

1859

FRENCH MEDITERRANEAN LINES

LIGNE DE SYRIE, 6<sup>EME</sup> Variante  
CUNARD LINE

Paquebot Clyde  
R.M.S. Europa



May 24, 1859. An unpaid letter posted at Smyrna, Turkey at the French Bureau Office by F.C. Blackler who struck his oval company backstamp. The French paquebot Clyde departed from Smyrna for Marseilles, as endorsed, on even date.



27



May 31. Clyde arrived at Marseilles. The incoming mails went aboard the northbound train Lyon to Paris, night train, on June 1, backstamp.

June 2. Paris transit backstamp. The U.S. was debited French and British transit of 27¢ in manuscript which included transatlantic by British Packet.. This letter went on board the Paris to Calais night train in a closed bag through England, backstamp.



June 4. R.M.S. Europa, Cunard Line, departed from Liverpool.

June 15. Europa arrived at Boston. The Exchange Office at Boston added 3¢ U.S. Inland to the 27¢ debit to total 30¢ the rate from Smyrna.



B. 877

1863

FRENCH MEDITERRANEAN PACKET LINES

LIGNE DU LEVANT

CUNARD LINE

Paquebot Indus

R.M.S. Canada

Letter erroneously rated



October 8, 1863. An unpaid letter dated at Constantinople and posted directly aboard the paquebot Indus, which departed from Constantinople on even date. It received the Indus postmark by the postal agent aboard.

October 15. Indus arrived at Marseilles. The Marseilles to Lyon T.P.O. backstamp is dated 14 OCT.. the clerk neglected to change the day slug.

October 16. Lyon to Paris T.P.O. backstamp, day train (octagonal center.)

October 16. The Paris Etranger (foreign) office mis-handled this letter. First, it was put into the mail bags made up of French domestic mail destined for the U.S. where the April 1, 1857, rate was 15¢ per ¼-oz, and not identified as from Turkey where the rate was 30¢ per ¼-oz. Second, no debit was made to the U.S. which should have been 12¢ for French and British handling, leaving the U.S. with 3¢ U.S. Inland out of the 15¢ rate.

October 17. R.M.S. Canada, Cunard Line, departed from Liverpool, touched at Queenstown the 18th where this letter went aboard.

October 29. Canada arrived at Boston, mail bulked to N.Y. The N.Y. Exchange Office accepted the letter as from France at the 15¢ rate, and struck this mark showing optional payment in depreciated currency at the day's gold/paper ratio of 1.40 x 15¢ = 21¢ due in U.S. NOTES. Lanman & Kemp were the beneficiaries of the French post office's error.



1863

October 8, 1863. Cover dated at Constantinople. It bears a cds of even date aboard the Indus. This Ligne du Levant paquebot departed from Constantinople Oct. 8, and (according to Salles) arrived at Marseilles on October 15. However, backstamps show Marseille a Lyon T.P.O. of Oct. 14, and Lyon a Paris of Oct. 16. I think the Oct. 14 datestamp wasn't changed to Oct. 15. I have many covers that show these railway marks usually on the same day.



My question on this cover is the rate. The rate at the top of the N.Y. cds is no doubt "15" which has been converted to U.S. NOTES at  $1.42 \times 15\phi = 21\phi$ . This cover was clearly posted at Constantinople and bears an Indus cds. I can find no Turkey rate even close to 15. until we get to the NGU, direct rate on January 1, 1868.

My thought is that this letter was erroneously rated as a French letter at the April 1, 1857, rate of  $15\phi$  per  $\frac{1}{4}$ -oz. If so, and as the letter arrived in Boston on October 29 aboard R.M.S. Canada, there should be a  $12\phi$  debit to the U.S. for all but  $3\phi$  U.S. Inland.

I have similar covers in this time frame from Turkey at the  $30\phi$  rate by French Mail that show a  $27\phi$  debit to the U.S. when forwarded by Cunard Packet to the U.S.

1864

FRENCH MEDITERRANEAN PACKET LINES

LIGNE DE SYRIE, 11<sup>eme</sup> Variante  
CUNARD LINE

Paquebot Godewery  
R.M.S. Asia



May 5, 1864. An unpaid letter posted at Smyrna, Turkey endorsed: Via Liverpool/ Per first English or American Steamer.

April 25. The French Ligne de Syrie paquebot Godewery departed from Alexandria for Marseilles via the Syrian Coast. As of January 1864, the Ligne de Syrie, out from Marseilles, ended at Smyrna. Beginning in January 1864, the Ligne d'Egypte no longer covered the coast from Alexandria to Smyrna, the Ligne de Syrie now went through from Smyrna to Alexandria. Godewery called at Smyrna May 5 where this letter, posted at the French Bureau there, went aboard.

May 12. Godewery arrived at Marseilles. Railway transit backstamp, night train (circular center) shows route of Mediterranean port to Lyon. The rate per ¼-oz. from Smyrna to the U.S. was 30¢, divided:

French and British Transit	21¢ )	= 27¢ debit to U.S. shown in manuscript.
Transatlantic	6¢ )	
U.S. Inland	3¢ )	



May 14. R.M.S. Asia, Cunard Line, departed from Liverpool, touched at Queenstown the 15th where this letter went aboard in the closed bags from Paris.

May 26. Asia arrived at Boston. The closed New York mails went there by rail and were received on May 27.

The N.Y. Exchange Office added 3¢ U.S. Inland to the French/British debit of 27¢ to total the Smyrna rate of 30¢, due in gold. This was converted to its equivalent in depreciated paper currency by applying the day's ratio of gold to paper of 1.80 x 30¢ = 54¢ due in U.S. NOTES.

1864

FRENCH MEDITERRANEAN PACKET LINES

LIGNE DE SYRIE, 11<sup>eme</sup> Variante

Paquebot Dupleix

CUNARD LINE

R.M.S. Arabia (Last Voyage)

Beginning in January 1865, 1a Ligne d'Egypte was released from special service to the Coast of Syria. The Ligne de Syrie now ran from Alexandria up the Syrian Coast to Marseilles via Smyrna, Syra, Messina and Palermo.



27



August 25, 1864. An unpaid letter posted at the French Bureau office at Smyrna, Turkey. It is endorsed: Via Liverpool/ Per first English or American Str.

August 15. The paquebot Dupleix of the extended Ligne de Syrie departed from Alexandria, Egypt on the 11th variant of the line. This variant lasted only until October 13, 1864. Dupleix picked up the mails at Smyrna on August 25.

September 1. Dupleix arrived at Marseilles. Railway transit backstamps, night trains (circular centers). They trace this letter from Mediterranean port to Paris via Lyon.

The rate to the U.S. by French Mail from Smyrna was 30¢ per ½-oz., divided:

French and British Transit	21¢ )	= 27¢ debit to U.S. if by British Packet transatlantic.
Transatlantic	6¢ )	
U.S. Inland	3¢	
	<u>30¢</u>	



September 3. R.M.S. Arabia, Cunard Line, departed from Liverpool on her last transatlantic voyage.. She called at Queenstown the 4th where the French mails, closed at Paris, went aboard.

September 16. Arabia arrived at Boston. The closed mails went by rail to New York where bulk was broken and the letter received identity Sept. 17. 30¢ rate, due in gold, was converted to the value in depreciated currency at the day's ratio of 2.20 x 30¢ = 66¢ due in U.S. NOTES.

1865

FRENCH MEDITERRANEAN PACKET LINES

LIGNE DE SYRIE, 12<sup>eme</sup> Variante

Paquebot Volga

CUNARD LINE

R.M.S. Persia

On September 18, 1864 the 12th and final phase of the Ligne de Syrie began with the sailing of paquebot Indus from Marseilles. The route made a complete passage of the eastern Mediterranean from France, Italy, Syra and Smyrna, then eight other Syrian ports terminating at Alexandria, Egypt.



97



March 20, 1865. The Ligne de Syrie paquebot Volga departed from Alexandria on her return voyage to Marseilles via the Syrian Coast. She touched at Smyrna on March 29, where this unpaid letter went aboard. This letter is endorsed: Via Liverpool/ Per first English or American Str.

April 5. Volga arrived at Marseilles. Railway backstamp, night train (circular center), Marseilles to Lyon. The 30¢ rate per ¼-oz., Smyrna to U.S. by French Mail was divided:

French and British Transit	21¢ )	= 27¢ debit to U.S. if transatlantic by British Packet.
Transatlantic	6¢ )	
U.S. Inland	3¢	



April 8. R.M.S. Persia, Cunard Line, departed from Liverpool. The closed U.S. mails from Paris were picked up at Queenstown on the 9th.

April 19. Persia arrived at New York. The New York Exchange Office at first erroneously rated this as a double letter at 60¢. The error was caught and the 60¢ date stamp was smudged out to avoid confusion. The 30¢ rate, due in gold, was converted to depreciated paper money at the day's ratio of 1.43 x 30¢ = 43¢ due in U.S. NOTES.



1865

FRENCH MEDITERRANEAN PACKET LINES  
LIGNE DE SYRIE, 12<sup>eme</sup> Variante      Paquebot Nil  
CUNARD LINE                                      R.M.S. Cuba

On September 18, 1864, the 12th and final phase of Ligne de Syrie began. The route made a complete passage of the eastern Mediterranean from France to Italy, Syra, and Smyrna, Turkey, then eight Syrian ports terminating at Alexandria, Egypt.



97



August 29, 1865. The Ligne de Syrie paquebot Nil departed from Alexandria on her return voyage to Marseilles via the Syrian Coast. She touched at Smyrna on September 8, where this letter, posted unpaid at the French Bureau office there, went aboard. Letter is endorsed: Via Marseilles. The letter solicits opium trade.

September 14. Nil arrived at Marseilles. Railway backstamp, Marseilles to Lyon. Letter was then sent on to Paris where the U.S. mails were made up closed through England. The 30¢ rate per ¼-oz., Smyrna to U.S. by French mail was divided:

French and British transit	21¢	)	
Transatlantic	6¢	)	= 27¢ debit to U.S. if
U.S. Inland	3¢	)	transatlantic by
			British Packet.



September 16. R.M.S. Cuba, Cunard Line, departed from Liverpool. The closed U.S. mails from Paris were picked up at Queenstown on the 17th.

September 28. Cuba arrived at Boston. The N.Y. mails were bulked there by rail, processed September 29. The U.S. added 3¢ U.S. Inland to the 27¢ debit to total the 30¢ rate. This was due in hard currency, so it was converted to the optional payment in depreciated paper currency, day's gold/paper ratio was 1.4 x 30¢ = 42¢ due in U.S. NOTES.

Via Marseilles

Smyrna 8 Sept. 1865

Messrs. Lanman & Kemp

New York

Dear Sirs

I am indebted for your address to my old friends, Messrs. Davis Taylor & Son, London, who recommended me to keep you advised about our opium market, which I now beg to do without loss of time.

