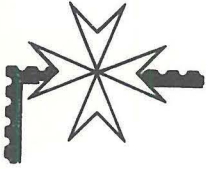


THE PHILATELIC SOCIETY (Malta)

THE PSM JOURNAL



THE PSM JOURNAL

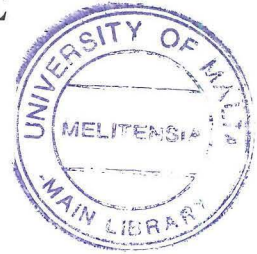
Silver-Bronze ESPANA '84 & AUSIPEX '84
Silver-Bronze ISRAPIL '85 & PHILTEMA '85
Silver STOCKHOLMIA '86
Silver CHICAGOPEX 2002
Editor: Chev. Dr A Bonnici, K.M., M.D. MRPSL



Vol. 32/2

August, 2003

2003 COMMITTEE



President & Journal Editor:	Dr A. Bonnici, K.M., M.D. MRPSL
Vice President:	Mr A. Fenech MRPSL
Secretary & Website Administrator:	Mr Walter Rizzo FCCA, FIA, CPAA
Treasurer:	Mr John Cardona
FIP Commissioner & Ass. Treasurer:	Mr J. Buttigieg
Public Relations Officer:	Mr Josie Lanfranco
Liaison Malta Study Circle UK:	Mr H. Wood
Members:	Mr T. Camilleri, Mr J. Micallef, Mr Charles Meilak

CONTENTS

More Scio-Malta correspondence by Dr. A. Bonnici	2
The Sardinian Tragedy by Dr. Giovanni Bonello	11
Maltex IV	19
Kircher Commemoration Stamp by Cavaliere Rolf Mader & Com.Dr. phil. Olaf Hein ...	22
Tin Can Mail by R.A. Rostron	25
Postal Diary (1st January 2003 - June 2003) by Anthony Fenech	31

More Scio Malta Correspondence

By Dr A Bonnici KM, MD, MRPSL

In 1856, besides the Lloyd-Triestino line, there were also the English and French ships carrying mail in the Mediterranean.

In 1856 an Anglo French Postal Convention was drawn up, and signed between the English and French postal authorities.

The convention regulated mainly postage rates which of course included rates to be charged for correspondence, posted in France or Algeria addressed to Malta or vice versa.

The principle of charging a higher rate for unpaid letters received, (8d per $\frac{1}{4}$ ounce), than for paid letters despatched, (4d per $\frac{1}{4}$ ounce), applied not only for letters between France and Malta, but also to letters conveyed by French packets between Malta and the other countries, where France maintained Post Offices, such as several places in Turkey, Syria, or Egypt. The British Post Office was entitled to be credited with a British rate both upon paid and unpaid letters sent to and from Malta, this is the reason why we find an English rate on these letters. (pg. 4,6,7).

However letters brought to Malta from the posts of Italy or Greece, no rate was to be accounted for to France by the British Post Office in Malta, as the French Post Office would have received payment of its postage from its despatching office.

As only the French rate, however, would have been received, France would not, therefore account to the British Post Office, for any postage on such letters, so a British rate of one penny per $\frac{1}{4}$ ounce was to be collected on the delivery of the letters in Malta, and the same British rate, in addition to the French Rate was to be collected on letters from Malta to the ports of Italy or Greece (pg. 4,6,7).

This type of mail was normally carried by the “Paquebots Poste Français” called “Messageries Imperiales” , which had several ships operating between 1852-1868.

Mail was cancelled on board. The strike of a double ring hand stamp, incorporated the ship’s name between the upper two rings, day-month-year in the middle ring, and a star between the bottom two rings. (pg. 3)

Sometimes between the two lower rings we find “BAT A VAP” (i.e. steamship).

Besides this hand stamp of the name of the ship, e.g. “PHASE”, later an additional dot and anchor hand stamp was used to cancel the stamp. (pg. 3). A fully illustrated and detailed article, will be featured in the future.



Per P.P. per Messageries Impériales

Messrs
B Tagliapiero & figli



TAMVACO MICROLACHI
& MAVROCORDATO
MARSEILLE

PD

Malte

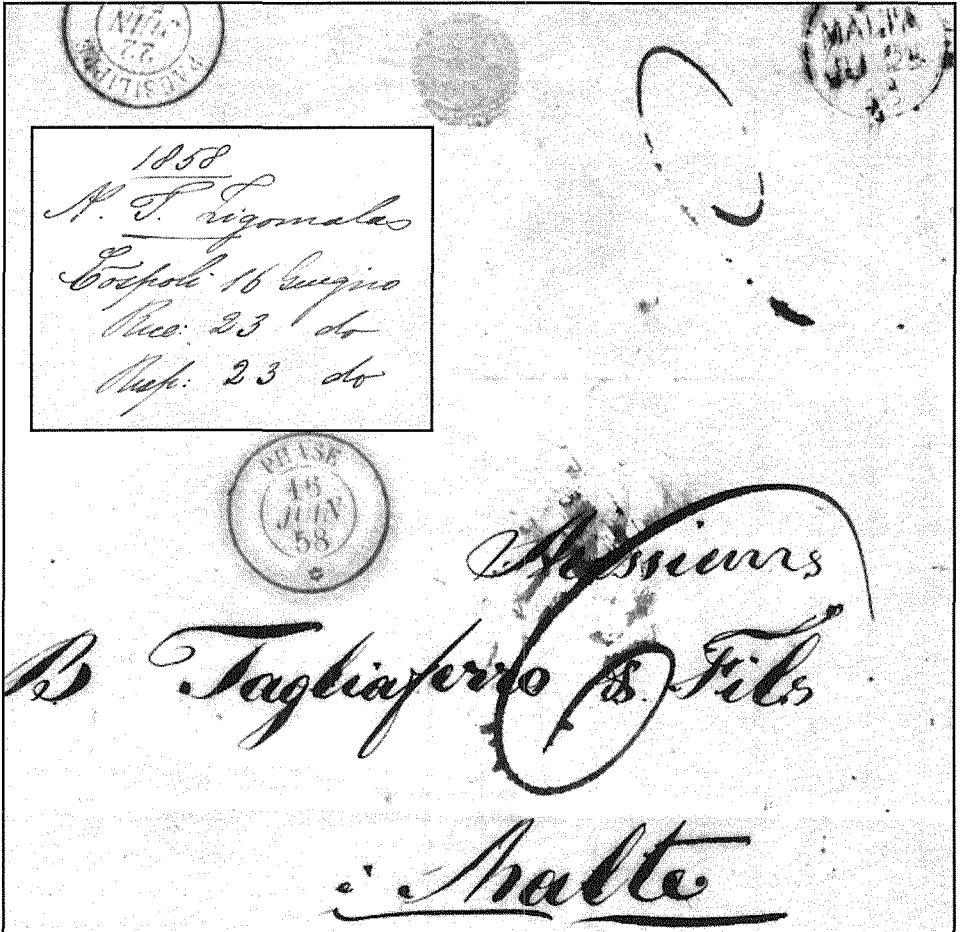
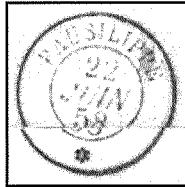
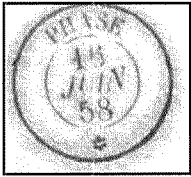


1863.

Tamvaco Microlachi
& Mavrogordato
Marsiglia 25. aprile
Uscita 29. D
Scad. 1. Maggio

Entire leaving Marsiglia on 29 April 1863 by means of the Messageries Imperiales "PHASE", having also the dot and anchor obliterator.

Unusual rare double ship franking by two different ships: Phase - Pausilippe, on same entire.



This entire from Constantinople was written on the 16th June 1858. It did not have a pre-paid rate, so the double rate applied which was 6 pence collected in Malta.

It left on board the Messageries Imperiales "Phase".

During this period there was a two weekly service between Marseille and Malta, calling at Genoa / Livorno / Città Vecchia / Naples / Messina – Malta and vice versa.

And a two weekly service between Marseille and the east, calling at Malta / Syria / Smyrna / Metelin / Dardanelles / Gallipoli / Constantinople and vice versa.

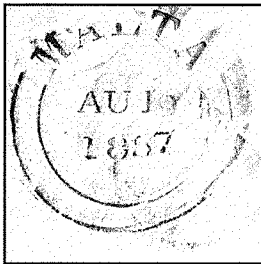
In addition there was a supplementary service between Marseille and Constantinople calling at Messina / Pireo / Constantinople, and vice versa.

So this entire must have been picked up by this supplementary service at Constantinople by the Phase which brought it to Messina, and transferred it on to the Pausilippe on the 22nd June arriving in Malta the next day 23rd. The Pausilippe was coming down from Marseille.

The Phase hand stamp of 16 June 1858 makes this hand stamp, the earliest recorded so far, beating the present recorded one, by five years (1863).

Different arrival Malta hand stamps on entires from Scio

19 AU 1857

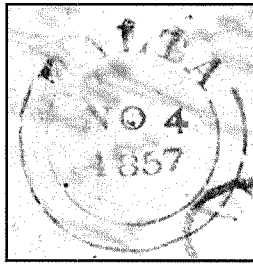


MLC-Ic (30mm)

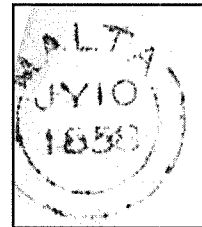
Earliest recorded date 1 AU 1848

Latest Recorded date 18 DE 1857

4 NO 1857



10 JY 1858

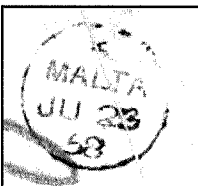


MLC-Id (24 1/2 mm)

Earliest recorded date

15 JU 1856

23 JU 1858

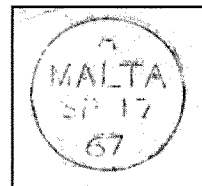


Small MAL - 11 (18mm)

