

The Maritime Markings of Algeria From 1810 to 1875



By Kenneth R. Nilsestuen

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The principal ports of call between Algeria and France, with extensions to Morocco, Spain and Tunisia. Not every port had its own maritime markings, although all had postal markings.

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Introduction

One of the most important questions any student must answer is “What are the boundaries of my studies?” A postal history collection devoted to a country or town is usually limited to markings applied in that country or town. The collection most often focuses on outbound mail but can include inbound as well. Maritime markings, which I have included in my Algerian collection, stretch the boundaries of Algeria rather considerably. As you will discover, these markings were applied in Algeria¹ to inbound mail, and also in France to mail originating in Algeria and other places. Many inbound Algerian markings refer to the French port city, just as the French inbound markings often refer to the Algerian source. At least two of the great Algeria collections, those of Honnorat and Sauvage, have included maritime markings.

One ordinarily also chooses a beginning and an end for collecting and study. The beginning of Algerian maritime markings is 1810. For this monograph I have chosen the end of the Classical era (early 1876) as the end point.

Before embarking (figuratively, anyway) on this journey, let's set the stage. The Mediterranean had been a means of commerce since pre-history. Homer's *Odyssey* took place there. Phoenicians, Greeks, Romans and others had established settlements in North Africa and traded across the sea.

By the early 1800s pirates had been operating with ease from North Africa for centuries. Although the Barbary Coast extended from Morocco to Libya, Algiers was a major headquarters. Turkey had exercised suzerainty over the Algerian and Tunisian parts of North Africa for several centuries, attacking “infidels” and their ships on the Mediterranean Sea. The Barbary Coast pirates were a constant hazard to trade in the Mediterranean.

France and North Africa were trading wine, olives, wool, cotton, leather, grains and other goods. The southbound ships were generally French, but the pirate ships were a mix, since the pirates stole what they used rather than producing their own. To limit the piracy against each nation's vessels, various countries negotiated with the Turkish Deys of Algiers, paying tribute (let's call it blackmail) so the pirates would allow each nation's ships safe passage.

Before 1830 there was no regular mail service between north Africa and Europe. Correspondents would ask ship captains to carry letters for them, trusting in the captain's honesty to assure delivery into another country's mail service. The merchants and traders also relied on the captains' abilities to avoid the pirates. I have a letter from the French consul in Algiers in which he explains that he has sent four copies by various means in hopes that one of the letters arrives safely.

Several nations attempted to discourage piracy by direct military action. The U.S. was one, attacking Tripoli in the early 1800s – our first foreign war. The British sent several warships to Algiers. Their most successful venture was a shelling of that city in 1816. Among the worst aspects of the pirates' actions was their enslavement of Christian sailors and passengers. One of the principal reasons for the military expeditions was to free these slaves or negotiate trades for them.

In 1827 a dispute arose in which the Dey of Algiers struck the French consul with a fly swatter. Eventually the situation jelled in France and the insult was avenged. In June 1830 the French landed a force near Algiers and began a 130 year adventure as an occupying force. The military campaign was long and bloody, as Abd-el-Kader, an Algerian chieftain, led native forces against the French for seventeen years. Resistance to French occupation continued long after Abd-el-Kader's surrender. While the military action was successful in suppressing coastal insurrections, the desert was not fully under French control during the period covered in this work.

Throughout all of this, trade continued. Some of the surviving mail (not all of which received maritime markings) refers to business matters – orders and payments for books, wine, hardware goods, and so on. Certainly there were significant agricultural products traveling by ship across the Mediterranean as well. There was also personal mail, letters from soldiers and expatriates telling their family and friends in France what life was like for them in Algeria. The markings illustrated in this article were used at a time when the French government was encouraging the *pied noirs*, literally the “black feet,” to farm in Algeria. The ships carried human cargo as well as goods.

By the 1870s mail between France and Algeria was slowing down, because the second and third generations of Algerian settlers wrote to French relatives and friends less and less often. However, commercial mail continued, as did soldiers' mail. The French Foreign Legion was based in Algeria until the country became independent from France, and some of those brave men continued to write letters home. Of course, trade also continued with France, even after independence.

That is a very broad view of the human and commercial side of the mail. The rest of this work will describe the markings applied by the postal service to the letters crossing the Mediterranean Sea up to the end of the Classical Period. I have included a map that shows the ports in France, Spain, Tunisia and Algeria where ships called for and delivered mail.

The best source of information for French maritime postal markings is the nine volume study by Raymond Salles.² The first volume includes North Africa and Algeria in a chapter devoted entirely to these markings.³ Considering that postal markings rarely fit into neat classifications, one will also find markings used on North African mail during this period in other sections of the same first volume. He also lists the names of many of the French ships, which carried the mail under contract beginning in the early 1830s. After just a few years, the French navy also began carrying the mail. I refer the reader to

M. Salles' work for more details.⁴ I have relied heavily on M. Salles throughout this work.

In spite of M. Salles' wonderful work, it has several shortcomings that I hope to remedy with this effort. First, Algerian markings are sprinkled throughout the first volume. Several markings used on mail originating in Algeria are not identified as such. I hope to correct these shortcomings by assembling all of these markings in one place. Second, his work illustrates only the markings themselves. His illustrations are excellent, but when one can see the markings on actual covers they become much more interesting. Thus, I intend to supplement M. Salles' illustrations with actual uses (retaining M. Salles' illustrations for clarity). Third, in the course of assembling a collection of these markings, I have added two that Salles did not identify in his work. One is a colonial marking that he recognized as having other usages, and the second is a ship marking that does not appear in his work. Finally, and least important, M. Salles' work is in French, as are the majority of significant works about French philately and marcophily. This work is for people like me, whose French is rather limited.

As mentioned above, several markings are repeated and a few appear elsewhere in Salles' work. Because of that, it is difficult to accurately assess all the types and varieties of maritime markings on Algerian mail. However, just in the chapter devoted to these markings, there are more than 70 illustrated for the period ended in 1880. Some of these are disinfection markings, others are varieties of the "B.M." markings applied to letters deposited in *boîtes mobiles*, the movable boxes of the French postal service. Probably 60 or so constitute "true" maritime markings applied as indicators of the town of origin or delivery, or of ships on which the mail traveled.

Let me begin by grouping these markings into four broad categories. First, prior to the French invasion in 1830, there were a few postal markings applied in France to mail from North Africa.⁵ Second, disinfection markings appeared in the early 1830s mostly on mail with French military markings. The third and by far the largest category consists of the circular date stamps (CDSs)⁶ used on Algerian mail when it arrived in France and on incoming mail in Algeria. This I will discuss in subcategories later on. The final category is ship markings. There were only a few of these, and most are rare.

To help my readers navigate, here is an outline of the contents of this work:

- Part I – Pre-invasion markings
- Part II – Disinfection markings
- Part III – Circular date stamps
 - A. "OUTRE-MER"
 - B. "COLONIES FRA."
 - C. North Africa markings
 - 1. France / Algeria routes
 - a. Algiers and Toulon
 - b. Algiers and Marseille
 - c. Oran and Marseille
 - d. Philippeville, Bône and Marseille

- e. Algiers and Cette
- f. Oran and Cette
- g. Philippeville and Cette
- 2. Routes across North Africa and to Spain
 - a. Algiers and Oran
 - b. Oran to Spain
 - c. Algiers to Bône
 - d. Bône and Tunis

Part IV – Ship markings

Part I – Pre-Invasion Markings

The first group of markings is rather limited. The earliest I have seen is “V.D.M.P. TOULON” (Figure 1) on a letter originating in Algiers in 1810.⁷ This was an entry mark applied in Toulon, used on mail originating anywhere in the Mediterranean. The abbreviation stands for “*Voie De Mer Par....*”

V.D.M.P. TOULON

Figure 1

The other postal markings in use on North African mail before June 1830 were boxed rectangular “PAYS D’OUTREMER / PAR TOULON” and “...PAR MARSEILLE” (Figures 2 and 3).

**PAYS D’OUTREMER
PAR TOULON**

Figure 2

**PAYS D’OUTREMER
PAR MARSEILLE**

Figure 3

Both were applied as entry markings in Toulon and Marseille, respectively. Salles notes that the Toulon marking was in use for just two years, 1828 to 1830, and Marseille for three years, 1828 to 1831.⁸



Figure 4 – Boxed rectangular “PAYS D’OUTREMER / PAR TOULON” on letter dated 16 June 1829 to Dôle. Rated 4 décimes: 3 décimes for weight up to 7-½ grams covering a distance of 80 to 120 km, plus 1 décime *voie de mer* for shipboard transit across the Mediterranean Sea.