I have a long experience of our opium trade with all parts of the world, & you may therefore rely upon being well served in every respect.

Our market opened this season at abt. 12/- pr. Eng. & F. ole (?), fell a little the first fortnight of August, but rallied again at same price towards the middle of that month. During the latter part of August the price for good drug was driven up to 13/6 but has since come down again to abt. 13/- which is the closing rate to-day, say P 123 pr. cheque, first cost.

It is very difficult to say what will take place next, but lower rates may fairly be expected.

You are no doubt aware that the best mode of shipping Opium from this to the U.S. is per str. to Liverpool, through to New York. Bills of Lading per post direct, together with Invoices & the required U.S. Consul's certificates. Reimbursement at three month's date against confirmed London credits.

The Insurance is generally taken care of on your side or in London.

I shall have the pleasure to address you from time to time as I do with my other friends & trusting that this beginning will soon lead to a profitable & agreeable correspondence between our two firms.

Yours respectfully

E. G. Lavino

London 3 mo.  
124@½ c. 3/4



1866

FRENCH MEDITERRANEAN PACKET LINES

LIGNE DE SYRIE, 12<sup>eme</sup> Variante  
CUNARD LINE

Paquebot Nieman  
R.M.S. Africa

This letter was carried in the last year of the Ligne de Syrie, the very last voyage was that of paquebot Danube, which left Alexandria on November 18, arrived at Marseilles December 5. The newly organized Ligne X took over the route with the sailing of Menzaleh from Marseilles November 8, 1866 for Alexandria via Italy and the Syrian ports.



27

June 18, 1866. The Ligne de Syrie paquebot Nieman departed from Alexandria, Egypt on her homeward bound voyage via Syrian ports to Smyrna, the Syra, Messina and Palermo to Marseilles.

June 28. Nieman called at Smyrna where this unpaid letter went aboard. It had been posted unpaid at the French Post Office.

July 6. Nieman arrived at Marseilles. Letter went by rail to Paris where the U.S. was debited with 21¢ French and British Transit plus 6¢ transatlantic = 27¢ total. The closed mail was sent via England.

July 7. R.M.S. Africa of the Cunard Line departed from Liverpool, picked up the U.S. mails at Queenstown on the 8th.

July 19. Africa arrived at Boston. The New York mails, previously bagged together, were bulked there by rail, where bulk was broken on July 21. The U.S. added 3¢ U.S. Inland to the French and British debit of 27¢ to total 30¢, the French Mail rate from Smyrna. This was due in gold, which was converted to the equivalent in depreciated currency at the day's ratio of 1.47 x 30¢ = 44¢ due in U.S. NOTES.



1866-67

FRENCH MEDITERRANEAN PACKET LINES

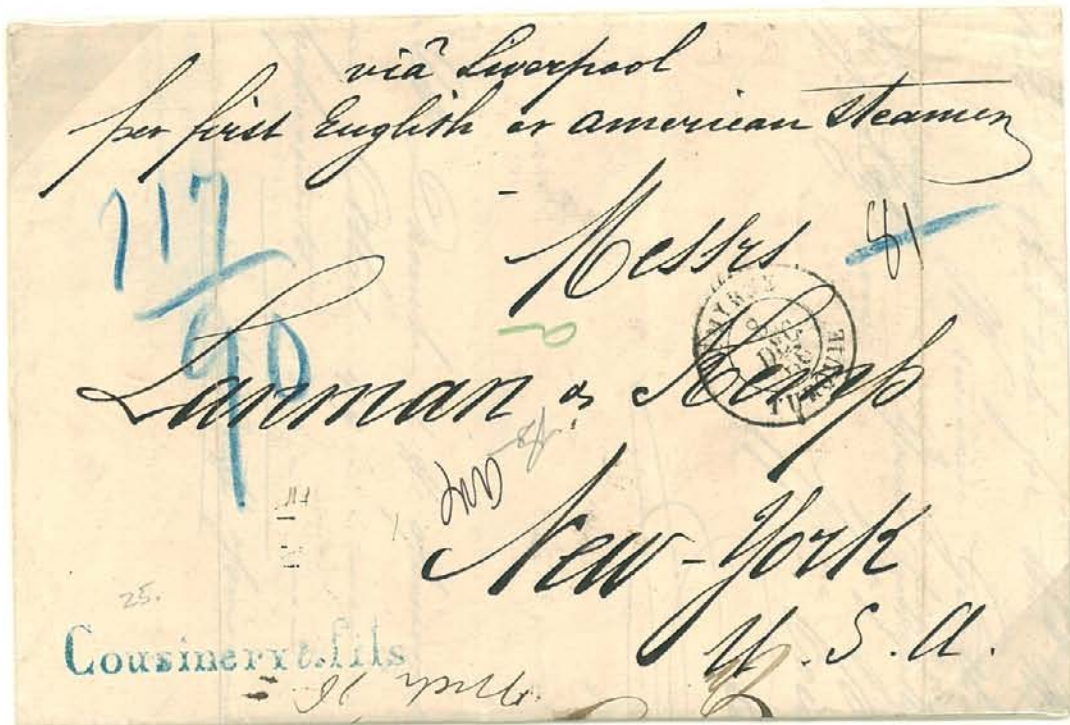
LIGNE X - First Return Voyage

Paquebot Menzaleh

CUNARD LINE:

R.M.S. China

In November 1866 the Ligne du Syrie was superceded by Ligne X, which now ran from Marseilles through to Alexandria, Egypt. This cover was carried on the paquebot Menzaleh on the first return voyage of Ligne X, leaving Alexandria November 28, 1866.



December 8, 1866. Paquebot Menzaleh on the first return voyage of Ligne X called at Smyrna. Her forward dates were: Syra, Dec. 9; Messina, 12th; Palermo, 13th and Marseilles, 15th.

December 18. Marseilles to Lyon transit backstamp. At Paris this letter was rated as treble, i.e., between 15 grams ( $\frac{1}{2}$ -oz.) and 22 $\frac{1}{2}$  grams ( $\frac{3}{4}$ -oz.). Breakdown was:

	Single	Treble	
French and British transit	21¢	63¢	) = 81¢ debit to U.S.
Transatlantic (British Pkt.)	6	18	
U.S. Inland	<u>3</u>	<u>9</u>	
	30¢	90¢	

The 81¢ debit to the U.S. is shown in manuscript, deleted at N.Y.

December 22. R.M.S. China, Cunard Line, departed Liverpool, touched at Queenstown 23rd.

January 2, 1867. China arrived at Boston. The U.S. added U.S. Inland 3¢ x 3 = 9¢ to the 81¢ debit to total 90¢, the treble rate from Turkey via French mail. This was converted to depreciated paper currency at the day's ratio of 1.3 x 90¢ = 117¢ due in U.S. NOTES.

January 4. Docket notes receipt at Lanman & Kemp's office.

1866-67

FRENCH MEDITERRANEAN PACKET LINES

LIGNE X

Paquebot Illissus

CUNARD LINE

R.M.S. Persia

In November 1866, the Ligne de Syrie was superceded by Ligne X, which took over the route from Marseilles to Alexandria, Egypt via Palermo and Messina, Italy and then to Syra and Smyrna, thence by several Syrian ports to terminate at Alexandria. A separate line, Ligne Y, connected Smyrna with Constantinople.

This letter was carried on the 2nd return voyage of Ligne X. Paquebot Menzaleh had made the first round trip, leaving Marseilles November 8, 1866, and returning December 18.



27



December 8, 1866. Paquebot Illissus of Ligne X departed from Alexandria on the 2nd return voyage of the line. Illissus was designated "X.2" on this voyage.

December 18. Illissus called at Smyrna where this unpaid letter went aboard. It had been posted at the French Post Office there. Letter is endorsed: Via Marseilles.

December 26. Illissus arrived at Marseilles. Railway T.P.O. backstamp misdated 25 DEC, Marseilles to Lyon.

December 27. Paris transit backstamp. U.S. was debited for 21¢ French and British transit plus 6¢ transatlantic (British Packet) = 27¢.

December 29. R.M.S. Persia, Cunard Line, departed from Liverpool, touched at Queenstown the 30th where this letter went aboard with the closed French Mails.

January 11, 1867. Persia arrived at N.Y. where the Exchange Office added 3¢ U.S. Inland to the 27¢ French and British debit to total 30¢ due in gold. This was converted to the equivalent in depreciated currency at the day's ratio of gold to paper at 1.30 x 30¢ = 39¢ due in U.S. NOTES.



1866-67

FRENCH MEDITERRANEAN PACKET LINES

LIGNE X

CUNARD LINE

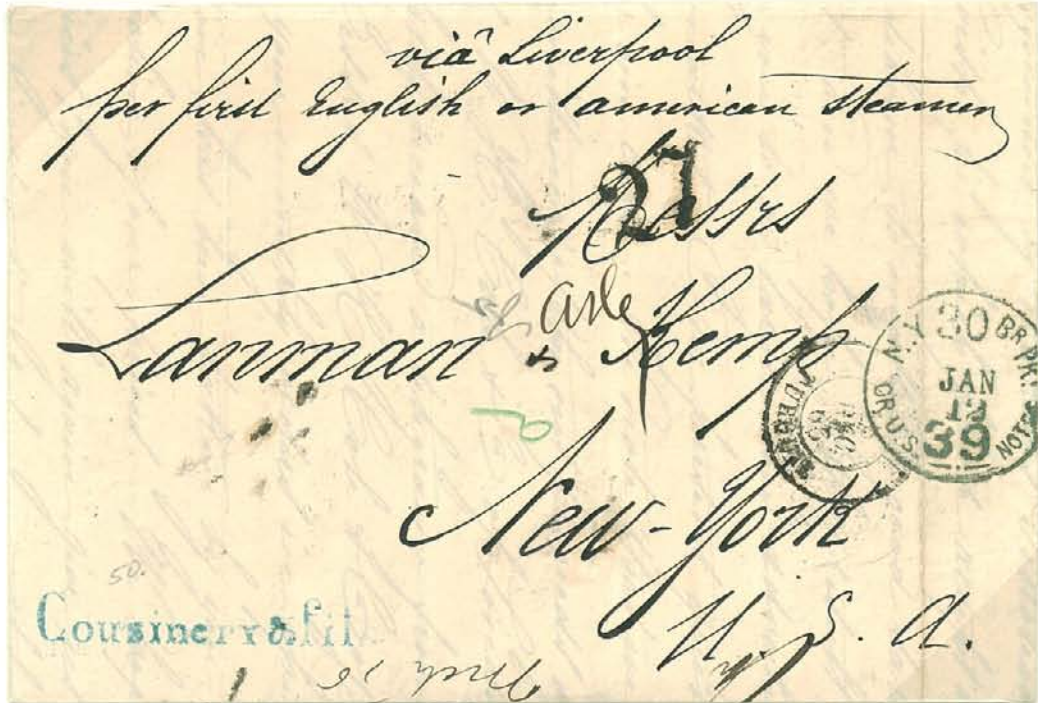
Paquebot Illissus

R.M.S. Persia

This letter was carried on the 2nd return voyage of Ligne X, which had superseded the Ligne de Syrie in November 1866. Ligne X now made the complete route from Marseilles to Alexandria, Egypt via Italy, Smyrna, Turkey and Syrian ports and returned by the same route.



