

Le Maghrebophila

Maroc – Algérie - Tunisie



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Cette pseudo-Daguin est connue comme étant la plus rare du Maroc :
« Journée Nationale Mal FOCH ».

Elle est apposée sur une vignette du Maréchal Foch en bleu ou en rouge.
Elle n'est connue que le 30 avril 1930 à Casablanca où elle n'a servi qu'un seul jour.

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Suite de la première page

Que commémore-t-elle ?

Sachant que Foch est mort en 1929 et qu'il a été un artisan de la
Victoire franco-espagnole de la guerre du Rif.

A-t-elle été utilisée dans d'autres villes ?

Merci par avance aux lecteurs du Maghrébophila qui pourraient nous renseigner à ce sujet.

K. BENZIANE

DEUX OBLITERATIONS ENIGMATIQUES DU MAROC !

Par Thierry SANCHEZ

A) L'une de Casablanca...

Le Guide Bleu du Maroc de 1919 signale deux bureaux de Poste pour Casablanca à cette date: une annexe au Port et le bureau central rue du Commandant Provost. Il y a omission d'au moins deux bureaux, celui du quartier des Roches-noires et celui du quartier Foncière. Peut-être également de celui du quartier Liberté créé le 1er mars 1917 et fermé le 16 juin 1919. Le bureau rue du Comte Provost est celui que nous connaissons par les cartes postales (voir ci dessous). C'est le premier emplacement des Postes françaises à Casablanca après leur déménagement des locaux du Consulat de France entre 1900 et 1905.



Deux vues différentes du bureau de la rue Provost.

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La rue qui nous intéresse est, bien entendu, située dans la médina. Elle a été rebaptisée ainsi, après la signature du Protectorat, du nom d'un Commandant du 1er Etranger de la Légion tué au combat le 3 septembre 1907 en tentant de sécuriser le tête de pont que constituait Casablanca pour les armées françaises en passe de conquérir la Chaouia. Cet officier sera inhumé une première fois en terre marocaine avant de reposer définitivement à Nevers d'où il était originaire. Un fort construit route de Médiouna portera également son nom quelques années plus tard.



Les Honneurs rendus au Comt Provost en terre marocaine puis française.

Ce bureau utilisa dès la période des BFE des cachets libellés « Casablanca / Maroc » du type de ceux reproduits ci dessous :



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Or, l'expansion de la ville bien au delà du périmètre de la médina, a nécessité la construction d'un Hôtel des Postes digne de la future capitale économique du pays. Ce sera le majestueux bâtiment de l'avenue du Gal d'Amade inauguré sans doute au début de l'année 1920.



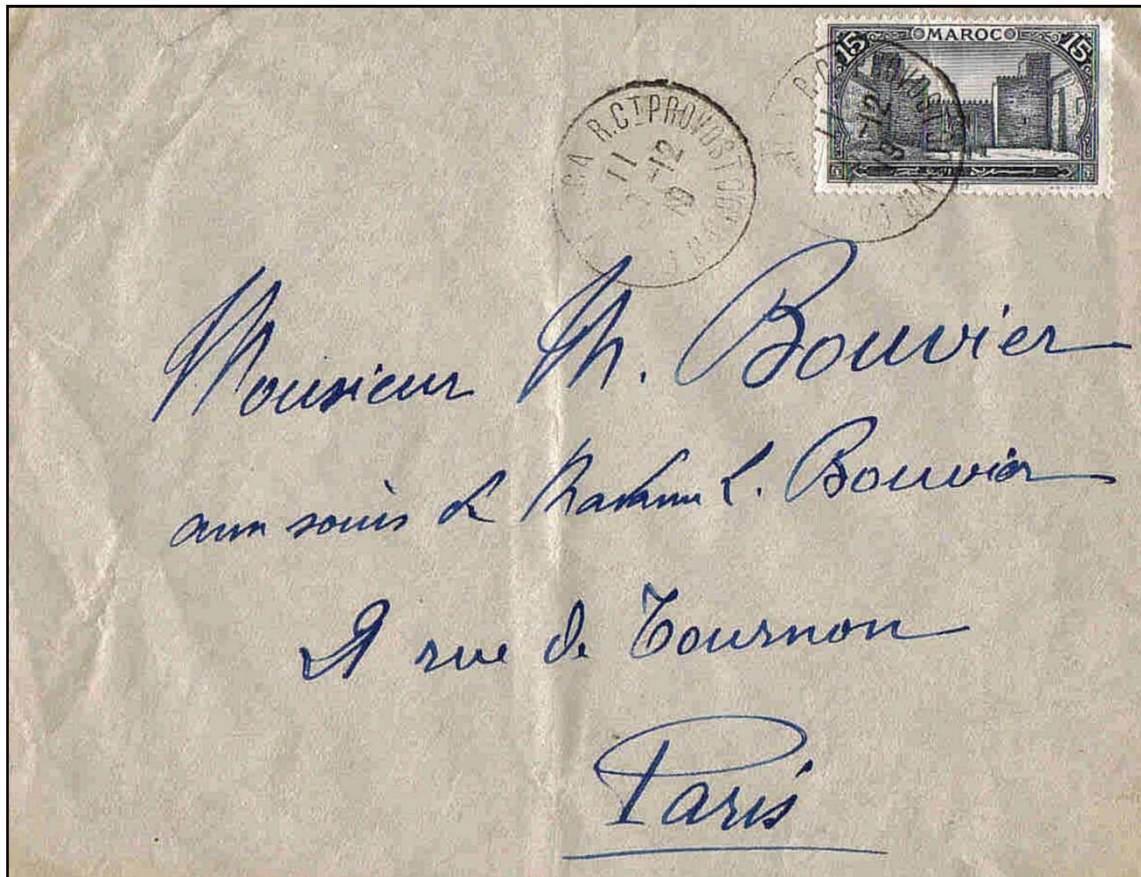
Ce bureau utilisera exclusivement des cachets libellés « Casablanca-Postes / Maroc » du type de ceux reproduits ci dessous :



