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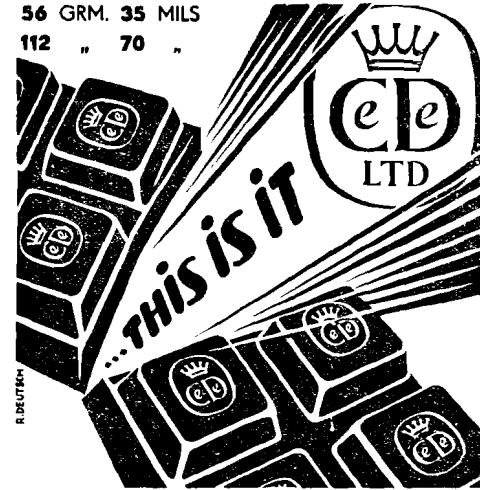
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FOREWORD.

This Guide is published for the particular use of those members of HM and Allied Forces who come to HAIFA either on leave, in transit or on posting. I hope that it will fill a long felt need and that the information it contains concerning the history, entertainments and amenities of HAIFA will be of interest and use.

As will be seen from the Guide, the Services in HAIFA are very much indebted to the various voluntary and philanthropic organisations for their provision of hostels, canteens, and entertainment. I should like to take this opportunity of thanking them, their representatives and the various members of the civilian community who devote so much time and energy to the welfare of the troops in the Area.

I should also like to thank the advertisers in the Guide, who by their support have made its publication possible.

BRIGADIER J. O. CARPENTER. C.B.E., M.C.

GENERAL INFORMATION.

LEAVE AND REPORT CENTRE. (C.M.P.)

All personnel arriving on leave will report immediately on arrival to the Leave and Report Centre, Kingsway.

Tel. No. 6004.

THE FORCES INFORMATION BUREAU. Tel. 6178.

The Forces Information Bureau is available to answer all your queries. If there is anything you want to know about Haifa or its surroundings, about its hostels, its hotels, available trips, or if it is just one of those questions to which you do not know the answer.....go to the Forces Information Bureau, which will be found in the Leave and Report Centre, Kingsway.

Hours of business	08.45 hrs.	—	13.00 hrs.
	14.30 hrs.	—	17.00 hrs.
Sundays	10.00 hrs.	—	12.00 hrs.

SIB.

To contact the Security Investigation Bureau, ring. Tel. No. 6119.

15 AREA PRO COY.

To contact the CMPs ring Tel. No. 4451.

MEDICAL ATTENTION.

In case of illness necessitating the attention of a Medical Officer, ring the 42nd. General Hospital. Tel. No. 4476.

TRAINS.

For particulars of all train services and time tables,

apply to R.T.O. and to the Forces Information Bureau. All military traffic use HAIFA EAST Station.

TAXI FARES.

All officers and other ranks who are not fully conversant with the Area, are advised to visit the Forces Information Bureau and study the scale of taxi fares for Haifa and district. Officers and other ranks are advised to get a receipt for fares paid if they are of the opinion that they are being overcharged. It is only in this way that the C.M.P. (with the help of the Palestine Police) can assist.

BUSES.

Owing to continual alterations, no details can be given of these. For particulars of all bus services and time tables, apply to the Forces Information Bureau.

OFFICER i/c TRANSPORT.

The office of the Officer i/c Transport is to be found on the main Haifa-Tel Aviv road, between Bat Galim and Khayat Beach. Tel. No. 613.

ARMY POST OFFICE.

The Army Post Office is at the extreme eastern end of Kingsway on the corner to the entrance to the docks.

INDIAN ARMY POST OFFICE.

This office is to be found halfway down Kingsway, opposite the Leave and Report Centre.

Wolfschmidt's KUMMEL

PARCELS TO ENGLAND.

All ranks should note that it is forbidden to send parcels home, excepting through unit channels. NO SHOPS are authorised to despatch parcels home on behalf of military personnel.

CABLES AND WIRELESS.

Cables can be despatched from the Civil Post Office, Main Office, Khayat Square (entrance opposite Officer's Shop) Kingsway. For prices and further details apply Post Office.

BANKING FACILITIES.

The two principal banks in Haifa are:
**BARCLAYS BANK (DOMINION, COLONIAL
& OVERSEAS.)**

Next to Haifa Central Railway Station, Kingsway.

Hours of business:

Monday to Friday... 0830 hrs. — 1230 hrs.

