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**THE MALTA PHILATELIC SOCIETY**

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# 2012

21st Edition





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Editor: Chev. Dr A Bonnici, MD, MA(Melit) FRPSL, KM, UOM  
Members of Federation Internationale de Philatelie  
F. I. P. Commissioner johnacardona@gmail.com  
<http://www.sliemastampshop.com.mt/MaltaPhilatelicSociety>

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**President & Journal Editor:** Chev. Dr. A. Bonnici MD, MA(Melit) FRPSL, KM, UOM  
(Tel: 2133 8437, 9949 5066), [abonnici@maltanet.net](mailto:abonnici@maltanet.net)  
34 "Casa Bonnici", Sir Augustus Bartolo Street, Ta' Xbiex,  
XBX 1093, Malta.

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TXN 1703, Malta.

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[debfamily@hotmail.com](mailto:debfamily@hotmail.com)

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**On the 13th December 2011 Malta's Republic Day,  
the President of Malta  
H.E. Dr G Abela LLD. KUOM  
honored Chev. Dr Alfred Bonnici FRPSL  
with the insignia of Officer of the Order of Merit, (U.O.M),  
and our Philatelic Society Member Professor George Camilleri, with  
the insignia of Member of the Order of Merit (MOM).  
*We convey to both our congratulations.*  
by Ivan Mifsud**



*Dr Alfred Bonnici U.O.M*

## OFFICER

ALFRED BONNICI U.O.M.

Born in St Julians, Bonnici received his education at St Aloysius College, the Lyceum and the University of Malta where he graduated BPharm (1954), MD (1958) and MA (Melit) in 2011. In 1973 he graduated at The Royal Air Force Institute of Aviation Medicine (UK).

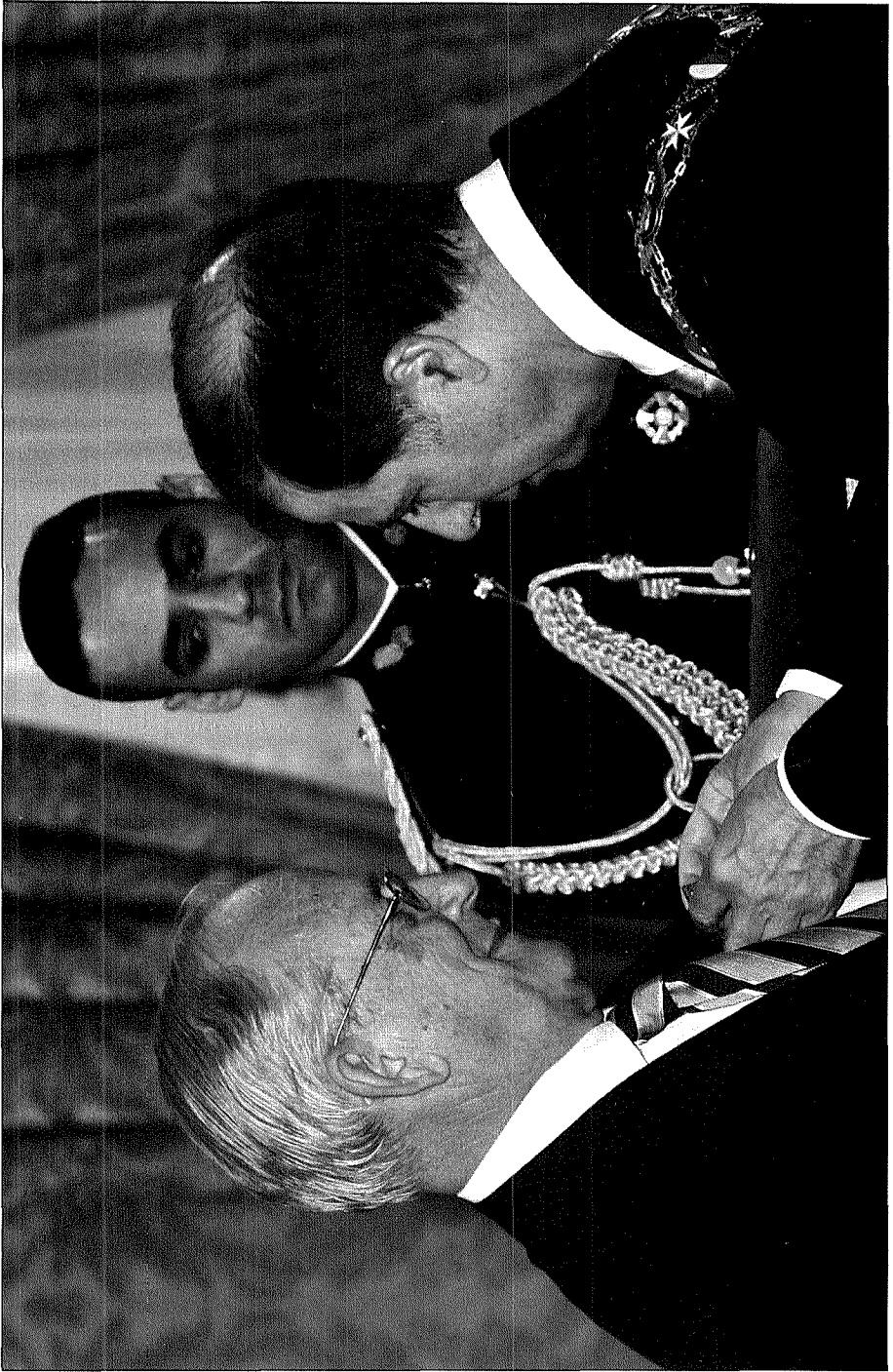
Bonnici is an aviation medical consultant acting for most international aviation agencies, having been appointed for the Federal Aviation Administration (FAA), in the United States of America, a senior aviation medical examiner in 1968, and for the Civil Aviation Authority in the United Kingdom in 1972, chairman of the Malta Civil Aviation Medical Board (1975) and since 1974 Chief Medical Officer of Airmalta.

Bonnici was also highly active in politics. In 1962 he was elected to parliament on behalf of the *Partit Nazzjonalista* and served as Speaker of the House of Representatives (1966-71). He was re-elected in 1971 and was a representative for the Council of Europe (1965-66, 1972-76) serving in various committees and as secretary to the parliamentary group (1964-66, 1971-76). In 1966, Bonnici was nominated president of the Commonwealth Parliamentary Association.

Bonnici is President of the Malta Philatelic Association, Fellow of the Royal Philatelic Society London, and editor of the Malta Philatelic Society Journal. He is the author of "Half Penny Malta Queen Victoria Yellow" in 'The Postal History and Postage Stamps of Malta' compiled by the Malta Study Circle of UK and was awarded gold medals in Philatelic exhibitions in Vienna, Barcelona, Milan, Rome and Tokyo.

In 1997, Bonnici was ordained Knight of Magisterial Grace in The Sovereign Military Hospitaller Order of St John of Jerusalem, of Rhodes and of Malta.

*(reproduced from the official inaguration ceremony brochure)*



*Profs. George Camilleri MOM*

## GEORGE CAMILLERI M.O.M.

Born in Valletta in 1936, Camilleri received his education at the Lyceum and later at the University of Malta where he qualified Bachelor of Dental Surgery (1957). He subsequently continued his postgraduate education, obtaining a HDD (1959) from Glasgow and a FDSRCS (1960) from Edinburgh. He was awarded Hon Fellowships in Dental Surgery from the Royal College of Surgeons and Physicians of Glasgow (2002) and of the Royal College of Surgeons of England.(2011). He was awarded the *Gran Croce al Merito Melitense* of the Sovereign Military Hospitaller Order of St John in 2005.

Camilleri was awarded the Quintin Hogg research fellowship at the Royal College of Surgeons of England (1962-64). He served as consultant dental surgeon with the public health services (1964-1970) and as senior dental surgeon (1970-81). He was appointed professor of dental surgery at the University of Malta (1964-78 and 1987-2001) and served as dean (1970-78, 1987-1992). He is presently a Visiting Professor in Dental Surgery at the University of Malta and an Honorary Senior Research Fellow in the Unit of the History of Dentistry, Dental Institute, King's College, London. Camilleri served as president to both the Association of Surgeons and Physicians of Malta (1973-74) and the Dental Association of Malta (1985-89).

Camilleri research interests are on the history of dentistry in Malta with particular focus on the early Maltese dentists and on dental archaeological remains at the National Museum of Archaeology. Since his retirement Camilleri has been engaged in voluntary work with various Non-Government Organisations.

He is a keen philatelist. (Editor)

*(reproduced from the official inauguration ceremony brochure)*

# Malta Green Crosses World War II

Notes and illustrations from the collection of Gavin Fryer RDP, FRPSL



*Chev Dr A. Bonnici FRPSL, receiving a commemorative medal after his Malta Grand Master's letters display cum power point dissertation at the Royal Philatelic Society London on 10 Nov 2011, from Mr Gavin Fryer RDP, FRPSL.*

Priority was given to correspondence of servicemen on Malta to their families in the UK and to Allied Forces serving in Malta. To assist with identification of mail in the British Post Office so that priority could, indeed, be given to this mail, the concept of marking letters with a 'Green Cross' was conceived. About three examples are recorded of letters sent from Britain to servicemen on Malta on which a manuscript 'Green Cross' was hand-drawn. One of these was addressed from Ilford in Essex on 14 July 1941 to Bounsell serving with the 7<sup>th</sup> Anti-Aircraft Regiment Royal Artillery, shown at Fig. 1. This was censored and resealed with P.C. 90 label.

The Green Cross Labels were created at first stating that the weight of a single letter was limited to one ounce. Fig. 2 shows an example on an envelope sent from Oban in Scotland to a Major in the Royal Irish Fusiliers posted on 11 October 1941. This item was also censored and resealed with P.C. 90 label. Later a variant of the green label stating the weight limit for a single letter of half ounce was sent from Norwich in Norfolk to a Private in the Army Dental Corps posted on 5 October 1942, Fig. 3.

Meanwhile a general issue of green labels to servicemen, in which the weight was unspecified, that they could enclose with their letters home so their families could avail themselves of the priority service. Fig. 4 shows an example posted from Reading Berkshire on 12 August 1942. Similar labels come in shades of green, some paler than others, but otherwise for the same standard of service.



EXAMINER 6642

POSTIVE SERVICE.



147-41



1602620 Sumner H. Bounsell,

10<sup>th</sup> Heavy A.A. Battery,

7<sup>th</sup> A.A. Regiment, R.A.

Hurry

Malta.

Fig.1

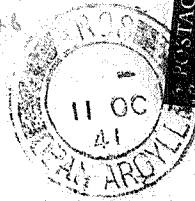
EXAMINER 6256



44.45.46



Weight  
not to exceed one ounce



Major R.A. French  
2<sup>nd</sup> Batt<sup>y</sup>, The Royal Lancers  
Fusiliers