27



December 8, 1866. Paquebot Illissus of Ligne X departed from Alexandria, Egypt on the 2nd return voyage of the line.

December 18. Illissus called at Smyrna, Turkey where this unpaid letter, posted at the French Bureau Office at Smyrna, went aboard. Letter is endorsed: viâ Liverpool/ per first English or American steamer.

December 26. Illissus arrived at Marseilles. Railway T.P.O. backstamp is misdated 25 DEC, Marseille to Lyon.

December 27. Paris transit backstamp. U.S. was debited for 21¢ French and British transit + 6¢ transatlantic (British Packet) = 27¢.

December 29. R.M.S. Persia, Cunard Line, departed from Liverpool, touched at Queenstown the 30th where this letter went aboard in the closed French mail



January 11, 1867. Persia arrived at N.Y. where the Exchange Office added 3¢ U.S. Inland to the 27¢ French and British debit to total 30¢ due in gold. This was converted to the equivalent in depreciated paper currency at the day's gold/paper ratio of 1.3 x 30¢ = 39¢ due in U.S. NOTES.

1867

FRENCH MEDITERRANEAN PACKET LINES

LIGNE X

Paquebot Indus

INMAN LINE

S.S. City of Baltimore



21



January 18, 1867. A letter from a drug dealer in Smyrna advising, "Since my respects of the 18th ulto. nearly 300  $\phi$  [hundred weight] of Opium have been sold for P 139 to P 144½, this latter figure is still asked by holders, but buyers being scarce, we may have it somewhat lower next week.

"Of the above purchases I have taken myself about 100  $\phi$  @ P 139 & 140, for a/c of the Dutch E. Trading Company..."

Lanman & Kemp no doubt used opium to make paregoric (camphorated tincture of opium) - used to rub on the gums of teething babies - and laudanum, an opium based pain killer.

January 18. Paquebot Indus, homeward bound from Alexandria, called at Smyrna January 18. Her forward dates were: Syra, 19th; Messina, 22nd.; Palermo, 23rd; and Marseilles, 25th.



January 25. T.P.O. transit backstamp, Marseilles to Lyon. At Paris the U.S. was debited for 21 $\phi$  French and British transit. At this point the mails were closed through England.

January 20. S.S. City of Baltimore, Inman Line, departed from Liverpool, called at Queenstown the 31st where this letter went aboard.



February 14. City of Baltimore arrived at N.Y. where the Exchange Office added 6 $\phi$  transatlantic (American Packet) + 3 $\phi$  U.S. Inland to the 21 $\phi$  debit to total the 30 $\phi$  per ¼-oz. rate from Turkey via French Mail. This amount, due in gold, was converted to depreciated paper currency by the day's gold/paper ratio of 1.3 x 30 $\phi$  = 39 $\phi$  due in U.S. NOTES.

1867

FRENCH MEDITERRANEAN PACKET LINES

LIGNE X

Paquebot Amerique

NORDDEUTSCHER LLOYD

S.S. Saxonia



18

February 28, 1867. The Ligne X paquebot Amerique departed from Alexandria for Marseilles via the Syrian Coast and Smyrna.

March 8/9. Letter headed at Smyrna by Cousinery & fils to Lanman & Kemp, New York, advising the shipment to them of cases of opium and enclosing invoices and bills of lading. The Amerique called at Smyrna the 8th where this letter went aboard.

March 16. Railway transit backstamp, Marseilles to Lyon. At Paris the U.S. was debited for 18¢ French handling. The bagged French mails were sent closed through England.

March 17. The North German Lloyd S.S. Saxonia departed from Bremen, touched at Southampton the 20th where this letter went aboard.



April 1. Saxonia arrived at New York. The New York Exchange Office weighed this letter and found it to be a triple rate so they added 6¢ transatlantic (American Packet) + 3¢ U.S. Inland = 9¢ x 3 = 27¢ to the 18¢ French debit. This came to 45¢ due in gold, which was converted to its equivalent value in depreciated paper currency at the day's ratio of gold/paper of 1.31 x 45¢ = 59¢ due in U.S. NOTES.

1867

FRENCH MEDITERRANEAN PACKET LINES

LIGNE X

Paquebot Tibre

ALLAN LINE

S.S. Peruvian

French erroneously debited cover



21

March 18, 1867. The Ligne X paquebot Tibre had departed from Alexandria on March 8 on her homeward passage to Marseilles via Syrian ports. She touched at Smyrna on March 18, where this unpaid letter went aboard. Her forward dates were: Syra, March 19; Messina, 22nd.; Palermo, 23rd. and Marseillies, 25th.

March 25. Marseilles to Lyon T.P.O. transit backstamp and arrival at Paris March 27. Here the Paris Etranger office debited the U.S. for 21¢ French and British transit. They thought this letter would go transatlantic by an American Packet. However, conveyance was to be by the Montreal Ocean Steam Ship Co. (Allan Line), which, while an American Packet (by contract) for letters from Britain, was considered a "British Packet" for letters from or through France. Accordingly, France should have debited U.S. for 21¢ + 6¢ transatlantic (British Packet) = 27¢.

March 28. S.S. Peruvian, Allan Line, departed from Liverpool, picked up this letter at Londonderry, Ireland on March 29.

April 10. Peruvian arrived at Portland, N.Y. mails bulked through by rail.

April 11. Letter arrived at N.Y. where the Exchange Office correctly identified it as by British Packet. However, U.S. had only been debited for 21¢, so U.S. got to keep 6¢ transatlantic + 3¢ U.S. Inland = 9¢, which, added to the 21¢ debit totalled the 30¢ rate from Turkey by French Mail. This amount was due in gold, so the optional payment on depreciated paper currency was shown at the day's gold/paper ratio of  $1.3 \times 30¢ = 39¢$  due in U.S. NOTES.



1867

FRENCH MEDITERRANEAN PACKET LINES

LIGNE X

Paquebot Tibre

INMAN LINE

S.S. City of Baltimore



3  
63

October 17, 1867. Paquebot Tibre of Ligne X departed from Alexandria for Marseilles via Syrian ports and Smyrna.

October 28. An unpaid letter posted at the French Bureau Office at Smyrna, Turkey. It was noted in red with the "3" that this was to be a triple rated letter. Tibre called at Smyrna on October 28.

November 5. Tibre arrived at Marseilles. T.P.O. backstamp is mis-dated 4 NOV.

The rate Smyrna to U.S. per 1/4-oz. by French Mail was 30¢, divided French and British Transit 21¢; transatlantic 6¢; and U.S. Inland 3¢. U.S. was debited for French and British & Transit. at 21¢ x 3 = 63¢ (latter deleted at New York to avoid confusion). The bagged French Mails were sent closed through England.

November 6. S.S. City of Baltimore, Inman Line, departed from Liverpool, touched at Queenstown the 7th where this letter went aboard.

November 17. City of Baltimore arrived at New York, letter processed November 18.

The Smyrna rate was 30¢ per 1/2-oz.. Here a 1/2 to 3/4-oz. letter took 3 rates or 90¢. The U.S. added 6¢ Sea (American Packet) + 3¢ U.S. Inland = 9¢ x 3 = 27¢ to the 63¢ French/British debit to arrive at the 90¢ rate. As this was due in gold, it was converted to its equivalent in depreciated paper currency at the day's gold to paper ratio of 1.35 x 90¢ = 122¢ due in U.S. NOTES.

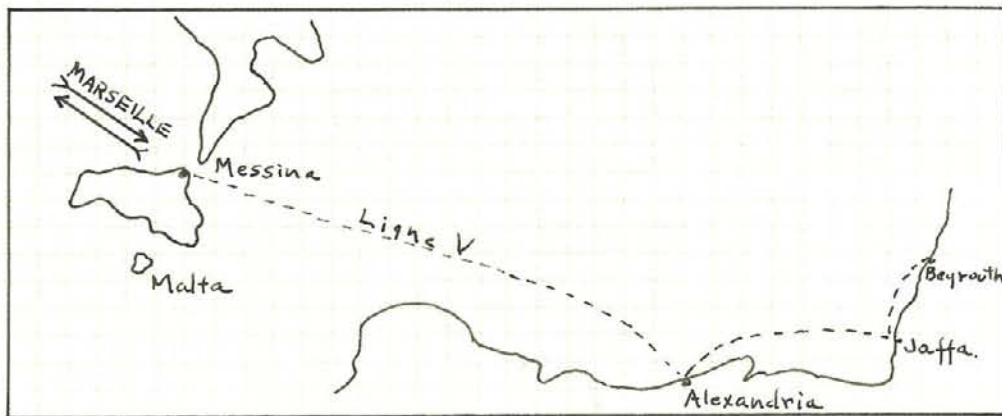


122  
90



1869

FRENCH MEDITERRANEAN PACKET LINES  
Line "V" - Marseille to Alexandria, Egypt



This line, established in 1844, carried mails to Egypt with one stop at Messina, Italy.



French maritime cancellation on pair of Scott #33, Issue of 1867.

PD

Paid to Destination mark.



Nov. 29, 1869. Stamped aboard Line V French Packet ship. On Nov. 29 the SS Nil sailed from Marseille. She arrived at Alexandria Dec. 9 and returned Dec. 16.

Dec. 2, 1869. Messina, Italy receipt backstamp.

1871

FRENCH MARITIME POSTAL HISTORY  
LES PAQUEBOTS DE LA MEDITERRANÉE

LIGNE V - 10<sup>ème</sup> Variante

By order of 12 November 1870, there was a variation in the Ligne V schedule by reducing sailing from Marseilles to Alexandria to every 14 days instead of the previous 3 trips per month. Every other trip connected with the Annex Service from Syria.



5082



PAQUEBOTS DE LA MEDITERRANÉE

PD

January 22, 1871. French Bureau Office at Beyrouth, Syria, Gros Chiffres "5082" cancels 80 centimes, paid by a pair of the issue of 1862-71, Scott 27. The French steamer Moeris left Alexandria Jan. 31.



Feb. 6, 1871. Receipt backstamp at Marseilles, date coinciding with recorded arrival date of the Moeris.

