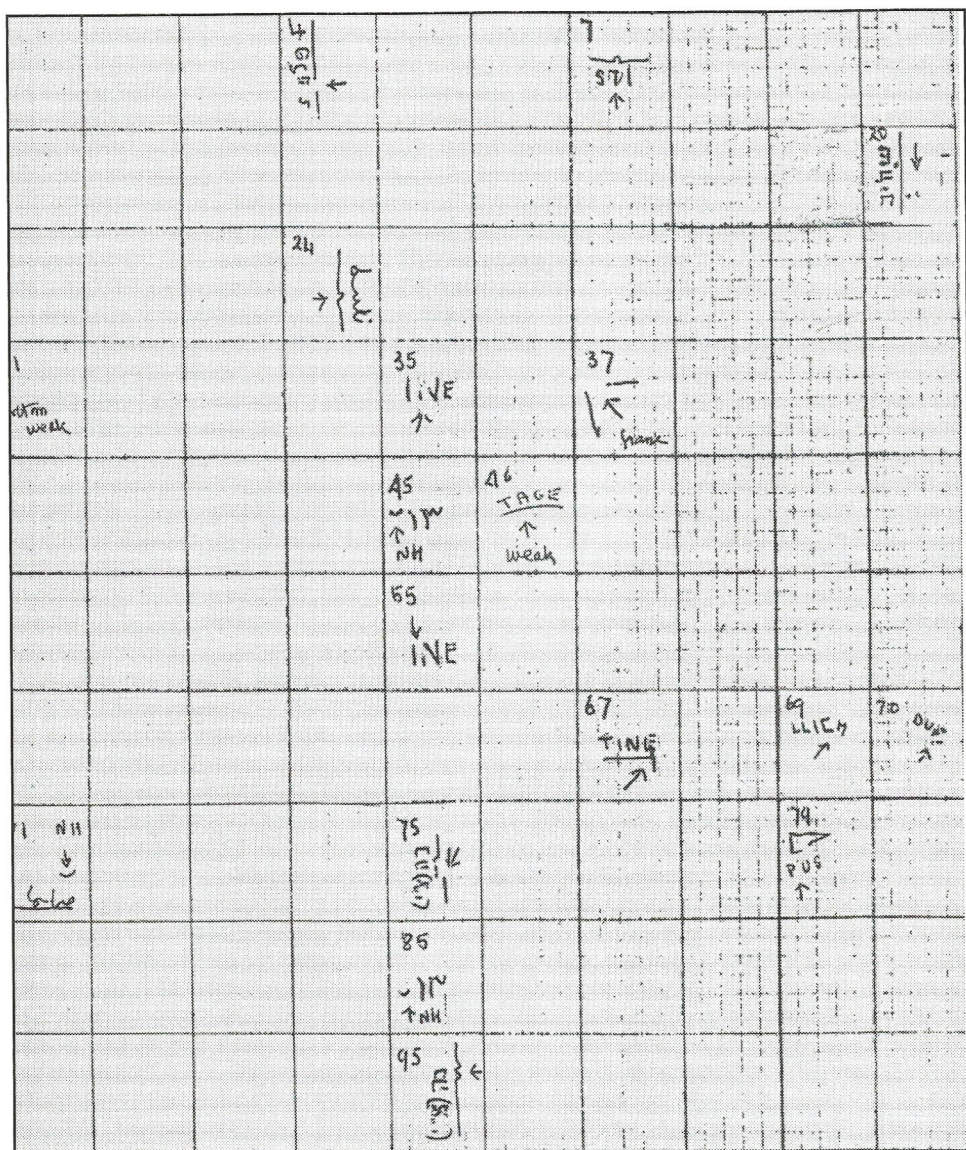
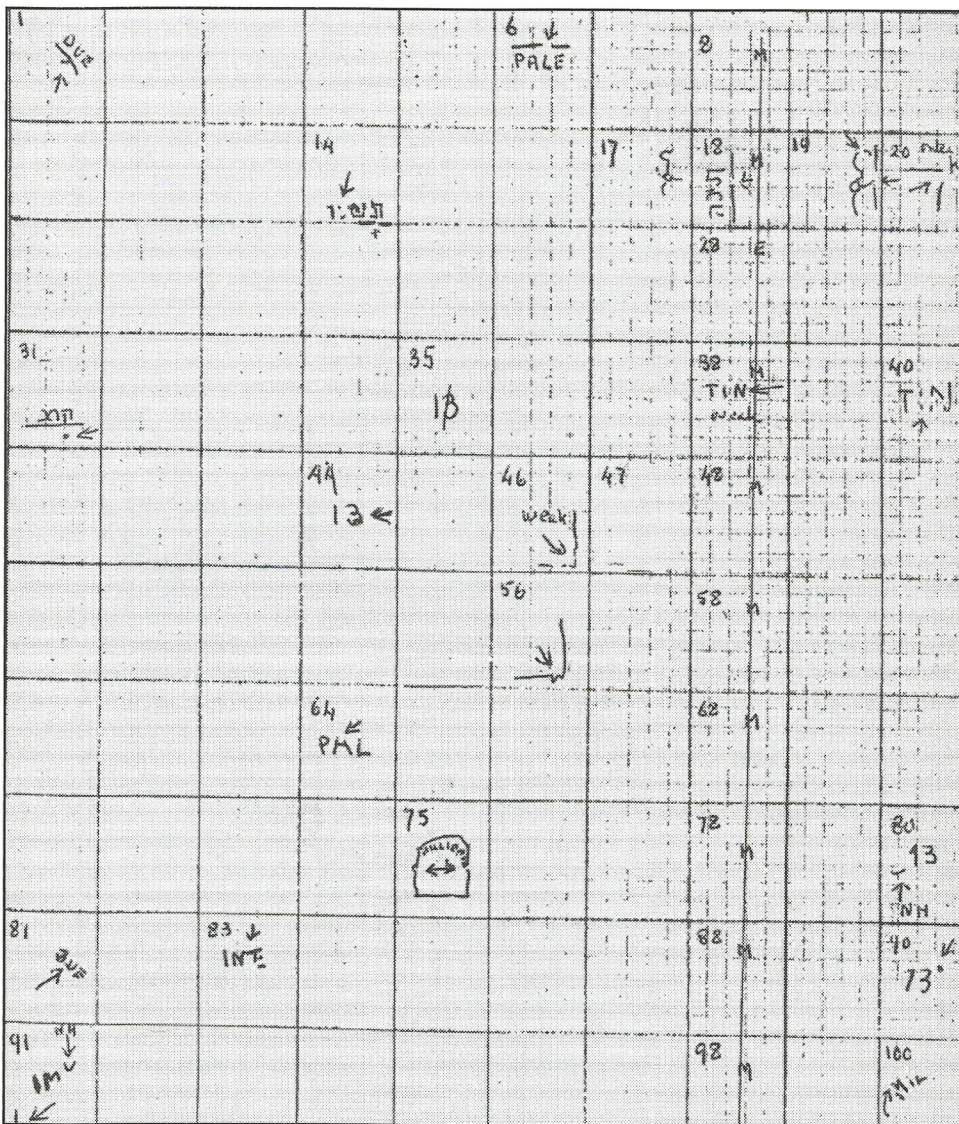


Figure 25a: The plate varieties of the 13 millimeter right pane.

Our study groups' next task was to suggest two or three collectible plate varieties for each value. We felt they should be easily seen and recognizable, and be fairly constant through the printing. None of us has seen full sheets or large blocks, and I don't remember full sheets being offered at auction or for sale in recent years. We looked through our duplicates, and through dealers stocks looking for the plate



TRACE OF FAINT
LINE THROUGH PANE

Figure 25b: The plate varieties of the 13 millimeter left pane.

varieties that appeared most often. We have selected ten varieties that seemed to fit our criteria (Figure 26).

The first Postage Dues offer an opportunity for more study. The plate drawings need some work to make them clearer and easier to use. If any reader would like to

continue with this project, I can send photocopies of what I have. If you have comments or suggestions, please write to the Palestine Study Group, PO Box 7449, North Brunswick, NJ 08902, USA.

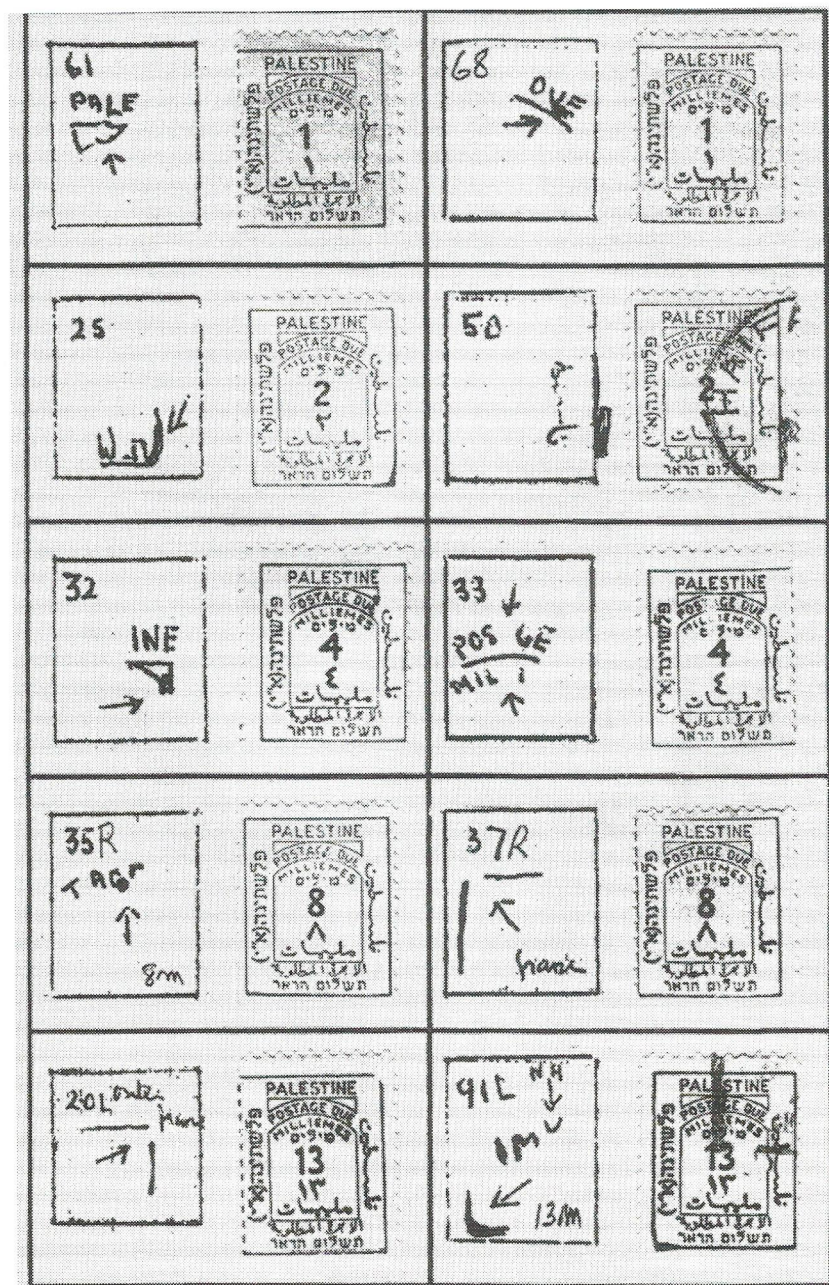


Figure 26

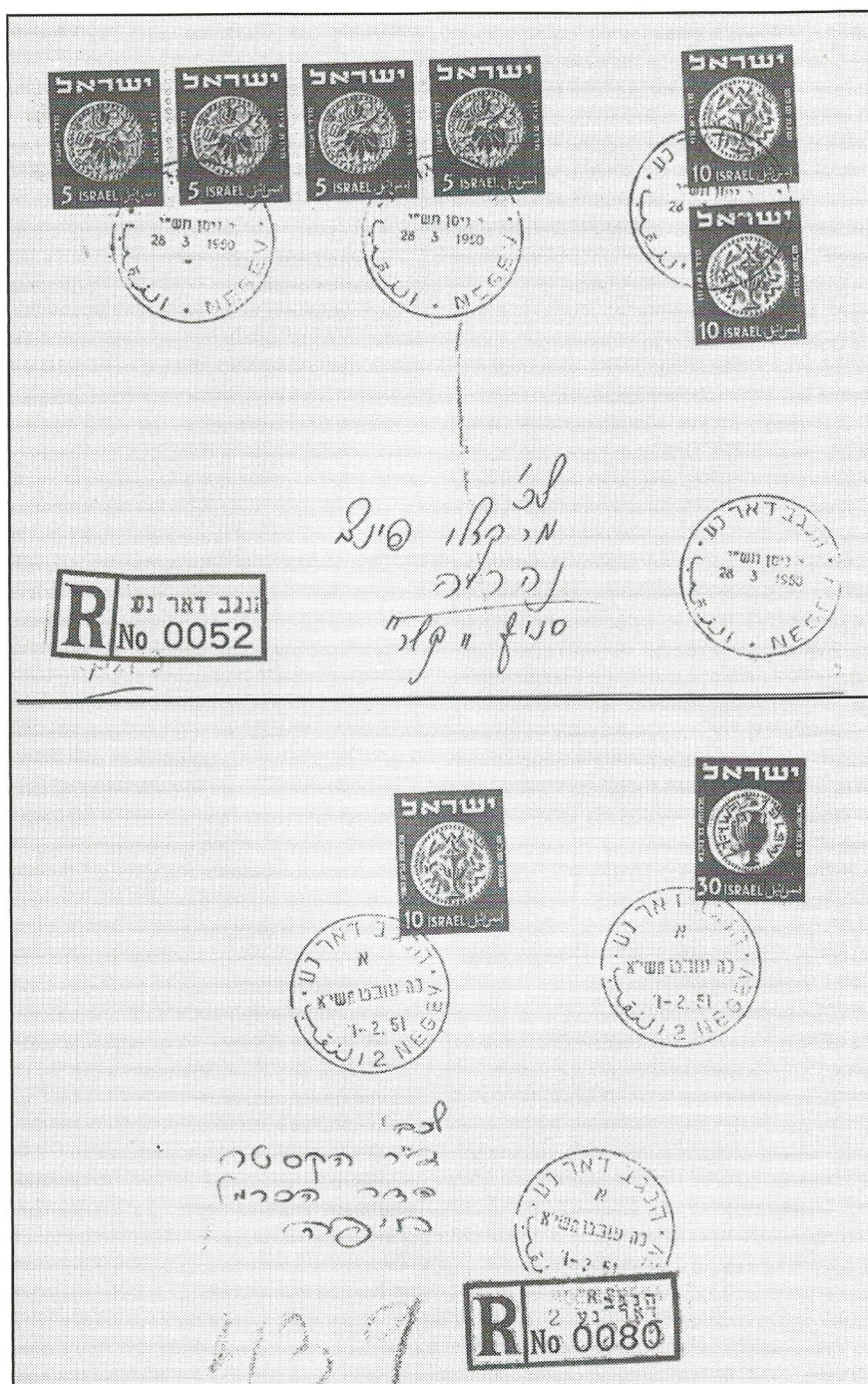
How to Treat the Troublesome Definite Article in Postmarks and R-Labels.