Earliest Recorded date JU 1858

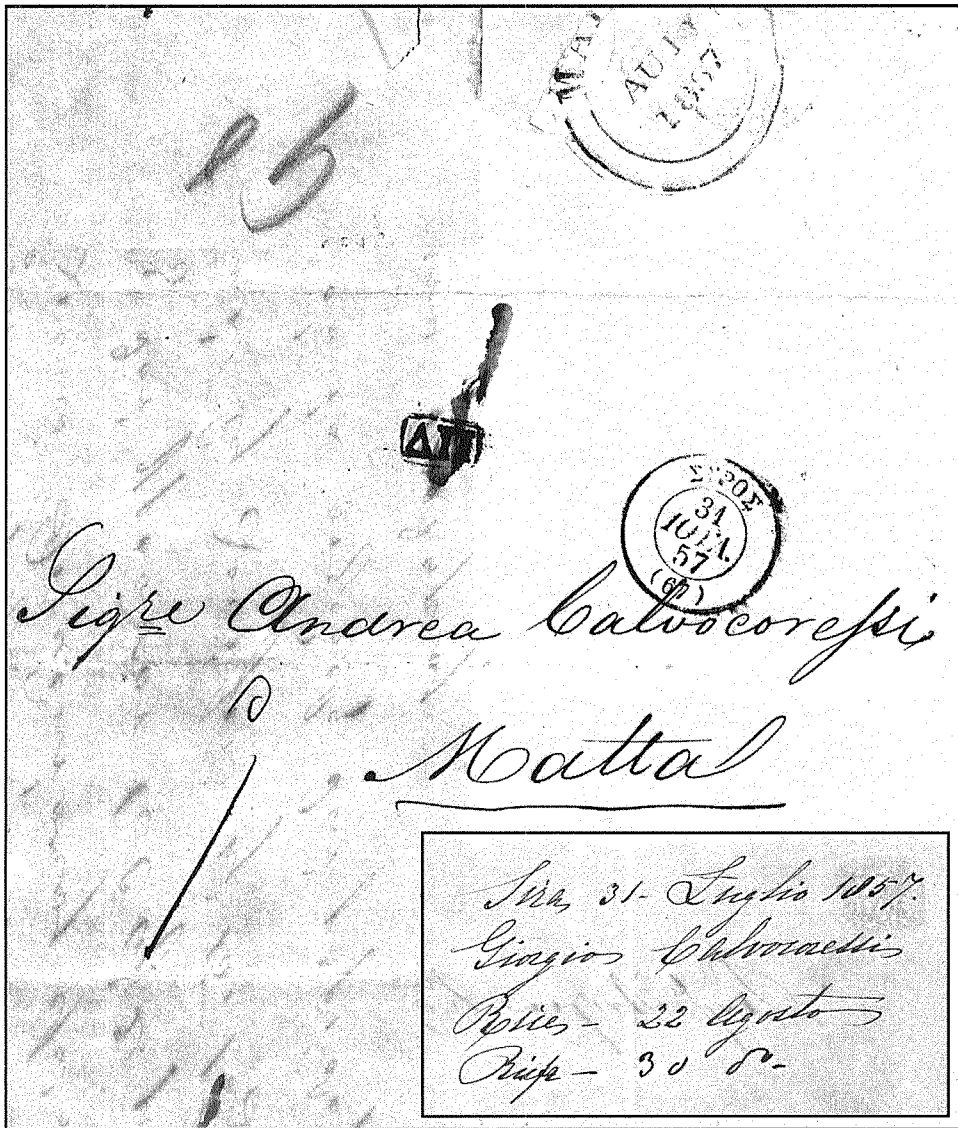
Latest Recorded date 1866


17 SP 1867



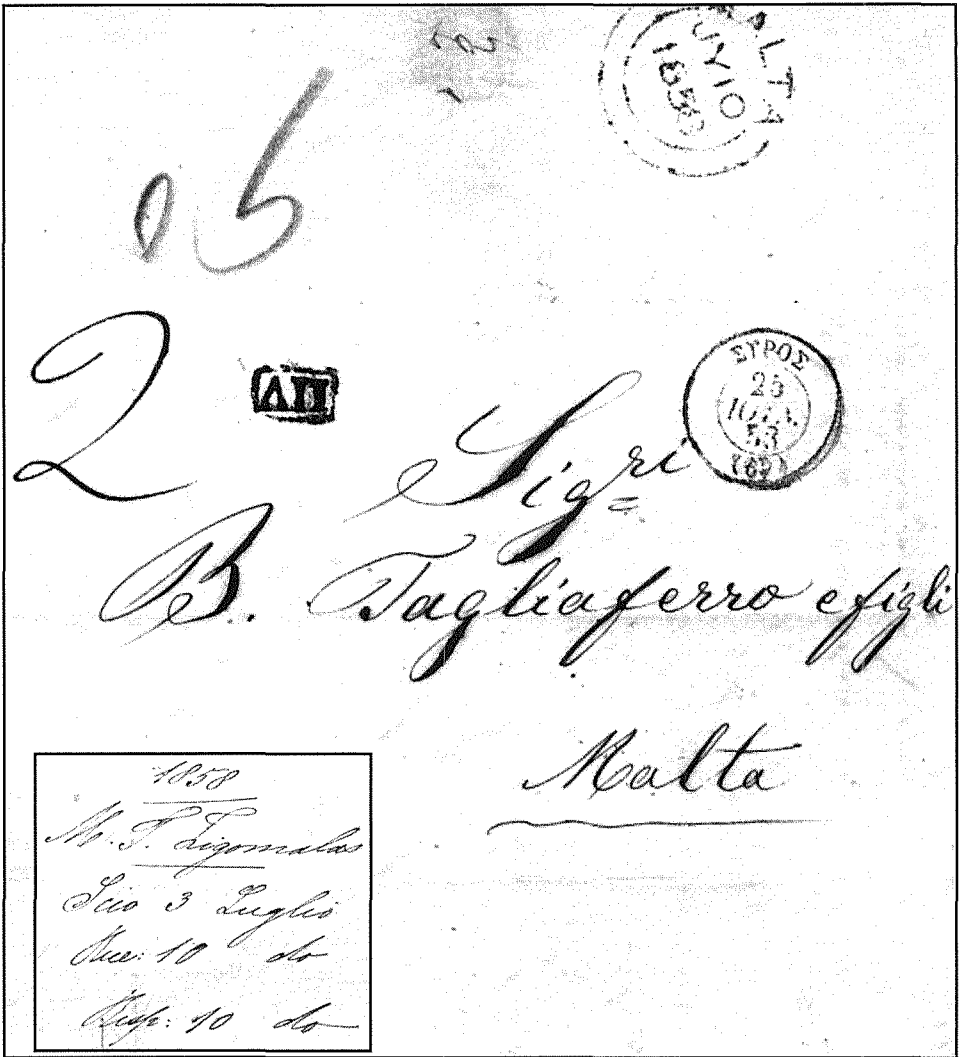
Large MAL - 11 (20mm)

Earliest Recorded date 17 SP 1867




This entire written in Greek bearing Scio 31st July 1857, / Greek postage due  / 90 Lepta in red crayon, Greek currency on back / 1d per ¼ ounce manuscript, as per 1856 Anglo French Postal Convention, which was to be collected in Malta and paid to the British Post Office, / and Malta 19th August 1857, double ring MLC-Ic (30mm) in black.

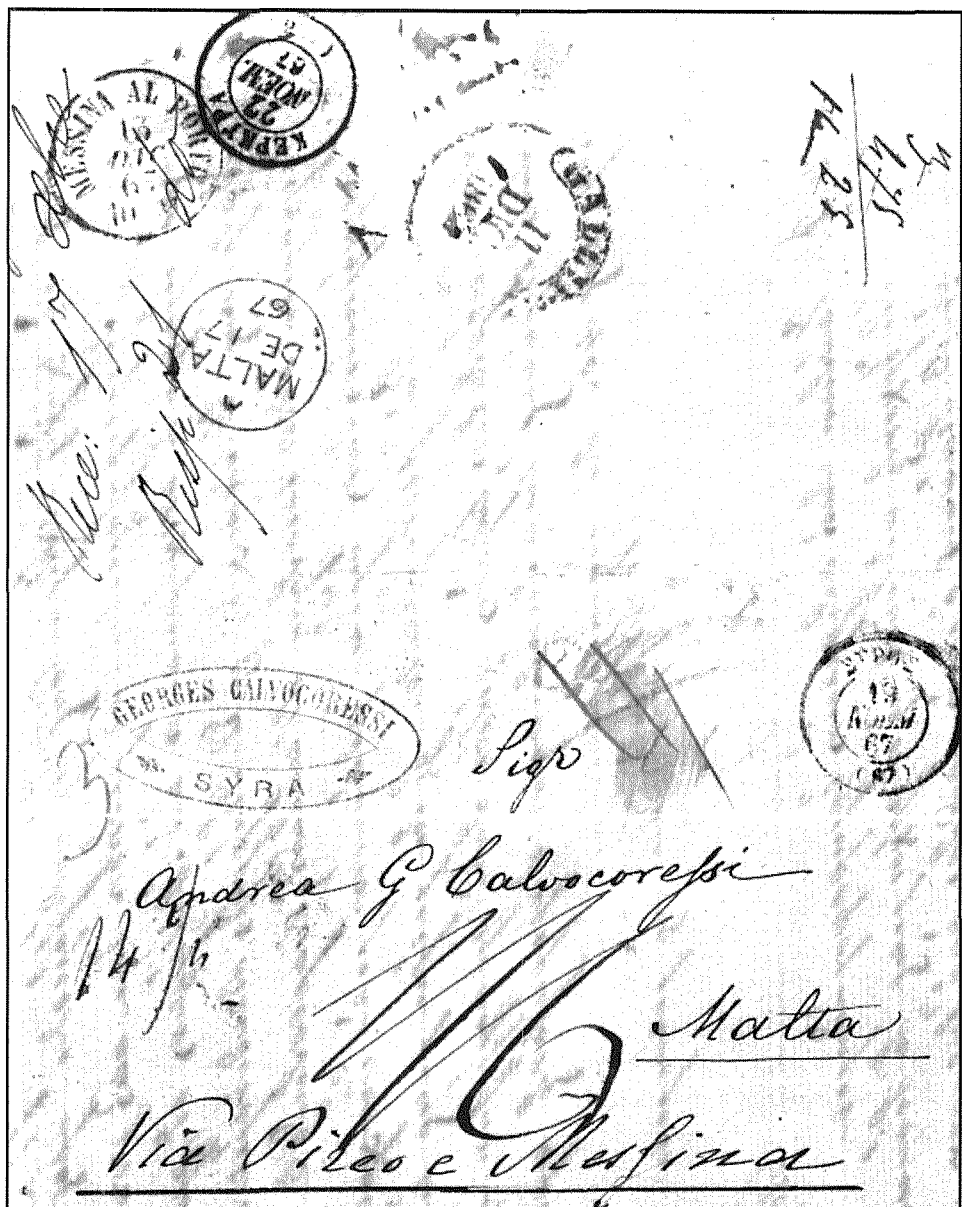
I could only trace two such Malta arrival hand stamps in this correspondence the other bearing the arrival hand stamp of 4th November 1857.



This entire written in Greek, leaving Scio on the 3rd July 1858 (25th June) arriving in Malta on the 16th July 1858.

It is the only recorded entire in this correspondence bearing the Malta JY 10, 1858 hand stamp. (MLC-Id (24 $\frac{1}{2}$ mm)

It bears the usual Greek postage due hand stamp , beautiful manuscript 2 (pence) in black ink, in accordance with the new British rate to be collected on arrival in Malta and passed on to the British Post Office, and 90 lepta Greek currency, in red crayon.



Entire written in Scio on the 18/30 November 1867, arriving in Malta on the 17th Dec 1867.

An interesting entire worth studying, my analysis is as follows!

The entire bearing the Scio 19 November hand stamp was intended to come to Malta "Pir/Mes" (in blue) which indicated the route via Pires-Pireus and Messina.

We also find 3 in blue crayon, and the accounting rates $4.75 \times 3 = 14.25$ which also appear as $14\frac{1}{4}$, probably what was due to the French Post Office.

However the entire went first to Syra, where the forwarding agent Georges Calvacoressi applied his hand stamp - cachet, and crossed the "Pir/Mes".

This entire arrived as per hand stamp at KEPRYPA on the 22nd Nov 1867. - Gallipoli in Italy on 11 Dec. Messina al Porto on the 13 Dec., and arriving in Malta on the 17 Dec. 1867, where a charge of $\frac{1}{6}$ was to be collected.



THE SARDINIA TRAGEDY

by Dr. Giovanni Bonello KM. LLD.

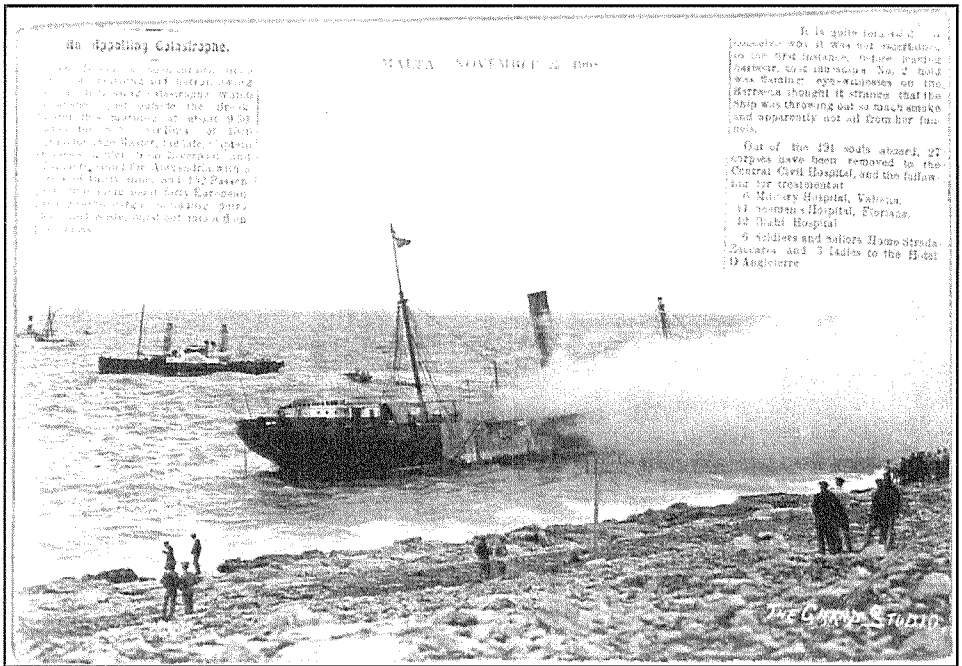
Maltese postcard publishers turned one of the worst accidents in local maritime history into an attractive business opportunity. Many lost their lives, horribly scorched or suffocated to death, but there was money to be made on the side. Cards of the S.S. *Sardinia* disaster were plentiful, and still turn up regularly at postal auctions and dealers. I have counted more than a dozen, all printed by the photographic process.