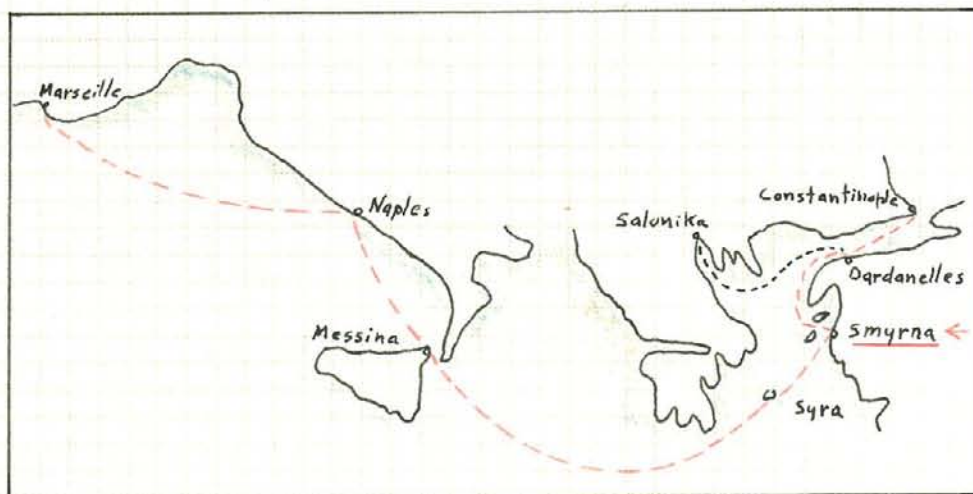
Feb. 7, 1871. Lyon arrival backstamp.

1874

FRENCH MEDITERRANEAN PACKET LINES  
- + -  
SERVICE DES PAQUEBOTS-POSTE DES MESSAGERIES  
MARITIMES AVEC CONSTANTINOPLE, 1873-1880

Return via Smyrna

Boîte Mobile



Nov. 20, 1874. Letter put into Mobile Box (BM) of the Messageries Maritimes at Smyrna. 80 centimes rate canceled by the "5098" obliterator of Smyrna. Picked up on Nov. 20 by the steamer Cambodge, which had left Constantinople Nov. 18 on her homeward trip.

Nov. 26, 1874. The Cambodge arrived Marseille. RR back stamp to Cette.

1878

FRENCH MARITIME POSTAL HISTORY

-:-

SERVICE DES PAQUEBOTS-POSTE

DES MESSAGERIES MARITIMES AVEC CONSTANTINOPE

1873 - 1880

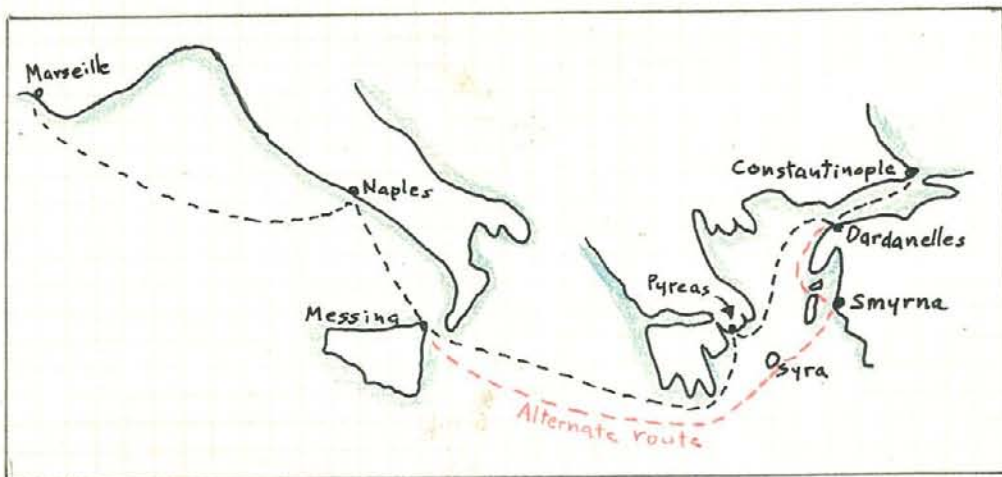
MARSEILLE B.M. = Boite Mobile

The "Ligne du Levant", established in January 1873, had weekly service to Naples and Messina and thence to Constantinople with alternate routes every other week to Pyreas or Syra and Smyrna (see map below).



S234

August 2, 1878.  
Letter put into the "Maritime Box" on the dockside of the Messageries Maritimes at Marseille. The Cambodge sailed August 3, arriving Constantinople August 21, 1878.



Aug. 4, 1878.  
Letter put ashore at Messina and delivered overland to Palermo in Sicily.



1864

## LES PAQUEBOTS DE LA MEDITERRANÉE

### Paquebot CARMEL

559 tons, 370 horsepower, iron hulled paddle steamer with auxiliary sails, 64 meters. Constructed at la Ciotat in 1853-54. First postal voyage, Jan. 18, 1855 to Constantinople.

### Ligne du Levant: 6ème Variant

Following the end of the Syrian Campaign, the Ligne du Levant's 7th variant was discontinued and the 6th variant reinstated. This called for voyages Marseilles-Messina (Sicily), Pyreas, Dardanelles and Constantinople with the same ports of call on the return. The steamers left Marseilles every Saturday, arriving Constantinople a week-Sunday and Constantinople Wednesdays for the return, arriving Marseilles a week-Thursday.



Sept. 23, 1864. Letter posted directly aboard the paquebot Carmel on Friday where the 50 centimes rate in stamps was cancelled by the anchor in a lozenge of dots in blue. Carmel departed Marseilles Saturday Sept. 24. Interestingly, Carmel was the first paquebot to use the lozenge-anchor cancellation on her trip to Constantinople on July 11, 1857.



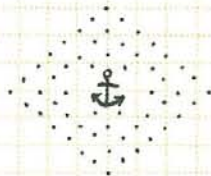
Oct. 1. Arrival backstamp at Constantinople, a Saturday. The rate for prepaid letters at 50 centimes per 7½ grams became effective in Dec. 1856.

1864

LES PAQUEBOTS DE LA MÉDITERRANÉE

Paquebot EUPHRATE

1084 tons, constructed at Newcastle in 1854  
First Postal Voyage: 7 May 1854 to Constantinople.



August 27, 1864. Date slug inverted. Letter posted aboard the paquebot EUPHRATE at Marseilles on her outward journey to Constantinople. 50 centimes rate prepays postage.



September 7, 1864. French Bureau,  
Constantinople Turkey receipt backstamp.

1858

# LES PAQUEBOTS DE LA MÉDITERRANÉE

## Paquebot GANGE

1117 tons, constructed at Glasgow in 1854.

First Postal Voyage: 16 May 1854 to Constantinople.



June 9, 1858. Letter posted aboard the Gange on the recorded date that she left Constantinople on her return voyage to Marseilles. Although marked "PD", prepayment actually carried letter only to the Spanish border. Single letter rate (7½ grams) of 50 centimes. Double letter here of 2 x 50¢ = 1 franc.



4R<sup>s</sup>

June 16, 1858. Receipt at Marseilles and Day Train, Marseilles to Lyon, Night Train (2nd Section), Cette to Toulouse.

June 17. Spanish transit at Junquera, border town.

June 18. 4 reals, Spanish, due for Spanish inland. receipt.

Backstamps.

1861

LES PAQUEBOTS DE LA MÉDITERRANÉE

Paquebot HYDASPE



Nov. 27, 1861. Transit backstamps: Marseille to Lyon.



PAQUEBOTS DE LA MÉDITERRANÉE

PD

Maritime anchor cancel on stamps prepaying 50 centimes postage, rate Constantinople to France.

French Mediterranean Packet Ship mark.

Paid to Destination.



Nov. 21, 1861. Stamp of the Hydaspe applied at Constantinople for the return trip to Marseille. This mark, however, is unusual that, although marked Hydaspe, the letter actually went aboard the Neva which left Constantinople Nov. 20, arriving Marseille Nov. 27. This occurred as a result of a mix-up by the Postal Agent arriving at Constantinople aboard the Amerique on Oct. 19. 5 voyages were so effected. Normal stamping returned on the Dec. 4 return voyage of the Amerique.



1864

LES PAQUEBOTS DE LA MÉDITERRANÉE

Paquebot CYDNUS

627 Tons, constructed at Ciotat in 1855/56.  
First postal voyage: 11 December 1856 to Constantinople.



Sept. 14, 1864. Letter, written at Constantinople, posted aboard CYDNUS where 50 centimes rate was cancelled by anchor obliterator and letter stamped with cachet of the paquebot CYDNUS. Also stamped with red "PAQUEBOTS DE LA MEDITERRANÉE" of the Ligne de Levant.

Sept. 21, 1864. The CYDNUS put into Marseille on this date and this transit backstamp applied.



Sept. 22, 1864.  
Grenoble receipt backstamp.

1861

LES PAQUEBOTS DE LA MÉDITERRANÉE

Paquebot CYDNUS

Cachet à date PHASE



10

Nov. 6, 1861. Although stamped with the date cachet of the Paquebot PHASE, this letter actually went aboard the CYDNUS, which left Constantinople Nov. 6, 1861 on her return trip. This mix-up occurred when the postal agent arriving at Constantinople aboard the AMERIQUE on Oct. 19 used the wrong stamp. 5 voyages were so effected. Normal stamping resumed on the Dec. 4 return voyage of the AMERIQUE.

Letter posted unpaid. 10 decimes due from recipient.

PIROSCAFI  
POSTALI  
FRANCESI

ARRIVO 17 NOV 61 7M GENOVA

Italians marked letter incoming as per French mail.

Nov. 17, 1861. Arrival backstamp at Genova.

1865

LES PAQUEBOTS DE LA MÉDITERRANÉE

Paquebot DANUBE

Ligne de Syrie

687 tons, constructed at Ciotat in 1854/55.

First Postal Voyage: 3 December 1855 to Constantinople

Services to the seaports of Syria: Ligne de Syrie, 12th Variant.



PAQUEBOTS  
DE LA  
MÉDITERRANÉE

October 18, 1865. Letter datelined at Smyrna and directed to New York via Liverpool. The Ligne de Syrie (12 variant) sailed to Marseilles, leaving Alexandria, Egypt, calling at ports along the Syrian coast, thence to Smyrna ten days later. The Danube left Alexandria Oct. 8, 1865, and this letter was stamped aboard ten days later on Oct. 18, right on schedule.



Nov. 10, 1865. Letter incoming at New York by British Packet (Cunard).

This letter entered aboard the Java, which cleared Nov. 15 on the return to Liverpool. New York applied this depreciated currency mark. April 1857 rate, in gold, of 30¢ due from Syria (Beyrout) per 1/4-oz. by French Mail (Mediterranean). On Nov. 10 the 30¢ was worth 43¢ in depreciated U.S. Notes. U.S. retained only 3¢, balance of 27¢ (U.R.) going to Britain or France.