Figure 4 shows the Toulon marking. Salles does not directly refer to Algeria as a source of mail with the Marseille rectangle, but another reference mentions a letter posted aboard a ship near Algiers that received the Marseille marking.⁹ Letters also received a circular date stamp of the type then in use throughout France.

As with many real world matters, my summarized grouping has two odd cancels. They seem to fit best here, even though they are post-invasion markings.

The first is a marking not recognized by Salles as used on Algerian mail. He lists only Buenos Aires, Argentina, as the originating point for letters with the “COLONIES PAR / CETTE” marking in Figure 5. The dates of use were 1822 to 1838 with a break from some time in 1828 to 1832.¹⁰

COLONIES PAR
CETTE

Figure 5

Figure 6 is the discovery copy of this marking on Algerian mail, an 1835 letter from Algiers to Tunis.



Figure 6 – 1835 folded letter on official letterhead from the Consulate General of the Kingdom of Two Sicilies to that nation’s consul general at Tunis. Official consular seal on reverse. Six slits pass through letter indicating that it was disinfected.

The second odd marking is a revised version of the previous boxed rectangles. With the appearance of large diameter (30 mm) double circle CDSs bearing town names, the

boxed rectangular “PAYS D’OUTREMER” marking reappeared in the early 1830s in a revised form (Figure 7). Many of the inbound mail receipt markings had the city name scraped out (the second line in the rectangle). Toulon was no exception, and mail from Algeria received this marking for about five years, from 1833 to July 1838.¹¹ See Figure 8 for an example on a letter from Algiers.

PAYS D’OUTREMER

Figure 7



Figure 8 – The port of entry town name now appears in a circular date stamp (CDS) rather than as part of the boxed rectangular marking on this 1835 letter from Algiers.

Part II – Disinfection Markings

Disinfecting mail that originated in Africa and the Middle East had been a common practice for many years. The process usually consisted of slitting or poking holes in letters, then fumigating them or dipping them in vinegar. This effort to control communicable diseases was generally ineffective, although contemporary medicine believed this practice reduced the chances of scourges such as yellow fever and cholera from spreading into Europe. It was common in France for mail to receive a handstamp indicating a letter had been disinfected.

Only a few disinfection markings appear on mail originating in Algeria. The earliest in use were two distinct cursive markings, “*Purifiée à Marseille*,” applied in Marseille (Figures 9 and 10).¹²

A cursive handstamp reading "Purifiée à Marseille". The text is written in a fluid, elegant script. A single horizontal line is drawn beneath the word "Marseille".

Figure 9

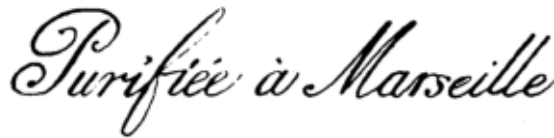
A cursive handstamp reading "Purifiée à Marseille". The text is written in a fluid, elegant script, similar to Figure 9, but without the horizontal line underneath.

Figure 10

Both appear only in black and were applied to the back of letters more often than to the front (Figures 11 and 12). While in use from 1830 until 1851, Marseille markings are less common on Algerian mail than the Toulon marking because most Algerian letters entered France at Toulon.

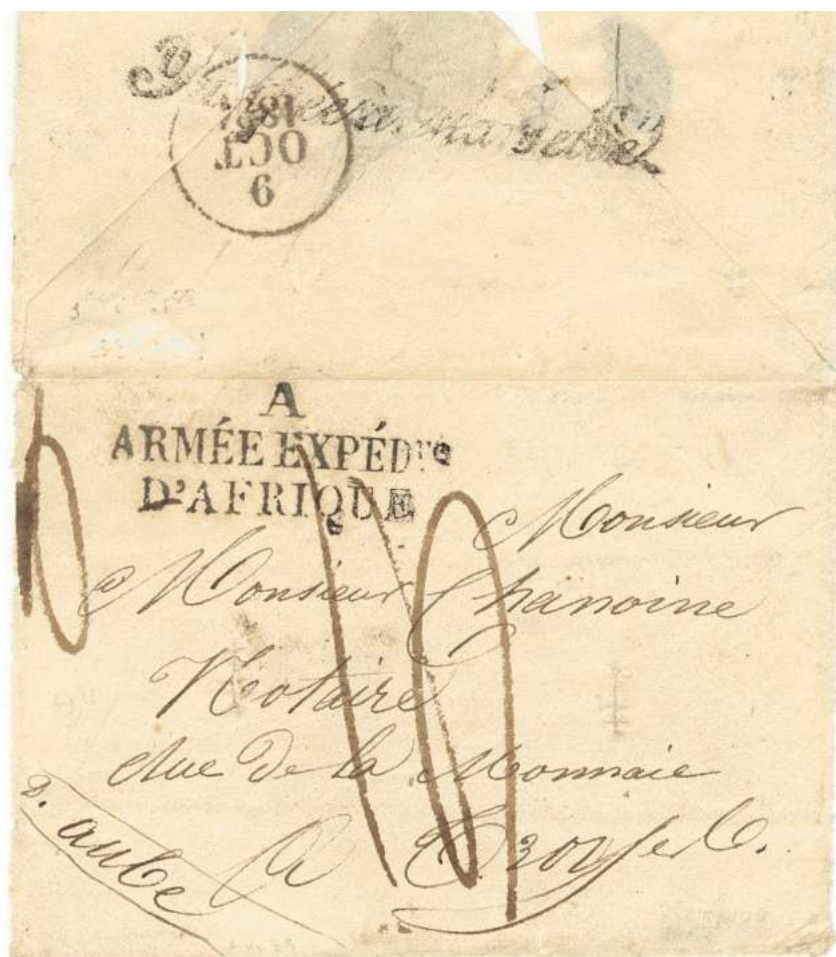


Figure 11 – A weak but typical strike of the Figure 7 Marseille disinfection marking on the reverse of an 1834 envelope to Troyes.



Figure 12 – The second Marseille disinfection marking, also on the back of a letter to Marseille in 1832. Compare especially the “P” of *Purifiée* and the final “e” of *Marseille* to Figure 9.

The most common disinfection marking on Algerian mail was a cursive “*Purifié à Toulon*” (Figure 13) used from 1832 through 1839. This marking appears on the face and reverse of letters in both red (through January 1838) and black (February 1838 through March 1839).¹³ See Figure 14 for an example on a letter that also has one of the military markings in use at the time.

Purifié à Toulon

Figure 13



Figure 14 – 1834 folded letter from Oran to Grenoble. Disinfection marking in red.
Three line military cancel is usual for this period. Manuscript “6” décimes due
marking based on distance plus *voie de mer*.

In 1839 when circular date stamps began to show “ALGÉRIE” as the name of the country, a second Toulon disinfection marking also appeared, mainly on mail from Algiers. This was a rather plain oval marking, always in black, which returned to the first spelling, “Purifiée” (Figure 15).



Figure 15

While in use for about ten years, disinfection was becoming less common or necessary so the marking is not seen often. Figure 16 is one of only a few that I have seen on the face of an envelope or letter although I have several examples applied to the reverse. According to Salles there were some late usages in 1866 and 1871.¹⁴



Figure 16 – Oval disinfection marking applied at Toulon to 1840 letter from Algiers.
Manuscript “2” décimes is local letter rate plus *voie de mer*.

Honorat owned at least two letters, one each from Bône and Constantine, with a football-shaped disinfection marking, “Purifié à Port-Vendres” (Figure 17), applied at Port-Vendres and rectangular “PAYS D’OUTREMER / PAR COLLIOURE” (Figure 18) inbound marks.¹⁵ Salles, however, does not list North Africa as a source for letters with these markings.¹⁶



Figure 17

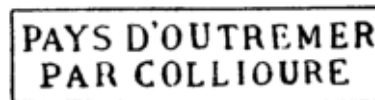


Figure 18

A third letter with these markings is shown in Figure 19. The three letters bear cancels from Constantine (January 31, 1838), Bône (February 3 or 8, 1838), and Algiers (February 8, 1838). One might presume from this that there was only one ship that carried mail to Collioure from Algeria.



Figure 19 – Letter written in Bône, February 4, 1838, canceled in Algiers on February 8. Only the third example of the Collioure rectangle and Port-Vendres disinfection marking on a letter from Algeria.

