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LES  
TRAVAUX PUBLICS  
DU  
PROTECTORAT FRANÇAIS  
EN TUNISIE

TOME TROISIÈME

MINES

SERVICE TOPOGRAPHIQUE

NAVIGATION ET PÊCHES MARITIMES



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1900

## **SURVEY OF THE STATE-OWNED BUILDINGS.**

The Service Topographique (*Topographic Department*) collaborated to a very great extent in the survey of the domanial buildings.

The most important buildings and most distant were the first surveyed under the following conditions:

An Agent of the *Service des Domaines* (Department of Land), assisted by an interpreter and provided with the useful titles and documents, goes to the location, accompanied by a Surveyor from the Topographic Department. The representative of the land department identifies and indicates the borders of the properties to the surveyor. He then draws up from it a plan similar to that which is established for the habous donations. The cards are drawn up by the Land agent; calculations of capacities are carried out, either in the offices of the Topographic Service, or by the surveyor himself and with the need on the ground.

Up to the month of August 1893 there were 221,000 hectares surveyed; the expenditure of the Topographic Service including travel expenses is high at 13,124 francs, that is to say 0.059 francs per hectare. The remuneration and expenses of the Land Department agent are not included in these figures.

From 1893, the surveys were carried out by the surveyor only, assisted by an interpreter. The surveyors in charge of these surveys, currently six, are placed under the orders of the Chief of the Land Department. The operations include, in addition to surveys, all the operations of estimation and allotment of conditions of the transfers or various transactions which are involved, to regularize the rights of enzel [ed. a term referring to the contract of the property] or use regarding the natives, to place the property at the disposal of the colonists.

### **The *Terres Sialines* of Sfax**

All the land surrounding Sfax, up to more than 50 kilometers, are under a peculiar legal state. The Domanial property was conceded in 1756 to a person named Siala, under certain conditions, and then withdrawn to the heirs of the dealer in 1871, and these have been the object of more or less regular occupations on the part of the Sfaxiens, which have established their gardens there and planted the forest of olive-trees which surrounds the city.

One of the first acts of the Department of Agriculture was to take measures to regularize the existing occupations and to regulate, in the interest of colonization, future occupations. Such was the goal of the decree of February 8, 1892.

The occupations prior to March 23, 1871 are not discussed. Any person having occupied a plot of *Sialine* land subsequently to this date must address a request for regularization to the Department of Agriculture within a year, or produce the title which gave him the land. The price of 21.50 Francs per hectare, fixed by the decree of 1871, has been lowered to 10 francs. The new occupations are then authorized by

the same Department, with the help of a cash payment of 5 francs per hectare, [complantation] within four years and a second payment of 5 francs on the delivery of the final title. The dealer receives, according to his choice, either a French title under the mode of the law of 1885, or an authenticated Arab title, with an extract from the plan of the Topographic Service which is responsible for the surveys and production of the necessary plans.

*Border of the occupations prior to 1871.* - The first operation consisted in recognizing the border of the occupations prior to 1871 which are not in dispute. This survey took place under the guidance of the Amines (indigenous experts), who discern the age of the olive-trees from their appearance with great accuracy, and who also call on their personal memories or those of the other elders. This delimitation was carried out in less than a month, it cost 650 francs; the length of the border is 64 kilometers.

*Parceling the occupations later than 1871.* - To verify the right of the occupants, the parcelling of the occupied zone of 1871 to 1892 had to be done with great dispatch. This work, undertaken in 1892, is today finished.

The borders of the plots and the names of the occupants were indicated to the surveyor by an Amine. The work was carried out either with a tachometer, or with compass and lines, and the surveyor was paid at a rate of 0.50 Fr. per hectare; the Amine received 9 francs per day. The parcelling along with state of the sections was given to the Department of Agriculture, which must check the produced titles and require occupants without title to make a regular request.

If the occupant claims a land title registration, the ordinary formalities are carried out for the demarcation of the parcel and official plan. If the occupant asks for an authenticated Arab title, the property remains under the Moslem regime; the extract of the copy is dispatched, reproduced by zincography, is then enough to serve as an annex to the title deed, after the numbers Arabic text has been applied.

*New concessions.* - The new authorizations can also occur, either with a registration, or with the delivery of an Arab title. In the first case. the registration is required in the name of the State by the Department of Agriculture. An authorization to plant is delivered, against the first payment of 5 francs per hectare. The change of property to the profit of a concessionary must be carried out after complantation and against the second payment of 5 francs per hectare.

When an Arab title is requested, the margins of the property to be authorized are marked and a regular plan of demarcation is drawn up.

All Europeans who asked for concessions have requested French titles; each one of their applications has therefore given place to a registration.

The requests for new concessions with Arab titles emanate especially from the Moslem natives.

## VARIOUS OPERATIONS

Apart from work of land regularization or surveying enumerated above, the Topographic Service has carried out various operations on behalf of Public administrations or private individuals.

*Interior details of buildings.* - It is advisable to mention in particular the plans of the interior details of registered buildings, drawn up at the request and the expense of the owners.