Abundant

M-100

Fig.2

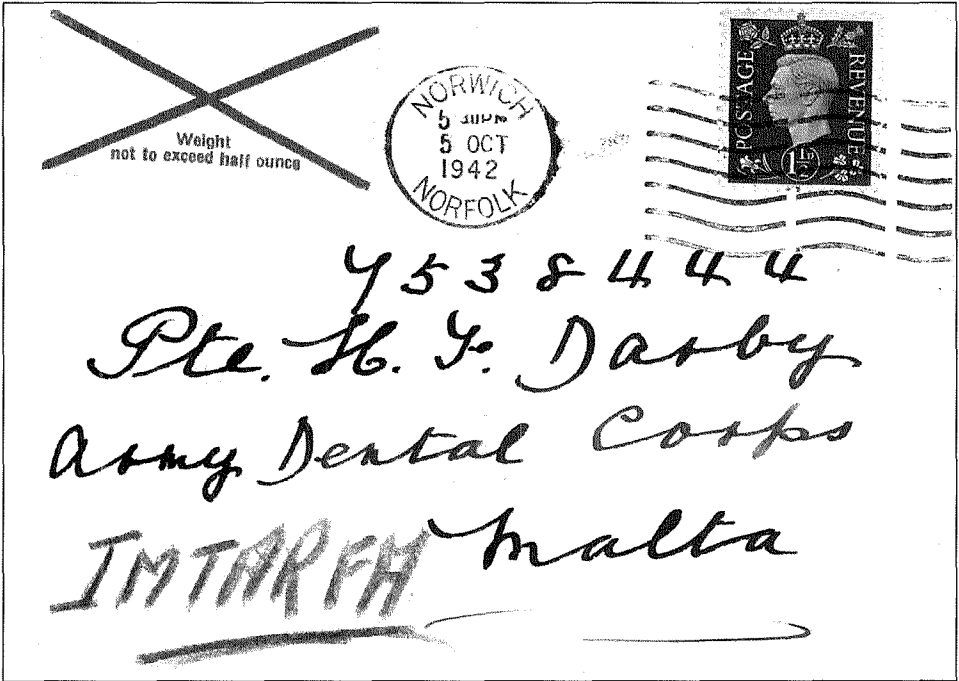


Fig.3

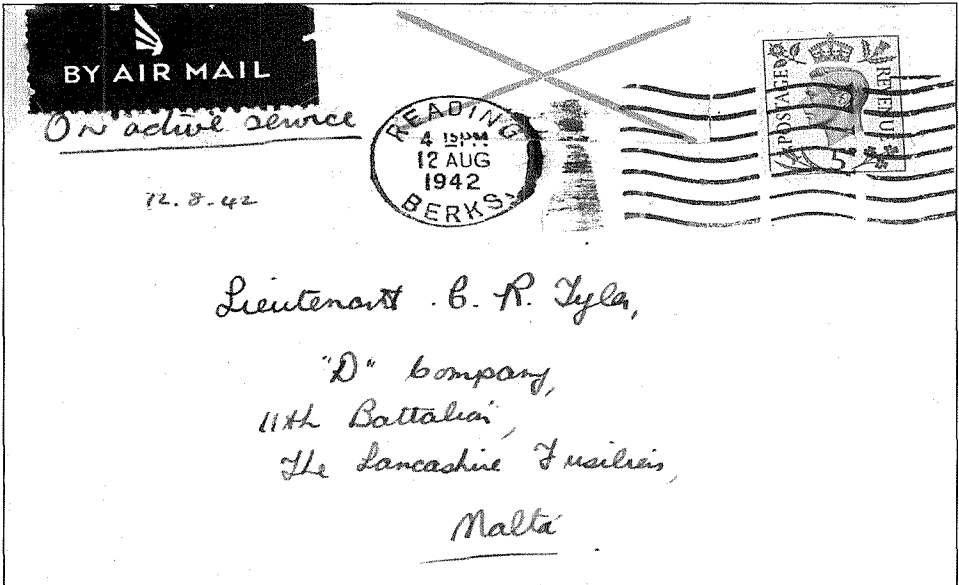


Fig.4

# A Hitherto Untapped Mine Of Postal History Information

by

John V. De Battista



*Title Page of the first edition, published in 1881*

Sometimes, important information may be found by chance in sources where one least expects to find it. This is exactly what happened when last November a friend of mine casually showed me a copy of “*Guida Generale di Malta e Gozo per l’anno 1905*” published in Italian by the local firm Libreria Editrice Scolastica Giovanni Muscat, which operated from Nr. 48 Strada Mercanti (Merchant’s Street), Valletta, Malta. At this stage it is good for one to be reminded that besides English, Italian was the other official language in use in the Maltese islands at the time.

As I had already encountered very scant references to this publication sparsed in some old philatelic literature, instinctively I looked for anything which might have a postal connection. Going through the extremely informative contents of this compendium I was surprised when unexpectedly I stumbled upon a complete list of all the Post Office officials working in the Administration of the GPO at the time, including their grade and the salary they earned. Further down the same page there was also a separate listing for those working in the Branch Post Offices (BPOs). I was more than happy when in another section I found a reprint of the Post Office Guide.

My curiosity had been aroused by this collection of long-neglected data. Noting that previous to this issue there had been others, I paid a visit to the National Library in Valletta to consult earlier editions of this important reference book. The visit proved fruitful as I discovered that the collection held by the Library included issues from 1881, the first year of publication, up to 1940.

A cursory look at some of the earlier editions revealed that without doubt the information contained should be particularly helpful for those interested in or researching the development of the Maltese Postal Service following its transfer to local administration in 1884. I am confident that a detailed analysis of the data available may bring to light new information which may be tied to philatelic questions that up to now are still unanswered; or else provide evidence to corroborate/disprove intuitions and assertions made in the past.

A case in point which I wish to share and delve deeper with you is that the postal guides found reprinted in the series once again raise the question of when did the Migiarro Post Office become a Branch or Sub Post Office. Alan Bannister in the PSM Journal Vol.40/2 Aug. 2011 Pg. 2 puts forward his conclusion that this post office was not a BPO during the Queen Victoria period but became one only in 1924 when it was allowed to issue and pay money and postal orders. He arrives at this on the basis of material dating between WWI and 1924.

However, according to the Post Office Guides reprinted in the four editions of the compendium *Guida Generale di Malta e Gozo* relating to the period from 1886 up to 1889, under the section headed POSTA INTERNA (Internal Post) one finds the following mention:

“Al Gozo vi sono due Uffici di Posta succursali, dove gli abitanti di quell’ isola

## G O Z O.

Il servizio postale del Gozo si effettua per vapore "Gleneagles" due volte al giorno meno nell'inverno, quando il vapore fa un solo viaggio giornaliero di andata e ritorno. L'ora della chiusura della valigia per il Gozo è sempre indicata nel vestibolo dell'Ufficio Postale in Valletta con apposito avviso.

Al Gozo vi sono due Uffici di Posta succursali, dove gli abitanti di quell'isola, possono ottenere francobolli, raccomandare lettere, ecc., e vi è stabilita anche una regolare consegna che si effettua dai Corrieri Postali. Uno di questi Uffici è al Rabato e l'altro al Migiarro.

30

*Extract from the 1886 Post Office Guide where both Gozo Offices are referred to as Branch Offices*

possono ottenere francobolli, raccomandare lettere, ecc., e vi è stabilita anche una regolare consegna che si effettua dai Corrieri Postali. Uno di questi Uffici è al Rabato e l'altro al Migiarro."

Translation:

"In Gozo there are two branch Post Offices, where the inhabitants of that Island may obtain postage stamps, register letters, etc., and where a regular distribution made by Postal Carriers is in place. One of these Offices is in Rabat and the other at Migiarro."

In the 1890 edition the paragraph was amended slightly by including the words "o Citta Vittoria" "or City of Victoria" after Rabato; this after the capital of Gozo was renamed Victoria in 1887 in honour of the Queen's Golden Jubilee.

Unfortunately the 1901 and 1902 editions are missing from the Library's collection and so could not be consulted, but in the 1903 Postal Guide we find that the following sentence had been added to the above paragraph:

"All' ufficio della Citta Vittoria si possono anche ottenere vaglia e *Postal Orders*." or "At the office in the City of Victoria one may also obtain money orders and *Postal Orders*."

It is important to note that throughout all these editions, under the section titled POSTA INTERNA, *both* of the post offices are being described with the adjective "succursali", i.e. branches, and not sub post offices in these earlier publications.

The dilemma however continues, as in the issues up to the year 1900 the postal guides only mention Maltese BPOs in the list titled UFFIZI SUCCURSALI (Branch

Offices). In the 1903 edition we find that a Gozitan BPO had been added to the list, and that is Victoria - notwithstanding the fact that in the POSTA INTERNA section of the same postal guide the Migiarrò post office is still also referred to as a BPO!

The questions and their possible answers that came to my mind after noting these subtle details are:

1. Could it be that in the early stages after the postal services were transferred to local administration, being the only other post offices in existence in these islands apart from the GPO in Valletta, no particular attention was required to be made to the title of these post offices and as such both were *de facto* commonly looked upon as **Branches of the Department of Posts**? With the exception of the Cospicua BPO which opened in 1890, the Gozo offices predated all the other QV period post offices by at least ten years, the latter being opened between 1895 and 1898. An interesting fact is that the 1895 estimates for the year 1896 mention the provision for office furniture for the *Gozo Branch Post Office*, which further points in this direction. This reference to a BPO was made four years prior to Government Notice 88 of the 28<sup>th</sup> April 1900, which up to now has been regarded as the one through which the first BPO in Gozo was set up.

It is good for one to keep in mind that ultimately it was the Department of Posts, a government entity, which was responsible for the postal service, a responsibility which it carried out through the GPO, which in modern jargon one might describe as its Head Office, and the other post offices. It would be wrong for one not to make this fine distinction and to consider that both the Department of Posts and the GPO mean one and the same thing, as this would not be exactly correct.

2. Did the Victoria office eventually gain a more “elevated” status than the Migiarrò office because it was what I term as an “administrative depot”, only branch in Gozo allowed to issue and pay money and postal orders, and whose staff and office were not shared with other government departments? It is good for one to know that the building and staff at the Migiarrò office at this and for quite some time later, also doubled-up and shared the duties as the local Customs Office.

3. Were Government Notice 88 / 1900 which announced the setting up of the *Victoria Postal District* and inclusion of the Victoria BPO in the list of Branch Post Offices in the postal guide the result of a Department of Posts continuous improvement strategy in preparation for implementing planned administrative changes that were to be gradually introduced in the postal services? Were these



*The Victoria and Migiarro hand-stamps with the letters B.O. which came in use shortly after the setting up of the Victoria Postal District*

triggered by an administrative need of the Department of Posts to officially clarify the “standing” of both post offices and assign specific work / services to each? Was the credit and full recognition afforded to the Victoria branch for its role as the more important of the two only a by-product of this process? One must highlight the fact that Government Notice 88 refers to the Victoria office as a Branch Post Office, but does not state that it was being made a BPO with the setting up of the Victoria Postal District!

One must also consider all this in light of the administrative “fine tuning” carried out during the year 1900, including the significant change that was made when for the first time the Department of Posts, through the GPO, issued post office hand-stamps to village police stations which had been acting and continued to act as postal agencies as distinct from post offices.

4. If the Migiarro post office was in actual fact a BPO, as it is repetitively being referred to in the postal guides of the period, was it actually ever reclassified as a SUB Post Office when the Victoria Postal District was set up and started functioning as from 1<sup>st</sup> May 1900?

5. Why was the hand-stamp including the letters B.O. and time proper very similar to that issued to the Victoria BPO following the setting up of the Victoria Postal District start and was allowed to be used by the Migiarro post office shortly afterwards? Was this sanctioned by the Department of Posts because the Migiarro post office was in effect considered and looked upon as a BPO, notwithstanding the fact that only the Victoria office was indirectly officially affirmed as such through Government Notice 88 of 1900?

One must point out that in the excerpt from the *Report on the Post Office for 1924-25* accompanying Mr. Bannister's article where we find "...and the Post Office at Migiarrò Gozo **was elevated to the status of a Branch Post Office** having identical attributions of the Office of Victoria and of the Branch Post Offices in Malta ..." the wording as highlighted could be inadvertently misleading. The reason for this is that by highlighting other words in the sentence as follows "...and the Post Office at Migiarrò Gozo **was elevated to the status of a Branch Post Office having identical attributions of the Office of Victoria and of the Branch Post Offices in Malta ...**" one may arrive at a different conclusion.

In effect this could mean that through Government Notice No. 346 of the 27<sup>th</sup> November 1924 the new authority given to the Migiarrò post office to issue and pay money and postal orders in addition to change in staff, *brought its status in line with that of all the other Branch Post Offices with regards to manning and the services provided*, thereby addressing and eliminating an anomaly that had existed. One must also bear in mind that in Notice 346 the Migiarrò Post Office is referred to as a Branch, but nowhere is it mentioned or inferred that it *became* a BPO through that notice.

As an afterthought, have any documents where the Victoria and Migiarrò Post Offices are officially and specifically referred to as SUB and not BRANCH post offices by the Department of Posts during the nineteenth century been recorded? If not, the question should be raised whether it was only because of the abovementioned 1900 govt. gazette notice, considered in isolation and not in a holistic approach, that philatelists have taken it for granted that prior to 1900 both offices were SPOs of the GPO. In the light of the above rediscovered information, I now personally tend to support the reasoning that both Gozo post offices were *de facto* Branch Post Offices of the Department of Posts and that the proof of this may be found in how they were being continuously referred to in the Post Office Guides of the period.

It surely looks that this particular issue in the development of Malta's, or more appropriately Gozo's postal history needs to be researched in more depth than it has been up to now, as it may definitely not be considered closed yet.

After the 1884 transfer of the Postal Services to local administration one finds that the Post Office Guides gradually started to become much more informative than their predecessors. There is no doubt that information regarding postal services reprinted in this publication should no longer be overlooked but be researched from a philatelic perspective. The potential relevance of the *Guida Generale di Malta e Gozo* series as a source for philatelic research should not be underestimated, as it could be a catalyst for researchers to explore other possibilities than those traditionally entertained and to move away from paradigms as can be seen from the above.



# Early Powered Flight

A talk by

Mr. R. A. Rostron

given to the members of the Malta Philatelic Society on 3rd November, 2010

As a schoolboy I enjoyed collecting stamps (and still do). I also liked to build and fly model aeroplanes and as a young man worked for De Havillands. Consequently, after about 50 years I have been able to connect the two interests in the form of a talk.

It has always amazed me how quickly the development of the wood, wire and canvas planes progressed from the first successful flight by the American Wright Brothers at Kitty Hawk in 1903, to the first Airmail Postal Services in 1911 and then passenger aircraft, etc.