Part III – Circular Date Stamps

A. “OUTRE-MER”

In February 1839 the French postal service decided to replace the boxed rectangular inbound markings (Figures 2 through 6 and 18) with circular ones to be used as departure markings at all principal French post offices. The maritime versions of these CDSs were to be used on incoming mail from foreign countries and colonies. The town name on the marking was the port of entry. Thus, mail originating in Algeria received a marking indicating that the letter arrived in Toulon. Honnorat had an 1840 letter from Algiers that received an “OUTRE-MER / TOULON” small diameter CDS upon its arrival in France (Figure 20).¹⁷

Salles also noted one piece canceled with an “OUTRE-MER / CETTE” marking (Figure 21) on October 23, 1848. He considered this an error.¹⁸



Figure 20



Figure 21

There were also four port of entry markings used in Algeria, one each in Algiers, Oran, Bône and, reportedly, Nemours (Figures 22 to 25). Three of the four markings were used at varying times between 1841 and 1866. The Nemours marking, which Salles indicates is very rare, was used only in 1869.¹⁹



Figure 22



Figure 23



Figure 24



Figure 25

Figure 26 is a weak strike of the “OUTREMER / ALGER” marking on a letter written in Oran that traveled through Algiers on its way to France. Figure 27 is apparently the letter that Salles used for his Oran illustration. Lot 1354 in Roumet’s 473rd sale shows the Bône marking “OUTREMER / BÔNE” on a letter that originated in Tunis. I will discuss these again in Part III. C .2.



Figure 26 – Weakly struck marking on 1845 letter from Oran to Agde, a small town near Cette on the French coast. Marking applied at Algiers. Six décimes rate is for letters traveling between 220 and 300 km plus the *voie de mer*.



Figure 27 – Oran marking on letter written in Gibraltar on July 29, 1845. Marking applied at Oran. Rated 2 décimes for “local” letter rate plus the *voie de mer*.

B. “COLONIES FRA.”

In the late 1840s the postal service issued new markings to several French ports of entry. These markings, which replaced “Outre-Mer” with “COLONIES FRA.” at the top of the CDS, were to be applied only to mail originating in the colonies, not in other foreign countries. Mail from Algiers and Oran received this marking only at Cette (Figure 28), where it was stamped in error on incoming letters known with only two dates: February 25, 1850, and June 17, 1853.²⁰



Figure 28

Algiers and Oran also received their own cancellers with “COLONIES FRA.” at the top (Figures 29 and 30).²¹ As in France, the markings were used only on mail originating in the colonies.



Figure 29



Figure 30

Lot 1353 in the 473rd Roumet sale is an Alger marking. Lot 32 in the first Honnorat sale is another example of the Alger marking on a letter from Réunion.

C. North Africa markings

Beginning in the early 1840s the French postal service also began using a variety of new CDSs specifically for mail between Algeria and France. The mail routes fall into two broad categories. One category consists of the routes between France and North Africa. There were three ports of entry into France: Toulon, Marseille, and later on, Cette (now spelled “Sète”). On the Algerian side, mail came by steamship to Algiers, Oran, Bône and Philippeville.

The second category includes the routes that were mostly between ports in North Africa, although on the western line, the route continued from Oran to several ports in Spain. See Part III. C. 2, *infra*, for the markings used on trans-coastal mail.

1. France / Algeria routes

- a. Algiers and Toulon

In addition to the “Outre-Mer” and “Colonies Fra.” markings, the postal service, in 1842, began using a CDS at Toulon with the word “ALGER” at the top of the *couronne* (dial). The bottom of the *couronne* referred to the arrival port, “TOULON-S-MER” (Figure 31).



Figure 31

This was the first civilian postal marking intended for use exclusively on mail from Algeria.²² Salles notes that the date in the center of the CDS sometimes was the date of arrival at Toulon, sometimes the date of departure from Algiers.²³ This marking, while in use until some time in 1854, is difficult to find. Figure 32 is a folded letter with this marking.



Figure 32 – Folded letter, presumably from Algiers (contents missing), to Fontenay-le-Comte. Date in CDS is presumably the departure date, since the transit marking on the reverse at Toulon is the 18th. Oval marking is the *rural décime*, the charge for picking up or delivering in the countryside.

At the end of the 1840s the postal service provided a CDS to Algiers to use on mail arriving from Toulon. This CDS had “TOULON-S-MER” at the top, and at the bottom “BATEAU A VAP^R” (Figure 33).²⁴ Salles rates this marking as very rare, and I have never seen even a photograph of a letter with it.



Figure 33

b. Algiers and Marseille

Also beginning in 1842, Marseille used three different markings on mail from Algiers. The first one had “ALGER” at the top and “MARSEILLE” at the bottom of the *couronne* (Figures 34 and 35).²⁵



Figure 34



Figure 35 (worn)

In use for about fifteen years, this is among the most common of the maritime markings. The scarcity of this marking depends on whether or not the letter carried a stamp, and especially if the stamp was canceled with a *grille* rather than a small numeral. Figure 36 shows an 1845 use on a letter sent to Lisbon, Portugal.



Figure 36 – 1845 folded letter from Algiers with CDS applied at Marseille en route to Lisbon. “600” reis due marking added in Portugal.



Figure 37 – Note worn inner circle in CDS. 1854 folded letter from Algiers to Marseille with two 40 centimes stamps canceled with Marseille small numeral “1896.” Rate is for letters weighing from 15 to 100 grams.

Figure 37 is a later use showing the wear of the inner circle, which became apparent as early as 1849.²⁶ The CDS was finally retired in 1857.²⁷

The second Marseille marking appeared in 1857 and was used for four years.²⁸ This marking presents one of the true enigmas of Algerian postal markings. The *couronne* has the words “ALGERIE BB MARSEILLE” filling about two thirds of the circumference (Figure 38). Debate continues about the meaning of the letters “BB,” which some writers have suggested stand for “*boite bateau*” (shipboard mailbox). The difficulty with this theory is that Marseille used a similar CDS on mail from Philippeville. The Philippeville CDS contains the letters “BC,” which so far has defied satisfactory explanation.



Figure 38

This marking, while not common, is still easier to find than many. According to Salles, all known uses also have a 20 centime imperforate Empire stamp (Yvert No. 14, Scott

No. 15) canceled with a small numeral “1896,” the number assigned to Marseille. See Figure 39 for a typical example. There is at least one exception – see Figure 118.



Figure 39 – 1859 mourning cover with well-defined “BB” marking. “(12)” at bottom indicates Bouches-du-Rhône, Marseille’s department.

The final Algiers to Marseille marking was first used in 1861. Once again it has “ALGER” at the top, but the bottom was revised to “BAT. A VAP” (Figure 40). Its use actually continued into 1879,²⁹ well past the end of the Classical period.



Figure 40

One can find letters with a variety of stamps and both Marseille numerals, “1896” (small) and “2240” (large). This marking is known only as early as May 28, 1861; one of the earliest uses is shown in Figure 41.



Figure 41 – Maritime marking applied to 1861 folded letter from Algiers addressed to Regensburg, Switzerland. Small numeral “1896” and boxed “PD” also applied at Marseille.

In Algiers, mail from Marseille received two maritime markings during the Classical period. The first, which was used from 1841 to 1861, had “MARSEILLE” at the top of the *couronne* and “BATEAU A VAP^R” at the bottom (Figure 42).³⁰ Figure 43 is an example from early in the stampless period. Once stamps came into use in 1849, the marking was used on the envelope or letter along with a small numeral “3710” on the stamp. This was the number assigned to Algiers.



Figure 42



Figure 43 – 1842 folded letter from Marseille to Philippeville. Algiers transit marking on reverse. Metal *tampon* “2” décimes is for local letter rate plus *voie de mer*.

The second Marseille to Algiers maritime marking came into use in 1863, after the first one had been retired. Concurrently, the small numeral cancel of Algiers had also been replaced by a large numeral “5005.” This new maritime marking abbreviated *bateau* and dropped the superscript “r” so the bottom of the *couronne* read “BAT. A VAP” (Figure 44). In use for nearly 20 years, eventually the CDS showed increasing wear (Figure 45). At the end of its life in 1881 it looked like two small fleurons had been added in the *couronne* (Figure 46), but Salles treats these as a variety.³¹ See Figure 47 for an example of the CDS before the fleurons appeared.



Figure 44



Figure 45



Figure 46



Figure 47 – Maritime marking applied aboard ship between Marseille and Alger in 1873. Rare use of postage due stamp applied and canceled upon arrival in Algiers.

c. Oran and Marseille

Marseille used a distinct marking on mail arriving from Oran, as it did for mail originating in Philippeville and Algiers. From 1845 to 1878 mail arriving in Marseille from Oran received a CDS with “ORAN” at the top and “BATEAU A VAP.” at the bottom of the *couronne* (Figure 48). As with the Algiers markings, one can find it on various items originating in Oran, including letters and covers without stamps, with a stamp and grille, small numeral “1896,” or with a large numeral “2240.”³² As time passed, the CDS showed wear in its outer ring from about 9 to 11 o’clock (Figure 49). Eventually, that piece of the ring broke completely away (Figure 50). See Figure 51 for an example of the broken marking.



