

Arab Settlement in the Region

The Arab settlement in the area was stable throughout the Ottoman period. The Arab villages in the area, such as "Betani al-Sharky" and forbid, are mentioned in the documents from the beginning of the Ottoman period and also towards its end. At the same time, they were housed in the area of migrant villages from the Horan. The area was characterized by the migration of peasants that came against the background of drought and economic crisis. Towards the end of the 19th century and the beginning of the 20th century, dozens of large and strong Arab villages were already located in the area, which were very heavy on the Jewish communities in the area, including Be'er Tuvia and Gedera, which were established during this period.

During the 1936-1939 events, the entire rural area in the Land of Israel was a base for gangs that damaged the order of life. Abdullah Mahana, one of the dignitaries of the village of Masmia, was entrusted by the Arab Revolt Office to be in charge of the southern region. Despite his role, the British Mandate authorities attributed meager activity to him and even granted him a pardon after the end of the rebellion.

The village of Yasor, which was located in the area (south of Bnei B'Ish) was established in place of ancient Hatzor. The village has about 600 inhabitants. During the 1936-1939 events, the village took an active part in the riots and was the basis for gang activity. Towns around - Gedera

The Jewish settlement in the area began during the period of the first immigration with the construction of the Gedera and Be'er Tuvia colonies. Here is a brief overview of the history of the communities adjacent to Bnei Ish:

Gedera

Founded in 1884 by nine members of the Bilwim, who had immigrated from Russia two years earlier. The colony of Gedera received little financial support from Zion enthusiasts and rarely financial assistance from Baron Rothschild. The isolation of the colony from a close Jewish settlement and a minority of its first settlers led to harassment by the Arabs in the region.

It was not until 1888 that Michal Pines was able to obtain building permits from the Ottoman government in Gaza. But the water issue was a problem. It was not until 1912 that pipes were installed in the colony to pump water into the houses.

On the eve of the War of Independence, the colony included about 900 inhabitants and extended by 11,000 dunams.

Settlements around - Gan-Yavne

Gan Yavne

In 1929, the Ahuza A. New York Association purchased land from the village of Barka, in order to establish a settlement there. In 1932, the first group of settlers settled on the lands of Gan Yavne to prepare the land. The group was called "Cold Tel-Hai." The name derives from the fact that the group's nucleus came from the city of Crimea in Russia.

Until the establishment of the state, the garden would build a small colony. The café where, Cafe Reingbritz was a place of entertainment and a meeting for the British soldiers who served in the military camps that were near the colony.

During the War of Independence, Gan Yavne was subordinate to the responsibility of the Givati Brigade. In the position surrounded by many Arab villages, Gan Yavneh was organized for protection by attacking defensive positions and trenches. Only with the Egyptian army was the Egyptian army, on October 27, 1948, in Operation Yoav, was relieved of Gan Yavne and could it rehabilitate itself from the war damage.

Main menu

- [History](#)
- [Photo Gallery](#)
- [Event log](#)
- [Files to download](#)
- [About Benny Aish](#)
- [Map of Bnei Aish](#)
- [Keeping the cleanliness](#)
- [Council Protocols](#)

Important Links

- [Bezeq 144](#)
- [Home Front Command Website](#)
- [Conx](#)
- [Google Search Engine](#)
- [Israel Post](#)
- [Israel Railways](#)

...שׁוֹפֵר׳ן

Calendar of Events

« < **March 2016** > »

Q	and	the	D	C	B	A
5	4	3	2	1	29	28
12	11	10	9	8	7	6
19	18	17	16	15	14	13
26	25	24	23	22	21	20
2	1	31	30	29	28	27

Payments for
Kindergartens
For details [click here](#)

Registration of Ganei
and first grade
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The Perach Program in
Bnei-Ayish



The main roads that connected the Negev settlements with the center of the country passed through the southern Judean region, from its fence through Masmia, Castina, Julis, Kukwakra and Brier. The second road passed through the Yavneh vintage, Majdal (Ashkelon), Yad Mordechai, Beit Hanun and Nir Am. These ways were paved by the British Mandate authorities in the late 20's

With the outbreak of hostilities against the Jewish community by the Arabs, after the partition resolution in the United Nations 29/11/1947, the movement was disrupted throughout the country and sections passed near Arab communities became impossible for free travel, but only with armed forces. The same was the case in the sheep that led from the center of the country to the Negev communities

Jewish transportation attempts to use the "beach road" to connect the center of the country to the Negev were unsuccessful. This was despite the fact that this road was used by the British Army. Jewish convoys were attacked by the Arabs near Majdal and Barbara and warned by the British to restore fire

Although the Gedera-Masmia-Castina road was imparable for Jewish transportation, but above it was the air route of the Jewish aid that connected the center of the country with the Negev communities. Beginning in the second half of December 1947, Negev tour flights were held called "Sangev". The planes had to link the various settlements in the Negev and the center of the country, to transfer mail, information and light supplies

A few days after the United Nations General Assembly resolution on the partition, a decision was made to try and purchase the British Air Force bases on their equipment, due to their great importance. The purchase attempts focused on the British airport and in March 1948 the airport was indeed purchased

The Defense News Service reported in November 1947 that the British were eager, among other things, to evacuate the Yasur-Hazor camp (later, the Bnei Ayish Local Council) and to impose the protection of the evacuated camp on Arab guards. Upon his evacuation, the camp was seized by Battalion 55 of the Givati Brigade, which held it until it was transferred to the Air Force in October 1948

In anticipation of the declaration of the State of Israel on Bayer (14/5/1948) and the invasion of the Arab armies, it was decided to take over the Arab villages in the area and "promote" the Egyptian army that was about to invade the south. The brigade took over the village of Katara (Gedera), and the entire area between Rehovot and Be'er Tuvia

Reconstruction of the camp and water towers in Bnei Ish

The construction of British army camps in the southern region began mainly in the late 1930s and early 1940s. The camp in the Bnei Aish area was built in 1941 by a Polish unit. The reason for the location of the camps in this area was due to the availability of the land that was extended in the various communities in the area

The large camp that was established in the area was built of blossoms of small tent camps that were scattered on the surface, along the road leading from Gedera to Bitsron or to Hazor Airport. Secondary roads led from the main road to the camp centers. In the center of each camp, a number of permanent stone structures were erected, including the water towers

The British army camps in the Land of Israel, including the airports, were not evacuated at the end of World War II, because the British government saw these bases as a possible and desirable substitute for the British bases in Egypt, due to growing demands by the Egyptian nationalists to evacuate British forces from Egypt

In preparation for the evacuation from the Land of Israel, the British began to dismantle the camps. As the Jewish settlement in the region developed, in the period after the establishment of the state, the built-up remains of the camps disappeared. In the area north of the Bnei Ish Local Council, you can see the remains of sections of roads and various facilities used by the British army. The water towers designated for preservation are actually the last and most beautiful evidence and remains of the British period