The S.S. *Sardinia*, formerly the S.S. *Gulf of Matapan*, a small 1514 ton passenger and cargo steamer of the Ellerman & Papyanni line, was a regular, if unobtrusive, visitor to Grand Harbour. On November 25, 1908, when the ship was leaving port at 9.30 a.m. bound for Alexandria people at the Baracca noticed smoke coming out of the ventilator over No 2 hold, in front of the bridge. This was the beginning of a saga that ended with so many dead.

The *Sardinia* was on a rather special trip. It had left Tangiers five days earlier, carrying a number of Moslems on their way to a pilgrimage to Mecca. The ship's questionnaire, signed by her ill-fated captain Charles Littler, listed a crew of 39, and 154 passengers. Persistent rumours claimed that another ten Arabs had illegally stowed away on her.



Postcard of the S. S. Sardinia beached near Xgħajra, still engulfed by flames and smoke



Postcard, published by "The Grand Studio", showing the Sardinia and a brief account of the disaster

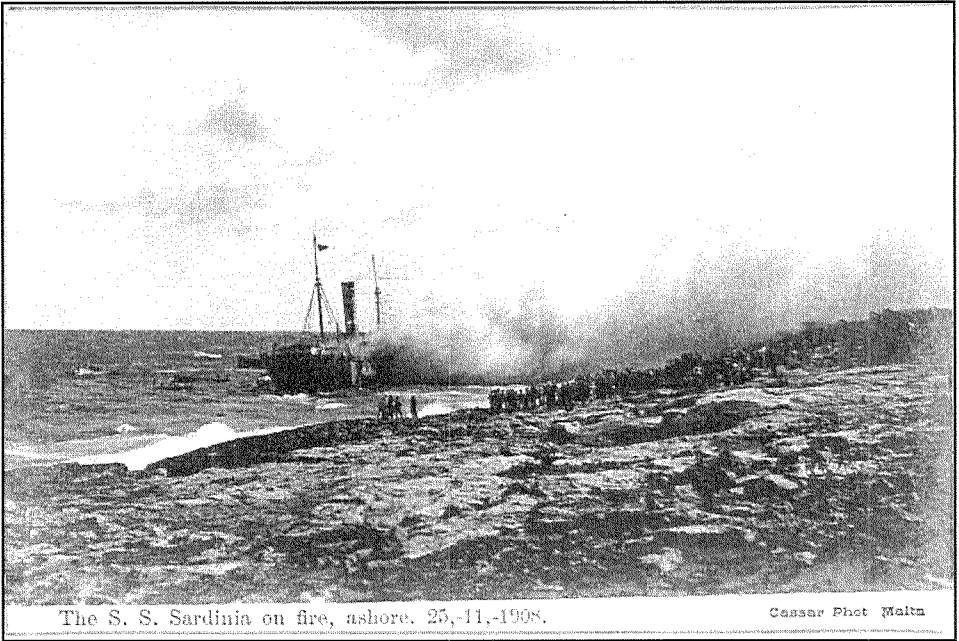
Littler, from Birkenhead, was only 45 years old then. His wife and his mother Lydia Ann survived him.

On board, the smoke was noticed just as the ship left the break-water. Littler ordered his ship to return to harbour. Within minutes the vessel broke out in flames, with a first deafening explosion. The flames which engulfed all the central part of the vessel prevented those on board from finding a way to safety. They also destroyed the four life-boats.

Out of control, but with her rudder jammed landward, the stricken ship, a ball of fire, ran aground near Xghajra, about a mile north of the harbour entrance. Had the rudder kept a straight course, the *Sardinia* would have drifted in the open sea, making salvage operations almost impossible.

Even at Xghajra, the launches that rushed to offer help found that extremely difficult "because of the rough seas, the circular movements of the ship and the flames that raged all over her, no launch could approach the ship and save the wretches directly; they had to hurl themselves into the sea to be saved, or clutch at the ropes when the launches could approach the ship."¹

"The majority of the Arabs, the report adds, refused to jump into the sea, and it is probable that many of them died on board the ship exactly because they did not want to jump into the sea".²



The S. S. Sardinia on fire, ashore. 25-11-1908.

Cassar Phot Malta

Another postcard of the same event, issued by Salvatore Lorenzo Cassar

Another daily had this account of the Arab passengers: “Moorish pilgrims from Tangier on their way to Mecca (they) were divided into two classes, one apparently peasants, and the other well-to-do people. They were all well supplied with money, which possibly accounts for their being so unwilling to leave the ship.”

They refused all orders to leave the hatches “to which they clung desperately”. When the flames engulfed the ship “there were heart-breaking scenes among the Arabs who counted many women and children. They wept and clung to one another, but made no attempt to save themselves by jumping overboard, as they were continually urged to do both by those in the boats below and by the crew”.³

The rescuers recovered twenty seven dead bodies from the sea.

Before the *Sardinia* ran aground at Xghajra at 11.00 a.m., she described five full circles at diminishing speed. It is not clear why she did not return to harbour - possibly because she was disabled and her superior officers among the first to die. It is certain that the authorities had barred the stricken ship from re-entering Valletta harbour, not to constitute a danger to the inhabitants and other shipping berthed there. The *Sardinia* kept burning through the night.

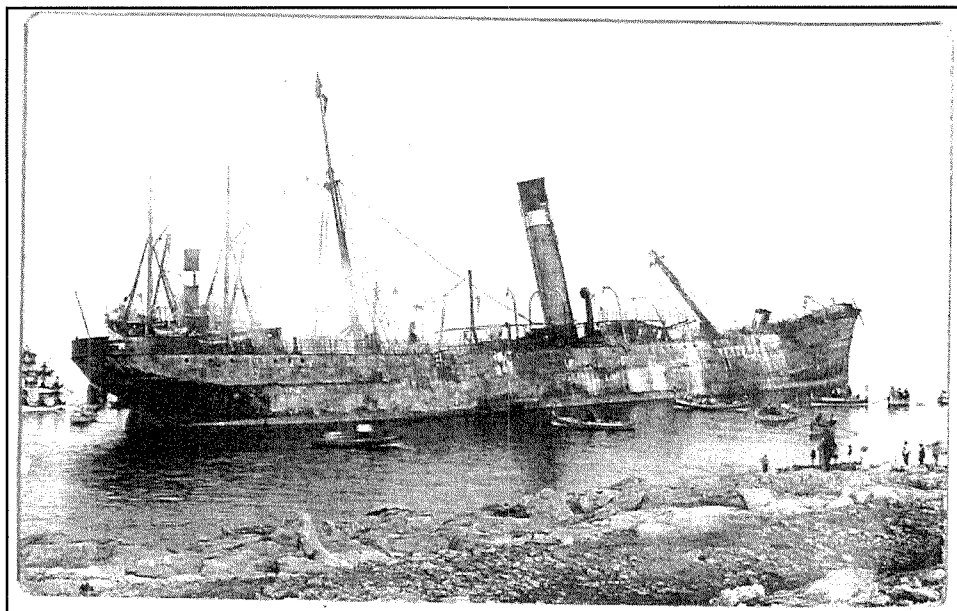
The chronicles have preserved many an episode related to that sad morning. James Jennings, an old passenger who survived, recounted his recollections of the last moments of the master. “I and Captain Littler were chatting about some cigars the captain had bought before leaving Malta. I jokingly remarked I would partner

him in the smoking of them. At this moment a Moorish gentleman named Sidi Li Skalli went up to the captain and informed him that fire had broken out. The captain rushed to the spot indicated - after that he was seen no more.⁴

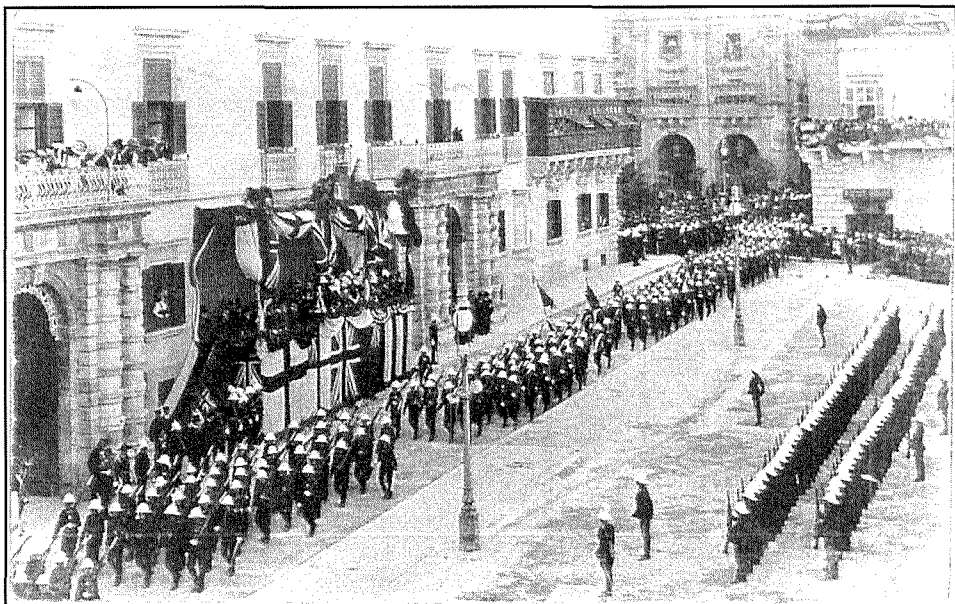
Dris Sidi Mohammed Skalli seemed to have been the unofficial head of the Moslem group. He held the contacts with the authorities, and before leaving Malta asked for a private meeting with the Duke of Connaught, then in Malta with the Mediterranean fleet. Described as “a gentleman of culture and distinction” Skalli met the Duke at the Palace and thanked him for the assistance his countrymen had received.

On deck was a coop of hens belonging to Mrs Jane Berry, wife of the Famagusta harbour-master. An Arab got hold of the coop already on fire, freed the poor chickens, and threw the coop and himself overboard. One chicken survived, its feathers all singed, on the poop of the ship.

And Miss Kate Gilmore, a maid on board, did not heed the alarm, taking it for exaggerated. When a member of the crew confirmed the danger, she ran to where the fire was, heard the first explosion, and hurried back to the poop. She stayed there until the ship beached and sub-inspector Lopez from a steam tug of the Customs department, ordered her to descend. She suffered no harm at all.⁵ The very last person to be saved! Kate Gilmore recovered from the shock at the Hotel d'Angleterre.



Postcard of the gutted Sardinia, after the fire was extinguished



Postcard of a parade in honour of the Duke of Connaught, 1907, in Main Guard Square, Valletta. The Duke took a leading part in the relief operations of the victims of the Sardinia

Another more or less lucky creature was a little Arab boy, taken for treatment at the Seamen's hospital where other Arabs were being seen to. Suddenly the boy rushed away from the nurse and threw himself in the arms of his father - the only two survivors in a family of eight, including the mother.

Only 108 outlived the disaster, of which 56 were burnt or otherwise injured. 85 perished - 95 if the story of the stowaways is true.

The authorities immediately organised what rescue and assistance appeared possible. Dockyard and naval tug-boats and pinnacles, together with private sea-craft soon gathered round the distressed ship trying to save those who had jumped overboard. The chief port officer, Captain Stivala, rescued three Arabs and a British sailor who had fallen in the water during the operations. The well-remembered ferry *Gleneagles*, on its return trip from Gozo, also joined and did its best.

Men came from Lascaris barracks and the St John's Ambulance Association. Each helped as well he could to save life, nurse the afflicted and recover dead bodies.