Figure 48



Figure 49



Figure 50



Figure 51 – Broken outer ring in evidence in 1872.

Oran also used just one marking for incoming mail from Marseille. The *couronne* showed “MARSEILLE” at the top, “BATEAU A VAP.” at the bottom (Figure 52), similar to the CDS used at Algiers.³³



Figure 52

As at Marseille, if a letter arriving from Marseille was prepaid with a stamp, Oran also applied its numeral cancel to the stamp (Figure 53).



Figure 53 – Crisp marking on 1870 folded letter to Oran from Marseille. Large numeral “5051” applied at Oran.

If the letter had no stamp, there is no certain way to determine if it arrived in Algiers or Oran unless there are other markings. Oran used this marking from 1846 to 1879, with some reported late uses in 1885 and 1887.³⁴

d. Philippeville, Bône and Marseille

Marseille used two versions of another CDS to apply on incoming mail from Philippeville. Both versions had the same words, “PHILIPPEVILLE” at the top and “BAT. A VAP.” at the bottom (Figure 54). The letters in the first version of this CDS, used from 1845 to very early in 1863,³⁵ nearly filled the *couronne* because of the wide spacing. Over time, this CDS showed significant wear, with some letters completely disappearing (Figure 55).



Figure 54



Figure 55

Figure 56 shows an example with missing letters. Note how close the *P* of “VAP.” is to the *E* of “PHILIPPEVILLE.”



Figure 56 – 1858 folded letter from Bône to Marseille. Small numeral “1896” and Philippeville CDS applied at Marseille. See Part IV for explanation of ship marking.

The replacement CDS had more typical spacing of the words (Figure 57), although it was otherwise identical to the first. In use from 1863 to 1879,³⁶ this CDS also saw a long period of service. Figure 58 is an unusual example of this common marking.



Figure 57



Figure 58 – 1865 folded letter from Philippeville to Marseille. “ALGER” maritime marking applied by mistake; “PHILIPPEVILLE” marking struck over it and again near stamp. Large numeral “2240” also added at Marseille.

Philippeville also used two different markings over about the same time period. The first, identical in all material respects to the marking used in Algiers and Oran (Figure 59), served from 1845 to 1878.³⁷ Examples are not difficult to find (Figure 60), but are a bit less common than those applied in Algiers.



Figure 59



Figure 60 – 1848 folded letter from Marseille to Philippeville. Maritime marking added at Philippeville.

I mentioned the second Philippeville marking earlier in connection with the enigmatic “ALGERIE BB” used at Marseille. This Philippeville marking is a standard CDS with “PHILIPPEVILLE BC ALGERIE” in the *couronne* (Figure 61).



Figure 61 – The unexplained “BC.”

There is no official explanation for the letters *BC*. Salles notes that this marking was always applied to letters addressed to Constantine, and speculates that the *BC* might stand for *boite Constantine*.³⁸ In use from 1858 to 1861, this roughly corresponds with the Marseille “BB” marking. I do not have one in my collection, nor have I ever seen one for sale.

At Philippeville and Bône there was another marking used on incoming mail from Marseille. This CDS indicated “MARSEILLE” as the point of origin, but the bottom of the *couronne* contained the words “BOITE MOBILE.”³⁹



Figure 62



Figure 63



Figure 64

Two versions of the Philippeville CDS showing wear in various places.

The Bône CDS – no wear.

Salles speculates that this marking was applied exclusively to letters carried by packets of the *Messageries Impériales*,⁴⁰ the only ships that had movable postal boxes. The only difference between the markings used in the two towns is that the Philippeville marking is always worn, showing a broken outer circle and/or missing letters (Figures 62 and 63). The Bône marking shows no such wear (Figure 64). Figure 65 is an example of the Philippeville marking on a letter to Tunis.



Figure 65 – 1869 folded letter from Marseille to Tunis. Maritime marking and large numeral “5055” applied at Philippeville. Eighty centimes paid second weight class (10 to 20 grams) rate from France to Tunis. Note typical break at left.

The Philippeville marking was in use from 1858 to 1871.⁴¹ Honnorat had a large selection of both markings but no photos appeared in the auction catalogs.⁴² The Bône marking appeared from 1863 to 1885, so its use extended from the Classical period to Sage issues. According to Salles, this marking was almost always used on mail to Tunis.⁴³

e. Algiers and Cette

In addition to Marseille (and, in the beginning, Toulon), the other principal port of exchange between France and Algeria was Cette. Cette is about 150 km west of Marseille, and had regular steamship service to Oran, Algiers and Philippeville. As with Marseille, both ends of these routes had distinctive postal markings that were applied to incoming mail.

Cette used three CDSs on mail from Algiers. The first, in use from 1847 to 1876, had “ALGER” at the top and the fully spelled words “BATEAU A VAPEUR” at the bottom of the *couronne* (Figure 66).⁴⁴



Figure 66

During the appropriate periods the stamps received either a small numeral “687” or large numeral “822,” the numbers assigned to Cette. Figure 67 shows an early marking, from November 1847. The first ship had made this voyage only at the end of August.



Figure 67 – 1847 folded letter from Algiers to Marseille. Maritime CDS applied at Cette, also transit marking on reverse. Manuscript “5” décimes is rate for letters up to 7-½ grams traveling 80 to 150 km plus one décime *voie de mer*.

Many of the Cette markings in my collection are on letters addressed to Marseille. The senders watched the shipping schedules and knew that a letter passing through Cette could still arrive in Marseille sooner than if they waited for the next direct ship to Marseille. Usually, letters arriving in Cette were dispatched to Marseille by train and arrived there just a day after transiting the Cette post office.

As mentioned above at III. A. and B., the other two markings were actually used in error. Salles notes only one use of the “OUTRE-MER / CETTE” marking (Figure 21) and two uses of “COLONIES FRA. / CETTE” (Figure 28).⁴⁵ The apparent reason that Salles considers the “OUTRE-MER” marking to be an error is that this was intended for use on mail arriving from overseas. He lists the normal points of origin as “Plata” (Buenos Aires and Montevideo) and Newfoundland, not Algeria. Of course, Algeria was by then part of the *metropole*, so the use of a “COLONIES FRA.” marking was also in error.

Algiers used a single marking, a CDS with “CETTE / BATEAU A VAPEUR” in the *couronne* (Figure 68). In use for only a short period from 1852 to 1853 and even more briefly in 1857,⁴⁶ this marking is very difficult to find.



Figure 68

f. Oran and Cette

The next trans-Mediterranean line was that between Cette and Oran. Salles records the first use of an Oran marking at Cette in 1859, mistakenly inked in red.⁴⁷ This CDS had “ORAN” at the top and the abbreviated “BAT. A VAP.” at the bottom of the *couronne* (Figure 69).



Figure 69

Its main period of use was 1871 to 1875, always accompanied by a stamp with a large numeral “822.”⁴⁸ Salles notes that there was at least one use in 1859, struck in red in error. Roumet offered an item matching this description in sale 477.⁴⁹ If we again use Honnorat and the 473rd Roumet sale as the standards, the later period usages are also rare, inasmuch as neither auction contained an example of this mark.

At Oran two markings were known to Salles. The correct marking matched that used in Cette on mail from Oran, having “CETTE” at the top of the *couronne* and the same “BAT. A VAP.” at the bottom (Figure 70).



Figure 70

As in the case of markings applied at Cette to Algiers mail, Oran mistakenly used a “COLONIES FRA. / ORAN” marking at least twice (Figure 71).⁵⁰



Figure 71

Honnorat owned examples of both of these markings. The auction catalog described the letter with the first marking as “*peut-être unique*” and the second (in black) as “*probablement unique*.” The sale also included the second marking in red on another letter.⁵¹ Both markings are obviously rare.

In Salles’ addendum he also describes the misuse of the Marseille marking (Figure 51) in Oran, applied to a letter from Cette. He lists this as occurring in 1861 to 1862, which implies more than one example.⁵²

g. Philippeville and Cette

The last of the three cities with mail service to Cette from Algeria was Philippeville. The “PHILIPPEVILLE / BAT. A VAP.” CDS (Figure 72) used at Cette on incoming mail was rather similar to the one used at Marseille.⁵³



Figure 72

Only one use of this marking is known, once again owned by M. Honnorat. This time the describer was more certain of its uniqueness, describing the item as “*pièce de catalogue*.”⁵⁴ Salles indicates the letter originated in Bône in 1871,⁵⁵ although the photo in the Honnorat sale looks like the marking was dated 1870. While one might speculate that the piece actually arrived in Marseille and was forwarded through France to Cette, the lot is described as having a stamp with a large numeral cancel “822,” the Cette number. That is reasonably conclusive evidence that the letter indeed traveled straight to Cette from Philippeville.