Saturday 0900 hrs. — 1200 hrs.

Tel. No. 4551.

THE OTTOMON BANK — 57 Kingsway.

Hours of business:

Monday to Friday... 0830 hrs. — 1230 hrs.

Saturday..... 0900 hrs. — 1200 hrs.

Tel. Nos. 2723 & 3345.

AREA AND FIELD CASHIER.

The Area and Field Cashier is to be found in the Barclays Bank building, Kingsway. Tel. No. 6154.

Hours of business:

Monday to Saturday 0830 hrs. — 1230 hrs.

1430 hrs. — 1630 hrs.

Sunday..... 0930 hrs. — 1200 hrs.

CURRENCY.

A Palestinian pound is made up of one thousand mils. The following coins will be encountered:

1 mil pieces (copper)	represents $\frac{1}{4}$ d
2 mil pieces (copper)	„ $\frac{1}{2}$ d
5 mil pieces (copper or silver)	„ $1\frac{1}{4}$ d
10 mil pieces (copper or silver)	„ $2\frac{1}{2}$ d
50 mil pieces (silver)	„ 1/-
100 mil pieces (silver)	„ 2/-

NOTES.

500 mil notes	represents 10/-
1000 mil notes	„ £ 1.

WELFARE OFFICER, H.Q. 15 Area.

The Army Welfare Officer is to be found at H.Q. 15 Area. Tel. No. 4341 Ext. 10.

Office Hours.

0800 hrs. — 1300 hrs.

1715 hrs. — 1930 hrs.

CLOSED every SUNDAY

**SOLDIERS' SAILORS' AND AIRMENS' FAMILIES
ASSOCIATION.**

There is a local branch of S.S.A.F.A. to be found at Pardess House, Palmers Gate, Kingsway.

Office Hours.

0800 hrs — 1300 hrs

1430 hrs — 1730 hrs

Closed every Wednesday. Tel. No. 6157.

Wolfschmidt's CHERRY BRANDY

LEGAL AID.

The Legal Aid Welfare Officer visits S.S.A.F.A. office regularly and appointments should be made through that office.

EDUCATION.

The Area Education Officer is available daily at Torch House, 39 Vine Street, off Carmel Avenue. At Torch House will be found an excellent reference library and quiet reading rooms. For all particulars regarding educational courses or studies of all kinds, apply to the Education Officer, Tel. No. 6002.

HOT BATHS.

The Victory Baths, Khayat Street, off Kingsway, are available for all ranks. There are two classes of baths. First Class, priced at 50 mils (one bath in a room) or Second Class priced at 30 mils (two baths in a room). Hire of Towel 15 mils. It is suggested that men take their own towels.

SHOWERS.

Hot and cold showers are available at the Soldiers' Recreation Canteen, Jaffa Road. Soap and towel are provided if necessary.

OFFICERS SHOP.

The Officers Shop is to be found in Khayat Square, off Kingsway.

Hours of business:

Weekdays

0800 hrs — 1300 hrs

1430 hrs — 1730 hrs

Sunday

closed.

N.A.A.F.I. SPORTS SHOP.

The N.A.A.F.I. Sports Shop, open to all ranks, holds a large stock of all sports equipment at reasonable prices. It will be found in Garden Street, near Carmel Avenue.

E.F.I. OFFICERS CLUB.

The Officers Club is situated in Carmel Avenue, Tel. No. 2091. All meals are served. Restaurant and Bar. Dances are held every Wednesday and Saturday during the summer on an open air dance floor, commencing at 2000 hrs. Officers may invite two guests on these days. The club has sleeping accommodation for a limited number of junior officers, but this accommodation cannot be booked in advance.

E.F.I. OFFICERS CLUB ANNEX.

Additional sleeping accommodation is now available at the Annex, situated in Garden Street. Booking to be made at the EFI Officers Club, 4 Carmel Avenue.

THE BRITISH INSTITUTE, MICHALIS STREET.

The British Institute provides a series of concerts, lectures and exhibitions of varied interest. A detailed programme can be obtained on application. A large library is also available.

WELSH SOCIETY.

The Welsh Society meets at the British Sailors Society, Harbour Street, off Kingsway, every Tuesday at 2030 hrs. All Welsh men and women are cordially invited.

TOURS.

Application should be made to the Forces Information

Wolfschmidt's EGG BRANDY

Bureau, Tel. No. 6178 for all information on tours in the district.

