

T H E

B A P I P

B U L L E T I N

ISSN 0140 - 2889

Volume XII

Spring 1986

Number 113

IN THIS ISSUE.....

Page

Editorial	87
Philatelic Advisors	87
The Opening of Mea Shearim Branch Office - 1903 Joseph Aron	88
S.Y. Argonaut in Holy Land Waters Dr. J. T. Whitney	90
Paquebot Mail	V. Denis Vandervelde 90
A New Nazareth Cachet - 1908	Emanuel H. Pearl 92
The Military (EEF) TPOs in Palestine 1916-1920 V. Denis Vandervelde	93
EEF Stamp used at Qar'oun 1919	108
Auction Results	108
A Request for Information	Norman Gladstone 109
Last Post	109
Arab Propaganda Labels	B. A. Remington 110
Last Post	111
Air Accident Mail to and from Palestine & Israel Fred F. Blau	112
BAPIP Publications for Sale	115
UN Mail to Holland	Ben Estor 116
BAPIP Meetings & Future Programme	121
Members' Activities	121
Members' Wants etc.	122

THE BRITISH ASSOCIATION OF PALESTINE-ISRAEL PHILATELISTS

- B.A.P.I.P. BULLETIN IS COPYRIGHT -



EDITORIAL

In Bulletin 112 we published a review of the sections of Anton Steichele's volume II, 'THE POSTAL HISTORY OF PALESTINE 1841 - 1918', published by ArGe Israel in Bericht numbers 19 and 20. This new volume deals with the Foreign Post Offices in Palestine. Anton has agreed that I may serialize this new work in the Bulletin and Wolf Ising, the Editor of ArGe Israel, has also given his agreement. Our member, Dr. Leopold Dickstein, has undertaken to do the translation of the work into English. So far translations are to hand of Bericht No. 19 which contained chapters on 'THE FORWARDING AGENTS' and 'THE EGYPTIAN POST', and of Bericht No. 20 which contains chapters on 'THE POSTAL SERVICES OF THE JEWISH COLONIES' and 'THE HANDLING OF MAIL BY HOTELS'. Also to hand are translations of 'THE FRENCH POST OFFICES' and 'THE ITALIAN POST OFFICE', of which the German version is due to be published soon.

I hope to publish the chapters as Bulletin supplements with every other issue, thus a bulletin will be followed by a section of this work. This will enable members to keep these sections separate for future binding if they wish.

In some cases, though Anton has been able to record usages of certain postmarks and cachets, he has not been able to obtain illustrations. At the moment your editor is looking for top quality strikes of the following to add to the English version:

- 1) The all HEBREW cachet of RISHON LE ZION reading in Hebrew 'POSTA HA'AUSTRIE RISCHON LEZIYON' which has a blank centre.
- 2) The cachet of ZICRON YA'ACOV reading 'ZICRON-JACOB'.

Would any member who has copies of the above please let the editor have illustrations as quickly as possible; three copies of each item would be appreciated: one for Anton Steichele and the other two for the editor to use in the 'rough' and final lay-outs (full covers or postcards).

If any member has an extensive collection of the AUSTRIAN, RUSSIAN or GERMAN Post Offices, or has previously unreported items and is willing to help with illustrations, it would be appreciated if they will contact the editor.

I hope that members will continue sending in articles and help me build up a stock for future issues. Good articles on stamps and on Israel are badly needed to help me keep a good balance in our journal. I would like to thank those who have supported me in this task and ask all contributors to exercise patience if their articles have not yet been published. Publishing Anton Steichele's new work, for the benefit of our membership, will mean that the next issue will be a 'supplement' with Bulletin 114 following, and so on as alternate publications. So please bear with me and keep articles flowing in.

PHILATELIC ADVISORS

Two more members have offered their services as advisors on their specialist subjects. Mr. R.J. Sheffler (although not a member of BAPIP) has made a study of both the overprints and plates of the London II issue and has also offered his services as an advisor. Please remember, when writing to our advisors, that you must enclose a SAE for the reply if living in the same country as the advisor. If you live in another country, then the appropriate IRCs plus an addressed envelope must be enclosed for the reply.

LONDON I ISSUE : Nathan Zankel, PO Box 267, New Brunswick, N.J. 08903, USA.

LONDON II ISSUE : Robert J. Sheffler, 41 Sandburg Drive, Morganville, NJ 07751, USA.

REVENUE STAMPS : Chester Callen, 27 Marmon Terrace, West Orange, N.J. 07052, USA.

by JOSEPH ARON

ב"ה.

פאסט מאה שערים



ברשיון הממשלה יר"ה בעיר הבירה פתחתי במאה שערים סניף להפאסט העותמנית. לקבד מכתבים וכל מיני משלוח לכד ארצות התבל עפ"י חקי הפאסט הכללית.

בכל יום (לכד שבתות ומועדים) יהי הפאסט פתוח לקבד ולהשיב מכתבים מבוקר עד שתי שעות בערב.

כדי להקל על המהג הנכבד הרבנו תיבות מיוחדות בחוצות מאה שערים וסביבותיה, להניח בתוכן המכתבים הנשגחים, ובכד יום לפנות ערב יבא שליח מיוחד לאסוף המכתבים ושלחם באותו היום לתעודתם.

פנקם פתוח יהי בהפאסט לקבד חתימות מהאנשים החפצים כי מכתביהם הבאים מהו"ל יביאו להם לביתם תומ"י, ודא יצטרכו לכתת רגליהם ללכת העירה. בכד האפשרות הננו מוכנים לשרת את המהג הנכבד הנותן אמון בי ובממשלתנו הרוממה.

אליהו האניג

פקיד הפאסט העותמנית בירושלם.

אלול תרס"ג

Towards the end of the nineteenth century, Jerusalem was well served by foreign post offices. The latter, particularly the Austrian and Russian postal systems, were preferred by the Jewish residents for the posting of overseas mail.

In 1895 the Turkish authorities took action to increase Jewish patronage of their postal system. They appointed a known Jewish personality with administrative skills - Mr Eliyahu Honig, the secretary of an old age home - to provide an improved postal service for the Jewish Quarter of the Old City of Jerusalem. Honig undertook various initiatives towards the popularisation of the Turkish postal system; these were extensively documented in the Holy Land Philatelist, on the basis of contemporary reports in the Jerusalem press and various other published contemporary writings. However, as was customary in those days, Honig also used the medium of street posters and circular letters to publicise his services. A number of these have recently come to light and have been reproduced for the first time in a collection of such historic documents published by a Jerusalem archivist, Rabbi B Kluger. In this and subsequent articles, I propose to make those documents accessible to BAPIP Bulletin readers, in an English translation.

Mea Shearim is well known to postal historians as one of the Branch Offices of the Turkish Post in Jerusalem. Constructed between 1874 and 1880, Mea Shearim was the fifth Jewish suburb of Jerusalem to be built in the nineteenth century, outside the walls of the Old City.

A major problem facing residents of Mea Shearim in the early years of its existence, was isolation from the Jewish Quarter of the city. The traditional Jewish community centres and commercial services could only be reached by traversing wasteland (on unmade paths) and/or the Arab Quarter near the Damascus Gate. Recognition of this disadvantage, in the context of strategies to strengthen the position of the Turkish vis a vis Foreign postal systems, led Honig to place postboxes in Mea Shearim and other suburbs outside the city walls, with the mail being collected daily for processing at the Jewish Quarter Post Office. Subsequently, however, Honig sought and gained permission from the Turkish authorities to establish a branch post office in Mea Shearim. Mail posted at this branch office received a special cancellation inscribed 'Meo Charem' (and its Arabic equivalent).

Pollack and Steichele both give 1904 as the date of opening of the Mea Shearim Branch Office. However the most significant aspect of the document reprinted here is that it clearly indicates that the Post Office was opened not later than Elul 5663 - i.e. September 1903. I have translated the document as literally as possible, which is why certain expressions appear awkward. The explanatory notes are of course my own.

"With God's Help"

POST MEA SHEARIM

With permission of the Government, may its glory be exalted, in the capital city, I have opened in Mea Shearim a branch of the Ottoman Post, to receive letters and for all types of despatches to all countries of the world according to the laws of the general post.*

Each day (except Sabbaths and Festivals) the post will be open to receive and to return letters from morning till two hours in the evening.**

In order to make it easier for the esteemed public we have attached special boxes in the streets of Mea Shearim and its surroundings, to place in them the letters which are sent, and each day towards evening a special messenger will come to gather the letters and to send them on that day to their destinations.

There will be an open register at the post to receive signatures from people who wish that their letters which come from abroad will be brought to their homes immediately, and they won't have to wear out their legs to go to the city.***

As far as possible we are prepared to serve the public which places trust in me and in our exalted Government.

Elul 5663

Eliyahu Honig
Officer of the Ottoman Post in Jerusalem

Notes:

* Details of the rates for postal and telegraph communication with a wide variety of countries were advertised in another poster which is the subject of a separate article.

** According to the form of timekeeping then popularly in use, sunset was nominated as 12.00. Thus two hours into the evening, or 2 o'clock would represent 8.00pm on an average day. This form of timekeeping can still be found in the orthodox Jerusalem calender published in Mea Shearim each year.

*** The emphasis was upon incentives to benefit the residents of 'outlying' areas and entice them away from the foreign posts. Significantly, in 1904 the Austrian Post Office commenced home deliveries - competition led to improvements in all services.

S. Y. ARGONAUT IN HOLY LAND WATERS

by Dr. J. T. WHITNEY

Norman Collins' note about the Argonaut's visit to Haifa in 1905 confirms research by my colleague Pat Adams and myself a few years ago.

The Steam Yacht Argonaut was formerly named Norfolk, La Plata, Orienta and Norse King. It was built at Blackwell in 1879 of iron, had a length of 332 feet, breadth of 40 feet, depth of hold 32 feet, a net tonnage of 2004, a gross tonnage of 3274 and an engine of 400 horsepower. Its owners were the Co-operative Cruising Company Ltd. of St. Paul's Churchyard in the City of London. Its first appearance in Lloyd's Weekly Shipping Index is for 2nd July 1903 and there are a further 120 entries charting its movements to the end of 1905 when our researches ended. During this period it visited Scandinavian and Mediterranean ports and the S.Y. ARGONAUT/OF LONDON cachet can probably be found on mail bearing a wide range of ports. I have myself seen Balestrand (July 1903) and Odde (Aug 1905) both in Norway.

The shipping lists record the following visits to Holy Land Waters.

<u>Date</u>	<u>From</u>	<u>To</u>	<u>Latest Reports</u>
Nov 12 1903	Port Said	Jaffa	Arrived previously Nov 11
Feb 11 1904	Marseilles Feb 3	Jaffa	Sailed Pireus Feb 9
Feb 18 1904	Jaffa	Alexandria	Arrived previously Feb 18
Nov 17 1904	Marseilles Nov 10	Haifa	Sailed Pireus Nov 14-16
Nov 24 1904	Jaffa	Port Said	Arrived Nov 23
Jan 5 1905	Pireus	Jaffa	Arrived Dec 31
Jan 12 1905	Jaffa	-	At Port Said Jan 6-7
Feb 2 1905	Pireus Jan 27	Haifa	
Feb 9 1905	Jaffa Feb 7	-	At Port Said Feb 7-8
Feb 16 1905	Jaffa 7	Alexandria	Arrived Feb 10
Nov 23 1905	Beyrout	Jaffa	Arrived Nov 20
Nov 30 1905	Jaffa Nov 23	Alexandria	Arrived Nov 28

The card illustrated in Norman Collins' article confirms that the Argonaut, having left Pireus on 27th Jan 1905, arrived at Haifa by 29th Jan before moving on to Jaffa for its next run to Port Said. I have another card bearing an Alexandria postmark for 25 Nov 1905. The Lloyd's list shows the vessel had left Jaffa two days previously. Unfortunately the cachet is only partially struck and would not reproduce well.

It is likely that other mail from the above dates can be found with the Argonaut cachet either with Jaffa or Haifa postmarks if en route for the Holy Land or with other postmarks if travelling away from the Holy Land.

PAQUEBOT MAIL

by V. DENIS VANDERVELDE

The short note in Bulletin No 112 accompanying the illustration of a postcard from the S.Y. "ARGONAUT" in 1905 cannot be allowed to go unchallenged as it contains a number of errors and misunderstandings. While this card was probably written on the "ARGONAUT", it clearly was not "posted on board", if it was put into the Austrian P.O. by an agent. Obviously, it was given to Messrs Unger & Hermann, who posted it the following day, having affixed an Austrian Levant stamp (which would not have been available on the British Ship). So this is NOT a paquebot item at all.

"Paquebot" is a precise term, given legal validity by the UPU in 1891, and generally adopted in 1894. It is properly used ONLY to mean mail posted on the High Seas, bearing stamps not valid in the port of arrival, and not cancelled in a recognised shipboard post office. The stamps used can be either those of the ship's home country, or of the vessel's last port of call. Mr Collins' card has no PAQUEBOT mark at all, of course; but if the Argonaut called at (say) Limassol prior to visiting Haifa, then a passenger could have handed mail bearing either British or Cypriot stamps to the purser for paquebot treatment on arrival, (so long as the ship was not in territorial waters).

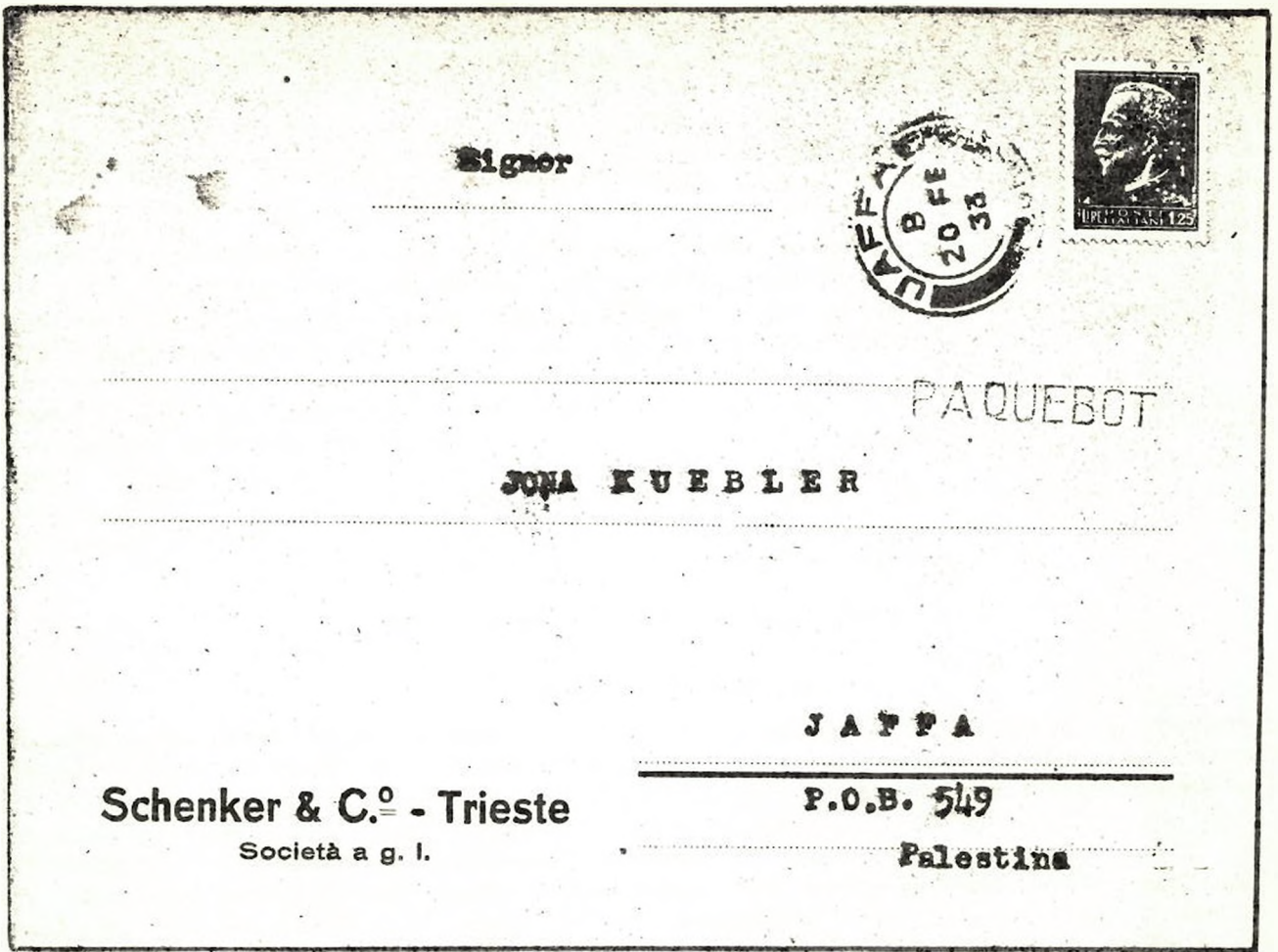


Fig. 1

Both Jaffa and Haifa had true PAQUEBOT marks in the Mandate period, but neither are common on commercial mail.

Fig. 1 shows a PAQUEBOT struck in light blue ink which is not recorded in Roger Hosking's book, but which can probably be ascribed to Jaffa, (where it almost certainly landed), as it corresponds to no handstamp recorded for any port en route (Italian, Greek, Cypriot, Yugoslav, Turkish, Lebanese, etc). The only backstamp is also of Jaffa, suggesting a transfer from the port to the town office.

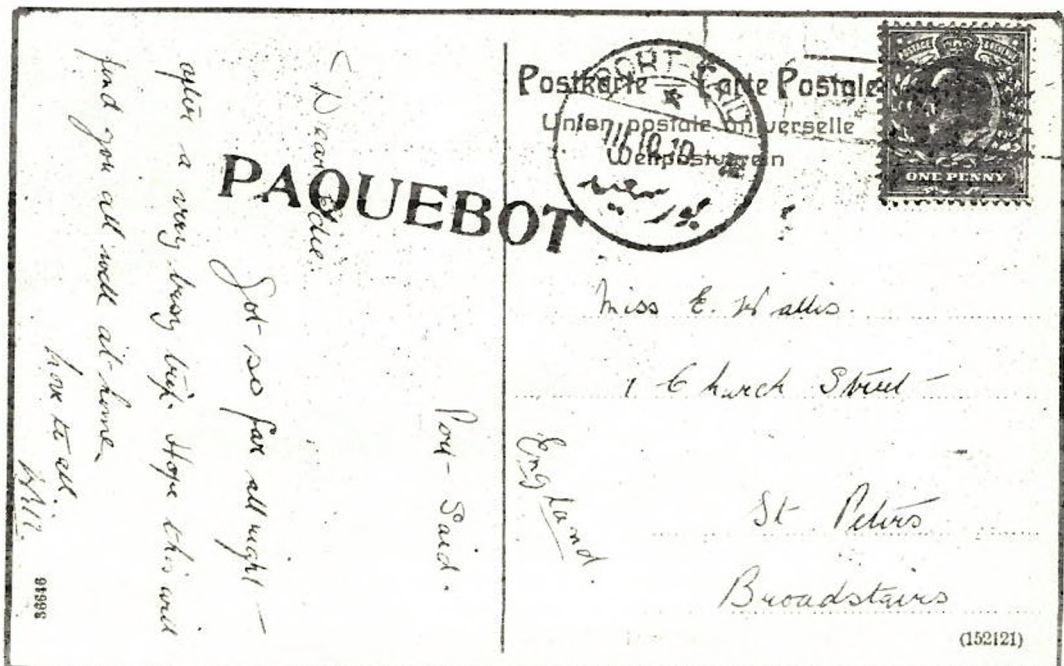


Fig. 2

So far, clear enough. But the waters are muddied by the unfortunate fact that a number of passenger vessels carried handstamps bearing the word 'PAQUEBOT' though these could not legally be used to cancel stamps and cannot be considered true 'Paquebot' marks at all.

