

Interlude

Oddities

These two items are true oddities of Algerian philately. In one case, there is no apparent reason for the postal marking on the stamp. In the other there *is* a reason for *no* postal marking on the stamps.



Bône to Marseille,
France, February
2, 1874

This unique pen
cancel is truly striking.
Postal regulations
required use of the
large numeral.

Stamp is the least common 25 centimes Cérés, Type II, with an extended outer frame line at the lower right. Typical commercial letter – nothing out of the ordinary to explain the cancellation.

Oran to ??, February
18, 1876

The Cérés issue was
forged twice, once in
Marseille and again in
Oran.

M/s notation in red
indicates the stamps were
recognized as counterfeit.



Better of two known attempted uses of the Oran counterfeit. There were quality problems – a second partial row of perforations through the value on the right stamp.

Large Numerals

Fraudulent re-use

And now the end of the era. On March 31, 1876 the large numeral cancels were retired. Assigned numbers appeared in the *cachet descriptif* of registered and declared value letters, the return-to-sender markings, and so on. But the large numerals themselves were now history.

N° 111.
Février 1879. — Car. 150.
POSTES
ET TÉLÉGRAPHES.

TIMBRE DU BUREAU.



NOTA. Le présent avis doit être rapporté au bureau, soit par le destinataire lui-même, s'il consent à se présenter, soit par son fondé de pouvoir. En cas de refus, le destinataire remplit le cadre préparé ci-dessous à cet effet et il renvoie l'avis au receveur des postes par le facteur. — A Paris, cet avis doit être renvoyé, par la même voie, au Receveur principal des postes, à l'Hôtel des Postes.

(1) Indiquer la nature de l'objet, par les mots suivants :
Lettre,
Journal,
Imprimé,
Ou échantillon, etc.
(2) Ajouter, selon le cas :
... Porter un timbre-poste ayant déjà servi.
... Contenir des valeurs prohibées.
... Contenir des objets passibles de droits de douane.
... Contenir une lettre ou note ayant le caractère de correspondance ou pouvant en tenir lieu.
(3) Ajouter, selon le cas :
... de la loi du 16 octobre 1849.
... de la loi du 4 juin 1859.
... des lois de douane.
... de la loi du 25 juin 1856.
... de la loi du 25 janvier 1873.

(Exécution de l'article 861 de l'Instruction générale.)

J'ai l'honneur de vous informer qu'un ⁽¹⁾ *lettre* à votre adresse, qui paraît ⁽²⁾ *porter un timbre poste ayant déjà servi*

est en instance au bureau de

Les règlements concernant *1879* exigent que

en votre présence.

Je vous prie, en conséquence à cet effet.

En cas d'empêchement, fondé de pouvoir.

A *Alger*

Taxe pour timbre ayant déjà servi article 394

A Monsieur Jean Baptiste

Alger au 3^e Régiment d'Artillerie 1^{re} Batterie en garnison à Alger Afrique




Sergent

POUVOIR.

REFUS.

Villefranche-de-Rouergue, France, to Alger, November 11, 1879

Large numeral 3648 assigned to St. Gery, France.

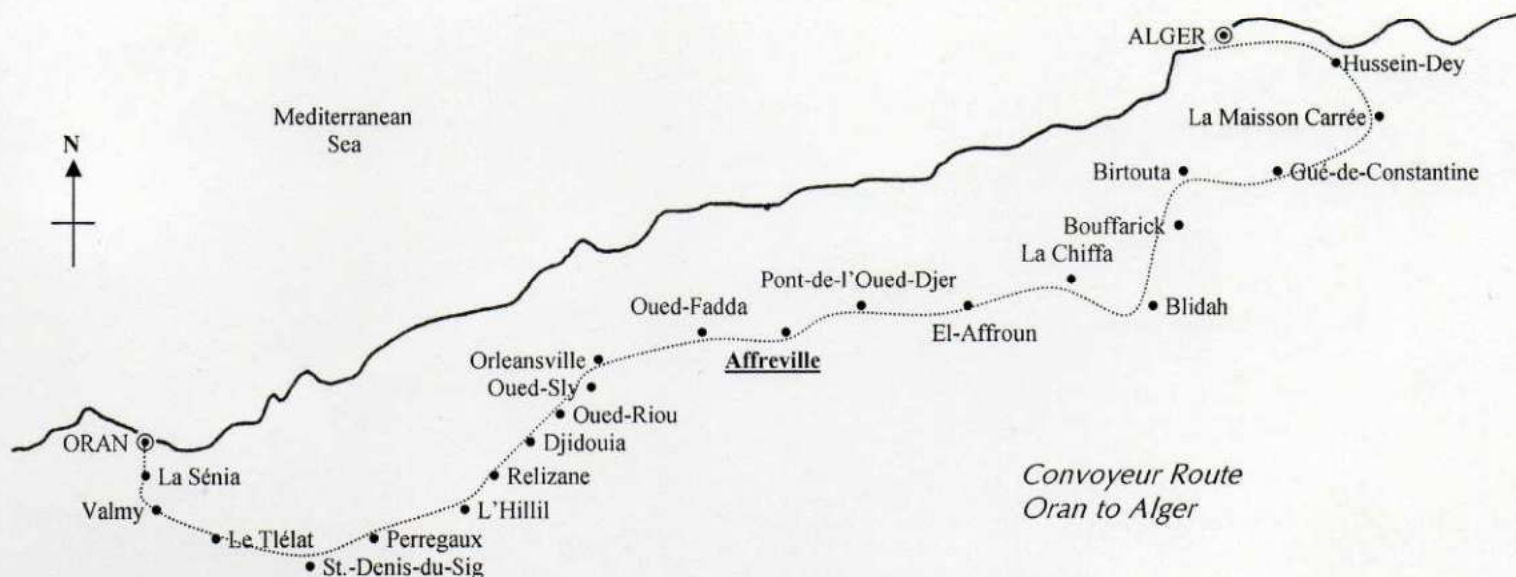
Sender attempted to reuse the stamp in 1879, when Cérès stamps were no longer common, having been replaced by a new design. Postal clerk noted it was a due letter (May 1, 1878 rate) because the stamp had already been used.