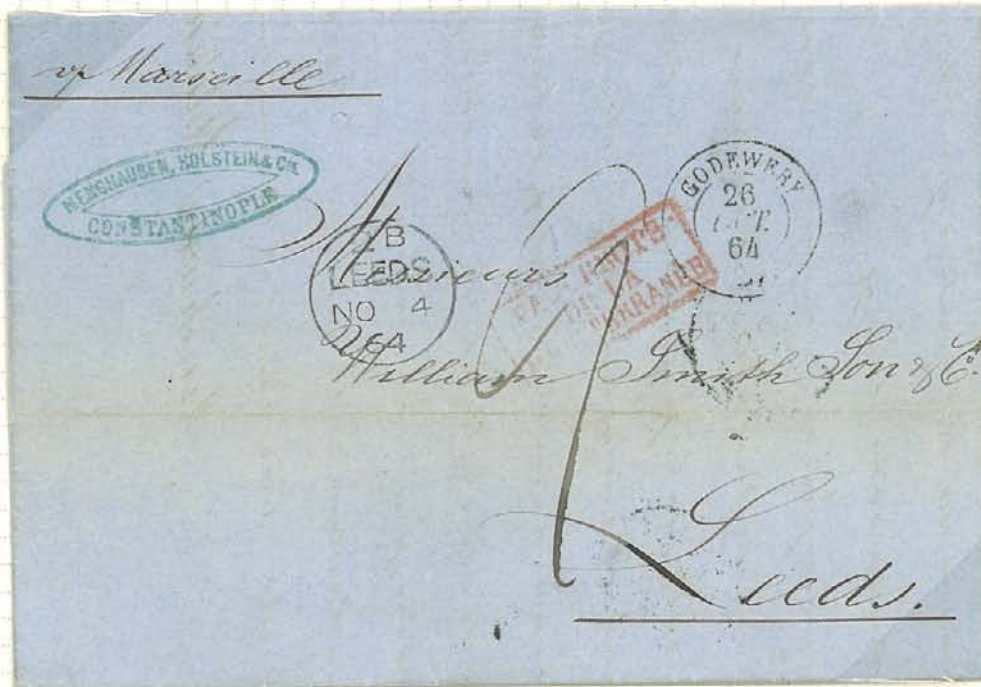
Oct. 25-26, 1865, agrees with shipping records of the arrival of the Danube at Marseilles. Backstamps. RR Marseilles to Paris, Brigade C, day train (octoganol inner).

1864

LES PAQUEBOTS DE LA MÉDITERRANÉE  
Paquebot GODAVERY

Cachet erroné GODEWERY

907 tons, constructed by Armand of Bordeaux in 1862/63. First postal voyage 12 December 1863 to Constantinople. This paquebot utilized two circular date stamps, one with the error in spelling as Godewery in 1863-64, then with the corrected spelling Godavery in 1865-66. Both types seem to appear with equal frequency.



Oct. 26, 1864. Letter datelined at Constantinople. Shipping records show the "Godewery" left Constantinople Oct. 26 for Marseille via the Dardenelles, Pyrea, and Messina. Cancelled aboard ship with the spelling error cachet. Marked with the standard Paquebots of the Mediterranean in red.

Nov. 2. Transit backstamp at Marseille. This date agrees with the recorded arrival date of the Godavery at Marseille.



Nov. 3. Paris transit backstamp.



Nov. 4. Arrival datestamp at Leeds, England. 9 pence due as letter was unpaid.



1855

## PAQUEBOTS DE LA MEDITERRANÉE

### Paquebot INDUS

1005 tons, 300 horsepower, iron hull screw steamer, 84 meters. Constructed at Glasgow in 1853-54. First postal voyage to Constantinople June 6, 1854.

### Ligne du Levant: 4ème Variant

Indus was employed on the 4th variant voyages which became effective Dec. 11, 1854, with bi-weekly sailings departing from Marseilles for Constantinople alternately Thursdays and Mondays, and scheduled to arrive at Constantinople the following Saturday or Tuesday, respectively.



July 23, 1855 (Monday), letter endorsed "par Indus", was postmarked aboard ship on Indus' outbound voyage. She made calls at Messina, Pyreas, the Dardanelles and Constantinople.



10

July 31. Arrival backstamp at the French post office at Constantinople on the 31st, a Monday, a day ahead of schedule.

Unpaid letter with 10 decimes (100 centimes or 1 franc) due per 7½ grams (¼-oz.).

1861

## LES PAQUEBOTS DE LA MEDITERRANÉE

### Paquebot Meandre

679 tons, 240 horsepower, iron hull, screw steamer, 78 meters. Constructed at Liverpool in 1854-55. First postal voyage March 17, 1856 to Constantinople.

### Ligne du Levant: 7ème Variante

From the 17th of November 1860, the paquebots of the Levant returned by Smyrna, the ports of Syria, Beyrouth, Alexandria and Malta. Reciprocally, the paquebots of the Ligne de Syrie running from Marseilles to Beyrouth directly by Malta returned from Beyrouth by way of Smyrna and Constantinople. This was a provisional modification because of the Syrian Campaign. Service reverted to that of the 6th variant with the sailing of Sanai on June 29, 1861, from Marseilles.



June 8, 1861. Letter datelined at Lyon, it went directly aboard the Meandre at Marseilles which sailed June 8 via the Syrian route. The 50 centimes (5 decimes) rate effective Dec. 1856 per 7½ grams, paid by the imperforate issue of 1853-60 (both Die I), is cancelled by the anchor in a lozenge of dots.

Letter is addressed to Brousse (Brusa) in Asia Minor. Brusa was the capitol of the vilayet of Khodavendighar at the north foot of Mount Olympus, 57 miles S.S.E. of Constantinople. It was one of the most flourishing domains of the Turkish dominions.



June 15. Arrival backstamp, transit at Constantinople. Docket notes arrival at Brusa on the 18th.



1865

## LES PAQUEBOTS DE LA MEDITERRANÉE

Paquebot Menzaleth

Cachet à date(erroné) MENSALÉ

1008 tons, 280 horsepower, iron hull, screw steamer, 98 meters.  
Constructed at la Seyne in 1863-64. First voyage 6 May 1865 to Constantinople.



May 17, 1865. Letter is datelined at Constantinople this date and posted aboard the Menzaleth. This ship had been supplied with a date stamp of erroneous spelling, MENSALÉ, which was struck upon her departure from Constantinople May 17. This handstamp of error was used until the outgoing voyage of Jan. 6, 1866, when the correct cds MENZALETH was used.



May 23. Arrival backstamp at Marseilles agrees with the recorded arrival date of Menzaleth at Marseilles.



May 24. Destination backstamp at Grenoble.



1863

LES PAQUEBOTS DE LA MEDITERRANÉE

Paquebot NEVA

617 tons, constructed at Ciotat, 1857/58.  
First postal voyage: 5 March 1859 to Constantinople.



March 19, 1863. Letter posted aboard the Neva, which left Constantinople on this date (also the dateline of the letter). Records show she arrived marseille march 26, which date is verified by transit backstamps of this letter.



Backstamps:

March 26.                      Marseille to Lyon RR transit.                      Lyon receipt  
 Marseille receipt                      Circular center for night train,                      backstamp.  
 backstamp, transit.                      1st Section, Brigade D.

1865

# LES PAQUEBOTS DE LA MÉDITERRANÉE

## Paquebot PHASE

626 Tons, constructed at Ciotat in 1856/57.  
First postal voyage: 29 May 1858 to Constantinople.



Jan. 14, 1865. Letter posted aboard the paquebot PHASE on her outward journey to Constantinople.

Jan. 17, 1865. Transit backstamp at Messina, Italy, first port of call of the PHASE.



Italian marking showing handling by French packet.

Jan. 19, 1865. Palermo receipt backstamp.

1858

# LES PAQUEBOTS DE LA MÉDITERRANÉE

## Paquebot VATICAN

280 tons, constructed at Armand dockyards, Bordeaux, 1853/54.  
First Postal Voyage: 26 February 1855, to Italy.



June 8, 1858. Letter posted aboard the Vatican at her stop at Naples. This was the regular run of the "Ligne D'Italie", which left Malta every Sunday, stopping at Messina later that day, and Tuesday at Naples (June 8, 1858 was a Tuesday). This letter was evidently turned over to another ship direct, Naples-Marseilles, as backstamp shows Cette-Toulouse date of June 9. The Vatican did not arrive at Marseilles until June 12. P.P. = Porte Payee, or paid to French port of exit only.



4 Rs

June 9, 1858. Cette to Toulouse night train, 2nd Section, Brigade A.

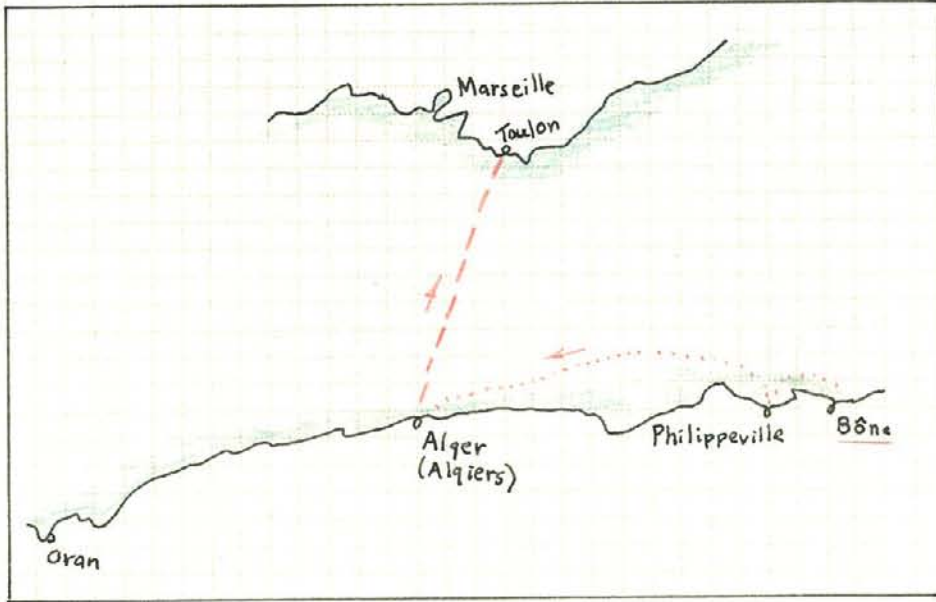
June 10. Entry mark at Junquera, Spanish border station.

June 11, 1858. Barcelona receipt backstamp. 4 reís, Spanish inland due.

1836

FRENCH MARITIME POSTAL HISTORY  
FRENCH FOREIGN - Bone, Legion Mail.