Fig. 2 shows a picture postcard of Jaffa in my own collection, posted on the British S.Y. "VECTIS" approaching Port Said. The sender quite properly affixed a G.B. 1d stamp, and handed it to the purser. From this and other covers we know that this gentleman held a quasi 'PAQUEBOT' handstamp, very distinctive in appearance with heavy seriffs, and invariably struck in carmine ink. The purser applied it to this card, presumably to indicate that it had been "posted" on the high seas, before handing it in at the Port Said port office. There, the stamp was properly struck with the boxed PAQUEBOT mark in black ink, and the handstamp of Port-Said (dated 1.10.1910), alongside. I must stress that the PAQUEBOT handstamp used by the purser on board would not make this a paquebot item; but the Port Said 'PAQUEBOT' does.

A NEW NAZARETH CACHET - 1908

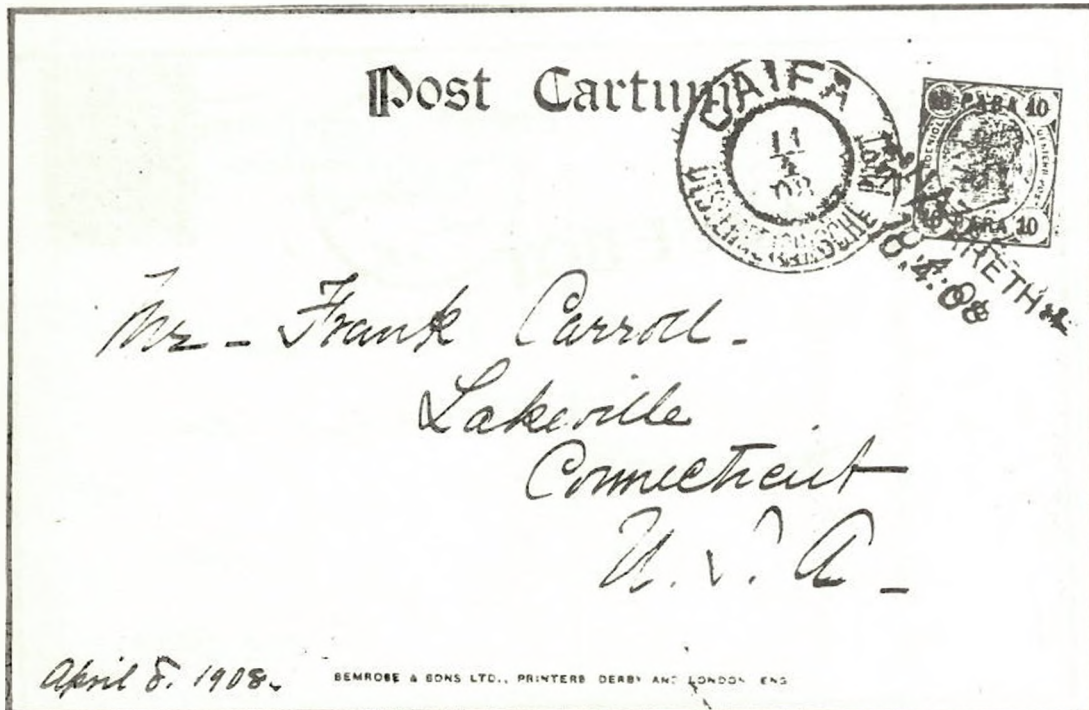
by EMANUEL H. PEARL

Illustrated in Fig. 2 is a postcard from my collection which shows a previously unrecorded type of the Nazareth cachet dated 10th April 1908. This is similar to the Type 2 cachet but with ornaments similar to those in Type 1. The card also has the Austrian post office in Haifa postmark dated 11th April 1908, which over cancels the cachet. This item was examined by Dr. Leopold Dickstein and others at a NorCal SIP meeting, the editor having asked for confirmation that the postmark went over the cachet and those examining the item agreed that it does. Thus this new type of cachet is now confirmed as genuine. Illustrated as Fig. 1, are the three other types of cachet known and thus this now becomes Type 4.

← Nazareth → 22. 4. 07	NAZARETH 24.2.08	Nazareth 15. 4. 10
(Type 1)	(Type 2)	(Type 3)

Fig. 1

Fig. 2



THE MILITARY (EEF) T. P. O.'s IN PALESTINE 1916 - 1920

by V. DENIS VANDERVELDE

As promised in Bulletin No 104, I am dissecting the excellent article by John Firebrace, to see whether alternative hypotheses can be substantiated. I am deeply indebted to John and his three sources for sorting out so much of the background information and will summarise the basic tenet in one sentence. FROM THE TIME THAT THE BRITISH ARMY¹ PUSHED NORTHWARD INTO PALESTINE, ALL MAIL 'BACK' TO EUROPE TRAVELLED BY THE COASTAL RAIL ROUTE: i.e. southwards to Rafa and then along the north Sinai coast to Kantara and Egypt. It follows that a TPO carriage is likely to have operated along this rapidly lengthening route, from its inception. This (and subsequent) articles examine the various postmarks used on this route; and only then those on the branch line between Ludd Junction (Lod) and Jerusalem; I have nothing to add to the Rafa-Beersheba branch line story, as told by Mr Firebrace.

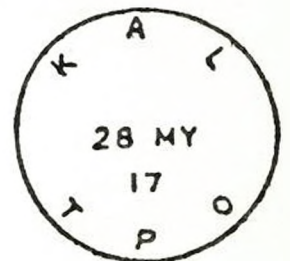
Table 1. The different types of the TPO postmarks



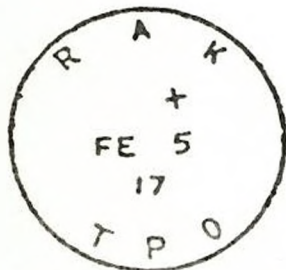
Type I



Type II



Type III



Type IV



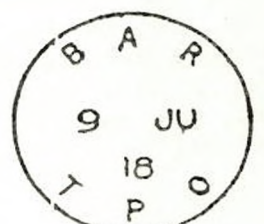
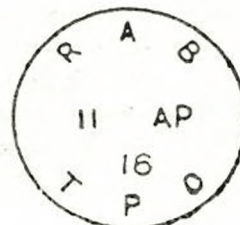
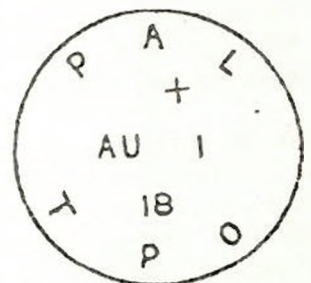
Type V



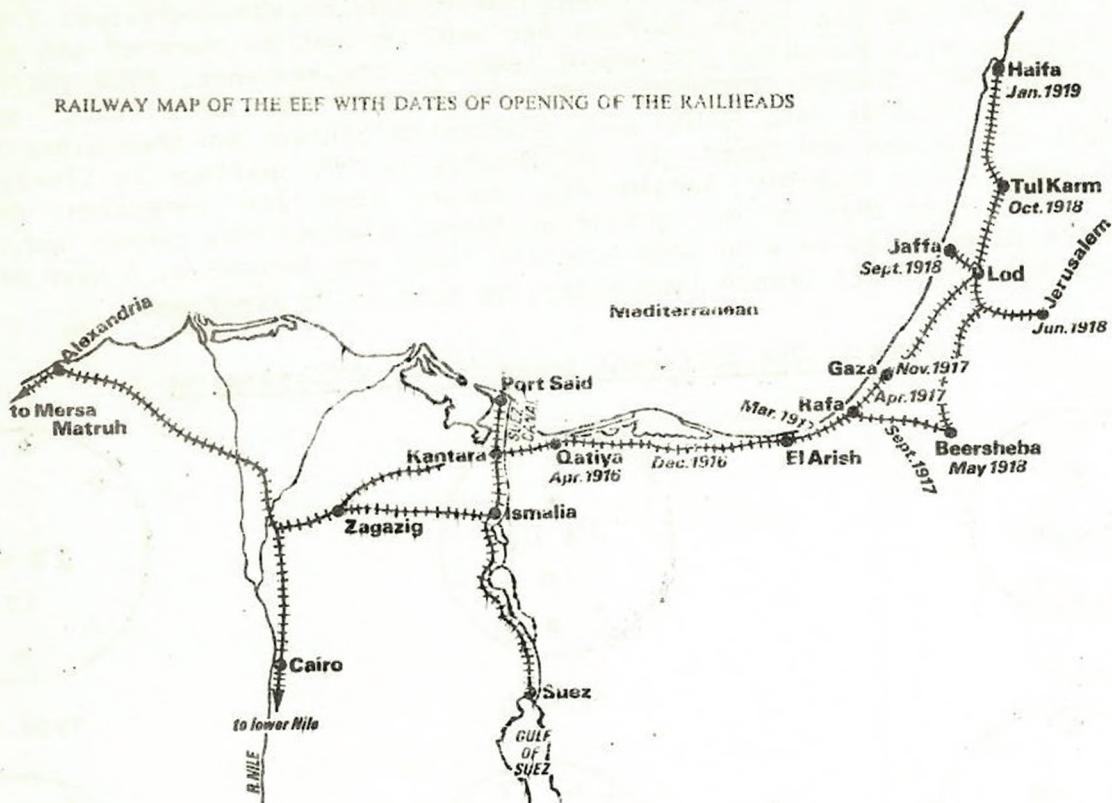
Type VI

The same three letter initial appears sometimes on several postmark types, as evident from the two DAL TPO postmarks illustrated as type II and type V in Table 1. Additional examples (but not covering all cases) are illustrated in Table 2.

Table 2.



RAILWAY MAP OF THE EEF WITH DATES OF OPENING OF THE RAILHEADS



TPO Operation

A useful and illuminating comment on the operation of the main line TPO is provided by part of a British soldier's letter, which was contained in a LAK/TPO cover of 20th July 1917, auctioned in London on 2nd December 1983. It reads:-

"A special mail carriage does the work on the line. There are two deliveries daily in 24 hours, arrivals being 3am and 9pm." (Now in Joe Wofchuk collection)

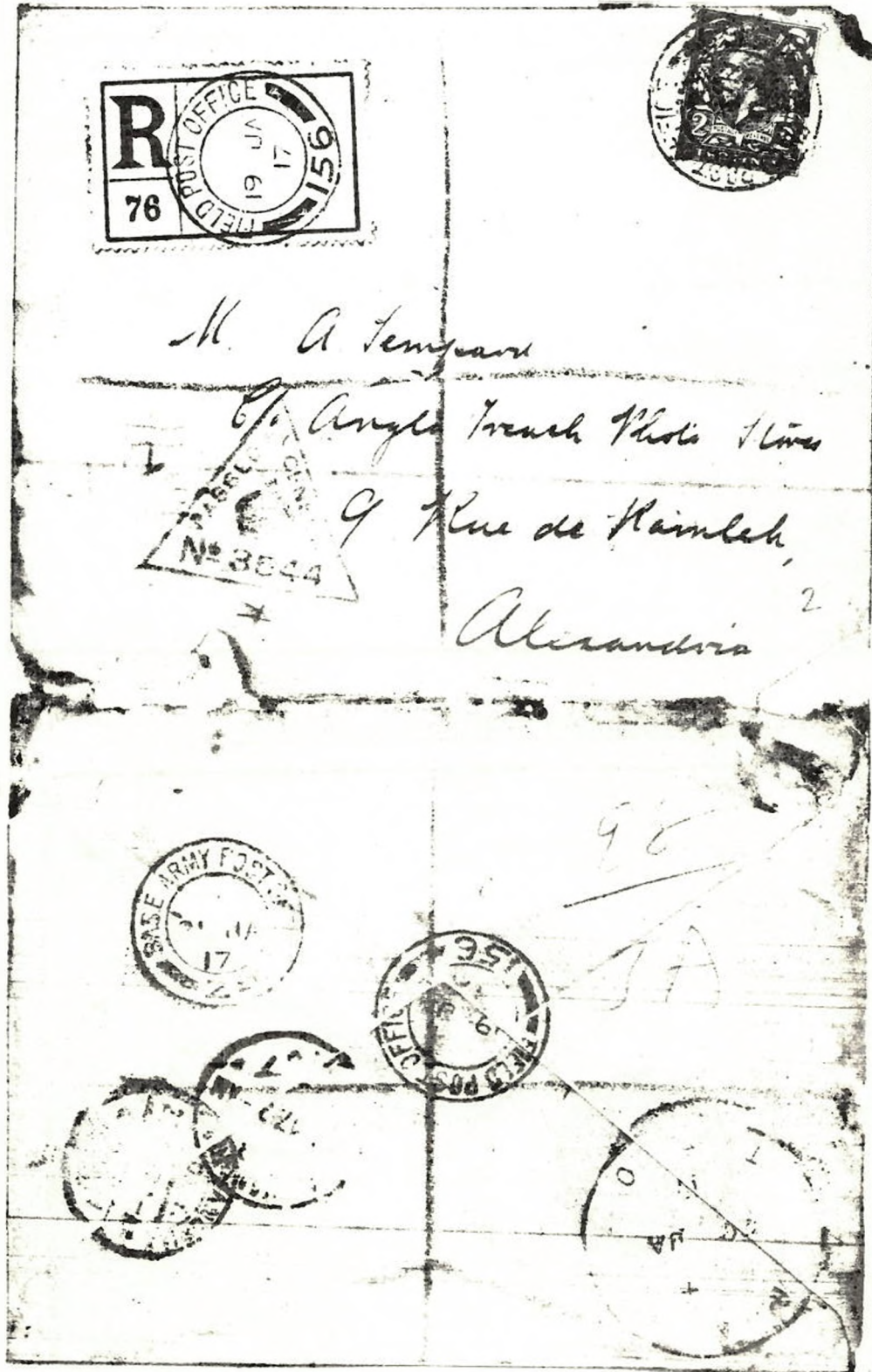
It seems from this that we can reasonably deduce the pattern at this early date. The arrivals (of the KAL TPO) at El Arish would be those bringing the "Blighty" mail for the troops, via Egypt and Kantara. The more commonly encountered LAK/TPO marks would have been applied on the return runs - a "day mail" when the 3am "arrival" went back later in the morning; and night mail, presumably travelling through the small hours, to arrive at Kantara for breakfast. The author would welcome any details of documentation which confirm or vary this hypothesis.

Most of the examples of the E.E.F. TPO postmarks known to us are 'marks of origin' i.e. struck on covers posted directly into the travelling post office, and having no other markings (except, sometimes, an arrival postmark). These are of very little help in either knowing exactly where the TPO mark was struck or in decoding its lettering, unless the sender gave a clue to his military unit (eg its cachet), which again is quite exceptional. To ascertain route and code, therefore, we are thrown back on the handful of covers marked in transit on the TPO. I am thus using Mr Firebrace's own examples to query his hypothesis. In the present article, I take four of the "initial sets," and examine their known usages in fine detail. I have chosen KAR/RAK, the earliest and in many ways the easiest to decipher; the usage of LAK/KAL and LAP/PAL in 1917; and DAL/IAD, where I differ fundamentally from Mr. Firebrace.

KAR/RAK TPO : recorded dates, 20 DE 16 (MMS) to 11 MY 17

As KAR and RAK are known from December 1916, it is clear that the initials should represent terminals in British Army hands at that date. 'Kantara' and 'Railhead' seem the obvious favourites for a line which was being steadily extended from Sinai into southern Palestine. The cover illustrated (JF collection) shows usage of an adhesive stamp to pay the registered rate to Alexandria, from FPO156, which was very close to El Arish on 19th January 1917. The backstamp of a TPO running from the Palestine railhead back to Kantara seems wholly appropriate.

Fig. 1 RAK TPO: used from Palestine Railhead to Kantara, 20.1.1917



The cover below (Fig. 2, VDV collection) is one of two seen which bear the 'north-bound' KAR TPO mark on southbound mail. It originated with the 155th Brigade which was probably close to El Arish on 31st January 1917, and addressed to Alexandria. The FPO took up to two days to get it to a railway station (or halt) south of El Arish; and the presumption is that it arrived there in time to be loaded on the northbound TPO - which would have been "turned" within a few miles, so this was not an illogical decision. It was backstamped Base Army Post Office, and the Egyptian PO at Alexandria, both on February 3rd, showing the effectiveness of this apparently incorrect routing.

Fig. 2 KAR TPO : used (Kantara) to Railhead, El Arish, 2.2.1917

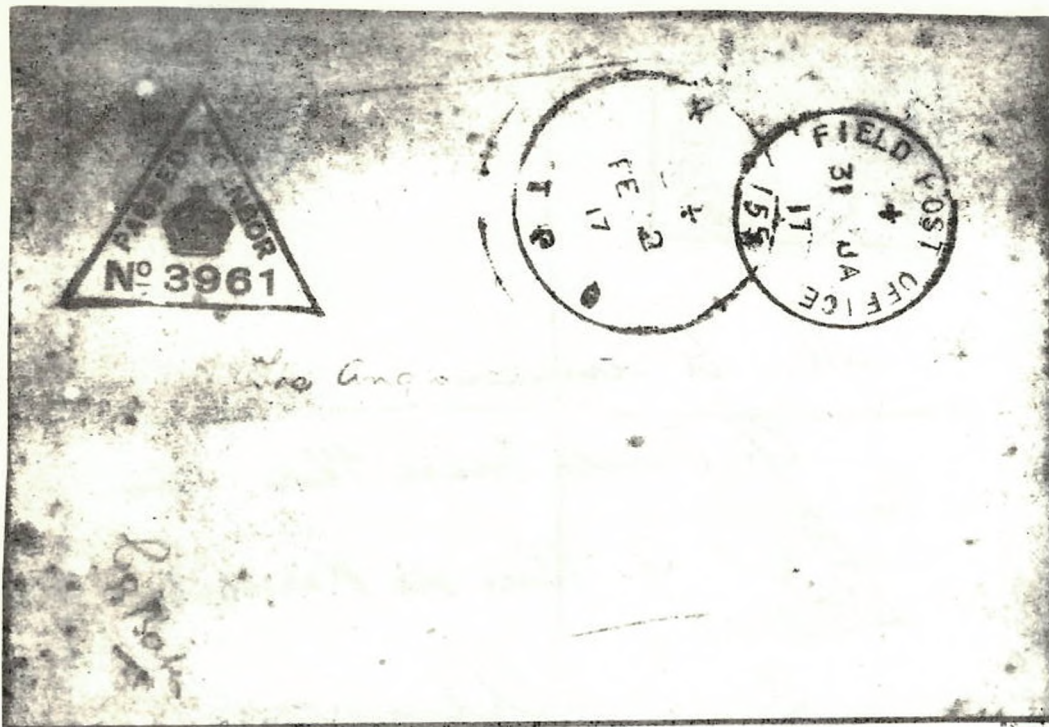
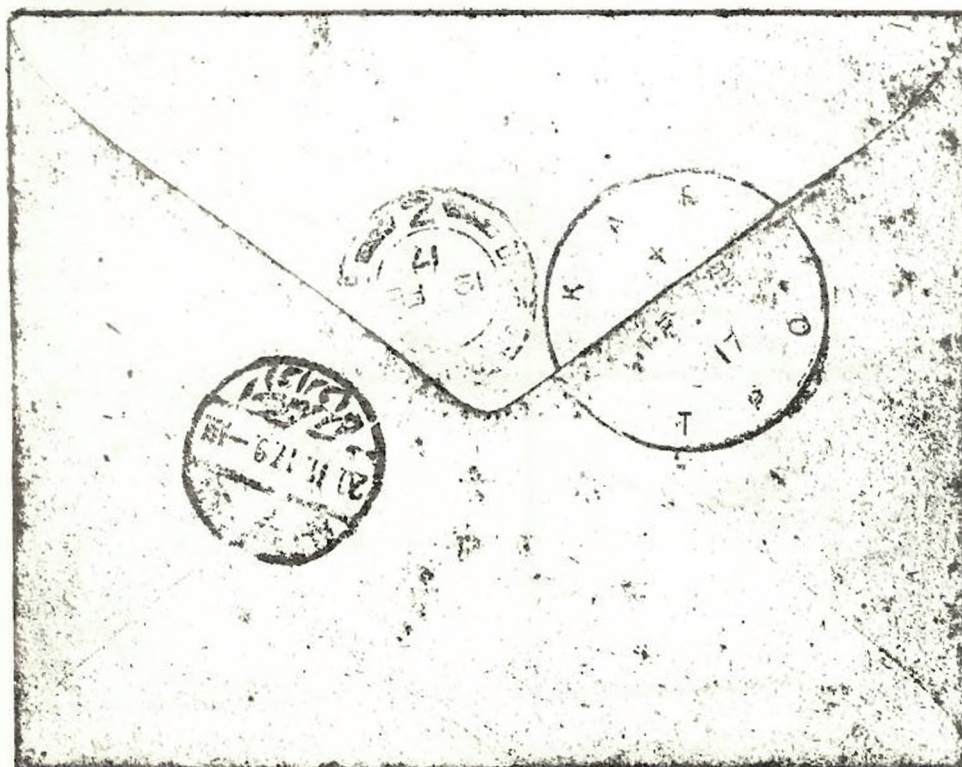