One can cite as an example the plans of two properties: one close to Zaghouan including 530 hectares of fairly broken ground with parts of rather intensive cultivation; the plan of registration had cost 753.20 Fr., the additional expenditure for the interior details with levelling by equidistant curves of 2 meters and to a scale of 1/5000 reached 1,279.50 Fr., that is to say a total of 2,032.60 Fr. or 3.83 Fr. per hectare; another property, located around Kairouan, with a little undulated ground and a few points of cultivation, comprised 6,846 hectares; the complete plan with details and levelling cost 5,350.30 Fr., that is to say 0.78 Fr. per hectare.

*Levelling of the lake Sedjoui.* - An interesting topographic survey took place in lake Sedjoui, close to Tunis, for a drying project. The lake being completely dry in 1889, a complete survey of its very flat bed was done; this survey was illustrated on a plan of 1/5000 with equidistance contours of 0.05m. The layout of these curves made it possible to calculate the volume of water corresponding to each level and provided the basis of a complete study of the lake.

*Plans of cities.* - Lastly, the Topographic Service performed out the plans of the cities of Goulette, Kairouan, Gafsa and Tunis.

For this last city, a triangulation was established on the whole agglomeration; it included 39 points, including 3 points of the general triangulation of the Geographical Service; 29 of the trigonometrical points are in the Arab city. To reduce to the minimum the difficulties caused by the entry of a European on terraces which overlook the interior of the Arab houses, the Geometrician was instructed to avoid non-essential to-ing and fro-ing. It usually amounted to two times for each point; first to place it and mark it out, and a second for the observations. Those include fastening by angles and chains, with use of the plumbline, and marking stakes placed on the public highway. In this manner, it is no longer necessary to approach the trigonometrical points for execution of the routes and to obtain the details; the trigonometrical points are not marked, the reference marks of the public highway resident suffice for the attachment of the detailed operations. These reference marks consist of cast iron stakes of 0.60 m in length, which are inserted at ground level and are placed between the paving stones or in the roadway.

The triangulation of the town of Tunis cost 2,150 francs, including duplication of all the bearings and to record the coordinates of the fixed points. The trigonometrical points were paid 30 francs, the polygonal items 4.50 Fr and a linear metre of street cost 0.24 Fr. As for the interior detail of the small islands, courses, passages, the apparent limits of the buildings, this was paid at a rate of 0.36 Fr. per given point.

From 1895, it was decided to obtain the routes and details at a fixed price of 300 francs per hectare.

(pages 163-178)

CHAPTER V  
SERVICE OF NAVIGATION AND  
SEA FISHING

**NAVIGATION**

HISTORY OF NAVIGATION ON THE TUNISIAN COAST

Tunisia has from time immemorial, thanks to its geographical position, occupied a certain rank among the maritime nations of the Mediterranean.

Without going back to the time of the Barbary pirates whose existence was a serious obstacle to commercial relations, and consequently also to the development of sea transport on the coasts of the Regency, we will take as a starting point of the rise of this navigation the treaty of August 8, 1830, between France and Tunisia, by which the Bey of Tunis renounced entirely and forever the war of piracy and abolished slavery of Christians.

**The Tunisian Navy**

Before approaching the study of the sea traffic since the time we have indicated, we believe it interesting to devote some lines to the Beylicale Navy, of which the most remarkable period of development goes back to the same date.

Until in 1840, this navy comprised only some small corvettes, some brigs and of some chebecs.

In 1841, General Mahmoud Ben Ayed offered to the Bey the first Tunisian steamship, the *Ben-Zeïd*, which [owed s' to fail] one year later on the beach of Mamoura and never left.

On May 9, 1841 the frigate *Ahmedia* was begun in Goulette, its dimensions being as follows:

Length	60 meters.
Width with the Master-beam	14 ---
Hollow	7m 50
Displacement	1,690 tonnes

It was only on January 5, 1853, on the strict orders of Ahmed-bey, that the frigate was launched. The engineer Gaspari who was in charge of the naval constructions of the Regency could never obtain the copper necessary for the doubling of the hull and until it was desired, in 1868, to equip it with arms, one one could see that the hull was literally cut by the [tarets]. The frigate was cut up in 1869.

In 1815, to recognize the gracious transfer by the Bey of land granted to France for the Chapel of Saint Louis in Carthage, Louis-Philippe offered to Ahmed-Bey the steamer *Dante* which naufragea upon its arrival in La Marsa. The French government sent in replacement the steamer *Minos* which was given to the Bey on July 1, 1848.

Later, Ahmed-bey conceived the desire to have a naval steamship. He bought in France, in 1854, the steamships *Charlemagne* and *Africain*, in Italy, *Toscana*. These ships respectively took the names of *Bêgi*, *Mansour* and *Bechir*. At the same time he ordered from Bordeaux a propeller corvette, *Sadikia*, and a sloop, *Assed*, intended to be used as the Beylical yacht. These two ships were delivered in 1855, shortly after the death of Ahmed-bey.