Salles notes that there is no known marking applied in Philippeville to mail arriving from Cette.⁵⁶ A search of some unexplored attic in France or Algeria might still turn one up, but as time goes on this becomes less likely.

2. Routes across North Africa and to Spain

As mentioned above, in addition to service from France to Algeria and back, there were several east-west mail services. Two originated in Algiers. One went west to Oran, the other east to Bône. There was an extension of the western service that went from Oran to Spain, and, finally, an extension of the eastern route from Bône to Tunis.

a. Algiers and Oran

The steamers that traveled along the north coast of Africa started at Algiers in the east and stopped at Cherchel, Tenez, Mostaganem, Arzew and Oran. On the Algiers/Oran route, the towns at the beginning and end of the route used similar markings with “BAT. A VAP.” at the top of the *couronne* and, in the case of Oran, “ALGER-ORAN” at the bottom (Figure 73). At Algiers, the words at the bottom were “ORAN-ALGER” (Figure 74).⁵⁷ Despite the high but attainable values shown in Salles’ book, I have not seen either of these markings.



Figure 73



Figure 74

With the exception of Mostaganem, there were no distinctive maritime markings for any of the other stops along the route.

In his book and the addendum Salles refers to markings applied from 1864 to 1873 at Mostaganem to letters arriving from Marseille and Cette.⁵⁸ The boxed rectangular “B.M.” (*boite mobile*) was used frequently in Mostaganem (Figure 75).



Figure 75

These letters also received a large numeral “5048,” the number assigned to Mostaganem, and a normal type R2 CDS⁵⁹ with the town name. Figure 76 is an example on a letter from Cette.



Figure 76 – 1867 Folded letter from Cette to Mostaganem. The *boite mobile* marking was probably applied aboard the ship, the CDS and large numeral “5048” upon arrival at Mostaganem.

One might question whether or not this is a true maritime marking, since “B.M.” markings also appear on other mail, but in this instance Salles does consider it to be one.

b. Oran to Spain

Before returning to Algiers, let’s first review the route from Oran to Gibraltar. Inasmuch as this article is about maritime markings on Algerian mail, we are wandering a bit afield. Nonetheless, because this route included Oran and Nemours, it is appropriate to discuss it here.

After leaving Oran the stops along this route were Nemours (Algeria), Tanger (Morocco), Gibraltar, and Cadiz (Spain). As mentioned above in Part III. A., Oran used a CDS with “OUTRE-MER / ORAN” in the *couronne* in the 1840s and again in the 1860s (Figure 22).⁶⁰ Honnorat owned three pieces with this marking, but despite the high values assigned to them, there were no photos in Jamet’s catalog.⁶¹ The letters presumably could have originated just as easily in Nemours, in Tanger, or Gibraltar or Spain.

Nemours used a similar marking on incoming mail (Figure 24). Salles notes that there is only one piece known, which I have not seen.⁶²

Another difficult-to-find marking is the “TANGER / ORAN” CDS (Figure 77) used from 1852 to 1863 and again from 1874 to 1881.⁶³ One can presume that the marking was applied at Oran when the mail arrived there. I have seen one of these for sale; because Algeria collectors must compete with Morocco collectors, the price was high.⁶⁴



Figure 77

Markings for the longer portion of this route were “ESPAG. / ORAN” and “ESPAGNE / ORAN” (Figures 78 and 79), used on mail from Gibraltar and Cadiz from 1851 to 1880.⁶⁵



Figure 78



Figure 79

These usually are on letters with British stamps to pay postage, and sometimes with Spanish stamps. Figure 80 illustrates the “ESPAGNE” marking, used in 1862 on a folded letter from Valencia to Oran. The maritime marking is in red, the most common color on this route.



Figure 80 – 1862 Folded letter from Valencia, Spain to Oran. Maritime marking in red. This is among the earliest uses – in his *Addendum* Salles revised the earliest year for a cover bearing a Spanish stamp from 1868 to 1862.

The first Honnorat sale also has several photos of these markings. Two of them are on British stamps used in Gibraltar.⁶⁶

Langlois and Bourselet also illustrate a CDS “GIBRALTAR / ORAN” dated December 5, 1871 (Figure 81).⁶⁷ The text explains that this marking was used on incoming mail from Gibraltar. Salles does not mention this marking, nor have I seen one for sale.



Figure 81

The final marking for the Oran to Cadiz route is a CDS with “POSS. ANGL. / ORAN” in the *couronne* (Figure 82).



Figure 82

This was applied in red at Oran to mail originating in Gibraltar. Salles assigns 1867 through 1880 as the period of use, always on mail franked with a British stamp canceled with "A26."⁶⁸ Jamet offered two letters with these markings as a single lot in the second Honnorat sale.⁶⁹

c. Algiers to Bône

As with the western route, there were several ports of call. After leaving Algiers, the steamships stopped in (west to east) Dellys, Bougie, Djidjelli, Philippeville and finally Bône. Fortunately for collectors, some of these markings are very common, and perhaps even better, not every town had a maritime marking of its own. Though it is not completely clear from the written sources, it seems that only Algiers, Djidjelli, Philippeville and Bône used distinctive maritime markings. Mail from the remaining towns used their postmarks but did not have special cancellers to apply to maritime mail.

The oldest of the maritime markings, in use from 1841 to 1847, has "OUTREMER / ALGER" in the *couronne* (Figure 22).⁷⁰ Figure 26, mentioned earlier, is a so-so example from the middle of the period. Salles describes this marking as used on mail transiting through Algiers on its way to Marseille, originating in coastal towns east of Algiers. Clearly, this marking was also used on incoming mail from Oran, for Figure 26 is an example of just such a letter.

After a decade's lapse, a new marking appeared in 1858. This CDS had the abbreviated "BAT. A VAP." at the top and "ALGER-BÔNE" at the bottom of the *couronne* (Figure 83).⁷¹



Figure 83

Figure 84 is a typical use on a Type III Bordeaux stamp. The receipt marking on the reverse is a normal type R3 Philippeville cancel.

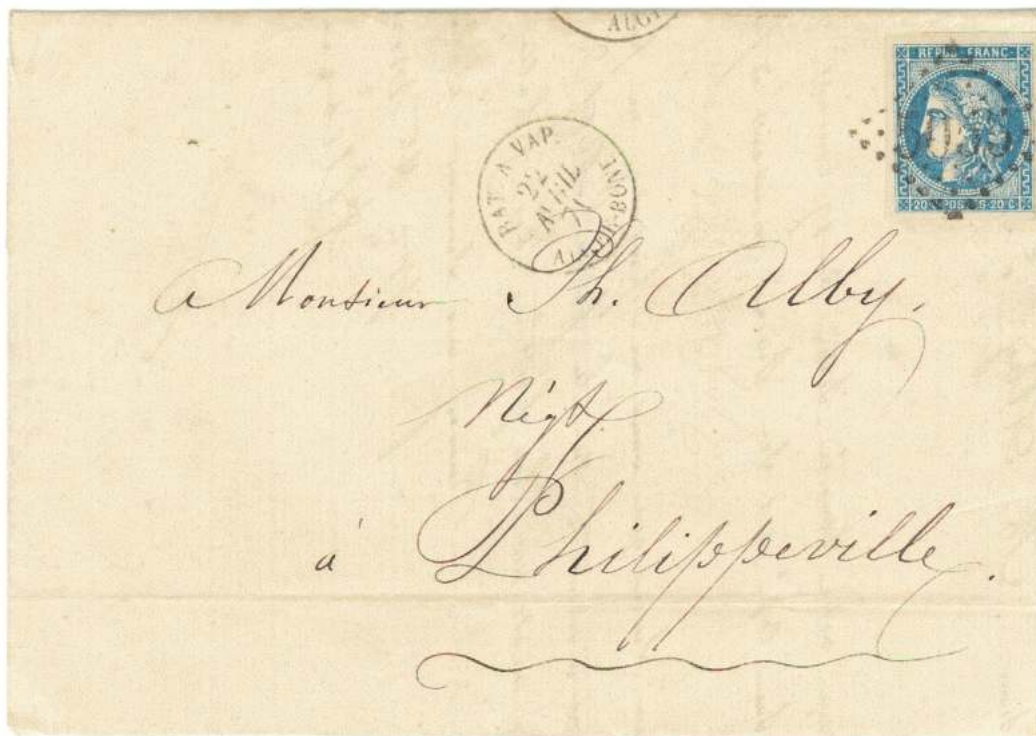


Figure 84 – 1871 folded letter from Djidjelli to Philippeville. Large numeral applied at Philippeville.