The Admiral Commander in Chief, Sir A Curzon-Howe took overall command of the rescue and relief operations, though the Duke and Duchess of Connaught also distinguished themselves in their zeal and support. About forty medical doctors flocked to the Custom house.

On land, the Passengers' and Luggage Inspection Rooms at the Customs house fulfilled the function of emergency infirmaries. The four major hospitals - Bighi, the Central Civil, the Military Station and the British Seamen's - received all those requiring treatment. The others gathered at the Hotel d'Angleterre in Strait Street and the British Hotel at the top of St Ursula Street. The surviving Arabs found refuge in the Hotel de Tunis in the same road. The Soldiers' and Sailors' Institute also took in some. Nuns of the Fra Diego Institute of Hamrun sowed clothes for those who had lost everything.

As expected, crowds gathered at Xghajra, at Ricasoli and St Elmo to watch the tragedy unfurl. The clergy's presence also proved substantial; the Vicar-General, Mgr Salvatore Grech first went to the Customs house, and then to the scene of the accident. The 'chaplain' of the Ottoman government residing in Malta, Ahmed Nazif Effendi, is not mentioned among those who assisted at the time of the disaster, but with the Turkish Consul Azarian Effendi, later took part in the burials in the Turkish cemetery at Marsa.

Among the many who visited the survivors in the Central Hospital was the Duke of Connaught. He invited the Arabs through an interpreter not to worry about the money or other belongings they had lost on board, as he would provide whatever was necessary.⁶ In fact researchers found French francs and napoleons, and Spanish gold pieces, besides skeletons and charred human remains - among others, those of the Tangier Collector of Customs. The Duke also took on himself the needs of three Indian survivors.

The victims embraced different faiths. The majority comprised the Moroccan Muslims on their way to Mecca. One Jew was buried by the Rabbi in the Jewish cemetery. Arturo Orbelli, a businessman from Trent, then Austrian, died after being landed. His funeral took place in the Church of St Francis in Valletta, and his embalmed body was sent for internment in his home town. Charles Mooney, a stoker, received a Catholic burial.

Those belonging to the Protestant churches were interred at Ta' Braxia by the Chaplain of St Paul's Anglican Cathedral, the Rev. William Evered, and by the Presbyterian Chaplain of the Fleet, the Reverend Sim. Ahmed Nazif Effendi, laid the Muslims to rest in the once beautiful Turkish cemetery at the Marsa.

What had actually caused the tragedy never quite surfaced. The fires originated in the Number Two hold, where, the *Malta* stated, "was a great deposit of coal, and it seems excluded that on board that ship there were explosive or flammable substances. The fire seems exclusively due to the coal gas, and to the same gas the explosion that followed."⁷

The ship's captain, in compiling the questionnaire required by Art. 8 of Ordinance IX of 1856, expressly answered 'Nil' to the question "Declare what quantity of gunpowder or other combustibile you have on board?" However, the enquiry headed

by Magistrate Fiteni, came to a different conclusion: “The cause of the fire may be due to the imprudence of someone on board”. The Board expressed the opinion that flammable or explosive material had been clandestinely placed on board. They excluded that the fire had been caused by an accumulation of coal gas, as this would have been dispersed by the ventilators, and the explosions would have been one, rather than several as was the case.

A second “Board of Trade” enquiry, held by Magistrate Giovanni Battista Mifsud, interviewed some of the survivors. The conclusion did not exclude the presence on board of flammable goods. What they found ascertained was that the ship lacked sufficient life-saving and fire-fighting equipment.

The sixty or so Arab pilgrims who survived the tragedy left Malta in part on December 9 on the S.S. *City of Oxford*, bound for Alexandria and Tangier. Another group, including Mohammed Skalli, departed in the French S.S. *General Chauzy* heading for Tunis.

The authorities placed guards round the wreck of the ill-fated ship, to prevent looting. A Belgian tug-boat also stayed close by. The agents put up the wreck and the cargo for tender, on a “no cure, no pay” basis. Giuseppe Portelli from Floriana, known as *tal-Qatiegh*, won the contract and the breakage operations started early in December. What cargo was salvaged was sold at the Marsa by public auction.

A surge of generosity followed the tragedy. *The Daily Malta Chronicle* launched the ‘Sardinia Relief Fund’, which wound up with £1345. The Church organised collections during religious services, and the education authorities did the same among school children. A spirit of solidarity emerged overwhelmingly.

Two days after the disaster, the opera *Siberia* by Luigi Illica, music by Umberto Giordano, received its premiere performance in Malta at the Manoel theatre as fund raising for the survivors. Giordano had composed the opera five years previously. Rupturously received at the time, it is now all but forgotten. The Duke and Duchess of Connaught extended their distinguished patronage to the organisers, chaired by H.E. Azarian Effenedi. “We are certain” wrote the *Malta* “that the public will not fail to turn up numerous for the spectacle, given its eminently humanitarian scope”.

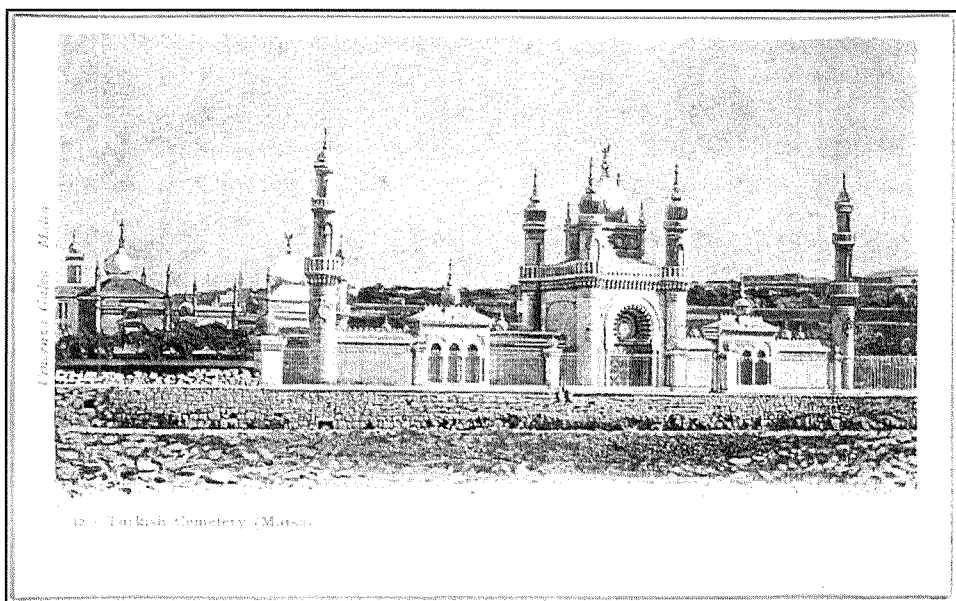
The catastrophe left behind a trail of bureaucratic problems, mostly about the registration of the deaths of so many persons, several of whom had no identifying papers. The Superintendent of Police wrote to the Lieutenant-Governor stating that usually the authorities took down the details of the deceased furnished by private medical practitioners or by medical officers of charitable institutions. In this instance the particulars “could not be known. In two cases, not even the sex of the corpses is stated”.

The law provided that when any detail could not be known, this circumstance

should be stated in the act. Did this apply when *all* the personal details were missing? Would it not be best to obtain the advice of the Director of the Public Registry and of the Crown Advocate?⁸

The Public Registry answered that it believed that when the names and surnames of the dead person were unknown “it would be quite useless to have the death registered; indeed ... the law would not allow it”.

The Crown Advocate agreed, adding however that, as for the dead members of the crew, Mr John C. Camilleri, local agent of Ellerman & Papayanni, could help in completing the acts of death. It was agreed to write to the Secretary of State to obtain the missing particulars. In some cases the information lacking referred only to the full Christian name, which, according to British practice, often appeared only as an initial in documents. Mr Camilleri complied in full.



Postcard by Vincenzo Galea, of the Turkish cemetery, Marsa, where the Moslem victims of the Sardinia fire lie buried

Michael Galea recounts how, in June 1910, the deposed Sultan of Morocco, Abd al-Aziz (died 1943) on his way to exile in Jerusalem, stopped in Malta. The young Sultan visited the Turkish cemetery, where many of the *Sardinia* victims lay in peace. “He was visibly moved as he walked round the graves”.⁹

The victims still lie there, in what has been described as “the least known, and certainly today the most important surviving 19th century Ottoman building to have been built beyond the borders of the Ottoman sultanate in the new Ottoman Islamic style ... This building is an architectural statement of great beauty, and also of

boldness and authority”.¹⁰ It is nothing short of shameful that such a masterpiece of skill and memory has been allowed to fall to neglect and ruin.

c. Giovanni Bonello, 2003

(All illustrations form the author's collection)

Acknowledgements and source

I wish to record my thanks to Ms Maroma Camilleri who helped me with the sources. This article relies heavily on The Daily Malta Chronicle (when not otherwise attributed) the Italian daily Malta, Michael Galea's feature mentioned in the text and records in the National Archives at Santu Spiritu, Rabat.

¹ Malta, November 26, 1908.

² *Ibid.*

³ *The Daily Malta Chronicle*, November 26, 1908.

⁴ *Ibid.*

⁵ Malta, *ibid.*

⁶ *Ibid.*

⁷ *Ibid.*

⁸ National Archives, S. of. P. 4726/1908.

⁹ Michael Galea, “The Sardinia Disaster” in *The Democrat*, August 18, 25, 1990.

¹⁰ T.M.P. Duggan, “The Ottoman Taj Mahal” in *Turkish Daily News*.

MALTEX IV

10, 11 & 12 October, 2003

MALTEX IV

10, 11 & 12 October, 2003

MALTEX IV

10, 11 & 12 October, 2003



c/o 91,
Manwel Dimech Street,
Sliema SLM14,
MALTA.

email: secretary@maltaphilately.org

The Members of the Exhibitions Committee 2003 of
the Malta Philatelic Society are:

Dr. Alfred Bonnici MD KM (Chairman)
Anthony Fenech, Joseph Buttigieg, John Cardona,
Josie Lanfranco and Walter Rizzo FCCA FIA CPAA

EXHIBITOR'S APPLICATION FORM

I, the undersigned, wish to participate in the Fourth **Maltex Philatelic Exhibition** in the Section indicated hereunder:

- | | | |
|------------------|-------------------------------------|--------------------------|
| a) MALTA | <i>Traditional / Postal History</i> | <input type="checkbox"/> |
| b) FOREIGN | <i>Traditional / Postal History</i> | <input type="checkbox"/> |
| c) THEMATIC | <i>Collections</i> | <input type="checkbox"/> |
| d) YOUTH SECTION | <i>Under 16 years</i> | <input type="checkbox"/> |

Kindly tick [✓] which of the above is applicable.

Description of the Exhibit:

Number of pages in the Exhibit

I have read the Regulations of the Exhibition and agree to abide by them.

Signature: _____

Name & Surname (Block letters): _____

Address: _____

Telephone: _____

This Application Form duly signed and complete in all respects should reach the Exhibitions Committee of the Malta Philatelic Society at c/o 91, Manwel Dimech Street, Sliema, Malta, by not later than 10th September 2003.



c/o 91,
Manwel Dimech Street,
Sliema SLM14,
MALTA.

email: secretary@maltaphilately.org

The Members of the Exhibitions Committee 2003 of
the Malta Philatelic Society are:

Dr. Alfred Bonnici MD KM (Chairman)
Anthony Fenech, Joseph Buttigieg, John Cardona,
Josie Lanfranco and Walter Rizzo FCCA FIA CPAA

Maltex IV Philatelic Exhibition: Dates & Opening Hours

The fourth Maltex Philatelic Exhibition is being organised by the Malta Philatelic Society at St. Publius Hall, 50 St. Publius Street, Floriana.

An official inauguration ceremony will be held at 18.00 hrs on Friday, 10th October, 2003 and the Philatelic Exhibition will be open to the general public on Friday, Saturday and Sunday the 10th, 11th and 12th of October as hereunder:

Opening Hours:	Friday, 10 th October	9.00 > 13.00 hrs
	Saturday, 11 th October	9.00 > 18.00 hrs
	Sunday, 12 th October	9.00 > 13.00 hrs

The Hon. Ċensu Galea, Minister for Transport and Communications, is to act as Patron of the Exhibition.