SWIMMING. THE LITTLE BEACH.

This military bathing establishment is situated at Bat Galim, between the Government Hospital and 163 Transit Camp. Little Beach has facilities for sea bathing, including showers and changing rooms. Life savers are always on duty. Obey their instructions. Other facilities include NAAFI restaurants and bars, and an open air dance floor. Admission is free.

BATHING ON THE HAIFA COAST IS EXTREMELY DANGEROUS.

It is a very serious offence to use any bathing places other than Little Beach, Khayat Beach Bathing Establishment, Bat Galim Swimming Pool, and such places as are laid down in Area Orders, unless with an organised bathing party equipped with life saving apparatus and detailed life savers.

Khayat Beach lies to the South West of Haifa on the Tel Aviv road, and an excellent bus service connects it with the town, a No 3 bus starting near Barclays Bank, Kingsway.

The Bat Galim Swimming Pool, near 163 Transit Camp, is reached from Kingsway by a No 6 or a No 7 bus. An entrance fee is charged for admission to the pool.

READ THE HAIFA WELFARE ENTERTAINMENTS GUIDE, PUBLISHED WEEKLY, FOR INFORMATION AND "WHAT'S ON". FOUND IN ALL CLUBS, HOSTELS, LEADING HOTELS AND IN ALL UNITS.

ENTERTAINMENTS. CINEMAS.

For programmes and times of showing in Haifa Cinemas,

see the Haifa Welfare Entertainment Guide.

The ARMON CINEMA.

Tel. No. 4848. The Armon Cinema, Hadar Hacarmel.

THE AMPHITHEATRE.

Tel. No. 4017. The Amphitheatre is to be found in Hechalutz St. just off Herzl Street.

THE EN-DOR.

Tel. No. 3421. The En-Dor Cinema is just off Jaffa Road, at the New Business Centre end.

MORIAH HALL.

Tel. No. 2758. The Moriah Hall is situated on the Ah Huza Road about 1/4 mile beyond Centre Carmel. A No. 4 Bus stops outside the door.

FORCES NIGHT.

Forces Night every Friday, is held in the Armon Cinema. Excellent programmes are put on by ENSA. Besides film shows, occasional stage shows are also given. Prices 15, 25, and 50 mils. No civilians allowed. Doors open 2000 hrs. Show starts 2100 hrs. 15 Area Welfare broadcast recorded music from 2015 hrs. to 2100 hrs.

DANCES.

Dances are held regularly at the Garrison Club, Balfour Street, and the Soldiers Recreation Club, Jaffa Road. For full particulars and times apply at the reception desks of the

Wolfschmidts CREME DE MENTHE

respective clubs, or see the Haifa Welfare Entertainment Guide.

WHIST DRIVE.

A whist drive is held regularly at the Soldiers Recreation Club. See Haifa Welfare Entertainment Guide.

CONCERTS, GRAMOPHONE RECITALS, ETC.

These are held regularly. See Haifa Welfare Entertainment Guide.

PLACES OF WORSHIP.

For details of Church Services, see the Haifa Welfare Entertainment Guide.

CHURCH OF ENGLAND.

St. Luke's Church, Mountain Road.

ROMAN CATHOLIC CHURCH.

German Hospice, Jaffa Road.

CHURCH OF SCOTLAND.

Church of Scotland (St. Andrews)
Hospital Street.

PLYMOUTH BRETHERN.

Bethesda Chapel, corner of Carmel Avenue
and Allenby Road.

CLUB SERVICES.

In addition to the above mentioned places of worship, club services are held at:

St. Andrew's Club, Kingsway.
Salvation Army Hostel, Kingsway.

CLUBS AND HOSTELS.

AFRICAN CLUB.

This club for African soldiers is situated about 200 yards along Jaffa Road (on Tel Aviv side of Carmel Avenue). Light refreshments are served.

ARMY GARRISON CLUB.

Arranges tours, dances, lectures, debates and musical concerts. Restaurant and rest room.

BRITISH SAILORS' INSTITUTE.

A peace time institution primarily for the use of all members of H. M. Navy. Restaurant, rest room, billiard room and library.

A special canteen for members of H. M. Mercantile Marine is situated below the British Sailors Institute. Accommodation is available.

JEWISH SOLDIERS CLUB, Herzl Street,

A Club for Jewish soldiers. Open to other members of the services by invitation only. Light refreshments only.