Fig. 3 KAR TPO : used (Kantara) to Railhead, 18.2.1917



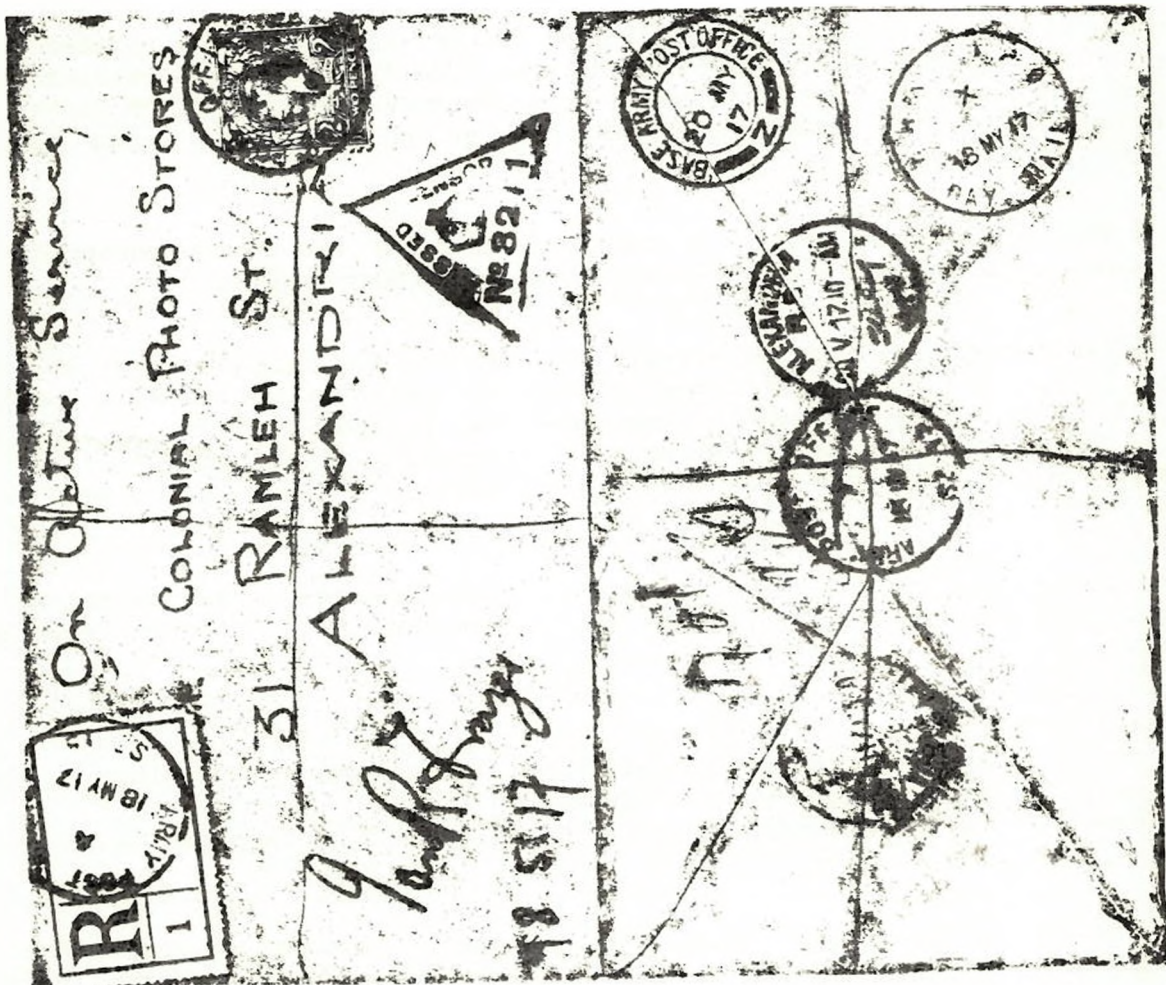
Northbound transit marks of this period are as rare as hen's teeth, and I have not seen an 'intentional' one i.e. on mail from Europe or Egypt to a serviceman or civilian at the front. However, Mr Sacher also has an example of KAR, (Fig. 3). This envelope was sent from RTO at El Arish back to Alexandria. The KAR/TPO mark is dated Feb 18; Base POZ (Alexandria) Feb 19th; and the civilian Egyptian PO at Alexandria on Feb 20 1917. I suggest that the letter was deliberately put into the wrong (i.e. northbound) TPO, in the knowledge that Railhead was only a little beyond El Arish, and that it would be turned there, and back in Alexandria the next day.

SUMMARY. I see no reason why KAR should not mean 'Kantara and Railhead', a terminology abandoned when (in April) it was decided to run the TPO in two sections, for administrative and staffing convenience. At that date, the former KAR became KAL, indicating a fixed terminal at El Arish.

LAK/KAL TPO : recorded dates, 28 AP 17 to 3 NO 17 (1st Period)

By April 1917, the main line had reached a point north of Rafa, at Deir-el-Belah. The old 'Railhead' (RAK) handstamp seems to have continued in use until 11 May; but meanwhile, by 28 April, a new TPO ('LAK') has appeared, which can only have run over the same tracks. The logical conclusion is that it was intended for trains doing the short run, from the Suez Canal up to El Arish and back. Indeed, given the traditional English inability to spell, 'L' for El Arish does not seem remarkable. All the covers known to me bearing LAK or KAL, between 28 April 1917 and 3 November of that year, fit this hypothesis very well. e.g. one of J.F.'s covers.(Fig. 4 below)

Fig. 4 LAK TPO : used El Arish to Kantara, 18.5.1917



Originating at SZ15 (El Arish), it was addressed back to Alexandria. What more natural than that it should have been transferred into the El Arish-to-Kantara TPO the following morning? Hence the backstamp LAK TPO/DAY MAIL, of 18th May 1917. Every LAK TPO transit mark I have seen in this period, originated in El Arish or nearby Sinai camps and none between El Arish and Deir-El-Belah.

However, Mr Sacher has one registered cover which deserves comment. Addressed to Alexandria, it was posted at APO SZ8 on 26 May 1917. EBP suggests this was at the railhead on the Rafa-Beersheba line, probably Shallal Junction¹¹. The cover has a faint TPO backstamp of type V, unidentifiable but clearly dated 26 MY 17; and a LAK TPO (also type V) dated 27 MY 17, the day the cover arrived at Base Army POZ (Alexandria). I believe the illegible TPO is most likely to be an early PAL TPO, on which the cover would have travelled from Rafa to El Arish (c.f. Fig. 5, page 99).

SUMMARY. I suggest that, from April 1917, it was decided to run two TPO sections as well as the full length one, on the main (coastal) route; the southern one as the LAK TPO (El Arish and Kantara): and the northern one, the LAP/PAL TPO.

This usage of the LAK/KAL TPO handstamps probably continued until the next major advance of the standard-gauge line, to Deir Seneid (north of Gaza) on 27 November 1917. There, supplies and mails could be transferred to the old (Turkish) narrowgauge line, according to EBP. This line ran north to Junction Station, where it forked, with branches serving Ludd and Jerusalem (see the Official History, page 91).

LAK/KAL TPO : later usages, 18 June 1918 to 10 June 1920

I have no reason to doubt the attribution (by Mr Sacher, endorsed by Mr Firebrace) of later dates of the LAK/KAL TPOs to the line between Ludd (the Palestine railhead from January 1918) and Kantara; i.e. it became a long-distance TPO. Indeed, Mr Sacher has recently shown me two interesting covers which establish this point beyond doubt - but which raise other questions.

Both covers show mail transferred from the northbound KAL TPO to the eastbound LAP TPO, to deliver letters from Egypt or Sinai to Jerusalem addresses.

A little "O.A.S." envelope, posted directly into the KAL TPO on 26 December 1918 was backstamped in the LAP TPO on 27 December; and in Army Post Office SZ32 (or just possible SZ52 - the figure is weak) on the same day. According to EBP, APO SZ32 was at Bir Salem for twelve months after March 1918. Unless it was in Jerusalem itself on 27 December, this APO can only have been situated between a station on the northbound KAL TPO and Ludd - probably very close to Ludd.

Mr Sacher's other cover is a registered letter, posted directly into the KAL TPO on 13 January, 1919, delivered in Jerusalem on 17 January. It has three indistinct backstamps:-

- a poor LAP TPO of perhaps 16 January.
- an APO or FPO which looks like SZ11 (Egypt and therefore impossible, since the date is clearly 16 January - perhaps SZ41?)
- and an FPO of 17 January, which appears to be C 1 (perhaps 61, but the digits are ¼ inch apart)

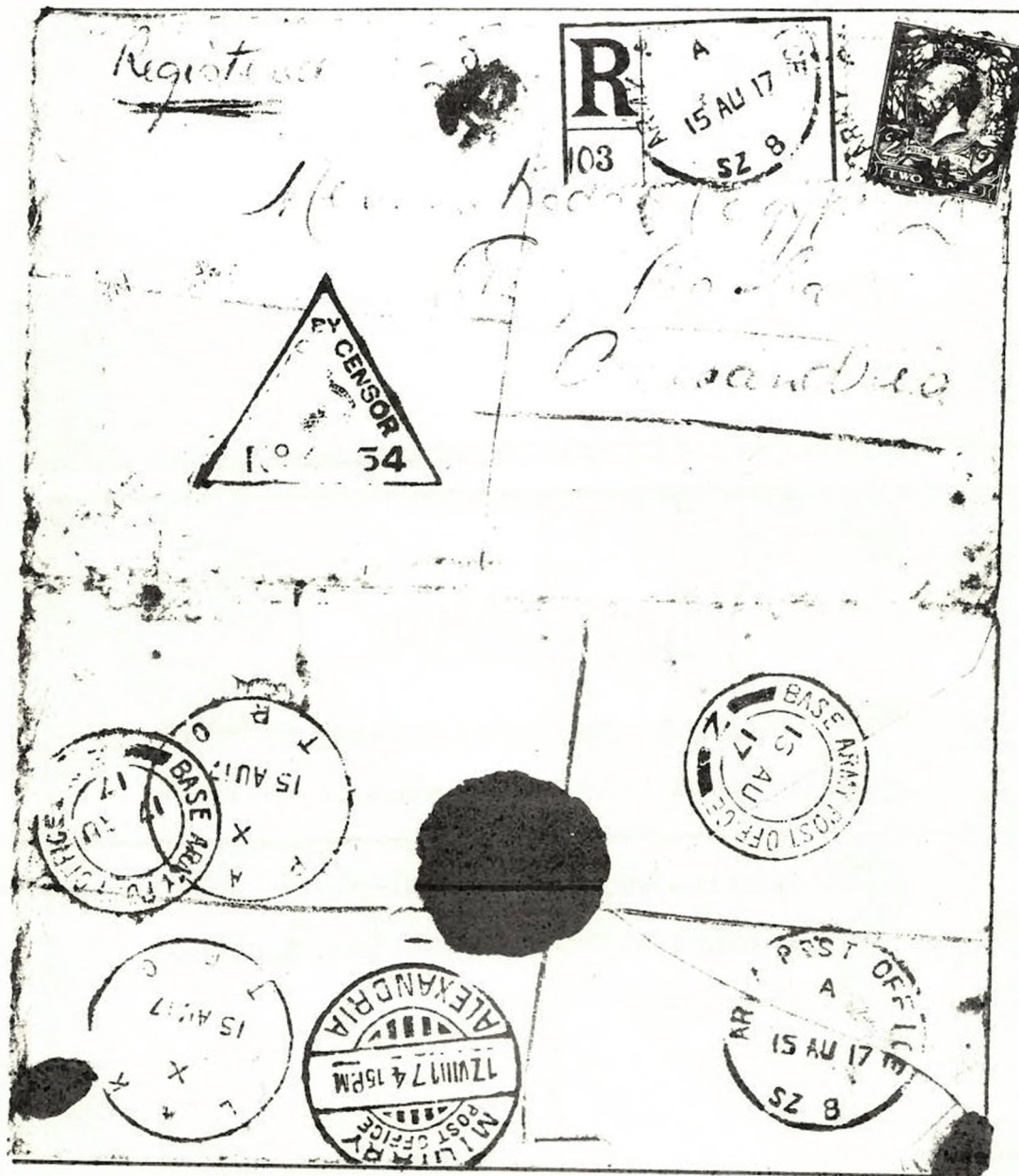
Suggestions as to the routing of these covers would be welcomed by the author, in time for the second of these articles, to cover later usages. See also "STOP PRESS".

LAP/PAL TPO : recorded dates 26 MY 17 to late 1917 *

The northern section may not have operated as a TPO in the first few weeks after the April decision was taken; but from 26 May 1917, PAL/LAP handstamps were in use. I believe these were used exclusively on the northern (or railhead) section of this TPO for the reasons which follow. (* During this First Period, of course).

Now that the line had entered Palestine proper, I see no reason why the initials should not stand for "Palestine (railhead) and El Arish". My justification for this hypothesis is one of Mr Firebrace's most interesting covers.

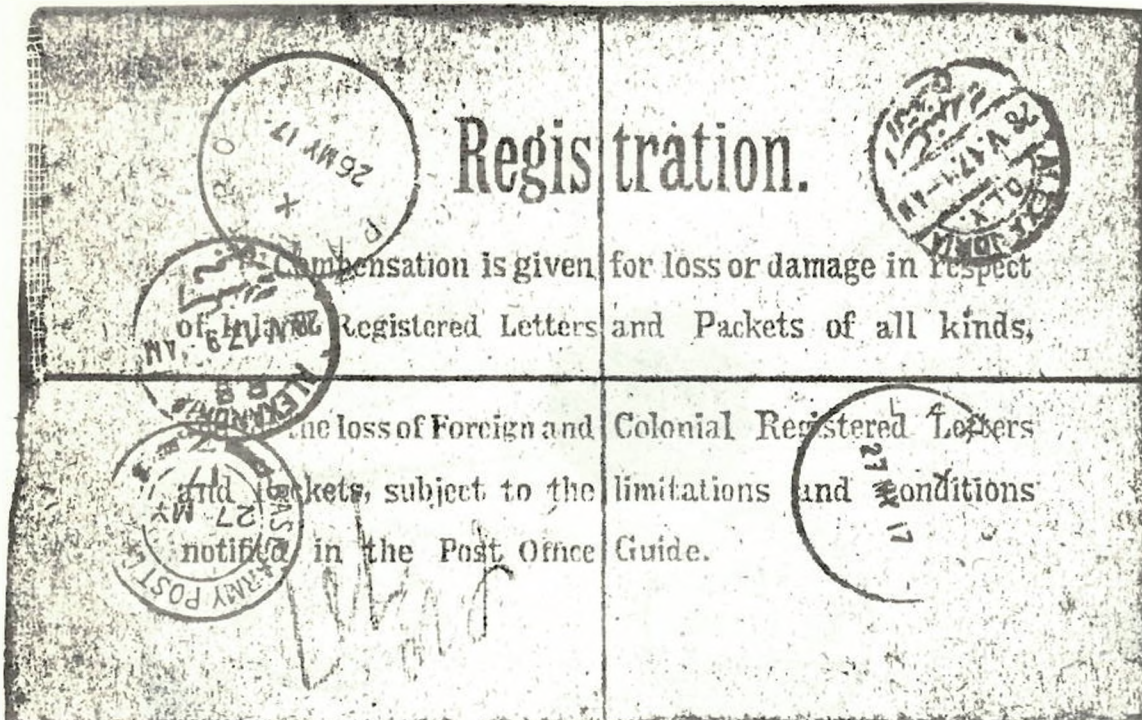
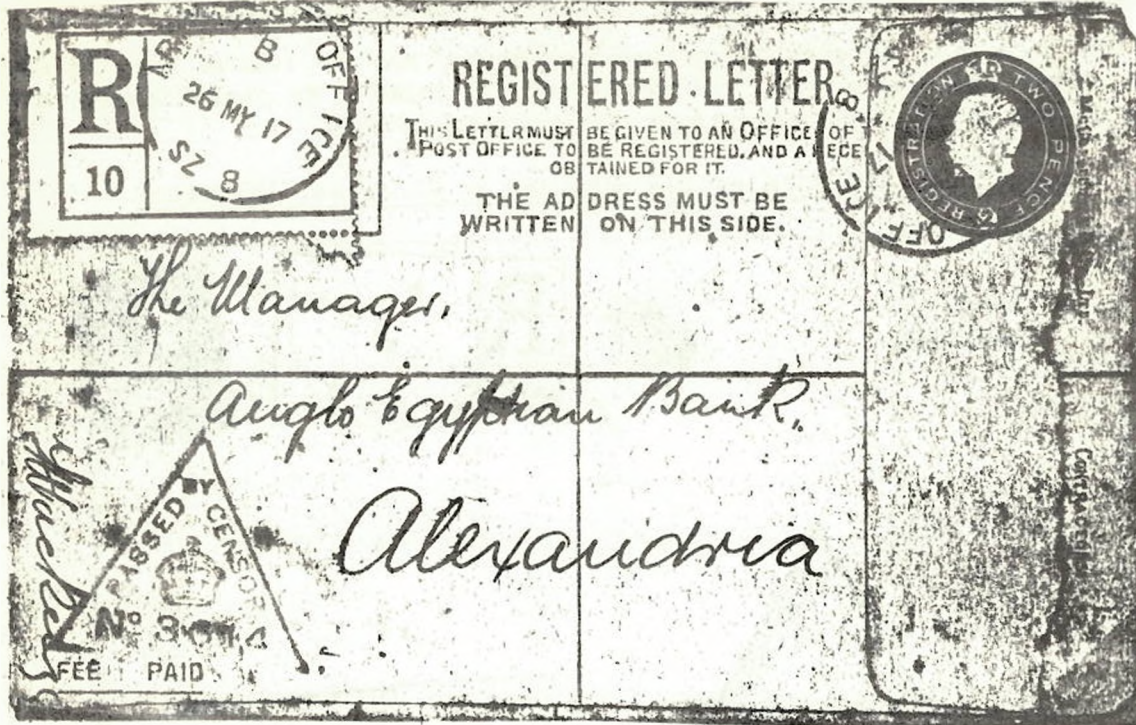
Fig. 5 PAL TPO : Palestine railhead to El Arish, 15.8.1917



This registered envelope originated at APO SZ8, on 15th August 1917 and arrived in Alexandria on the 17th. APO SZ8 was located, at least until 8th June 1917, at Shallal Junction, halfway along the branch line being constructed from Rafa to Beersheba, according to the 'History of the British Army Postal Service', by E.B. Proud, (Vol II, page 172). There are two TPO backstamps, both of the 15th (LAK and PAL) with no obvious indication as to which was used earlier. Let us first apply Mr Firebrace's hypothesis. He suggested that LAK at this time meant Deir-el-Belah to Kantara; and PAL, Deir-el-Belah to Kantara also. This cannot possibly be correct, I believe. Is it not more likely that this cover was put on the "Palestine railhead to El Arish" (PAL) TPO at Rafa; and then at El Arish, transferred the same day to the southern section TPO, El Arish to Kantara (LAK TPO)?