Je possède dans ma collection la lettre reproduite ici en date du 26/12/1919 avec cette oblitération retravaillée



Je n'ai vu ce cachet qu'une seule fois et on peut supposer qu'il est très peu courant. L'hypothèse la plus probable est que le bureau de la médina a reçu un nouveau matériel oblitérant peu de temps avant le transfert de la Recette Principale Avenue du Gal d'Amade. Mais, pour une raison inconnue, ordre et contre-ordre de l'Administration, il a servi accidentellement et le bureau a continué à utiliser l'ancien matériel avec des cachets à date libellés « Casablanca / Maroc » seulement. L'intitulé aurait tout aussi bien pu être Casablanca-Médina, à l'instar des bureaux de Fez-Médina, Meknès-Médina, Marrakech-Médina, Rabat-Médina ou même Oujda-Médina, mais les desseins de l'Administration sont insondables... Remarquons enfin que ce bureau n'est plus signalé dans le Guide Bleu de 1936. La dernière oblitération que je connaisse datant de 1934, il a probablement fermé entre ces deux dates !



B) L'autre de Marrakech.

Le bureau de Marrakech-Médina est bien connu, tant des cartophiles que des marcophiles du Maroc. Le Pothion indique un Marrakech M'Dina à l'époque des BFE ! Douteux car jamais vu. Quant à Langlois et Bourselet, ils indiquent le 1er juillet 1903 comme date de création d'une Recette dans la médina. De fait, il s'agit du bureau de distribution ouvert en août 1901 et dont le libellé était « Marrakech / Maroc ». Je ne connais pas d'oblitération avec l'intitulé « Marrakech-Médina / Maroc » antérieure à l'inauguration du bureau de la Place Djema el Fna courant 1915 , à fortiori pas à l'époque des BFE !



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Immuable Koutoubia, immuable bureau de Poste !

Mon ami Joseph Frassati m'a transmis il y a quelques mois le document suivant (légèrement réduit ici) :

N° d'inscription à l'état des mandats payés :	Taxe de -Pavis de pavement.	ENTRÉE DU MONT-PAYEMENT
1		14/6 (commune)
Timbre du bureau à la date du mandat.		MARRAKECH-KISSARIA
MARRAKECH-MÉDINA 14/6		Payé à le 9 juillet 1932
		POUR ACQUIT : (1)
Timbre du bureau à la date de paiement.		المراسلة
MARRAKECH-KISSARIA 12* 9-7 32		
(1) La partie prenante doit, en donnant son acquit, remplir les indications ci-dessus de lieu et de date de paiement. Les fondés de pouvoir des ayants droit et les vaguemestres énonceront leur qualité.		

Il s'agit d'un récépissé de mandat qui porte deux cachets à date différents. Celui bien connu de Marrakech-Médina en date du 14 juin 1932, jour de mise à disposition de la somme, et celui de Marrakech-Kissaria en date du 9 juillet 1932, jour de paiement du mandat. Là encore, il y a tout lieu de supposer que le bureau de la médina a changé d'appellation entre ces deux dates et qu'il a reçu un nouveau matériel oblitérant (remarquez également la griffe linéaire). Initiative sans suite : le bureau a probablement retourné le nouveau matériel et continué à utiliser l'ancien jusqu'à l'Indépendance. Ce qui fait de cette oblitération une empreinte postale rare ! Et ce qui prouve, pour les sceptiques, que la marcophilie semi-moderne du Maroc est un champ d'investigation tout aussi riche que celui des marques classiques...