THE MMG CLUB. Seaforth Rd. Bat Galim.

This Club situated near the 163 Transit Camp provides a restaurant, and reading and writing rooms. Accommodation is available.

N.A.A.F.I./E.F.I. CANTEEN, Kingsway,

A large canteen and restaurant open to all ranks is to be found below the St. Andrew's Hostel, Kingsway.

Wolfschmidt's WODKA

PAL. MARITIME LEAGUE SAILORS CLUB, Kingsway.

A club for Jewish sailors. Open to other members of the services by invitation only. Light refreshments only.

**ST. ANDREW'S THREE SERVICES CLUB,
HOSTEL AND CANTEEN, Kingsway.**

This club is in the middle of Kingsway. It has large premises containing restaurants, rest rooms, reading and writing rooms and games rooms. A large N.A.A.F.I./E.F.I. canteen is below this club.

Accommodation is available.

SALVATION ARMY HOSTEL, Kingsway,

This hostel provides a restaurant, and reading and writing rooms.

Accommodation is available.

SOLDIERS RECREATION CANTEEN, Jaffa Rd.

Canteen and club room, with an outdoor tea garden. Hot and cold showers are available. Light refreshments only.

TAJ MAHAL CLUB, Jaffa Rd.

This club for Indian soldiers is situated near 163 Transit Camp. The club is attractively decorated with facilities for hot meals, light refreshments and cool drinks. There is also a garden.

Y.W.C.A., Jaffa Road,

This hostel is open to all ranks of the Womens Services. Restaurant, reading and writing rooms. It is almost opposite the Soldier's Recreation Canteen.

Accommodation is available, including married couples.

15 AREA.

CLUBS AND HOSTELS OUTSIDE HAIFA.

HADERA.

THE DOLPHIN.

The "Dolphin" Club, canteen and restaurant is run by N.A.A.F.I. Available for all ranks. Hot meals served. Reading and writing rooms and games rooms. Car Park.

NATHANYA.

CHURCH ARMY HUT.

Occupies an open high situation just outside the gates of the Convalescent Depot. Facilities include refreshment room, writing and games room, and a chapel.

HIBBERT HOUSE.

A hostel on the coast at the sea side resort of Nathanya. Restaurant, reading and writing rooms and games rooms. Accommodation available, including married couples.

NAZARETH.

N.A.A.F.I./E.F.I. CANTEEN,

This canteen serves hot meals and light refreshments.

TIBERIAS.

**ST. ANDREW'S THREE SERVICES CLUB
AND HOSTEL.**

Restaurant, rest room, writing room and games room. Accommodation available.

HAIFA HOTELS.

If you desire to stay at an hotel instead of a hostel, go to the Forces Information Bureau where a list of approved Hotels is available.

THE PALESTINE POST

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TO WORLD EVENTS

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Preserves of choice fruit and vegetables gathered in own orchards and gardens are prepared in the factories of the three co-operative agricultural settlements Ashdoth Yaacov, Givat Haim and Givat Brenner. Situated in three historic regions — the Jordan Valley, Samaria and Judea — the factories bear Biblical Names which are now associated with the latest methods of fruit preservation, canning and the manufacture of Citrus-concentrates.

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"THE TIDE OF BATTLE FLOWED."

An outline of the history of Northern Palestine.

The relief map of Palestine shows our Northern Area to have prominent lowland features in the shape of a distorted 'H'. The western limb contains the coastal strip from Acre to Caesarea; the Eastern the Jordan Valley from Baneas to Samak: the cross piece the Valley of Esdraelon from Beisan to Zirin and the Valley of the Jezreel from Zirin to Haifa Bay. This, one might imagine to be the initial of History stamped upon area; the valleys and the trade routes through which the successive tides of battle have flowed.

The tides have been those that have flowed backwards and forwards through the Fertile Crescent, that arc of rich land that runs North along the coast of Palestine and Syria, curves away East through Aleppo and turns South into the valleys of the Tigris and Euphrates in Iraq, to come out to the sea at the Persian Gulf. This strip of land has been called the cradle of history and our 'H' shaped valleys are the channels through which it's history has affected Palestine.