Ehud Jungwirth

The information task of postal cancellations (assisted by R-labels as the case may be) is to let recipients know where their correspondents dispatched their message, assuming that the cancellation is legible, which in too many cases is just wishful thinking. The recipients should also be informed as to how the location's name should be pronounced and this additional task presupposes that the linguistic potential of the relevant postal authority is equal or at least similar to that of the recipient. All this, you might say, is painfully obvious. Israeli cancellations, being trilingual, pose special problems, requiring transliteration from the central Hebrew into Arabic and Latin characters. Leaving the Hebrew / Arabic transliteration for somebody better qualified than myself to deal with, this paper will concentrate on a Hebrew / Latin transliteration problem only. In some of my early and recent papers I have attended to some aspects of this problem (e.g. the "c-k-q syndrome"). This time I shall attend to the specific problem of the transliteration of place names containing the prefixed Hebrew definitive article "Ha"- in Hebrew one letter only, ה (heh) - joined to the proper noun (the place name itself). Hebrew grammatical rules require that if the "Ha" is followed by a consonant, such consonant should be accented (become an "ot degushah"). The reader conversant with Hebrew will find no problem here, but others will have to rely on the transliteration appearing on the postmark in order to be able to derive the information mentioned above. Transliteration rules for "otiot degushot" are quite simple: "Double the letter!" That is easily done and also easily pronounced if the culprit appears **within** the noun or adjective, but what is one suppose to do when the accented consonant appears after the "Ha" i.e. at the beginning of the noun (or adjective)???. This will be the central topic of this paper.

There are, at least in theory, several possibilities to deal with the "Ha" problem in transliteration. Here those actually utilized by the Israeli Postal Authorities will be illustrated using mainly the postmarks and R-labels of the "Negev" M.P.O.'s over 50(!) years, from 1950 until the abolition of R-labels in favor of computerized stickers in 1999/2000, and current cancellations, using only items from my own collection. In all cancellations of this MPO over the years the Hebrew remained unchanged, consisting of the four letters: heh-nun-gimel-vet, the "heh" denoting the definite article.

- (a) Solving the transliteration problem by ignoring the definite article. Shown here are FDCs of the first two "Negev" MPO's doing just that. The R-labels were provisional in Hebrew only. Please note that the No. 2 MPO's cancellation is not an A-type as stated in Nachtigal and Fixler's Handbook, but also not quite a C1-type. See my recent paper on unusual C1 types in this publication previous



Figures 27 - 28

issues (Figs. 27 and 28). * Then printed R-labels were introduced in these MPOs, reading "Hanegev", thus conforming with the spelling of these C-1 type cancellations, but omitting to mention (in transliteration) the words Doar Na (i.e. MPO) (Figs. 29 and 30). The "Doar Na" was included a little later (1955),



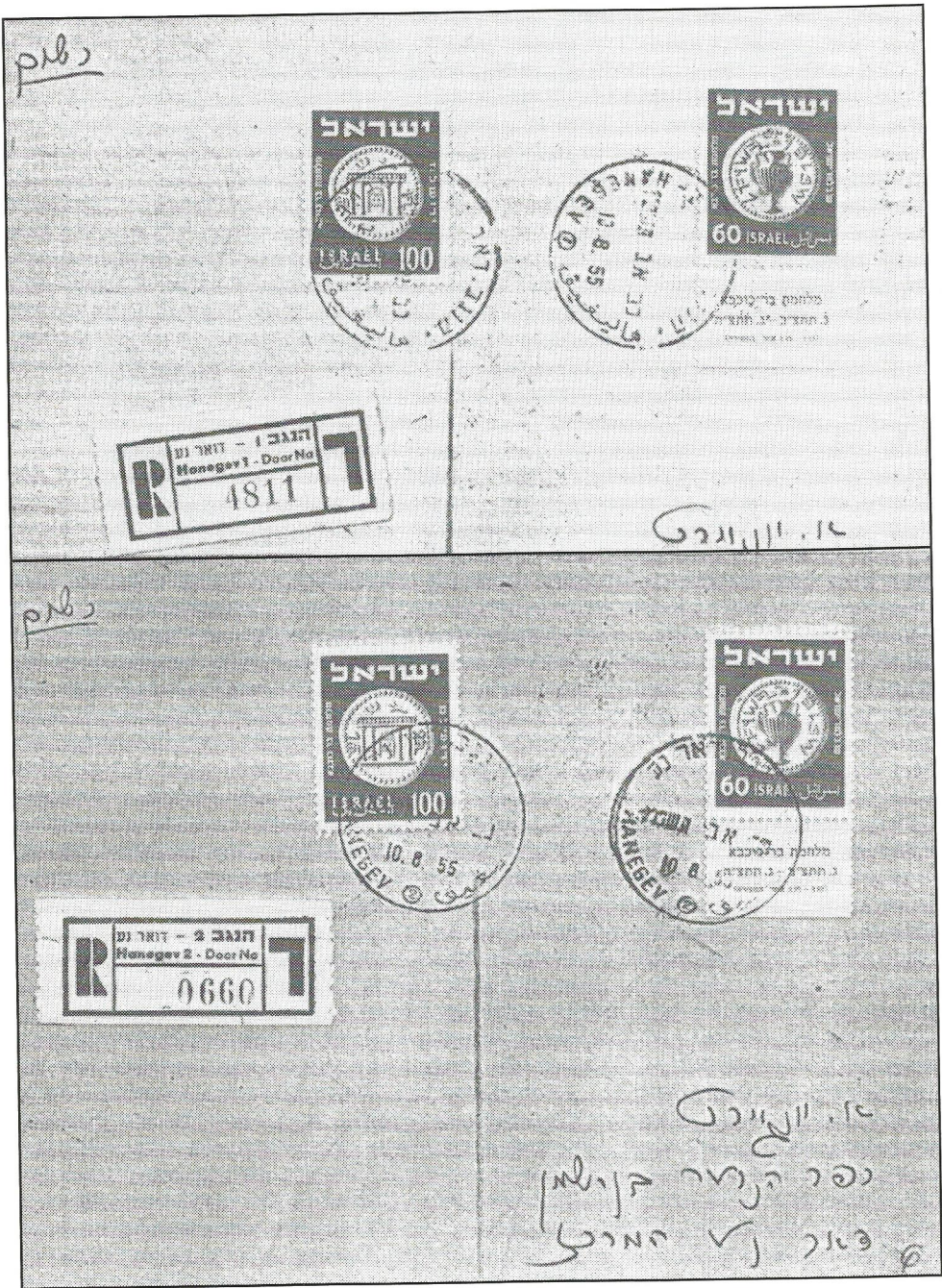
Figures 29 - 30

transliterated but not translated. Such a translation was provided only almost 40 years later (see below). Please note the change of direction in the Latin section of the R-labels (Figs. 31 and 32).

- (b) Doubling the consonant in accordance with the transliteration rule for accented consonants. Shown here are four covers from three Negev MPOs, the earliest 1958, and the latest, 1964. I cannot say exactly how long this method was in use, but since it was not adopted for any of the Negev MPO cancellations - or any others, but one (see below) - it was abandoned, probably to the chagrin of Hebrew purists (Figs. 33-36).

The "double-consonant" spelling was not limited to the above case. The one and only case of this method infiltrating the realm of postmarks, and not only that of R-labels, is (to the best of my knowledge) that of Ha-Merkaz MPO, reading "Hammerkaz" both on the postmark and R-label. Inaugurated on 29.3.55, this spelling was discontinued on 18.8.58 in favour of "Ha-Merkaz" the next day (See Figs 37-39). Further examples of "double consonants at the beginning of a word", which I have been able to find in that period (but only on R-labels) are: Hazzore'a,

* The Figure numbers on the illustrations for this article appear on the side of the photo, encircled.