Its successor, Mohamed Sadok, bought in Italy the *Chedlia* and in France the *Mahrezia*. A small tug boat, *Hassen*, supplemented this transitory fleet.

The *Minos*, *Begi*, *Chedlia* and *Mahrezia* were sold about 1864. *Sadikia* left in 1878 to Japan, it is said, but was seized and sold in the course of the voyage. The *Mansour*, *Assed* and *Hassen* were sold in 1885.

If the totality of these ships never played a military role, some of them took a major part in the commercial activity of the country. Often indeed the navy of Tunisian war would contribute to the transport of the tithe of cereals and oils that was taken in kind.

Apart from these ships, there existed ten official reception boats in the basin of La Goulette which were used to transport at sea the foreign consuls and senior officials of the city. These boats were demolished on the spot in 1884.

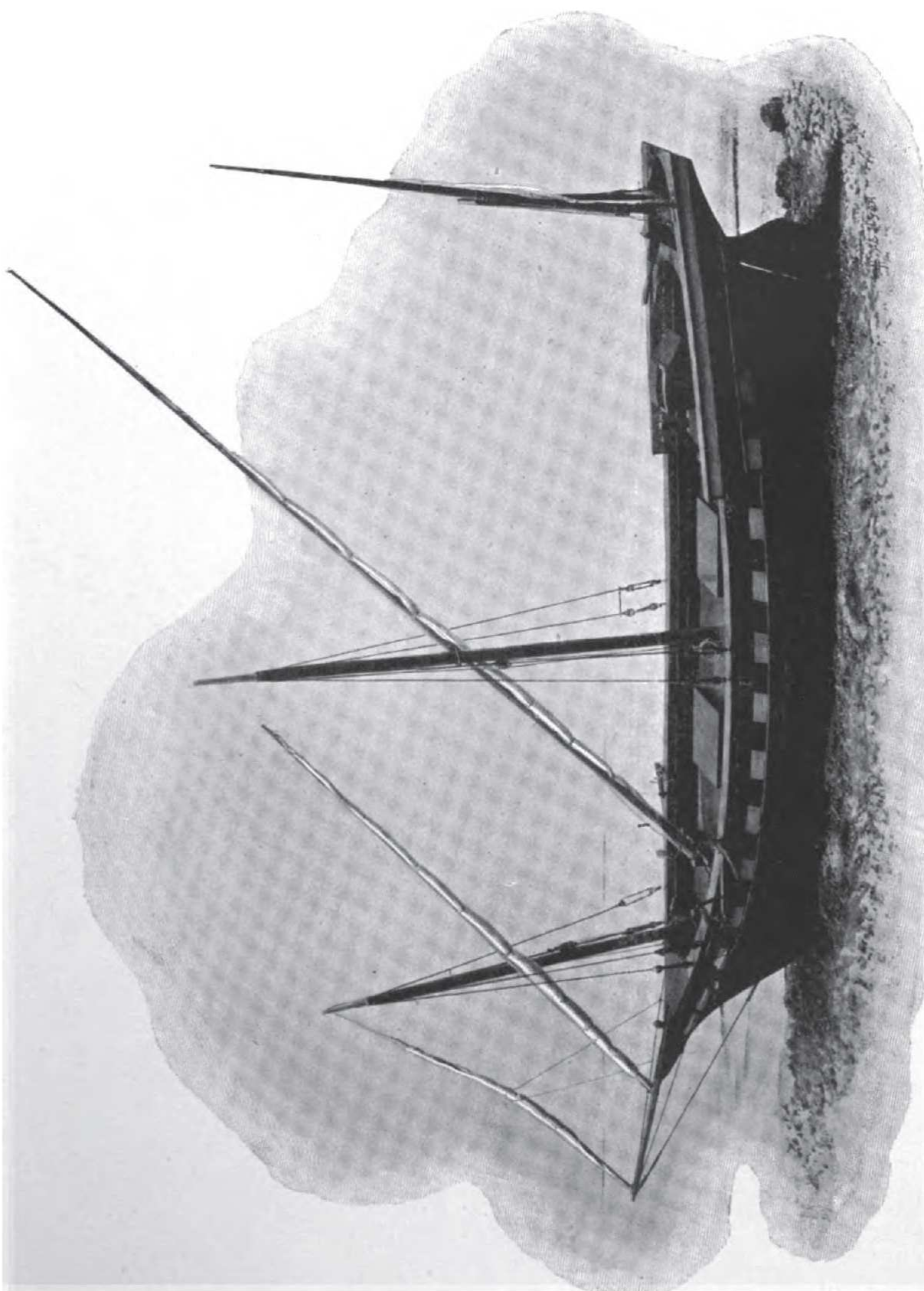
At that time there only remained a whale-boat and the official reception boat of S.A. the Bey, which had been offered to him by the English Peninsular Company, in recognition of the help brought to one of its steamers by one of the Beylical ships. The boat of S.A. the Bey was sold in 1891 to the French Fisheries Company of Tabarka (Société française des Pêcheries de Tabarka); it was replaced by the boat which currently exists and which was delivered by the arsenal of Toulon. Similarly, the whale-boat was sold by auction and was replaced by a new one which is also at La Goulette.