Maltex IV Philatelic Exhibition: Regulations

1. Participation in the Exhibition is open to all Members of the Malta Philatelic Society. The Youth Class is open to any juvenile who has not attained the age of sixteen (16) on 31st October.
2. The Exhibition will be classified into the following show sections:
 - a) MALTA - *Traditional and Postal History*
 - b) FOREIGN - *Traditional and Postal History*
 - c) THEMATIC - *Collections*
 - d) YOUTH - *Under 16 years*
3. All Exhibitors will be presented with a Diploma of Participation. A complimentary Stock Book kindly donated by Messrs. Sliema Stamp Shop, will be presented to all youths exhibiting.
4. Application forms, duly completed, are to reach the Exhibitions Committee by not later than the 10th September, 2003.

Some Remarks on the Maltese Athanasius Kircher Commemoration-Stamp

by

Cavaliere Rolf Mader, Acc

Commendatore Dr. phil. Olaf Hein, M.A., Acc.

On the occasion of the 400 birthday of Athanasius Kircher S.J. (2nd of May 1602 - 27th of November 1680), well known throughout the scientific world as the famous German polyhistor, the Malta-Post-Office, realizing an idea of Cavaliere Rolf Mader, Acc. and Commendatore Dr. phil. Olaf Hein, M.A., Acc. (President of the International Athanasius Kircher Society R.S. Wiesbaden/Rome) issued a commemoration-stamp on 18th of October 2002.

The stamp, drawn up by the Maltese designer Harry Borg and printed in miniature-sheets of ten items in offset at the Bundesdruckerei in Berlin with a face-value of 15 cents, shows the erudite's portrait in accordance of a rare and anonymous oil-painting, conserved at the *Ludwig-Maximilians-Universität* of Munich (original – size: height 195cm; breadth 183cm).

Kircher, born at Geisa near Fulda, is numbered to the most significant scholars of the 17th century. During the Thirty Years War confusion he fled, by way of Avignon, to Rome, where he found a second home and where he taught until his death at the Collegium Romanum, the famous antecedent institution of the today's papal élite-university *Pontificia Università Gregoriana* (Piazza della Pilotta 4).

He published more than thirty volumes, all together fundamentally and exhaustively composed in Latin and concerning nearly all fields of sciences, enriching many scientific branches multifariously. Moreover he is founder of the formerly world-famed *Museum Kircherianum*, out of which many exhibits today are preserved in the Vatican Collections or in the museums of the city of Rome as well as in those of the Italian State.

With Malta, at that time seat of the Order of the Knights of Malta (Ordre Souverain Militaire de Saint-Jean de Jérusalem, de Rhodes et de Malte / Sovrano Militare Ordine di Malta – SMOM), Kircher had very close ties as a result of his exploring expedition to the Maltese islands in 1637/1638. Kircher had visited Malta from 2nd of June 1637 to 1st February 1638 and in his book *Mundus Subterraneus* (Amsterdam, editio princeps: 1665) he described, among other things, the then still inhabited caves of *Għar il-Kbir* near the Dingli Cliffs on the island's southern coast. He even taught mathematics to young Maltese Knights.

During his Maltese sojourn, Kircher got in close, trustful and life-long touch

with the Apostolic Fabio Chigi, living in those days in Malta, who on 7th of April 1655 ascended the Pontifical throne, accepting the name Alexander VII (coronation: 18th of April 1655; death: 22nd of May 1667). Kircher corresponded with the most important personalities of his time, e.g. with the Spanish king, Charles II, and Gottfried Wilhelm Leibniz.

The pre-mentioned Kircher-Commemoration-Stamp was issued within a set of five Personalities stamps; the other honoured persons of this set were the Maltese lawyer Sir Adrian Dingli (1817-1900; 3 cents), the Maltese opera-singer Oreste Kirkop (1923-1998; 7 cents), the Maltese priest and fighter for liberty Saverio Cassar (1746-1805; 35 cents) and the Maltese fighter for freedom Emmanuel Vitale (1758-1802; 50 cents).

An official FDC, issued through the *Philatelic Bureau* of the Malta-Post, for all the five personalities of the set; is featured with the portrait of Oreste Kirkop and bears the official first-day date stamp with the following text: *Jum il-Hruġ 18. X. 2002 Personalities Valletta Malta.*

A unique official *Commemoration-Cover*, issued by Cavaliere Rolf Mader and Commendatore Dr. Olaf Hein in commission and in collaboration with the *International Athanasius Kircher Research Society R.S. Wiesbaden/Rome*, whose edition is limited to only 200 (two hundred) numerated copies was issued. This cover shows a coloured, size-reduced reproduction of the already mentioned oil-painting, which had been used as pattern for the Kircher-stamp itself; (the cover explanations- in English language); moreover it is fitted with the Kircher-stamp and the official first-day hand stamp of the Malta Post.

Worth mentioning is the fact, that the Kircher stamp (and even the stamp in remembrance of Saverio Cassar) exist in two variants: with and without dot above the indication of value c (cent). Every sheetlet, consisting of 10 (ten) stamps in two horizontal rows, contains 6 stamps with and 4 stamps without dot.

With a dot are the stamps of the upper row and the last stamp (5th stamp) of the lower row; the first four stamps of the lower row are missing this dot. How and why this could happen, is completely a mystery!

A leaflet (Nr. 201), published by the Maltese Post Office and containing further information concerning the issue in question, is distributed free (Philatelic Bureau, Maltapost plc, 305 Qormi Road, Marsa GFO 01/Malta). In the leading Maltese newspapers (e.g. *The Times*; *The Malta Independent*) you could find exhaustive accounts dealing with the stamps mentioned above.

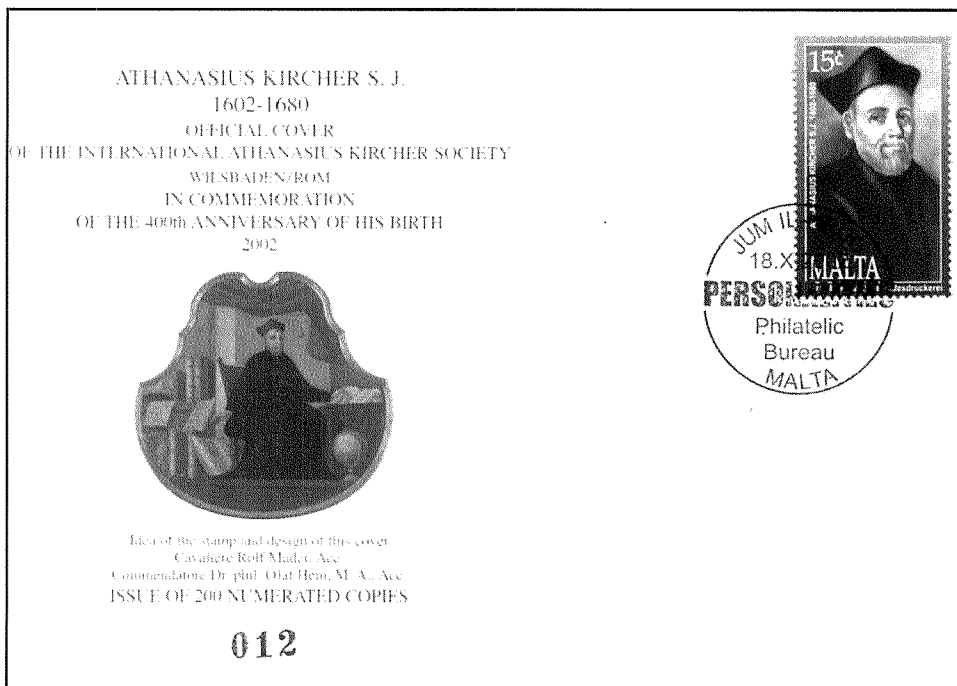
The authors of this report hope, to have contributed with dignity to the glory of Kircher, one of the most important universal scholars of the baroque era, on the occasion of his anniversary, having induced the issue of the first and so far unique Kircher-stamp in the world.

It is a strongly felt desire, to the initiators of the Maltese Kircher-stamp, and to the authors of these lines, to express their most cordial thanks to the following personalities in Malta, who effectively promoted the authors' project of the Kircher-stamp: Mr. Anthony Fenech (Member of the Maltapost plc Stamp Advisory Board and Member of the Royal Philatelic Society in London), Mr. Joseph Buttigieg (Proprietor of *The Sliema Stamp-Shop*, Malta), Mr. Tony Barbaro Sant (Philately Executive Maltapost plc) and Mr. Noel Gauci (Manager, Maltapost plc).

Literature:

HEIN, OLAF / MADER. ROLF: Athanasius Kircher S.J.; sein Viertes Gelübde und Malta (-Studia Kircheriana/Scripta Minora, Heft 3). Berlin (Akademie-Verlag), 1996.

HEIN, OLAF / MADER. ROLF: Athanasius Kircher S.J. in Malta (Ein Beitrag zur Geschichte der Mittelmeer-Insel, zur Biographie Kirchers sowie zur Kultur – und Wissenschaftsgeschichte des 17. Jahrhunderts) (Studia Kircheriana, tom. VII). Berlin (Akademie-Verlag), 1997 (with presentation of His Excellency, the State-President of Malta, Dr. Ugo Mifsud Bonnici).



TIN CAN MAIL

by R.A. Rostron

NIUAFO'OU is the most remote island in the whole Tongan group, being much closer to Samoa and Fiji than it is to the main Island of Tongatapu. It is a 109 miles West N. West of its nearest neighbour Niuatoputapu and 211 miles N. West of Vava'u, the closest of the three main groups that make up the Kingdom of Tonga.

Tin Can Island as it is sometimes called is almost circular and is 19 sq miles in area, including the lakes which cover 6 miles. Rising nearly 600ft out of the S Pacific Ocean the regular eruptions are proof of its volcanic origin, in fact the Island is really nothing more than the rim of a crater with the central lake being the very crater itself. Violent eruptions have occurred in 1853 (when 25 people were killed), in 1867, 1886, 1912, 1929, 1935, 1936 and 1946. The village of Ahau was destroyed in 1853 and Futu in 1929, both these sites have remained abandoned.

1931 Shark Fatality

Because of the violence of the 1946 eruption, Queen Salote decreed that the Island would have to be abandoned and it was not until 1962 that the Island was reinhabited. However, it is not the ferocity of the volcano that made Niufo'ou so famous but the unique mail service that the inhospitable terrain makes necessary for the isolated Island.

It was in 1882 that trader William Travers working on Niufo'ou for the firm of Osterman Dervy & Company based in Sydney, Australia, arranged with the Tongan Postal Officials for the use of kerosene cans or biscuit tins as a form of water-proof mail containers. In this manner mail was transported from the Island to passing steamers and vice-versa. Sailor W Hetting on the T S Opolu worked with a soldering iron to make the tins waterproof and when Captain Crosshaw slowed the ship near the Island and dropped these cans overboard, the Tin Can Mail service was born. In those days little was known of this unique service. There were no announcements in the philatelic press of the day, as necessity rather than gimmickery was the reason for the introduction of this most unusual service.