Recipient received an official form mailed from Alger notifying him of the letter and requiring him to appear in person to claim or refuse it.

Convoyeurs

Alger to Oran

In 1857 the French started building railroads in Algeria. While France used rail (*ambulant*) markings starting in 1838, the *convoyeur* markings didn't appear in Algeria until the late 1860s. The center line of the distinctive cancels was the date of the month and an abbreviation of the origination and terminus of the line. At the top was the town name where the mail originated. The first markings appeared on the Alger to Oran route, which was also the longest. Eastbound mail was supposed to receive an OR.ALG marking, and westbound an ALG.OR *convoyeur*. This was often confused.



Affreville to Stuttgart,
Germany, July 4, 1873

Convoyeur applied on the
train, large numeral 5005 and
PD at Alger.

Forty centimes rate for letters
to Germany weighing up to
ten grams effective May 25,
1872.

Convoyeur indicates the letter was traveling west to Oran. All transit markings, including the large numeral, indicate it was eastbound and should have received an "OR.ALG" marking. 25 centimes

Convoyeurs

Alger to Oran

All the Algerian *convoyeurs* are few and far between. Markings are known from only about 2/3 of the towns through which the railroads traveled.



Djidouia to Oran,
October 14, 1873

Large numeral 5051 applied
at Oran.

This village was too small to be assigned a numeral cancel.

L'Hillil to Oran,
November 4, 1873

Forty centimes due
marking (probably applied
at Oran) for the September
1, 1871 rate on unpaid
letters.



L'Hillil's French population was about 200 in 1873. The town name was also spelled L'Hill-L'Hill.

Convoyeurs

These two letters bear the correct eastbound markings, with OR.ALG in the center of the *convoyeur* and 5005 large numerals.

Oran to Alger

Blidah to Alger, April
5, 1872

Large numeral 5005
applied at Alger.



M. Vatinelle
Martel
meys rue d'Orléans
Alger

Blidah was the terminal point of a second rail service that began in 1870 between Alger and Blidah. Commercial letter is disputing an invoice.



Karguentah to
Pontarlier, France,
November 2, 1874

Karguentah was a sub-
station at Oran. The
letter was written in
Oran.

M. Vatinelle was a sales representative based in Alger. He is reporting his sales efforts in Mostaganem.

Convoyeurs

Alger to Blidah

The second rail service was on the same line as the Alger to Oran tracks. However, the service terminated in Blidah (with some mail originating in the next few towns to the west). The Blidah to Alger service markings first appeared in 1870.



El Affroun to Paris,
France, July 14, 1872

Large numeral 5005
applied at Alger.

Repaired

El Affroun was the westernmost village considered part of the Blidah rail service, about 12 miles beyond Blidah.

La Chiffa to Alger,
July 12, 1874



La Chiffa was about 5 miles west of Blidah, again beyond the end of the line for this service. Commercial letter discussing payment of an invoice for defective goods.



Bir-Touta to Alger,
August 4, 1874

Large numeral 5005
applied at Alger.

Bir-Touta (later spelled without the hyphen) was a village about 15 miles south of Alger. At this time there were between 200 and 300 French living there.

Le Gue-de-
Constantine to Alger,
July 27, 1874

Fifteen centimes local
letter rate effective
September 1, 1871.

The *convoyeur* should
have read BL.ALG in the
center, since the letter
was on its way to Alger.



This village was too small to keep its large numeral cancel, so a few convoyeurs are the only known postmarks from Le Gue-de-Constantine. It was just a few miles east of Alger.

Convoyeurs

In 1875 a third leg of the Alger to Oran rail line started service from Alger to Affreville. This was beyond Blidah, but still only about 1/3 the distance to Oran. Westbound markings are known from only three villages plus Alger.

Alger to Affreville



Bouffarick to Aix-en-Provence, France, April 2, 1875

Personal letter to the writer's family.

La Maison-Carrée to Savenay, France, forwarded to Loudéac, May 19, 1875



Fragment

Mouzaïaville to Vienne, France, May 18, 1875

Missent to Affreville (wrong direction). Affreville *convoyeur* added when letter was re-sent to Alger.

Convoyeurs

An additional line was added from Oran to Relizane on the western end of the Alger to Oran railroad. The *convoyeur* designation for Relizane was either REL or REZ, with the latter being less common.

Oran to Relizane



Bou-Henni to Valence-sur-Rhône, France, May 25, 1869

Only reported marking from Bou-Henni. The village was too small to have a numeral cancel assigned.