When General Kheredine was Minister of the Navy, the arsenal of La Goulette had received a certain impulse; French engineers and mechanics were charged with the direction of the work. In 1883, when Admiral Chekir ceased his functions of Harbour master, the stores of the arsenal were still crammed with material, supplies, clothing and an innumerable quantity of 'piston' rifles and musical instruments, the whole in bad condition.

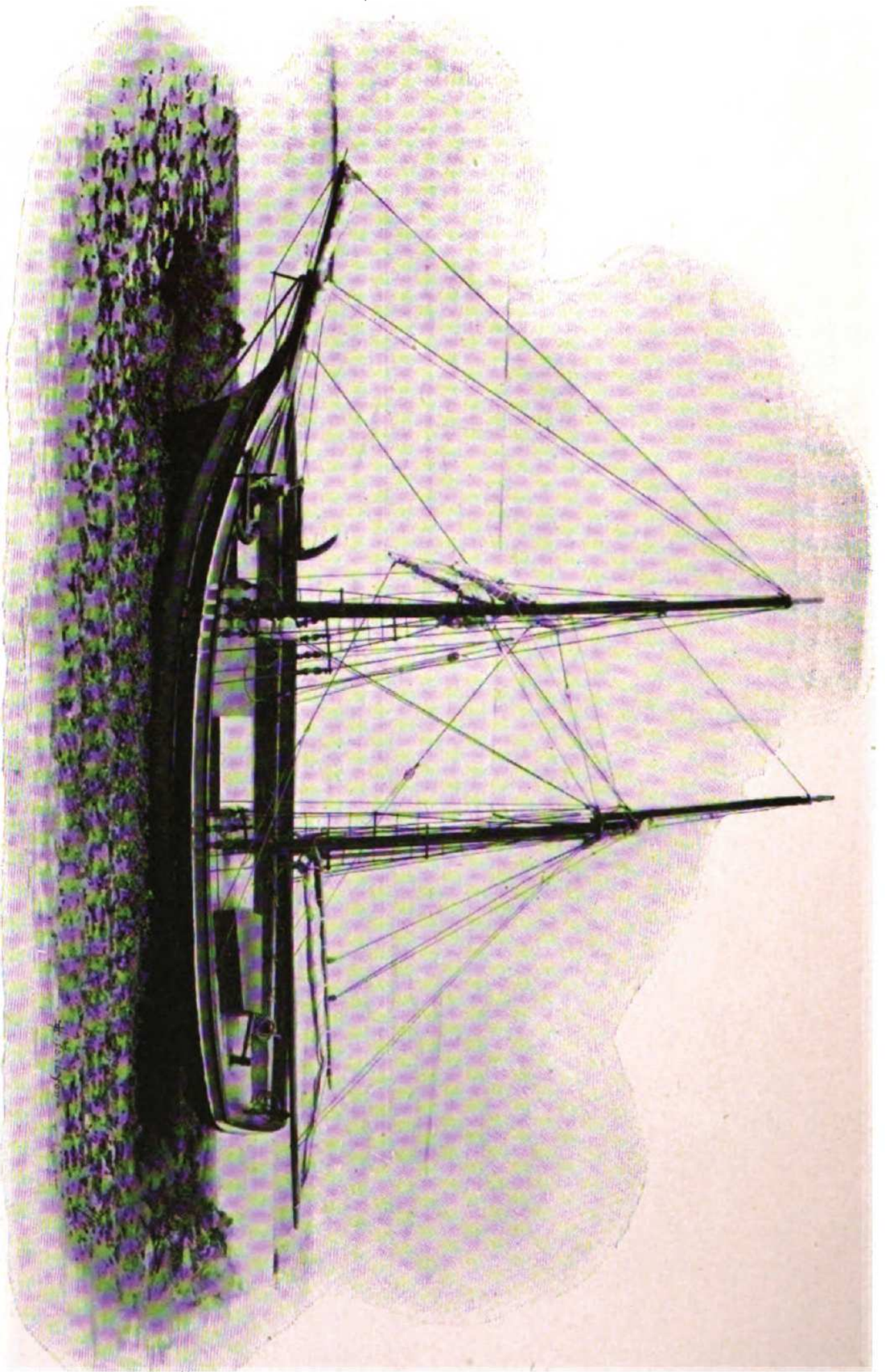
Part of this material disappeared, the rest was sold at auction.

### **The Tunisian Merchant Navy**

The transitory rise of the Tunisian navy should not hold our attention to the detriment of the study of the Merchant Navy whose development goes back about to the same time, that is to say to August 8, 1830, the date of the treaty abolishing piracy and slavery of Christians in the Regency.



Chebec tunisien (anciens corsaires) — Longueur, 25<sup>m</sup>; largeur, 6<sup>m</sup> 30; creux, 2<sup>m</sup> 50



Brick-goélette tunisien — Longueur, 30<sup>m</sup>; largeur, 8<sup>m</sup>; creux, 4<sup>m</sup>

From this date which opened a new era for navigation, foreign ships ventured more frequently on the Barbary coasts and Tunisian ships made their appearance in the ports of the Mediterranean. But well before the treaty of 1830 Tunisia had many types of ships, all with low tonnage. that one meets still nowadays on the coasts.