31

32

Figure 31 - 32

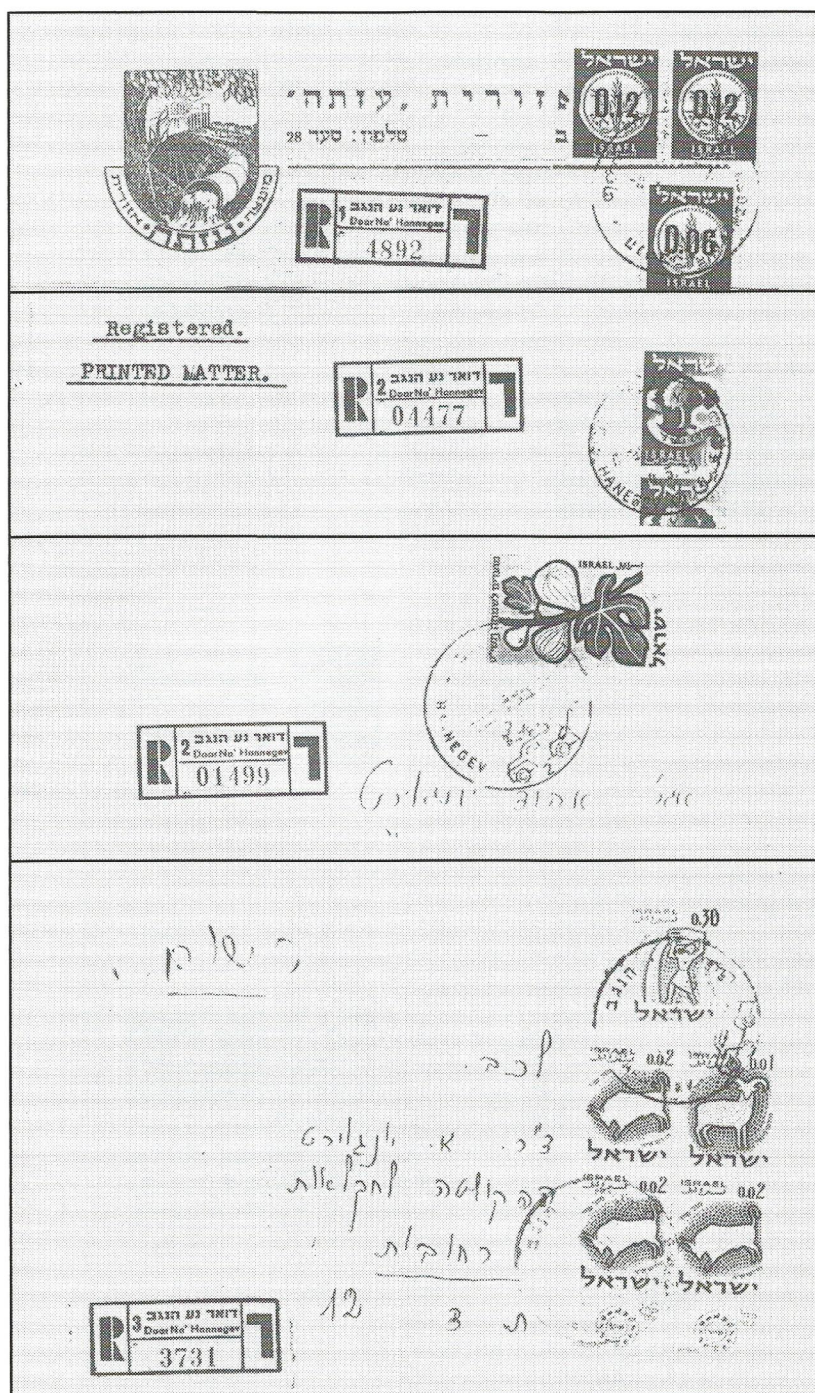
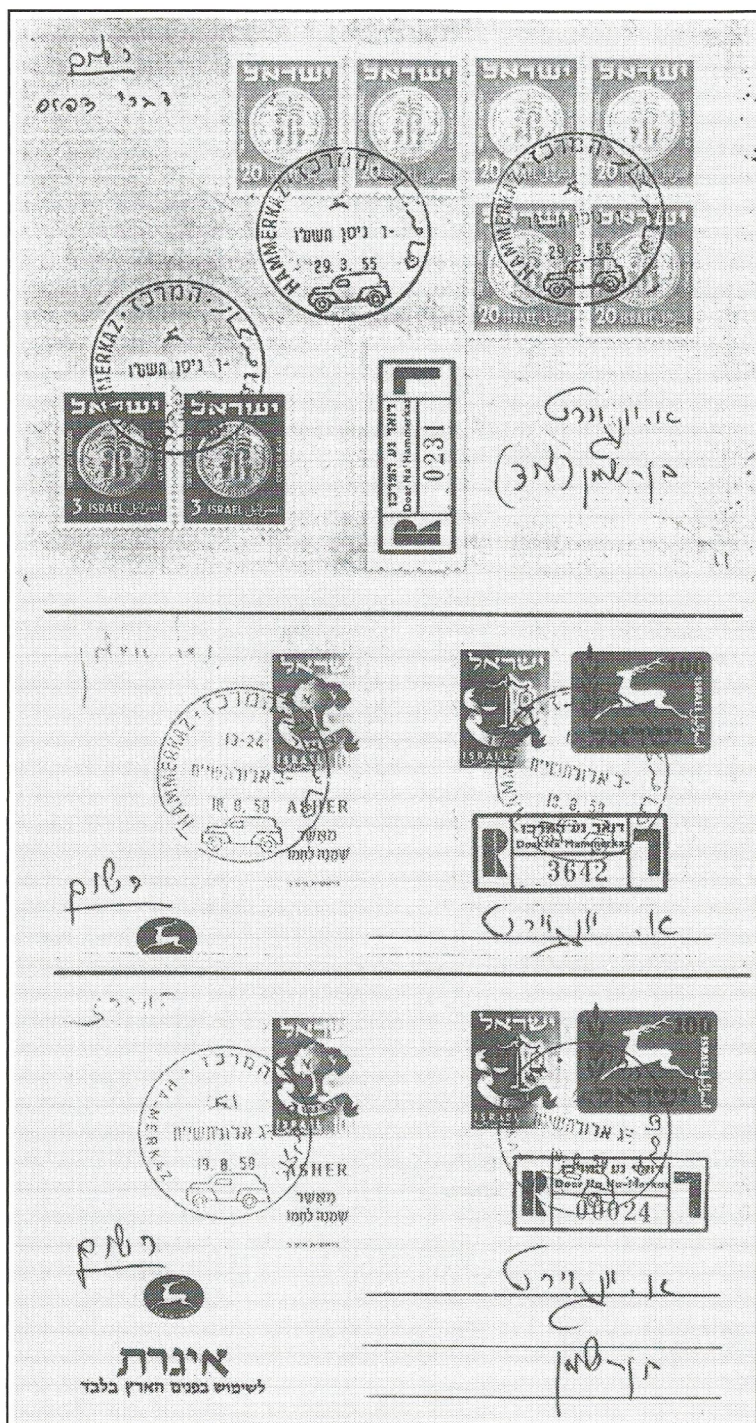
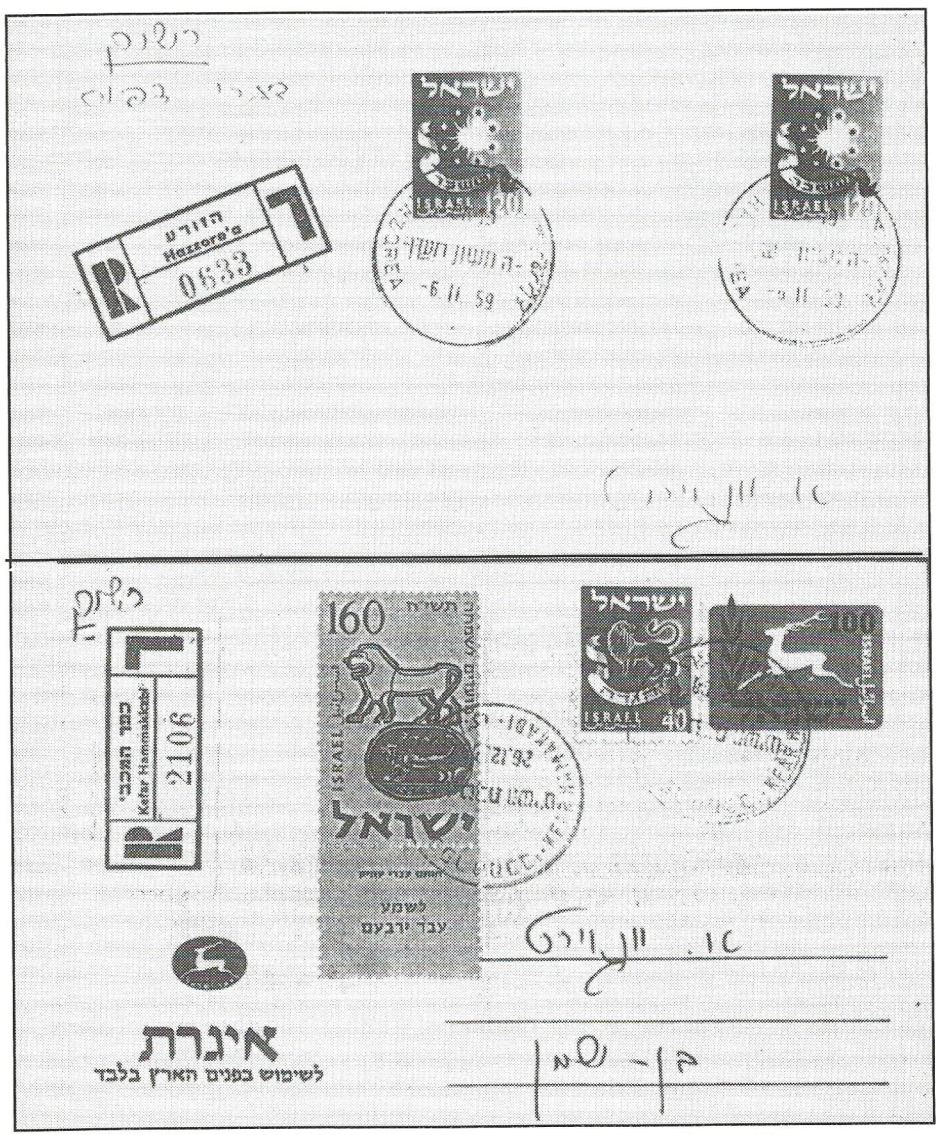


Figure 33 - 36



Figures 37 - 39

Kefar Hammakkabi (which should have had a double "b"), Baka Hamma'aravit (i.e. Western Baka - an Arab township near Hadera, which should have been spelled "Baqa"), Doar Na' 'Emek Hayyarden (i.e. Jordan Valley MPO) sporting a double "Y"! and misspelling "Emeq", and last, but not least: Doar Na' Haggalil Haelyon (Upper Galilee MPO), which was corrected with the appearance of the now hyphenated C-3 cancellation the next day. I would appreciate it if readers could contribute others, if any (Figs. 40-45).



Figures 40 - 41



Figure 42

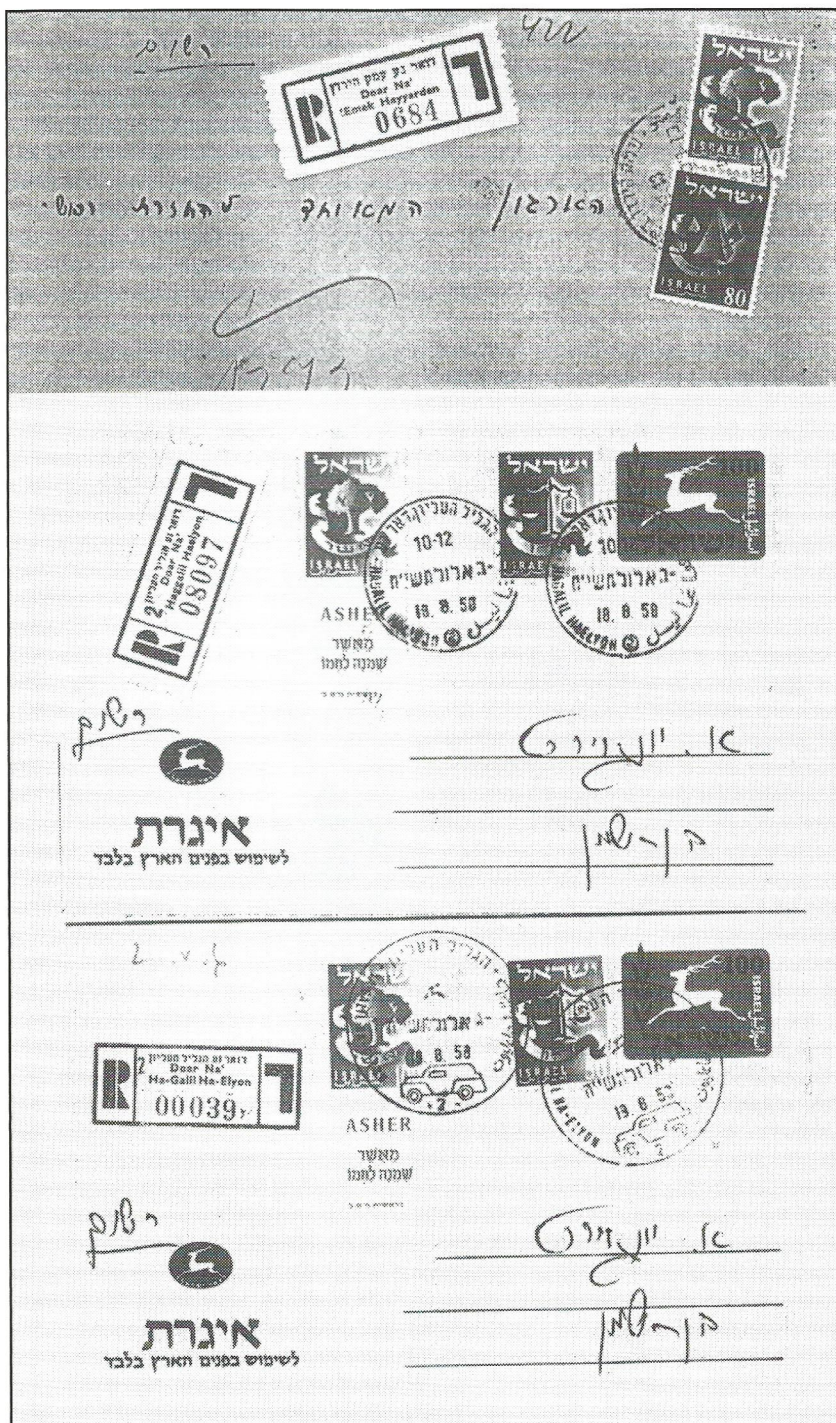
- (c) Separating the definite article "Ha" from the noun by interposting a hyphen. This was done in 1958, not only for what has become now "Ha-Negev", but also for other MPOs, as well as for some stationery post offices, e.g. Ha-Zorea etc. This method remained in use for a further 30 years, longer for some localities (Figs. 46 - 49). Note the misplaced hyphen in Fig. 48.

- (d) Separating the definite article by using a combination of lower and upper case letters. Presented here is the "HaNEGEV" format of MPOs 1 and 4. Note that the term "Doar Na" has disappeared, from both Hebrew and Latin, and of these R-labels. The illustrated covers are from 1989 and 1992 (Figs. 50 and 51).

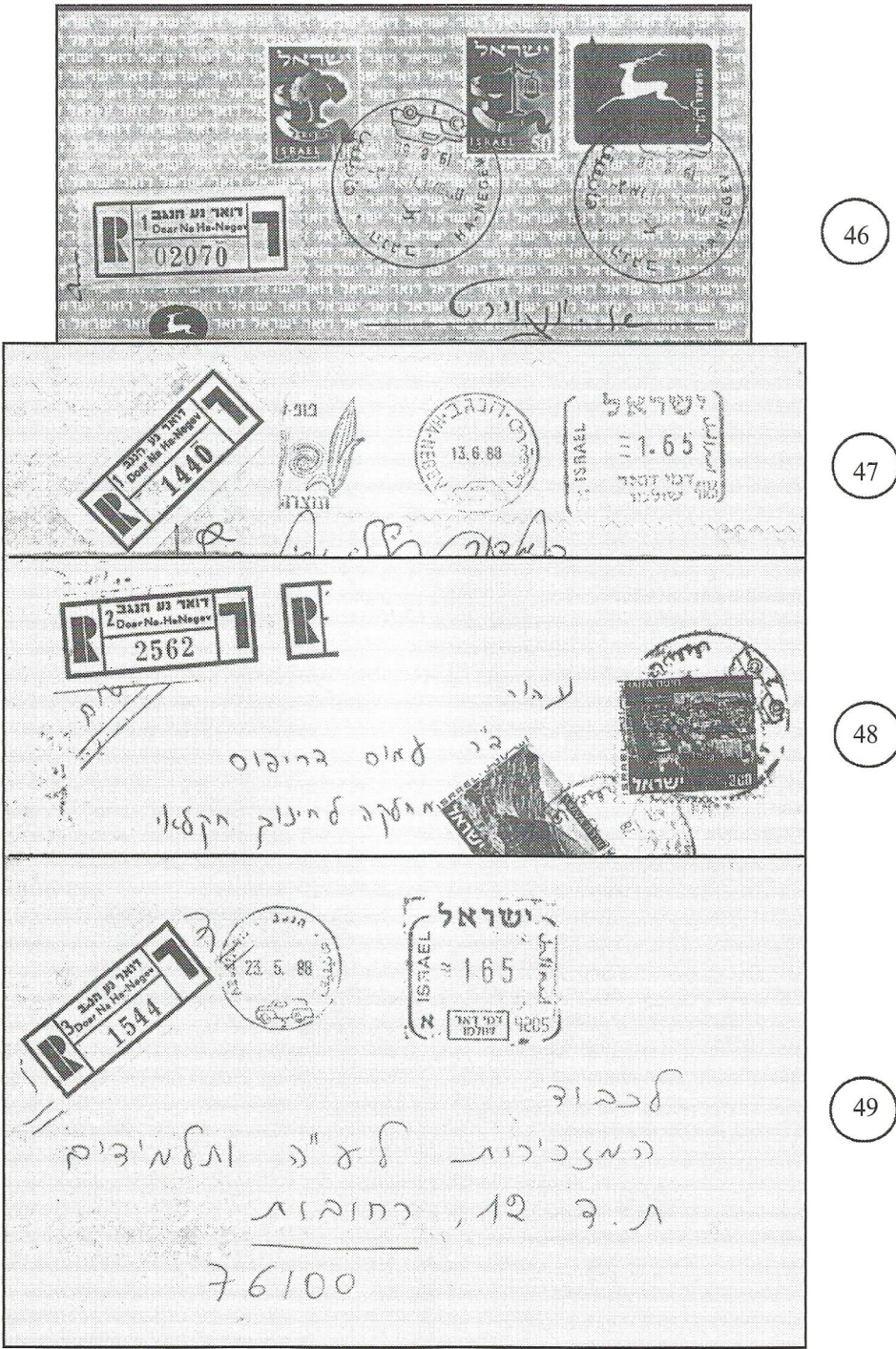
Even later, mainly during the 90s, the Postal Authority decided to revamp the current R-labels, by providing - better later than never - an English translation questioning the term "Doar Na" i.e. "Mobile P.O." Two items are shown here BUT please note: one of them reads "Ha-Negev", but the other again the undifferentiated "Hanegev" in accordance with the cancellations in use in the 90s and at present (See Figs. 52-54). Why was the "hyphenated" method discontinued after so many successful years of operation? Does history repeat itself? As to R- labels - we shall never know, this is now a closed chapter and there are no more named R-labels around (Figs. 52 and 53).