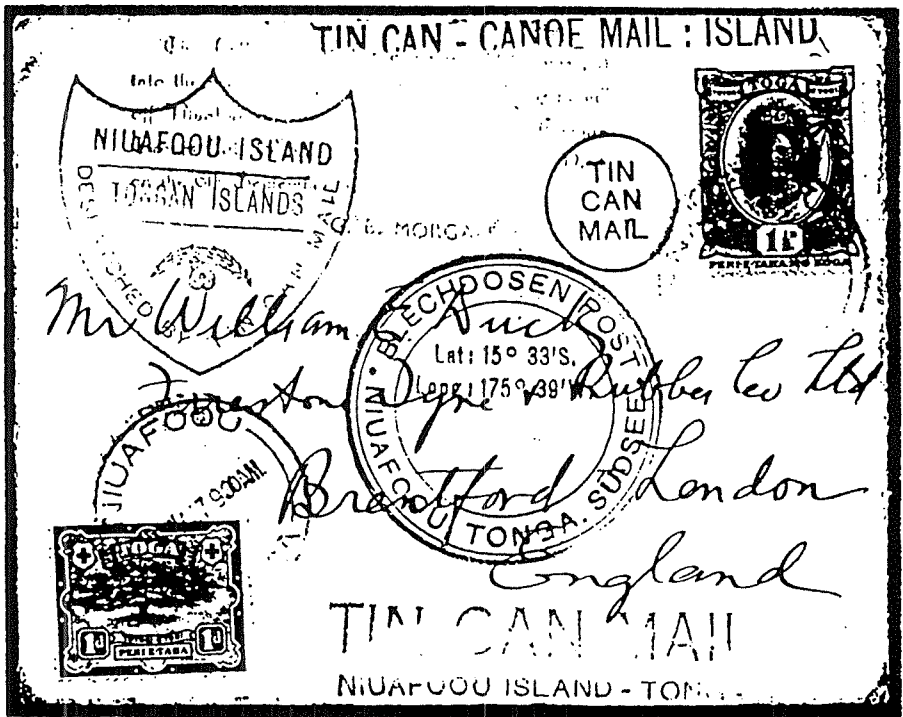
Other methods have been used to get mail to the Island including rockets, but these were unsatisfactory as more mail was lost due to the mail over-shooting its destination or catching fire, than was recovered. The earliest Tin Can Mail was transported to and from the Island by swimmers. This swimming Tin Can Mail lasted until 1931, when a shark took one of the swimmers. From then on the mail was brought in by native outrigger canoes.

Colourful Cachets

Two Europeans who were at that time living in Niufo'ou played a big part in

the Tin Can Mail service. Walter George Quensell a copra trader from Burns Philips is probably the most associated with Tin Can Mail, because he was the one who began applying the numerous colourful Tin Can Cachets, which the later covers were adorned with (Figs 1 & 2). However, an English man named Charles Stuart Ramsey also a copra trader, but with Morris Hedstrom Ltd. actually swam for the mail during his long stay on the Island. In his book *Tin Can Island*, he claimed to have landed over 120 mail despatches. Whilst these covers did not have the numerous colourful cachets, they invariably had a message written by Ramsey and signed and dated by him. In his book he stated that although it was only one mile to the ship, the swim back was over 4 miles, due to the strong currents.

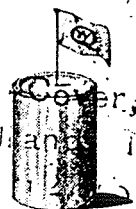
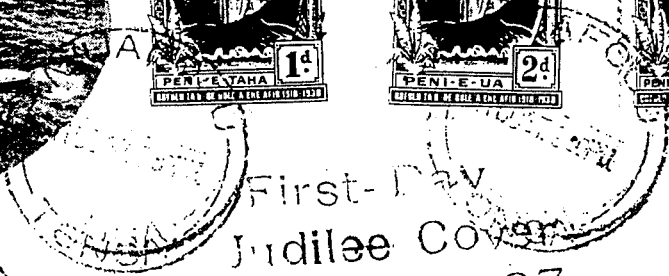
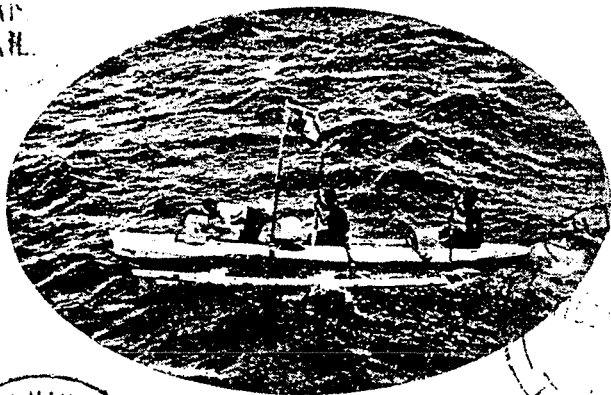
In the mid-1930s Tin Can Mail was much publicised when cruise ships added Niuafo'ou to their itinerary. The cruise line would encourage the passengers to send mail via the unique Tin Can Mail system, canoes would come out and collect the mail and then once back on the Island Quensell would apply his cachets. The mail was then sealed in tins where it would await the next ship's call. It was not unusual for six months to lapse between the time sent and the time received. This cruise ship tradition is still in force.



Tin Can - Canoe Mail: Island

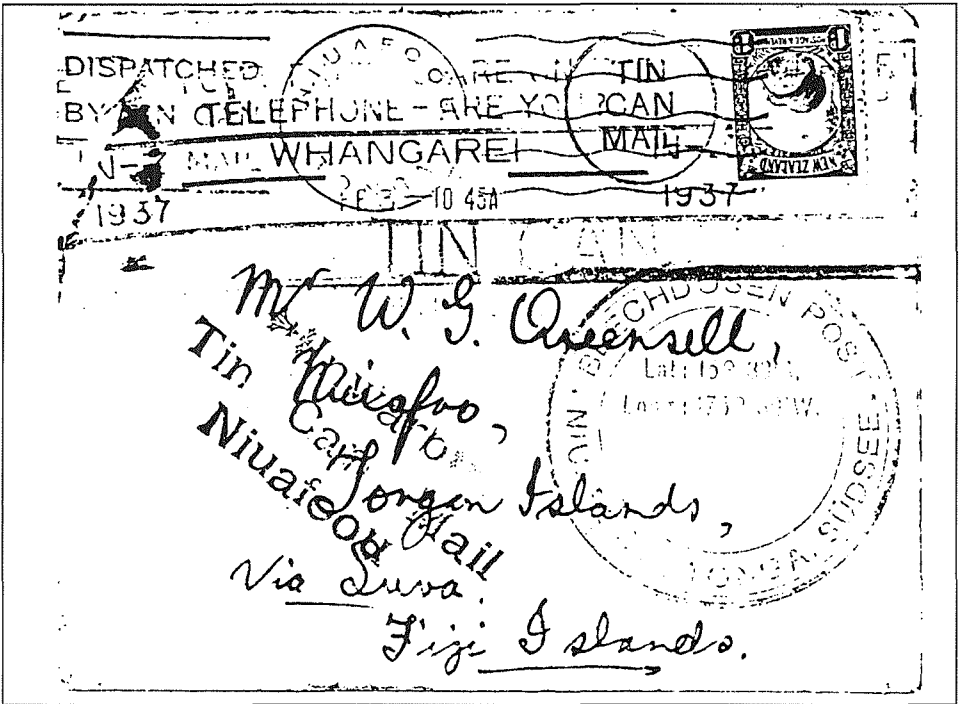
ORIGINAL TIN-CAN CANOE MAIL: ISLAND COVER

TIN
CAN
MAIL

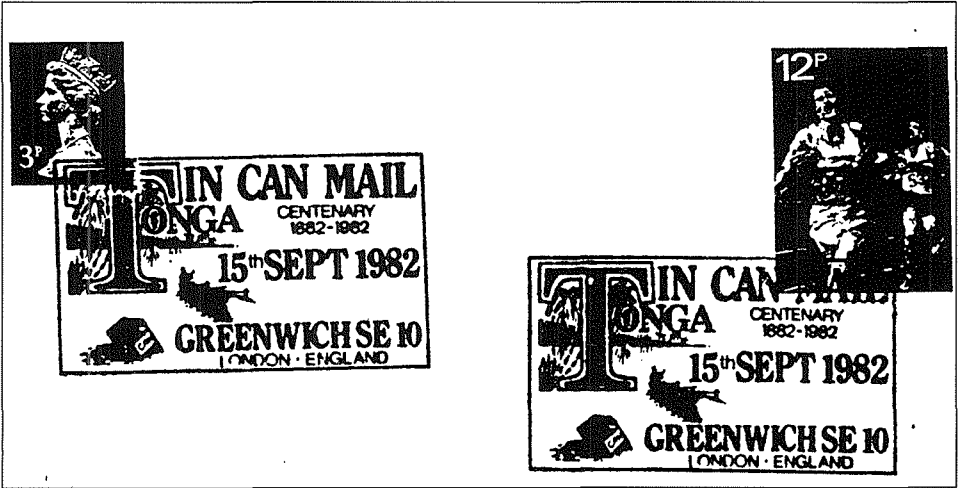


Jubilee Cover
Niuafu'u, Tonga,
11, Oct, 1937
H M Quisenberry
WALT GEO. QUENSELL
T.C.C.M.

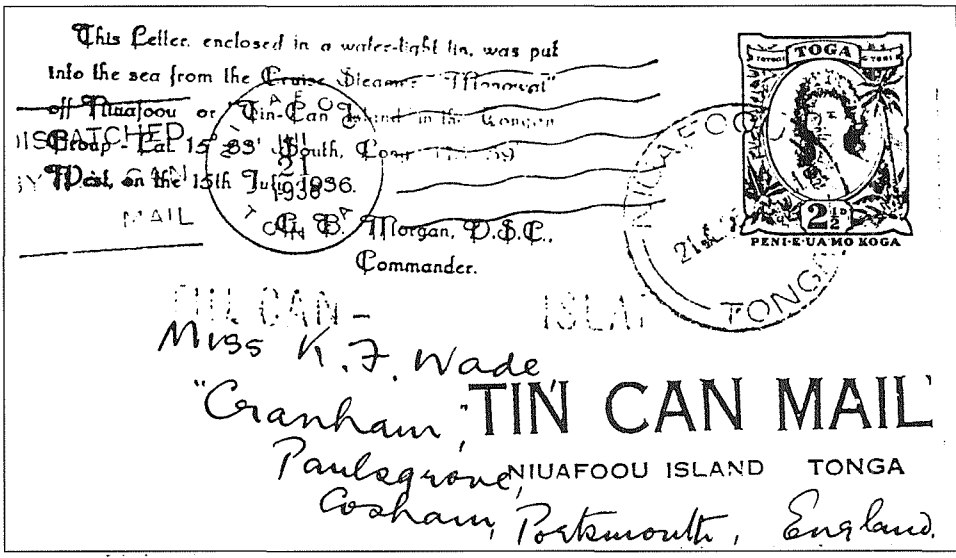
FDC Commemorating 20th Anniversary of Queen Salote accession to the throne. It is of special interest because the stamps were issued officially on 12 October 1938 and this cover is dated 11 October 1937. The picture shows the canoe system of transporting the mail in sealed 40lb biscuit tins. The canoe system was introduced after a swimmer was killed by a shark in April 1931. The ships can only get to about 1 mile from the shore due to reefs and strong currents. Due to these currents being so strong, it was only possible to launch the canoes for about 6 months per year.



1937 "TIN CAN" COVER came from N.Z. to NIUAFOOU, TONGA but still received Quensell's colourful & numerous cachets.

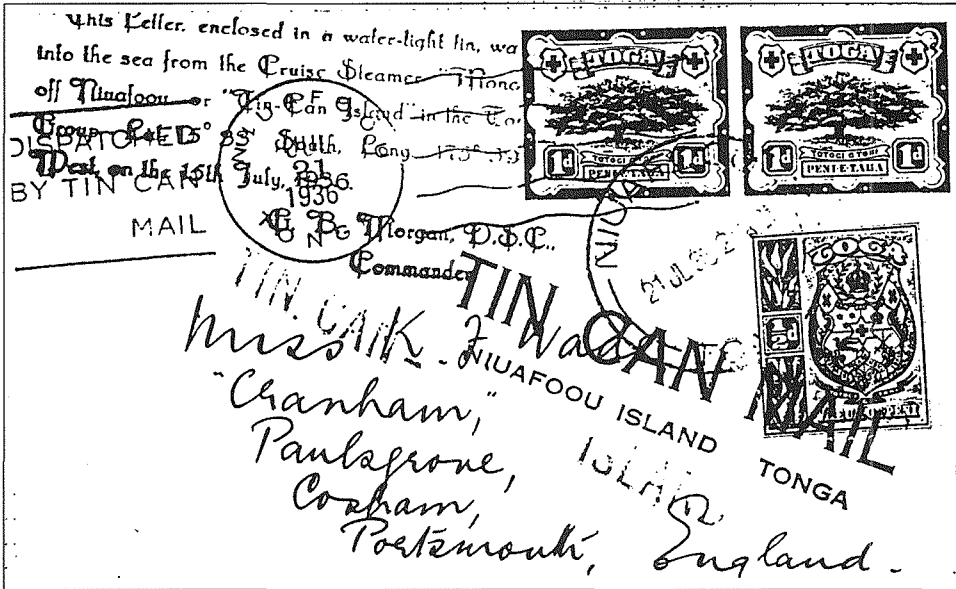


Commemorating a Hundred Years of TIN CAN MAIL. The opening of an Airport in 1983 will have dramatically altered the need for a TIN CAN MAIL service.