The subject has been very well researched and documented by specialists. All I have tried to do is to put my material into an interesting 'story' mainly from 1903 to 1911.

Pictures of various designs of the first flying machines were shown starting with a Wright Flyer 111 of 1905. Whilst the Americans slowly made improvements 'behind closed doors', in Europe things moved rapidly. By 1909 there were several designs mainly monoplanes and biplanes, some with pusher engines, some with pullers; some had skids some wheels; some designs looked almost the same front and back.

Designers, manufacturers and aviators all wanted their machines to fly faster and over greater distances.

The world's first Airshow was held in Rheims, France in August 1909. There was much competition and record setting. Meanwhile, another record had been set, namely the first ever flight across the English Channel. It was achieved in July 1909 by the Frenchman Bleriot (Fig 1), an automobile spare parts manufacturer. He designed and flew the plane (not very well), but success was his, whereas Latham from England had just failed earlier in the month.

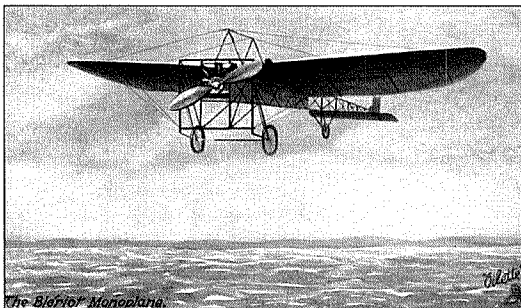


Fig.1

There now follows a fairly extensive selection of postcards, capturing early planes, mainly in flight. Where possible I have collected used postcards because for these the date can be important.

Various aviators acquired Bleriot's. The postcard producers often included an inset photo of the pilot. Fig 2 shows Aubrun with his Bleriot.

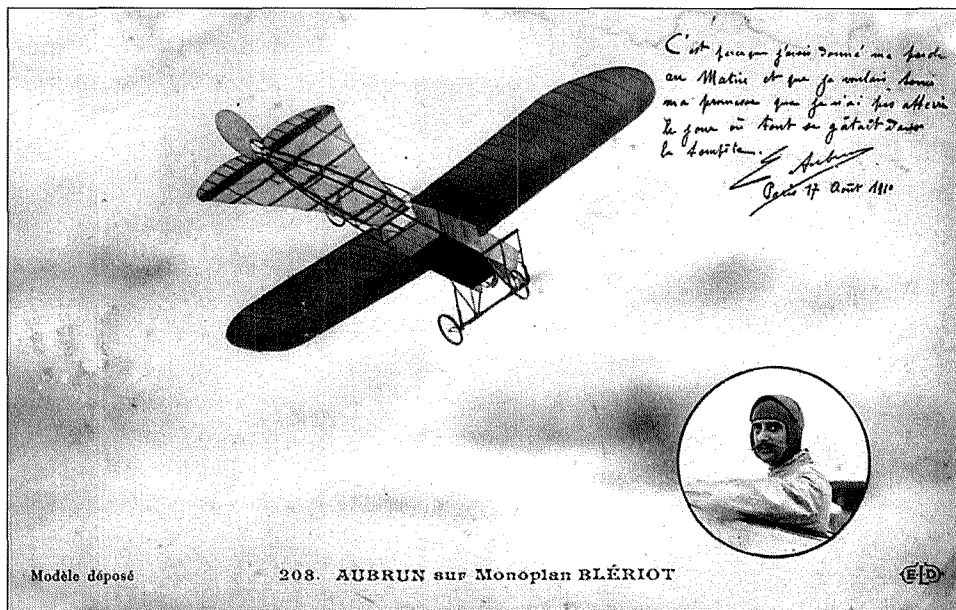


Fig.2

The next pages show the following cards:-

- A Farman Biplane with a good close-up picture of pilot Van Den Born, sent 14/12/1910 (Fig 3).
- A 1909 postcard of a Farman at Mourmelon and a signed picture of Farman himself, top left (Fig 4).
- Kinet setting a duration record with a passenger, in a Farman. Card dated 11/7/1910 (Fig 5).
- A similar plane flown at Camp du Mailly. Dated 7/8/1913. Note the military tents (Fig 6).
- Hubert Latham, a British Aviator/Designer, who failed in his attempt to be first across the Channel, is shown on this 1910 postcard setting out over the Channel (Fig 7).
- Latham's distinctive 'Antoinette' is shown on a colour postcard. The card was sent from Italy to Tunisia 8/5/1910 and has Milan and Tunis R.P. postmarks (Fig 8).

- The next two cards are also ‘Antoinettes’, one used 18/9/1909 (Figs 9 & 10).



Fig.3

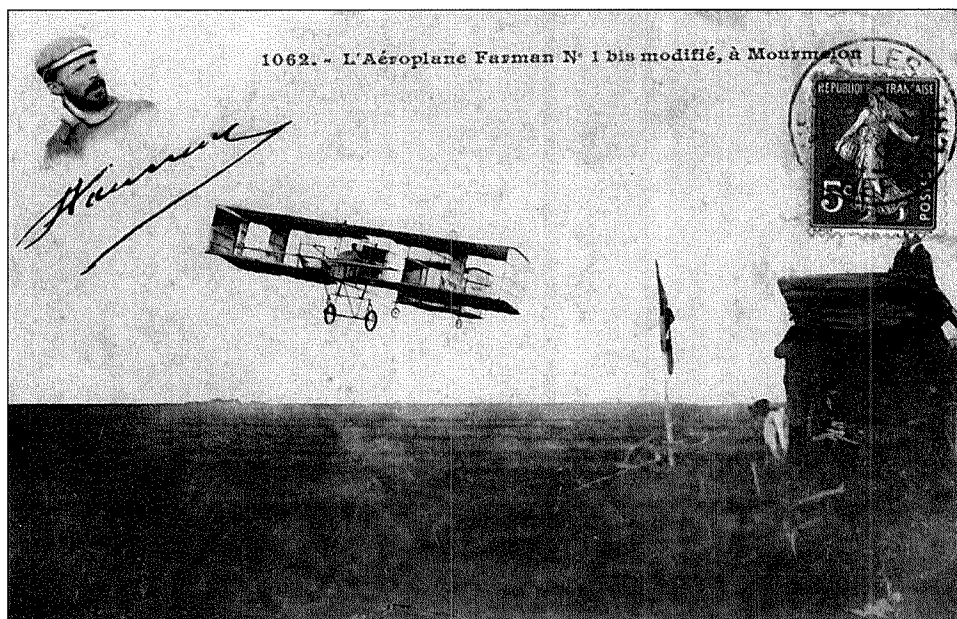


Fig.4

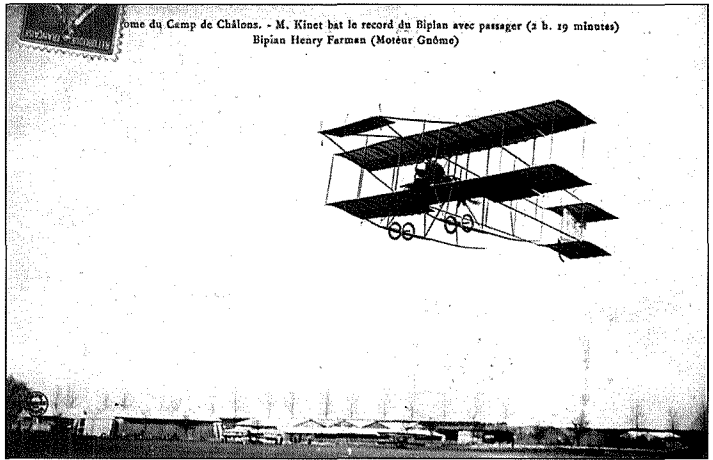


Fig.5

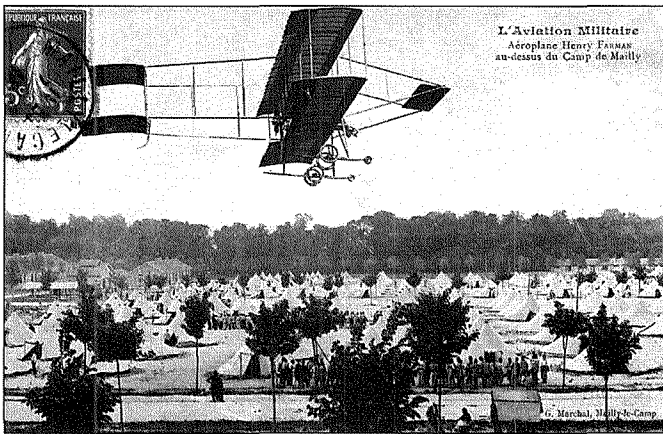


Fig.6

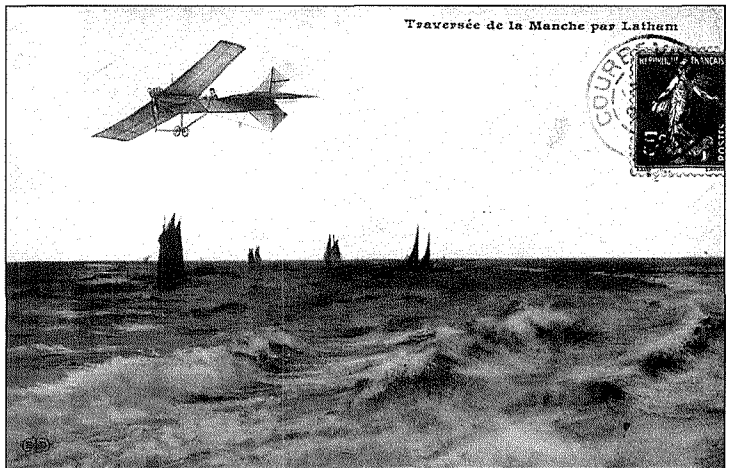


Fig.7

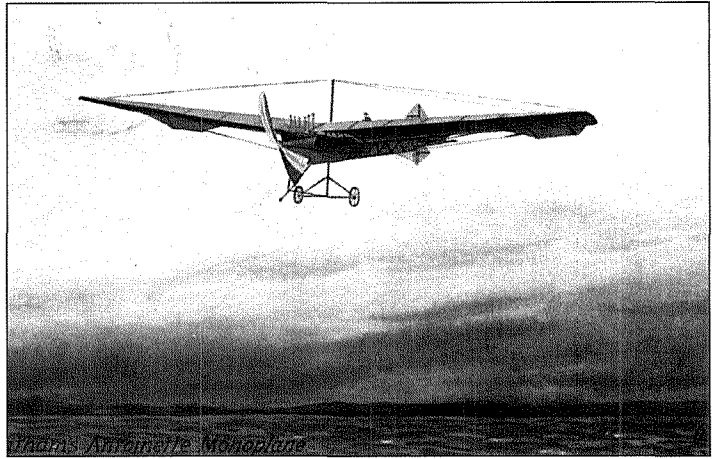
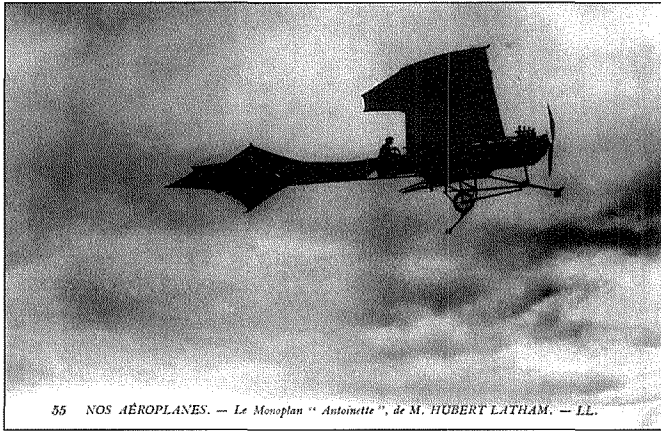


Fig.8

Hubert Latham Monoplan



55 NOS AÉROPLANES. — Le Monoplan " Antoinette ", de M. HUBERT LATHAM. — LL.

Fig.9

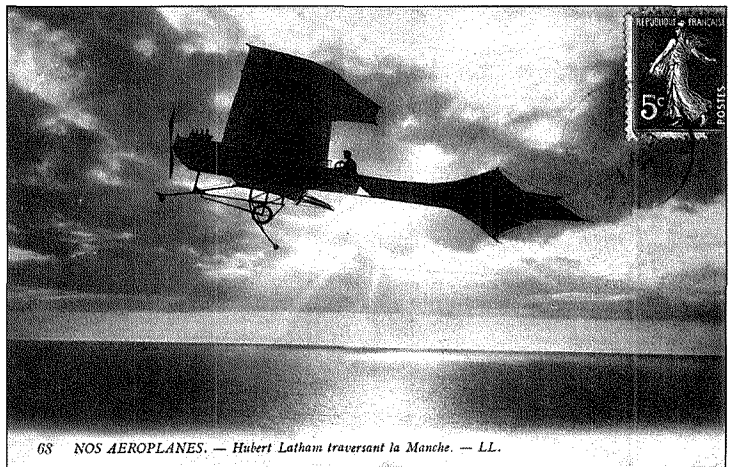


Fig.10

68 NOS AÉROPLANES. — Hubert Latham traversant la Manche. — LL.

Rheims was the First Airshow anywhere, taking place in August 1909. This card (Fig 11) shows pilot Paulhan setting a world distance and duration record at Betheny 26/8/1909.