I should like to show here another method of dealing with the "Ha"-problem, although it was not used by the Israeli Postal Authority, but by the Mandate period map makers. The "Map of Palestine" published by the Survey of Palestine. Jaffa

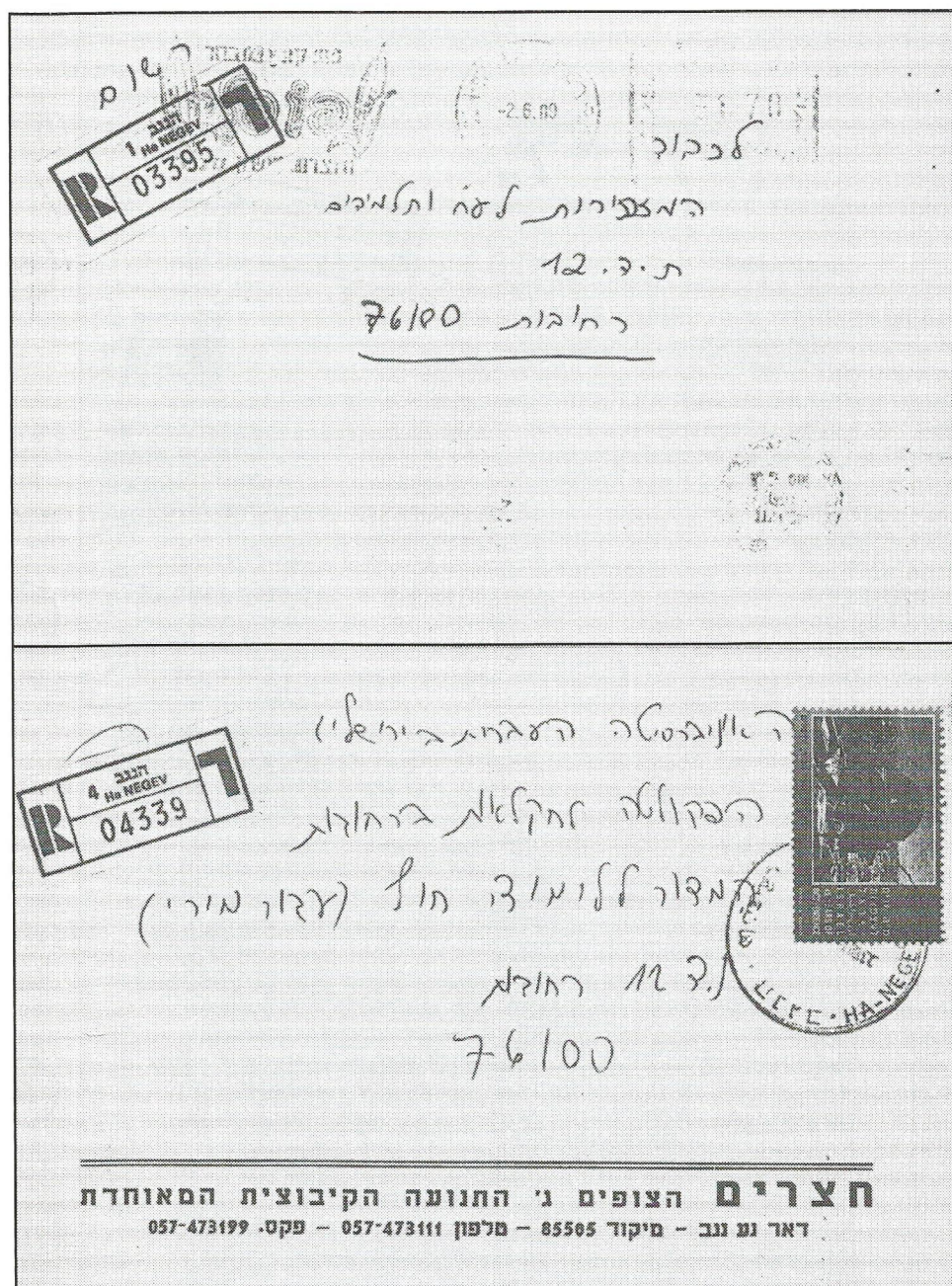
(1939) and reprinted without change by Israel in 1949 has some interesting formulations e.g. Yesud ham-Ma'ala, Aiyelet hash Shahar, Mishmar hay Yarden etc. sometimes with, and sometimes without an hyphen, i.e. retaining the need for



Figures 43 - 45



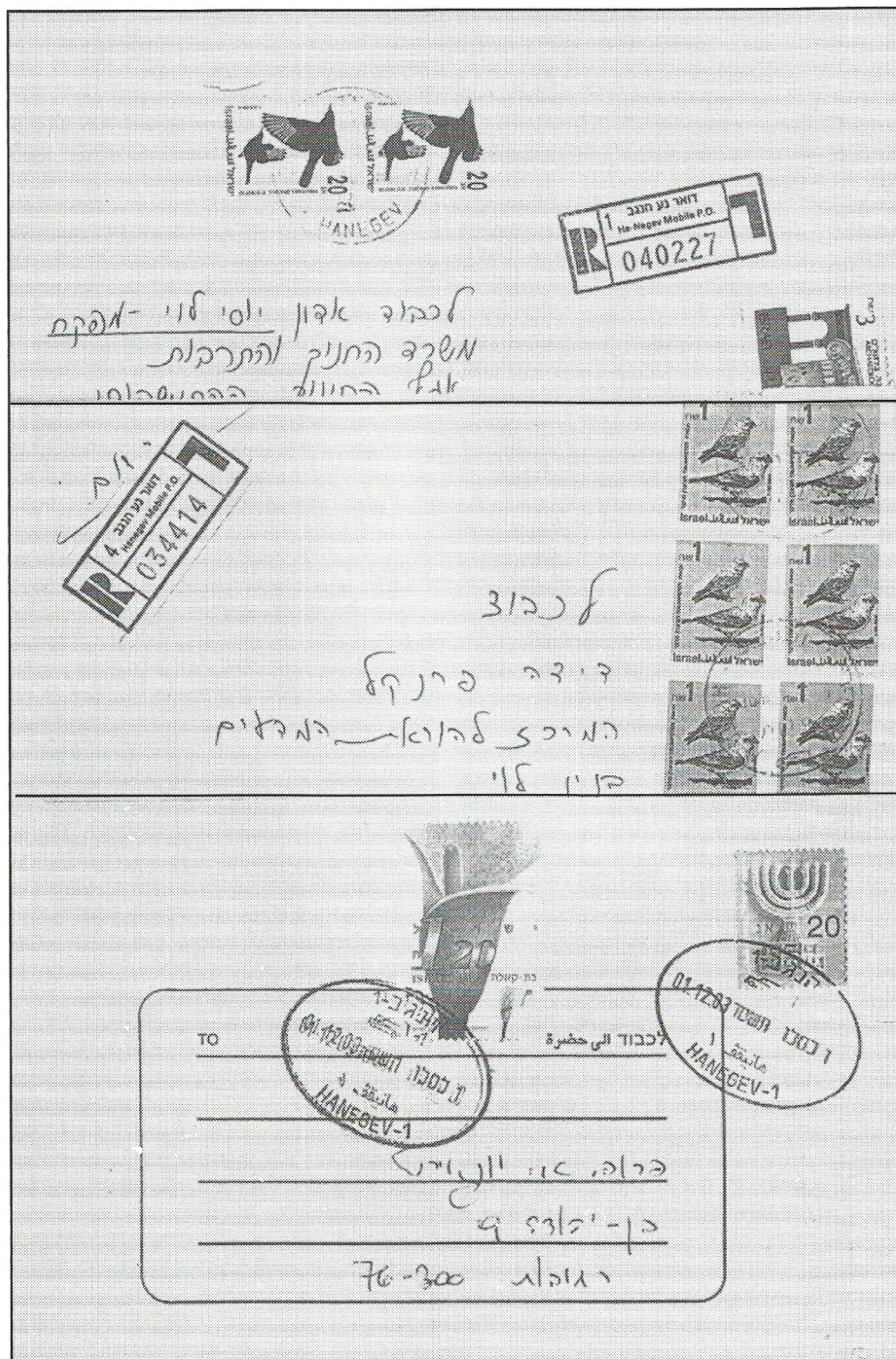
Figures 46 - 49



50

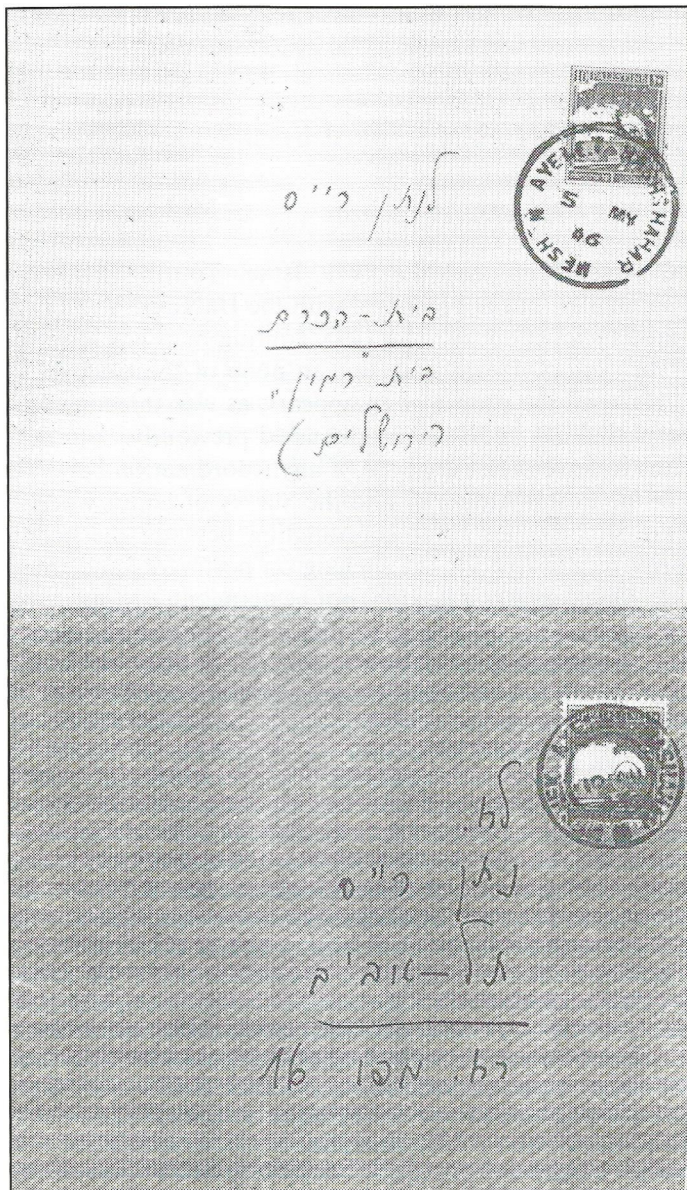
51

Figures 50 - 51



Figures 52 - 54

doubling the consonant but splitting it between the "Ha" and the proper noun, making this combination more pronounceable. We can find a doubling, but not splitting also in the first Mandate period cancellation of "Meshek Ayelet Hashshahar" (a double "shin"), which was dropped in the permanent one (See Figs. 55-56).



Figures 55 - 56

It might be of interest to compare here the methods of dealing with the "Ha"-problem of the above mentioned British method with that of the Survey of Israel maps. I present here the transliterations appearing on the 1966 Map of Israel (and on the 1979 Israel Touring Map) and those on the Israel Touring map of 1995 using the same locations as above except for substituting Mishmar Ha-Negev (which was not yet established in 1939, and is also more relevant for this article) for Mishmar Ha-Yarden:

1966-1979
 Yesud Hama'ala
 Ayyelet HaShahar
 Mishmar HaNegev

1995
 Yesud-haMa'ala
 Ayyelet haShahar
 Mishmar-haNegev

The 1966 Israel Map and the 1979 Israel Touring map show identical transliterations, similar, but not identical with the HaNEGEV (all capital letters in NEGEV) R-labels shown above. The 1995 Touring map has lower case letters in **both** of the "Ha" letters. Please note that in none of these a hyphen or a space between the "Ha" and the proper noun appears, as was sometimes the case in the examples of cancellations and R-labels discussed previously.

There seems to have been very little, if any, coordination between the relevant departments in the Postal Authority and the Survey of Israel, where, after all, the geographers are situated, let alone coordination between the people within the Postal Authority responsible for the spelling on postmarks and those responsible for the R-labels. One wonders if it might not be permissible to extrapolate from this situation (certainly a micro-situation) to other micro-, and even macro-situations of governmental administration.

To conclude with a personal plea: Having collected R-labels and followed the vagaries of Israeli postal spelling methods and grammar for more than 50 years, it seems that I am now out of a job. Would somebody, please, teach me how to read the computerized R-stickers?

References:

- (1) Jungwirth, E. (1958), Trial and Error in Israel's Registration labels, The Holy Land Philatelist Vol. V, pp. 1089-1099.
- (2) Jungwirth, E. (1959), The "interim" postmarks of Israel, The Holy Land Philatelist Vol. V, pp. 1114/5.
- (3) Jungwirth, E. (2003), Transliteration of Place Names on Israeli Registration Labels and Postmarks, Holy Land Postal History Vol. V, pp. 501 - 519.
- (4) Jungwirth, E. (2003), The Israeli Type C-1 Cancellations 1950/51, Holy Land Postal History, Vol. V, pp. 556 - 564.
- (5) Nachtigal, I. and Fixler, B. (undated), The Regular Postmarks of (the) Israeli Post (Vols. I and III). No publisher given.