I can illustrate a similar cover of Mr Sacher's which substantiates this hypothesis.

Fig. 6 PAL TPO : Palestine railhead to El Arish, 26.5.1917



Also from SZ8, but three months earlier, it has a PAL TPO of 26th May and a LAK TPO of 27 May, proving conclusively that these marks were used in this order and dispelling any doubt that the 'K' was Kantara, by having it received at Base Army Post Office, Alexandria, on the same day (27 May).

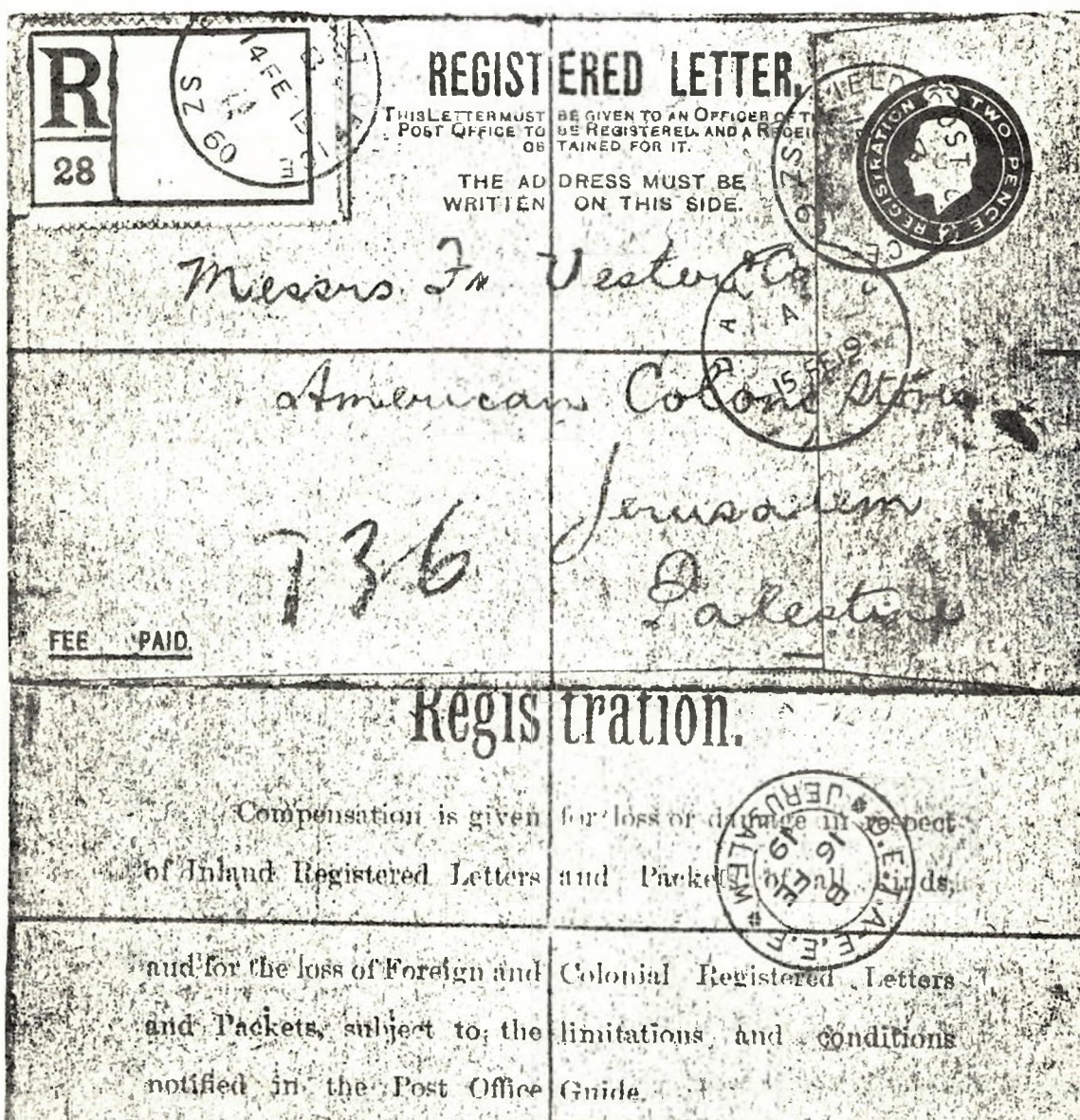
SUMMARY. All the 1917 PAL TPO covers fit the concept of a sorting carriage operating over the northern section of the coastal route, viz from the Palestine railhead (which was moving steadily up to Gaza) back to El Arish, where mails were transferred to the LAK TPO, (i.e. the southern section).

DAL/LAD TPO : recorded dates 12 AP 18 to 14 JY 20

The DAL/LAD marks seem to have caused a lot of problems for previous researchers. Indeed, each of the three specialist writers suggests a different solution. Mr. Firebrace states that 'L' looks right for LUDD and 'D' could be Deir el Belah or Deir Seneid. But both of these places are in the Gaza area, and all the evidence points to DAL being southbound and LAD, northbound, rather than the reverse. Let us then look at relevant transit marks on cover, disregarding all preconceived notions (except, perhaps, my own conviction that Kantara was invariably represented by 'K', and therefore was not a terminal for this route).

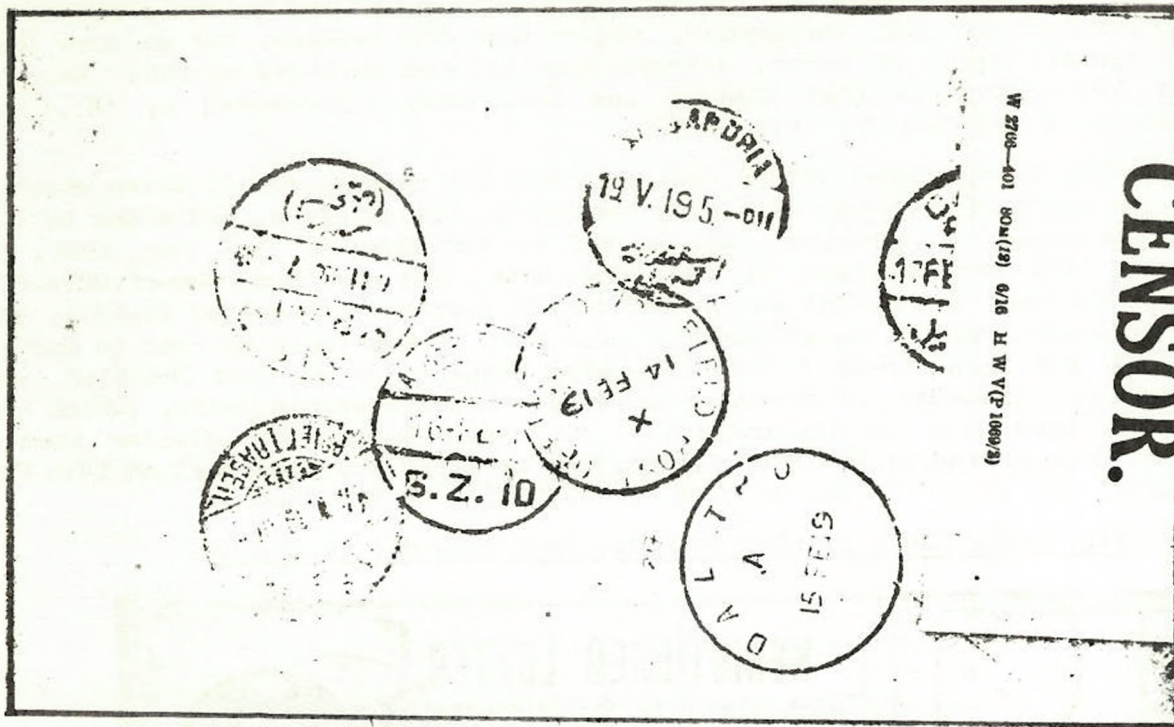
Mr E C Sterne has a registered letter (not suitable for reproduction), which enables us to 'fix' the northern terminal with some certainty. His envelope, addressed to the American Colony Store in Jerusalem, was posted at FPO SZ61 on 15th Feb. 1919. It received a DAL TPO strike (type v) the same date, and was backstamped OETA-EEF Jerusalem on 16th Feb. Since SZ61 was at Saffed, it must have travelled rapidly, and without any mis-sort. We can be reasonably sure that it was taken by road to Haifa, put into a TPO and transferred to the Jerusalem branch line at Ludd Junction: and quite certain that, whatever the southern terminal, this TPO served Haifa, (which was reached by the main line in January 1919). Mr Sacher has a very similar item a registered envelope posted at FPO SZ60 (identified by E.D.P. as Tiberias) on 14th Feb 1919, with a DAL TPO of 15 Feb and an OETA EEF JERUSALEM of the 16th.

Fig. 7 DAL TPO : (Haifa) to Ludd, (and beyond), 15.2.1919



If further proof is needed, Dr E Leibu has an attractive envelope posted at APO SZ61 (Saffed), on 14 February 1919, with a DAL TPO/A handstamp (type v) of 15 FE 19, and an APO SZ10 of the 16th. So DAL TPO ran south from Haifa, from February 1919.

Fig. 8 DAL TPO : (Haifa) to Ludd, (and beyond), 15.2.1919



For LAD, we have a similar proving cover, also in the collection of Mr M.M. Sacher.

Fig. 9 LAD TPO : Ludd to Haifa, 14.7.1920

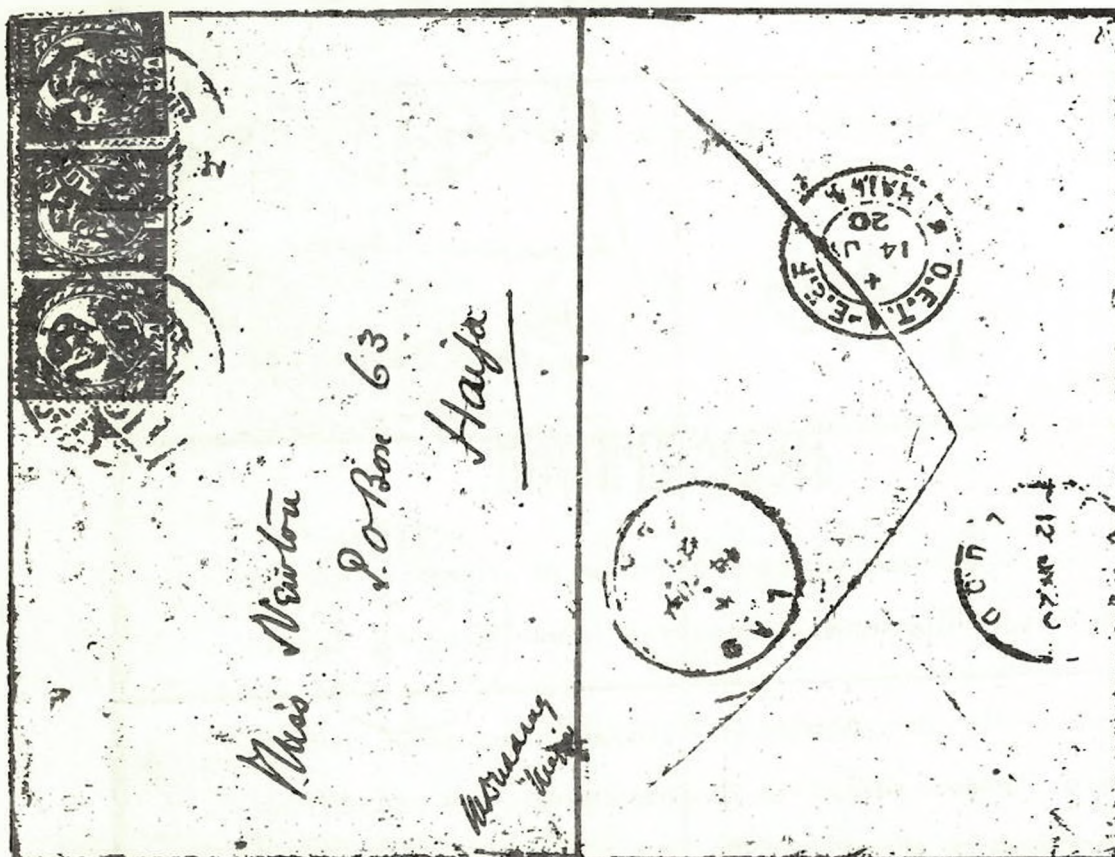
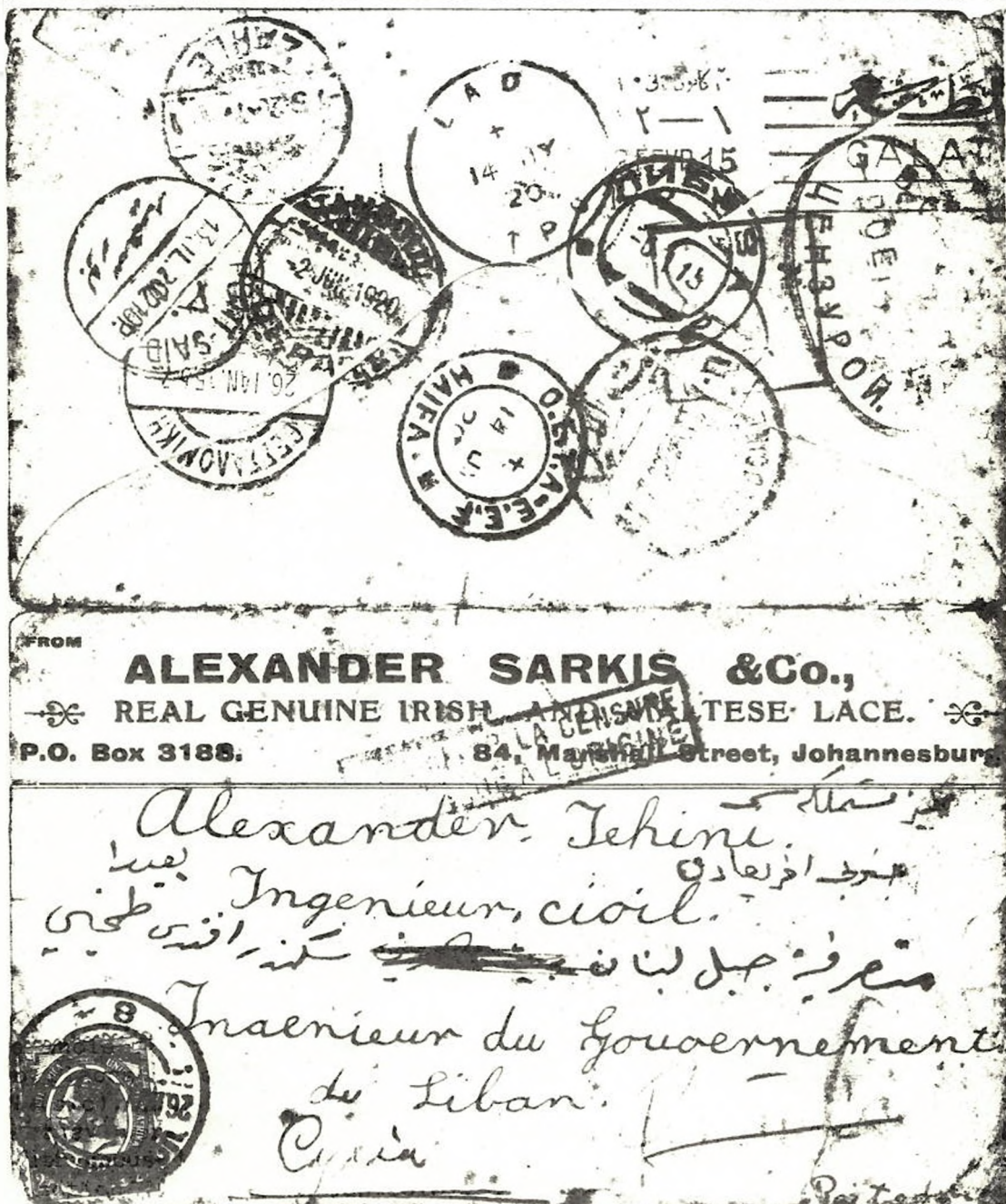


Fig. 9 was posted in Indian FPO 79 (Bir Salem) on 11 July 1920, and addressed to a lady in Haifa. The backstamps are OETA EEF LUDD on 12 July, LAD/TPO on 14 July and OETA EEF HAIFA, also on 14 July. There can be no serious doubt that the LAD TPO was struck in a railway sorting office between Ludd Junction and Haifa. This leaves two questions as to the northern terminal: why 'D'; and where was it used, from April 1918? Here I quote a relevant passage from the Official History, "The Advance of the EEF" (Survey of Egypt 1919 edition, opposite Plate 54):-

"On September 26th (1918), the area of lines of communication was extended northwards along the whole front: on November 1st, Haifa, Damascus and the railway line between these two places were taken over now, with a railway line from Kantara to Damascus" (sic)..... In short, the military saw Damascus as the northern terminus of the line they were building, long before they reached it; and 'D' for Damascus, however outrageous it may seem now, would fit the notion of a moving railhead north of Ludd Junction, (reached in Jan 1918).

One more cover is worth examining, if only to illustrate the need to interpret routings and dates with great care. Sent from South Africa on 26th November 1914 to Lebanon, it was delivered in Zahle in July 1920. Mr Firebrace, the owner, attributed the LAD TPO to the Ludd to Kantara route.