These were: the *chebec*, a descendant of the famous *caravel*, with masts painted blue, a white broad outline painted above the waterline; the *carèbe*, with less tonnage, with along which its low draught enables it to moor anywhere; the *loude*, smaller than the *carèbe*, but of the same family, confined to the waters of Sfax and Jerba; the *sandal*, with fine lines, generally painted in black, that one meets especially, today, in the area of Jerba.



Tunisian Carèbe - Length, 15m; breadth, 5m; draught, 1 m 50

All these Tunisian ships, and others which still frequent the coasts of Regency, are described with the most complete details and most interesting in a work published in 1888 entitled: *Coasters and Fishing Boats of the coast of Tunisia (les Caboteurs et Pêcheurs de la côte de Tunisie)*, by P.A. Hennique, Frigate commander. This work has numerous illustrations. We give ourself, on pages 167,168,170 and 171 some views of the principal types of Tunisian ships.

Chebecs with lateen sail, lighter than the other ships, although of a higher tonnage, were given over to the sea traffic between Tunisia and Algeria, on one side, and Tripolitaine and Egypt, on the other But their principal occupation was piracy.

The other ships plied the coastal routes of the Regency as far as Tripoli.

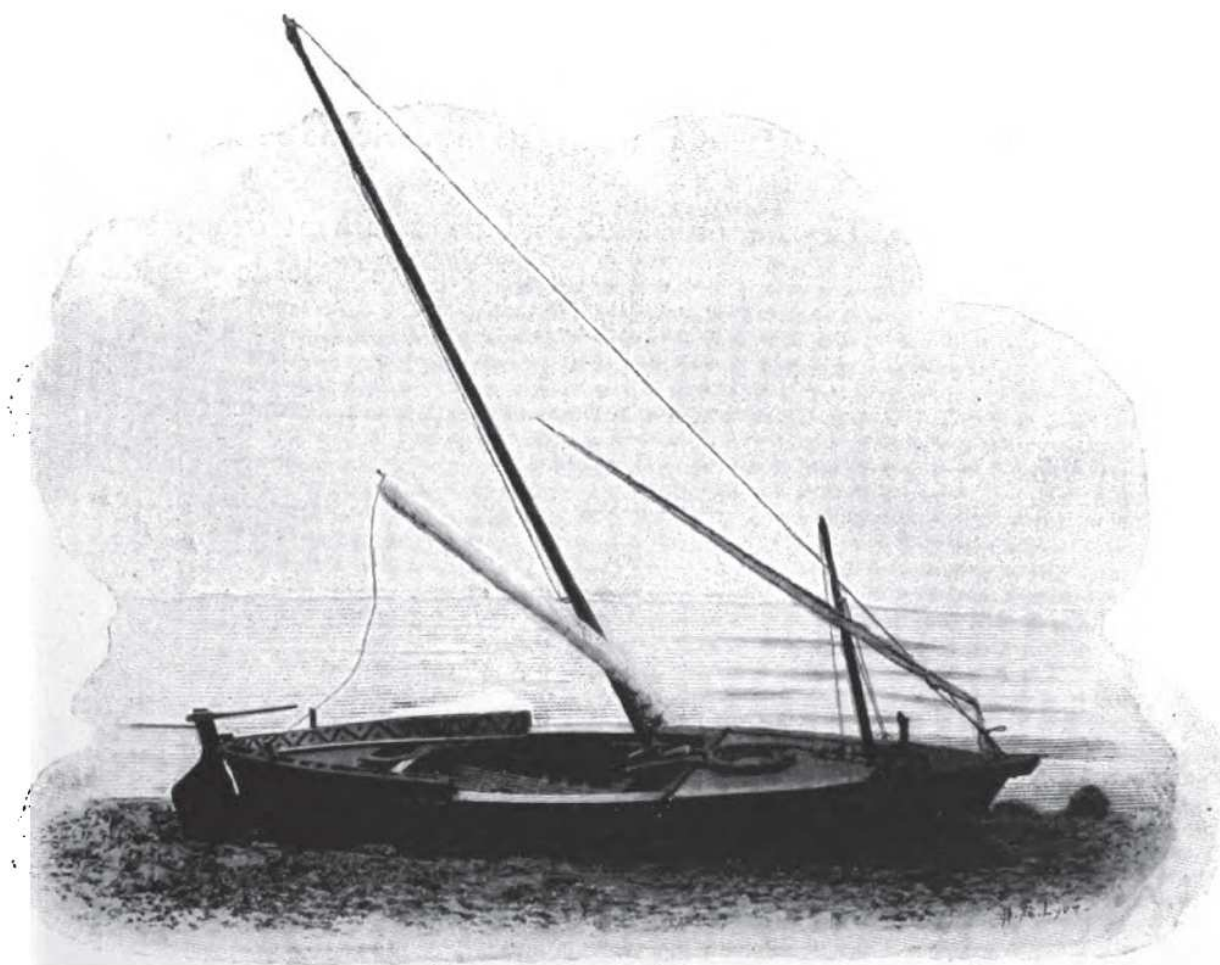
Since 1840, one could see on the principal shipping lanes of the Regency, La Goulette, Sfax, and Sousse, ships of all nations bringing the products of their country

to be loaded with those of the Regency: cereals, dates, oils, wools and skins, bone, etc.