* * * * *

SHORT NOTES AND DISCOVERIES

* * * * *

The Ottoman Period

"Shana Tova" Greeting Postcard from Auja El Hafir, 25th September 1916 *(Z. Aloni)*

Few months ago in one of the auctions in Tel Aviv a Turkish postcard caught my attention (Fig. 57). It is franked 20 para Turkish stamps cancelled by Turkish Field Post Office No. 45 and a Turkish censor mark. It was addressed to Tel Aviv, was written on 25th September, 1916 at Hafir*, by a man named Hilel and the message was "LeShana Tova Tikatevu VeTehatemu" (new Year Greetings). The postcard was addressed to Mr. and Mrs. Zvi Fogelson, Tel Aviv, Jaffa, Palestine. Happy with the opportunity to make some research, I went home and tried to uncover the story behind the postcard. The first step was easy, I opened Collins and Steichele's new book on the Ottoman Posts in Palestine and Sinai to look for F.P.O. 45, and was amazed to learn that there is a dispute regarding the location of this F.P.O. and that very few items, if any at all, are known from this Post Office**. This postcard then with the very clear identification of Hafir is solid evidence of the location of F.P.O. 45, at least at the beginning of WWI. That was the easy part of the puzzle. The more complicated part was to find information about the sender and the recipient of this interesting postcard.

This first step was to find information about Zvi Fogelson. I went to the police library "Beit Ariela" in Tel Aviv and found what I was looking for almost immediately in David Tidhar's book "The Yeshuv Pioneer Encyclopedia". In page 586 we read; "Fogelson Zvi born 1861 near Vilna became Zionist when Herzl appeared, took part in the first Zionist Congresses, was part of the Zionist Delegation to El Arish together with Grinberg, Trites and Dr Hilel Yaffe, was engaged in the detailed plan to colonize Jews in Rafiah (Rafa), made Aliya in 1905, settled at Petah Tiqva, was amongst the first settlers of "Ahuzat Bait" (the first neighborhood outside Jaffa, later to become Tel Aviv), died in Tel Aviv and was buried at the old cemetery in Ttumpeldor Street." After reading this summary of his life the obvious conclusion seemed to be that the Hilel who wrote the postcard, was Dr Hilel Yaffe from the El Arish Zionist Delegation, but, alas, he was not!

Asking the librarian about Dr Hilel Yaffe, he gave me a book with copies of Dr

* Auja El Hafir, on the border of Sinai and the Negev, Nitzana of today, was a very significant post of the Turkish Army in WWI, and a station of the Turkish planed railroad towards Kossaima.

** To date about three items are known, two from Hafir 1916, and one from Central Palestine, probably Tul Karem 1918

Yaffe's letters. It seems that Dr Yaffe was an obsessive letter writer to almost every body. Most of his letters were written with duplicates, so that later they could be assembled in chronological volumes. I went to the relevant date and to my disappointment in September, 1916, Dr Yaffe was in Zichron Ya'akov serving as the settlement doctor and helping the NILI members, Sara Ahronson and others who were caught by the Turks and tortured by them. So, no joy here. I thought that the man who wrote the postcard was recruited by the Turkish army as a professional (either as a doctor or an engineer or a Water and Agriculture expert). I asked the librarian to "search" on the computer the subject of the involvement of the Jews in the Turkish efforts during the WWI. After a few lines on the screen the header of a book appeared: "The German-Turkish efforts to find water and establish Agriculture in Sinai and the Negev during WWI and the involvement of the Jewish population in the efforts" by Shimon Rubinstein.

The librarian, after half an hour of searching, brought an academic work, self bound in A4 format. On the second page there was the sentence, "the engineer Hilel Levontin who was engaged in the building of the railroad from Beer Sheva to Hafir during 1916, came to Tel Aviv to visit his brother". So we have found and identified the correct sender of the postcard, thus revealing all the parts of the puzzle.

During this search I came across a lot of interesting stories about the Yeshuv in Eretz-Israel at that troubled period.

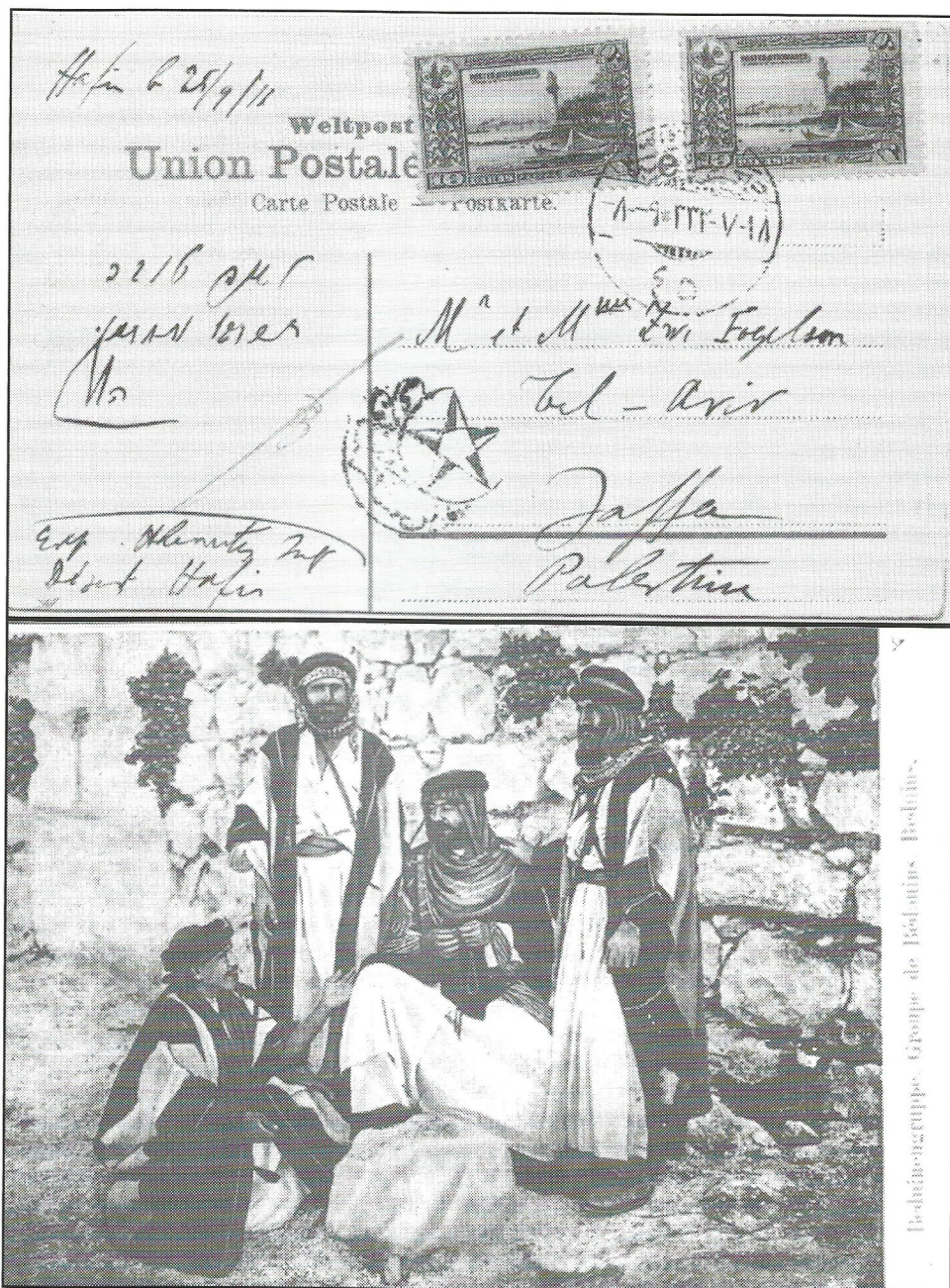


Fig. 57: A postcard from Auja El Hafir in Sinai. Cancelled by the extremely rare pmk of the Turkish F.P.O. 45 in Sept. 1916 (Ex Zvi Alexander).

A Spectacular Cover (*Otto Hornung*)

My good friend Itamar Karpovsky from Tel Aviv is a lucky man. Recently he bought, for his collection of The Holy Land, a cover which he showed me. I was stunned and so interested that I asked him to send me colour Photostats for publication of this story (Figure 58). The letter went from Jerusalem to Santiago de Chile in 1858. Silvano Sorani, who expertized it, said that to the best of his

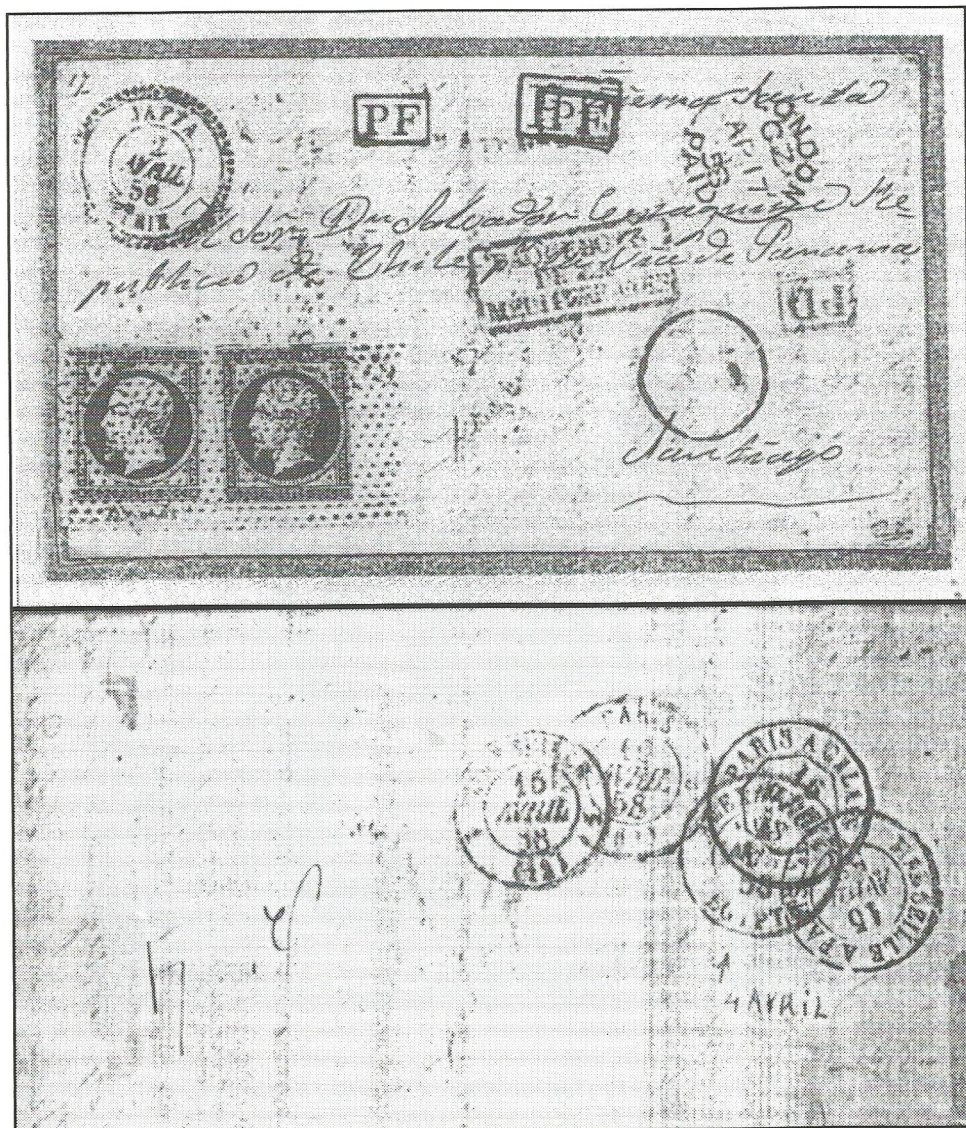


Figure 58

knowledge this is the only letter mailed at that time from the Holy Land to Chile and that it was genuine. When I took a close look at the Photostats I found that several things had been left unexplained. So I conducted my own research. I wrote to Mr. Brian Moorhouse, the dealer specialising in Latin America, who is the most knowledgeable in Britain and he gave me the missing information:

We know nothing about the sender, nor about the addressee, but the story of the cover is told on. The letter was posted on 2nd April, 1858 at the French Consulate in Jerusalem addressed to a Senor Salvador Sepagnisse in Santiago and received the rare blue single line handstamp "Jerusalem 2 Avril 1858", applied at the top centre. Whilst the word Jerusalem is incomplete, the posting date is clear. The sender must have paid the postage in cash.

From Jerusalem the letter was taken to the French Post Office in Jaffa, which recorded its receipt by the handstamp JAFFA, SYRIE at top left, dated 2 AVRIL 58. The postage of 1 French Franc was affixed at the left bottom - one stamp of 80 Centimes and one of 20. The two stamps were cancelled with a rhomboid handstamp of dots and the small numbers 3768, which was the number for the French post office in Jaffa. The French postal clerk put a black rectangular handstamp with PP at the top, meaning "Postage Paid" up to the destination. But then he must have realized that he had made a mistake. So he put on top of the PP another handstamp PF, meaning Paid up to the Frontier (of France). As the resulting mark was a mess he struck to the left of it a second PF.

The cover then went by a French steamer to Alexandria, where it arrived at the French post office, as confirmed by the double circle handstamp ALEXANDRIE, EGYPT 4 AVRIL 58 to the right of the centre in the cluster of five handstamps on the back. From there it went to Marseille as shown by the handstamp MARSEILLE (12) 15 AVRIL 58, to the left of the cluster. Whilst in the Mediterranean area, the letter was carried by French steamers, as shown by the rectangular red hand-stamp PAQUEBOTS DE LA MEDITERRANEE. We don't know when this handstamp was applied, whether on the way from Jaffa to Alexandria or from Alexandria to Marseille. The interesting thing though is, that at the same time as the rectangle the small red PD in frame was applied. Both have the same colour of ink.