Earliest recorded use of the REZ.OR convoyeur.

Oued-Riou to
Oran, February
28, 1871



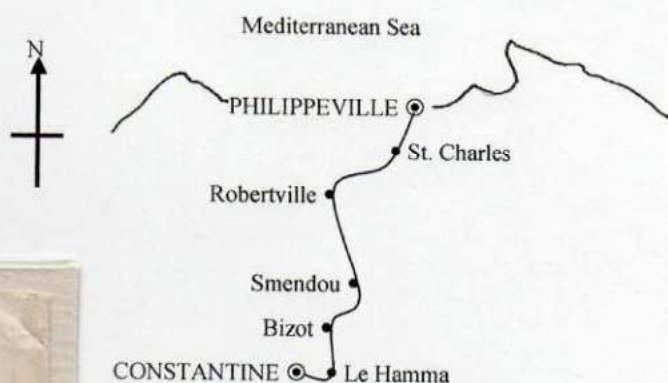
Bordeaux stamp is Type II, Report 2, Position 5. Miscut at lower right, missing piece of stamp added. Fewer than 200 French living in Oued-Riou; the village was a caravansary, too small to include in the 1872 census.

Convoyeurs

In the eastern part of Algeria the French ran a mail line from Constantine to Philippeville. The *convoyeur* used CONS.MER (for "sea") in the center. This line was only 60 miles long and more direct than the long line from Alger to Oran.



Constantine to Philippeville



Bizot to Montpellier, France,
January 4, 1871

Early use – the *convoyeur* markings first appeared in 1871 on this line.

Letter from one soldier to another describing how he has informed on someone, and his expectation to be sent to Constantine and from there into the desert. Franking privilege awarded July 24, 1870.

St. Charles
to St.
Etienne,
France,
May 3, 1871

Large numeral
055 applied
at
Philippeville.



Ordeaux stamps are Report 2, Positions 7 and 8. Robertville *convoyeur* on reverse indicates letter was

Convoyeurs

Constantine to Philippeville

Letters posted for rail service were sometimes hand carried to the nearest connection.



St. Charles to Marseille,
France, September 7,
1871

Large numeral 5055 added at
Philippeville. Seventh day of
25 centimes rate.

Letter written at Jemmapes,
about fifteen miles east of St.
Charles. Indistinct convoyeur
on reverse is MER.CONS,
implying the letter may have
been sent the wrong direction.

Constantine to
Marseille, France,
October 27, 1871

Large numeral 5055 applied
at Philippeville.

Commercial letter written
October 22 at Sétif, about 80
miles east of Constantine.



Constantine to
Marseille, France,
February 2, 1874

Postal clerk mistakenly
canceled the stamp with a
convoyeur instead of the
Philippeville large numeral.

Letter written at St. Arnaud,



Maritime Markings

Early markings

The French created several types of postal markings to indicate that letters were carried to or from France by ship. The earliest markings were applied in France to incoming mail arriving by sea. In some cases the periods of use overlapped. This selection of maritime markings shows many of the significant uses. The early markings are arranged chronologically, the CDS markings by geography. At the end are some ancillary ship markings.



Alger to Tunis,
December 2,
1835

Discovery copy of use from Alger. This marking is known on mail as early as 1822 (not from Algeria).

Letter is on official consulate letterhead from the Two Sicilies consul in Alger to his counterpart in Tunis.

Alger to Dôle-du-
Jura, France, June 17,
1829

This marking used at
Toulon from 1828 to
1830.

Rated nine décimes due
for a letter weighing up to
7-½ grams carried between
500 and 600 km.



Long personal letter from son to father. Margins used to completely fill the paper. Both letters were disinfected by slitting with knives and subjecting them to mustard gas or a similar agent

Maritime Markings

The rectangular entry markings continued in use until 1839. Some time during 1831 several post offices scraped out the second line of the mark. Disinfection markings also came into use.



Alger to Brive, France,
February 8, 1838

Rated seven décimes for letters carried 300 to 400 km plus one décime *voie de mer*, the ship letter fee added on June 26, 1835.

One of three reported Algerian letters (only one canceled at Alger) routed through Collioure. Note red disinfection marking from Port-Vendres. Letter indicates it was written at Bône on February 4.

Alger to Cette,
France, November
28, 1835

This marking used at
Toulon from 1833 to
1838.

Rated five décimes due for
a letter weighing up to 7-½
grams carried between
150 and 220 km plus one
décime *voie de mer*.



Alger to Nice,
Sardinia, February 9,
1836

Rated 20 centesimi due
from recipient.

Letters disinfected at Toulon
– note red script marking.



Maritime Markings

Commencing with the first circular markings, ports on both sides of the Mediterranean Sea received similar markings to use on incoming mail. The first such marking had OUTRE-MER at the top and the port name at the bottom, with a three line date in the center. These cancels matched the CDSs used on regular mail. They were used from the early 1840s to as late as 1866.

Outre-mer



Alger to Clermont-Ferrand, forwarded to St.-Just-en-Chevalet, France, August 15, 1840

Rated seven décimes for letters carried 300 to 400 km plus one décime *voie de mer* ship letter fee.

Toulon marking (always in red) applied at arrival, August 19. Black oval disinfection marking applied to letters from Algeria and Tunis. Receipt mark at Roanne (Loire), August 25, 1840.