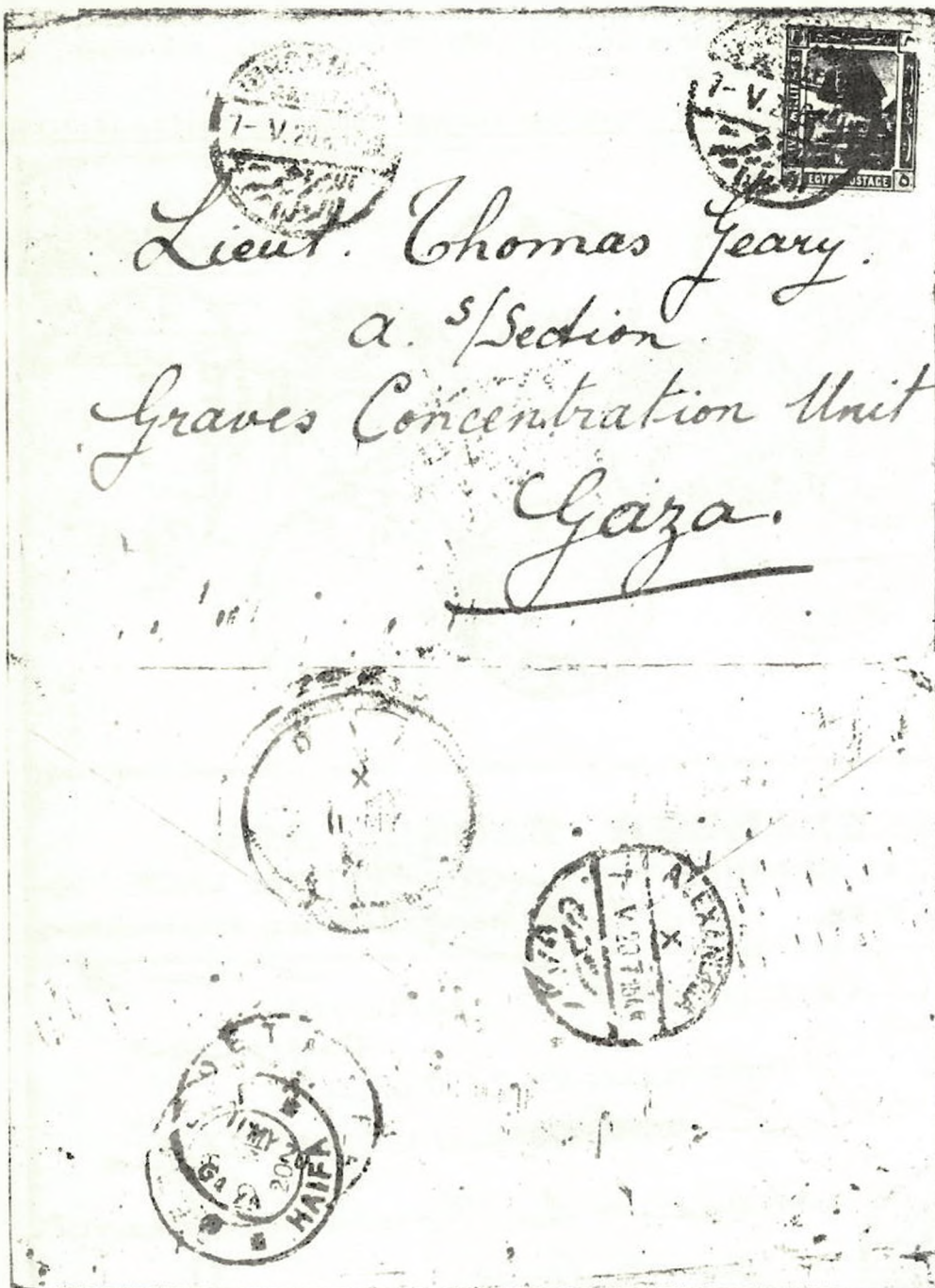
Fig. 10 LAD TPO : Ludd (or a terminal further south) to Haifa, 14.7.1920



Careful examination of the backstamps shows that Fig. 10 reached Thessaloniki in Greece (via Russia¹¹¹) on 26th January 1915, and Galata in Turkey on 2nd February that year. The next postmark is of Stamboul (Depart), another office within Constantinople, on 2nd June 1920: i.e. it had lain there until after the end of the War. It then surfaced in Port Said on 13th July, and travelled by rail to its destination. The LAD TPO and the OETA EEF/HAIFA are both dated 14th July, so it is reasonable to assume that the TPO mark was applied on route, north to Haifa; there is no way that it could have been used on a southbound train.

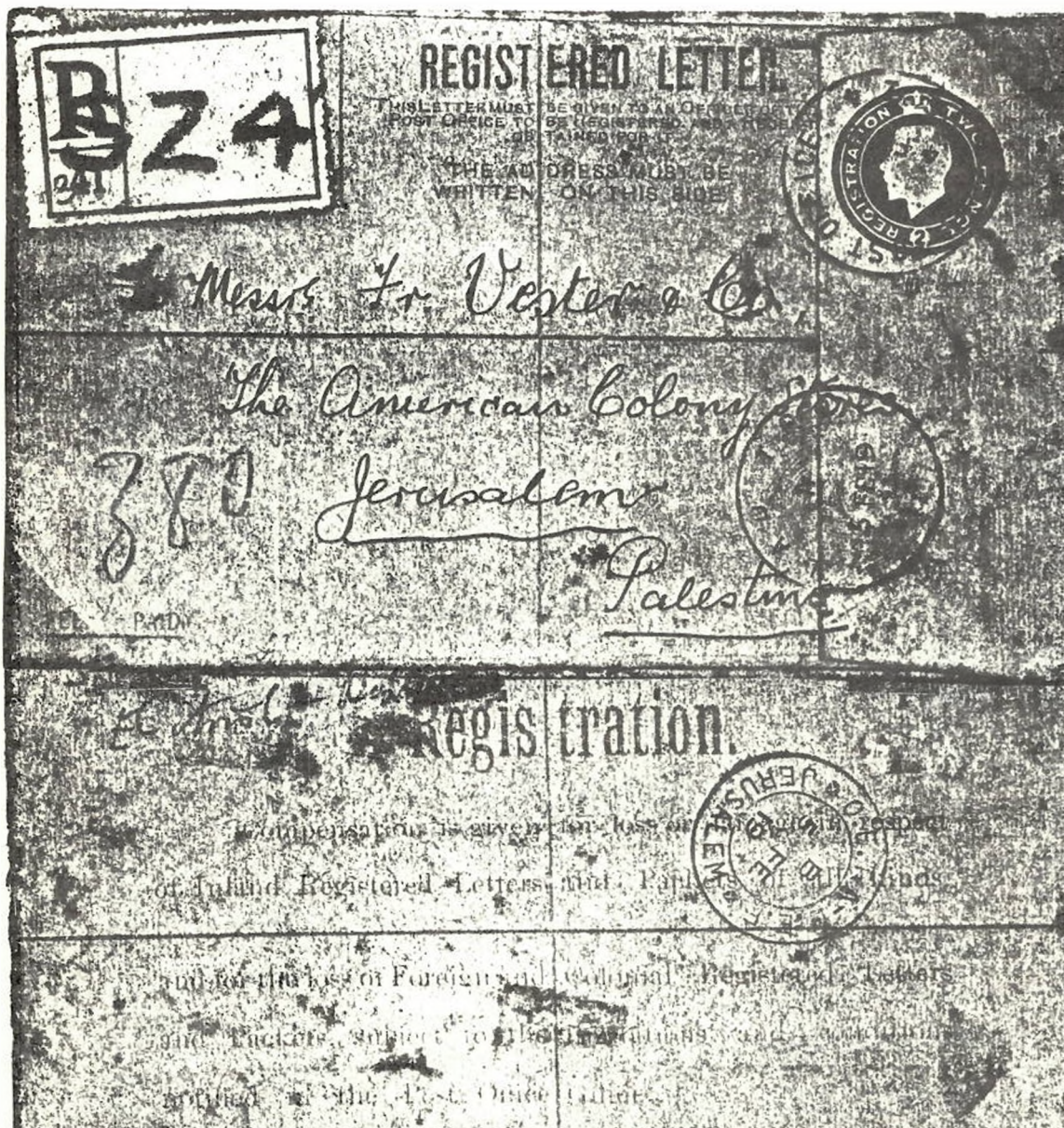
Any of the four covers we have described could have been handled in a TPO operating only between Haifa and Ludd, though the South African item almost certainly travelled in a TPO van over most of the length of the coastal route, and not just the northern third. Fortunately, Mr Firebrace has another cover (Fig. 11) which I think proves that the DAL TPO did operate south of Ludd, as well as north.

Fig. 11 DAL TPO : Haifa to El Arish, 11.5.1920



Posted in Ibrahimia in Egypt on 7th May 1920, Fig. 11 was addressed to Gaza but obviously overshoot its destination and arrived in Haifa on 10th May. It was then put into the DAL TPO (southbound), and arrived in Gaza the same day: both the DAL mark and the OETA EEF Gaza are clearly dated 11th May. It seems to me unlikely that a TPO operating only as far south as (say) Ludd Junction could have delivered a letter the same day in Gaza. There is no need to assume a TPO running all the way to Kantara, as Mr Sacher's monograph did; but the underlying principle seems to me to be logical. I would therefore suggest that "L = El Arish," where locomotives always stopped, and often changed crews. This theory accommodates every LAD or DAL TPO cover known to me, without assuming "wrong usage", e.g. of a northbound handstamp used on a southbound train, or vice versa, (which I think was unlikely to happen). What is more, it avoids having to assume that the same letter (L) stood for two different terminals (in immediate succession), on the same line: again, improbable. Two more examples in Mr Sacher's collection show this TPO south of Ludd.

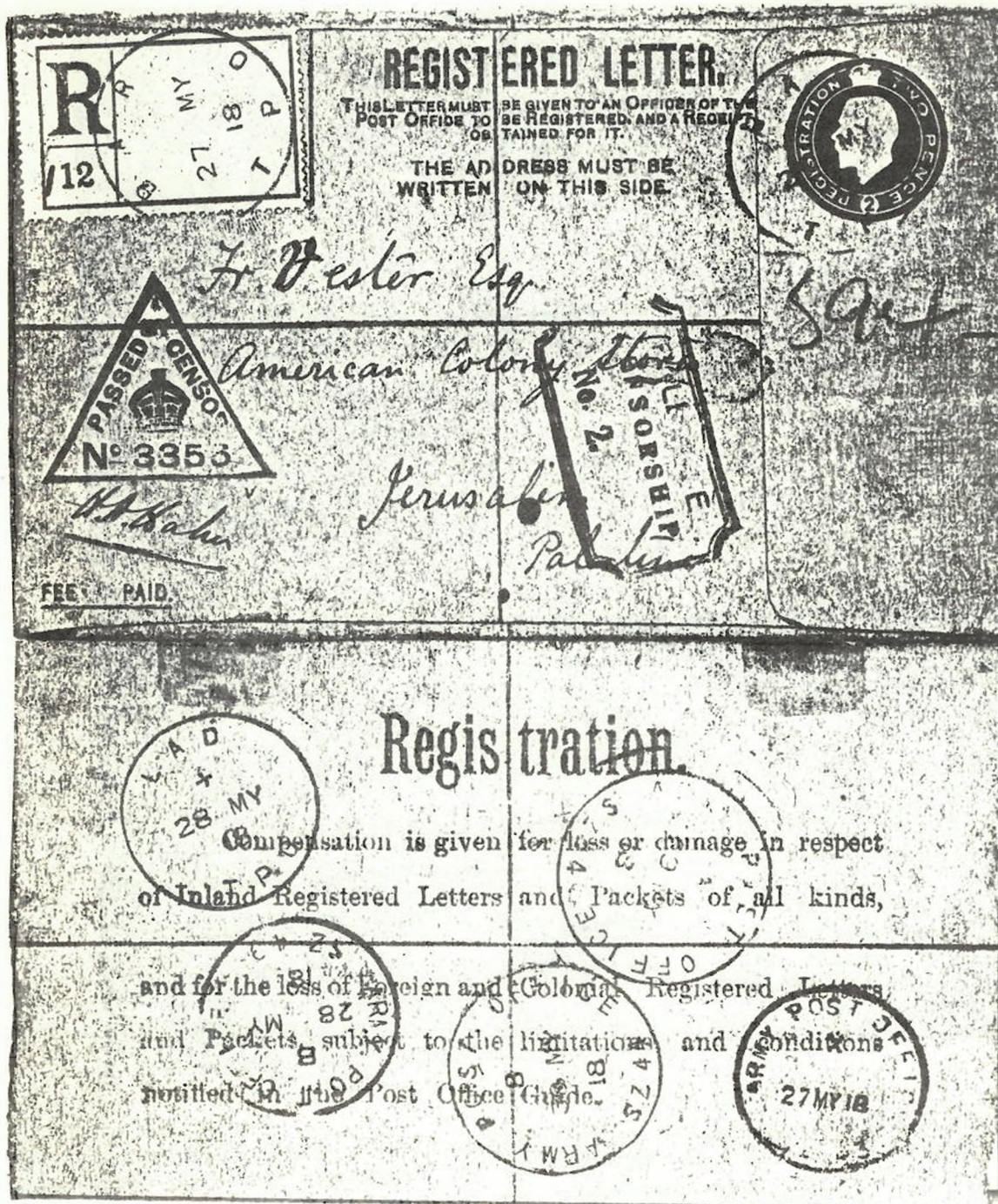
Fig. 12 LAD TPO : El Arish to Ludd Junction (en route to Haifa), 5.2.1919



APO SZ4, where this envelope was posted on 4th February 1919, was at Ismailia, on the Suez Canal. It travelled on the LAD TPO on the 5th February, and must have been offloaded the same day at Ludd Junction, as it was also received at OETA EEF/JERUSALEM on the 5th February. This argues strongly for a TPO operating from either Kantara or El Arish northwards to Ludd Junction.

The cover illustrated below as Fig. 13 was posted in the Beersheba-to-Rafa TPO on 27th May 1915, and addressed to Jerusalem. The backstamp of APO SZ43 (El Arish, according to EBP^{iv}) is of the same date. The following day, 28th May, it was sorted in the LAD TPO, prior to the arrival at what appears to be APO SZ49 (identified by EBP as Mulebbis, 10 miles N.E. of Jaffa), also on 28th May. This means that LAD TPO was almost certainly running northbound, from El Arish; but why Mulebbis? This was virtually a front line position (see the "Official History", Plate 38). Surely it should have been transferred to the Jerusalem branch of the narrow gauge railway (opened in January), at Junction Station, south of Ramle. There seems no doubt, however, that Fig. 13 (to recapitulate): FIRST travelled westwards to El Arish: THEN northwards, the next day, in the main line TPO, from El Arish to Deir-Seneid; whence it would have travelled the narrow gauge line to Ludd or beyond; and finally by road (from Mulebbis, perhaps), to Jerusalem, taking two more days.

Fig.13 LAD TPO : used from El Arish^{iv} to Deir Seneid (en route n'wards) 27.5.1918



SUMMARY. From its inception in April 1918, (or possibly a few weeks earlier), the LAD/DAL TPO was conceived as a long distance sorting carriage, to run from El Arish to (ultimately) Damascus: hence the initial codes. The railhead became Haifa from (probably) the end of January 1919.

To recapitulate the attributions of route made in this Paper so far:-

- KAR TPO Kantara to Palestine Railhead (RAK - vice versa), which was near El Arish in Jan 1917. Continued till April 1917.
- KAL TPO Kantara to El Arish (only), from late April 1917, replacing KAR TPO (LAK - vice versa). Continued till November 1917.
- LAP TPO El Arish northwards to Palestine Railhead, from May 1917, being the northern section of the old KAR, once the railhead was well beyond El Arish (PAL - vice versa). Continued till November 1917.
- LAD TPO El Arish northwards to Deir Seneid from April 1918. By February 1919, the northern terminal was Haifa (DAL - vice versa). Continued till July 1920 or later.

This proposal is essentially a simple one, showing a logical progression in the TPO system as the EEF pushed northwards. It accommodates every cover with these markings seen by or notified to the author.

STOP PRESS

Dr. S. Ladany of Israel has drawn my attention to a Hebrew book, "Railways in the land of Israel", by Ilan Palkov, published in Haifa in 1982, which states that, after the railway reached Ludd, (January 1918), northbound and southbound trains operated over different tracks. Translation is by Dr. Ladany, (who is publishing a paper on the TPOs of the Negev.)

"To maximise the efficiency of the railway network, supplies from Egypt travelled northwards from Rafa to Ludd on the new Western tracks; while the southbound trains, (mostly empty), returned via Junction Station, Abu Irgeig and Shallal Junction to Rafa, and from there on the double-track to Kantara". (Presumably only after July 1918, when the old Turkish line between Junction Station and Abu Irgeig had been converted to standard gauge).

NOTES

- i) General Allenby became C. in C. when he arrived from England on 28th June 1917. Prior to that, General Murray had been in command since the EEF was established in March 1916.
- ii) Alistair Kennedy has covers showing that APO SZ8 was at Rafa between late June and 12th December 1917, and not Shellal Junction.
- iii) Perhaps the 'Liban' (Lebanon) in the address was read as 'Libau' (then in Russian Courland, subsequently Latvia)?
- iv) Alistair Kennedy suggests that SZ 43 was more likely to have been at Rafa than El Arish. The cover (Fig. 13) would have been unloaded from BAR TPO at Rafa in any case. He also doubts Malebbis, preferring Ludd for APO SZ49. He suggests that, at Rafa (APO SZ43) it was transferred to the northbound mainline TPO (LAD), offloaded at Ludd (SZ49), carried towards Jerusalem on the standard gauge line and then the narrow gauge.

ED. NOTE: Figs. 4 and 9 have been reduced to 85% approx. of normal size.

E. E. F. STAMP USED AT QAR'OUN 1919

Our member Stanley Jackson has shown the editor a cover with a 1 Piastre S.G. 10, used at QAR'OUN, SYRIA. The stamp is cancelled by a previously unrecorded octagonal postmark of Qar'oun. The cover is shown by courtesy of Stanley Gibbons Ltd.

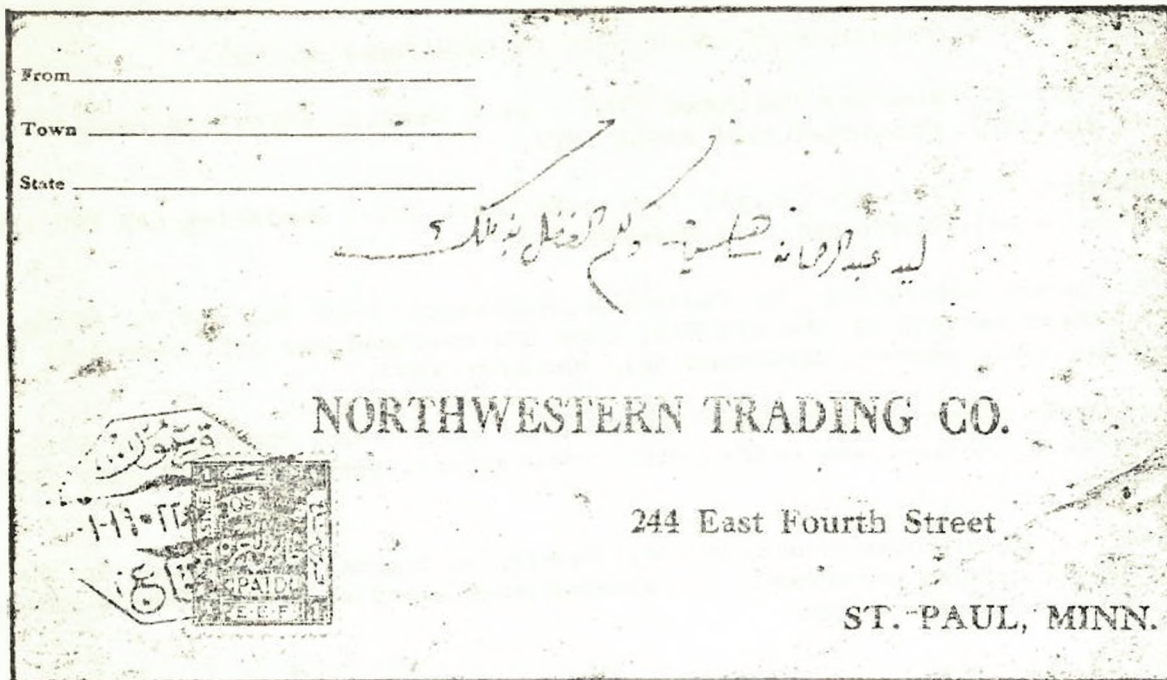


Fig. 1

AUCTION RESULTS

NEGEV HOLYLAND STAMPS LTD.

Resume of selected interesting results of the Holy Land Mail Auction, held on 31st October 1985. Prices realised do not include Buyer's Commission which is charged at 10%.

U.S. \$

- 145 British published "National Series" anti-Semitic postcards.
- 425 Austrian Petah Tikvah Local stamp marginal block of 4 with marginal markings.
- 915 Jerusalem Turkish Registered cover Steichele postmark 28/16 with "R" in box, slightly stained.
- 1040 MEDJDIL Negative Seal on Turkish stamp on piece.
- 450 Palestine 1st Jerusalem Overprint 20Pi value type 23, used.
- 975 Palestine 2nd London Overprint the 9Pi value has "STAMP 25mm HIGH", mint but couple of short perfs and centred to left, catalogue \$2,000.
- 175 Palestine postmark SURAFEND D type D.1, 2 postmarks on 1922 postcard to England.
- 645 1948 Jerusalem Locals Jerusalem Siege proof or Control Sheetlet of 5m, 10m and 50m values in green on ungummed Art paper.

