

**THE PHILATELIC SOCIETY**

**THE PSM MAGAZINE**

# VICE ADMIRAL GEORGE C. DYER

Annapolis, Maryland 21401

13th June 1985

Mr. Robson Lowe  
England

Dear Robbie,

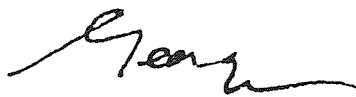
*As the sale of my stamp collections draws to a close I want to express my appreciation to you for the very fine manner in which this sale has been handled.*

*It has really been a pleasure to do business with your concern and I wish you would express this gratitude to your employees who did the hum drum of cataloging and estimating prices.*

*I was amazed at some of the prices that some of the stamps received and the sale as a whole leaves me with great satisfaction. I would gladly so state in any public way that you would like to use this information.*

*I am sure that my lawyer, my accountant, senior family members (which now total 28) are also grateful.*

Sincerely,



George C. Dyer



CHRISTIE'S  
ROBSON LOWE

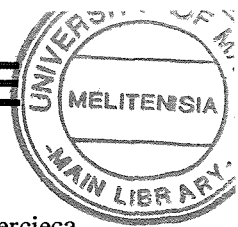
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# THE PSM MAGAZINE



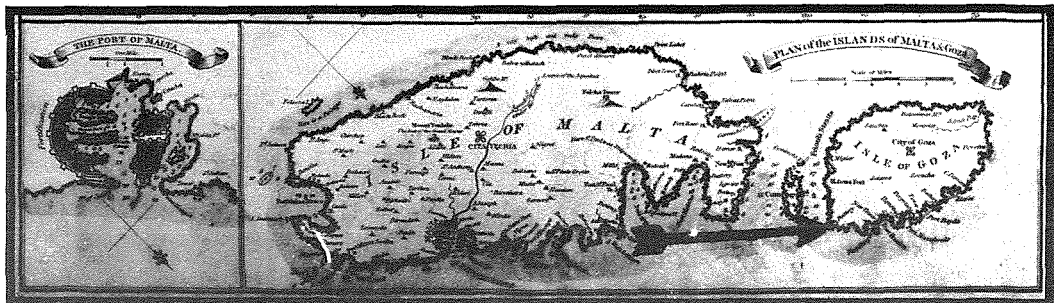
Silver-Bronze ESPANA '84  
Silver-Bronze AUSIPEX '84  
Silver-Bronze ISRAPIL '85  
Editor: Dr. A. Bonnici, Asst. Editor: V. Mercieca.  
Casa Bonnici, Sir Augustus Bartolo Street,  
Ta' Xbiex, Malta. Tel. 38437

Vol. 14 No. 3

December 1985

## Centenary of the establishment of a regular postal service between Malta and Gozo.

Dr. J.H. Mercieca

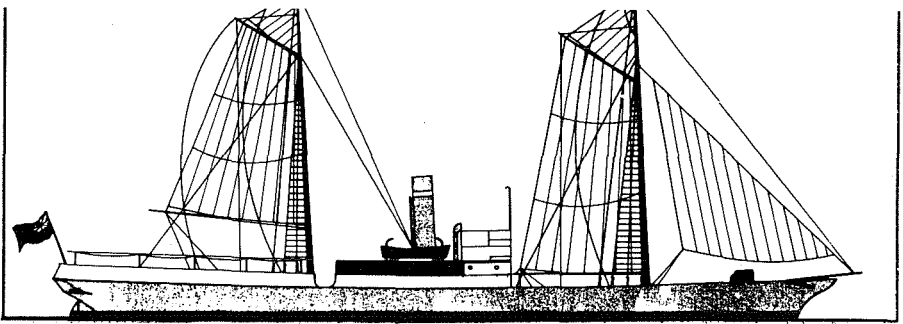


On the 1st January 1985 the Malta Postal Administration appropriately celebrated with justifiable pride, the first Centenary of its statutory establishment, one hundred years to the day earlier.

Yet another historic and important Centenary, also worthy of commemoration and which also fell in 1985, is the introduction by the Government of Malta, of a regular postal service between the islands of Malta and Gozo, only just over five months following the establishment of the Malta Post Office.

Notwithstanding the fact that one hundred years ago the volume of correspondence between the two islands was far from being anything like what it is to-day, yet the Malta Government rightly attached the importance such means of inter-insular communication deserved.

It thus results from the Archives of the time, that on the 8th June 1885, a contract was drawn up in the Acts of Francesco Saverio Camilleri, Notary Public and Notary to Government, Malta, between GEORGE COUSIN, son of the late Gaspare, born and residing in Valletta, Auditor General and Director of Contracts, on behalf of the Government of Malta, by special Authority from His Excellency the Governor (through a letter from the Lieutenant Governor and Chief Secretary to Government, dated the 8th day of June 1885) and Chevalier Olof Frederick Gollcher, son of the late Gustave, born in Stockholm and residing in Valletta, Merchant, for the establishment of a regular daily steam communication between the port of Valletta and Gozo. It was stipulated in the deed that the port of arrival and departure in Gozo was to be Migiarro, unless of course, the state of the weather was such, as to render that anchorage unsafe; in which case the Bay of Marsalforn was to be resorted to.



It was also agreed that the steam-vessel, to be regularly employed by the Contractor in this service was to be the "Gleneagles" of which vessel a full description was given in the Schedule annexed to the Agreement.

Mr. Gollcher, the Contractor, appearing on this agreement was given a free hand to fix the hours of departure and arrival of the steam-vessel, subject however to the approval in writing of the Government and provided always that the time allowed for the trip from Valletta to Migiarrro, Gozo or from Migiarrro, Gozo to Valleta, would not, in weather certified by the Superintendent of Ports to be ordinary weather, exceed two hours. However an extension of time to two and one half hours were to be allowed, if the vessel called at St. Paul's Bay or intermediate ports.

Notwithstanding the fact that it was stipulated in the Contract that the steam-vessel "Gleneagles" had to be employed for the regular daily communication between the port of Valletta and Gozo, yet, the then Government reserved the right, that in the event it was deemed necessary to send mails to Sicily or bring back mails from that island, the Contractor should whenever required by the Government, place the services of the "Gleneagles" at its disposal for that purpose. It is interesting to note that even in this case a limiting clause in the Contract laid down that the round trip from Valletta to Syracuse and back did not have to exceed twenty hours and also that no subsidy would have fallen due to the Contractor for any trip executed in more than twenty hours, unless caused by stress of weather or accidents and detentions not under the control of the Contractor, that is to say, not caused by any act or negligence of himself or servants.

Mr. Gollcher, the Contractor, was also bound not to refuse to take on board any person applying for passage at the tariff price, provided that there was room, except with the written consent of the Government, and additionally in cases of trips to Syracuse the same condition was also applicable, provided that the departure of any individual was not impeded by an act from the Court of Justice.

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“Gleneagles” for the conveyance of continental mails, for repairs or otherwise, in the event of the approval of the Government, in writing, having first been obtained, the Contractor was bound to keep up the regular daily mail service between Malta and Gozo by means of another steam vessel approved by the Government for that purpose.

The daily mails between Malta and Gozo were to be carried free of charge by the Contractor who also had to receive them and deliver them on board at the ports of arrival and departure, however in return for the daily steam service between Malta and Gozo, the Government agreed to pay to the Contractor a subsidy at the rate of seven hundred and fifty pounds sterling per annum. Additionally in the event of the Government calling on the Contractor to dispatch the “Gleneagles” to Sicily with the continental mails, the Government had to pay the Contractor the sum of thirty five pounds sterling for the round trip to Syracuse and back, and a proportional rate, according to distance, in the event of the “Gleneagles” being despatched to some other port than Syracuse. The first instalment was to be payable on the 30th September 1885 and the amount then payable was to be calculated from the day on which the regular service had commenced, as certified by the Superintendent of Ports.

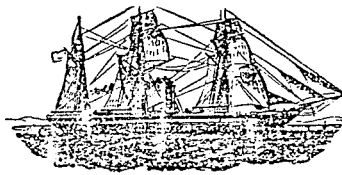
The subsidy was to be paid in equal quarterly payments on the last day of each quarter during the time the agreement was in force, i.e. on the 31st March, 30th June, 30th September and 31st December, which dates were later changed to the 28th February, 31st May, 31st August and 30th November to be in accordance with the quarters of the financial year of the then Government. This request for the alteration of the payment quarters was agreed to by Mr. Gollcher, the Contractor, and approved on the 8th November 1887. The first Postmaster, Ferdinand V. Inglott read and noted this approval on the 17th November 1887.

In the event of the “Gleneagles” or a substitute thereof, approved by the Government, failing to perform the regular service from Valletta to Gozo and back, on any day not a holiday or festival “d’intero precetto”, a deduction of two pounds sterling was to be made from the subsidy for every such failure. However it was agreed that no such deduction would be made on account of such failure if and when the state of the weather was such, on any day on which such failure would have occurred, as to preclude the “Gleneagles” or other approved vessel from proceeding to Gozo without serious risk or loss.