Fumigation at Toulon



B  
ARMÉE EXPÉD<sup>RE</sup>  
D'AFRIQUE

Jan. 28, 1836.  
Letter posted by trooper of the "Expeditionary Army of Africa" at Bone. Service by naval vessels was maintained on a 10 day basis from Algiers to Toulon.

*Purifié à Toulon*



Feb. 20, 1836.  
Letter incoming at Toulon and received this date stamp. Letter held at the Lazaretto where it was disinfected (note slits to allow penetration of vapors).



Feb. 29, 1836. Nancy receipt backstamp.

1835

FRENCH MARITIME POSTAL HISTORY  
FRENCH FOREIGN LEGION MAIL - Armée D'Afrique



B  
ARMÉE EXPÉD.  
D'AFRIQUE



March 7, 1835. Letter headed at Bone, North Africa by a French Legionaire, "2nd cannonier-conducteur en garrison a Bone-En Afrique".

April 3, 1835. Letter stamped incoming at Toulon-Sur-Mer. African mail was handled through Algiers (Alger), with gun boats on a ten day basis from Algiers to Toulon.



April 7, 1835. Receipt backstamp at Montauban.

1834

FRENCH MARITIME POSTAL HISTORY

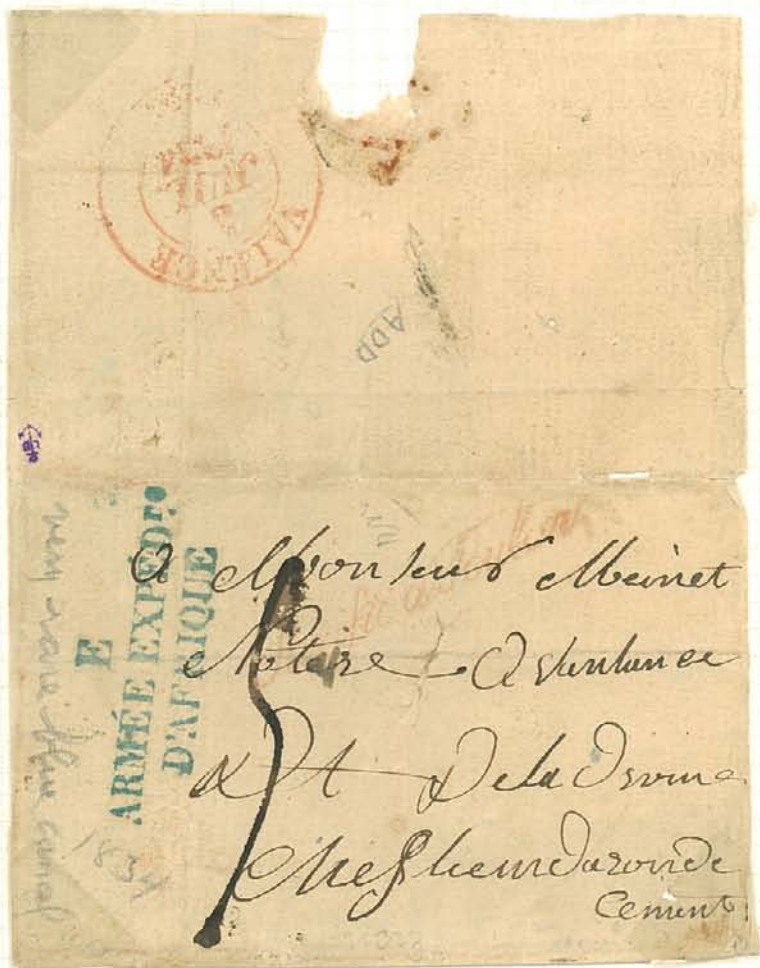
FUMIGATED MAIL

Lazaretto at Toulon.

*Purifié à Toulon*

Mail from all the Mediterranean Provinces (Alexandria, Tunis, Tangier), but particularly from Algiers, arrived aboard the gunboats plying between Algiers (Alger) and Toulon on a ten day basis.

This mail was subjected to purification at Toulon by slitting the letters (note slits below) which was to allow easier penetration of the fumigation vapors. Covers were marked in red, later in black, with this script stamp. (3208).



E  
ARMÉE EXPÉDITIVE  
D'AFRIQUE

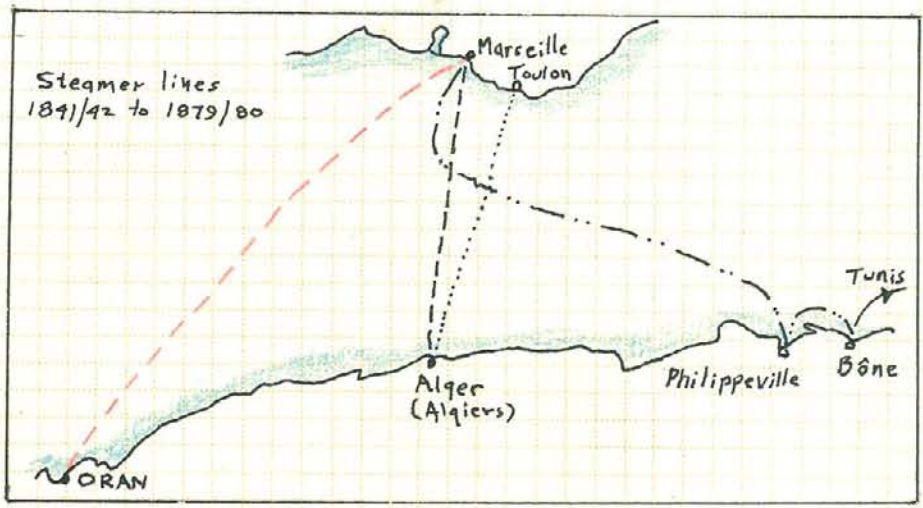
Letter posted at Oran, North Africa by trooper of the "Expeditionary Army of Africa". Letter passed through Toulon (see above) near Marseille.



July 3, 1834.  
Letter received at Valence. 5 decimes due from recipient.

1868

FRENCH STEAMSHIP SERVICE TO NORTH AFRICA  
2° LIGNE DE MARSEILLE A ORAN



July 29, 1868.  
Letter posted at Oran, North Africa aboard the Oran to Marseille steamer. Trip took about 50 hours.

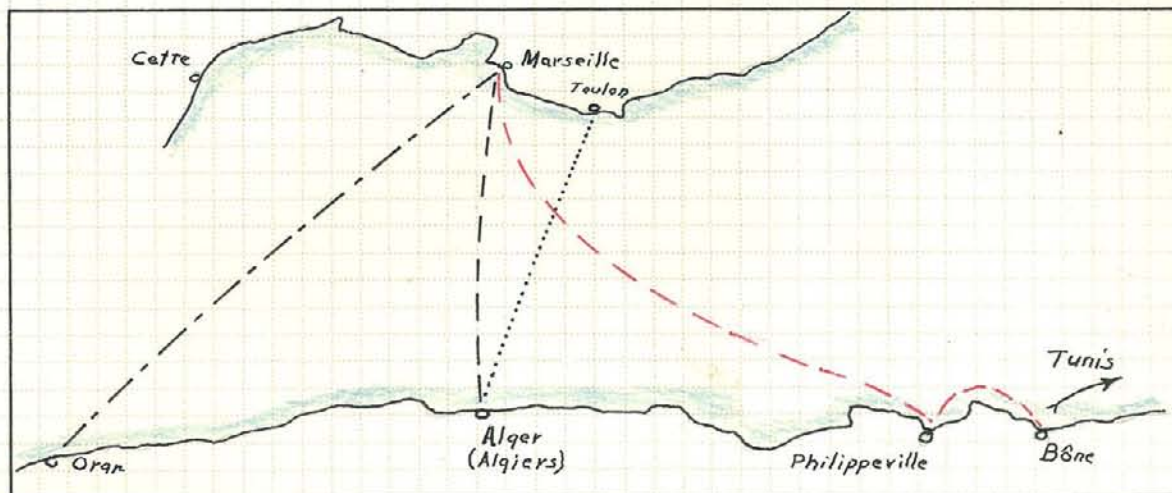
August 1. Letter stamped incoming at Marseille with "Bateau a Vapor" mark with broken outside rim, and stamp cancelled with "2240" of Marseille.



August 1, 1868.  
Receipt backstamp at Cette, France.

1865

FRENCH STEAMSHIP SERVICE TO NORTH AFRICA  
LIGNE DE MARSEILLE A STORA (PHILIPPEVILLE) ET BÔNE  
La Compagnie des Messageries Impériales



March 14, 1865. Letter (written Mar. 8) routed aboard steamer bound from Philippeville to Marseille. BAT. A VAP. = Bateau a Vapeur applied at Marseille.

March 14, 1865. Letter received at Marseille and stamp cancelled with the "2240" cancellation of Marseille and backstamped with c.d.s.



1877

FRENCH STEAMSHIP SERVICE TO NORTH AFRICA  
LIGNE DE MARSEILLE A PHILIPPEVILLE ET BÔNE

La Compagnie des Messageries Imperiales



Earlier letters handled by the Marseille to Bone line received this dated "Bateau a Vapeur" (Steamship) cancellations when arriving at their destinations (as here at Marseille) and the stamps were cancelled with the numbered obliterator of Marseille. Later only the steamship marks were used, both as transit marks, and to cancel the stamps.



April 29, 1877. Letter travelled aboard steamship on the Philippeville to Marseille route and received this mark incoming at Marseille. Note year slug has dropped out.