The flow has been commanded by several important places in our area, which, as it were, bear the successive tide marks. Acre commands the northern entrance of the western route; Caesarea the southern: Baniyas the northern entrance of the eastern route; Beisan the southern: whilst across the centre lies Meggiddo and the Carmel range. Southwards on the central route to Jerusalem lies the ancient fortress of Sabastiya, near Nablus, dominating the way. These 'rocks' have impeded the flow of the tides of invasion from north, south east, and west: the invasions of the Sumerians, the Jews, the Assyrians, the Persians, the Greeks,

the Romans, the Moslems, the Egyptians and the Turks, and, nearer to our own day, the French and Allenby's men in the Great War.

The position at the dawn of history, which is confirmed by Archaeology if not by written record, showed the Eastern horn of the Fertile Crescent to be inhabited by a NON-SEMITIC people, the Sumerians, whose capital was in Southern Iraq. The Western horn of the crescent was peopled also by NON-SEMITIC tribes, whose skeletons, dating back to 10,000 BC. have been found in the caves on the south western slopes of the Carmel range a few miles SE. of ATHLIT. More or less simultaneously both horns of the crescent were invaded from the deserts of Arabia by SEMITIC peoples known as the AKKADIANS on the east and the AMORITES on the west, somewhere about 3,000 BC. At that period there were two established peoples on the western horn, the PHOENICIANS around TYRE and SIDON, and the CANAANITES in our own area; and on the eastern horn the CHALDEANS, under their great king SARGON. It was about this time that the recorded history of Palestine begins.

The land of SHECHEM, as Palestine was then known, was invaded by a nomadic semitic race, the HABIRI, or HEBREWS, who took over the existing civilizations and settled down in the walled towns of the CANAANITES. The early history of Palestine is the story of the resistance of the HEBREWS to successive invaders attempting to secure the trade routes of our letter 'H'. Later invasions of the same Hebrew peoples, about 1,200 BC, led by MOSES from Egypt, where they had been held as slaves, did not take so kindly to the city culture of the established tribes and so a division grew up between northern and southern Palestine which later developed into the struggle between ISRAEL in

Wolfschmidt's KUMMEL

the north and JUDAH in the south. The excavations at the ancient BETH SHEAN, or BEISAN, as it is now called, show the tide mark of the history of this period.

Meanwhile in the eastern horn of the Fertile Crescent CHALDEA had fallen to ASSYRIA, the new power, which by 1,000 BC was in command of the whole of the Middle East except Syria and Egypt. It was the combined struggle of these two countries against Assyria that allowed the two little states of Israel and Judah to carry on unmolested and fight out their own insignificant wars. MEGGIDDO, Solomon's city, where the remains of his famous stables are still to be seen, shows the tide mark of this wave of history.

But by 750 BC the Assyrians had become sufficiently powerful to subdue the tribes in Syria, which were defeated by the greatest of Assyrian monarchs, TIGLATH PILESER III. In his progress against Egypt he naturally threatened Israel, our area, and the little state resisted. SABASTIYA (Samaria) was captured in 722 BC, and Tiglath Pileser's successor, ESARHADDON, captured Judah and its capital JERUSALEM in 681 BC. The people of Israel were taken into captivity, and whilst they were there the power of Assyria came to an end.

Once again from the highlands of the east a stronger and wilder people poured into the fertile valleys of the Tigris and the Euphrates, and by 812 BC., when NINEVEH, the capital of Assyria fell, the SCYTHIANS and the HITTITES began to form the BABYLONIAN empire. Palestine meanwhile was gradually rebuilding itself after the ravages of Assyria, and, to preserve peace, became vassal to Babylon. Although the Assyrians had not enslaved the people of Judah, the Babylonians under NEBUCHADNEZZAR eventually attacked them, and in 588 BC Jerusalem was taken, the temple destroyed and the 'Captivity' proper began for the Jews.

But the tide turned again with this captivity and Babylon fell before a new power, PERSIA, and the Jews began

to return to Palestine. Under their king, ZERRUBBABEL, they rebuilt Jerusalem and began the second Temple, completing it in 566 BC. They remained, however, a vassal state to the great Persian Empire for about a century.

This time the tide of invasion came from the sea on the west, for the Persian Empire, under DARIUS and XERXES received the first blow in its dissolution from the GREEKS at the battles of SALAMIS and PLATAEA in 480 and 479 BC. From this time forward we see the beginnings of Hellenization throughout the Middle East, a period which was to last well into the Christian Era. ALEXANDER THE GREAT conquered Palestine in 332 BC and Persian domination ceased. After his death the Alexandrian Empire fell to two branches of his successors, the SELEUCIDS and the PTOLEMIES, who warred so frequently that the city of Jerusalem changed hands no less than seven times within a century after the death of Alexander, until the conflict was finally ended by the victory of the Seleucids in 198 BC.