A REQUEST FOR INFORMATION

by NORMAN GLADSTONE

Palestine stamp collectors are fully aware of the number of postage stamps printed in the "Lithographed Blues" issues. They are also now familiar, through the information supplied by our Editor, of the number of postage stamps issued for the London No. I and No. II printings from 1922 till the Picture stamps were issued in 1927. These quantities are listed in BAPIP Bulletins numbers 97 and 98.

But one mystery remains: How many postage stamps were printed and issued for the Typographed stamps of Palestine?

We can read in catalogues articles and monographs that the first typographed stamps were issued in 11 denominations and ordered from the Stamping Department, Board of Inland Revenue, Somerset House, London. Letters written to this department and the Crown Agents together with searches by myself at the Public Records Office in Kew, and at the Post Office Records Office, have brought negative results. How many different shades were issued? How many stamps were printed for the 15 x 14 and 14 x 14 perforations? How many of these stamps were overprinted for Palestine as opposed to Transjordan? To add further to this mystery... How many sheets of these typographed stamps were overprinted for the following: Jerusalem 1; Jerusalem 11, the Narrow setting; and Jerusalem 111 overprints? Once again we find a complete blank and NO records at all. I have written to the Greek Orthodox Convent Press in Jerusalem where the overprints were first undertaken, but I did not even get any replies to my letters.

Can any Palestine collector or philatelist solve this mystery of the quantities of the typographed stamps of Palestine that were issued between those dates of 16th July 1918 to August 1921? The records of correspondence printed in BAPIP Bulletin 61 of April 1969, prove that there are a number of documents missing between the dates of 10th February 1918 and the letter dated 23rd October 1920. This last letter -10472/P- in all probability refers to the 1st Jerusalem overprint stamps which were issued on 1st September 1920, as the un-overprinted typographed stamps were used until 31st August 1920 when they were withdrawn from use. On 1st July 1920 the Civil Administration took over and the same stamps were overprinted and issued on 1st September 1920.

I have searched through the archives, all the literature referring to these typographed stamps of Palestine, and also the late Major Darlow's album pages; still there is no trace of the quantities issued. These E.E.F. typographed stamps were issued in 11 denominations in both the 15 x 14 and 14 x 14 perforations as one can see by the stamps issued for Palestine and Transjordan, in the major catalogues.

Further information to solve this mystery would be greatly appreciated by the writer of this article.

LAST POST

Dr. Jean Kohn

Dr Kohn, who passed away in Villevert, Limours, France, on October 4, 1985 was an ardent stamp collector of Judaica and an untiring enquirer into the background of postal history and Jewish connections reflected on postage stamps.

As the founder and chief spirit of the Amicale Philatelique France-Israel, he published a large series of articles among which his studies of the private postal services in Morocco stand out as most valuable examples of the kind of work in philately which enriches the knowledge of all of us.

ARAB PROPOGANDA LABELS

by B. A. REMINGTON

The article by Maxwell Seshold in Bulletin 109 on "Arab Propaganda Labels" has prompted me to look through my material and to submit two items that may interest our members.

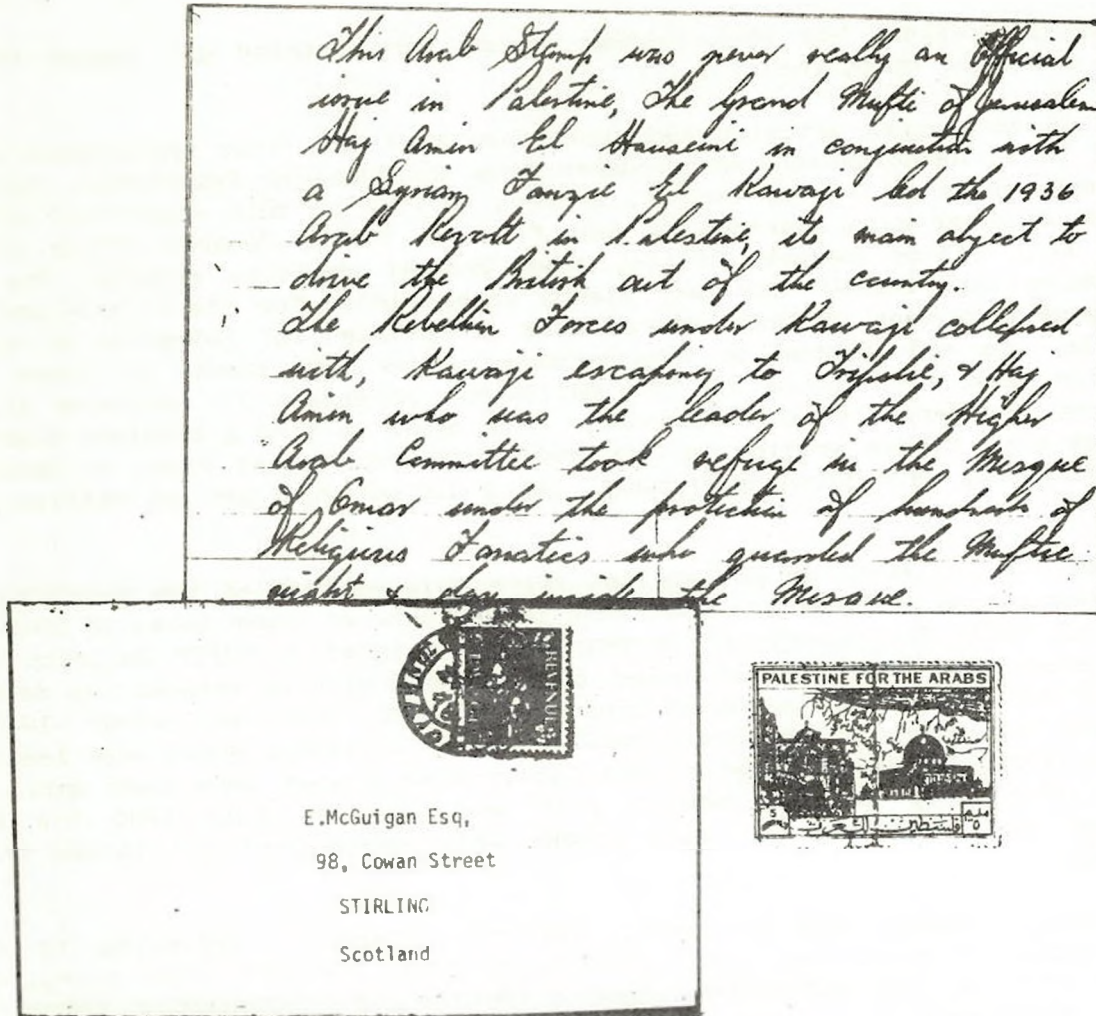


Fig. 1 1936 Arab Propaganda Stamp

This stamp was found with an accompanying letter in an envelope posted at the town of Tunbridge Wells 25th February 1948. The letter is as follows. "This Arab stamp was never really an official issue in Palestine, the Grand Mufti of Jerusalem Haj Amin El Husseini in conjunction with a Syrian, Fawzi El Kawaji led the 1936 Arab revolt in Palestine, its main object to drive the British out of the country. The rebellion forces under Kawaji collapsed with Kawaji escaping to Tripoli and, Haj Amin, who was the leader of the Higher Arab Committee took refuge in the Mosque of Omar under the protection of hundreds of religious fanatics who guarded the Mufti night and day inside the Mosque. The Mufti finally escaped disguised as an Arab woman to Baghdad, the Scots Guards, who had the Mosque surrounded entered and found the issue of stamps and coins ready for circulation when the Arabs had taken over Palestine. This is one of those stamps which you now have in your possession, which I have presented to you with my compliments".

Alex Robertson.



Fig. 2 1948 Arab Propaganda Stamp

Registered cover posted from Er Ramle 3rd March 1948. The cover is addressed to Azam Pasha, Secretary-General of the Arab League, at Khan Younes. It was posted two months before the Arab-Jewish War and the Israeli "Declaration of Independence" of 16th May 1948. The propaganda stamp is sandwiched between two Mandate stamps so that the postmark overlaps it.

LAST POST

F. W. Benians

Jim Benians died very suddenly at the beginning of August. He was a Hampshire man and retained his love for his native county in his fine collection of North Hampshire Postal History. His other main collecting interest was Egypt, overflowing into Palestine especially the study of military markings: favourite among these were those of hospitals on which subject he had carried out much original research which it is hoped to publish in due course.

He had also been working on the Proprietary and Hotel postmarks of Egypt on which he was the acknowledged authority and he is the joint author of a work which he had hoped to see published this autumn.

Jim was a fine postal history colleague and dedicated researcher who at times contrived to hide his deep knowledge behind a somewhat diffident manner. He will be much missed by those who knew him in B.A.P.I.P. and in the other specialist societies which he worked hard to support.

The sympathy of his many friends is extended to his widow and to his two married daughters.

J.A.F.

AIR ACCIDENT MAIL TO AND FROM PALESTINE AND ISRAEL

by FRED F. BLAU

Part VII

SWISSAIR CONVAIR "CORONADO" HB - ICD 1970

On the 22nd of February 1970, the Swissair CORONADO HB-ICD took off from ZURICH airport enroute for LYDDA. 15 minutes after take-off the pilot reported a mid-air explosion at the back of the plane, just before it crashed. It came down in woods near the nuclear reactor in the village of Wurenlingen in Canton Aargau, 20 miles north west of ZURICH. An Arab terrorist group in AMMAN immediately claimed to have blown up the plane. All 47 passengers and crew were killed and amongst these were 13 Israelis. No piece of the plane larger than one metre was found and no whole bodies of the occupants. Of the mail only 24½ pounds (approx 400 pieces) was recovered and illustrated in Fig. 53 is a piece of mail from this crash. It has a cachet reading 'Correspondance provenant/du "Coronado" tombe a/Wurenlingen./Office postal Zurich 58'. A CORONADO similar to the one that crashed is illustrated in Fig. 52.

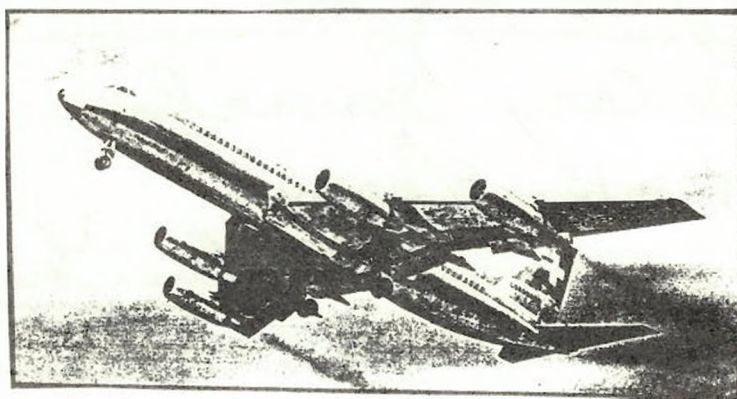


Fig. 52

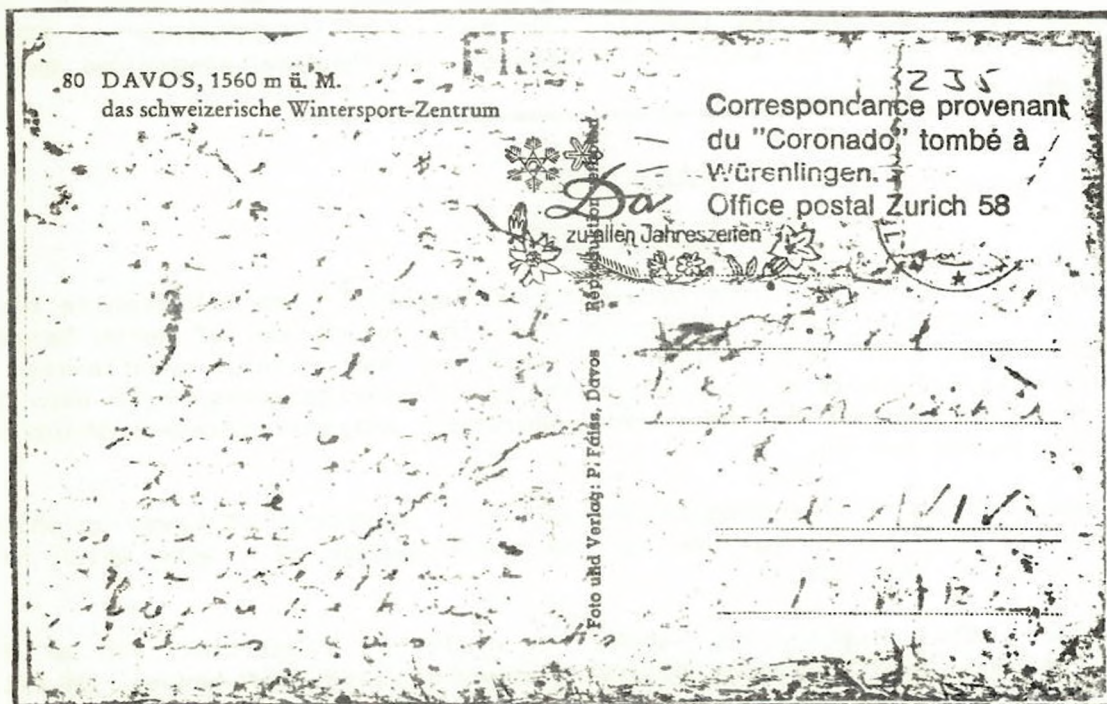


Fig. 53

AIR CANADA SUPER DC - 8 TORONTO 1970

The Air Canada Super DC - 8, Flight 621, left Montreal international airport at 7-15 am Sunday 5th July 1970. Fifty five minutes later during touch-down at TORONTO international airport, No. 4 engine on the outer right wing separated from the aircraft and was followed by a ball of flame. Power was applied and the aircraft commenced an overshoot procedure and had climbed to approximately 1500 feet when No. 3 engine on the inner portion of the right wing and the right wing tip was observed to separate from the aircraft. The aircraft then went into a steep spiral and hit the ground. Captain Hamilton the pilot and 107 passengers and crew were killed. Of the 1100 pounds of mail on board, 600 pounds were recovered. Mail from this crash received a cachet reading 'SALVAGED FROM/AIR CRASH JULY 5'. The only example of mail from Israel recovered from this crash is illustrated in Fig. 55. A Super DC-8 similar to the crashed plane is illustrated as Fig. 54.



Fig. 54

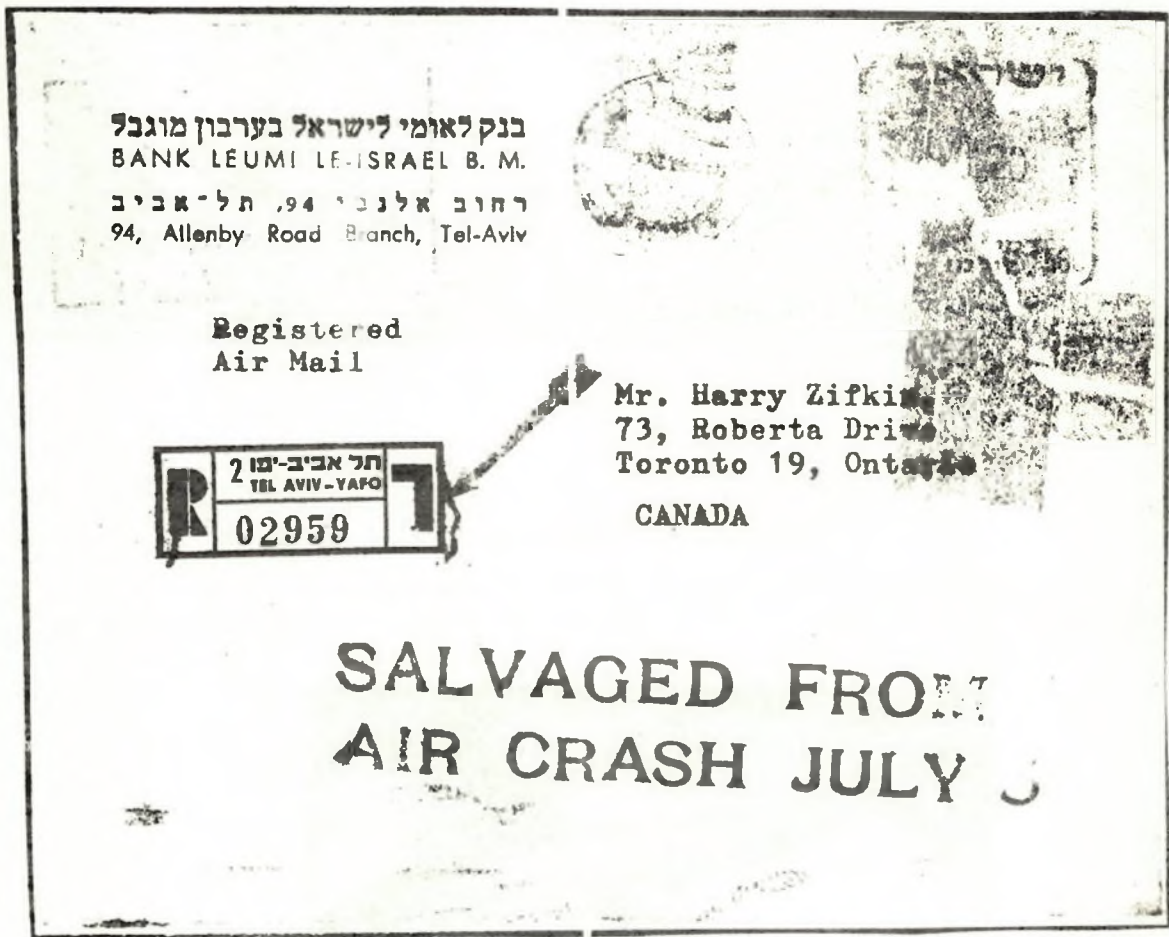


Fig. 55

BOEING 707 "D-ABOT" NEW DEHLI 1973

The Lufthansa Boeing 707 (similar to that illustrated as Fig. 50 in Bulletin 111, page 74), enroute TOKYO to FRANKFURT, crashed at NEW DEHLI airport on 20th December 1973. All 98 passengers and 11 crew managed to deplane in less than 90 seconds via emergency chutes. There were no fatalities and only 10 passengers, plus the pilot were slightly injured, even though the aircraft was completely burnt out. Of the 12 bags of mail carried, seven were saved. Illustrated in Fig. 56 is a piece of mail from this crash. The mail from this crash received a cachet reading "SALVAGED MAIL OF LH - 645 DATED 19-12-73/CRASHED AT DELHI AIRPORT ON 20-12-73".