Alger to Livorno, Tuscany, July 18, 1844

Rated twenty centesimi due from the recipient.

OUTREMER MARSEILLE marking applied in Marseille. Routed through Agde, then Nice.



Maritime Markings

Letters with maritime markings on them were either mailed aboard ship, posted at the docks, or handed to the captain. In all cases the result was the letter being put in the normal mail stream when the ship reached port.

Outre-mer



Gibraltar to Oran, July 29, 1845

Rated two décimes due for a letter weighing up to 7-½ grams carried less than 40 km.

OUTRE-MER ORAN marking applied on arrival in Oran.

Commercial letter written in Spanish.

Oran to Agde,
France, October 30,
1845

Rated five décimes for a letter carried 150 to 220 km plus one décime *voie de mer*.

OUTRE-MER ALGER marking applied at Marseille.



Commercial letter regarding contracts for bullets and their shipment to Algeria.

Maritime Markings

Colonies française, Toulon

The COLONIES FRA. markings were in use for only a year or two, although some stray usages have appeared well outside the normal time frame. The French postal service decreed that the OUTRE-MER markings should be replaced with a marking indicating the mail originated in the colonies. During the same time, Toulon received a special CDS to indicate mail received from Alger.



St. Leu (Arzew) to
Crest, France,
August 10, 1850

Rated 25 centimes due,
the July 1, 1850 letter
rate.

This marking is generally in red. This is the only reported marking in black. This personal letter is four pages describing bits of a soldier's life in Algeria, with the usual hopes for returning to France before long in the same state of health as he left in March 1849.

Alger to
Fontenay-le-
Comte, France,
August 15, 1843

Rated fourteen
décimes due for a
letter weighing 7-½
to 10 grams carried
between 500 and
600 km plus one
décime *voie de
mer*.

Oval 1 D. added
for rural pickup or
delivery.



Maritime Markings

Beginning in the 1840s the markings were based on specific ports of departure and entry. Each route had special markings (although not all were distinctive). These were the earliest noting the point of departure as Alger and the point of entry as Marseille, applied on receipt in Marseille.

Alger & Marseille



Alger to Lisbon,
Portugal, January
10, 1845

Rated 600 reis at
Lisbon, due from
recipient.

Letter is in Swedish,
discusses commercial
ventures in North Africa.
Marking used from 1842
to 1857.

Alger to Constantinople,
Turkey, February 18, 1849
Rated ten décimes due for a
letter weighing 15 to 100 grams.



Alger to Marseille,
France, August
10, 1854

Eighty centimes
prepaid letter rate
effective July 1, 1854
for letters weighing
15 to 100 grams.

Maritime Markings

Alger BB Marseille

The most difficult marking to explain is ALGER BB MARSEILLE, used from 1857 to 1861. The most logical explanation for the BB is *boîte bateau*, or mailbox aboard ship. While reasonable, this does not explain the BC used at Philippeville.



Alger to Paris,
France, March
19, 1859

Alger to Paris,
France, August 20,
1859



Both letters paid the standard prepaid letter rate. All known usages of this mark but one are on letters franked with this stamp.

Maritime Markings

Alger Bat. a Vap.

The most common marking was one that was used for about 17 years. As a result, it can be found on stamps issued in 1853 and later, as well as to a variety of destinations. This maritime marking was paired with both small and large numeral cancels.



Alger to
Regensburg,
Switzerland, June 8,
1861

All markings added at
Marseille.

Forty centimes letter
rate to Switzerland
effective July 1, 1850.

Early use of marking first placed in service in May 1861.

Alger to Rennes,
France, August 19,
1861

Six décimes unpaid
letter rate effective
July 1, 1854 for letters
weighing from 7-½ to
15 grams.



Each governor used a different marking. This franchise mark used by Maréchal Pélissier. Official

Maritime Markings

Alger Bat. a Vap.

Starting in 1863 stamps were canceled with large numeral 2240 in Marseille. Perforated Napoleon III stamps were now the norm.



Alger to Strasbourg,
France, June 28,
1864

Forty centimes 1863
perforated Napoleon III
stamp overpaid
domestic postage.

Commercial statement of account on printed form. Strasbourg was still part of France until France ceded Alsace-Lorraine to Germany after Franco-Prussian War (1871).

Alger to Palermo,
Italy, November 8,
1864

Sixty centimes
underpaid letter rate
to Italy effective
October 1, 1861.
Credit allowed for
postage, four décimes
due.

Boxed
AFFRANCHISSEMENT
INSUFFISANT added
at Marseille along
with m/s 4.



Maritime Markings

Alger Bat. a Vap.

Commerce was active between Frenchmen in Algeria and other countries around the Mediterranean.



Alger to Ismailia,
Egypt, June 8, 1868

Forty centimes 1863
perforated Napoleon III
stamp paid letter rate
effective January 1,
1866.

Prepayment was
mandatory.

Letter to a friend at the Suez Canal (still under construction) describing the writer's settling in Alger, buying a house (9% interest, five year term), and getting established in business.

Alger to Malta,
July 21, 1868

Forty centimes paid
letter rate to Malta
effective January 1,
1857.

CDS used to cancel
stamps, very unusual.



Maritime Markings

Marseille Bat. a Vap.