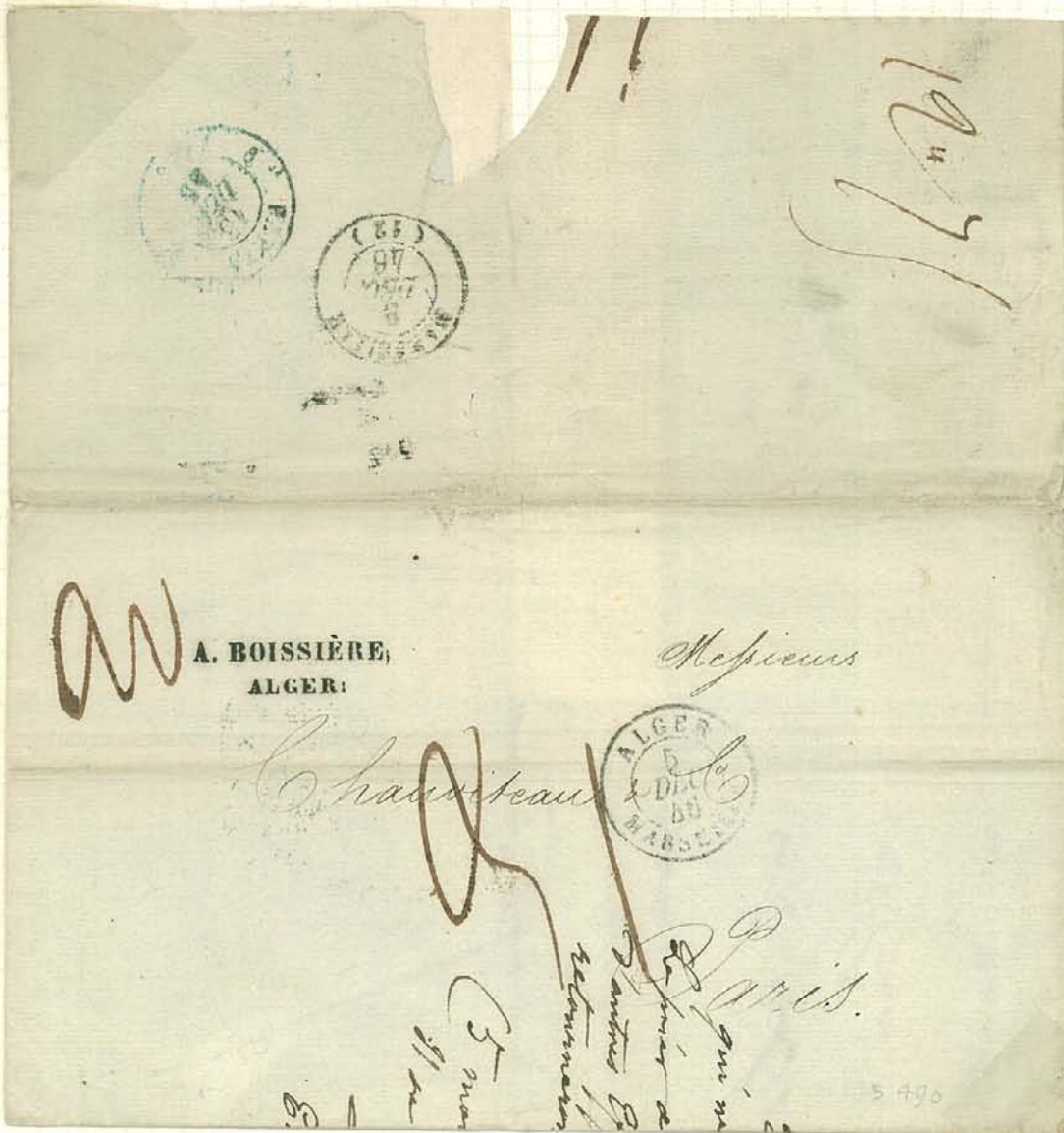
1846

FRENCH STEAMSHIP SERVICE TO NORTH AFRICA  
ALGIERS TO MARSEILLE

La Compagnie Charles et Auguste Bazin

In 1835 the shipping company of Bazin, Marseille, handled the mail on the Marseille to Algiers (Alger) trip. Their packets had on board "boites mobiles" or mobile boxes for receiving mail aboard up to the last minute.

The steamers departed for Marseille on the 5, 15 and 25th of each month, returning to Algiers on the 10, 20 and 30th.



Dec. 5, 1846.  
Unpaid letter stamped incoming at Marseille with the date of sailing at Algiers shown.



Dec. 8.  
Transit backstamp at Marseille.

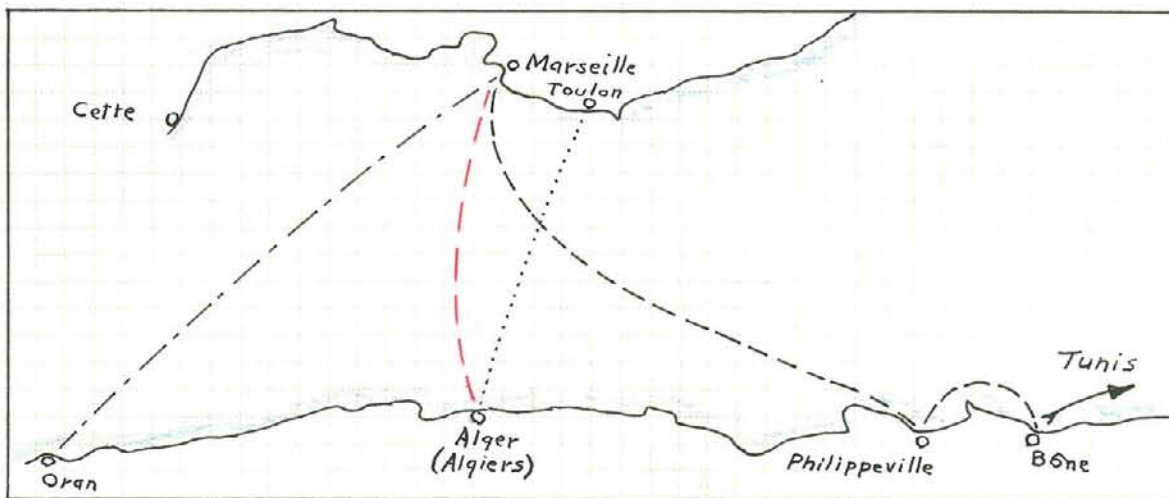


Dec. 13.  
Paris receipt.

Letter rated (mms.U.L.) at 20 centimes, single. 3lc. due for unpaid letter fee.

1870

FRENCH STEAMSHIP SERVICE TO NORTH AFRICA  
LIGNE DE MARSEILLE A ALGER



July 30, 1870.  
 Letter written  
 July 28 at Algiers.  
 This mark struck  
 when received at  
 Marseille showing  
 it arrived by  
 steamship (Bateau  
 a Vapeur) from  
 Algiers (Algiers).

2240

Stamp cancelled at  
 Marseille with the "2240"  
 post office number obli-  
 terator of Marseille.

CETTE  
 30 30  
 JUL  
 70  
 (33)

July 30, 1870.  
 Receipt mark at  
 Cette.

1871

FRENCH STEAMSHIP SERVICE TO NORTH AFRICA

ALGIERS TO MARSEILLE

The prepaid rate in 1871 was 20 centimes, single, to France, and 30 centimes, single, to England. This letter went by a steamer of La Compagnie des Messageries Imperiale at the 30 c. rate to Scotland (Ecosse).



May 6, 1871. Letter date stamped incoming at Marseille showing origin at Algiers (Alger) and BAT. A VAP. (Bateau a Vapeur) steamship mark.

Stamp was not cancelled until letter reached Marseille, where the "2240" obliterator of Marseille was applied and letter marked with red "Paid to Destination" stamp.



May 6, 1871. Marseille to Lyon, 1st Section, R.R. backstamp. Brigade C.

May 9, 1871. Edinburgh receipt backstamp.

1864

FRENCH STEAMSHIP SERVICE TO NORTH AFRICA

ALGIERS TO MARSEILLE

INSUFFICIENTLY PREPAID

This letter was posted at Algiers (Alger) for Sheffield, England. The rate in 1864 was 20 centimes per 7½ grams, North Africa to France, 30 centimes per 7½ grams to England. This was a double weight letter and the sender prepaid 20 c. x 2 = 40 c. double to France, which made it 20 centimes underpaid to England.



May 24, 1864. Letter received at Algiers, date stamped and stamps cancelled with "5005" obliterator assigned to Algiers.

Stamped "insufficiently paid" at Marseille.



May 23, 1864. Marseille to Lyon railroad transit back-stamp.

May 24, 1864. Lyon to Paris R.R. transit back-stamp (stamped twice). G is Brigade, 1st Section.

May 25, 1864. London transit back-stamp.



Postage due mark, London, where letter was assessed 1 sh., unpaid letter rate.



May 25. Sheffield receipt b'kstp.

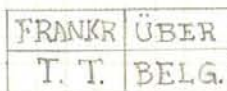
1863

FRENCH MARITIME POSTAL HISTORY  
ALGERIA - GERMANY



October 10, 1863. 40 centimes stamp cancelled by "5005" of Algiers (Alger). Rate beyond France in Europe was 30c. per stamp. 7½ grams, letter overpaid 10c.

October 14, 1863. Paris transit back-stamp.



Oct. 13 (?), 1863. Paris to Strasbourg, RR transit back-stamp.

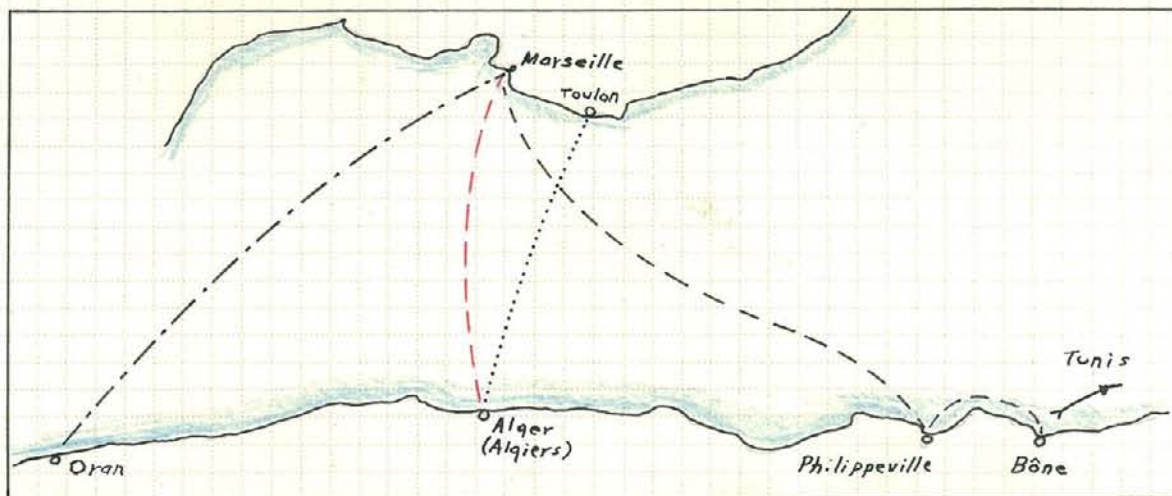
German entry mark showing letter from France (Frankreich) through Belgium.

1863

# FRENCH STEAMSHIP SERVICE TO NORTH AFRICA ALGIERS TO MARSEILLE

## La Compagnie des Messageries Impériale

In April 1854 the "Imperial Shipping Line Co." (La Compagnie des Messageries Impériale) took over the postal services between Marseille and Algiers. In addition, they also handled the mail to Oran, to Stora (Philippeville) with supplementary lines to Bone and Tunis. The run Marseille - Algiers took 50 hours.



Feb. 10, 1863  
Letter posted  
at Algiers  
and stamp  
cancelled by  
the "5005"  
obliterator  
of Algiers.

APRES  
LE  
DEPART

The letter missed the steamer that day, and this "after departure" stamp was impressed to show why letter hadn't sailed on the date shown on the c.d.s.