Historically this period is one of great confusion; but all the time the process of Hellenization was going on. Cities began to be built on Greek models, fashions in clothes became Hellenic, and a cultured and leisured class began to grow up amongst the Jews which became the SADDUCCEES and opposed the more religious and traditional PHARISEES. However, the minor wars and quarrels between these factions were sunk in the common cause when the Seleucid rulers attempted to force still more Hellenization on the Jews. ANTIOCHUS IV carried his Hellenization to the extent of desecrating the Temple, and the MACCABEES replied to this by revolting successfully, capturing the Temple and purifying it. It is in celebration of this victory that the modern Jews observe the Feast of HAN-

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NUKAH, or "The Candles", about our own Christmas time.

The ROMAN EMPIRE had meanwhile been gradually building up in the Mediterranean, and its influence was extending to Palestine, so that the revival of Jewish Nationalism under the Maccabees lasted only a short time. Between 69 BC and 40 BC, JULIUS CAESAR, POMPEY and ANTONY reduced Palestine to a province of the Roman Empire and set up HEROD THE GREAT as ruler. Herod was a great Hellenizer and rebuilt the cities of SAMARIA and CAESAREA in splendid Hellenic fashion. This was the great period of the DECAPOLIS, the ten great Hellenized cities which formed the boundaries of the Roman Empire in the Middle East. SCYTHOPOLIS the capital was near Beisan, yet another tidemark of history there, whilst JERASH, in the TRANSJORDAN, preserves still, perhaps, some of their ancient grandeur. This continual forcing of Hellenization on the Jews led to still further revolts after the Christian era had begun, the first of which was put down by TITUS in 70 AD., and the second by HADRIAN in 132 AD; this time with such fury that it marked the final attempt in ancient times of the Jews to preserve a nation of their own in Palestine. On the partition of the Roman Empire in 395 AD., Palestine passed under the control of BYZANTIUM (Constantinople) and remained comparatively peaceful until the coming of the MOSLEM ERA.

This era dates from the exile of the prophet MOHAMMED in 622 AD, and by 633 AD ISLAM was in power throughout Arabia. ABU BAKU, the first Caliph, proceeded to attack Palestine and Syria, and gained a decisive victory at a battle on the YARMUK river, so that the valley of Esdraelon once again became the gap through which a tide of invasion poured. The Moslem army spread rapidly through Palestine and by 640 AD, when OMAR, the second Caliph built the wooden mosque, whose place is now taken by the Mosque of Omar in the old city at Jerusalem, Palestine had become a Moslem land. With the brief exception of the

CRUSADES, it has remained so until this day.

The First Crusade set out in 1069 AD with the intention of wresting Jerusalem from the SELJUK TURKS, who had captured it from the original Arabs. This Crusade entered from the north down the coastal strip, through what is now HAIFA, to RAMLEH. In 1099 AD it was successful in taking Jerusalem and a Christian Kingdom was set up which lasted until 1187 AD, when the great SARACEN leader, SALADIN, after yet another battle near Beisan, threw the Christians out of Jerusalem.

The best known Crusade, the Third, was that in which RICHARD COEUR de LION took part, and of which the books of 'Ivanhoe' and 'The Talisman' were written. The first campaign was to lay siege to ACRE in 1189. ACRE fell in 1191 AD; but the Crusade did not succeed in recapturing Jerusalem, so that the Christian Kingdom was confined to the coastal strip, where MONTFORT CASTLE, ACRE and ATHLIT were fortified with the Crusader castles whose ruins we can see to-day. The Egyptian Sultans finally overthrew this Kingdom by the capture of ACRE in 1291 AD and once again, until the FRENCH invasion, Palestine passed into the hands of the EGYPTIANS and the TURKS.

The FRENCH period begins in 1798, when NAPOLEON invaded Egypt. The Turks organised against him and he therefore pushed north to attack, occupying the coastal strip and HAIFA, which by this time had begun to develop into a little town, and proceeded to lay siege to ACRE. But, as so often before, this fortified town proved a stumbling block, and with the assistance of the BRITISH under SIR SYDNEY SMITH, the siege was raised and in 1799 Napoleon retired from Palestine, to leave it to the TURKISH domination which remained until the BRITISH under ALLENBY defeated the TURKS in 1918 and Pal-

tine passed under BRITISH MANDATE.

