

1840/85 – The mail service in the North Africa ports

Alexandria, Tunis, Algiers, Bone, Philippeville, Oran, Tangier and Tripoli of Barbary.-

INTRODUCTION: During the nineteenth century the ship traffic knew an unprecedented intensity, encouraged by the arrival of the steam navigation that was, by then, able to ensure not only more security but even shorter journeys and a more certain length of them. Regarding the Mediterranean sea, a decisive turning points were the choice of Suez as the reference port for East Indies traffics as well as the the raising of the colonial politics with the French occupation of Algeria and the first Italian interest shown towards Tunisie and Libya,.

The Egypt, particularly, met a period a great economic rise that supported the settling of a large foreign community, about 60.000 people, leading the most important European countries to open their post offices and establish steam navigation companies.

Scope and Plan of Collection: This collection has the objective of offering a view of the mail system, in 1840/85 years, in the North Africa ports according to the following navigation lines.

I-Alexandria *British Lines:* **1a** ALEXANDRIA-MALTA-GIBRALTAR-SOUTHAMPTON by "P. & O. Co." **1b** ALEXANDRIA-MALTA-MARSEILLE known as "Marseille Line" by "P. & O. Co.", **1c** ALEXANDRIA-BRINDISI "India bag" by "P. & O. Co."; *French Lines:* **2a** "Levant line" + "Ligne annexe" PIRAEUS-ALEXANDRIA **2b** ALEXANDRIA-MESSINA-MARSEILLE by "Messageries Nationales", **2c** MARSEILLE-SMYRNA-ALEXANDRIA by "Syria Line" *Austrian Lines:* **3a** ALEXANDRIA-CORFU (or BRINDISI until 1869)-TRIEST by "Lloyd Co." **3b** Syria Line CONSTANTINOPLE- ALEXANDRIA –*Italian Lines:* **4a** ALEXANDRIA-BRINDISI by " Adriatico Orientale Co." **4b** GENOA-LEGHORN-NAPLES-MESSINA-ALEXANDRIA by "Rubattino". *Ottoman Line-Vapori dell'Ammiragliato :* **5a** CONSTANTINOPLE-ALEXANDRIA- *Egyptian Lines :* **6a** ALEXANDRIA-RHODES-SMYRNA-CONSTANTINOPLE by "Azizieh Line" and "Khedivial Packet Line" " *Russian Line:* **7a** "Steam Navigation and Trading Company" –"ROPiT Line" ALEXANDRIA-CONSTANTINOPLE-ODESSA.

II-Tunis- *Italian Lines :* **1a** GENOA-CAGLIARI-TUNIS **1b** TUNIS-TRIPOLI di BARBERIA-MALTA operated by "Rubattino Co."; **1c** PALERMO-TUNIS by "Florio Co." ; *French Line :* **2a** TUNIS- BONE-PHILIPPEVILLE.

III -Algiers- *French Lines :* **1a** MARSEILLE-ALGER; **1b** CETTE-ALGER both by the "Messageries Impériales/Maritimes" and "Valéry Co". Companies .

IV -Oran- *French Lines:* **1°** MARSEILLE-ORAN and MARSEILLE-ALICANTE-ORAN by the "Imperialés/Messageries Maritimes " Companies.

V – Philippeville (Skikda) - *French Line :* **1a** MARSEILLE-PHILIPPEVILLE-BONE

VI -Bone- *French Lines:* **1a** BONE-PHILIPPEVILLE-MARSEILLE **1b** BONE-TUNIS .

VII -Tripoli of Barbary- *Italian Lines:* **1a:** TUNISI-TRIPOLI-MALTA by "Rubattino Co." from 1877 that crossed in Malta the -**2a-** "Florio Co." packet for Siracusa and Messina.

VIII –Tangier- *French Line:* **1a :** "Courrier de l'Espagne" ORAN-NEMOURS-GIBRALTAR-TANGIER-CADIZ

Bibliography: R. Salles: "Le Paquebots de la Mediterranée"; Zanaria-Serra-Dal Negro: "Catalogo storico-postale dei francobolli in uso negli Uffici Italiani all'estero 1852-90", Umberto del Bianco: " Il Lloyd Austriaco e gli annulli marittimi dell'Austria-Ungheria; Hany Salam: "The Egyptian Maritime Postal History 1845-90"

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1845/85 – The mail service in the North Africa ports: Alexandria, Tunis, Algiers, Bone, Philippeville, Oran, Tangier and Tripoli of Barbary (8 frames) by Antonello Fumu (Italy)

Synopsis

SCOPE: The collection has the aim to offer a view of the mail service in years 1845/85, according to the ports on North Africa upper listed and about 25 different steam navigation lines, operated by the British, French, Austrian, Italian, Russian, Egyptian and Ottoman Companies listed in the introduction page.

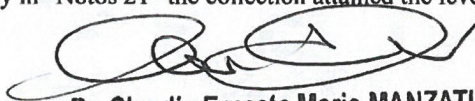
IMPORTANCE and TREATMENT. The collection required a wide pursuit regarding 26 different navigation lines operating in the Mediterranean sea plus some branch lines which worked specially in the Aegean sea with letters carried from and to almost 25/30 countries. It has been taken care to avoid repetitions of letters having franking, provenance and destination in the same period and with similar route. The starting and arrival dates have been carefully checked and noted only if closely corresponding to the arrival postmark and the scheduled time.

KNOWLEDGE and PERSONAL STUDY –The most of correspondence belongs to a pre U.P.U. period, so for many letters it has been necessary consulting numerous different postal conventions regarding the inland, transit and sea carriage rates including the maritime and overland routes, the carriers, the embarking and disembarking ports, the exchange offices and the currency adjustments.

CONDITION and RARITY The quality of cover has been well selected and on average is very fine or more; the most important pieces are certified by known experts. Many pieces are uncommon and several rare or very rare.

PRESENTATION – The letters are ordered following the list of ports and the maritime Companies as listed in the introduction page. Special care has been taken to research and draw near letters having the best color mixing between franking stamps and cancellations. Regarding the explanation writings, the origin, transit and arrival localities are written in bleu, while the sea carrier in red color. Some foot notes have been added, if necessary required for a better understanding.

PREVIOUS AWARDS . I worked this collection in the last two years, and exhibited it for the first time on September 2019 in national expo “Pafil 2019” in Palermo, having the award of Gold 88 with “Best in class” review and afterward in “AICPM-NET 2020” LG 91 and Bergamo 2021 LG 90. Invited to the Spanish Exfilna 21 expo, this collection, proposed for 128 pages, got 90 LG receiving also the “Trofeo FESOFI, Jose Maria Ortuendo.” Finally in “Notos 21” the collection attained the level of Large Vermeil.



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