

used for the transport of goods to and from the Haifa harbor.<sup>18</sup>

The extension of roads and railroads was complemented by the expansion of sea and air links with the outside world. In 1918, Palestine had four seaports at Gaza, Acre, Haifa, and Jaffa, the latter being “one of the oldest in the world.”<sup>19</sup> Shipping at Gaza and Acre was insignificant and remained so during the Mandate. They were open roadsteads primarily used for coastwise shipping and received mainly sailing vessels. In 1936-1937, a port with a lighter basin was constructed in Tel-Aviv. Foreign trade was handled primarily at the Jaffa and Haifa ports. Improvements were made at the Jaffa port, and in 1933, construction at the Haifa port was completed making it a modern deep-water harbor.<sup>20</sup> Those changes made possible the considerable increase of tonnage handled at both ports. In 1927, the tons handled at all ports were 293,000, and by 1944, it increased to 1,737,000 in addition to 2,384,000 tons of petroleum for the Iraq Petroleum Company.<sup>21</sup>

By the end of the Mandate, there were several airports and airstrips. The main and most modern one was at Lydda, which was constructed in 1936.<sup>22</sup> Although the airports were not used for trade in goods, they played an obviously

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<sup>18</sup>Ibid., 853-4; Husni Sawwaf, *Transportation and Communication*, in *Economic Organization of Palestine*, ed. Said Himadeh (Beirut: The American University of Beirut, 1938), 318.

<sup>19</sup>*Survey II*, 857.

<sup>20</sup>Sawwaf, 336.

<sup>21</sup>*Survey II*, 857.

<sup>22</sup>Sawwaf, 338; *Abstract, 1944/45*, 221, 242.