Northern Area as we know it to-day, centred on the town of HAIFA, emerges about the end of the last century, when GERMAN interest in the Middle East was growing. One of the results of Napoleon's siege of ACRE was to drive some of the prominent merchants to the safety of HAIFA, where, about 1760, an Arab chieftain, SHEIK TAHER, had built a breakwater, the remains of which are at the base of the modern one where it meets the land near the Government Hospital at RAS EL KRUM. A little town, once known as SYCANIUM, had grown up here, and with the revictualling station set up by the Sheik, HAIFA began to take shape, gradually extending inland. About 1870 it's growth was accelerated by the immigration of GERMANS who founded the district of HAIFA still known as the GERMAN COLONY. The Haifa-Damascus railway was opened to link with the Berlin-Bagdad system in 1899 and with it modern Haifa really began. HADAR HACARMEL developed just before the beginning of the last war, the HEBREW TECHNICAL INSTITUTE being built in 1913. Jewish immigration and enterprise further developed the town during the period between the wars, and with the opening of the refineries, the harbour and the Kingsway shortly before this war, the present commercial possibilities of Haifa arose.

Looking back, therefore, Palestine has always tended to be the battle ground of interests in the Middle East. Because of it's geographical configuration the northern area has perhaps seen more than it's fair share of the fighting. It may be that the present day confusions are but another reflection of the history of ancient times, when the interests of East and West clashed in this land. But by bearing in mind the key places mentioned and seeing the evidences of these struggles in the past, it is possible to travel through Palestine, and in particular our own area, and to view it against it's wider background and so keep a level head.

THE HISTORY OF THE DEVELOPMENT OF THE PALESTINE RAILWAYS.

There was no railway in Palestine until 52 years ago. It was in 1889 that a French Company obtained a concession from the Ottoman Empire to build a metre gauge line of 87 kilometres from Jaffa to Jerusalem. The material for this line was brought from Panama after the failure of Ferdinand de Lesseps to build a canal there. The line was completed in 1892 and was operated until taken over by the Turks during the last war.

The next development was a railway from Haifa to Damascus. An English Company obtained a concession in 1891 but abandoned it owing to financial and political difficulties. Ten years later the Sultan of Turkey conceived the idea of a railway from Damascus to Medina for pilgrims going to Mecca. A French Company was already operating a railway, but, as they refused to sell out, the Turkish Government built another railway parallel to it from Damascus to Deraa. This railway was built to the unusual gauge of 105 centimetres. By 1905 the Turkish Government extended this pilgrim railway from Haifa eastwards via Affuleh, Beisan, Samakh, Mzerib and Deraa where it linked up with their own from Damascus. The main railway reached Medina in 1909 and is that which is now known as the Hijaz Railway, part of which is operated by the Palestine Government and part by Syria. This railway was constructed by German engineers, and it is certain that the Germans had

Wolfschmidt's LIQUEUR DU DOME

in mind its possibilities for military purposes. Lawrence of Arabia played a great part in rendering the railway useless and anyone interested will be well repaid in reading about his wrecking activities in his "Seven Pillars of Wisdom". His wrecking was so successful that the railway has never been re-opened south of Maan in Trans-jordan.

When the Turkish army advanced through Palestine and the Sinai Desert in their attack on the Suez Canal, their line from Damascus was extended to Lydda by way of Massudieh, Sebastia, Nablus and Tulkarm. From Lydda the line was continued southwards through the valley of Sorek from whence it divided, one branch running to Deir Suneid and the other to Beersheba and El Aujah, the whole extension being completed by 1916.

At the beginning of 1916 the British Forces began advancing across Sinai from the Suez Canal. To supply them, a standard gauge (4'8½") railway starting at Kantara was built behind the advancing army. Connection with the Egyptian State railways was by means of a bridge across the Canal. This bridge was taken down at the end of the last war and another bridge has had to be built for a similar purpose during the present war.

By January 1917, the railway had been pushed through to El Arish and thence to Rafah, the border station between Palestine and Egypt, by June 1917.