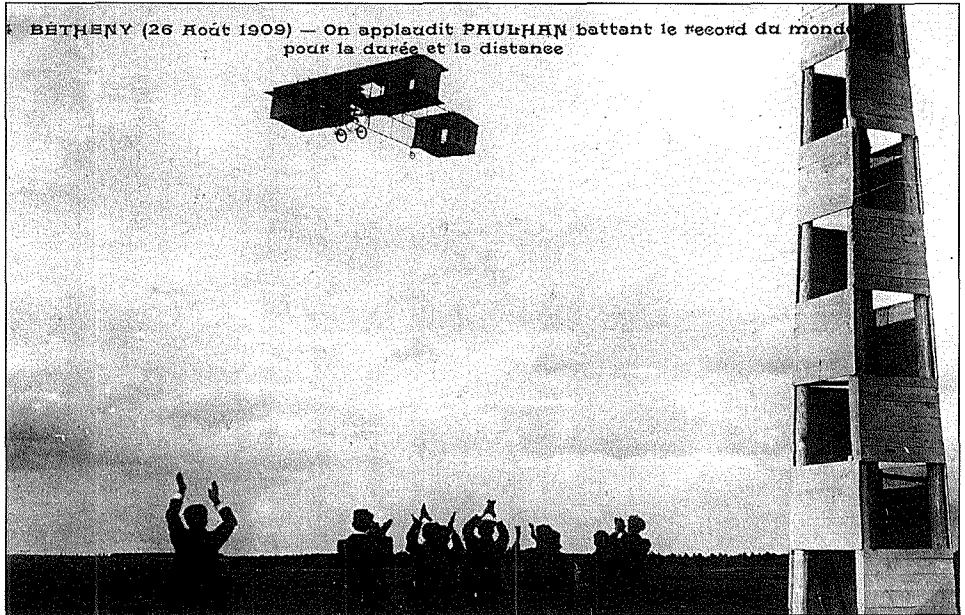


Fig.11

Latham with Entry No. 29 at Rheims. The card (Fig 12) is dated 1910 but could have been used later, and still be the original Rheims 1909 Show.

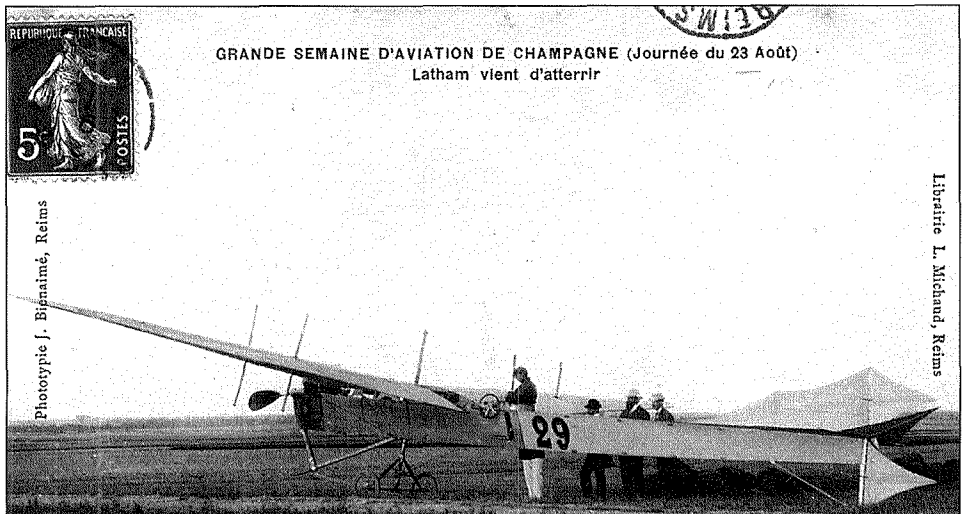


Fig.12

It did not take long before various companies realized the interest being taken in 'flight' and started to advertise their products via picture postcards.

The Lombart Chocolate advertising card (Fig 13) shows Latham at the First Airshow, Rheims 1909. There is message and address space. The 12 photo pull-out card (Fig 14) shows mainly French airmen but includes Wilbur Wright. The 10 photo booklet (Fig 15) also features mainly French airmen.

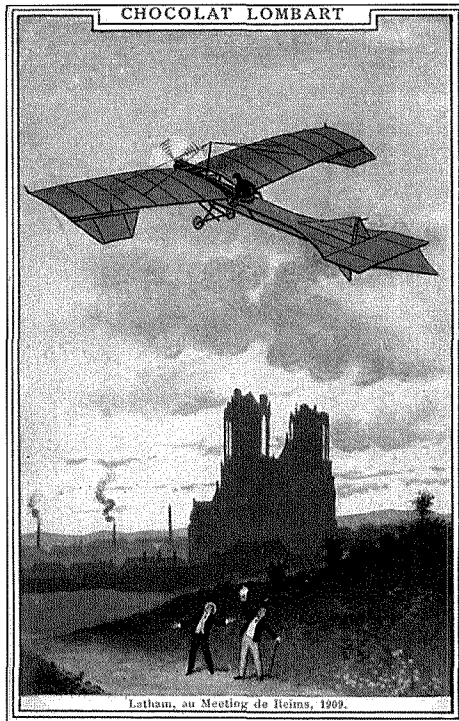


Fig.13

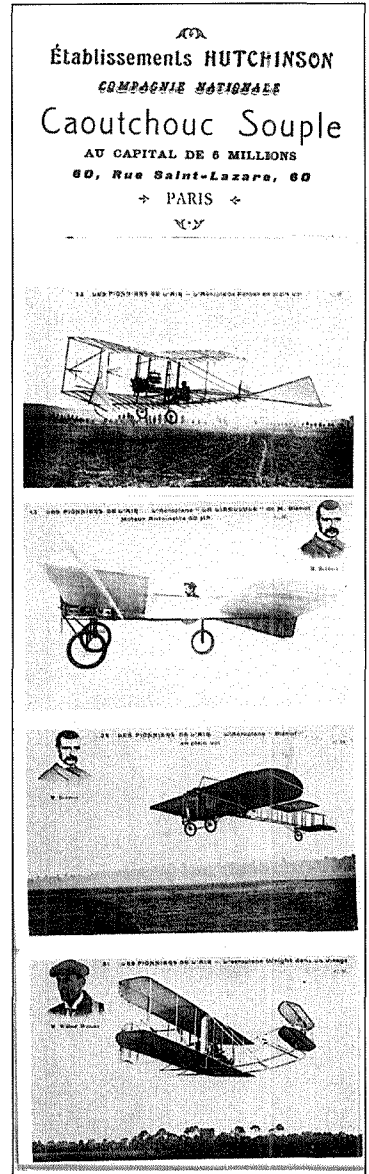


Fig.14

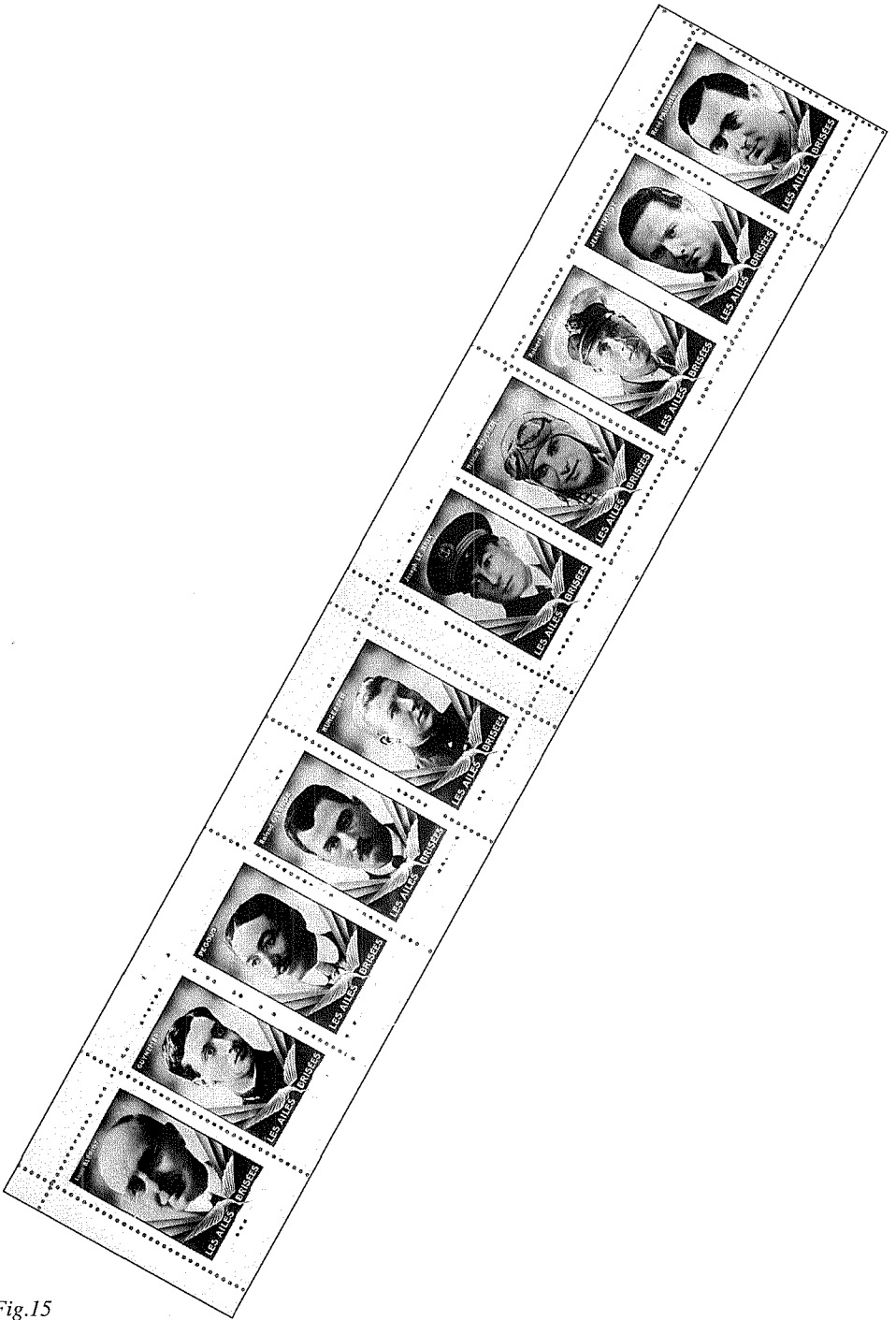


Fig.15



More flight cards follow:-

- Fig 16 shows a Voisin flown by Buneau-Varilla, probably at the 1909 Rheims Airshow.
- A Delagrang plane in flight is shown in Fig 17. It appears to be basically a 'Voisin'. The card is early and dated 11/2/1909.
- A 'Rougier' which is a 'pusher' type is shown in Fig 18. The card is dated 18/10/1910.
- Pilot Paillette at the controls of his Sommer Biplane, also a 'pusher' type is shown on the card dated 2/6/1911 in Fig 19.
- A Curtiss Biplane in flight is shown in Fig 20.
- A Caudron in flight with pilot Duval inset is shown in Fig 21.