There was also a regulation regarding the keeping of time on board the steamer, which had to be regulated according to the time kept at the Office of the Superintendent of Ports.

As to the duration of the Contract it was agreed that it should remain in force up to the 30th June 1890 and no longer, but it was also stipulated that it would be competent for the Contractor, in the event of his desiring at any time to dissolve the agreement, to do so by giving six months notice in writing to the Government to that effect.

But on the other hand Government reserved the right, that it could dissolve the agreement, after giving seven days notice, without the necessity of any judicial act, in the event of the Contractor failing to carry out the conditions of the contract, by failing to provide, during the continuance of the contract, a regular daily steam communication between Malta and Gozo, or by failing to carry the continental mails, as provided for by the agreement signed between the two parties. The same penalty would be made to apply in case the Contractor made over the contract to any person, without the consent in writing of the Government.



# S. S. "GLENEAGLES"

*Steam Communication between MALTA & GOZO*

## TIME TABLE WEEK DAYS

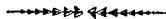
FOR

JUNE, JULY, AUGUST

Leaves CUSTOM HOUSE 6. 30 a.m. Arrives GOZO 8. 0 a.m.  
 „ GOZO 9. 0 a.m. Arrives CUSTOM HOUSE 10. 30 a.m.



Leaves CUSTOM HOUSE 4. p.m. Arrives GOZO 5. 30 p.m.  
 „ GOZO 6. p.m. Arrives CUSTOM HOUSE 7. 30 p.m.



*Special Notices will be issued for Sundays and Holidays.*




### PASSENGERS TARIFF

#### VALLETTA TO GOZO & VICEVERSA

FIRST CLASS	£ 0. 1. 6.
— do — Return Tickets	0. 2. 6.
THIRD CLASS	0. 0. 8.
— do — Return Tickets	0. 1. 0.



 Return Tickets are available for 3 Days.

**Tickets obtainable on board.**

The competent Authority in case of any difference or dispute relating to the interpretation of the contract, to the performance of the obligations of the Contractor or to any other question concerning the execution of the contract, was to be the Admiral Superintendent of Her Majesty's Dockyard against whose decisions no appeal could have been entered. Any other qualified person as could be agreed on between the Government and the Contractor was also eligible for such purposes.

This deed, in virtue of which, this most essential service between the two islands was five score years ago first established, was done and published at No. 216, Strada Mercanti (now Merchants' Street) Valletta in the presence of Dr. Antonio Carmelo Briffa, Notary, son of the late Giuseppe and of Master Gavino Naudi, writer, son of the late Antonio Cleardo, both residing in Valletta, witnesses who had declared not to be related by blood or affinity to the contracting parties in any of the degrees prohibited by law. As already stated earlier it was signed by Geo. Cousin and O.F. Gollcher and the Notary was Franc. Sav. Camilleri, Notary and Notary to Government, Malta.

It is worthwhile noting that the Schedule of particulars of the S/S Gleneagles giving the name of the ship, official number, port and year of registry, where and when built, framework, length and breadth, horsepower, speed etc as well as the Passengers Tariff s/s Gleneagles, showing the single and return fares on both first and third class, from Valletta to Gozo, Valletta to St. Paul's Bay and St. Paul's Bay to Gozo and vice-versa, were signed by the Director of Contracts and the Contractor Mr. O.F. Gollcher as well as by the Notary F.S. Camilleri and were annexed to the agreement.

Thus, just over one hundred years ago, the mail and passenger service was officially inaugurated on the 13th June 1885, when for the first time, the steam-vessel "Gleneagles" left the Grand Harbour for Migiarrro, Gozo, to the elation and clapping of a sizeable crowd which had assembled at the Marina to witness the ship's first trip to Gozo, thus opening a new era of more modern means of communication between the sister islands of Malta and Gozo.

At the other end, i.e. at the port of Migiarrro, Gozo, another crowd awaited the arrival of the Gleneagles and gave her a rousing welcome as she approached the shores of Gozo. From that day onwards the arrival of the Gleneagles was to be a daily sign much welcomed by many Gozitans whose living much depended on what that ship brought over from Malta both as regards the passengers as also the goods which it carried on its decks.

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The Editor and your Committee  
Wish you  
a Happy Christmas  
and a Prosperous New Year

# Forwarding Agents of Malta.

## L. De Zanche

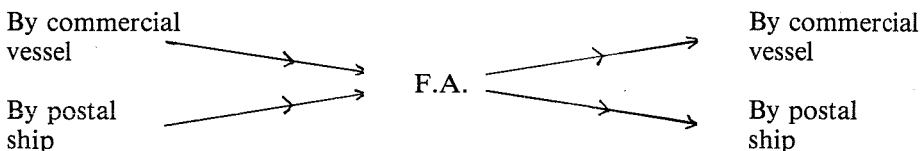
According to Rowe (1) the Forwarding Agent (F.A.) is “a person or firm who undertakes to see that the goods or correspondence of another are transported without himself acting as a carrier”. Many F.A.s were merchants, ship brokers, bankers and Consuls. They operated on *international* routes, forwarding commercial letters, which formed the bulk of the mail.

There were two reasons for forwarding (2). The first was that sometimes it was not possible for the sender nor for the addressee to pay the postage to destination (letters could not be sent with postage paid nor with postage due): in some cases part of the route was not covered by official postal services; in other cases the postal route crossed countries which had not any treaty for mutual exchange of mail or were at war. In situations like these, the presence of F.A.s was mandatory for having mail arrived at destination.

The second reason for forwarding was that, even when postal links were established, they were often slow and expensive and could not cope with the increasing demands of international traffic. Trade needed the fastest exchange of letters, which were the only way for getting news from less or more remote markets. This goal was achieved by F.A.s, who delivered letters to the first courier or sailing ship. Very often they had to pay for forwarding mail and no doubt they included such expenses in their normal service charges.

During the 17th and 18th centuries the most common method of indicating forwarding was by means of a manuscript endorsement. Handstamped markings began to predominate in the 19th century.

F.A.s operating in an island (Malta, Syra, Corfu, Rodi) could receive and forward mail by commercial or postal ships.



More than 50 F.A.s of Malta have been recorded (1). I illustrate hereunder four letters which arrived at destination through the good offices of Maltese F.A.s.

The letter reproduced in Fig. 1 left Boston in 1827, addressed to the Rev. A. Bigelow (location unknown) “care of the American Consul at Gibraltar” (1st F.A.), who sent it to P. Eynaud of Malta, who in turn forwarded the letter to destination. Note the endorsement “Rec.d & forwarded by Y(our) O(bedient) S(ervant) P. Eynaud Malta 17th April 1827”. In this case the intervention of two F.A.s was mandatory, because at that time there was not any postal link between Boston and the destination.

The letter reproduced in the Fig. 2 went from Tripoli di Barberia to Nizza and was twice forwarded by the Sardinian Consuls of Malta and Leghorn, who struck their cachets on the front.





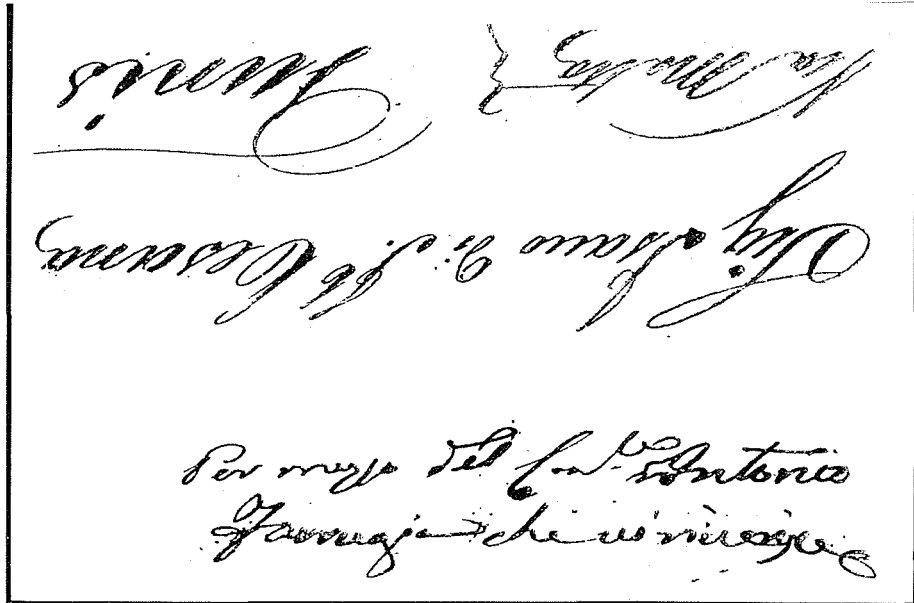


Fig 3.

The letter reproduced in Fig. 3 was sent from Civitavecchia to Tunisi "Via Malta" "per mezzo del Cav. Antonio Farrugia che vi riverisce" (= By means of Cav. A. Farrugia who greets you).