Djerbiens, at the same time good sailors and traders, did not hesitate to build brigs, schooners and chebecs, varying from 25 to 150 tons of load; they undertook the coastal traffic in the ports of the Mediterranean and as far as the Black Sea; overseas they bought brigs from 120 to 150 tons and, about 1850, their commercial fleet counted about sixty ships assigned to coastal traffic, not including the many boats of low tonnage involved in traffic between the Tunisian ports.

It was in 1840 that the first ship-building yards were created in Sfax: they produced brig-schooners and schooners from 100 to 150 tons, chebecs from 20 to 50 tons, karebs from 10 to 30 tons, loudes and sandals from 2 to 4 tons.

The Kerkenniens and Sfaxiens, following the example Djerba, were engaged actively in Mediterranean sea transport.



Sandal of the Kerkennah islands - Length, 10m; width, 2.5m; draught, 0.8m

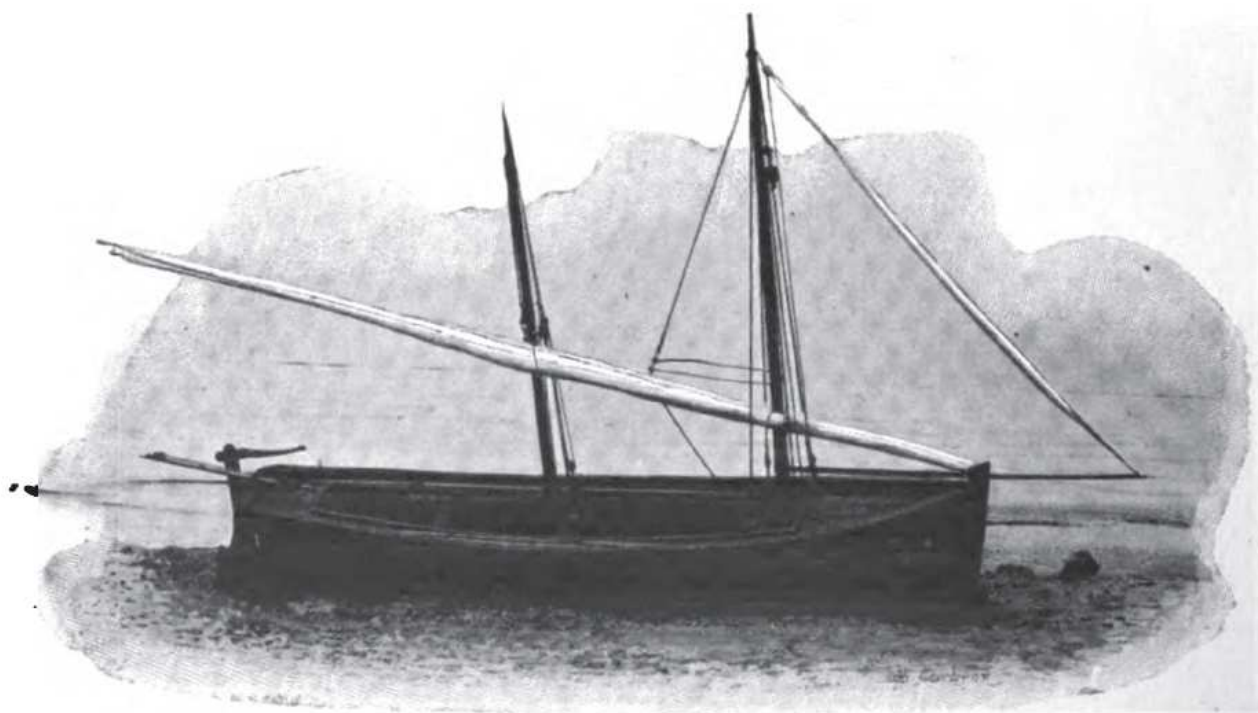
About 1855, Tunisia had, independently of the small ships assigned to local traffic, a commercial fleet of more than 100 ships, quite a high tonnage for the time.

La Goulette, which was the most important port of the Regency, had only built some chebecs, when Italian and Maltese manufacturers established themselves there, in 1864, at the same time as in Sfax, and started to deliver mahonnes of from 5 to 40 tons load.

The Tunisian fleet, in spite of the appearance of the steamer, remained and is still exclusively made up of sailing ships. It declined especially from 1880, at the beginning of the development of steam navigation on the Tunisian coasts. It was not rare at that time to see true flotillas on our waters: the slowness of the transactions, the lack of equipment in the ports and especially the obligation to employ for loading in the harbour the, generally insufficient, maintenance facilities of the customs department: all contributed to lengthen the stay of the ships in the ports and to give sometimes the illusion or an intense commercial activity, although the amount of transactions was actually rather modest.