At the same time Marseille began using special marks for incoming Algerian mail, Alger also received its own CDS to apply to incoming mail from Marseille. Each of the two cancellers was in use for about 20 years, the first from 1841 to 1861 and the second from then until 1881.



Marseille, France to
Philippeville, April 5,
1842

The first marking
spelled out BATEAU
and included a
superscript "R" at the
end of VAP^R.

Metal handstamp "2"
for one décime "local"
letter rate effective April
1, 1830 plus *voie de
mer*.

Brief commercial letter regarding purchase of tobacco pipes.

Marseille, France,
to Alger,
September 9,
1873

The second CDS
abbreviated *bateau*
and eliminated the
superscript "r."

Forty centime unpaid
letter rate effective
September 1, 1871.



Front

The 1871 postage due stamp received very little use. It is much rarer on cover than a mint stamp.

Maritime Markings

Oran Bateau a Vap.

Marseille used a different marking for mail arriving from Oran. There was only one, and as time passed part of the outer circle broke away. This CDS was in use from about 1845 to 1878.



Oran to Marseille,
France, October
10, 1851

At this time the outer
circle of the CDS was
still complete.

Twenty-five centimes
letter rate effective July
1, 1850.

Oran to Marseille,
France, February
20, 1867

The arc is now worn
away completely.

Twenty centimes letter
rate effective July 1,
1854.



Commercial letter on stationery of a freight hauler, carrier for the *Messageries Impériales*, the official mail carrier between Algeria and France.

Maritime Markings

Marseille Bateau a Vap.

In Oran the receiving mark for mail from Marseille was slightly different than the CDS used at Alger. In use from 1846 to 1879, this canceller was used with small and large numeral cancels on a variety of stamp issues and stampless mail.



Marseille, France to
Sidi-bel-Abbes,
March 6, 1861

Small numeral 3732
assigned to Oran.

Commercial letter advising that some iron has arrived by train from Lyon and will be sent on to Oran.

Marseille, France,
to Oran, May 18,
1870

Large numeral 5051
assigned to Oran.

Forty centimes letter
rate effective January
1, 1862 for letters
weighing between 10
and 20 grams.



Maritime Markings

Philippeville Bat. a Vap.

The first Marseille marking for incoming Philippeville mail also showed distinctive wear. The letters "VA" deteriorated so that by 1855 they no longer registered. The letters in the CDS were also spread out, so there was very little space between the town name and BAT. A VAP. at the bottom.



Philippeville to Paris,
France, December
1, 1855

Small numeral 1896
assigned to Marseille.

Eighty centimes prepaid
letter rate effective July
1, 1854 for letters
weighing between 15
and 80 grams.

Business letter to a friend requesting that he sign two copies of an enclosed land lease (hence the extra postage) and return one to him.

Philippeville to
Rastatt, Baden,
March 16, 1861

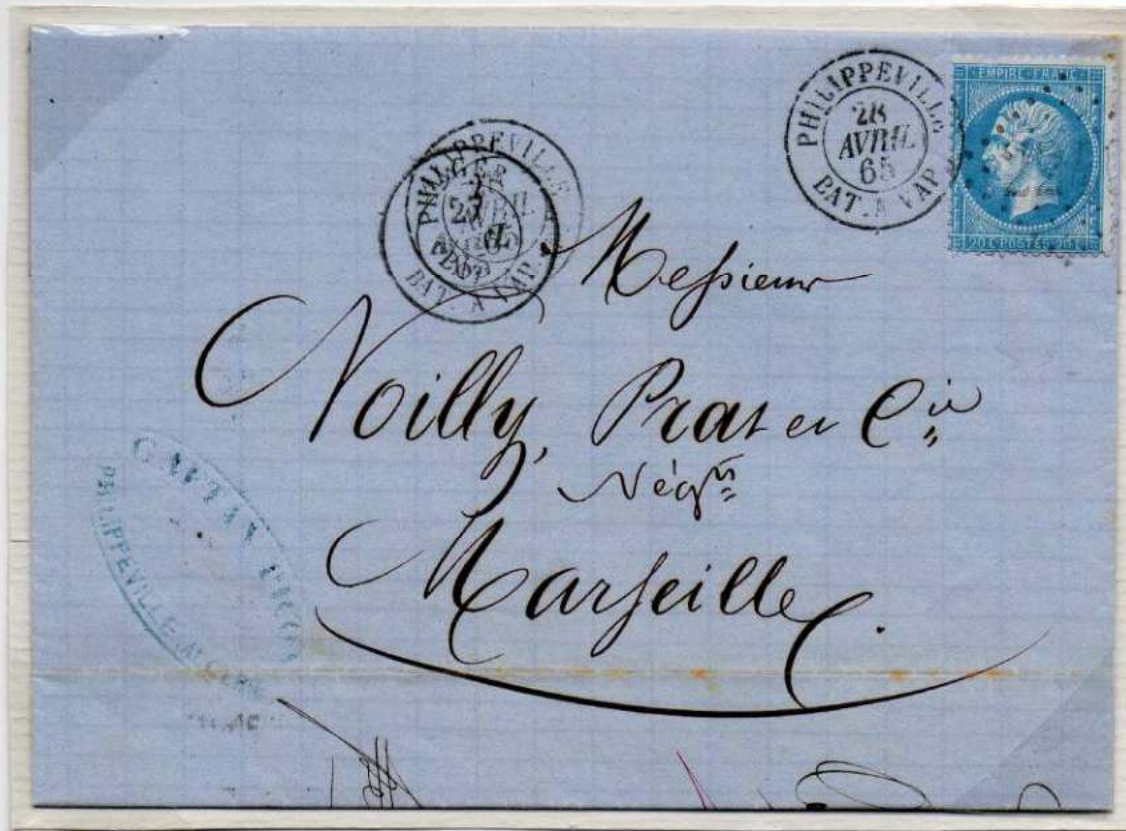
M/s blue 18 kreuzer
Prussian debit, 3
kreuzer transit fee to
Baden, 21 kreuzer
total due on delivery.