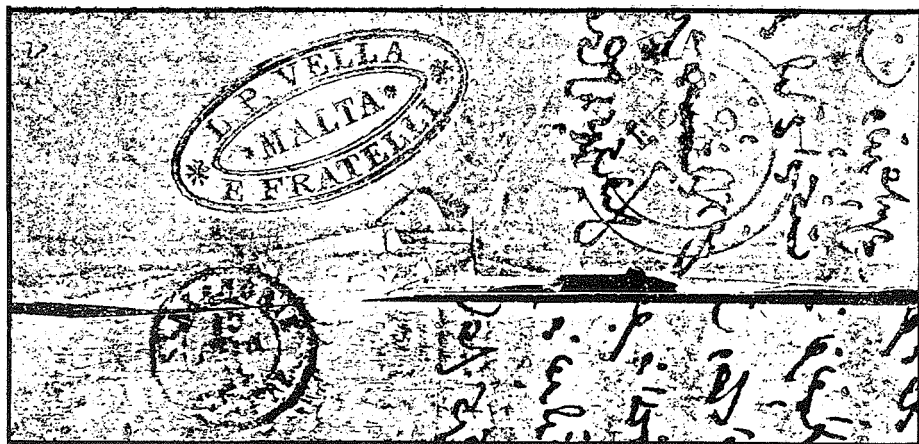


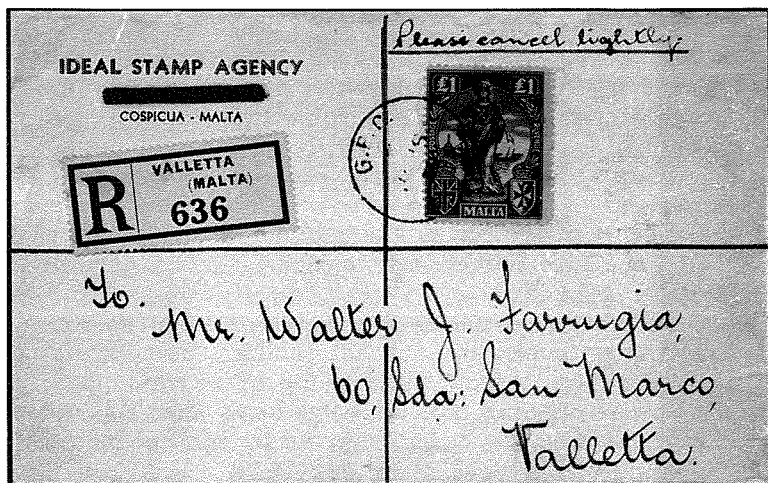
Fig 4.

Fig. 4 reproduces a letter from Leghorn to Alexandria (1849). We do not know how it arrived to Malta. The F.A. "L.P. Vella e fratelli" forwarded it to Alexandria, entrusting it to the Malta P.O. Note the arrival postmark of the French P.O.

REFERENCES:-

1. K. Rowe: The postal history of the forwarding agents Louisville, 1984.
2. L. De Zanche: I corrispondenti postali con particolare riguardo all'area del Mediterraneo, Padova, 1982.

# MALTA POSTAL HISTORY



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# A new type of delivery charge mark

By Dr. Giovanni Bonello

Two types of delivery charge marks have been recorded on mail coming into Malta from overseas during the first half of the nineteenth century. These consist of a straight line handstamp, which includes the date (month, usually abbreviated, and day) and the charge levied. They are also improperly known by Postage Due marks.

Up to late in 1825, the charge was indicated in the traditional Maltese currency: Tari and Grani – abbreviated to capital “T”. (T.4.10, for instance, stands for four Tari ten Grani).

Early in 1826, the charge started being indicated in Sterling currency: “d” for pence, and when applicable, “s” for shillings. Both the straight line markings, in Maltese currency and in sterling, are well known.

There is however, a third type of charge mark which has not yet been recorded. The charge is in sterling currency, but for some peculiar reason, the “pence” are indicated by a capital P instead of a “d”. This is an intermediate type, seen used only for a short while immediately after the markings were switched over from Maltese currency to Sterling late in 1825.

One likely explanation for this intermediate type is that the Postal Authorities may have anticipated that local population would at first have found difficulty in associating “d” with “penny”. To facilitate matters, in this transitional phase, “P” was used for “Pence” instead of the illogical “d”. “P” suggests “Penny” much more obviously than “d” to anyone not conversant with sterling notation (£.s.d. – Libra, solidus, denarius).

There is no doubt that, on the three examples I have personally examined, the mark is a capital P and not an inverted “d”.

I am publishing and illustrating two examples of the intermediate type of charge marks.

*Figure 1:* A four pence (4P) charge mark on the back of a letter from Alexandria to Malta, dated 16th December, 1825, stamped in Malta on January 5, 1826. This letter, in Italian, is from Captain Gaetano Grixti to Messrs. Saverio Giacomo and Gabriele Zammit. It has two seals – the sender’s closing seal, and a disinfection wafer bearing a faint embossed imprint of a fouled anchor.

*Figure 2:* An eight pence (8P) charge mark, on the back of a letter from Alexandria to Malta, dated 10th December, 1825, stamped on arrival in Malta on January 5, 1826. This letter is from Salvatore Cortis to Captain Saverio Giacomo, and is written in Italian. The embossed disinfection wafer seal, is sharper on this letter.

*Figure 3:* shows examples of all the types of delivery charge marks: the Maltese currency first type; the intermediate type now being recorded; and the final Sterling currency type.



Figure 1.



Figure 2.

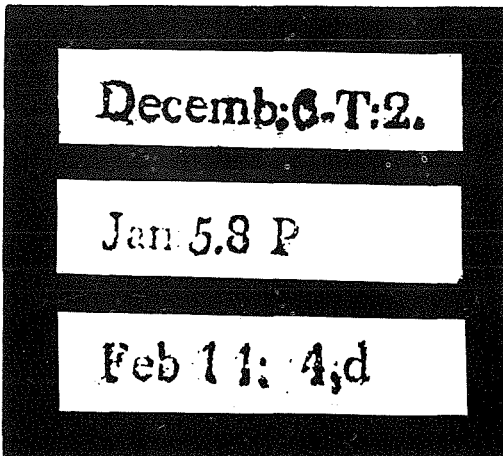


Figure 3.

First type: Maltese currency

Intermediate type: Sterling, but "P" for "Pence"

Last type: Sterling currency.

# Great Britain Stamps Used in Malta


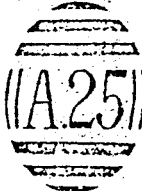
By Anthony Fenech

## Continued Part 6

### The A25 Single Vertical Oval Handstamps

The last type of A25 cancellers used in Malta on Great Britain, on Foreign, as well as on Malta stamps, is an upright single obliterater, size 18×25mm (Type One) and size 18.5×25mm (Type Two), with three bars above and below the numbers and with two curved lines on either side. It is worth mentioning that there is a full stop separating the "A" from the "25" on both cancellers which were despatched from London to Malta on the 1st January 1883.

*122 122*

To what place	Date when sent	Stamps
<i>Malta</i>	Type One 18×25 mm	
	Type Two 18.5×25 mm	

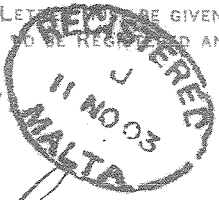
*1. 1. 83*

These cancellers were sent to the Central Office, Malta, purposely to cancel the stamps on registered letters. A duplex handstamp was no longer required since the introduction of the circular registration dater in 1870 and the oval registration dater in 1880.



REGISTERED LETTER

THIS LETTER TO BE GIVEN TO AN OFFICE TO BE REGISTERED AND A RECEIPT OF



Messieurs

J. Comar & Fils & Co

20, Rue des Fossés St. Jacques  
Paris

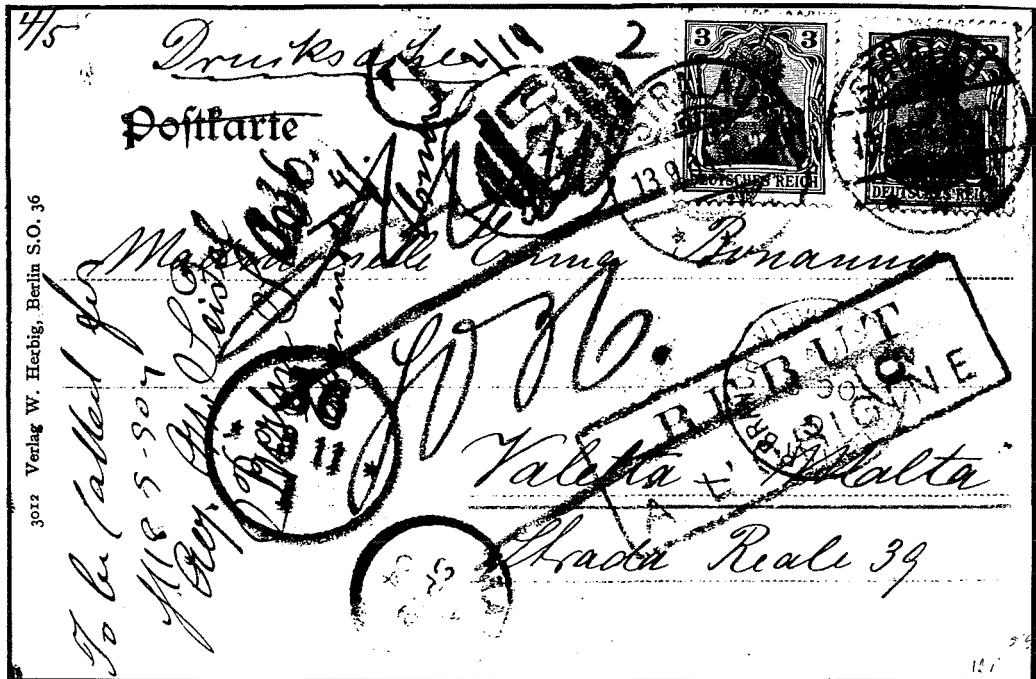
The A25 Single vertical Oval Handstamp used in conjunction with the Oval Registered Coded Dater on a Registered Envelope.