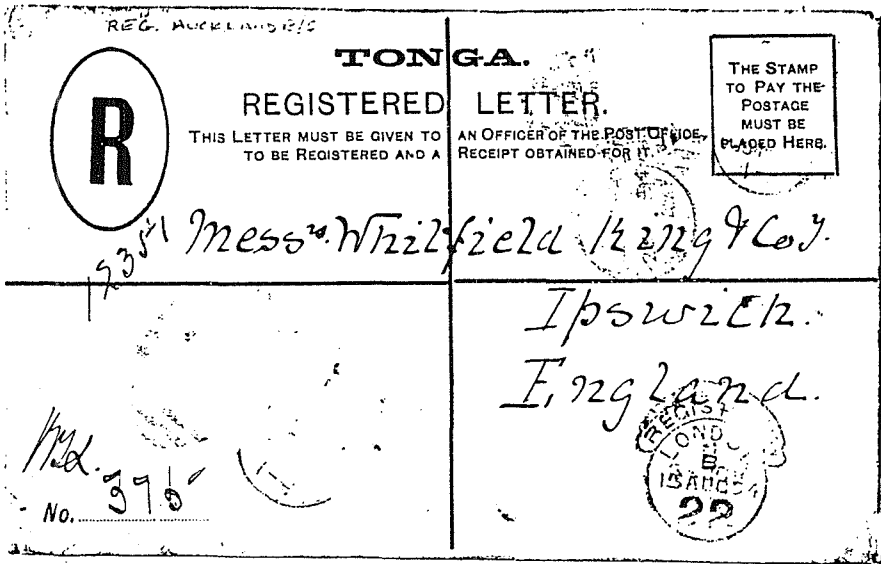


The inscription on the top left hand corner of these covers describes what happens to TIN CAN MAIL. It says:

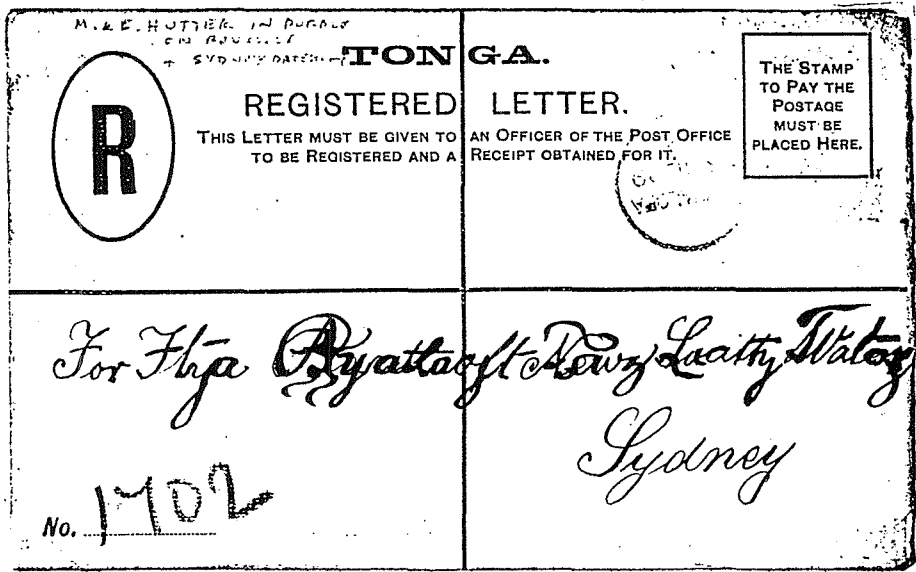
"This letter enclosed in a water-tight tin was put into the sea from the cruise steamer Monowai off Niuafuoo or Tin-Can Island in the Tonga Group, Lat. 15°33' South, Long 175°39' West on the 15th July 1936."



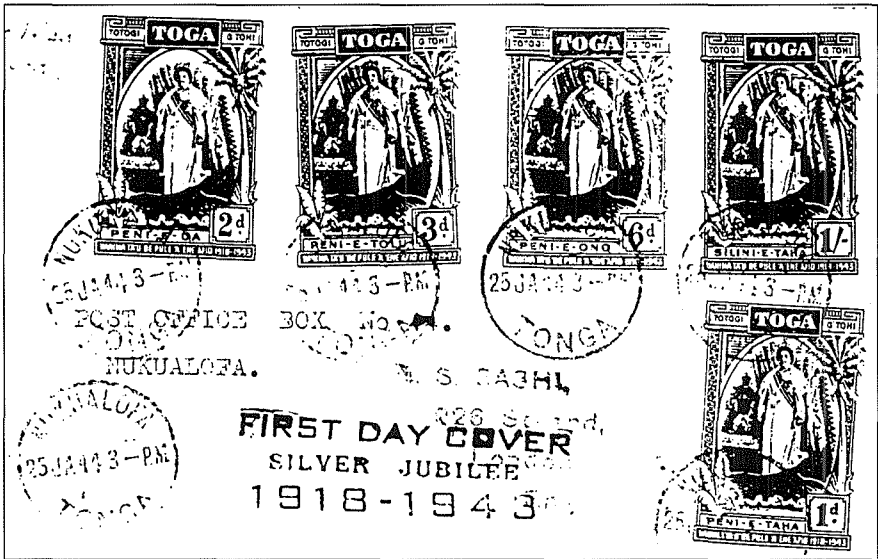
The postmarks are dated 21st July 1936, 6 days after placing in the sea.



1894 Early registered cover (No. 375) to Ipswich – no doubt to do with philately. Stamp removed but shows Auckland & London transit marks.



1899 By now registered cover No. 1702, to wherever in Sydney. M.E. Hutter (in purple on reverse) could have been a dealer in philately. Stamp missing unfortunately.



*F.D.C. Inscribed S.J. 1918-1943, but F.D.I. 25.1.1944
N.B. Not much mail to & from Tonga during W.W.2.*

POSTAL DIARY (2003)

1st January – 30th June 2003

by Anthony Fenech MRPSL

02 January

Maltapost plc is closed down today for Staff holidays. Postal services will resume in Malta and Gozo tomorrow.

02 January

The S.P.O. at Sliema closed temporarily from 2nd to 4th January both days inclusive.

30 January

Six additional values in the 'Maltese Flowers' Definitive Set are being issued today. The 6 values are 7c, 22c, 28c, 37c, 45c and 76c. The stamps are printed in sheets of 10 stamps by Bundesdruckerei GmbH (Germany). The design of these additional values has been entrusted to Maurice Tanti Burlo'. A First Day of Issue handstamp inscribed "Fjuri Maltin/Jum il-Hrug/30.01.03/— — — —/Malta" has been prepared by the



Maltapost Philatelic Bureau. The stamps are previewed in “The Malta Stamp” bulletin No.203 (January 2003).

17 February

Today Maltapost Philatelic Bureau has issued the 2002 Year Pack, this being the fifteenth in the series. This year’s cover shows the Gino Theuma prize-winning photograph of the two clowns, from which last year’s stamp, designed by Roberta Zahra was taken. This stamp was chosen as the Best EUROPA stamp design for 2002, out of a total of 44 designs, submitted to PostEurop by European Member Postal Administrations. The prize-winning 16c Malta Stamp is also featured on a Postcard included with the Pack or which could be bought separately over the Branches counters.

22 February

Temporary closure of Qrendi S.P.O., between today and 1 March 2003, both days inclusive.

26 February

The Vintage Cars thematic stamps set issued today. The stamps in the set valued at 2c, 7c, 10c, 26c and 35c are designed by Joe P. Smith and printed by Bundesdruckerei GmbH in sheets of 10 stamps. The First Day handstamp reads: “Vintage Cars/Jum il-Hrug/26.02.2003/— — — —/Malta”. The stamps are previewed in the Philatelic Bureau”“The Malta Stamp” bulletin No.204 (February 2003).



To complement the set, Maltapost plc has issued a set of five postcards numbered 20, 21, 22, 23 and 24.

26 February

A special hand postmark inscribed “Spring 2003/Stampex/ 26.02 – 02.03/Valetta – Malta” will be in use at the Counter Hall , Valetta, between today and Saturday 1st March during office hours. An identical hand postmark will be used also at the Maltapost plc Stand at Stampex 2003 Stamp Show being held at the Business Design Hall, Islington, North London.



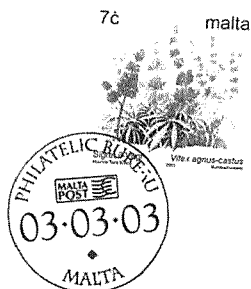
01 March

As of 1st March, all cancelling of mail, presently being done at the Branches, has to

show one standard time only – namely of 11.00 am. This eliminates the present system whereby different times are being recorded. Gozo only is to show 11.00 am and 7.00 pm.

03 March

03.03.03 Philatelic Bureau Card, the third in the series, has been issued today. This year's card includes a 7c stamp from the Definitive Additional Values Issue, showing the “Virgin Bush” (Sigret il-Virgi) and stamped with this date. This card can be sent through the post without any additional postage, provided it is posted by not later than Saturday , March 8, 2003. Cards similarly cancelled and posted after this date are to carry stamps affixed thereon to cover the required postage.



08 March

The Maltapost Branches of Balzan, Valletta (Old Bakery Street), Hamrun and Zebbug in Malta and Gharb, Ghajnsielem, Nadur and Xaghra in Gozo will be closed for business today because of their proximity to polling booths. All other Branches will be open for business.

15 March

Bugibba S.P.O. will be temporarily closed between 15 and 29 March both days inclusive.

21 March

The Military Architecture postage stamps set issued today. The values of the five stamps in the set are 1c, 4c, 11c, 16c, and 44c. Stephen C. Spiteri has designed the stamps which are printed in sheets of 10 stamps by Bundesdruckerei GmbH in Germany. The First Day of Issue handstamp is inscribed “Military Architecture/Jum il-Hrug/21.03.2003/— — —/Malta”. The Maltapost Philatelic Bureau has previewed this set in its bulletin “The Malta Stamp” No 205 (March 2003). The stamps will be withdrawn from the Maltapost plc counters on 20 March 2004.



28 March

Three new Occasion Cards featuring Malta's award winning stamp in last year's EUROPA series are being issued today. Besides the Malta "Clown" stamp in full colour, which is common to the three cards, the surrounding area of the cards features, in sepia monochrome, all the participating stamps from the 44 Member Countries of PostEurop, together with the title "Best Europa 2002 Circus Stamp". The cards may be sent through the post without any additional postage, up to Thursday 3 April.



12 April

Due to General Elections and also to tie in with the Easter weekend, all Maltapost Branches in Malta and in Gozo will be kept closed and there will be no delivery of mail on Saturday 12, Monday 14 and Saturday 19 April.

16 April

Maltapost has launched a Postcard Booklet consisting of five detachable postcards with different views of the Maltese Islands and six 16c stamps – 16c being the rate to all countries in Zone A and the Mediterranean Basin.

23 April

A new postage stamp set "St George Paintings" designed by Joseph Mizzi and printed by Bundesdruckerei GmbH is being issued today. The stamps valued at 3c, 7c, 14c, 19c and 27c are offset printed in sheets of 10 stamps. The set will be withdrawn from the Maltapost counters on 22 April 2004. "The Malta Stamp" bulletin (No 206 – April 2003) issued by the Maltapost Philatelic Bureau features the stamps in the set. A First Day special handstamp inscribed "St George Paintings/Jum il-Hrug" is shown in the image.



– 23.04.03/— — —/Malta” is being used to cancel the new stamps issued today. Two postcards, one featuring St George at the Victoria, Gozo Basilica (14c value) and the other, the Martyrdom of St. George at the Qormi Parish Church (19c value) have also been issued today.