This means that the purser on one of the French steamers disagreed with the black PF struck in Jaffa. The PD meant that the postage paid covered the carriage of the letter to its destination, but that was not the only disagreement of the postal clerks handling this cover.

From Marseille the letter was sent immediately to Paris, as per the handstamp MARSEILLE A PARIS on the right of the back, where it arrived on 16th April (second handstamp from left on the back). For some reason the Paris clerk was not satisfied with the cancellation of the stamps. So, he cancelled them again using the roller canceller "Petit points en quinconce" (See Figure 59), the little black points are not in vertical rows, but in oblique ones). Then there is a clear handstamp PARIS A CALAIS on the back right.

Now the cover was out of French hands. The London red arrival handstamp (top right front) dated 17th April states at the bottom clearly PAID. That means

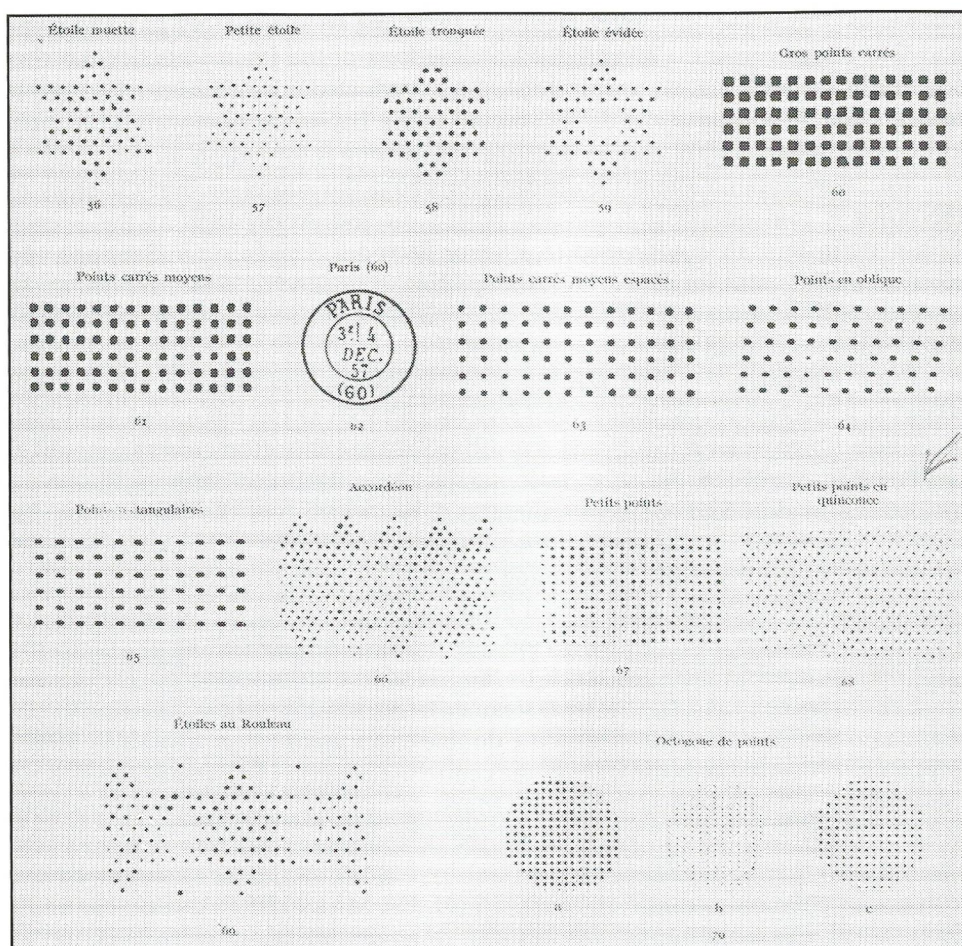


Figure 59

that the London clerk did not agree with his French colleague on the Mediterranean steamer or did not bother to check. In any case, nothing had to be paid for the British transit.

The cover does not have any transit handstamps from its route in Latin Amerika, the only relevant mark is the big red circle at the bottom right. That is where Mr. Brian Moorhouse helped me. He sent me a Photostat from "Postmarks of Santiago" showing handstamps used by the Santiago post office on incoming internal and foreign mail from 1857 to about 1866 (Figure 60). They were circles with the figures 10, 15 and 20, but no other text, denoting that the mail item was underpaid and giving the amount to pay. The circle with 15 fits the handstamp on the cover. On this you can read the "5" and although there are only traces of the "1" in front of it, it fits, because the "1" was placed higher than the 5.

So, here we have clear proof that the cover from Jerusalem survived the long

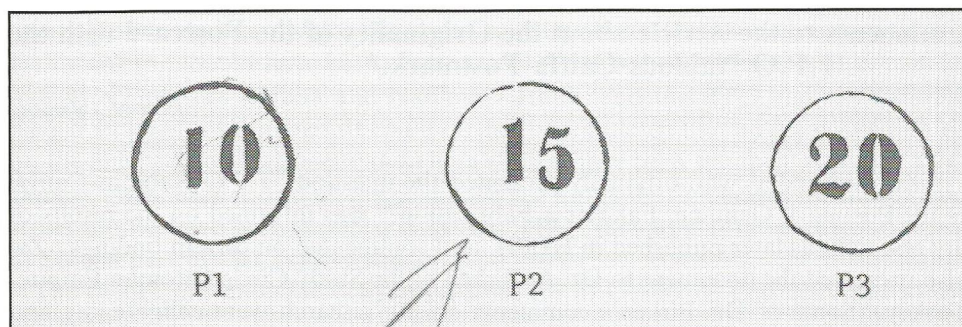


Figure 60

journey to Chile. The red 15 means an additional charge to be paid by Senor Cepagnisse. So, the French Mediterranean postal clerk was right, or did the man in Chile just made a charge to collect some money? It is a pity, that all those postmarks don't tell us when the cover from Jerusalem arrived at its destination. Finally just one point more. Mr. Brian Moorhouse confirms, that he has not seen any other cover from the Holy Land to Chile in the pre-UPU period.

Congratulations, Itamar. Maybe you should let Mr. Sorani know what he has overlooked.

Comments to the Article about the Originality of the Postcard with the T.P.O Nablous-Caiffa Postmark.*

(Yoel Amir)

Zvi Alexander, who originally presented the question "T.P.O Nablous-Caiffa: Is the Postmark Genuine, Fake or a Fabrication?" was informed on the results of my research, as later published in HLPH, and commented on certain findings. Zvi also presented the document to Dr. A. Birken of the Study Circle Ottoman Empire/Turkey. Some of Dr. Birken's comments on the research were enlightening and triggered my response letter, which is presented here as an addendum to the original article. Both Zvi Alexander and myself believe that the amended theory presented serves as a plausible explanation to the surprising fact that the only valid postmark of the T.P.O Nablous-Caiffa is dated 8 August 1914 precisely the date of the official proof of the same postmark, as published by the Ottoman post authorities.

The following letter should be read simultaneously with the original article.

Dear Zvi,

Thanks for forwarding to me a copy of Dr. Birken's letter of 19 November 2003, to which I am adding hereby my comments.

(A) Dr. Birken is right in his observation about my mixing up the train station post box with the TPO (which no doubt was installed and operating in the train). I have, therefore, reviewed and amended paragraphs C.3 and C.4 of my 16th October document. On this occasion I have rewritten Par. C.4, to include the hypothesis we have discussed, which I summed up in my e-mail to you of 21st October. As a result I have eliminated the other "possibilities" discussed in my original document.

Par. C.3 (amended): "The PC was written by pencil (note par. E) in the Damascus hotel and, once the writer and his friends returned to the station to continue their journey to Aleppo, was mailed in the train station post box for delivery to J. Pross in Haifa. The writer did not even bother to add the date on the PC, assuming it is self evident from the content, as he met J. Pross that same morning in his Haifa hotel before departure."

Par. C.4 (amended): "In the morning, which happened to be August 8, 1914, the post box was emptied and the PC was delivered to the Damascus-Haifa train, where the TPO clerk applied, some time during the journey, the "TPO Nablous-Caiffa" postmark dated 8 August 1914 to the postcard. This train and the post consignment, including the PC, arrived in the evening to Haifa, where the PC received the Haifa arrival postmark dated 9th August 1914.

The big question is why did the TPO clerk apply the "TPO Nablous-Caiffa" postmark instead of the "TPO Dams-Caiffa" one, and why the date on this "TPO Nablous-Caiffa" postmark coincides with the date shown on the proof published by the Ottoman post authorities (see footnote No. 2 in the original document)?

a) First part of a possible explanation:

The clerk had in front of him all the TPO cachets related to destination Haifa,

* An addendum to the article published in HLPH No. 95-96 (2003), P. 577.

and he simply made a mistake. It should be remembered that the rail section Afule - Haifa was (or should have been) common to the two lines, as explained in par. D, namely: Damascus - Haifa and Nablous - Haifa, and this TPO and clerk should have operated for both lines. It could further be stipulated that all the post collected on the line between Damascus and Haifa should have been stamped with the **"TPO Dams-Caiffa"** cachet, and all the post collected along the line between Nablous and Afule should have been stamped with the **"TPO Nablous-Caiffa"** cachet.

b) Second part of that explanation:

* The cachet was manufactured in Istanbul (or in Germany) and delivered to the Ottoman PTO.

* The Ottoman PTO instructed the Damascus branch (probably in writing) to commence using the cachet on the 8th August 1914 on the new Nablous-Haifa line. The foreseen method of employment is explained above in par.C.4.a and par.D. This might have happened months before the due date and the outbreak of W.W.I, while the Authorities believed the specific rail line would be readied in time.

* To avoid any mistake (they knew well the low level of competence of the TPO clerks) the Ottoman PTO officials set the cachet to the due date of 8 August 14.

* As usual, they saved a proof copy of the preset new cachet in the PTO log.

* The Damascus post-office officials, knowing well that the Nablous - Haifa line does not exist as such (note par. D), punctually fulfilled the orders to the dot (war or no war), and delivered the new cachet to the train.

Personally, I believe that the **"TPO Nablous-Caiffa"** cachet was either rarely used on the **"Djennine - Haifa"** line, as explained above in par.C.4.a and par.D, or abandoned altogether. This explains why the postmark of Fig. 92 is not only rare but also a "first day" one.

It is certain from its content that the PC was mailed between Deraa and Aleppo, most probably in Damascus, and not anywhere along the line Nablous-Haifa (which in fact was then only **"Djennine-Haifa"**).

B. Dr. Birken confirms in his letter, based on the Baedeker tourist guide, that my deduction (from the content of the PC) re the location where the PC was written and mailed (par.3) is correct.

C. Beirut was indeed the administrative center ruling both Haifa and Nablous, but this has nothing to do with a new post cachet to be used in a T.P.O which would operate on the Nablous - Haifa sub line of the major Damascus - Haifa train line.

D. Dr. Birken speculates that maybe the Nablous - Haifa T.P.O wagon was mistakenly attached to the Damascus - Haifa one. Knowing the primitive Ottoman train system, as operated in Palestine, I would rather describe the T.P.O as a small cubicle, including a desk, chair and cupboard, within a regular passenger wagon or maybe the luggage and merchandise wagon. It is though possible that post consignment collected along the Djennine - Haifa line was transferred in Afule junction station to the Damascus - Haifa T.P.O (note par.C.4.a above).

Epilogue: The entire case story was presented and discussed in a special meeting initiated by the Israel Philatelic Federation, which took place in the Eretz Israel Museum in Tel Aviv on the 11th March 2004.

A Different Kind of Registered Mail not Initiated by the Sender

(Y. Rimoni)

Postal historians of Israel are familiar with the procedure of compulsory registration for valuables mainly in the fifties up to the seventies and less frequently. Any unregistered letter which contained valuables, such as cash money or uncrossed checks (usually donations for various charities), was registered by the postal authorities to ensure the safe delivery. The term "Compulsory Registration" expresses the fact that the registration was made by the postal authorities according to the regulations and not voluntarily by the sender as in regular registration.

The collection of the registration fee varied in different cases and different periods. In some cases the registration fee was considered as underpayment and the letter was taxed by double the fee (See Figure 61). In other cases the fact that the sender did not initiate the registration caused the Post Office to collect only the registration fee itself from the addressee or even ignored the fee altogether.



Figure 61: Air Mail cover from Chicago, compulsory registered following customs inspection (label on right) in Tel Aviv. Double registration fee collected with 50". PD stamp, Tel Aviv, 28th June 1949.

Lately (when preparing an exhibit) I encountered a letter which indicated that there was another type of "Compulsory Registration" which is similar in some aspects to the generally known procedure described above yet differs in its causes and implementation. The different kind is named "Imposed Registration" is the

registration of Diplomatic Mail addressed by the Foreign Ministry to private citizens in Israel. Whenever a letter was sent by diplomatic pouch it arrived at the Foreign Ministry and if it was addressed in Israel it was forwarded through the general postal system. In some cases it was registered by the Foreign Ministry in the Qiryat to ensure safe delivery.

The letter shown in Figure 62 was sent by a private firm in Dortmund, W.