However, we find these A25 Single Vertical Oval obliterations doing other duties in the Mail Room. Mail posted on High Seas franked with foreign stamps is known cancelled by one or both types of this canceller.



Cover franked by Italy 1879 20c orange posted on High Seas is cancelled by the A25 Single Vertical Oval Handstamp at the G.P.O. Mail Room.

Examples are also known of this oblierator cancelling the Postage Due Charge when the letter or postcard had been refused by the addressee and returned to the country of origin, to the sender, if this could be traced.



The charge (Tax) is cancelled at the Returned Letter Branch by the A25 Single Vertical Oval most probably different from the two types above and 'Rebut a l'origine'

'The "A 25" upright single handstamp continued to be used to obliterate stamps issued by the Malta General Post Office, after Great Britain stamps ceased to be legal, in accordance with the Notice reproduced on next page.

We know of only two impressions of the A 25 Single Vertical Oval Handstamps in the G.P.O. Proof books – those found in Vol. 22, Page 122, and dated 1st January 1883 as reproduced on page 12.



Strike of the A25 Single Vertical Oval Handstamp different to Types One and Two shown after the first paragraph of this article.



However, at least two other different cancellers seem to have been used. It is true that the strikes of this obliterator are rarely clear and this makes it somewhat difficult to measure them accurately.<sup>1</sup> It is surprising that no mention of these types of cancellers is made in the "List of Dating Stamps in use in this Office", drawn up by Mr. Gaetano Izzo, a Second Class Clerk, dated 14th January 1887, and kept in the Post Office Records at the General Post Office, Malta.

References:

1. The Malta Study Circle. Malta - The Stamps and Postal History 1576-1960 Handbook compiled by The Malta Study Circle, Edited by R.E. Martin p33 (The "A 25" Handstamps - AK 2 canceller).

# NOTICE.

## **Discontinuance of use at Malta of Postage Stamps of the United Kingdom.**

NOTICE is hereby given that, on and from the 1st. January 1885, postage stamps of the United Kingdom will be USELESS for the prepayment of postage on correspondence posted in Malta or Gozo, and that all letters, etc. bearing Imperial Stamps posted after the 31st. December 1884, will be treated as UNPAID and charged on delivery.

Malta postage stamps, to be used on and from the 1st. of January, may be purchased at the General Post Office, Valletta, on and after the 27th of December.

Imperial postage stamps, if unused, clean, and in saleable condition, will be purchased at the General Post Office up to the 24th of December, inclusive, at par; but, between that date and the 31st of December, a charge will be made of the commission indicated at page 16 of the current edition of the Imperial Post Office Guide.

ROGER DUKE,

H. M. Postmaster.

GENERAL POST OFFICE,  
Valletta, 8th December 1884

# ***SLIEMA STAMP SHOP***

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CIGARETTE CARDS.**

The last issue of this Magazine published an article by Dr. M. Agius-Vadalà on *Siege Maps of Malta*. I do not intend to review the article, but there are certain considerations which should not be allowed to pass unnoticed.

Dr. Agius-Vadalà is quite right in saying that sketches of the siege in progress were sent out from Malta and that the broadsheets circulated abroad to illustrate what was happening in Malta were based on those sketches. Indeed, the legends on two maps issued by Antonio Lafreri and on the map published by Battista Pittoni emphasised that the pictures faithfully reproduced drawings received from Malta (1).

Dr. Agius-Vadalà goes on to say that no less than 36 sketches seem to have been despatched abroad. To me this figure appears to be highly inflated. Even if we accept Dr. Agius-Vadalà's mere conjecture that these sketches invariably accompanied the despatches of Grand Master La Valette, the article in no way explains how the number of 36 arrived at. The text mentions twenty one messengers sent by La Valette throughout the siege. Are we entitled to assume that practically every messenger outwards was carrying to Europe two sketches of the siege on average?

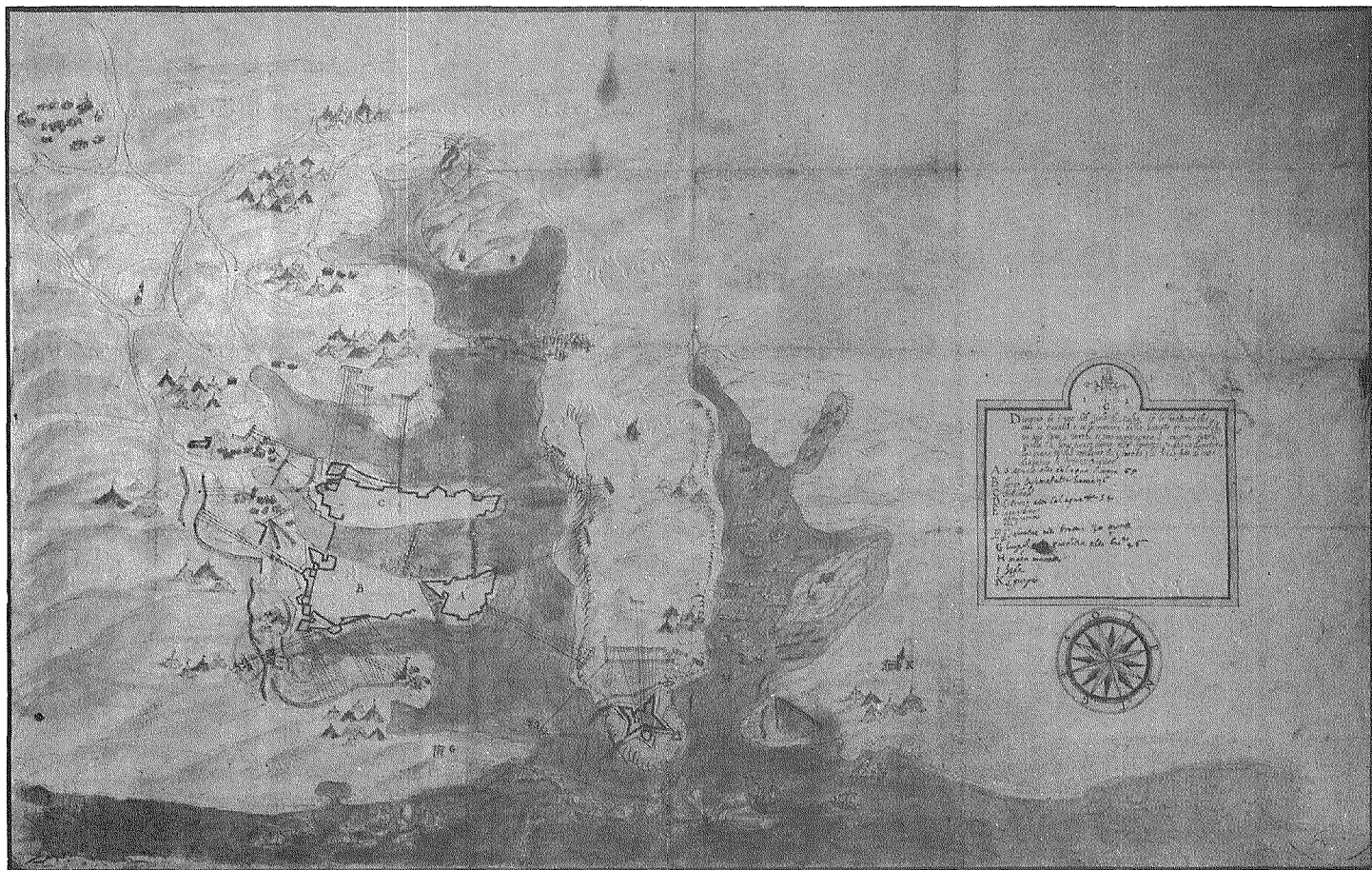
If one considers that a large number of picture-maps of the siege were published in Europe during the second half of 1565, one would expect that the original sketches did reach a certain number. Although it is likely that La Valette's despatches, rather than original sketches, served to produce at least some of the printed maps.

Dr. Agius Vadalà categorically states that the original sketches have not survived. Two manuscript sketches of the siege which were until recently in a private collection in Rome seem to carry the necessary credentials. Besides, experience teaches that, since the history of cartography acquired a new impetus some decades ago, new material is being discovered all the time.