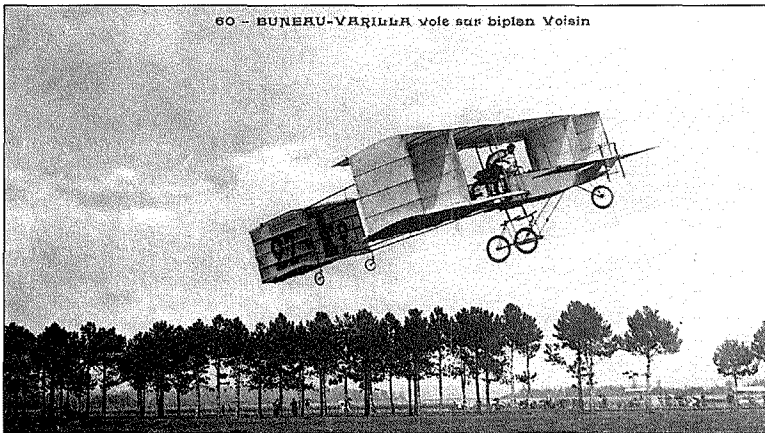


Fig.16

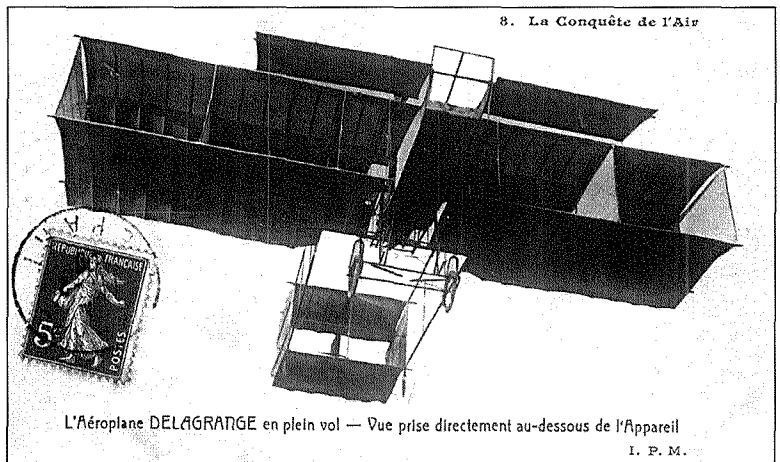


Fig.17

### 1135. - L'Aéroplane Rougier

compose d'une cellule centrale à 2 plans superposés de 10<sup>m</sup>20 d'envergure sur 2<sup>m</sup>10 de longueur antéro postérieure. Ces plans distants verticalement de 1<sup>m</sup>50, sont réunis par un corps fuselé de 1<sup>m</sup>50 de longueur et de section quadrangulaire à une cellule arrière de 6 m. d'envergure sur 2 m. de longueur, dans le sens de la marche, munie d'un empennage stabilisateur spécial. Le gouvernail vertical est au centre de la cellule arrière. La partie du corps fuselé englobé dans la cellule avant, porte le siège de l'aviateur et derrière lui le moteur de 50 HP Antoinette actionnant une hélice de 2<sup>m</sup>10 de diamètre et 1<sup>m</sup>10 de pas. En avant de l'appareil se trouve un gouvernail de profondeur biplan. Le tout monté sur le chariot orientable, surface portante 50<sup>m</sup> c. poids total monte 500 kgr.

J. H.

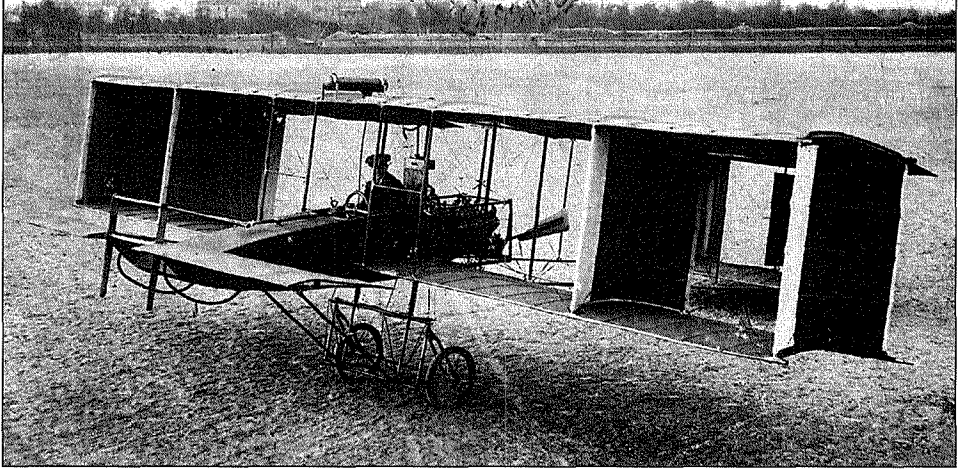


Fig.18

### LES GRANDS AVIATEURS

413. - Un Vol de Paillette, sur Biplan Sommer, moteur Gnome, 50 H. P. ND Phot.

103

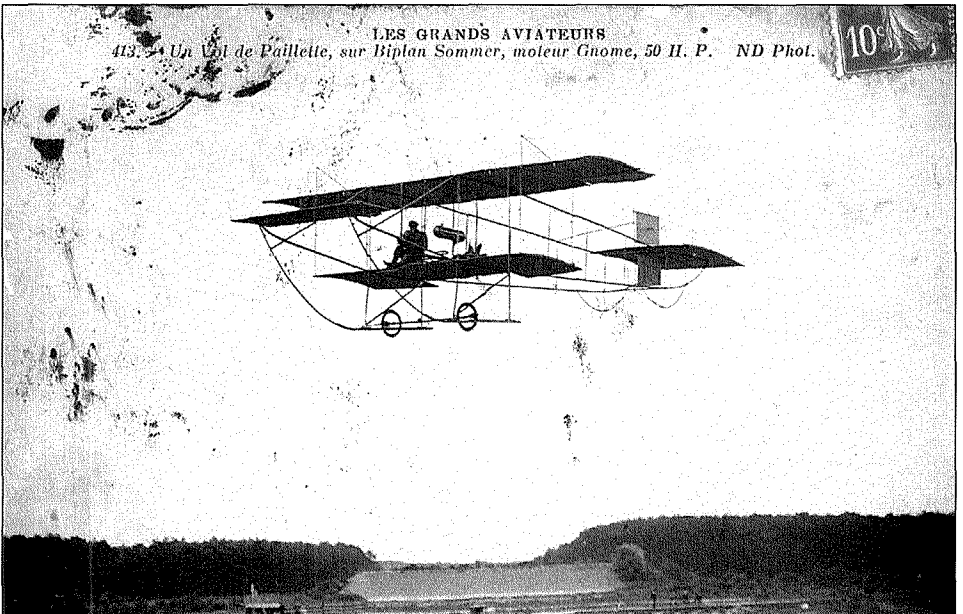


Fig.19

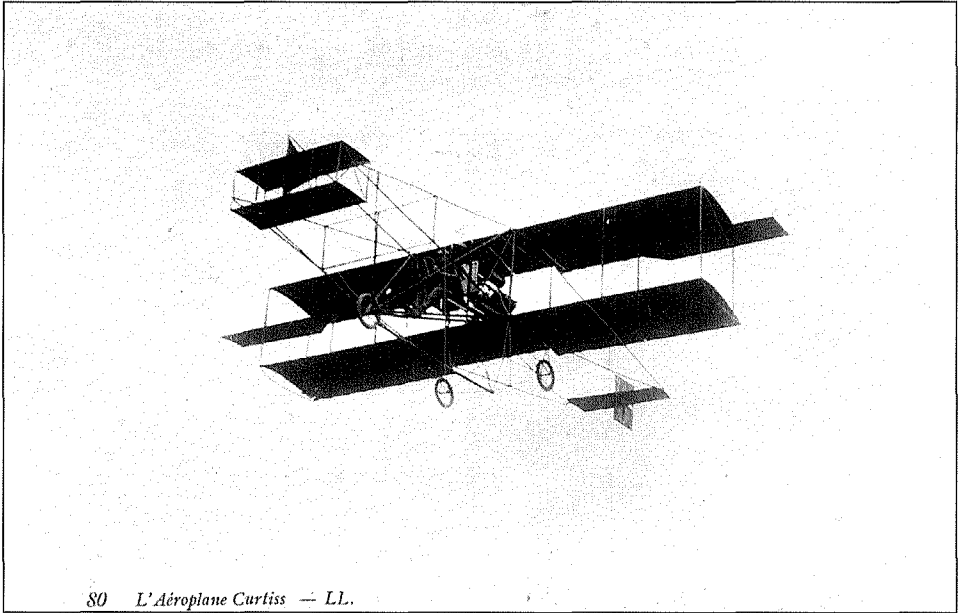


Fig.20

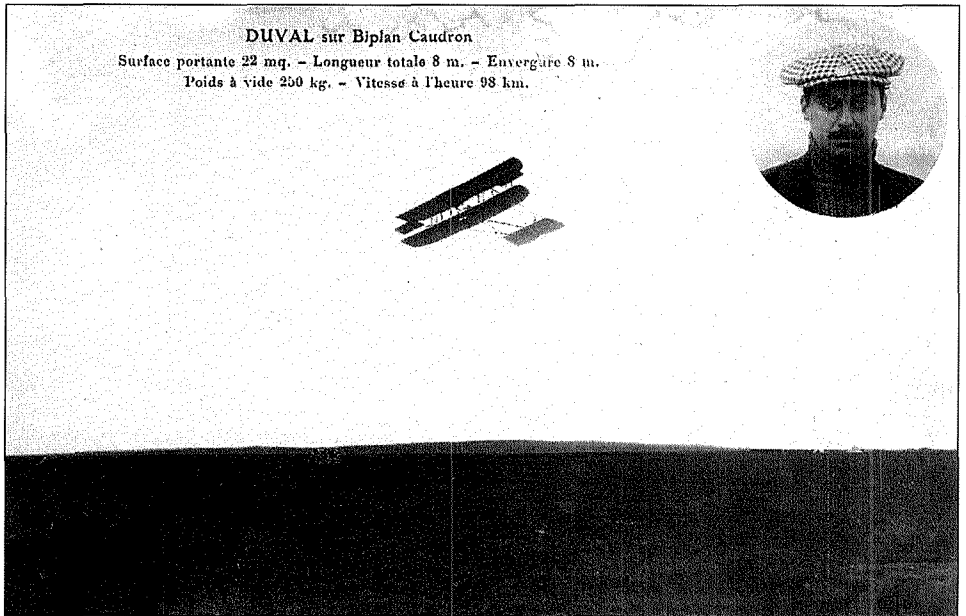


Fig.21

The cards in Figs 22 & 23 are real photos and are almost certainly of Grahame White and others at the 1910 Blackpool Airshow which was the second British Airshow, the first being at Doncaster 9/9/1910.

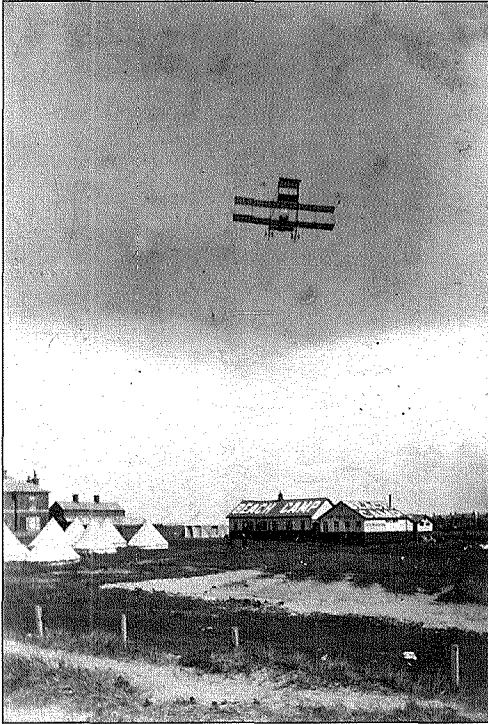


Fig.22



Fig.23

A nice close-up postcard (Fig 24) shows Grahame White about to take off at the August 1910 Blackpool Airshow; card dated 2/8/1910. Grahame White is also shown flying round the Blackpool Tower. The card (Fig 25) is dated 10/8/1910, with the flight almost certainly connected with the Airshow.



Fig.24



Fig.25

The first official Airmail Service was organized in 1911. Special illustrated covers and cards, costing 1/1 and 6½d were used for the first U.K. Aerial Postal Service and to commemorate the 1911 Coronation of George 5<sup>th</sup>. Several different colours were used. The service operated from the 9<sup>th</sup> to the 15<sup>th</sup> of September 1911, London to Windsor and Windsor to London. The cover shown (Fig 26) was flown on the last day of service from Windsor to London, which is the scarcer direction. Gustav Hamel was the main pilot associated with the service and he became known as the 'First Aerial Postman'.

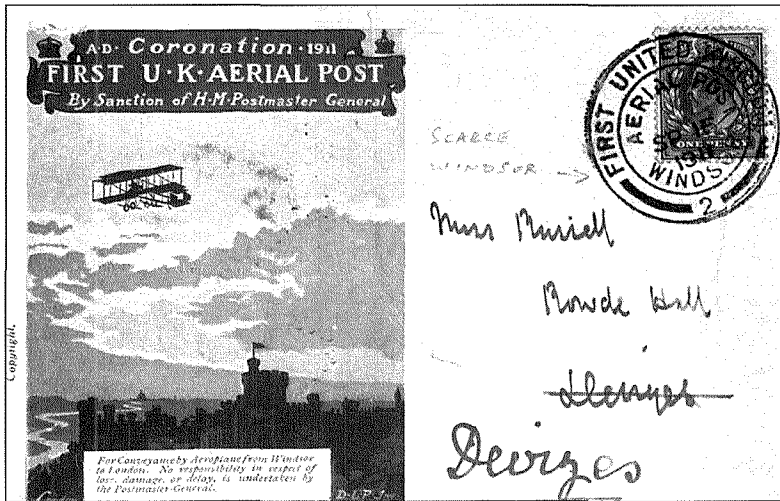


Fig.26

Then there are two First Day Covers for 9/9/1911 in two different colours purple and green (Figs 27 and 28).