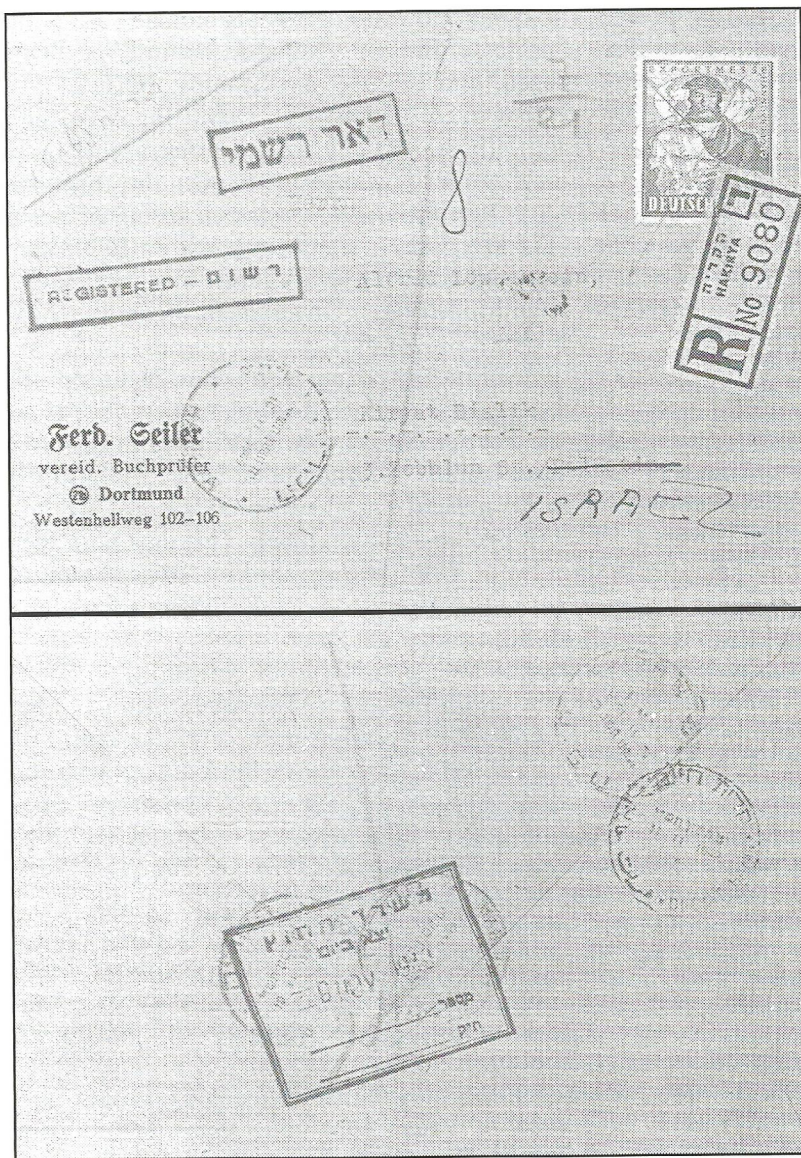


Figure 62: A letter sent by the diplomatic pouch from W. Germany to Qiryat Bialik on 10 November 1949. On the back a box cachet of the Foreign Ministry on 9 November 1949 and dispatch, transit and arrival postmarks of the HAKIRYA, HAIFA and Qiryat Haim respectively.

Germany, and was intended to be sent in the normal post as evidenced by the W. German stamp. (The destination was Palestine, later changed by manuscript to Israel.) It is also possible that the German stamp was added in order not to infringe the monopoly of the German Post even though the letter was originally supposed to be sent by the diplomatic mail. For some unknown reason the letter found its way to the diplomatic mail in the Israeli Mission in Köln and was transferred to Israel in the diplomatic pouch. The stamp was cancelled by a handmade cross and not by a postmark. Upon arrival in Israel someone added in manuscript, "Diplomatic Mail" underlined by red pencil, and two red handstamps, "Official Mail" and "Registered". The letter was sent to the addressee in Qiryat Bialik by the Foreign Ministry as a registered letter with the rectangular box office cachet on the back "Foreign Ministry - Outgoing" on 9 November 1949. On the front there is a registration label, "HAKIRYA NO. 9080" and an Israeli trilingual postmark of Haqiryia on 10 November. The letter was in transit in Haifa on 10 November and arrived in Qiryat Haim on 11 November. No charge was demanded for the registration because the Foreign Ministry as a Government organ was then exempt from postal fees.

Another interesting example of this procedure is shown in Figure 63. The letter was sent by the Israeli Ambassador in Praha via the diplomatic pouch to a bank in Tel Aviv. Upon arrival at the Foreign Ministry, a clerk added in manuscript "By the Diplomatic Mail" and three framed handstamps in violet, "Registered". The letter was then forwarded to the general postal system as a registered letter on 3 February 1952 with a "HAKIRYA" registration label. This time both the postage of 20 Pr. and the registration fee of 40 Pr. were applied by Service Stamps of 5, 15 and 40 Pr. however, since these were given to the government offices for free the postage of the letter in effect did not cost anything.

To summarize the similarities and the differences between the "Compulsory" and the "Imposed" registrations are the following. The similarities are in both cases the registration was not done by the sender, in both cases the registration was implemented by a third party e.g. the Post Office or the Foreign Ministry and in both cases the registration took place in the country of destination and not the country of origin. The main difference is that while the "Compulsory" registration was required by regulation and carried out by the Post, the "Imposed" registration was voluntary and at the discretion of the Foreign Ministry clerks who sent the letter to its final destination. Another difference is that while the Post collected from the addressee sometimes double and sometimes single registration fees for the "Compulsory" registration, the "Imposed" registration was free because the Foreign Ministry was exempt from postage and the addressee did not incur any expense because of the registration.

Finally, because the number of letters sent to civilians by the diplomatic mail was extremely small compared to letters containing items apt to compulsory registration, covers of "Imposed" registration are much rarer than compulsory registered ones.

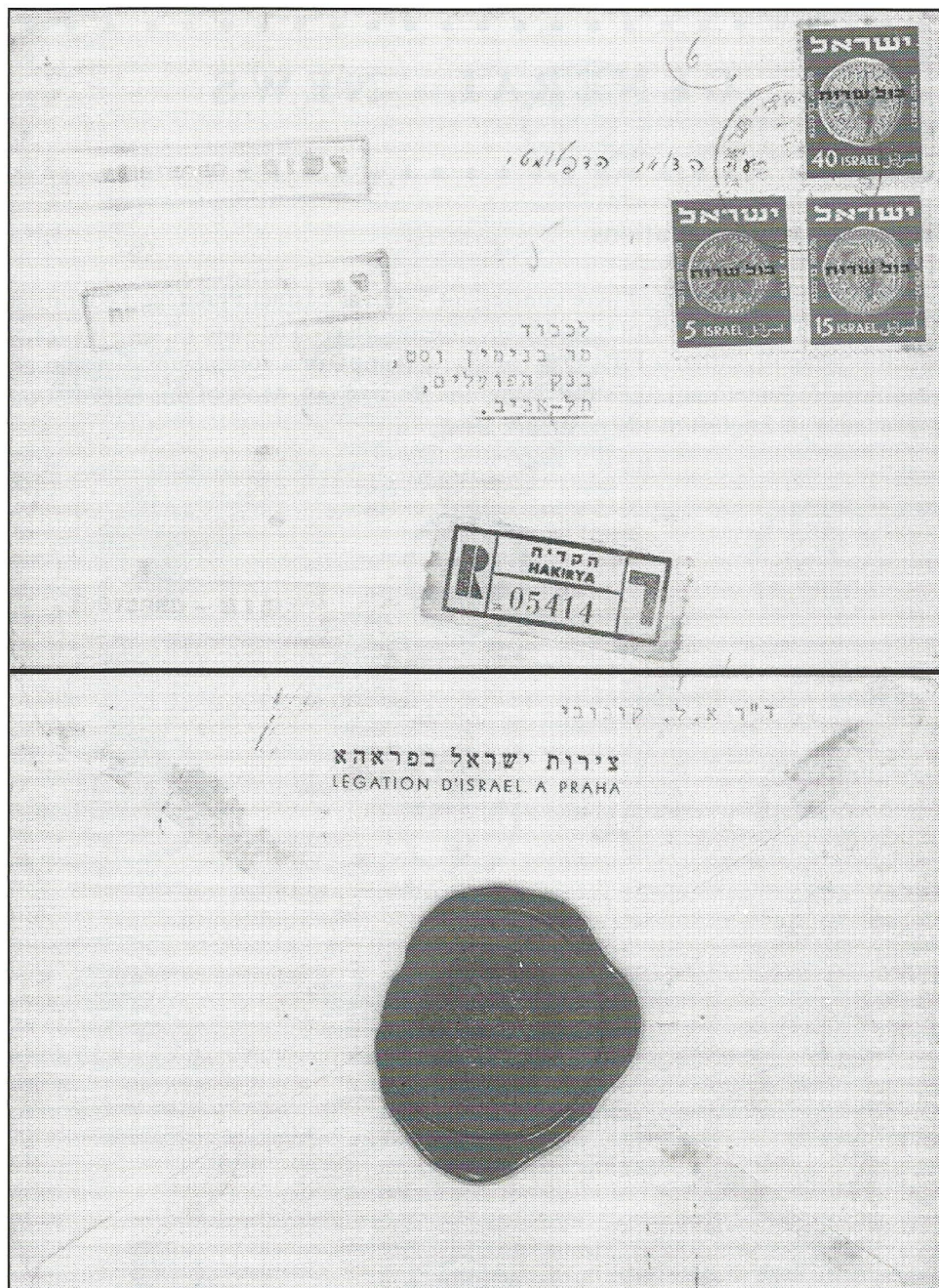
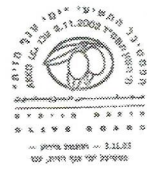
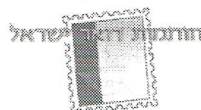


Figure 63: Letter sent by diplomatic pouch from the Israel Legation in Praha to Tel Aviv on 3 February 1952. The Israeli postage and registration is covered by Service Stamps. The back of the cover showing the logo and seal of the Legation, and the sender, the Ambassador Kubobi.

GENERAL NEWS

New Special Cancellations

This section is reprinted here courtesy of "Shovel", Israel Philatelic Federation Magazine. The Hebrew notes under the slogans give: The date of use, the type, which is generally either a First Day (of a new stamp), or a commemorative special postmark (of something), the subject, and the place of use. Most of this information appear also in English in the postmark itself.





25.12.03 – חתמת אירוע –
כנס המסמכים והמסמכים, וידידות



25.12.03 – חתמת אירוע –
כנס המסמכים והמסמכים, וידידות



19.2.04 – חתמת יום
הופעה –
בולי אוטומט חדשים,
נתניה



6.1.04 – חתמת אירוע
– חנוכת כביש 6,
ראש העין



24.12.03 – חתמת
אירוע –
חג המולד, נצרת



16.12.03 – חתמת
אירוע –
כנס אור ירוק 2,
תל-אביב



23.2.04 – חתמת אירוע
– 80 שנה למרכז
הרפואי "העמק", עפולה



30.1.04 – חתמת יום
הופעה –
דגני ים סוף, אילת



25.12.03 – חתמת
אירוע – 25 שנה
לפרויקט שיקום שכונות,
ירושלים



23.12.03 – חתמת
אירוע –
כנס יום הבולאות ה-17,
תל-אביב



23.2.04 – חתמת אירוע
– 40 שנה לארגון
השוטרים הבינלאומי,
תל-אביב



18.2.04 – חתמת אירוע –
75 שנה לעיר נתניה,
נתניה



28.12.03 – חתמת
אירוע –
יובל לקרן ילדנו מרכזי
נוער –
תקוותינו, ירושלים



24.12.03 – חתמת
אירוע –
חג המולד, ירושלים



3.5.04 – חתונות יום
הופעה –
תזית מכונת ביול סימון
"מגדלי שער", מיוחד
לתערוכות הבוליים



20.4.04 – חתונות יום
הופעה – יום הזיכרון
לחללי מערכות ישראל



24.2.04 – חתונות יום
הופעה –
היסטוריונים, ירושלים



3.5.04 – חתונות יום
הופעה – 100 שנה
לחתונות הכדורגל
הבין-לאומיות FIFA



24.2.04 – חתונות יום
הופעה –
אילן רמון, נהלל



3.5.04 – חתונות יום
הופעה –
50 שנה לחתונות
הכדורגל האירופאיות
UEFA



24.2.04 – חתונות יום
הופעה –
מרכז מורשת בגין,
ירושלים

3.5.04 – חתונות אירוע – תערוכות הבוליים
תל אביב 2004



20.5.04 – חתונות יום
הופעה –
הנפקה משותפת
ישראל-איטליה



20.5.04 – חתונות אירוע
100 שנה לבית הכנסת
הגדול ברומא



3.5.04 – חתונות יום
הופעה –
מגדלי שער עתמאניים
בישראל



23.3.04 – חתונות אירוע
30 שנה למשמר
האזרחי, ירושלים

New Stamps

The following stamps were issued in the last period of time.

The Yad Vashem stamps of September 9, 2003 (see Figure 99 in our previous Issue) were reprinted in sheetlets of 6 se-tenant stamps (Figure 64).

- 30.1.04: Red Sea fishes (In honour of Hong-Kong 'Expo 2004') (4xIS1.30), also souvenir sheet of 4 stamps (IS 7.50).
- 19.2.04: "Doarmat" postage labels (sold by Amiel Sima 2050 automatic vending machines) (see Figure 65).
- 24.2.04: Prime Minister M. Begin Heritage Center in Jerusalem (IS 2.50), issued in special illustrated sheets of 9 stamps (Figure 66); Ilan Ramon memorial (IS 2.60), issued in special illustrated sheets of 10 stamps (Figure 67); Historians (part 2) - E. Ringelblum, J. Talmon, J. Herzog (IS 2.40, 3.70, 6.20).
- 20.4.04: Memorial Day 2004 (IS 1.30).
- 03.5.04: Stamps issued for the occasion of Telabul 2004 National Stamp Exhibition: International Football Federation (FIFA) 100 year anniversary (IS 2.10; Issued in special illustrated sheets of 12); European Football Federation 50 year anniversary (IS 6.20); Ottoman Clock Towers in Israel (5 x IS 1.30), a special prestige booklet was issued and sold only in and during the Exhibition - it contains six panes of stamps, five of them with one each of the five Clock Towers (but with different face values from the corresponding sheet stamps) the sixth with all five C.T.'s se-tenant (Figure 68; IS 3.10, 3.70, 5.20, 5.50, 7.00; price IS 49.00); Doarmat postage labels and MASAD (CPL) for Telabul 2004 (see Figure 69), the latter postmarked and inscribed differently on each of the four Exhibition days.
- 20.5.04: Centennial of the Great Synagogue of Rome (2 x IS 2.10. Joint Issue Israel-Italy).
- 06.7.04: 100 years memorial of Theodor Herzl (IS 2.50; Joint Issue Israel-Austria-Hungary); 50 years to the National Insurance Institute (IS 7.00); The Olympic Games - Athens 2004 (IS 1.50, 2.40, 6.90).