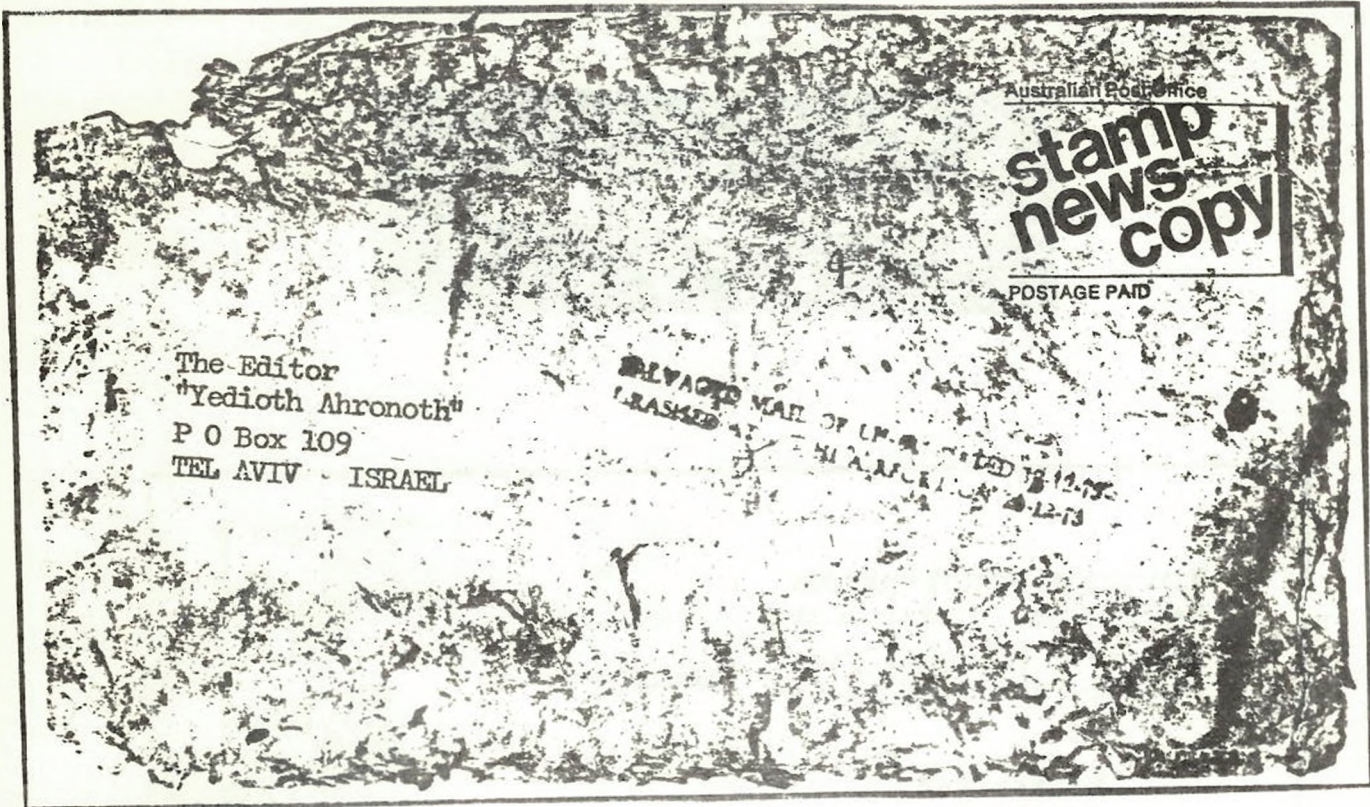


Fig. 56

Correction to Part V

In Bulletin 111, page 18, the wrong type of aircraft was illustrated in Fig. 41, this was not a CONSTELLATION, though it is in the El Al strip. Illustrated below as Fig. 57, is the correct type of aircraft, a Lockheed Constellation.

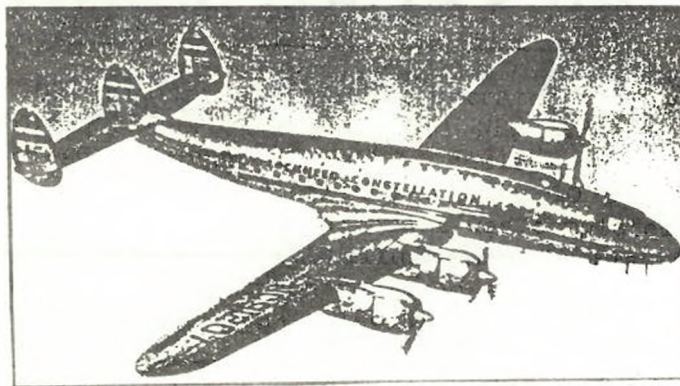


Fig. 57

Acknowledgements

The author wishes to thank Mr. Norman J. Collins for the proof reading, editing and numerous suggestions for the final preparation of these articles.

My thanks are also due to:

Richard Beith, of Cheshire, England, for his help in obtaining illustrations of some of the aircraft.

Francis J. Field and Son, Sutton Coldfield for information on Imperial Airways.

The late Frank Mueller, Royan, France.

Dick Mallot of Nepean, Canada, for the extra information he supplied on the Air Canada crash of 1970.

References

A History of Wreck covers by A E Hopkins, (third edition) published by Robson Lowe Ltd.

Jane's Encyclopaedia of Aviation, Jane's Publishing Co Ltd 1980.

B. A. P. I. P. PUBLICATIONS FOR SALE

The following back numbers of our Bulletins are available from stock:- 42, 56, 63, 65, 66, 70 to 105, 107 to 112. Also Cumulative Index Nos. 1 to 100.

Old style monographs:

Palestine the First Local Overprints by Dorfman & Posner.

Control Blocks of the Doar Ivri by Maj. S. Denfield.

Taxi Post by Hartwig Danesch.

Price of the above, to members £2.00 or \$4.00 each, post free. Non members add 50p or \$1.00.

New A4 monographs:

Government "Certified Official" and P.O. cachets of the British Mandate of Palestine.

Postal Mechanisation in the Holy Land 1935 to 1981 by W Y Loebel

The Civilian Airgraph Service in Palestine 1941 to 1945 by H Danesch & J Fletcher.

Price to members £5.00 or \$10.00 each, post free. Non members £6.00 or \$12.00 each, post free.

Trade discounts available to bona fide traders.

Requests for any of the above should be made to:-

R Norgate 27 Thrigby Road, Chessington, Surrey, KT9 2AH England.

Members in need of bulletins not in stock may send a list of their requirements to the above address so that a register may be compiled. A trickle of earlier bulletins become available to the society from time to time.

U. N. MAIL TO HOLLAND

by BEN ESTOR

In the past two years I have become more and more interested in the different varieties of covers used by UNIFIL and the U.N. Many of the letters sent from the different units make this quite special.

Major Berest, in his articles, often mentions the different battalions, and the changing countries that participate in UNIFIL; the many different ways of mailing the letters by military, civilian or diplomatic bag, by the U.N. troops themselves or coming from the U.N. Staff Headquarters in Naqoura. This article offers some examples of letters sent by diplomatic pouch or other 'unusual ways'. It is not the intention of the writer to explain everything in fully philatelic terms, but the text under the illustrated covers should be sufficient to aid collectors in their endeavours. Major Berest's articles should be used as a basis of philatelic study. The article in BAPIP Bulletin No 110 mentions the abbreviated names of several forces and battalions such as UNMOGIL, UNTSO, and UNIFIL. Examples of these (and others) are shown in this article.

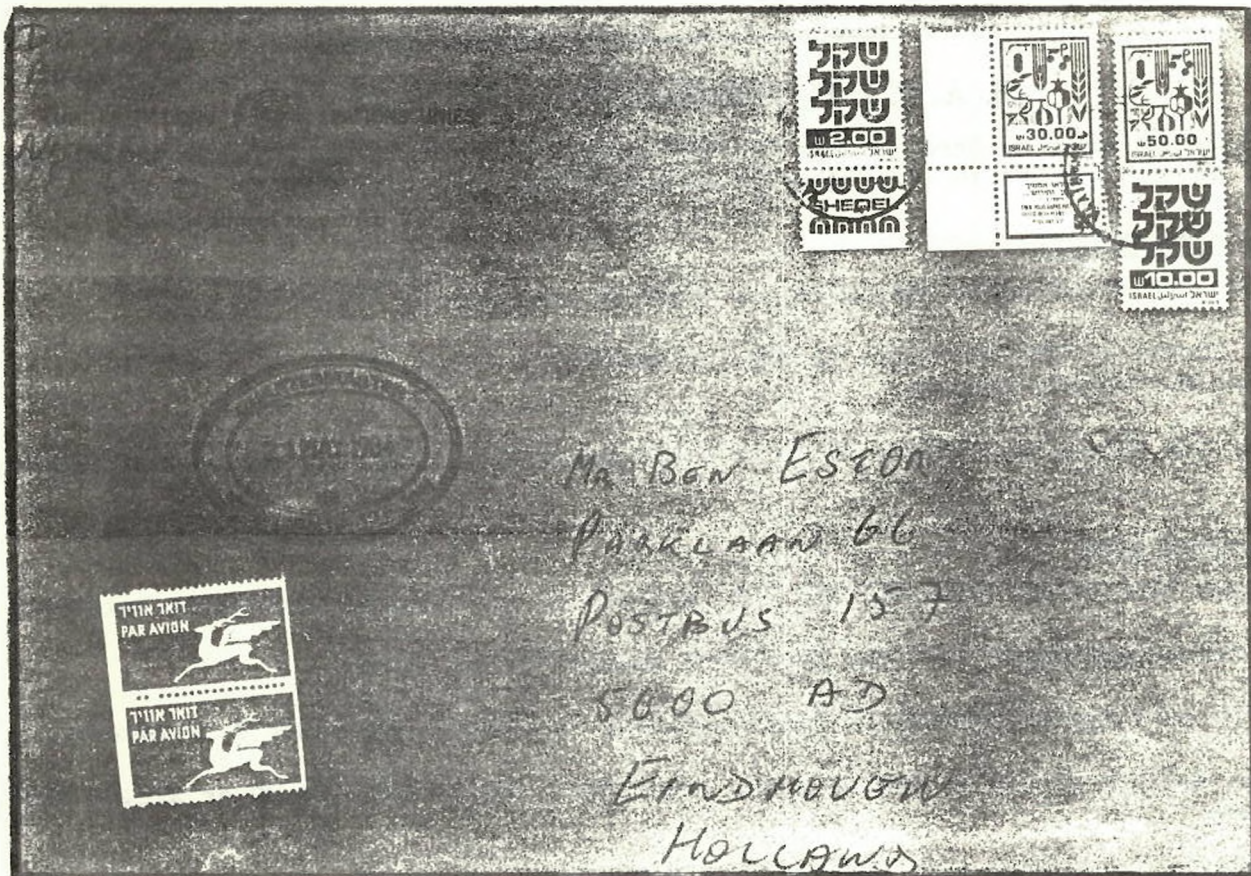


Fig. 1 Special (yellow) UNITED NATIONS cover from New York by diplomatic pouch to Naqoura, South Lebanon UN-headquarters. Receiving mark of the Irish infantry battalion. Via Nahariya by normal civilian airmail to Holland.



Fig. 2 UNIFIL-UNO-NORBATT airmail cover, sent by the Norwegian battalion, via their own central post office, by UNO airplane (pouch) to Oslo and then by normal civil post. Ebel Es Saqi is a small South Lebanon village where this 'batt' is encamped.



Fig. 3 Normal Cover from the Norwegian Maintenance Company with its camp in Tibnine. In the company coat of arms there is a scorpion, left upper corner. Sent by civilian mail (6-6-84) to the UNO headquarters in Naqoura.

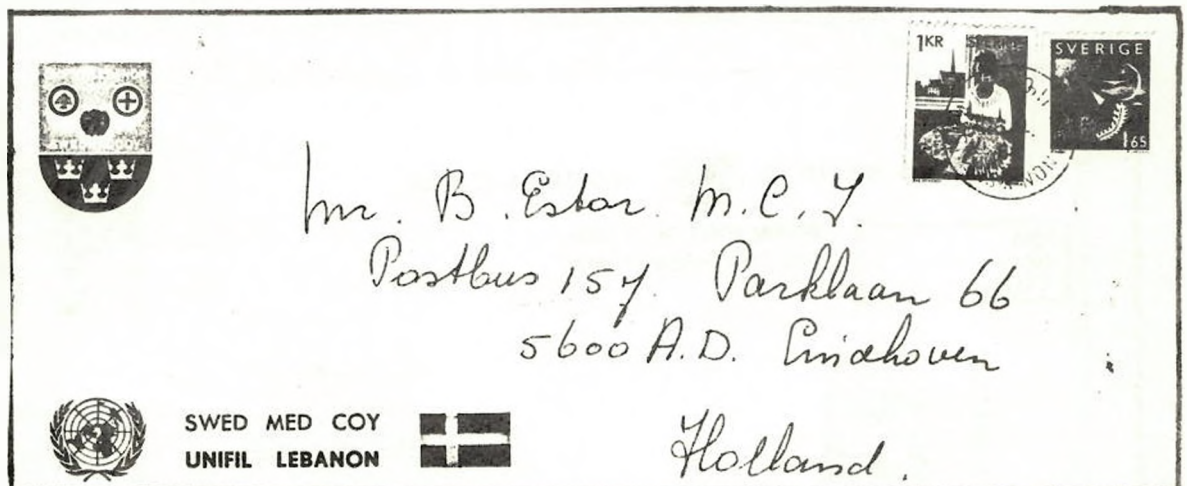


Fig. 4 Swedish Unifil-battalion cover. Their task is the medical care of the UN troops in Lebanon. Cover sent by UNO-airmail/pouch to Malmo. Further by civilian post.



Fig. 5 UN-Truce supervision organization cover, sent from Jerusalem by diplomatic pouch, by UN airplane to New York. United Nations stamps were added and it was sent directly by normal airmail to Holland from New York.

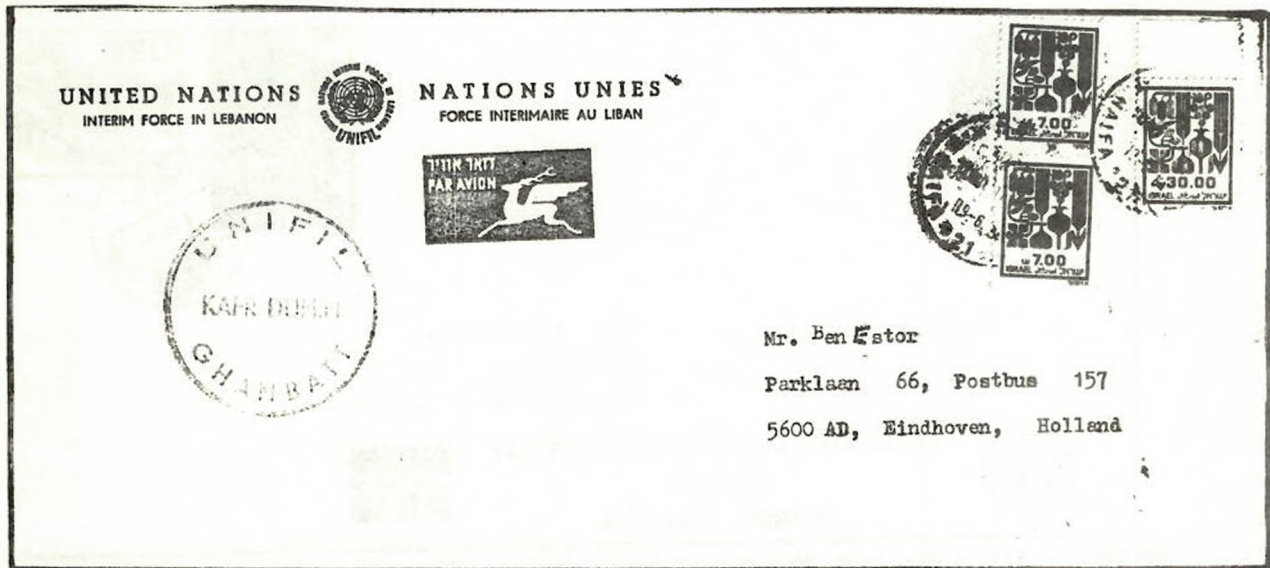


Fig. 6 Common UNIFIL cover with a different layout to Fig. 7. Used by GHANBATT (own mark)= Ghana battalion; sent by military pouch/courier via Naqoura to Haifa. In Haifa mailed by air, normal way, on 19-6-84 to Holland.

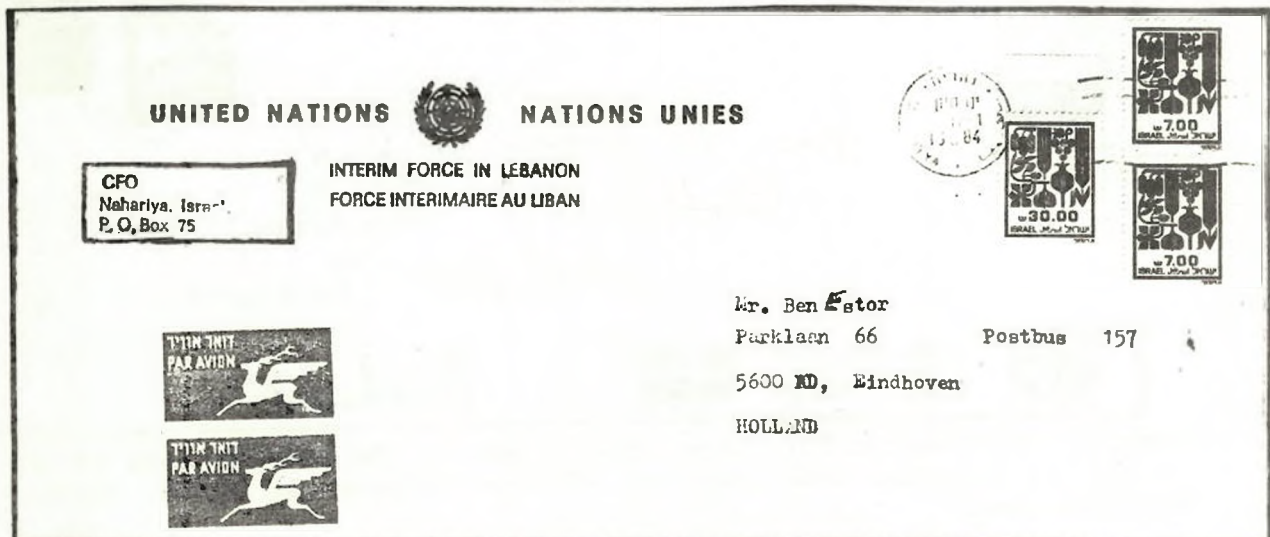


Fig. 7 Regular UNIFIL cover of earlier date than Fig. 6. Two printed lines under UN-vignette. From Naqoura to Nahariya, redirected by Chief Finance Officer to Holland by airmail P.O. box used by UN personel in Nahariya.

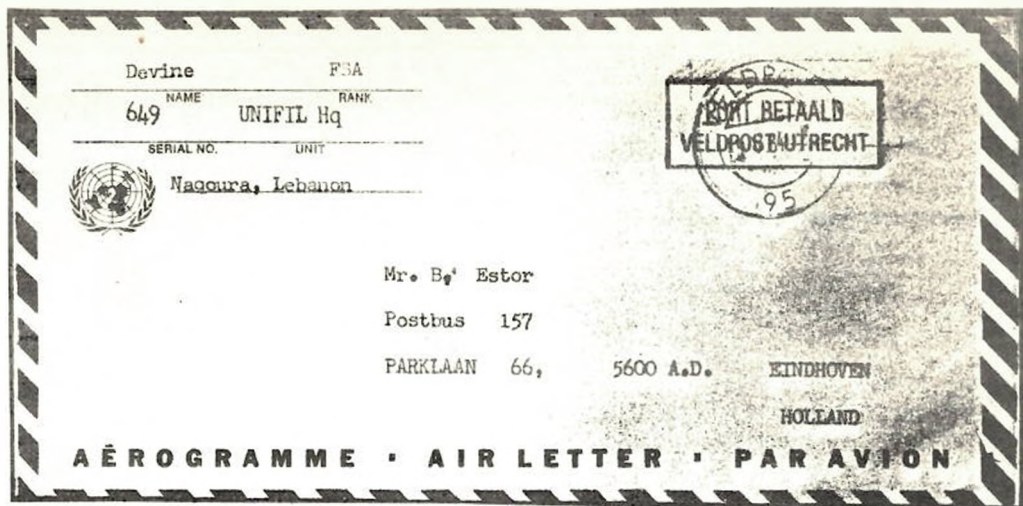


Fig. 8 UN airletter sent from Naqoura as an official letter directly to Utrecht Holland. From Dutch battalion, with the Dutch field postmark nr.95 in red ink. From Utrecht it was redirected as civilian post to Eindhoven.