TUNISIA FINDS

By Johan DELBEKE

One of the great benefits of collecting Tunisia is that the literature is so incomplete that one can still make discoveries. I am sure that almost everything I list here below has been seen and noticed by some collector before, but apparently none of them have taken the trouble to record it.

Stamps

1947 Unissued 200f Neptune

This essay has one catalog number in both the Yvert and Maury catalogs but there seem to exist many color versions. I have seen :

Frame	Head	Beard
Black	Blue	Blue
Black	Brown	Dark blue
Black	Brown	Green blue
Dark blue	Brown	Blue
Dark green	Blue	Blue

Imperforates

I have seen the following as imperforates with the same color as the perforate stamps

1. 1928 Gabes au Tchad 50c
2. All values of the first parcel post stamp set
3. All values of the first parcel post stamp set
4. The 1923 2f postage due stamp

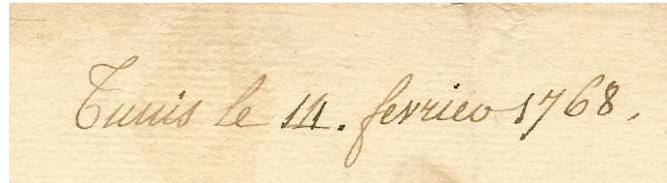
Deluxe Proofs of 1945 Tax stamps

The Maury catalog mentions no épreuves de luxe 1945-50 series of postage due stamps, yet these exist for the 4f and higher values. The 4f, 10f and 20f have a protective sheet. The 30f value does not and is smaller.

Prephilately

The oldest Tunisia letter in private hands

In his article on the early mail of Tunisia, Dutau describes a 1767 letter in the Musée de la Poste in Paris. He (and I) have never seen an older letter. I do have a letter that is a candidate for the oldest letter in private hands as it is dated 1768. The reader should interpret this more as a challenge than as a statement of fact. The first Catholic parish in Tunisia dates from the 17th century, so older letters should exist.



Tunis le 14. fevrier 1768.

French Post Offices in Tunisia

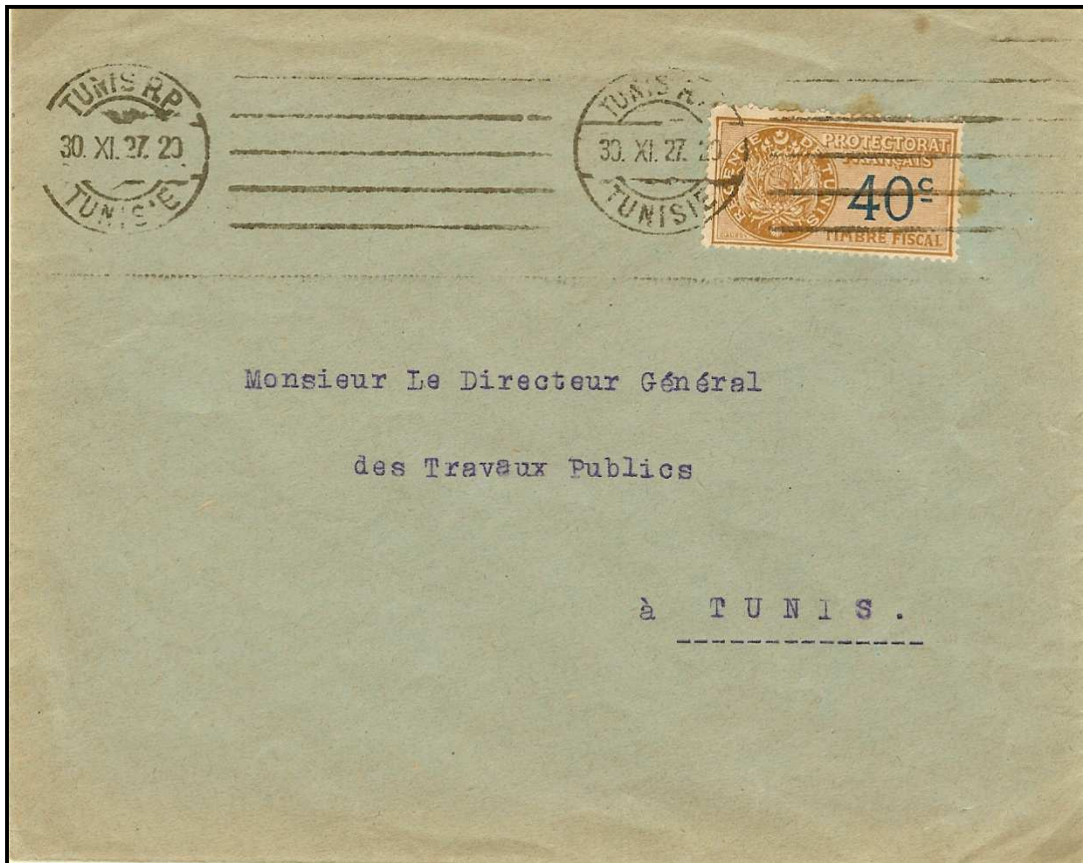
I believe the usage of French postage due stamps is unrecorded for Tunisia. Since these cannot be accidentally used when brought over by visitors, there must be more than this 1885 example used in Sfax. It is of course possible that it was never used in Tunisia, but merely remained uncanceled until arrival in Sfax.