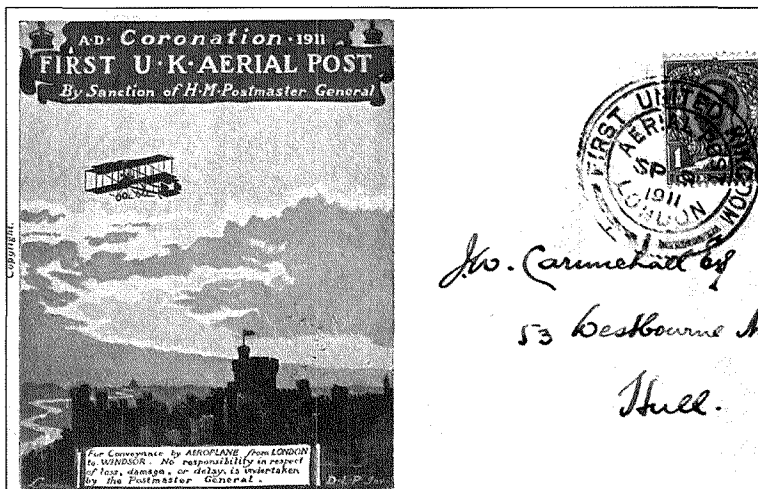


Fig.27

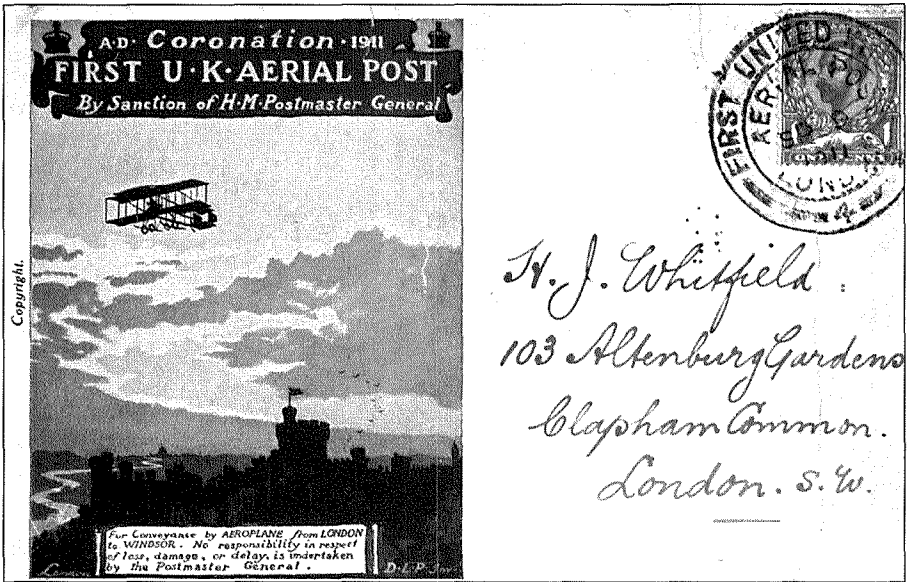


Fig.28

Two cards follow namely (i) the purple-brown card (Fig 29) is a first day of use. It has on reverse instructions as to where they could be bought, their price, how to post etc, and (ii) a grey-green card (Fig 30) which was posted on the 3<sup>rd</sup> day of the service. A 60<sup>th</sup> anniversary commemorative card is also shown in Fig 31.

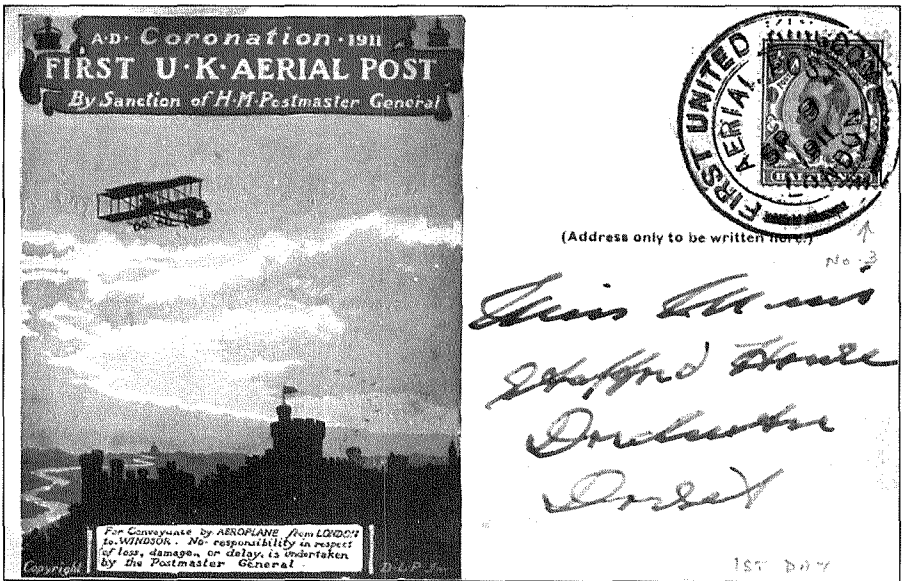


Fig.29

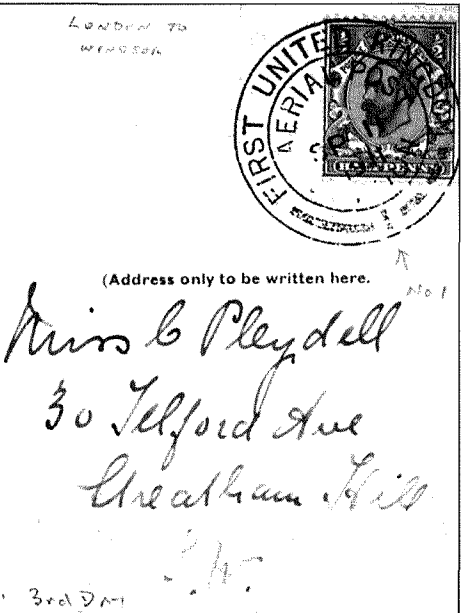
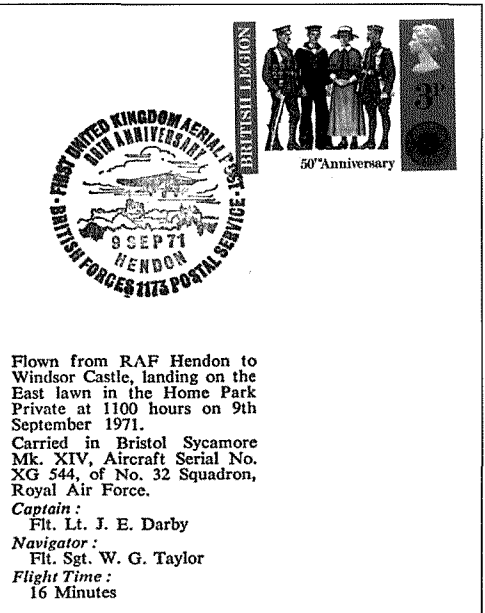


Fig.30



Flown from RAF Hendon to Windsor Castle, landing on the East lawn in the Home Park Private at 1100 hours on 9th September 1971.  
 Carried in Bristol Sycamore Mk. XIV, Aircraft Serial No. XG 544, of No. 32 Squadron, Royal Air Force.  
**Captain :**  
 Flt. Lt. J. E. Darby  
**Navigator :**  
 Flt. Sgt. W. G. Taylor  
**Flight Time :**  
 16 Minutes

Fig.31



With such an interest springing up in the idea of manned flight, it did not take long for Aero Clubs to form across the world. The number of well known aviators was very limited and they were in constant demand for publicity purposes etc. Here we have an example. An interesting original letter (Fig 32) written on behalf of Grahame White, declining an invitation to become President of a small Manchester based Model Aero Club.

GW KBB.,

TELEGRAMS:  
"VOLPLANE, LONDON."

THE LONDON AERODROME,  
HENDON, N.W.

TELEPHONE:  
120 KINGSBURY.  
(FOUR LINES)

12th March. 1914.

A. Leslie Herridge Esq.,  
Manchester Young Mens Christian Ass.,  
56, Peter Street,  
Manchester.

Dear Sir,

I am instructed by Mr. Grahame-White to acknowledge the receipt of your letter of the 7th inst., and, while he is much honoured by your asking him to become President of your model Aero Club, he feels that as he is already President of such a large number of Clubs and Institutions, he could not do justice to the post you are now asking him to fill.

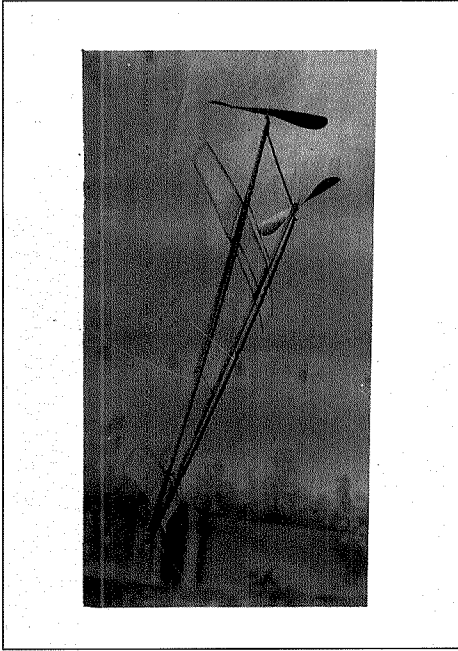
He begs me to convey to you his very best wishes for the success of your Club and to inform you he would be pleased to give you any assistance in his power.

Yours faithfully,

*Kate B. Banister*  
secretary.

Fig.32

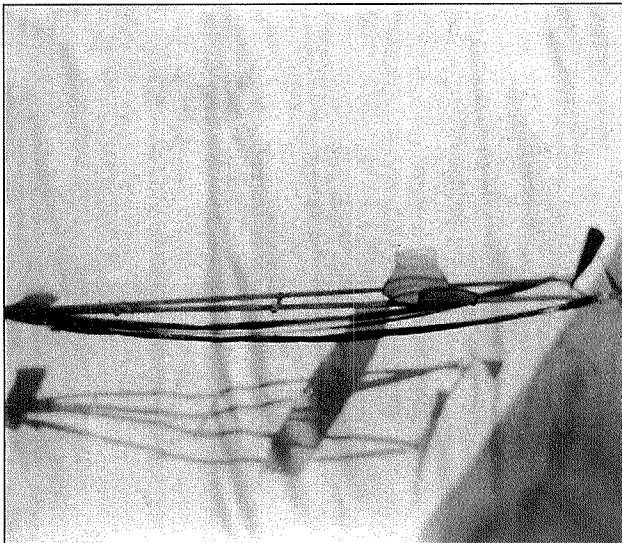
Real photo postcards dated 1913 (Figs 33 to 35) show different model aeroplanes.



*Fig.33*



*Fig.34*



*Fig.35*

A few entrepreneur aviators started Air Post Services. They included Hamel who had started flying for the Daily Mail (Fig 36) and did the London – Windsor 1911 Service. They developed ‘advertising photocards’ as shown (Fig 37).