The Roumet sale has a color photo of a letter from Algiers to Tenez, with the small numeral “3738” of Tenez on the stamp.⁷² This combination of markings is certainly rare, possibly unique, given that the Philippeville numerals (small “3734” or large “5055”) were applied to all other known letters with this maritime marking. Salles notes that letters with this marking were generally on their way to Constantine and bore a “PHILIPPEVILLE BC ALGERIE” marking (Figure 61) on the reverse. The “ALGER-BÔNE” CDS remained in use at Philippeville (despite the reference to Bône in the CDS) until 1885.⁷³

As usual, there was a similar marking to be applied at Algiers. This CDS was first used in 1864, several years after the east-bound CDS first appeared on mail. The Algiers incoming mail marking had the same “BAT. A VAP.” at the top and “BÔNE-ALGER” at the bottom (Figure 85).



Figure 85

Although post-dating the Classical period by a few months, Figure 86 is an example of this marking. The marking also remained in use until 1885.⁷⁴

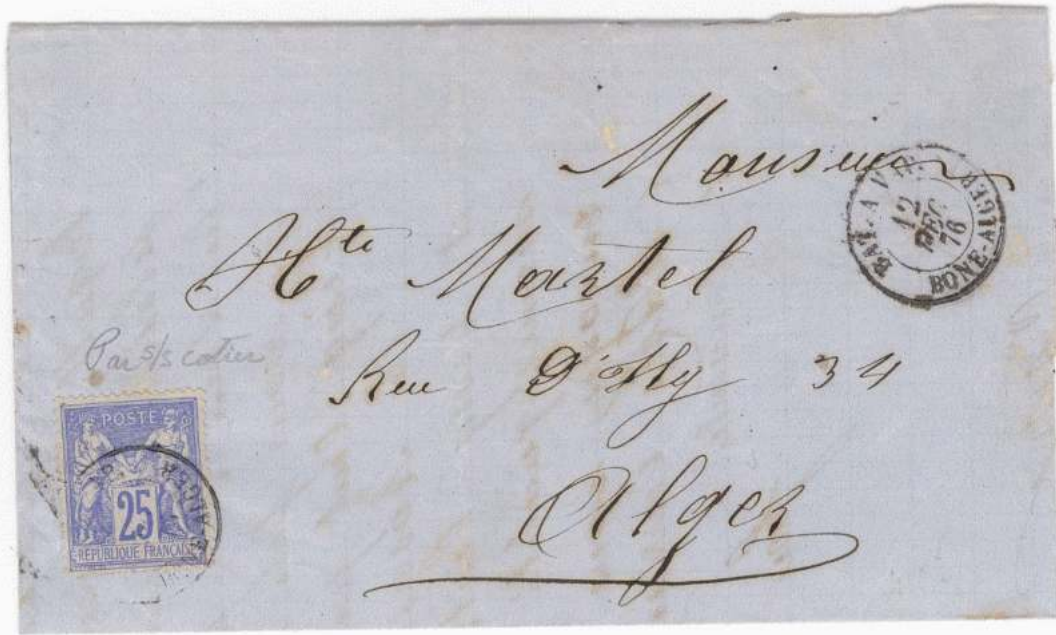


Figure 86 – 1876 folded letter from Bône to Algiers. Once the large numerals were retired, stamps were canceled with the CDS.

Another CDS was also used in Philippeville from 1854 to 1860 on mail arriving from Bône.⁷⁵ The *couronne* had “PHILIPPEVILLE” at the top and, slightly unbalanced in a counter-clockwise direction, “BÔNE BAT. A VAP.” at the bottom (Figure 87).



Figure 87

Figure 88 is a typical example. One can clearly see the small space at the end of “VAP.” compared with the larger space at the beginning of “BÔNE.”



Figure 88 – 1858 folded letter from Bône to Toulon. Small numeral “3734” applied at Philippeville as well as the maritime marking. Last known use of the marking is 1860.

The final town along this route to have a distinctive marking was Djidjelli. Like the Algiers and Bône markings, this one had “BAT. A VAP.” at the top and “DJIDJELLI” at the bottom (Figure 89). This marking was in use for only three years, 1871 to 1874, and it is hard to find.⁷⁶ The Honnorat sale has a photograph of this marking as Lot 71.



Figure 89

Salles also considers mail with an ordinary Djidjelli type R4⁷⁷ CDS and rectangular “B.M.” (Figures 90 and 91) as being precursors to the CDS-style maritime markings.



Figure 90



Figure 91

The *boite mobile* marking on this mail had sharp corners, in contrast to the B.M. marking in use at other post offices. Salles rates this as exceptionally rare, in use only in 1870 and early 1871.⁷⁸



Figure 92 – 1869 folded letter from Philippeville to Djidjelli. Boxed “B.M.” maritime marking and large numeral “5026” (Djidjelli) are precursors to maritime markings. Only known maritime letter with boxed “B.M.” and CDS type R2. Others (1870 to April 1871) have CDS type R4.

Figure 92 is an example of the “B.M.” marking on a letter from Philippeville to Djidjelli letter in 1869, which is prior to the period noted by Salles.

Philippeville had a boxed “B.M.” with rounded corners (Figure 93) that it used on letters from Bône along with its large numeral “5055” to cancel the stamp. There was also a “B.M.” marking with only a single line border (Figure 94) used at Bône and Bougie on mail from Philippeville.⁷⁹



Figure 93



Figure 94

d. Bône and Tunis

The last group of CDSs used in Algeria during this time period is a set of seven markings applied to mail that originated in Tunis. Since the French post office at Tunis was a consular office administered as part of Algeria, mail was routed through either Marseille or Bône.

The earliest marking was applied at Marseille. This “OUTRE-MER / MARSEILLE” CDS (Figure 95) is identical to the marking applied during this period to all other incoming North African mail at Marseille.⁸⁰ Salles notes that it was used from 1847 to 1866, although Figure 96 is a use on mail from Algiers in 1844.⁸¹



Figure 95



Figure 96 – 1844 folded letter from Algiers to Livorno, Italy. Maritime marking in red, applied at Marseille. “VIA DI NIZZA” added at Nice (part of Sardinia at the time). Twenty décimes (two francs) to be collected at destination.

The more recognizable markings used on mail from Tunis start off with a very descriptive “TUNIS-PAR-BÔNE / ALGERIE” in 1855 (Figure 97).



Figure 97

Marked in black at first, it is much more common in red after 1859. The early uses are on stampless letters as in Figure 98, but later on one sees this marking on letters with a stamp and a Bône or Tunis numeral.⁸²



Figure 98 – 1866 folded letter, Tunis to Marseille. Maritime marking applied at Bône, also *tampon* “6” décimes rate on letters up to ten grams sent due.

Note also in Figure 98 and 99 the type D3 *bureau de distribution* marking applied at Tunis; Salles includes this as the final maritime marking of this group.⁸³



Figure 99 – Type D3 *bureau de distribution* marking

Overlapping the period of use of the previous CDS is another with “OUTRE-MER / BÔNE” in the *couronne* (Figure 100).



Figure 100

It was used for only a few months during late 1859 and early 1860.⁸⁴ Lot 1354 in the Roumet sale shows this marking on a letter from Tunis. The photo also shows the Tunis *bureau de distribution* marking.

The next CDS to appear (in 1860) was a modified version of the Tunis-par-Bône one shown in Figure 97. This new marking had only “TUNIS-BÔNE” at the top and “ALGERIE” at the bottom (Figure 101).



Figure 101

It survived the Classical period and remained in use until 1880. This Tunis-Bône CDS was used on stampless letters, as well as on a variety of stamped covers. On stamped letters the stamps were canceled with either Bône or Tunis numerals.⁸⁵ Figure 102 is an example where the markings were applied at Bône.



Figure 102 – 1874 envelope front from Tunis to Marseille, red maritime marking and large numeral “5015” applied at Bône. Boxed “PD” indicated postage was paid to the letter’s destination.

The least common marking from this mail route is a CDS used from 1866 to 1869 on mail arriving in Tunis. This marking used “BÔNE” at the top and “BOITE MOBILE” at the bottom of the *couronne* (Figure 103).⁸⁶ Neither the Roumet sale nor the Honnorat collection has an example of this marking, nor do I.



Figure 103

Inasmuch as I have already illustrated and discussed the type D3 Tunis cancel, the final marking shown here is a CDS applied at Tunis with “TUNIS / PAR BÔNE” in the *couronne* (Figure 104).



Figure 104

The consular agency at Tunis applied this marking to outbound mail from 1848 to 1855.⁸⁷ Figure 105 shows a cover addressed to Marseille with this marking applied in black. I presume it is a late marking since it is beyond the period of use assigned by Salles (1853).