The charters between Tunisia and overseas were then done in assembly, the captain putting himself in direct relationship with the loaders to determine as well as possible the composition of the loading and the departure date of the ship: they were thus forced to add quite advanced commercial concepts to their nautical knowledge.

This point of view with all the others, the situation was deeply modified by the introduction of the steamer and by the creation of regular lines of navigation. The freight, which had been 25 francs a ton on average between Tunisia and the various Mediterranean ports, fell to 10 and even 5 francs; on the Tunisian coast, it fell by between 10 francs and 4 Fr. 50 on average.



Tunisian Mahonne - Longueur, 15m; width, 4.50; draught, 1.40

Consequently the decline of the Tunisian sailing ships was accelerated; the lost or used ships were not replaced any more; the shipbuilders of Sfax and Jerba produced only loudes, sandals and small fishing boats, all of weak tonnage. The shipyards of La Goulette themselves found competition with the opening of the large ports of Bizerte, Tunis, Sousse and Sfax, which were completely equipped. Mahonnes are no longer constructed, these intermediaries from now on unnecessary between anchorage and land.

The Tunisian fleet therefore, which counted, as we have said, more than 100 ships of strong tonnage, is today reduced to about fifteen brigs and schooners, badly

maintained and in poor condition. One can assign this fleet the approximate composition as follows:

11 brigs goélettes	measuring together	550 nautical tons
4 goélettes		160
23 chebecs		460
74 loudes		220
45 mahonnes		450
38 sandals		110
10 tartanes		150
891 small fishing boats		1,650
	Total	<hr/>
1096 ships		3,850

### Foreign steamers on the coasts of Tunisia

After having indicated in a summary manner the history of the Tunisian merchant navy and shown the cause of its decline, it will not be useless to give more detailed information on this cause itself, that is to say on the development of foreign navigation to sail and especially to steam on the Tunisian coasts.

It was in 1844 that the first commercial steamship made its appearance in the waters of the Regency. It was under the reign of Charles-Albert, king de Sardinia, that a monthly service was created between Genoa and Tunis.

In 1847, the *Bazin et Périerde* Company of Marseilles was charged by the French government to establish a semi-monthly line between Marseilles and Tunis with stopovers, each way, at Philippeville (Stora) and Bône. The journey time from Marseilles to Tunis was then 160 hours. These boats almost exclusively transported valuable goods and passengers, the traffic of the bulk of the cargo remaining with sailing ships.

In 1849, the company *Touache* succeeded the *Bazin and Périer*.

In 1855, the company *Messageries impériales* ('Imperial Transport'), today *Messageries maritimes* ('Maritime Transport'), became contractor of the postal lines between Marseilles, Algeria and Tunisia. The line Marseilles, Philippeville, Bône, Tunis became weekly; the speed of the steamers went from 7 knots to 10 knots; their tonnage increased and the amenities of the passengers became more comfortable.

This state of affairs remained appreciably static until 1871. On July 1 of that year, the Company *Valéry frère* ('Valery Brothers') succeeded *Messageries maritimes*. The stopover at Philippeville was removed and replaced by that of Ajaccio; the speed of the steamers was carried to 11 and a half knots, which reduced to 90 hours the journey time between Marseilles and Tunis. This improvement started to make its effects felt on commercial transport and the traffic of sailing ships dropped appreciably.

In 1873, the steamer *Mohamed-es-Sadok* inaugurated the service between Marseilles and Tunis at 13 knots; however the total duration of the way was not reduced: the Bône and Ajaccio stopovers were lengthened. The slowness of the operations in the ports and the development of the traffic made this measure absolutely necessary.

In 1879, at the request of Mr. Roustan, our general consul in Tunis, the company *Valéry* established a coastal service between Tunis and Tripoli, with stopovers at Sousse, Monastir, Mehdia, Sfax and Jerba. This line was in correspondence with the two directions of the Marseilles-Tunis service.

In 1880, the same Company successfully undertook the transport of pilgrims between Tunis and Djeddah, a service until then monopolized by the English.

It was on the date of July 1, 1880 that the *Compagnie générale transatlantique* succeeded the Valéry Company in the service of the Tunisia and Algeria lines, which it extended to Italy and in Malta. This island was thus connected by a weekly service to Syracuse, Tunis and Tripoli.

After the establishment of the Protectorate, the line from Marseilles to Tunis became twice-weekly at a speed of 13 knots; the stopover of Gabès became obligatory; the coastal line Tunis-Algiers was created, with stopovers at Bône, Philippeville, Collo, Djijelli, Bougie and Dellys. The Malta-Syracuse line was removed.

At the same time, the Company created a commercial service between Marseilles, Genoa, Leghorn, Naples, Palermo, Messina, Malta, Sousse and Tunis. This service was modified in 1885 and definitively removed in 1889, following the denunciation of the commercial treaties between France and Italy.