Figure 65

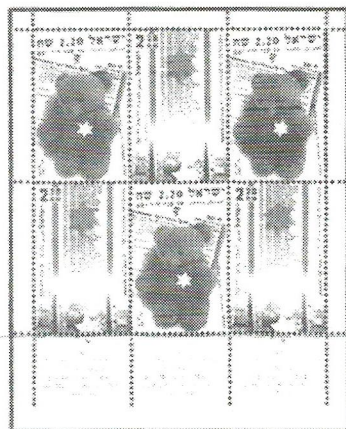


Figure 64



Figure 66



Figure 67

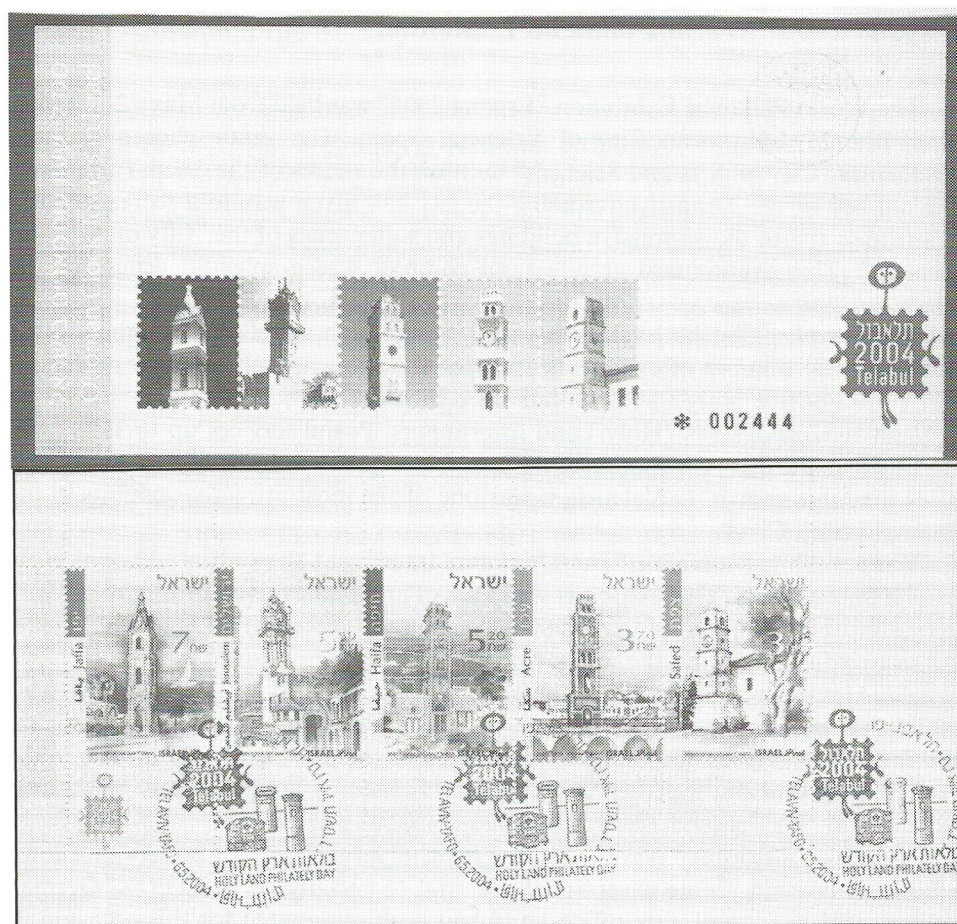


Figure 68: The prestige booklet of the Clock Towers showing its cover and its last pane of the 5 stamps of the set.



Figure 69

"Espana 2004" World Philatelic Exhibition*(Eddie Leibin)*

The World Philatelic Exhibition "Espana 2004" was held from May 22- till May 30, in the Mediterranean City of Valencia, Spain. The venue chosen was the spectacular "City of Arts and Sciences" built on the shores of the dried Turia river. The old bed of the Turia river crossing the city had given way to a recreation and leisure area and to the impressive buildings and water areas of the "City of Arts and Sciences". This avant-guard architectural complex was a splendid venue for the exhibition.

The overall philatelic level of the exhibits was high as reflected by the awards given. A great number of exhibitors attended the show as well as many dealers.

A total of five Holy Land exhibits were shown:

Itamar Korpovsky's "Holy Land forerunners. Postal services up to 1918" was exhibited in the FIP Championship Class. This very strong exhibit is improving every time it is shown. In Valencia it was one of the most attractive exhibits in the Championship Class.

Yaakov Shbtai's exhibit "The Doar Ivri Issue" was the only traditional Holy Land exhibit shown. This exhibit is well known and had evolved through the years to be almost a 'textbook' of the Doar Ivri printings. It received a Large Gold medal (its second LG), showing the jury's recognition of its importance.

Zvi Alexander's "Turkish Post in the Holy Land" is also a veteran exhibit. This exhibit has been lately uplifted to new heights by the addition of many significant and important rarities and it can be said that it is the most powerful exhibit of the Turkish Post ever put together. It was strictly judged by the jury receiving a Large Gold medal. The material shown deserved a special prize.

Avi Zakai's exhibit "WWI - From Egypt to Jerusalem" is also a well known exhibit. It contains some exceptional material (especially of the TPO's, German military registered mail, rare offices) and had been remounted for this occasion. It received a Large Vermeil. The treatment of such a subject is quite difficult. Should Avi Zakai find a way to improve the treatment, the exhibit might do even better.

This writer's exhibit "Taxed mail of Eretz-Israel", covering a period of almost a century from the 1860's to 1950 did well receiving a Gold Medal.

So, Holy Land Philately with a score of 3 Large Golds, one Gold and one Large Vermeil medals, was fully appreciated.

TELABUL 2004 and the Society of the Postal History of Eretz -Israel

Marvin Siegel

In May of this year, a delightful National Exhibition TELABUL 2004 took place in north Tel Aviv's lovely exhibition grounds. The number of exhibits was three hundred plus which number included some fine presentation of the Iberian co-hosts of the event, a goodly number of excellent one-framers and 3 top notch American presentations. This writer was greatly impressed by the very high quality of most all of the exhibits. It was particularly gratifying to notice the continued improvement of the Israeli displays. Itamar Karpovsky garnered the best-in-show award with his 1948 Minhelet Ha'am Exhibit which featured the rarest (from the small towns and villages) registered and/or commercial covers of that short period in May 1948. Americans SIP President Bob Pildes (Doar Ivri Essays & Proofs), Marty Cohen (Revenues) and Dr. S. Rothman (Commercial Doar Ivri usages) all reaped gold for theirs as each of these 3 is the best existing, in our opinion, of its particular specialty. Mike Bass was not far behind with his always-improving Forerunner exhibit. The one-framers, particularly those of Zvi Alexander (5! Different) and many thematics (Dreyfus Process, Einstein, Holyland Post Dues, etc.) were as fine a group of these ever viewed by us. Yes! Israel Philately and Postal History have come a very long way indeed as it now can present a host of top-notch exhibits - beautifully mounted and explained in proper English correctly spelled.

However, the highlight of the event was a small gathering of The Society of the Postal History of Eretz Israel, to celebrate the publication of Volume II of its series of the 1948 Transition Period. This new work is subtitled JERUSALEM AND SAFAD POSTAL SERVICES IN THE TRANSITION PERIOD. The trio of authors (Messrs. Karpovsky, Rimon and Shimony) are to be congratulated for producing a work that we regard as the finest ever produced for any of our many specialties. Its 440 pages are crammed full of never-before published information and photos. The sagas of these two besieged cities are told crisply, succinctly and fully. Pages 9 to 313 consist of the Jerusalem portion and the Safad presentation is found on pages 314 to 390 by a Bibliography and an Index of the work's contents. Next can be found a fine and fully illustrated catalogue of all the local stamps as used during the 1948 Transition Period as compiled by Zvi Aloni - the newest member of the coterie of Israel's top postal historians. The work closes with 32 pages of fotos of important covers, stamps, etc. in vibrant color. The illustrations are breath-taking in their scope as well as being well-chosen. Most every event discussed in the text is suitably shown with a well-chosen cover or document or stamp(s). All illustrations are fully captioned. The type itself is large and comfortable so all can peruse the work with ease. It is printed on high quality glossy paper befitting its excellent contents. We have reviewed many works on these pages and in other publications and heretofore have always found something worthy of criticism. In our first reading of this new work we have yet to find anything meriting criticism. All collectors are urged to purchase this superb reference by contacting the Society at POB 10175, 91101 Jerusalem or e-mail

CARMELAS@netvision.net.il, as only a limited number of copies have been printed.

At the presentation which took place on the afternoon of the Opening Day of the exhibition, co-author Chaim Shamir and this writer were suitably honored for their 1991 work - Volume III of the Series - ISRAEL FOREIGN POSTAL LINKS. Present were many old and dear friends who truly are the elite of Holyland Philately and it was a delight to once again be in their company. All of us have aged - some are ill - but we and the Society (and our beloved Israel) have survived and happily continuing our philatelic pursuits. Our philately owes a tremendous debt to Zvi Shimony who almost single-handedly has kept the Society going and in good order for almost 25 years. Although suffering from a debilitating illness, he continues to oversee and supervise every aspect of the Society's operation. May he continue to do so for many more years.

Book Reviews

Ottoman Post in Palestine 1840-1918 (The Alexander Collection) - vol. 1 - Jerusalem, Edited by Kemal Giray

This is the second of three planned books that illustrate the Posts of the Ottoman Empire in this part of the Middle East. The first was titled "The Ottoman Field Post Offices" which was reviewed in the Bulletin last year. This book is the first of two illustrating the Post in Palestine. This particular volume concerns Jerusalem, which handled the largest volume of mail. The second part, due the next year, will deal with the remainder of the country.

All of the books are based on items from the Alexander collection, probably the most prominent in the field of Ottoman Posts of Palestine in the world. The collection itself has been exhibited in many Philatelic Exhibitions, and has gained many very prestigious awards.

The book shows a representative collection of spectacular covers, all from (or to) Jerusalem. As is known the city had a well organised Ottoman postal service, with several branch offices and branch agencies. Some of these are very rare. Many are the only one, or one of a very few, known. Perhaps the most outstanding is that of the Mahane Yehuda Postal Agency, the only complete strike known. But also in the book is the recently discovered Nahlat Shiv'ah Postal Agency, not known until then. Other items included show unusual use of particular stamps, beautifully clear strikes of the early Postal Arabic seals (apparently made from rubber), and amazing examples of the branch office cancellations.

One accepts that the quality of the items shown would be of the highest order. The covers are all clean with magnificently clear strikes. Many postmarks are shown on documents, being the only examples known to exist. Whilst most postmarks are in black, some rare coloured examples are also included. Since all of the items are shown in full colour, it is impressive to be struck by this quality.

The book does not claim to be a catalogue of the Postal History of Jerusalem. In this respect it compliments the well known Steichele - Collins books on the

subject, and expands our appreciation of the examples shown.

Any one interested in this field, and certainly those who collect, are strongly urged to obtain this book for their reference library.

(E. Glassman)

Jerusalem and Safad Postal Services in the Transition Period (1948) by Shimony, Rimon and Karpovsky. (See Review of this book in the above note by M. Siegel).

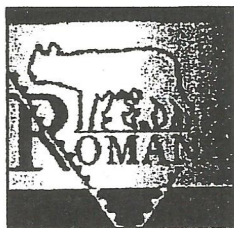
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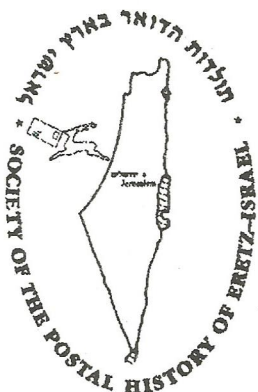
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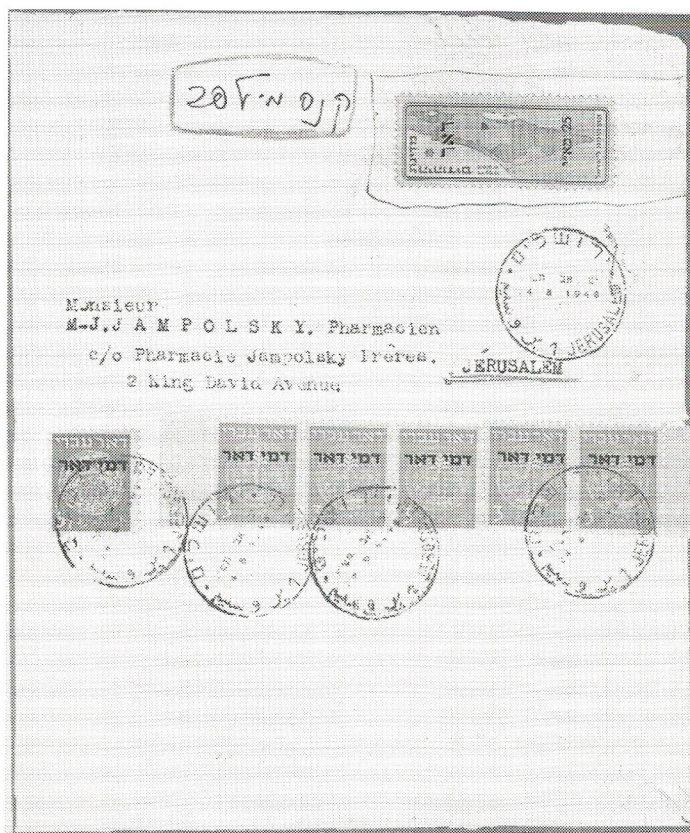
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A cover, exploded for demonstration, showing the earliest date (24.8.48) that a local
"Jerusalem Stamp" was not considered valid in Jerusalem and therefore taxed (double)
the proper rate by 6 Doar Ivri P.D. stamps (Courtesy Dr. Eddie Leib). (See details in the book
"Jerusalem and Safad Postal Services in the Transition Period" reviewed in this issue).

חורף / אביב תשס"ד