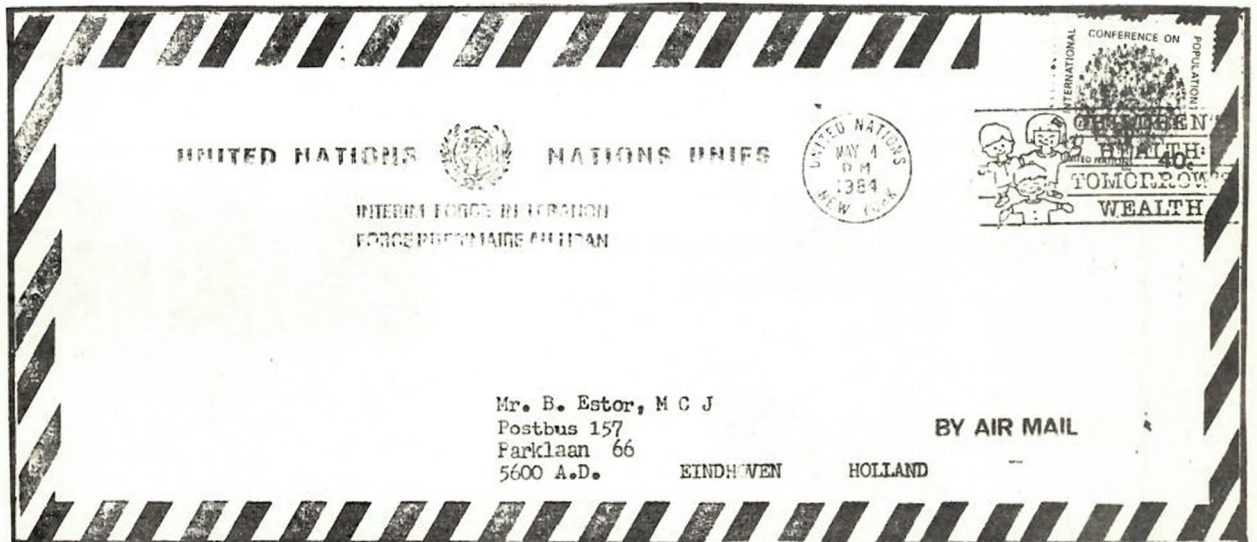


Fig. 9 Coloured red and blue UNIFIL airmail cover from Naqoura to New York by diplomatic pouch. There provided with UN stamp. By normal airmail to Holland. All capital letters are printed in light blue.

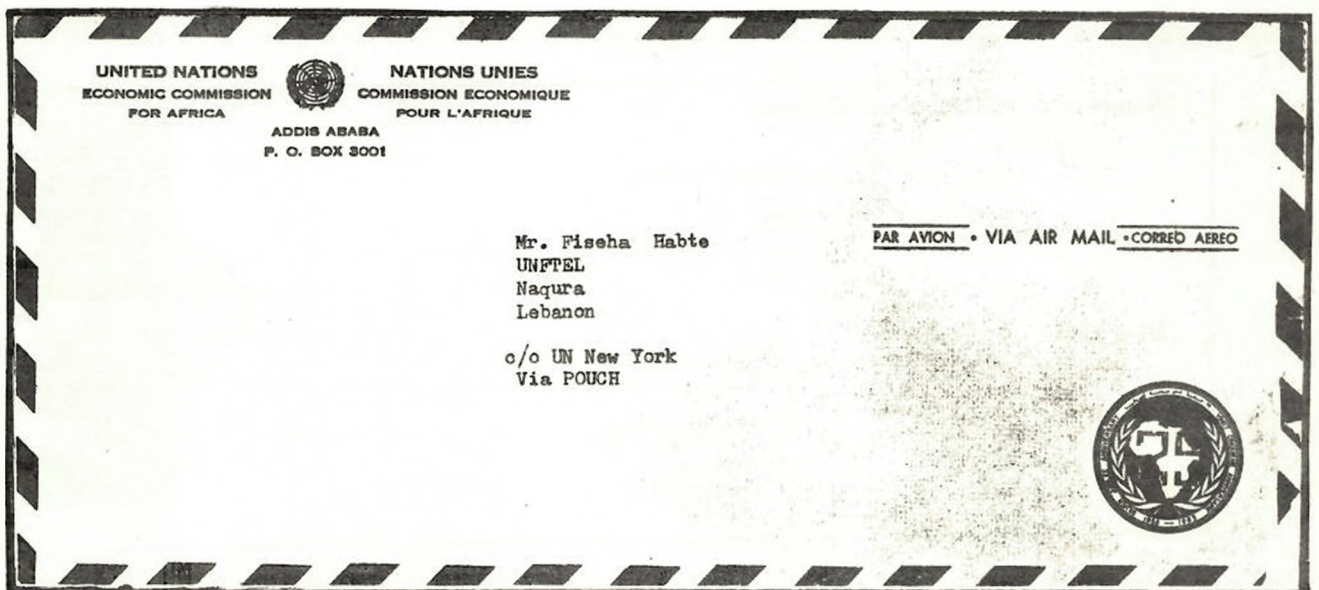


Fig. 10 Special airmail cover, red and dark blue coloured, but with text in black. From Addis Ababa, Ethiopia, to New York. From N.Y. to Naqoura all by diplomatic bag. (address: 'pouch') R.U.: vignette 25 y.UN.E.C.A.

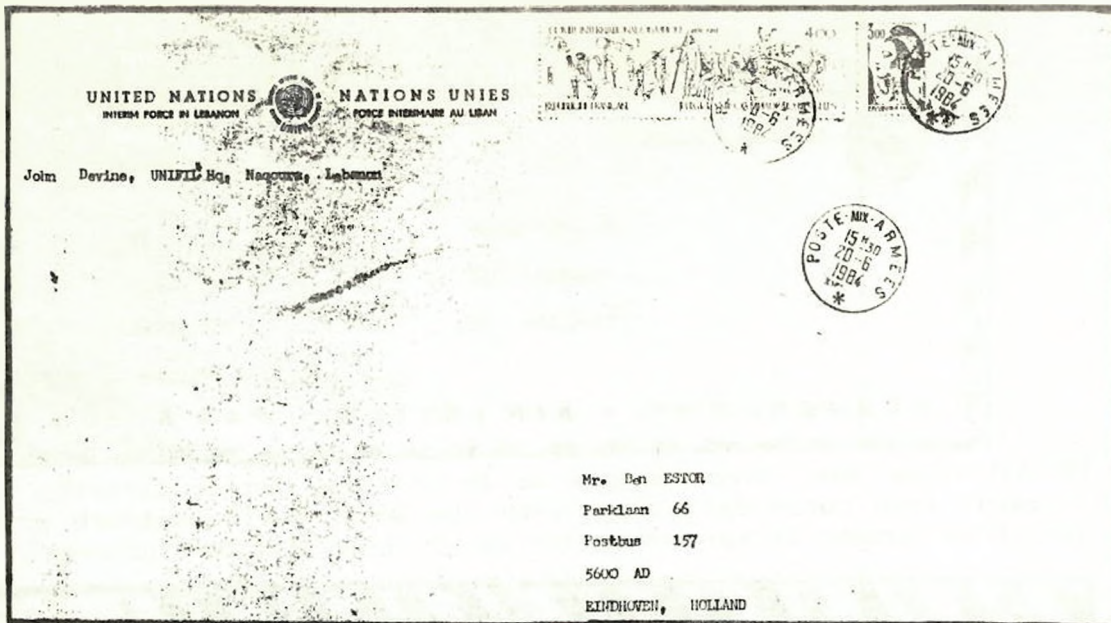


Fig. 11 From the French battalion in Lebanon, field post, via Naqoura and by diplomatic pouch to Paris. Normal way from France to Holland.

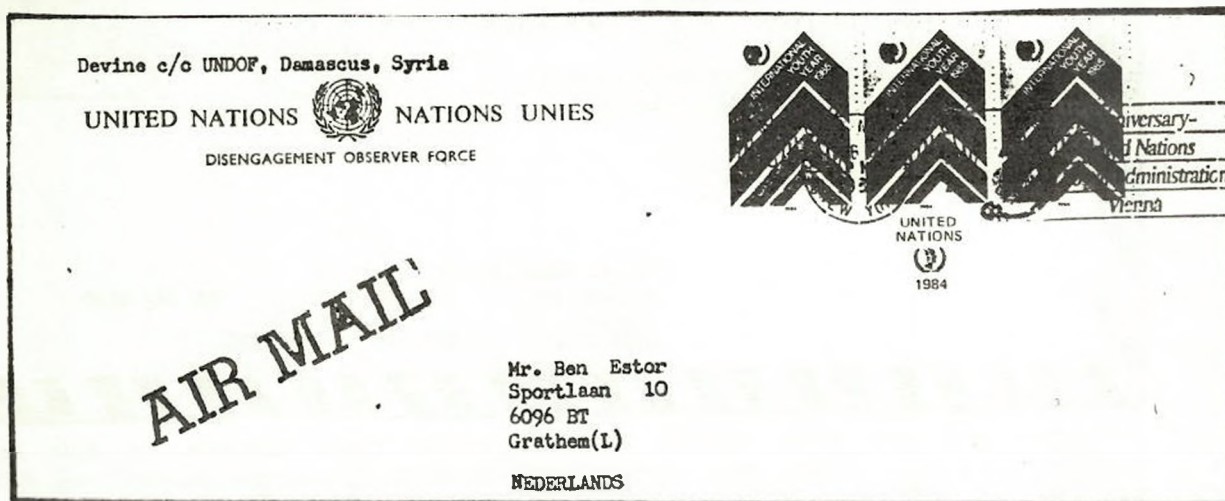


Fig. 12 UNDOF cover from Damascus to New York by UN Pouch. Posted in UN Post Office in New York with UN stamps.

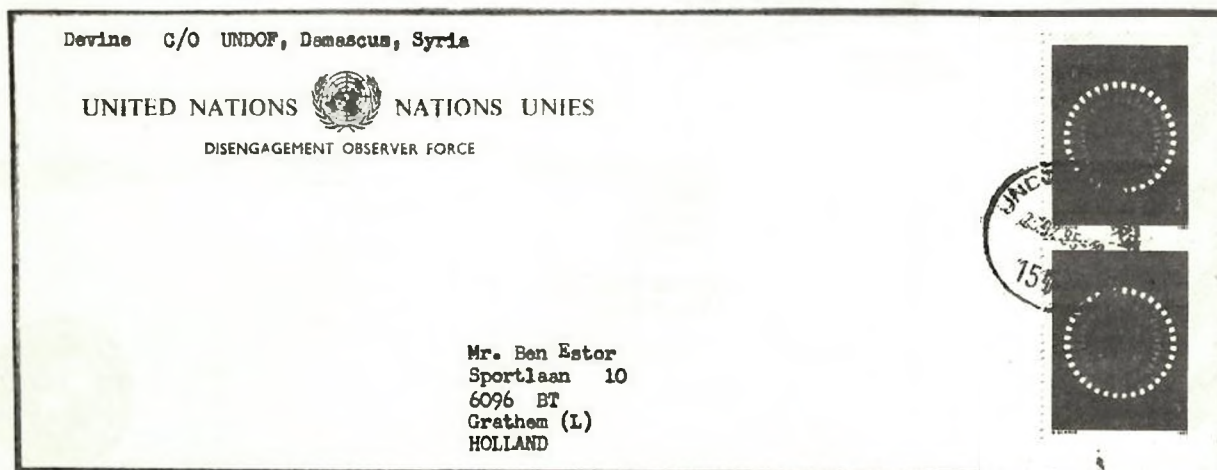


Fig. 13 The same type of envelope as Fig. 12. Posted at Austrian Post Office, UNDOF, Damascus. Then to Austria and by normal mail to Holland. Look at the UNDOF postmark dated 23-2-1985.

B. A. P. I. P. MEETINGS AND FUTURE PROGRAMME

Thursday 19th September 1985

This evening was devoted to a comprehensive display based on the Arab post offices in Palestine by our Hon. Treasurer John Shaw. It certainly became evident that our speaker had devoted a tremendous amount of research to his subject. He dealt with the early Jordanian postmarks and their changing types, the sub-divisions into districts, main and sub-post offices and the up-grading of the status of the various establishments. Mr Shaw explained the reasons for the existence of various sub-post offices in isolated districts where there appeared to be no need for such an office owing to the small amount of mail likely to be handled. We are grateful to Mr Shaw for clarifying many puzzling points of this aspect of Holy Land postal history which has hitherto received far less attention than it deserves.

Tuesday 22nd October 1985

"Travels in Palestine" was the title of the display by Ralph Norgate and indeed, we were treated to a veritable "Baedekker" tour of this area which commenced with the Ottoman Period and continued right through the Mandate including World War I. The routes covered were no doubt based on our speaker's knowledge acquired during his war service in Palestine and included "potted histories" of each stage in the proceedings: all in all, a fascinating history lesson delivered in Mr Norgate's inimitable style and illustrated by the material shown. Once more we saw an example of the amount of work that our speakers are prepared to devote when preparing a display and calculated to hold our interest from start to finish. A vote of thanks was proposed by Mr J Fletcher.

B.A.P.I.P. FUTURE PROGRAMME

All meetings are held at the Victory Services Club, 63/69 Seymour Street London W2. 6.30pm for 6.45pm.

<u>Tuesday 29th January 1986</u>	(Committee Room) Galilee to 1951 (E C Sterne)
<u>Tuesday 25th February 1986</u>	(Committee Room) (10 Sheets each member)
<u>Wednesday 26th March 1986</u>	(Allenby Room) Postal Auction. Lots to J W Swinnerton
<u>Tuesday 22nd April 1986</u>	(Committee Room) Annual General Meeting
<u>Tuesday 20th May 1986</u>	(Committee Room) Israel (S Samuels)

SUBSCRIPTIONS

Members whose subscriptions expired on the 31st December 1985 are requested to send their remittance to the Treasurer as soon as possible, as the next Bulletin will not be sent to any member in arrear. Full details can be found on the inside front cover. Your date of expiry is shown on the address label of the envelope containing this Bulletin.

MEMBERS' ACTIVITIES

RECENT AWARDS WON BY BAPIP MEMBERS ARE LISTED BELOW. WE APOLOGISE FOR OMISSIONS

B.P.E. 1985

Large Vermeil & Special Prize.	C Fischel	Ottoman Empire Cancellations of Turkish & Foreign P.Os in Palestine.
Large Vermeil	Z Alexander	Turkish Posts in the Holy Land.
Small Vermeil	Z Galibov	Palestine Mandate
Silver	B A Remington	Interrupted & Disaster Mail
Silver/Bronze	B A Remington	The Breakdown of Postal Services in Palestine at the End of the Mandate.

We are informed that, in addition to his Vermeil award at ISRAPHIL, Mr Anton Steichele also received the "Paul Sussman Award" for philatelic research. It takes the form of an ancient vase of the Hellenistic Period.

Mr N Gladstone displayed "Immigrant Mail to Palestine 1945 - 1948" to the Judaica Philatelic Society.

Mr B A Remington gave a display of "Interrupted and Disaster Mail" to the Northampton Philatelic Society.

FUTURE EXHIBITIONS

STAMPEX 1986	4th - 9th March 1986
AMERIPEX '86	(Chicago) May 1986
STOCKHOLMIA '86	(Stockholm) 28th Aug - 7th Sept 1986
JOHANNESBURG 100	(Johannesburg) 6th - 11th October 1986

MEMBERS' WANTS ETC. ..

Wanted..Any details of "Interrupted and Disaster" Mail relating to the Holy Land at any period including photostats or photographs if possible. B A Remington, 36 Sinclair Grove, London NW11 9JG)

ZE'EV GALIBOV
HOLYLAND SPECIALIST



48 PORTLAND PLACE,
LONDON W1N 3DG

Telephone: 01-636 4193

WANTED TO PURCHASE

COVERS OF THE PERIOD 1917-1919 ORIGINATING FROM PALESTINE OR WITH E.E.F. STAMPS FROM OUTSIDE PALESTINE. PLEASE SEND OFFERS ACCOMPANIED BY PHOTOSTATS AND ASKING PRICES TO THE ABOVE ADDRESS.

SHELDON MONK & CO. LTD.,

INSURANCE BROKERS

Liberty House
222 Regent Street, London W1R 5DE
Telephone: 01-437 3043
01-734 3459

Negev Holyland Stamps

LYD.

Managing Director: MICHAEL H. BALE

Directors: B. M. BALE, K. F. BALE (Secretary) & T. H. BALE

Specialising in Philatelic Material of the Holy Land Mail Auctions held regularly

We now hold three Holy Land Mail Auctions each year.

The Catalogue for our February 1986 Mail Auction Sale can be sent free of charge (inland). If resident overseas please remit \$4.00 U.S. or equivalent.

Our Annual Subscription is \$10.00 U.S. for 3 Catalogues or for two years (6 Catalogues) it is \$18.00.

Each Auction comprises approximately 1250 Lots covering all aspects of Holy Land Philately.



Registered in England No. 1335448

P.O. Box No. 1, ILFRACOMBE, DEVON EX34 9BR, ENGLAND

IF YOU ARE:

BUYING OR SELLING

THROUGH AUCTION

THROUGH PRIVATE TREATY & LISTS

THROUGH A SHOP

WHY NOT CONTACT: STEPHEN WALTER

Our Auctions are held periodically and a sample catalogue will be sent on request.

Private Treaty Lists and offers for sale are available periodically. PLEASE SEND particulars of your SPECIALIST INTERESTS.

OUR SHOP is still OPEN from Monday to Saturday -

9:00 am - 5pm

PARKING is available in side roads.

Stephen Walter

(STEPHEN W. BRAHAM)

KINGSLEY HOUSE · 109 KINGSLEY ROAD · HOUNSLOW MIDDLESEX TW3 4AL · ENGLAND
TEL: 01-570 5968 · TELEX: STAMPS HOUNSLOW 8814066

Barth. Corsini

"I, TOO HAVE LIVED IN GRATIOUS STREET"

It had been Grasse Streete, the centre for the grass or herb market. Early in the sixteenth century, the Italian merchants moved in and built their mansions and it became Gracious Street. At the cross-roads, then known as the "4 canti" (corners) where Lombard meets Fan Church Street to cross Gracious Street, there was a conduit, facing which was the home of the Florentine brothers, Phillipo and Bartholomew Corsini. In 1602, their archives went back to Florence, and became the only commercial correspondence addressed to the city of London to survive the Great Fire in 1666.

These letters have been read, studied, micro-filmed and the first part was sold by Christies - Robson Lowe in 1984. The second part will be offered early in 1986.

Another archive was letters to members of the famous family, the Medici, centred on Raffaello the Elder (1477-1555), his descendents the brothers Averardo, Giulio, Raffaello and Lorenzo, and the children of Giulio, whose grand-daughter Agnoletta, married the Marchese Andreas Corsini. There were over a hundred letters from the Grand Dukes of Tuscany. Knowledge about the Medici family and their work, that had been hitherto unknown to scholars, was revealed.

A third archive addressed to Francesco Venturini, merchant banker and ship-owner in Livorno, and his successors, covered the years 1668-1707. Here the discoveries were in the Mediterranean, from Tunis in the West to Acre in the East.

Whatever aspect of commercial history interest you or if you have an archive you do not want, there are no auctions in the world quite like

CHRISTIE'S
ROBSON LOWE

A further portion of the archive addressed to Francesco Venturini will be offered in Zurich in the Spring

*A moy, s^v / mon s^v Le, s^v /
Bartholomy Corsini / marstad
Italian d'Amorad a Londra
A Londra /
part. Denis schelin*