Dr. Agius Vadalà writes that the 36 original sketches were copied and "pirated", so that the final number of maps published "may have reached a much higher figure". Rather than a possibility, this is a matter of certainty. The final tally of maps published was indeed considerably higher than 36. In the course of my research, I have so far counted 55 maps (including variants) of the siege published in Italy during 1565, apart from another seven printed outside Italy. It is also possible that there are others that have yet to come to light (2).

After 1565, the production of siege maps of Malta went on for a period longer than what one would expect and they were practically all published in books. One could mention those published by Anton Francesco Cirmi (1567), Giovanni Viperano (1567), Paolo Forlani (1567) Francesco Balbi de Correggio (1568), Giulio Ballino (1569), Matteo Perez D'Aleccio (1582), Pierre Boisat de Lixieux (1629), Anton Francesco Lucini (1631). On the other hand, as the article by Dr. Agius Vadalà explains, the siege maps issued in 1565 were sold as separate sheets.

This was also the case of most other maps published before 1570 (3), whether of Malta or of other countries. At a certain point in time, probably around 1565, a "collection" of these separate sheets, representing the various countries of the world, was bound in a single volume, an atlas in embryo. From then on, these so-called "Lafreri atlases" or "IATO (Italian-assembled-to-order) atlases" came into being.



Manuscript coloured sketch of the siege with the title *Disegno dei porti del Isola di Malta* and key to place-names A to K. The sea is coloured blue, the Turkish batteries and trenches yellow, the Christian defences red.

Size: 435 × 587 mm. As a loose sheet, it was folded to c. 150 × 200 mm. Later, margins were added to bring it to the size of a volume containing a collection of maps.

Dr. Agius Vadalà writes that few of them have come down to us (4), that Antonio Lafreri “was the first to start binding collections of maps together”, and that after 1570 Lafreri started to make use of a special title page for these collections.

As long ago as 1927, the foremost Italian authority on the history of cartography, Roberto Almagià, wrote that it was about time to avoid dubbing these volumes of maps as “Lafreri-type collections”. He had by then examined thirty of these collections existing in Italy, besides others in libraries abroad, and he found that they belonged to at least three or four different types. For only one of those types could it be said with certainty that it was placed on the market in Rome by Antonio Lafreri. He added that, although the evidence available was not conclusive, he thought that Venetian publishers preceded Lafreri in assembling these collections (5). By 1948, he was convinced of this fact (6).

Another renowned authority, Dr. David Woodward, wrote in 1979: “Evidence is mounting that the Venetian activity in map publishing predated and was stronger than its Roman counterpart, making the generic term “Lafreri atlas” misleading and obsolete except where referring specifically to the atlases emanating from Lafreri’s shop” (7).

In regard to the title page, although it has been associated by various writers with Lafreri, it is still uncertain whether he ever made use of it. According to the authoritative pen of Marcel Destombes, the title-page was engraved by Claudio Duchetti, in 1577 (8). This was the year of Lafreri’s death! The second state of this title-page bears the name of Pietro de Nobili (Petri de Nobilibus formis) as an addition to the plate, and it was printed circa 1588 – 1592 (9).

A few other remarks, I feel, have to be made.

1. The statement that the publishers of the siege maps in Italy seem to have been three in number cannot be accepted. Dr. Agius-Vadalà mentioned Lafreri in Rome, Zenoi and Nelli in Venice. Apart from the fact that it appears that Zenoi *published* only one siege map of Malta (10), there were several other printers/publishers whose name should not be ignored. A number of siege maps carry the imprint of Nicolas Beatrizet in Rome, Giovanni Francesco Camocio, Donato Bertelli and Luca Bertelli in Venice.

2. The map initialled “T. B.” is wrongly attributed to Zenoi. The calligraphy is completely different and the imprint “Rome” proves that it was not published in Venice, where Zenoi lived and worked. Although it is very similar to the series of maps published in Venice with the title: *Verissimo disegno del Porto di Malta con le sue fortetze, misure et assedio d’jnfideli. . .* engraved by Zenoi and published by Donato Bertelli, a comparison of the two maps would seem to indicate that Zenoi copied “T. B.” and not the other way round.

3. It is alleged in the article that it was Grand Master La Valette in person who “entrusted” the production of the siege maps to the engravers and publishing firms in Rome and Venice for the purpose of enlisting support, military and financial, from the Courts in Europe. Without any supporting evidence, this conjecture cannot be relied upon. Long before the siege of Malta, broadsheets illustrating contemporary military events were published regularly both in Rome and Venice.

4. Contrary to what was stated in the article, the two main firms who flourished in Venice at the period of the siege were not Zenoi and Nelli. At that time, Zenoi was mainly active as an engraver not as a publisher, whilst Nelli’s

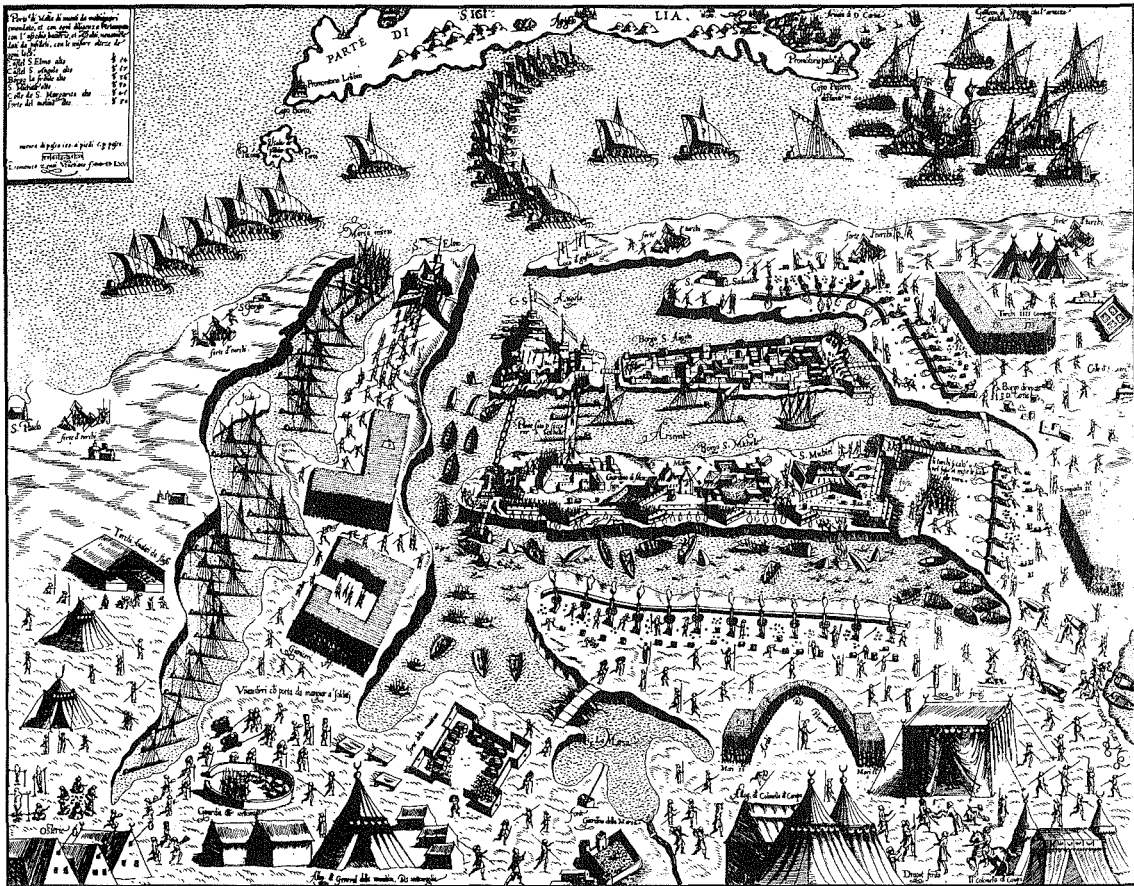


*Verisimo disegno del Porto ti Malta con le sve fortetze.*

Siege map published in Rome in 1565, signed with the monogram "TB".

Size: 325 × 425 mm.





*Il Porto di Malta di nuouo da molti erori emendato, et con ogni diligenza ristampato.*  
 Siege map engraved in Venice by Domenico Zenoi and published in 1565.  
 Size: 330 × 430 mm.

(Private collection)



editorial business could not compare with that run by the Bertellis, Camocio, Forlani and Zaltieri (11).

5. Dr. Agius-Vadalà wrote that, of the thirteen Zenoi maps, Tooley registered only three, namely, nos. 358, 385 and 387. He must have missed nos. 367 and 372. In giving the dates of the series of Nelli maps, he omitted the 5th and 12th August 1565.

One final point. Some of the maps used by Dr. Agius-Vadalà to illustrate his article had been traced by me but no acknowledgement was given.