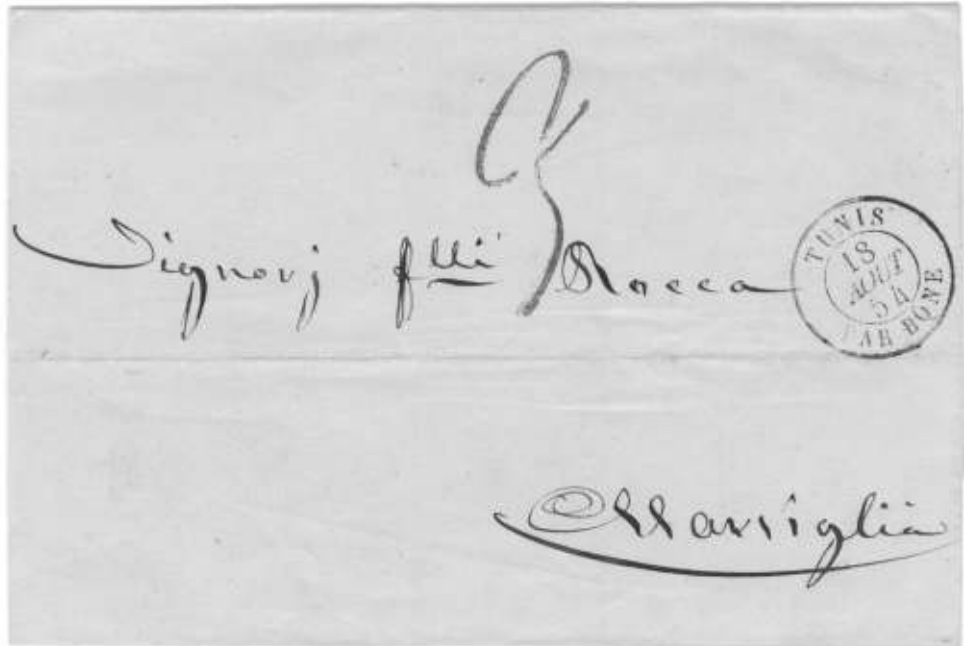


Figure 105 – 1854 folded letter from Tunis to Marseille (addressed in Italian to Marsiglia). Maritime marking applied at Tunis according to Salles. On the back are CDSs from Bône and Marseille.

Part IV – Ship Markings

At last we arrive at the final group of maritime markings in use during the Classical period. As Salles notes, these are non-postal markings applied by various shipping companies to indicate that the mail was indeed carried by them. Most letters also received the normal entry markings upon arrival.⁸⁸ There are eleven known markings.

Salles lists markings of six ships. The *Ville de Bône* used four different markings. The first, applied to mail from Marseille to Algeria, shows only the name of the ship in a straight line marking (Figure 106). Honnorat owned one of these but unfortunately, it was not pictured in the second Jamet sale.⁸⁹

VILLEDEBÔNE

Figure 106

The other three were similar to each other. These were three line handstamps with “VAPEUR” in the first line, “VILLE DE BÔNE” in the second, and either “MARSEILLE,” “PHILIPPEVILLE,” or “BÔNE” in the third (Figures 107 to 109).⁹⁰

**VAPEUR
VILLE DE BÔNE
MARSEILLE**

Figure 107

**VAPEUR
VILLE DE BONE
PHILIPPEVILLE**

Figure 108

**VAPEUR
VILLE DE BÔNE
BÔNE**

Figure 109

Figure 57 (in Part III.C.2.d.) is a letter that received the third marking at Bône at the office of the steamship company. Honnorat, as part of the same lot mentioned above, also had the Marseille marking on a fragment. The rarest is the Philippeville marking (Figure 108), which I have not seen.

Another ship was the *Marocain*, which applied a marking with only the ship’s name in blue (Figure 110) to letters it carried across the Mediterranean.⁹¹

MAROCAIN

Figure 110



Figure 111 – 1863 folded letter from Bône to Marseille. Ship marking “MAROCAIN” applied on board. CDS and large numeral “5055” applied at Philippeville.

Figure 111 shows this marking on a letter from about the middle of the 1862 to 1865 period of use. In the first Honnorat sale Lot 47, fortunately photographed, shows the same marking on a letter probably addressed to Nemours, since a small numeral “3731” is on the stamp.

The third steamship was the *Numidie*, which also used a straight-line handstamp applied to mail on the ship (Figure 112).

NUMIDIE

Figure 112

In use only from 1864 to 1866, this marking is difficult to find.⁹² Lot 48 in the first Honnorat sale, Lot 1362 in the Roumet sale and Lot 58 in Lugdunum Philatélie’s 9th sale⁹³ are three different examples, all on mail sent into Algeria.

Salles speculates that the last four ship-name markings in his work were applied to envelopes containing bills of lading. All four are very rare. The first two, both from the ship *Gironde*, are a script version of the name and a block type “GIRONDE” in an oval (Figure 113 and 114).⁹⁴

A cursive script marking of the word "Gironde".

Figure 113



Figure 114

A weak strike of the oval marking was shown as Lot 49 in the first Honnorat sale. In addition to being a faint marking, the postal markings were then stamped on top of the ship mark. I have not seen the script version.

Salles' final two, straight line markings with only the ship names, "PROVINCE D'ALGER" (Figure 115) and "PROTIS" (Figure 116), are also extremely rare.⁹⁵ Again, I have never seen these markings in an auction catalog.

A straight line marking of the text "PROVINCE D'ALGER" in a bold, sans-serif, all-caps font.

Figure 115

A straight line marking of the text "PROTIS" in a bold, sans-serif, all-caps font.

Figure 116

The final marking is of the ship *Prophete*. Salles did not list this marking in his work. The only example I have seen is in my collection, and it is a poor strike. It is a straight line mark (Figure 117) but weakly struck.

A straight line marking of the text "PPHETE" in a bold, sans-serif, all-caps font. The first 'P' is slightly larger than the others.

Figure 117

The cover with this marking is shown in Figure 118 with a Marseille "BB" marking (Figure 38) struck over it. As mentioned earlier, this is also the only known letter with the "BB" CDS that does not have a stamp to prepay postage.



Figure 118 – 1859 Folded letter from Guelma to Marseille. “PROPHETE” weakly struck in blue. Three décimes for due letters in first weight class. CDS applied at Marseille as receipt marking. Letter possibly hand-carried to Bône and mailed at the port.

This ends our travels across the Mediterranean Sea. Simply assembling a collection of maritime markings is a challenge for any collector, especially since some of the markings are extremely rare. For me, the maritime markings are an interesting subset of an Algerian postal history collection.

All of us interested in French maritime markings owe a great debt to M. Salles. His illustrations and descriptions are invaluable. I hope that seeing them intermingled with actual usages is a significant improvement. Obviously, I have depended heavily on his work for this piece without simply copying his effort and translating it into English. His work remains important to understanding the maritime markings of Algeria. If you are at all intrigued by these markings I urge you also to acquire the first volume of Salles’ work.⁹⁶