In February 1918 the line reached Lydda. Communication with Jaffa, interrupted by the Turkish army having dismantled the line in 1916, was resumed by means of a 60 cm. gauge light tramway. The old French section Lydda to Jerusalem was widened from metre gauge to Standard Gauge to permit trains to run without change from Egypt to Jerusalem. The railway thus constructed by Allenby for supplying his victorious armies, still remains, and it is over the same rails and along the same route that many thousands of troops have been conveyed during this war. The section

from Kantara to Raffah in Sinai, is still owned by His Majesty's Government, on whose behalf it is operated by the Palestine Government.

The Standard Gauge railway was extended to Haifa after the Turkish collapse, and during this war has been connected up with the new railway to Beirut and Tripoli in Syria.

The railway came under civil control in 1920, and, except for certain relatively minor changes and improvements, and the lifting of the railway to Beersheba, the railway is much the same as at the end of the last war. The locomotives and rolling stock are mostly those which were taken over from the Army at the end of the last war. Many of the coaches were brought to the Middle East for service as ambulance trains with Allenby's army and had already seen service on the Southern and Midland railways in England.

Ever since the outbreak of the present world war, the Palestine railways have been one of the principal lines of communication in the Middle East theatre of operations. The demands made on the railway by the Services, particularly during the difficult days of El Alamein, have been considerable, yet in no instance has the railway failed to achieve all asked of it during the war. While the full extent of the railway's war effort cannot be detailed in this brief article, the following figures provide an indication of the considerable increase in traffic which has taken place since 1938. The details are based on average and exclude peaks which occurred during individual emergency periods. During 1939 the number of passengers conveyed amounted to 620,000. During 1943 the figure was 2,200,000, an increase of over one and a half million. In 1943, 2,600,000

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tons of goods traffic were conveyed, compared with 825,000 tons in 1938. The increase in the engine mileage run is equally striking; 2,025,000 in 1938 and 4,750,000 in 1943.

The Railways' war effort has included assistance to the Military in other directions. In addition to constructed buildings and sidings on military account, it has embraced the manufacture and supply of a host of articles urgently needed by the Forces and which could not be obtained when required from other sources.

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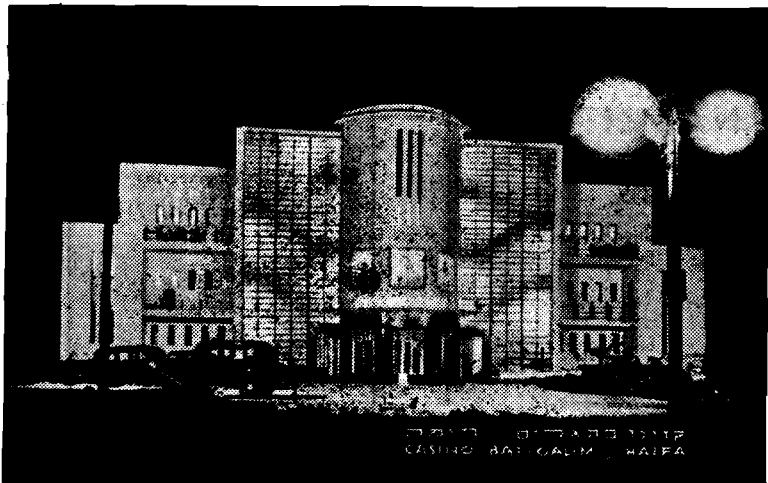
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- ④ THE 'LITTLE' SWIMMING BEACH
- ⑤ INDIAN CANTEEN
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- ⑦ N.A.A.F.I. FAMILY SHOP
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- ㉚ N.A.A.F.I. MT. CARMEL
- ㉛ WELFARE OFFICE
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- ㉝ CHURCH OF SCOTLAND.
- ㉞ OTTOMAN BANK.
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- ㊱ PROPOSED SITE OF NEW CAR PARK
- ㊲ MILITARY COURT
- ㊳ H.Q. 15 AREA

- BUSES**
- ③ TO KHAYAT BEACH FROM ARMON CINEMA
 - ④ TO MT. CARMEL FROM ARMON CINEMA & KINGSWAY.
 - ④A TO MT. CARMEL FROM HERZL ST.
 - ⑥ TO HERZL ST. FROM JAFFA RD.
 - ⑦ TO BAT GALIM FROM KINGSWAY & HERZL ST.
 - ④A TO ACRE & NAHARIA FROM KINGSWAY & HERZL ST

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