## References

- (1) *Ritratto dallo istesso disegno mandato da Malta. . . / In Roma per Antonio Lafreri nel anno 1565.* (Tooley 383); *Vltimo disegno delli forti di Malta uenuto nuouamente/. . . . torbolenti tempi, che non lassano fare a quelli che/sonno in Malta (quali hanno mandato il disegno) le cose con/quella Comodità che se ricerca. . . / Ant. Lafrerij Romae formis 1565 de mese Augusti. T 384 ; Malta/A letori/. . ho uoluto da-/rre ala stampa il uero disegno qual il giorno doppo/lasalto fu portato in cicilia. . . / da me batt.a pittoni uicentino dato ala stampa In uenecia co(n) p(ri)uilegio.* See also Camocio's map here illustrated.
- (2) In 1939, in his article in *Imago Mundi* referred to by Dr. Agius-Vadalà, Mr. R. V. Tooley listed only 15 (perhaps 16) maps of the siege published in Italy in 1565 that were to be found in the collections he had studied. Since then, several others have been traced, some purely by accident. To quote one instance, the map by André Thevet published by Dr. Agius-Vadalà to illustrate his article was completely unknown until a few years ago. It was lying at the Bibliothèque Nationale, but it did not figure in the catalogue. I came to know about it through the kindness of Marcel Destombes (a French expert on old maps) when we met at an International Congress on the History of Cartography.
- (3) On 20 May 1570 Abraham Ortelius published in the Netherlands the first modern atlas, a systematic and comprehensive collection of maps of uniform size.
- (4) In 1889, A. E. Nordenskiöld (*Facsimile-atlas to the early history of cartography*) wrote that these atlases were of the greatest rarity in cartographical literature (p. 188). This no longer holds good today. It is probable that there are about seventy still in existence (Tooley, R.V., "Lafreri" atlases: in *The Map Collector*, no. 14 (March 1981) p. 26).
- (5) Almagià, R., *Intorno ad una raccolta di carte cinquecentesche di proprietà del Lloyd Triestino* (*L'Universo*, Vol. VIII (Marzo 1927) p. 265, 289).
- (6) Almagià, R., *Monumenta Cartographica Vaticana*, Vol. II (1948) p. 119.
- (7) Woodward, D., *La geografia moderna: the work of the sixteenth-century Italian cartographers*: in *Mapline*, special no. 4 (May 1979) p. 6. An analysis of one of these collections made by the writer lends strength to this opinion (Ganado, A., *Description of an early Venetian sixteenth-century collection of maps at the Casanatense Library in Rome*: in *Imago Mundi* Vol. 34 (1982) pp. 26 – 47).
- (8) Destombes, M., *Les cartes de Lafréri et assimilées (1532 – 1586) du Département des Estampes de la Bibliothèque Nationale*: in *Nouvelle de l'Estampe* (1970), p. 235. Mimeographed.
- (9) Beans, G.H., *The so-called Lafreri title-page in a late state*: in *Imago Mundi*, Vol. 7 (1950) p. 92.
- (10) Zenoi's maps of the siege mostly carry the imprint "f" (fecit) or "exci(dit)", both used to indicate the engraver, not the publisher. On one only, the words *con il mio priuilegio* prove him to be the publisher as well as the engraver.
- (11) Almagià, R., *Monumenta Cartographica Vaticana*, Vol. II (1948) p. 117. It was only after 1565 that Zenoi seems to have become one of the main publishers in Venice.

## EUROPA 1985 Issue

Date of Issue .....	25th. April, 1985.
Values .....	8c and 30c.
Stamp Size .....	31 mm × 44 mm.
Art Designer .....	Luciano Micallef.
Printers .....	Printex Limited.
Process .....	Lithography.
Perforation .....	14.1 × 14.
Watermark .....	Maltese Crosses upright.
Paper .....	Chalk Surfaced.
Gum .....	P.V.A.

### Colours:

This set was produced in multicolours using the same five different colours for the two values.

### Designs:

The conference of European Postal and Telecommunications Administrations has chosen "Music" as the theme for this year's Europa stamps. The Malta Postal Administration issued this fifteenth set of the Europa series, in the usual form of small Panes of ten stamps.

The 8c stamp features Nicolo Baldacchino, tenor, who was born at Siggiewi on 3 October, 1895 and died on 28 February 1971.

The 30c stamp features Francesco Azopardi, composer, who was born at Rabat on 5 May, 1748 and died on 6 February, 1809.

Both values are of the vertical format, and each Pane of ten stamps is divided into twelve spaces, four rows of three. In the first space of the top row, in both values, the CEPT emblem and "Europe 1985" can be seen, printed in black on a musical stave. In the first space of the second row, two joined quavers on a stave can be seen in the 8c value and a treble clef on a stave in the 30c value.

The value of a whole Pane of stamps is seen in the top margin, above the middle stamp, printed in black.

Colour checks in the form of coloured discs 3 mm in diameter, are seen in the right hand margin of each Pane, next to the last stamp of the top row. The colours from top to bottom correspond to the colours used for Pane numbers from left to right, in all Panes of both values.

The Printed Sheet of each Value consisted of six Panes of ten stamps, A to F.

### Plate/Pane numbers:

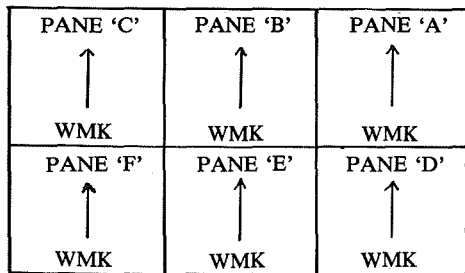
These are seen under the first stamp of the bottom row, in each Pane of both values.

8c = 1A × 5 up to and including 1F × 5.

30c = 1A × 5 up to and including 1F × 5.

### Perforation of Margins:

The right hand margins of Panes A and D of both values, are imperforate, whilst the right hand margins of Panes C,B,F and E are fully perforated. The top, bottom and left hand margins of all Panes A to F, in both values are also fully perforated.



From a study of details given, the Printed Sheet of each value, before cutting into Panes, would have looked as shown on left, the perforator running from right to left. Looking at the Printed Sheet as shown, stamps of both values would be seen the right way up, hence why watermark in individual stamps is also upright.

### Imprint Blocks:

The Imprint "Printex Limited Malta" is seen under the third stamp of the bottom row, in each Pane, of both values. Letters are 1 mm high and printed in black. An Imprint Block of four will not include the colour checks.

A special handstamp was used for cancellation on the first day of issue. It is inscribed "Europa '85 - L-Ewwel Jum Tal-Hrug - Malta" and the name of the respective locality. Musical notes on a stave are also incorporated in the postmark. This set will remain on sale up to Tuesday, 3rd. December, 1985, unless stocks are previously exhausted.

**Centenary of the Malta Post Office Issue ----- X**  
**International Youth Year 1985 Issue ----- Y**  
**7 June 1919 Issue ----- Z**

Issue	X	Y	Z
Date of Issue	2-1-85	7-3-85	7-6-85
Values	3c, 8c, 12c, 20c	2c, 13c, 27c	3c, 7c, 35c
Stamp Size	31 mm × 44 mm	47 mm × 29 mm (2c, 27c) 29 mm × 47 mm (13c)	44 mm × 31 mm (3c, 7c) 31 mm × 44 mm (35c)
Designer	Norbert Attard	Tony Bugeja	Luciano Micallef
Printers	Printex Ltd.	same	same
Process	Lithography	same	same
Perforation	14 × 13.9	13.8 × 13.6 (2c, 27c) 13.6 × 14 (13c)	14 × 14
Watermark	Maltese Crosses Upright	Maltese Crosses Upright (2c, 27c) Sideways (13c)	Maltese Crosses Upright (35c) Sideways (3c, 7c)
Paper	Chalk Surfaced	same	same
Gum	P.V.A.	same	same

### Colours:

Issue X - This set was produced in multicolour using four different colours for each value.

Issue Y - This set was produced in multicolour using five different colours for the 2c and 27c values, and four for the 13c value.

Issue Z - All values of this set were printed using the same four colours: Sepia, Red, Gold and Light Yellow.

Colour checks in the form of coloured discs 3 mm in diameter are seen in the right hand margin, next to the last stamp of the bottom row, in each Pane, of each value, of issues X, Y and Z. Colours from top to bottom correspond to the colours used for Pane numbers from left to right, on all Panes, of all values, in issues X and Z, but from right to left in issue Y.

Cumulative totals of progressive columns of stamps, are seen in top and bottom margins, printed in black in all Panes, of issues X and Y, but printed in the top colour of the colour checks, in issue Z.

### Printed Sheets:

Issue X - Each value consisted of two Panes, A and B. Each Pane has fifty stamps made up of ten rows of five stamps. All values are of the vertical format.

Issue Y - Each value consisted of three Panes, A, B and C. Each Pane has forty stamps. The 2c and 27c values are made up of five rows of eight stamps, whilst the 13c value is made up of eight rows of five stamps. The 2c and 27c values are of the horizontal format and the 13c value is of the vertical format.

Issue Z - Each value consisted of two Panes, A and B. Each Pane has fifty stamps made up of five rows of ten in the 3c and 7c values, and ten rows of five in the 35c value. The 3c and 7c values are of the horizontal format, whilst the 35c value is of the vertical format.