Maritime Markings

In 1863 Marseille replaced the first marking for incoming Philippeville mail. The new CDS now had a larger space between the town name and BAT. A VAP. at the bottom. This canceler remained in use until 1879.

Philippeville Bat. a Vap.



Philippeville to
Marseille, France,
April 26, 1865

Large numeral 2240
assigned to Marseille.

Postal clerk mistakenly
applied Alger maritime
marking, then covered
it with the Philippeville
CDS.

Order for white vermouth. Stamp is milky blue color, one of many shades of the blue stamps used for the standard letter rate.

Bône to Marseille,
France, January
14, 1869

Bône is east of
Philippeville along the
coast. The writer
apologizes for a
delay, so he may have
carried the letter
outside the mails to
deposit it at
Philippeville. It may
then have arrived
sooner at Marseille.



Maritime Markings

Marseille Bateau a Vap.

The CDS provided to Philippeville was in all material respects identical to the one used at Oran. One can differentiate only by the address on the letter. The Philippeville canceller was also used for about the same time period, 1845 to 1878.



Marseille, France,
to Philippeville,
forwarded to
Constantine,
September 23, 1847

Advices of goods
shipped from Oran to
Constantine.

Marseille, France,
to Philippeville,
February 18, 1871

Bordeaux stamp is Type
III, Report 1, Position 1.

Commercial letter
stating they cannot
meet the addressee's
price for flour.



Marseille, France,
to Tunis, May 22,
1874

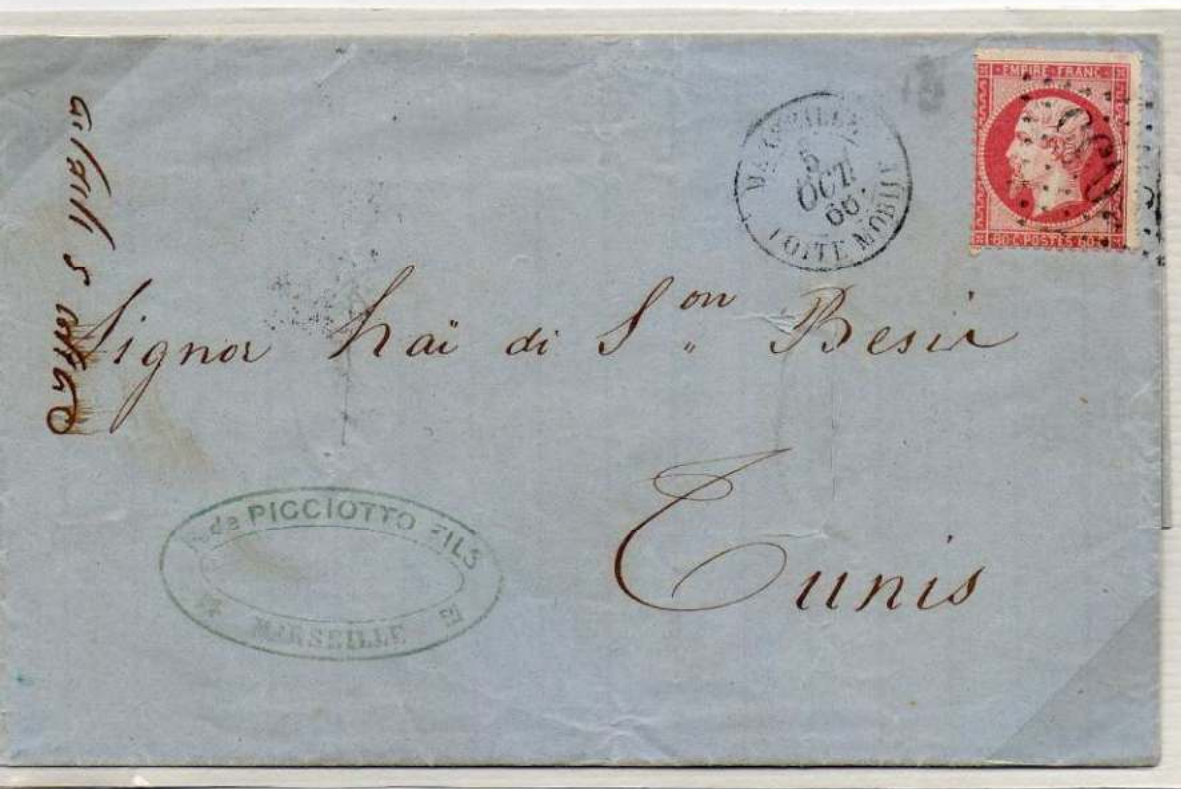
Forty centimes Siège,
5c and 15c 1871 issues
paid letter rate effective
May 1, 1872.