In 1888, the stopover in Bizert was established; in 1893, that of Tabarka.

If the development of the lines which we have listed and the increase of the speed of the steamers had carried a fatal blow to the traffic of sailing ships, they had at least made necessary the creation of a maintenance facility in the ports served, in connection with the new needs. The shipyards of La Goulette, Sfax and even Italy received a rapid increase; numerous mahonnes were produced in Tunisia. In spite of that, the Company, to manage its operations with complete reliability, created in all its stopovers a maintenance facility and this would grow with use.

It is ultimately to the Transatlantic Company that Tunisia mainly owes the current organization of its maritime services and the equipment of several of its ports. [HERE]

In 1885, following changes in the schedule of conditions of the postal services, the Company reduced its lines to two: Marseilles, Tunis, Malta and Marseilles, Tunis, Sousse.

The convention of January 11, 1899, modified since June 18, 1900, fortunately improved this state of the things and fixed it to follow the lines currently served by the Transatlantic Company:

1° weekly Service at 15 knots Marseilles, Tunis, Malta, Tunis, Marseilles;

2° weekly Service at 13 knots Marseilles, Bizerte, Tunis, Sfax, Sousse, Tunis, Bizerte, Marseilles;

3° weekly Service at 10 knots Algiers, Tunis with a stopover in Bizerte, Tabarka, La Calle, Bône, Philippeville, Collo, Djijelli, Bougie.

The Company sends, apart from the subsidized services, additional steamers to Tunis, Sousse and Sfax, whenever the commercial needs require.

The other French Companies which served or serve still Tunisia are: The *Société des Transports maritimes* (Company of the Maritime Transport) which began its service in 1866, cancelled it soon after and recommenced in 1884 to cease definitively in 1896; the *Compagnie de Navigation mixte* (General Navigation Company), the *Compagnie des bateaux à hélice du Nord* (Northern Company of Propeller-Driven Boats) and the *Compagnie péninsulaire havraise* (Peninsular Company of Le Havre).

From 1849 to 1855 the *Compagnie de Navigation mixte* served the line from Marseilles to Philippeville. Bône, Tunis, which it extended to Sousse in 1863. About the same time, it created a coastal service Algiers-Tunis, that it cancelled a few months because of the lack of freight. In 1895, they concluded an arrangement with the Ministry of War for the transport of the military passengers and replaced the Transatlantic Company on the Tunis-Tripoli line that she still serves in accordance with the convention of January 11, 1898. The steamers of the Marseilles-Tunis line must maintain an average of 12 knots and those of the Tripoli line 10 knots.

In 1875, the steamers of the *Compagnie des bateaux à hélice du Nord* made their appearance in Tunisia, but their service did not become regular until 1890, following the vote by the French Parliament of the customs law concerning Tunisian products. After several changes, this Company currently ensures the service between Dunkirk and Tunis twice a month. It sometimes sends its boats as far as Sousse and Sfax when the commercial needs require. The steamers of this Company are arranged especially for the delivery of merchandise.

In 1892, the *Compagnie péninsulaire havraise* created a service similar to that of the Company of which we come to speak. This service, primarily concerned with cargo, is today irregular.

Since 1899, various small firms of navigation or ship-owners have tended to create services serving in particular the port of Sfax and the traffic of phosphates from Gafsa. We will refer specifically to the houses Barban Daher of Marseilles and Noel Dubuisson of Dunkirk.

Apart from the French lines which we have listed, there exists on the Tunisian coasts a regular service served by an Italian Company.

As we mentioned above, it was in 1844 that the Sardinian Government established a monthly regular service between Genoa and Tunis.

This service was conceded in 1849 to the *Compagnie Rubattino*. In 1854, the Genoa-Tunis service became semi-monthly and, in 1861, weekly with stopovers in Leghorn and Cagliari. At the same time, the Florio Company established, between Palermo and Tunis, a semi-monthly service which became weekly in 1870. In 1874, the *Compagnie Rubattino* created the weekly coastal service Tunis, Sousse Monastir, Mehdia, Sfax, Jerba (twice per month only). This service was provided by steamers of low tonnage whose shallow draught water allowed them to navigate the Kerkennah channel which the company had marked out (with beacons) at its own expense.

In 1881, the coastal service was established with steamers of greater tonnage and was extended as far as Tripoli. At the same time a Tunis-Malta line was created which disappeared in 1884 and was replaced by the current line serving Genoa,

Leghorn, Cagliari, Tunis, Tripoli, Malta, Syracuse, Messine, Naples and Livorno (Leghorn). In March 1899 the Bizerte stopover was added to those of the aforementioned line. Since 1885, the steamers of the Florio-Rubattino Company have had all the necessary qualities from the point of view of traveller comfort.

The only regular line which exists apart from the preceding ones is that of the English Company *Prince-Line* which connects three Manchester and Tunis times a month. It was created in 1892.

Other English, Austrian, Belgian and Danish companies serve the Tunisian coast, but not in a regular manner.

(Retrieved on from 11 November, 2009 from <http://books.google.com/books?id=b4Q-AAAAYAAJ> )