**Rate/pane numbers:**

These are seen under the first stamp of the bottom row, in all Panes, of all values, of the three issues.

Issue X-	3c = 1A × 4, 1B × 4.
	8c = 1A × 4, 1B × 4.
	12c = 1A × 4, 1B × 4.
	20c = 1A × 4, 1B × 4.
Issue Y -	2c = 1A × 5, 1B × 5, 1C × 5.
	13c = 1A × 4, 1B × 4, 1C × 4.
	27c = 1A × 5, 1B × 5, 1C × 5.
Issue Z -	3c = 1A × 4, 1B × 4.
	7c = 1A × 4, 1B × 4.
	35c = 1A × 4, 1B × 4.

**Perforation of Margins:**

Issue X - Right hand margin of Pane A, of all value is imperforate, whilst the same margin of Pane B, is fully perforated. The top, bottom and left hand margins of Panes A and B, of all values, are also fully perforated. A horizontal registration line was seen in the middle of the right hand margin, of Panes A, of all values.

Issue Y - Left hand margin of Panes, A, B and C, of the 2c and 27c values, are all imperforate. The top, bottom and right hand margins of these same Panes are all fully perforated. In the 13c value, the top margins of Panes A, B and C are imperforate, whilst the left hand, bottom and right hand margins are all fully perforated.

Issue Z - The top margin of Pane A, of the 3c and 7c values, is imperforate, whilst the top margin of Pane B is fully perforated. The left hand, bottom and right hand margins, of these same Panes are also fully perforated. In the 35c value, the right hand margin of Pane B is imperforate, whilst the same margin of Pane A is fully perforated. The top, left hand and bottom margins, of Panes A and B are also fully perforated.

From a study of details given, the Printed Sheet, of each value, before cutting into Panes, would look as follows:

Issue X - all values as in figure (a).

Issue Y - values 2c and 27c as in figure (b).  
value 13c, as in figure (c).

Issue Z - values 3c and 7c as in figure (d).  
value 35c, as in figure (e).

Looking at all the Printed Sheets as shown, stamps of all values, of the three issues, would be seen the right way up. Hence watermark is upright in all values of issues X, 2c and 27c in issue Y, and 35c in issue Z. It is sideways in the 13c value of issue Y plus the 3c and 7c values of issue Z.

Perforator ran from right to left in figures (a) and (e).  
from left to right in figure (b).  
from top to bottom in figures (c) and (d).

**Imprint Blocks:**

“PRINTEX LIMITED MALTA” is seen under the last stamp of the bottom row, in all Panes, of all values, of issues X, Y and Z. Letters are 1 mm high and printed in black in issues X and Y, but in the top colour of the colour checks in issue Z. An Imprint Block of four will include the colour checks, in all values of the three issues.

By 12.45 p.m. on the first day of issue sales amounted to Lm55,987 for issue X, Lm25,180 for issue Y, and Lm26,932 for issue Z.

Stamps remained on sale up to 3-7-85 for issue X, 6-9-85 for issue Y and 10-12-85 for issue Z.

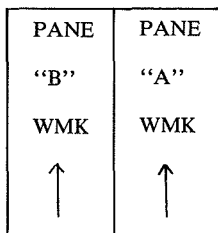
**Issue X – Souvenir Sheet**

A souvenir sheet was also issued on the first day of issue of this set. The souvenir sheet incorporates the four stamps of this set and was available for sale at 43c each.

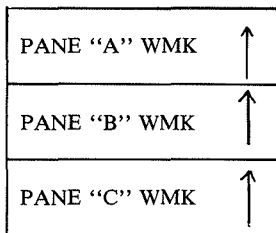
The size of the souvenir sheet is 164 mm × 90 mm and is of the horizontal format.

The Printed Sheet consisted of twelve souvenir sheets, made up of four rows of three sheets.

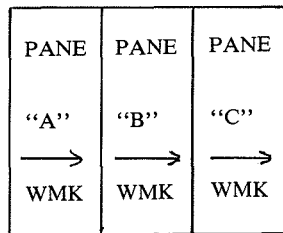
The watermark of the souvenir sheet is also Maltese Crosses, but pointing sideways, i.e. opposite to that on stamps from normal Panes. So it is possible to have two stamps of the same value with different watermarks but one of them would have been cut from a souvenir sheet.



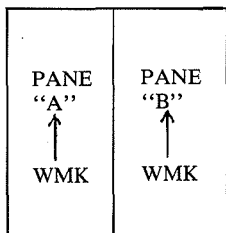
(a)



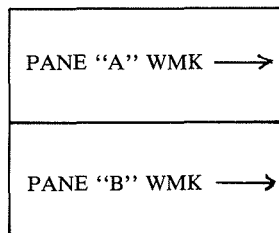
(b)



(c)



(e)



(d)

## MALTA – A DIARY

**June – September 1985**

**By J. Farrugia**

**18-6-85**

The PMG notified that a Temporary Branch Post Office was to be opened at the Mediterranean Congress Centre, Valletta, on the 18th., 19th. and 20th. June, 1985, on the occasion of the holding of the XIX Session of the Conference of European Ministers Responsible for Family Affairs.

The Temporary Branch Post Office was open from 10.30am to 3.30pm. The following business transacted:

- (a) sale of stamps and postal stationery
- (b) registration of letters
- (c) issue and encashment of Money and Postal Orders
- (d) encashment of postcheques.

Postal articles posted at this Temporary Branch Post Office were postmarked with a date-stamp inscribed: "Council Of Europe – Conference Of European Ministers – Responsible For Family Affairs – XIX Session – 18 – 20 June 1985 – Valletta-Malta". (Fig. 1)

The emblem of the Council of Europe is also incorporated in the date-stamp.

**1-7-85**

A Temporary Branch Post Office was opened at the International Fair of Malta, Naxxar, from Monday, 1st. July to Monday, 15th. July, 1985, from 6.00pm to 9.30pm for the transaction of the following business:

- (a) sale of stamps and postal stationery
- (b) registration of letters
- (c) issue and encashment of postal and money orders
- (d) encashment of postal cheques
- (e) posting of letters and postcards

Postal articles posted at this Temporary Branch Post Office were postmarked by a date-stamp inscribed as follows:

"XXVIII International Fair Of Malta – Naxxar". (Fig. 2)

**26-7-85**

The "40th Anniversary Of The United Nations" set, issued to-day. A special hand postmark was used on the first day of issue. (Fig. 3)

2-8-85

The PMG notified that new Registration Envelopes were to be on sale as from Friday, 2nd. August, 1985. The envelopes are made of white duplex manilla paper, with the emblem of the Republic of Malta circumented by the words "Malta – Registrazzjoni" in the top right corner.

The envelopes were available from the GPO, Branch and Sub-Post Offices in two sizes at the following prices:

Size G 156 mm × 95 mm – 4c

Size H 203 mm × 120 mm – 5c

13-8-85

A machine stamp cancelling slogan reading:

"Collect – Malta – Postage Stamps" was used, on and off, as from Tuesday, 13th. August, 1985, at the Central Mail Room.

13-8-85

In the Govt. Gazette of the 13th. August, 1985, it was notified by means of Notice No. 493, that the Post Office Counters of the Branch Post Office, Republic Street, Victoria, Gozo, were to be transferred to 139, Republic Street, Victoria, Gozo, and that the Mail Section of the same Branch, were to be transferred to 15, Sannat Road, Victoria, Gozo, until further notice.

31-8-85

A machine stamp cancelling slogan reading: "MMDNA – 40th. Anniversary – 1945 – 1985" was used, on and off, at the Central Mail Room, during the period from 31st. August to 7th. September, 1985.

A line drawing of the MMDNA logo is also incorporated in the slogan.

17-9-85

In to-day's Govt. Gazette, applications were called for the opening of a Sub-Post Office in Sliema. Applications for the post of Sub-Postmaster in this locality were to be received, up to 5.00pm of Thursday, 17th. October, 1985.

18-9-85

The PMG notified that the Sliema Sub-Post Office at 13/14 Milner Street, Sliema, was closing down with effect from Wednesday, 18th. September, 1985.

20-9-85

A machine stamp cancelling slogan reading:

"World Tourism Day – 27 September 1985" was used, on and off, during the period 20th. – 27th. September, 1985, at the Central Mail Room.

The logo of the World Tourism Organisation is also incorporated in the slogan.

23-9-85

A machine stamp cancelling slogan inscribed:

"World Maritime Day – 26 September 1985 – Maritime – Search And Rescue", was used, on and off, from the 23rd. to the 26th. September, 1985, at the Central Mail Room.

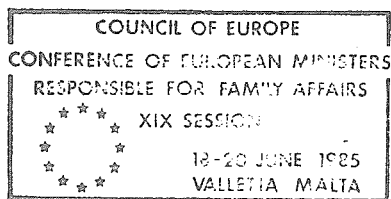


Fig. 1.



Fig. 2.



Fig. 3.

---

"Donated by Messrs. Thomas De La Rue (Malta) Limited".

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OUR BUYER VISITS MALTA  
TWICE A YEAR TO BUY  
COLLECTIONS, STOCKS  
AND  
GOOD SINGLE ITEMS  
OF  
MOST COUNTRIES OF THE WORLD  
PLEASE WRITE GIVING DETAILS.