Confirms arms shipment.

Maritime Markings

Marseille Boite Mobile

Philippeville also used a special movable box marking on inbound mail that arrived in one of those portable mailboxes. The *boite mobile* marking was only used on mail posted aboard paquebots of the *Messageries Impériales*. The CDS was in use from 1858 to 1871.



Marseille, France,
to Tunis through
Philippeville,
October 5, 1866

Eighty centimes prepaid
letter rate effective
January 1, 1866 for
letters weighing
between 10 and 20
grams.

Routed through Bône on its way to Tunis.

Marseille, France,
to Tunis through
Philippeville, April
30, 1869



Break in CDS at left happened gradually. Twenty centimes prepaid letter rate effective January 1, 1869 for letters weighing between 10 and 20 grams.

Maritime Markings

There was also regular mail service between Cette, France, and several ports in Algeria. While none of the mail on this route is common, there are more letters headed north to Cette than south into Algeria. The CDS was in use in Cette from 1847 to 1875.

Alger Bateau a Vapeur



Alger to Marseille,
France, November
17, 1847

Four décimes rate for
letters up to 7-½ grams
carried 80 to 150 km
plus *voie de mer*.

Cette transit marking on
reverse confirms this
letter arrived at Cette,
not at Marseille.



Early use of this marking.

Alger to Angers,
France, January
11, 1853

Small numeral 687
applied at Cette.



Maritime Markings

Cette and Mostaganem

Cette also had a marking to use on incoming mail from Oran (see first letter, below). The second letter on this page is an example of maritime mail delivered to a port that had no special maritime markings. In this case it originated in Cette and was delivered in Mostaganem.



Valencia, Spain, to
Marseille, France,
October 1, 1859

Letter sent via French
steamer *Province of
Constantine* to Oran,
then to Cette. Red
ORAN BAT. A VAP.
and hollow numeral 30
applied at Cette.

Cette, France, to
Mostaganem,
September 21, 1867

Large numeral 5048,
CDS and B.M. applied
at Mostaganem.

Carried on special
steamship line direct
from Cette to
Mostaganem.



Statement of account from a freight forwarding agent. Mostaganem had no maritime CDS markings,

Maritime Markings

Western coastal route

Oran had been under Spanish control for many years, and continued to have Spanish descendants living there. As a result, there was mail service originating in Alger that extended across the coast to Cherchel, Tenez, Mostaganem, Arzew, Oran, Nemours, and then to Gibraltar, Tanger (Morocco) and Cadiz (Spain). Not all of these stops had maritime markings, so the next pages show significant markings from this service.



Gibraltar, to Oran,
May 27, 1851

Letters from Gibraltar could not be prepaid until 1860. Eight décimes rate for unpaid letters effective July 15, 1849.

ESPAG. ORAN marking applied on arrival in Oran.

Early use of this marking, which was in service from 1851 to 1856. Note that the letter was written in Gibraltar five days before receiving the maritime marking at Oran.

Maritime Markings

Western coastal route

The marking on the first letter was used from 1858 to 1880, but 1862 is the earliest reported use on Spanish stamps. The last marking in use on this route was applied to mail from Gibraltar with British stamps. It was used from 1867 to 1880.



Valencia, Spain to
Oran, August 22, 1862

ESPAGNE ORAN marking
added at Oran. All
incoming mail from Spain
was charged an added five
centimes in France.

Early use.

Gibraltar, to Alger,
January 18, 1871

POSS. ANGL. ORAN
marking applied on
arrival in Oran.

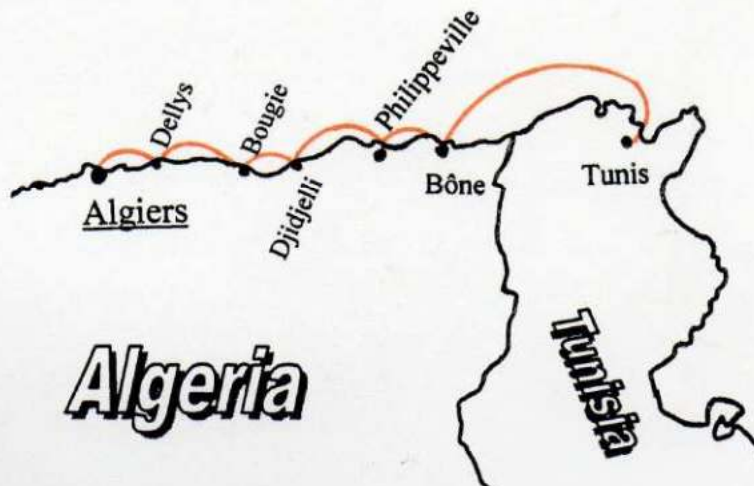
The five centime French
surtax had been
suspended on July 15,
1869. Boxed red PD
applied at Oran to
indicate postage was
fully prepaid.



Maritime Markings

Eastern coastal route

The other coastal route originated in Algiers and stopped in Dellys, Bougie, Djidjelli, Collo and Philippeville. The route first used special markings in 1854 and continued to 1885. As with the western route, not all of these stops had maritime markings.



Djidjelli to
Philippeville, April
22, 1871

ALGER-BÔNE marking
added at Philippeville,
as is the large numeral
cancel 5055.