27 April

The Maltapost Mobile Unit will be stationed at St. George’s Square in Victoria, Gozo, on Sunday 27 April between 8.00 am and 12.30 pm for philatelic sales relating to the recent stamp issue “St. George Paintings”.

07 May

A machine stamp canceling slogan reading “Richmond Foundation/for Community/mental health/10th Anniversary/1993-2003” will be used from the 7 May to the 6 June 2003 at The Central Mail Room, Qormi Road, Marsa.

09 May

The 2003 Europa set of 2 postage stamps valued 16c and 46c is being issued today. The stamps designed by Debbie Caruana Dingli feature two Poster stamps “Cisk Beer” and “Carnival 1939”. Bundesdruckerei offset printed the stamps in sheets of 10 stamps. The withdrawal date of this set is 8 May 2004. Maltapost has provided a special handstamp inscribed “Jum il-Hrug 9-5-03/Europa 2003/— — — —/Malta” for its First Day of Issue cancellations. The Malta Philatelic Bureau features the Europa stamps in its “Malta Stamp” bulletin No 207 (May 2003).



09 May

A Postal Card on the occasion of Maltapost’s participation in this year’s edition of Spring Veronafil is being issued by Maltapost Philatelic Bureau today. The card carries an imprint of this year’s Europa issue dedicated to Poster Art and shows also the Veronafil logo in colour. This card is being cancelled with the special handstamp inscribed “100a Veronafil/Maltapost/09 – 11.05.2003”. This postmark will be applied at the Veronafil Exhibition as well as at the Valletta Counter Hall, at Dar Annona, on Friday 9 and Saturday 10 November 2003.



12 May

Maltapost has recently set up an international mail hub in Malta for mail transiting to a number of regional Mediterranean countries. The hub is situated at the Malta International Airport.

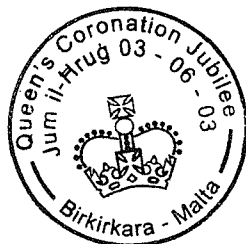
26 May

The “Games of the Small States of Europe – 2003” stamp set issued today. This set has been designed by Richard J. Caruana in a similar style and format to that used in the 1993 set, designed by the same artist for the Games of that year, also held in Malta. The values of the stamps in the set are 25c, 50c, 75c and Lm3, all offset printed in sheets of 10 stamps by Bundesdruckerei GmbH. The withdrawal date of the stamps is the 25 May 2004. A special First Day of Issue handstamp inscribed “GSSE/Jum il-Hrug/26.05.03/ — — — /Malta” has been provided for the canceling of mail franked with the new stamps. The Malta Philatelic Bureau has previewed this set in its bulletin “The Malta Stamp” No 208 (May 2003).



03 June

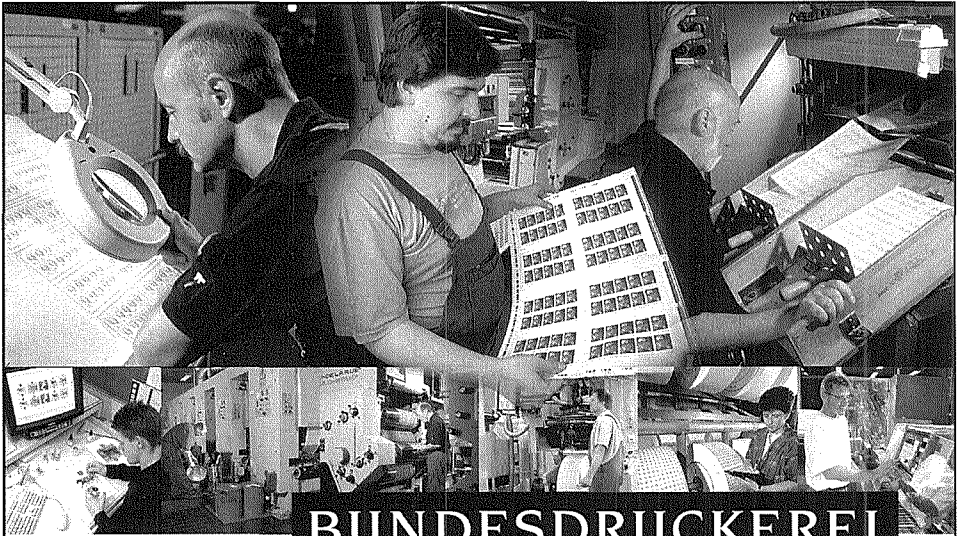
A new postage stamp set and Miniature Sheet marking Queen Elizabeth’s Coronation Golden Jubilee have been issued today. The stamp values in the set are 12c, 15c, 22c and 60c and that on the stamp in the Miniature Sheet Lm1. The Maltapost Philatelic Bureau issued its “The Malta Stamp” bulletin No. 209 (June 2003) to preview the new stamps in this set. The stamps are offset printed in sheets of 10 stamps by Bundesdruckerei GmbH. A First Day of Issue commemorative handstamp has been prepared by the Philatelic Bureau; it reads “Queen’s Coronation Jubilee/Jum il-Hrug 03-06-03/ — — — /Malta”



Maltapost has also issued today an Occasion Card featuring the Queen’s Coronation Lm1 Souvenir Sheet.

23 June

As from today, until further notice, the Branches or Hub involved in the distribution process will start an hour earlier; in other words the starting time for Postal Operators will be 06:30 hours.



BUNDESDRUCKEREI

Postage Stamps – Message of Art

Every day, people exchange millions of written messages. The printing of postage stamps demands qualified personnel and state-of-the-art machinery. Bundesdruckerei, the German security printing house, has both.

Expertise, speed and punctual delivery are our guiding principles when developing and producing individual postage stamps, not to mention entire series and collections.

From photogravure, offset and indirect letterpress printing to fine intaglio printing or the combination of offset and intaglio, Bundesdruckerei GmbH supplies outstanding quality in all printing techniques.

For many years, Bundesdruckerei has enjoyed close contacts with numerous postal administrations around the world, who draw on our expertise in key areas, from design through to the production and finishing of definitive and commemorative stamps.

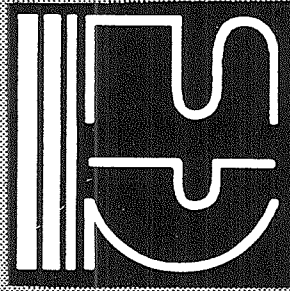
Thanks to Bundesdruckerei's support, several post offices have issued attractive national collections over the years, which have been included in the diverse motif collections of countless discerning philatelists.

Examples include the post offices of Malta, Moldova,

Bosnia and Hercegovina and the Palestinian postal administration, for whom Bundesdruckerei

regularly designs and produces postage stamps.





CALMARINE SERVICES LTD

"CASA ROMA", 48 SIR AUGUSTUS BARTOLO STREET,
TA' XBIEX MSD 11, MALTA.

AT YOUR SERVICE

- SHIP AGENTS
- SHIP BROKERS
- SHIP & YACHT REGISTRATION
- CHARTERING/BUNKERING
- GROUPAGE CONTAINER SERVICE
- CUSTOMS CLEARANCE & DELIVERY

CONTACT: JOHN M. CALLEJA

FAX: 346367

TEL: 346365/323779

TELEX: 1011 MW

Every Card has its purpose

Birthday Card

Christmas Card

Anniversary Card

Congratulations Card

Greeting Card



TELECARD

A Lm5 Telecard, gives you access to 100 persons and
more than 1,500 telephone Booths

MALTACOM

Keeps you In touch

The Brandstätter Group - Malta has been producing Playmobil locally for over two decades. The global success of this product has resulted in significant growth and diversification of the Group; which now consists of six companies. With each specialising in its own field and producing a comprehensive range of diverse products from steel moulds to electro mechanical timers to system software. Of course the same high levels of quality and service that has come to be expected of Playmobil are offered by all of the companies that form the Brandstätter Group - Malta.

For further information contact:

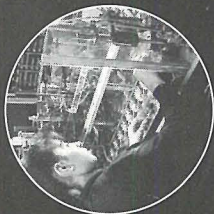
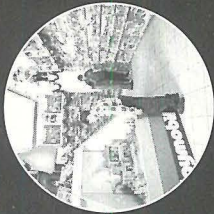
BRANDSTÄTTER GROUP - MALTA

B36, Industrial Estate, Bulebel, Żejtun ZTN 08, Malta.

TEL: (356) 693764, 693747, 693756, 69990-0 (or ext.).

FAX: (356) 693761.

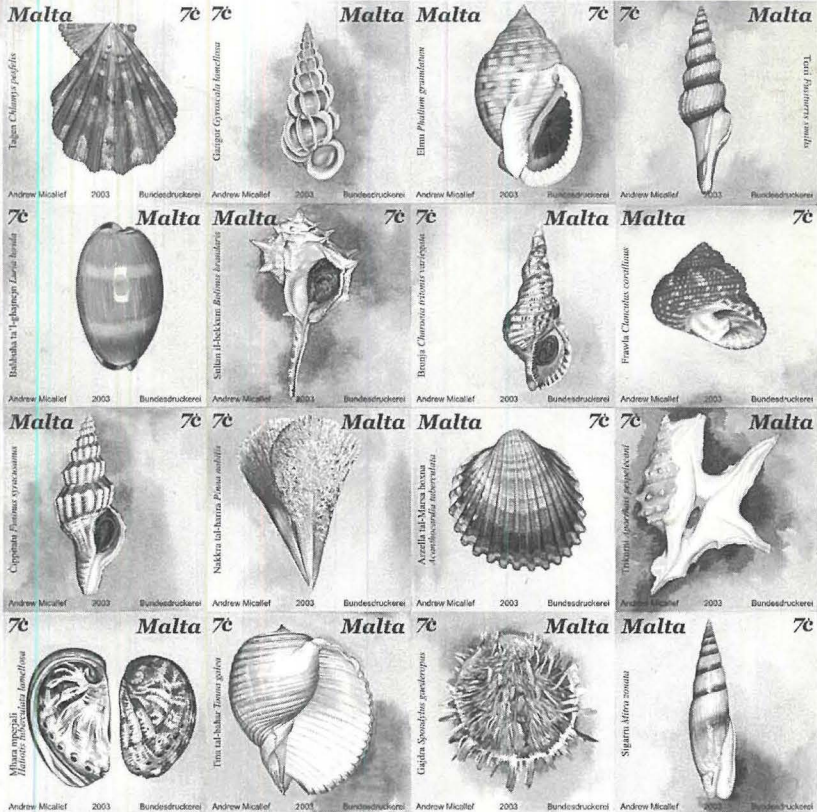
E MAIL: postmaster@playmobilmalta.com
WEB SITE: www.playmobilmalta.com



BRANDSTÄTTER GROUP - MALTA

Proudly representing Malta
AROUND THE WORLD

Seashells



Please send me details of your Philatelic Services

Name _____

Address _____



Philatelic Bureau Maltapost plc
 305 Qormi Road Marsa GPO 01 Malta
 T: (356) 239153, 224421 F: (356) 220789
 e-mail: info@maltapost.com
 URL: www.maltapost.com

**working
in harmony**

Our commitment towards yours complete satisfaction

AIR MALTA

Air Malta Head Office: LQA 01 Malta. Tel: (356) 229990, (356) 690890 Fax: (356) 673241 e-mail: info@airmalta.com.mt

- AMSTERDAM (20) 624 6096 - 8 • ATHENS (1) 965 2322 • BENGHAZI (61) 908 0205 - 6 • BRUSSELS (2) 513 8608
- CAIRO (2) 575 6022/3 • CATANIA (095) 31 3308 • DUBAI (4) 331 9990 • FRANKFURT (69) 9203 521 - 6
- LONDON (20) 7292 4949 • MILAN (02) 864 63636 • MOSCOW 502 937 5950 • NEW YORK (212) 983 8504
- OSLO 2246 0433 - 4 • PARIS (1) 4486 0840 • PRAGUE (2) 2323 7285 • ROME (06) 488 3106 • STOCKHOLM (8) 411 2492
- TRIPOLI (21) 335 0578/9 • TUNISIA (1) 703 299 • VIENNA (1) 586 5909 • ZURICH (1) 816 3012