We carry comprehensive stocks of:  
Great Britain, Channel Islands, Ireland,  
Malta, Gibraltar, Cyprus, Vatican,  
West Germany.

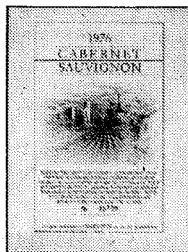
PRICE LISTS AVAILABLE

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Malta's leading vintners

## SPECIAL RESERVE

Red and White

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## LA VALLETTE

Vin Rouge

and the Premium Red Wine

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CABERNET SAUVIGNON



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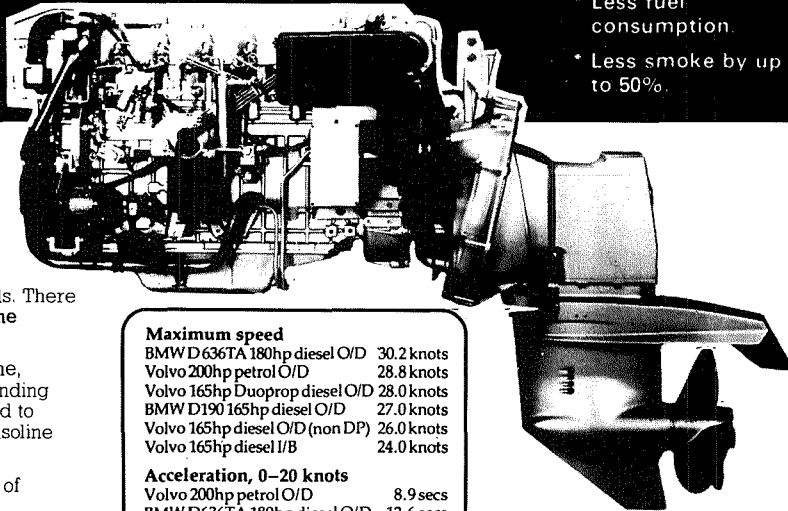
*A Tradition of Quality*



# The NEW D636TA marine engine

# BMW's new thrust does not fear competition.

- \* 8% more power.
- \* Less fuel consumption.
- \* Less smoke by up to 50%.



Last July, a variety of boats were presented to a large number of international journalists and boatbuilders from different countries. Focal point was the new BMW D636TA marine engine which could be tested in 7 boats of different brands. There was one common consensus afterwards - the D636TA outperforms all expectations.

The excellent performance of this new engine, particularly vs. Volvo's Duoprop, was outstanding even on the favourable comparison in regard to smoothness and low noise of BMW's own gasoline engines.

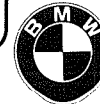
The August, September and October issues of European boating magazines carried very favourable reports on the D636TA. The British 'Motor Boat and Yachting' (August '85), following extensive tests with different engine makes, gave the exciting results shown in the box on right of this brand new turbo charged diesel. The D636TA is suitable for a wide range of craft with single or twin engine installations.

#### Maximum speed

BMW D636TA 180hp diesel O/D	30.2 knots
Volvo 200hp petrol O/D	28.8 knots
Volvo 165hp Duoprop diesel O/D	28.0 knots
BMW D190 165hp diesel O/D	27.0 knots
Volvo 165hp diesel O/D (non DP)	26.0 knots
Volvo 165hp diesel I/B	24.0 knots

#### Acceleration, 0-20 knots

Volvo 200hp petrol O/D	8.9 secs
BMW D636TA 180hp diesel O/D	12.6 secs
Volvo 165hp Duoprop diesel O/D	18.0 secs
BMW D190 165hp diesel O/D	22.3 secs



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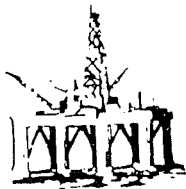
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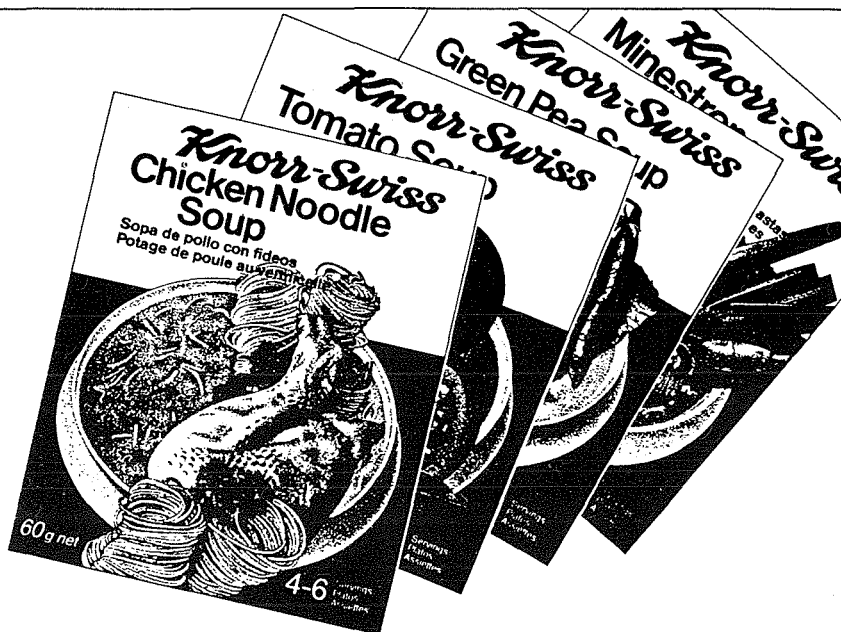


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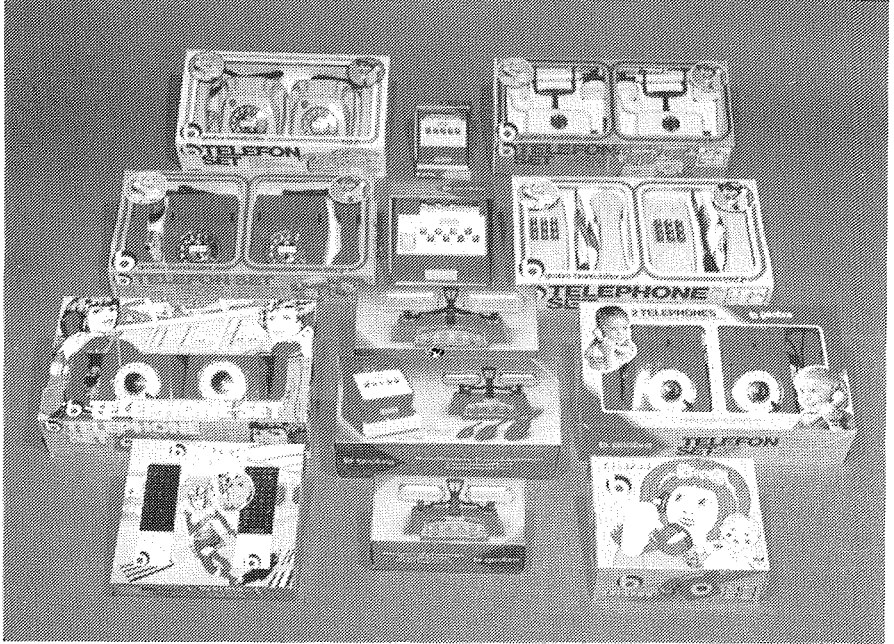
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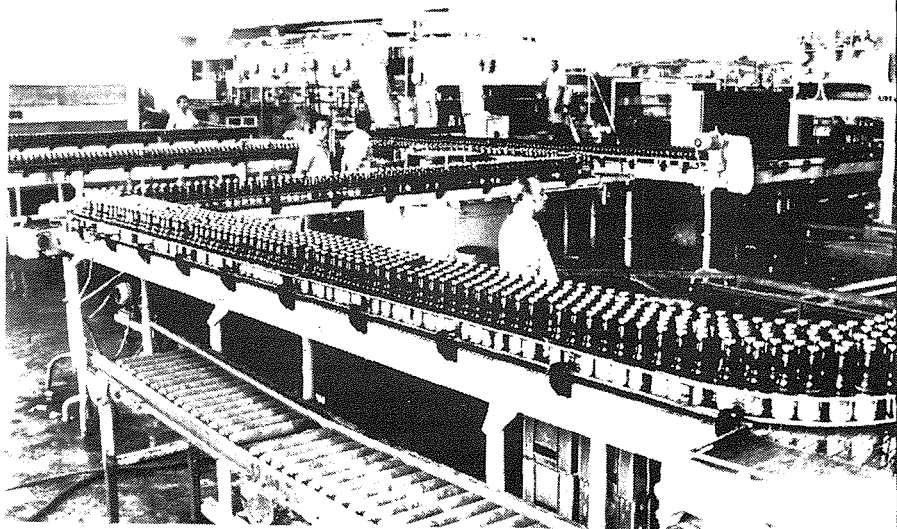
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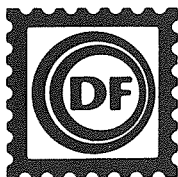
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