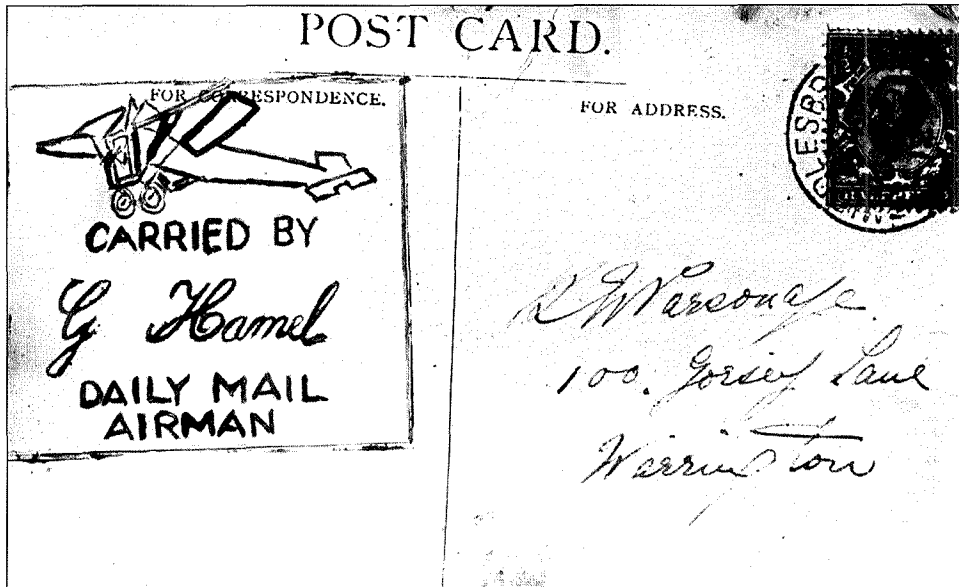
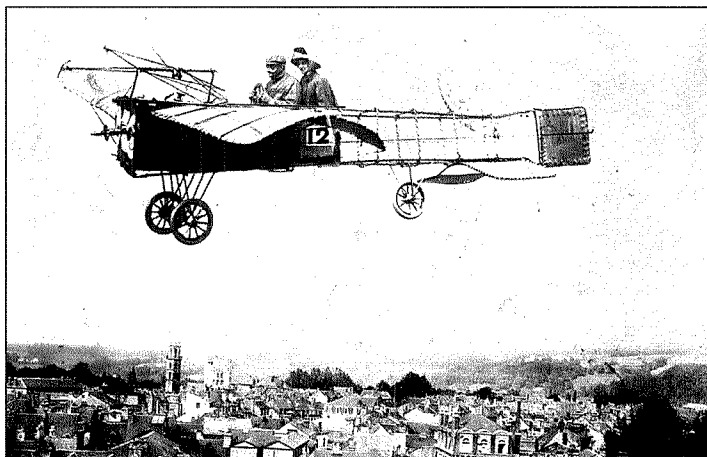


Fig.36



Fig.37

Soon after the first successful flights had taken place, Greeting Cards producers seized the opportunity to create aircraft and flight simulators to photograph and make Christmas, New Year, Birthday and other greeting cards. The first card shown in Fig 38 was sent from the Pyrenees in August 1910. The second card in Fig 39, also dated August 1910, was sent from Accrington, Lancashire. In the background, almost certainly, is Grahame White, who was quick to recognize other business potential. The card was probably bought at the 1910 Blackpool Airshow.



*Fig.38*



*Fig.39*

These early and similar greetings cards (Figs 40 & 41) are good examples of exploiting the theme. Both used in 1908, they appear to depict the Wright Brothers biplane.

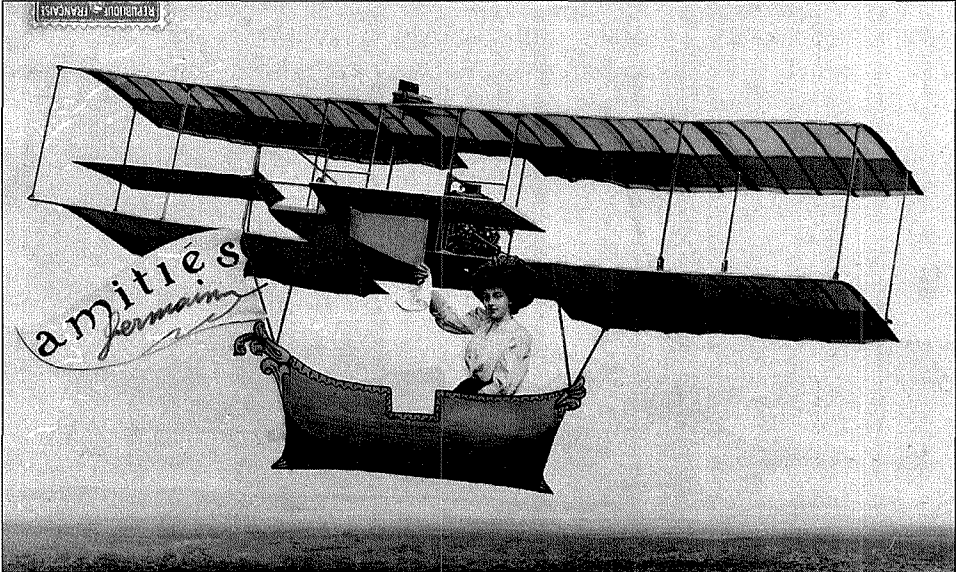


Fig.40



Fig.41

Since the early spate of postcards there have been many commemorative issues of stamps, First Day Covers etc. The cover in Fig 42 commemorates the 60<sup>th</sup> anniversary of the First Channel crossing by Bleriot in 1909. The flight would have taken about an hour. By Concord (on the stamp) about a minute. The French stamp (Fig 43) is about the same event, but issued for the 25<sup>th</sup> Anniversary. Also interesting to note Lebanese stamps (Fig 44) were overprinted with an impression of a Bleriot for airmail purposes.

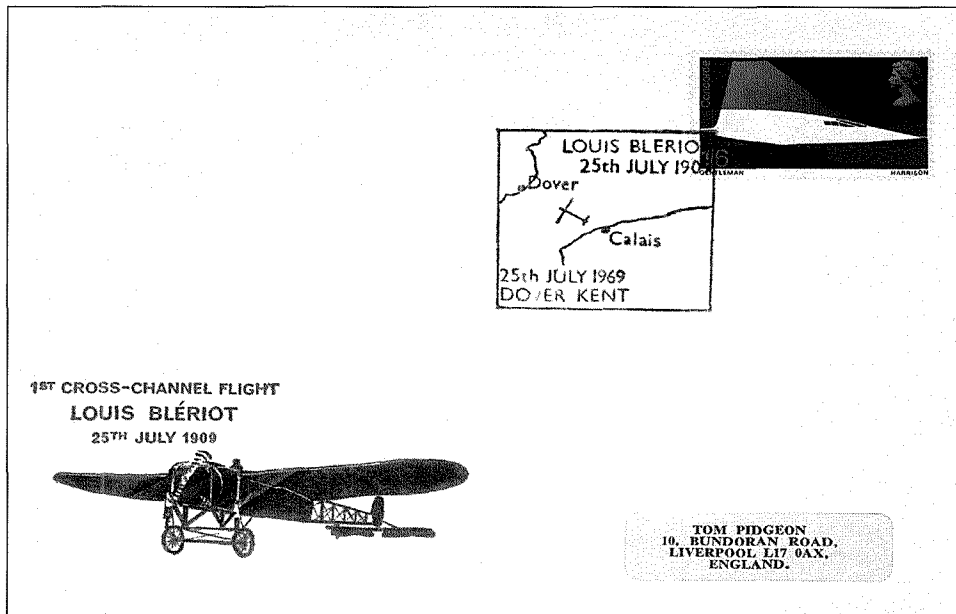


Fig.42



Fig.43

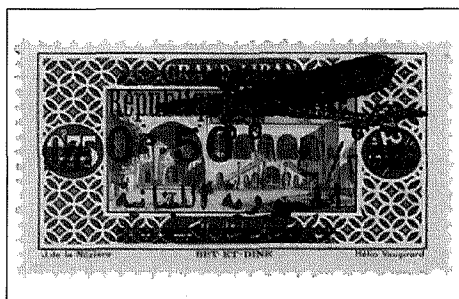


Fig.44

Cigarette manufacturing companies were amongst many who exploited the subject for advertising and publicity purposes. Various series of cigarette cards were produced. The cards shown are from the set issued by Wills titled 'Aviation'.

The cards show:-

- A bicycle powered helicopter (Fig 45).
- An eight engined biplane (Fig 46).
- The first lady aviator Baroness de la Roche, who flew a Voisin in 1909 (Fig 47).
- The German powered airship 'Clouth' (Fig 48).

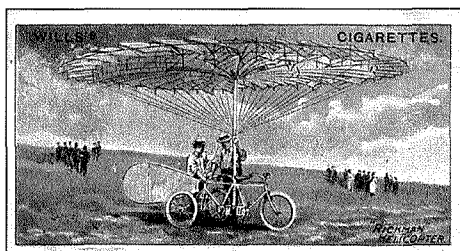


Fig.45

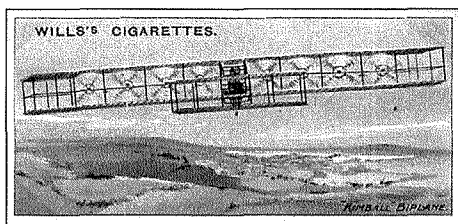


Fig.46



Fig.47

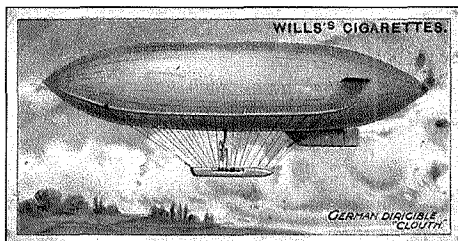


Fig.48

I fully recognize that powered airships are part of "Early Powered Flight". To include them would have made this talk too long. Consequently I have included them in "Part II" – "Balloons and Airships", - a future talk.

Once again it was a pleasure to present my material to the Malta Philatelic Society. In order to make it more manageable for the MPS Journal, about half the items have been omitted.

# Statutory Accounts 31/12/2011

by  
Mr. J. Cardona

## MALTA PHILATELIC SOCIETY

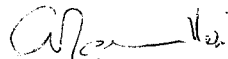
### BALANCE SHEET

31 December 2011

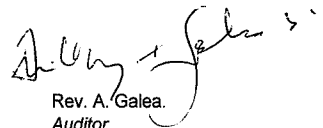
			<u>2011</u>	<u>2010</u>
<b>FIXED ASSETS</b>		<u>Page</u>	<u>€</u>	<u>€</u>
At Cost	4,304	7		
Less Depreciation	<u>4,304</u>		0	0
<b>CURRENT ASSETS</b>				
Fixed Deposit Account		8	1,631	1,631
Current Account		9	<u>6,467</u>	<u>4,721</u>
			8,098	6,352
<b>CURRENT LIABILITIES</b>				
Subscriptions in Advance			<u>(512)</u>	<u>(612)</u>
<b>TOTAL NET ASSETS</b>			7,586	5,740
<b>ACCUMULATED FUND</b>			<u><u>7,586</u></u>	<u><u>5,740</u></u>



John A. Cardona,  
Hon. Secretary & Treasurer.



Prof. G.E. Camilleri,  
Auditor



Rev. A. Galea,  
Auditor.



# MALTA PHILATELIC SOCIETY

## INCOME & EXPENDITURE ACCOUNT

31 December 2011

<u>2010</u>			<u>2011</u>
€ INCOME	Notes	€	€
1,749 Subscription receivable	(1)	1,566	
36 Interest received	(2)	33	
319 Donations	(3)	129	
867 <i>Maltex XII</i> Philatelic Exhibition	(4)	2,085	
0 Disposal of commemorative keyrings		66	
<hr/>		<hr/>	
2,971 <b>Total Income</b>			3,879
 <b>EXPENDITURE</b>			
482 Journal distribution costs	(5)	530	
385 Newsletter distribution costs	(6)	322	
474 Sundry administrative expenses	(7)	524	
202 F.I.P. affiliation fee	(8)	263	
130 St. Publius Hall / Oratory - rental	(9)	130	
209 Christmas "get together"	(10)	220	
35 Suffrages	(11)	35	
23 Bank charges	(12)	9	
104 Subscriptions adjustments		0	
28 Interest Accrual Account - Closed		0	
<hr/>		<hr/>	
2,072 <b>Total Expenditure</b>			2,033
899 <b>SURPLUS FOR THE YEAR</b>			1,846
<u>4,841</u> <b>FUND OPENING BALANCE</b>			<u>5,740</u>
<u>5,740</u> <b>FUND BALANCE AT YEAR END</b>			<u>7,586</u>

# MALTAPOST SERVICE ON BOARD M.V. JEAN DE LA VALETTE

by  
John V. De Battista

On 4th November 2011, MaltaPost announced that it had installed a letterbox on board the M.V. Jean De La Valette a vessel operated by Virtu' Ferries Ltd.

The full text of the notice reads as follows:

*“MaltaPost Service on board M.V. Jean De La Valette*

*MaltaPost announces that it has installed a letterbox on board the M.V. Jean De La Valette. Mail posted on board the vessel will be marked “PAQUEBOT” and postage stamps cancelled accordingly. Mail posted during voyages to Malta will be collected and processed upon arrival at Malta.*

*Service of this letterbox will commence on Monday 7th November 2011.”*

For the benefit of all those interested in the subject of Maritime Mail, below one may find an extract of current procedure as stipulated by the UPU Convention.