Bordeaux stamp is Type
III, Report 2, Position 3.

Commercial letter accepting coffee but rejecting a cask of sugar.

Maritime Markings

Eastern coastal route

East-bound mail received a maritime CDS and large numeral cancel as it passed through Alger. For mail headed west from Bône to or through Philippeville there was another marking. This CDS had a relatively short life span, from 1854 to 1860.



Djidjelli to Marseille,
France,
May 20, 1868

BÔNE-ALGER marking
and large numeral 5005
applied at Alger.

Order for several hundred liters of wine.

Bône to Toulon,
France,
September 13, 1858

PHILIPPEVILLE BÔNE
marking and small
numeral 3734 added at
Philippeville.



Maritime Markings

Eastern coastal route

Djidjelli used a marking on maritime mail arriving from eastern points from 1871 to 1874. Letters with this CDS are known only from Bougie and Philippeville. Other maritime mail received different markings.



Philippeville to
Djidjelli,
July 21, 1869

All markings applied at
Djidjelli.

Only known letter with
combination of old
Djidjelli CDS and *boite
mobile* markings. All
others have divided
CDS.

Letter acknowledges several payments on account and refers to an outstanding invoice for pickaxe handles. The writer expresses satisfaction with M. Tissot, who has discovered a seam of ore.

Bougie to Cette,
France,
October 10, 1872

Djidjelli maritime
marking and large
numeral 5026 applied
at Djidjelli.



Commercial letter ordering several casks of wine for immediate delivery.

Maritime Markings

Bône to Tunis coastal route

The eastern coastal mail service extended from Bône to Tunis, as well. Tunis was administered under the French Algerian government as a consular office until 1892. Beginning in 1847 and extending to 1880, a variety of markings were used.



Tunis to Paris, France,
February 18, 1866

TUNIS-PAR-BÔNE
markings applied at Bône.

Twelve décimes letter rate
effective January 1, 1866
for unpaid letters weighing
from ten to twenty grams.

Letter written in Hebrew to family member.

Tunis to
Annonay,
France,
January 7,
1871

Same maritime
marking, near
end of period of
use (1871).
Large numeral
5107 assigned to
Tunis.

Forty centimes
prepaid letter
rate up to ten
grams.



Maritime Markings

Bône to Tunis coastal route

Mail for Tunisia was accepted by the consular office in Tunis and forwarded to Bône.



Tunis to Marseille,
France, June 24, 1874

TUNIS-BÔNE marking
and repaired large
numeral 5015 applied at
Bône.

Sixty centimes letter rate
effective May 1, 1872 for
prepaid letters weighing
up to ten grams.

Front

The repaired large numeral cancel was used on all stamp issues after 1863. This is one of only three cancellers that were repaired. The shape of the "0" is slightly different in the repaired cancel.

Tunis to Marseille,
France, October
4, 1851

TUNIS PAR BÔNE
maritime marking
used from 1848 to
1854 on letters sent
from Tunis.

Three décimes rate
effective August 1,
1849, for letters up to
7-½ grams.



Maritime Markings

Steamships

In addition to the maritime markings a few ships also applied distinctive handstamps. While these are non-postal markings, they indicate the ships on which the mail was carried.



Bône to Marseille,
France, May 20,
1858

The ship name was the *Ville de Bône*, which picked up mail at Bône and Philippeville. Marking applied at Bône by the shipping clerk.

Maritime marking and small numeral 1896 applied at Marseille.

Commercial correspondence regarding receipt, delivery and payment for coal.

Bône to Marseille,
France, June 27,
1863

Carried aboard the *Marocain*, this marking was applied on the ship during transit.

Canceled with ordinary Philippeville CDS and large numeral 5055.



Letter on company stationery advising of forwarded freight from Bône to La Calle

Maritime Markings

Steamships

As in other countries, senders could check the departure tables and identify the ship on which they expected their mail to travel.



Marseille, France, to
Constantine,
December 21, 1861

The *Province d'Alger*
had its own marking, but
this sender noted the
ship when he wrote the
letter.

CDS and small numeral
1896 applied at
Marseille.

Commercial correspondence, but ink has faded.

Marseille, France,
to Constantine,
October 11, 1861

Carried aboard the
Province d'Alger. It
is not clear whether
the marking was
applied aboard ship
or by shipping clerks
before departure.

Canceled at
Philippeville with the
expected maritime
marking and small
numeral.



Preprinted invoice for transporting cotton.

Maritime Markings

■ Steamships

These last two ship markings are each one of only two or three examples, at most.



Guelma to
Marseille, France,
August 19, 1859

Discovery copy of this
marking; the ship name
is (le) *Prophète*.

Only reported use of the
BB maritime marking not
on a stamped letter or
envelope.

Commercial correspondence regarding the settling of accounts between the writer and Noilly Prat.

Marseille, France, to
Constantine, March
26, 1861

Carried aboard the *Protis*.

Canceled at Philippeville
with the expected
maritime marking and
small numeral 3734.

(Illustration from Raymond Salles' work on
maritime cancels.)



The reverse
also has a PHILIPPEVILLE
BC ALGÉRIE marking
dated March 31, 1861.
The BC marking is always
on the reverse and always
on mail addressed to
Constantine.



Advice that goods have been forwarded via the *Protis*