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Endnotes

- ¹ Algeria was not known by this name until the late 1830s. Prior to that the coastal territory was simply referred to as North Africa or the North African possessions. In this article I use “Algeria” to define the area now known as such.
- ² Salles, Raymond, *La Poste Maritime Française – Historique et Catalogue*, Paris, 1961-1975; republished by James Bendon in 1992.
- ³ *Id.*, Tome I, *Les Entrées Maritimes et les Bateaux à Vapeur*, Deuxième partie, Chapitre VIII – “Les Services d’Afrique du Nord,” pp. 126-152.
- ⁴ *Id.*, pp. 127, 129-30, 137, etc.
- ⁵ These same markings were also applied on mail originating in other foreign countries.
- ⁶ The CDSs have an outer and inner ring. Throughout the article I refer to the area between the two rings as the *couronne*. All maritime CDSs used during the period covered by this article have a three line date-block in the center. The three lines are (1) the date, (2) month (in letters) and (3) two-digit year.
- ⁷ See Lot 1188, Roumet 473e Vente sur Offres, December 18, 2001. This is Salles’ Figure 25, *Op. cit.*, p. 13.
- ⁸ See Salles’ Figures 120 and 124, *Id.*, pp. 27-28.
- ⁹ ab der Halden, Ch., and E. H. de Beaufond, *Catalogue des Marques Postales & Obliterations d’Algérie, 1830-1876*, Paris, 1949, p. 42.
- ¹⁰ Salles’ Figure 73, *Op. cit.*, p. 18.
- ¹¹ Salles’ Figure 125, *Id.*, p. 28.
- ¹² Salles’ Figures 204 and 205, *Id.*, p. 50.
- ¹³ Salles’ Figure 208, *Id.*, p. 52. Repeated as Figure 483, p. 127.
- ¹⁴ *Id.*, p. 52, Figure 209.
- ¹⁵ Jamet, 114e Vente sur Offres, “Collection Honnorat,” December 1978, Paris. See Lots 30 and 31. This sale had over 400 lots of Algerian postal history, all from M. Honnorat’s collection.
- ¹⁶ *Op. cit.*, p. 48. Salles’ Figures 119 (p. 27) and 202.
- ¹⁷ *Op. cit.*, Lot 33; Salles’ Figure 160 (p. 33), repeated as Figure 484 (p. 128).
- ¹⁸ *Id.*, p. 137. See Salles’ Figure 512 and related description.
- ¹⁹ *Id.*, p. 33. See Salles’ Figures 162 through 165. These same markings are repeated as Figures 530, 524, 525 and 542, respectively.
- ²⁰ *Id.*, p. 37, Salles’ Figure 192.
- ²¹ *Id.*, p. 37. See Salles’ Figures 196 and 197.
- ²² See Roumet sale 473, lot 1352 and Honnorat lots 35 and 36 for examples. This is Salles’ Figure 487, *Op. cit.*, p. 128.
- ²³ *Id.*, p. 128.
- ²⁴ *Id.*, p. 128, Salles’ Figure 488. The marking was in use for only three years.
- ²⁵ *Id.*, p. 131, Salles’ Figures 490 and 490a.
- ²⁶ *Id.*, p. 131.
- ²⁷ *Id.*, p. 131.
- ²⁸ *Id.*, p. 131, Salles’ Figure 491.
- ²⁹ *Id.*, p. 131, Salles’ Figure 492.
- ³⁰ *Id.*, Salles’ Figure 493. Honnorat owned several pieces with this marking but they were offered as a single lot without a photo. I have not seen one for sale, nor do I own one.
- ³¹ *Id.*, p. 131, Figures 494a and b.
- ³² *Id.*, p. 132, Salles’ Figures 495, 495a and 495b.
- ³³ *Id.*, p. 132, Salles’ Figure 496.
- ³⁴ *Id.*, p. 132.
- ³⁵ *Id.*, p. 133, Salles’ Figures 497 and 497a.
- ³⁶ *Id.*, p. 133, Salles’ Figure 498.
- ³⁷ *Id.*, p. 133, Salles’ Figure 499.
- ³⁸ *Id.*, p. 133, Salles’ Figure 500.
- ³⁹ *Id.*, p. 134, Salles’ Figures 501a, 501b and 502.
- ⁴⁰ The *Compagnie des Messageries Impériales* was the packet boat company formed by the French government to carry freight, passengers and mail throughout the Mediterranean Sea. Although formed in 1837 under another name, the company used this name from 1853 to 1871. See Robert G. Stone’s

description in Lesgor, Raoul, and Meade Minnegerode, *The Cancellations on French Stamps of the Classic Issues 1849-1876* (New York, undated), p. 51.

⁴¹ *Tome I, Op. cit.*, p. 134.

⁴² Jamet, 117e Vente sur Offres, 30 Juin 1979, Paris, Lot 28; the lot offers 28 items with these two markings. This sale, the second part of Honnorat's collection, had 276 lots of his Algerian material.

⁴³ *Tome I, Op. cit.*, p. 134.

⁴⁴ *Id.*, p. 137, Salles' Figures 511 and 511a.

⁴⁵ *Id.*, p. 137, Salles' Figures 512 and 513. These appear to be the same markings as Figures 157 and 192, respectively, in earlier use.

⁴⁶ *Id.*, p. 138, Salles' Figure 514.

⁴⁷ A cover with the 1859 red CDS was offered for sale in Roumet's 477th Vente sur Offres, 8 October 2002, Lot 2437.

⁴⁸ *Id.*, p. 138, Salles' Figure 516.

⁴⁹ Lot 2437, 477e Ventes sur Offres, October 8, 2002.

⁵⁰ *Id.*, p. 138, Salles' Figures 517 and 518.

⁵¹ Jamet, 114e Vente sur offres, lots 54, 56 and 57.

⁵² Salles, Raymond, *La Poste Maritime Française, Addendum au Tome I*, (Paris, December 1961), p. 19. In his description of Figure 518 *bis* he appears to be describing Honnorat lot 57.

⁵³ *Tome I, Op. cit.*, p. 138, Salles' Figure 519.

⁵⁴ Jamet, 114e Vente sur Offres, lot 55.

⁵⁵ *Tome I, Op. cit.*, p. 138.

⁵⁶ *Id.*, p. 138.

⁵⁷ *Id.*, p. 141, Salles' Figures 521 and 522.

⁵⁸ *Id.*, p. 141 and addendum p. 19, Salles' Figure 523.

⁵⁹ See Lambert, Laurence H. and Kenneth R. Nilsestuen, *The Lambert-Nilsestuen Classification of the Date Stamps of Algeria 1835-1962* (published by the authors, 1999), p. 17. It is similar to the standard type 15 cancel used in France.

⁶⁰ *Op. cit.*, p. 142, Salles' Figure 524. This is the same marking as Figure 163, p. 33.

⁶¹ See lots 61-63, 114e Vente sur Offres.

⁶² *Tome I, Op. cit.*, p. 142, Salles' Figure 525. This is the same marking as Figure 164, p.33.

⁶³ *Id.*, p. 142, Salles' Figure 526.

⁶⁴ Lugdunum Philatélie, 35e Vente sur Offres, 10 October 1999, Lot 307, illustrated on p. 38 of the catalog.

⁶⁵ *Tome I, Op. cit.*, p. 142, Salles' Figures 527 and 528.

⁶⁶ Jamet 114e Vente sur Offres, Lots 64 through 66.

⁶⁷ Langlois, M., and V. Bourselet, *Les Oblitérations des Bureaux de Poste de l'Afrique du Nord*, Amiens, France, 1930, p. 49.

⁶⁸ *Tome I, Op. cit.*, p. 142, Salles' Figure 529.

⁶⁹ See Lot 30.

⁷⁰ *Op. cit.*, p. 143, Salles' Figure 530. This is the same as Fig. 162, p.33; 1841 earliest year is from Salles' *Addendum*, p. 19.

⁷¹ *Id.*, p. 143, Salles' Figure 531.

⁷² Roumet 473e Vente sur Offres, Lot 1358.

⁷³ *Tome I, Op. cit.*, p. 143.

⁷⁴ *Id.*, p. 143, Salles' Figure 532.

⁷⁵ *Id.*, p. 143, Salles' Figure 533.

⁷⁶ *Id.*, p. 144, Salles' Figure 534.

⁷⁷ Lambert & Nilsestuen, *Op. cit.*, p. 18. Similar to type 16 used in France.

⁷⁸ *Tome I, Op. cit.*, p. 144, Salles' Figures 535 and 536.

⁷⁹ *Id.*, p. 144, Figures 538 and 539.

⁸⁰ Compare Salles' Figures 158 and 540. While the markings appear identical, he assigns different periods of use and rarity. *Id.*, p. 32 and p. 145.

⁸¹ *Id.*, p. 145, Salles' Figure 540. See previous note.

⁸² *Id.*, p. 145, Salles' Figure 541, also listed without illustration as Figure 541a.

⁸³ *Id.*, p. 146, Salles' Figure 546, Type D3 of Lambert & Nilsestuen, *Op. cit.* Used from 1855 to 1874.

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- ⁸⁴ *Id.*, p. 145, Salles' Figure 542. One of my correspondents has this mark in black used February 8, 1855. This is the same marking as Fig. 165, p. 33.
- ⁸⁵ *Id.*, p. 145, Salles' Figure 543.
- ⁸⁶ *Id.*, p. 146, Salles' Figure 544.
- ⁸⁷ *Id.*, p. 146, Salles' Figure 545.
- ⁸⁸ *Id.*, p. 135.
- ⁸⁹ See lot 19.
- ⁹⁰ *Tome I, Op. cit.*, p. 135, Salles' Figures 504*a*, 504*b*, and 504*c*.
- ⁹¹ *Id.*, p. 136, Salles' Figure 505.
- ⁹² *Id.*, p. 136, Salles' Figure 506.
- ⁹³ 9ème Vente sur Offres, 27 Avril 1993, p. 3 (photo on p. 4).
- ⁹⁴ *Tome I, Op. cit.*, p. 136, Salles' Figures 507 and 508.
- ⁹⁵ *Id.*, p. 136, Salles' Figures 509 and 510.
- ⁹⁶ The 1992 James Bendon republication is readily available.