Extract from Letter Post – Conv Art 8; Article RL 119  
*UPU Letter Post Manual Berne 2009*

*“Prepayment and stamping of items posted on board ship*

*1. Items posted on board ship at the two terminal points of the voyage or at any intermediate port of call shall be prepaid by means of postage stamps and according to the rates of the country in whose waters the ship is lying.*

*2. If the items are posted on board on the high seas, they may be prepaid, in the absence of special agreement between the designated operators concerned, by means of the postage stamps and according to the rates of the country to which the ship appertains or is under contract. Items prepaid in this way must be handed over to the post office at the port of call as soon as possible after the arrival of the ship.*

3. *The stamping of items posted on ships shall be the responsibility of the postal official or the officer on board charged with the duty, or, failing those, of the post office at the port of call at which these items are handed over. In that case, the office shall impress the correspondence with its date-stamp and add the word “Navire”, “Paquebot” or any other similar note.*

\* *Commentary*

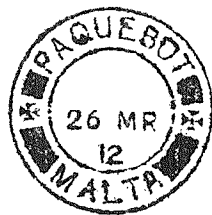
119.2 *An application of maritime practice according to which any ship on the high seas is “part of the territory” of the country whose flag it flies.*

*The country issuing the postage stamps is considered as the country of origin, even when the stamps, having been affixed on the high seas, are cancelled at the next port with the date-stamp of another country.”*

In this regard MaltaPost explained the procedure.

*When establishing the procedure to be adopted in respect of such mail, MaltaPost followed the UPU guidelines on Paquebot (or Ship’s) Mail. In this regard, given the relatively short and frequent voyages MaltaPost considered it more practicable to limit its Paquebot Mail service to the voyage between Sicily & Malta (that is , not on the Malta to Sicily voyage). Consequently, (and as per UPU guidelines) the on-board letterbox is only open on the Sicily to Malta voyage and mail is franked with Malta stamps - also because the vessel is Malta-registered.*

*The handstamp marked “PAQUEBOT” is not applied on board the vessel but at MaltaPost Central Mail Room in Marsa. It is not a new handstamp but one that has been in use for a number of years.*



*Note: we understand that in cases where a passenger purchases a postage stamp or postcard from the onboard shop (run by the vessel operators), then the shop assistant there marks the postcard with a rubber stamp that reads ‘**Mailed on Board MV Jean De La Valette**’.*

Hopefully the above points answer the queries raised, clarify the situation and also dispel uncertainties regarding the details and procedures that have been adopted for the processing of mail posted on board this magnificent ferry. We also take this opportunity to thank MaltaPost for its cooperation and input to help us inform our readers about the service.

# Postal Diary

## 1 July – 22 July 2011

by  
Joseph Fenech

### 2 July 2011

On Saturday, 2 July 2011, MaltaPost p.l.c. issued a commemorative set of 20 stamps to mark the withdrawal from service of the traditional Maltese buses. The set, titled “The End of an Era”, was released on a date coinciding with the actual date of withdrawal of the existing fleet of Maltese buses. The set consisted of two sheets each of ten different stamps, with the ten stamps in one sheet each bearing a denomination of €0.20, and the ten stamps in the other sheet having a denomination of €0.69 each. Local artist Cedric Galea Pirota was commissioned to paint twenty of the most popular buses covering the principal routes throughout Malta and Gozo, each in its original route livery. Apart from the stamps, MaltaPost also issued a set of 20 maximum cards, with each card depicting an identical image of each stamp issued.

The details of each stamp and maximum card are the following:

€0.20 stamp – B’kara (Bus type: Reo) = Maximum Card No. 18 (Card No. 1 of a set of 20).

€0.20 stamp – Żabbar (Bus type: Dodge T110L) = Maximum Card No. 19 (Card No. 2 of a set of 20).

€0.20 stamp – Żurrieq (Bus type: Leyland Comet) = Maximum Card No. 20 (Card No. 3 of a set of 20).

€0.20 stamp – Żebbuġ – Siggiewi (Bus type: Ford V8) = Maximum Card No. 21 (Card No. 4 of a set of 20).

€0.20 stamp – Gudja – Għaxaq (Bus type: Bedford SLD) = Maximum Card No. 22 (Card No. 5 of a set of 20).

€0.20 stamp – Gozo Mail Bus (Bus type: Malta-built chassis) = Maximum Card No. 23 (Card No. 6 of a set of 20).

€0.20 stamp – Kalafrana (Bus type: Federal) = Maximum Card No. 24 (Card No. 7 of a set of 20).

€0.20 stamp – Siggiewi (Bus type: Dodge T110L) = Maximum Card No. 25 (Card No. 8 of a set of 20).

€0.20 stamp – Rabat (Bus type: Indiana) = Maximum Card No. 26 (Card No. 9 of a set of 20).

€0.20 stamp – Żejtun (Bus type: Austin CXD) = Maximum Card No. 27 (Card No. 10 of a set of 20).

€0.69 stamp – Sliema (Bus type: Ford V8 (Wayne)) = Maximum Card No. 28 (Card No. 11 of a set of 20).

€0.69 stamp – Lija (Bus type: Commer Q4) = Maximum Card No. 29 (Card No. 12 of a set of 20).

€0.69 stamp – Mosta/Naxxar (Bus type: Fordson BB) = Maximum Card No. 30 (Card No. 13 of a set of 20).

€0.69 stamp – Mellieħa (Bus type: Thornycroft Sturdy ZE) = Maximum Card No. 31 (Card No. 14 of a set of 20).

€0.69 stamp – Cospicua (Bus type: Bedford QL) = Maximum Card No. 32 (Card No. 15 of a set of 20).

€0.69 stamp – All routes (Bus type: Magirus Deutz O 3500) = Maximum Card No. 33 (Card No. 16 of a set of 20).

€0.69 stamp – Naxxar (Bus type: Commer Q4) = Maximum Card No. 34 (Card No. 17 of a set of 20).

€0.69 stamp – Gozo (Bus type: Bedford SB8) = Maximum Card No. 35 (Card No. 18 of a set of 20).

€0.69 stamp – B’kara – St. Julians (Bus type: Thames ET7) = Maximum Card No. 36 (Card No. 19 of a set of 20).

€0.69 stamp – Private Hire (Bus type: Bedford QL) = Maximum Card No. 37 (Card No. 20 of a set of 20).

The stamps measure 44.0mm x 31.0mm, with a perforation of 13.9 x 14.0 (comb). The stamps were offset printed on Maltese Crosses watermarked paper by Printex Limited. MaltaPost prepared a special commemorative hand-stamp to cancel the stamps on the first day of issue (on FDC No. 4/2011 – four envelopes marked 1 of 4, 2 of 4, 3 of 4 and 4 of 4 respectively). The hand-stamp was inscribed “MALTAPOST----- - MALTA/”MALTA BUSES”/THE END OF AN ERA/JUM IL-HRUĠ/02-07-11”, and also included an image of the back of a bus. The MaltaPost Philatelic Bureau featured these stamps in the stamp bulletin No. 292.



In addition, MaltaPost also produced a number of related items as souvenirs of this major milestone in Malta's transport history. In fact, MaltaPost issued a set of 20 prints of the original watercolours by Cedric Galea Pirotta. The prints measure 41cm by 33cm, and are presented in two folders containing 10 prints each. Besides, in conjunction with 'Buses Worldwide' of the United Kingdom, MaltaPost reprinted a commemorative edition of the booklet "Maltese Buses of Yesteryear", which includes detailed information about the Maltese traditional buses that had served the various routes in the Maltese Islands over the years.

## 2 July

Legal Notice 265 of 2011 – Time Table for the Gozo Mail and Passenger Service (Revocation) Regulations, 2011 – which was issued under the Traffic Regulation Ordinance (CAP. 65) and the Authority For Transport in Malta Act (CAP. 499), was published in the supplement to the Malta Government Gazette No. 18,771 dated 2 July 2011.

## 4 July

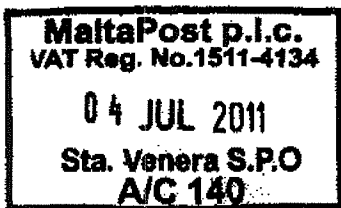
A new Sub-Post Office opened on Monday, 4 July 2011, to provide all postal services as well as bill payment services, at C@C Stationery, Trejġet Fleur-de-Lys, Fleur-de-Lys, Santa Venera SVR 1580. The opening hours of this Sub-Post Office are the following:

From 1 September to 31 May - Monday to Friday between 9.00 am and 1.00 pm, and from 4.30 pm to 6.30 pm;

From 1 June to 31 August – Monday to Friday between 9.30 am and 12.00 noon, and from 4.30 pm to 6.30 pm;

From 1 July to 31 August, the Sub-Post Office does not open for business in the afternoon on Wednesdays and Thursdays.

A metal hand date-stamp inscribed with the words "FLEUR-DE-LYS S.P.O. – MALTA" started to be used at this Sub-Post Office. Interestingly, the rectangular hand-stamp used at this Sub-Post Office to cancel bills, etc. does not include the words Fleur-de-Lys S.P.O. like the metal hand date-stamp, but Sta. Venera S.P.O instead.



## 7 July

In agreement with the Malta Communications Authority, the last collection of mail from all letterboxes was effected at 3.00 pm on Thursday, 7 July 2011.

## 8 July

MaltaPost p.l.c. informed that the letterbox numbered 228 in Triq Sant'Andrija, Swieqi, was back in service.

## 11 July

A new Sub-Post Office opened on Monday, 11 July 2011, to provide all postal services as well as bill payment services, at Tunny Net Souvenir Shop, Triq il-Marfa, Għadira, Mellieħa MLH 9063. The Sub-Post Office opens from Monday to Sunday between 8.30 am and 7.00 pm. A metal hand date-stamp inscribed with the words "MaltaPost p.l.c. – GHADIRA BAY, MELLIEĦA S.P.O. – MALTA" started to be used at this Sub-Post Office. An interesting feature about this date-stamp as used on the first day was that the year was shown above the month and day in the date-stamp, and not below.



## 19 July

The Sub-Post Office at Alessio's Old Cottage, 12, Triq il-Parroċċa, Mqabba MQB 1511, was closed for business between the 19 and 28 July 2011, both days included.

## 22 July

On 22 July 2011, the Malta Communications Authority (MCA) issued Decision Notice MCA/D/11 – 0429 – Decision on MaltaPost's tariff adjustment proposals on Domestic Letter Mail, Registration of Domestic Articles, and Foreign Outbound Parcels Requests. In this decision, the MCA announced that it had approved an increase of 1 euro cent (on the mail tariff) on single piece domestic mail for the 0 – 50g weight step as well as various adjustments in foreign outbound parcels, as outlined in the following table:

	Rates up till 28 July 2011		New approved rates	
	For 1 <sup>st</sup> Kg	For additional ½ kg	For 1 <sup>st</sup> Kg	For additional ½ kg
France	€15.37	€1.00	€20.37	€1.29
Germany	€12.39	€1.07	€23.38	€0.94
Italy	€15.65	€0.51	€19.47	€1.46
Netherlands	€10.13	€0.91	€18.50	€1.40
Spain	€11.90	€1.09	€18.88	€1.34
United Kingdom – Priority	€12.51	€1.09	€23.04	€1.85
United Kingdom – Surface Air Lifted (SAL)	€10.65	€1.75	€22.44	€3.10

These tariffs were to come into force one week following the publication of the said decision notice (i.e. as from Friday, 29 July 2011). The Bulk Mail rates for items up to 50g were not to be affected and were to remain unchanged at €0.19. Other requests made by MaltaPost for registration of articles, higher weight-steps (>50g) of domestic mail and bulk mail, as well as any other additional adjustments in the USO area, were not being approved at that stage but were to be considered within the context of the future price control mechanism.







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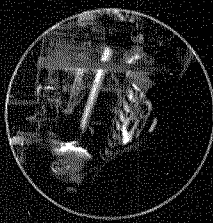
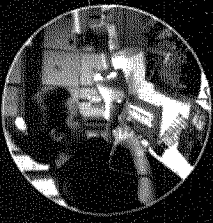
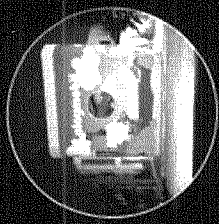
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*For further information contact:*

**BRANDSTÄTTER  
GROUP - MALTA**

HF 80 Industrial Estate, Hal Far BGG 06

Tel: 2224 0000 Fax: 2165 8258



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Welcome



### Welcome to MaltaPost Philately

The islands of Malta, which include sister islands Gozo and Comino, are situated in the Mediterranean Sea, 60 miles south of Sicily. With a history spanning over 7000 years, and at the crossroads of strategic maritime routes, Malta has been a home, stronghold, trading post and refuge to many civilizations.

The Islands have been described as a melting pot of cultures: Neolithic temple builders, seafaring Phoenicians, the traveller Apostle Paul, the Knights of St. John, Napoleon and the British royalty – all have left their indelible mark. Malta is now an independent sovereign nation and a member of both the EU and the Commonwealth.

Malta's philatelic history goes back to 1860 and, with access to such a rich source of material, Maltese stamps are renowned around the world for their unique depiction of a wide variety of popular themes: history, architecture, art, maritime, flora and fauna to name but a few. Many Maltese stamps are mini reproductions of artwork produced by local artists, and are much sought after by collectors and philatelists, both locally and internationally.



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