Feb. 14, 1863.  
Marseille back-stamp. Had letter made Feb. 10 steamer it would have cleared M'se. Feb. 12

1871

FRENCH STEAMSHIP SERVICE TO NORTH AFRICA  
ALGIERS TO MARSEILLE



August 30, 1871. Letter for France posted at Algiers (Alger) and paid at the 20 centime rate. This was the same rate as though posted in Continental France. Stamp is cancelled by the Gross Chiffres "5005", French Bureau number of Algiers. Algiers dated backstamp, 3rd delivery.



Letter just made the ship as it was put into the Boite Mobile (B. M.) or "moveable box) and received this mark. Not listed in Sall-es for use Alger-Marseille.

Sept. 2. Arrival backstamp at Marseille. The trip from Algiers to Marseille took 50 hours.



1864

FRENCH STEAMSHIP SERVICE TO NORTH AFRICA

ALGIERS TO MARSEILLES

La Compagnie des Messageries Imperial

**Unpaid Letter:** The prepaid rate per 7½ grams from Algeria to mainland France was the same as if the letter had been mailed in France itself, namely 20 centimes. Unpaid letters were charged at the port du rate of 30 centimes per 7½ grams.



Feb. 18, 1864. Letter posted unpaid at Blidah, town about 25 miles inland from Algiers.



Feb. 23, 1864. Ambulant transit at Marseilles,



Feb. 25, 1864. Arrival backstamp at Clermont-Ferrand.

30

Characteristic double outline due mark, indicating 30 centimes due from recipient for an unpaid letter. Prepaid rate from Algeria (considered part of Metropolitan France) was 20 centimes.

1865

FRENCH STEAMSHIP SERVICE TO NORTH AFRICA  
LIGNE DE MARSEILLE A ALGER



Stamp, 20 centimes rate, cancelled at Marseilles with the "2240" Post Office number of Marseilles.



(June) 22, 1865. Letter marked incoming at Marseilles showing it arrived by steamship (Bateau a Vapeur) from Algeria (Algers). Note missing month slug.



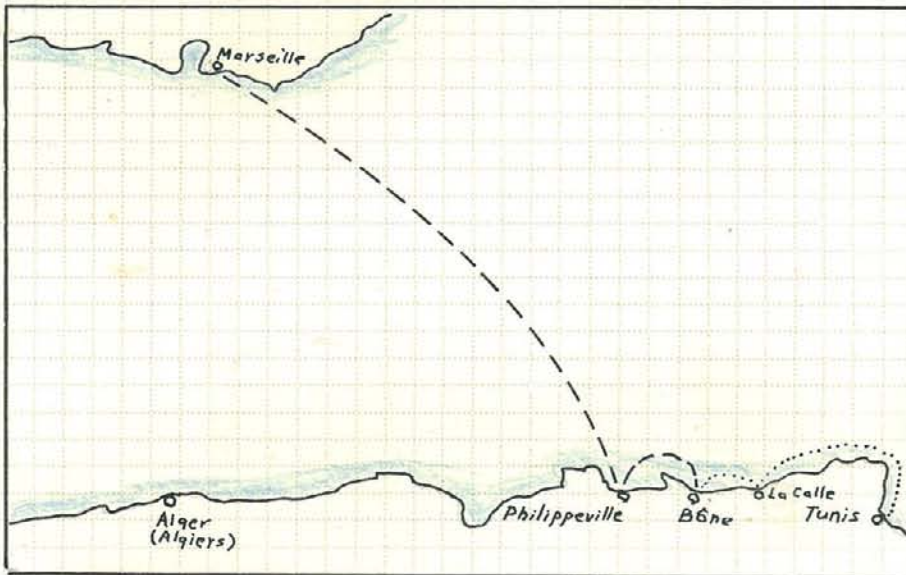
June 22, 1865. Marseilles to Lyon Ambulant (RR) transit, 1st Section, Brigade A, backstamp.



June 23. Paris receipt backstamp.

1875

FRENCH STEAMSHIP SERVICE TO NORTH AFRICA  
MARSEILLE TO BONE



PD

Nov. 16, 1875.  
Letter written (in Arabic) at Marseille and posted aboard steamship to Bone. It received this Boite Mobile (Mobile Box) date stamp. The bureau of the "Messageries Maritimes" at Marseille kept the mobile box at their port offices where letters could be deposited right up to sailing time. Red PD = Paid to Destination



June 19, 1875.  
Stamps cancelled at Bone with "5015" numeral of Bone and transit date stamped. Letter then transferred to the steamship Oncle-Joseph for the trip Bone to Tunis.



1860

# FRENCH STEAMSHIP SERVICE ALONG NORTH AFRICA COURRIER DE L'ESPAGNE, ORAN A GIBRALTAR/TANGER/CADIX

In March, 1852 the steamer service to Spain was inaugurated just to Cadiz, principally to facilitate the provisioning of coal to the navy, despite difficulties and opposition posed by the Spanish sanitary authorities. The cover below shows stains from vinegar and pin holes (rastel marks) used in the fumigation of mail.



T

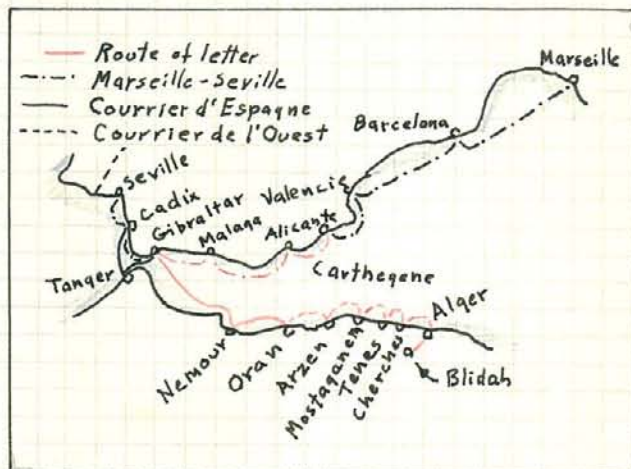


May 25, 1860.  
Letter posted unpaid at Ali-cante, Spain.  
Marked T = Taxe (postage due).  
It went to Gib-raltar on the Marseilles to Seville packet route. (See map).



5758

May 28, 1860. Marked as out of Spain, destination Oran aboard the "Courrier d'Espagne" ship which went Cadiz-Tangier-Gibraltar-Nemours-Oran.



May 29, 1860.  
Transit backstamp. Letter travelled aboard the "Courrier de L'Ouest", Oran to Algiers (Alger).



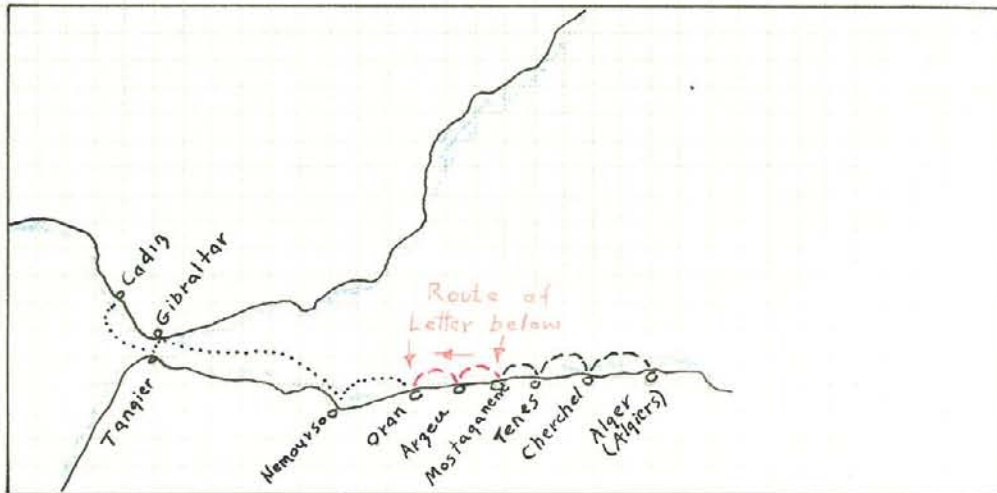
May 30, 1860.  
Arrival backstamp at Blidah, town 25 miles inland from Algiers. 5 decimes due.

1870

FRENCH STEAMSHIP SERVICE ALONG NORTH AFRICA  
COURRIER DE L'OUEST: ALGER A ORAN

La Compagnie de Navigation mixte (TOUACHE)

A steamship line was operated by la Compagnie de Navigation mixte (TOUACHE) from Algiers to Oran with several stops in between (see map below). Connecting lines at Oran went on to Spain, and at Algiers to Tunis.



B.M.

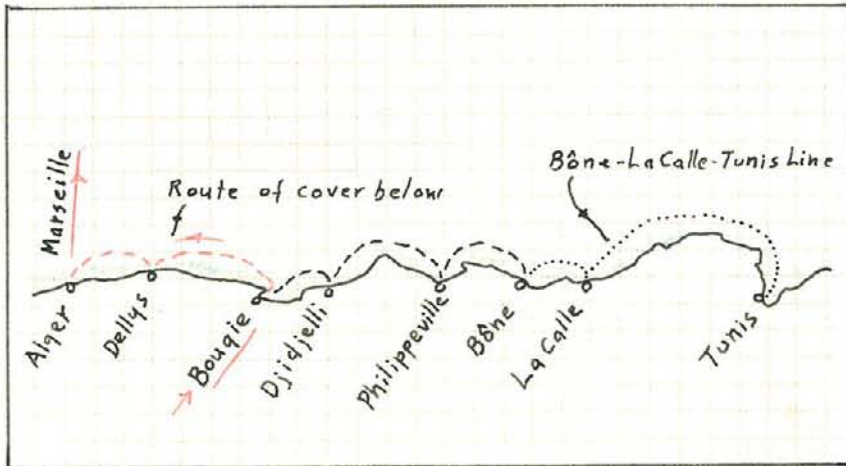
July 4, 1870. This letter was posted aboard the steamship at Mostaganem. It there received this "B.M." or Boite Mobile (Mobile Box) mark of the Cie Touache.



July 5, 1870. Mobile Box was taken ashore at Oran and the letter stamped with the receipt c.d.s. of Oran and the stamp cancelled with the "5051" of Oran.

1868

FRENCH STEAMSHIP SERVICE ALONG NORTH AFRICA  
COURRIER DE L'EST: ALGER A BONE



Match 25, 1868. Letter picked up by steamer at Bougie, Algeria on the westbound Bone to Algiers trip. Handstamp struck aboard ship BAT. A VAP. (Steamship).



March 31, 1868. Upon arrival at Algiers (Alger) stamp was cancelled by the "5005" numbered obliterator of Algiers and date backstamped.

April 2, 1868. Letter carried by the normal Algiers-Marseille Steamer, date backstamped upon arrival at M'ille.