Fiscal Stamps Used as Postage

These two letters seem to use fiscal stamps for postage. The postmarks are dated 1901 and 1927 respectively, they are locally sent in decent sized towns (Gabès & Tunis) and are correctly franked. There was a 40c rate for invoices in 1927, which would be a logical use on a local letter. Still, they probably are philatelic fabrication, but I would like to hear from readers if they have encountered similar covers.





Military and censored mail

Censor Marks in WWI

A double red circular mark with the Seated Republic in the centre has been recorded by Morat. On the top it shows the words MINISTERE DE LA GUERRE, while on the bottom it reads CONTROLE POSTAL TUNIS. These marks are usually accompanied on the reverse of the envelope by a square mark reading OUVERT PAR / L'AUTORITE MILITAIRE on two lines. Of both the circular and square mark, I have found 3 types.

Type 1 Seated Republic

- The top and bottom text lines are separated by a star
- The top line has a font with serifs

Type 2 Seated Republic

- The top and bottom text lines are separated by four points arranged in a square
- No serifs

Type 3 Seated Republic

- The top and bottom text lines are separated by a *fleuron*
- No serifs
- Double outer circle

Type 1 Framed OUVERT PAR

- Size 36x36mm

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Type 2 Framed OUVERT PAR

- Size 30x30mm

Type 3 Framed OUVERT PAR

- Size 27x33mm
- Top line has a serified font

It seems that type 1 Seated Republic goes together with Type 1 Framed mark, and so on for type 2 and 3.

Another type I have has a double lined rectangular box (71x18mm) with the text *Vérifié au départ / par l'autorité militaire*, again on two lines

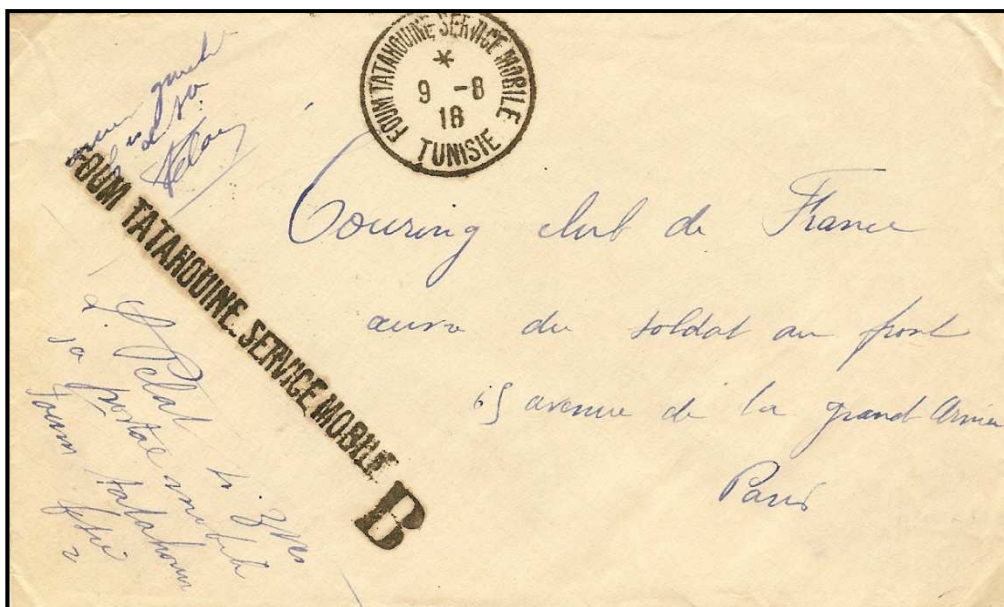
Censoring of POW mail in WWI

I have a December 1914 letter from a German POW in the camp of Kairouan, addressed to Germany. Unlike later letters from the Camps of Porto Farina and Gafsa, which have a censor mark, this one has a manuscript notation indicating that the letter was censored.



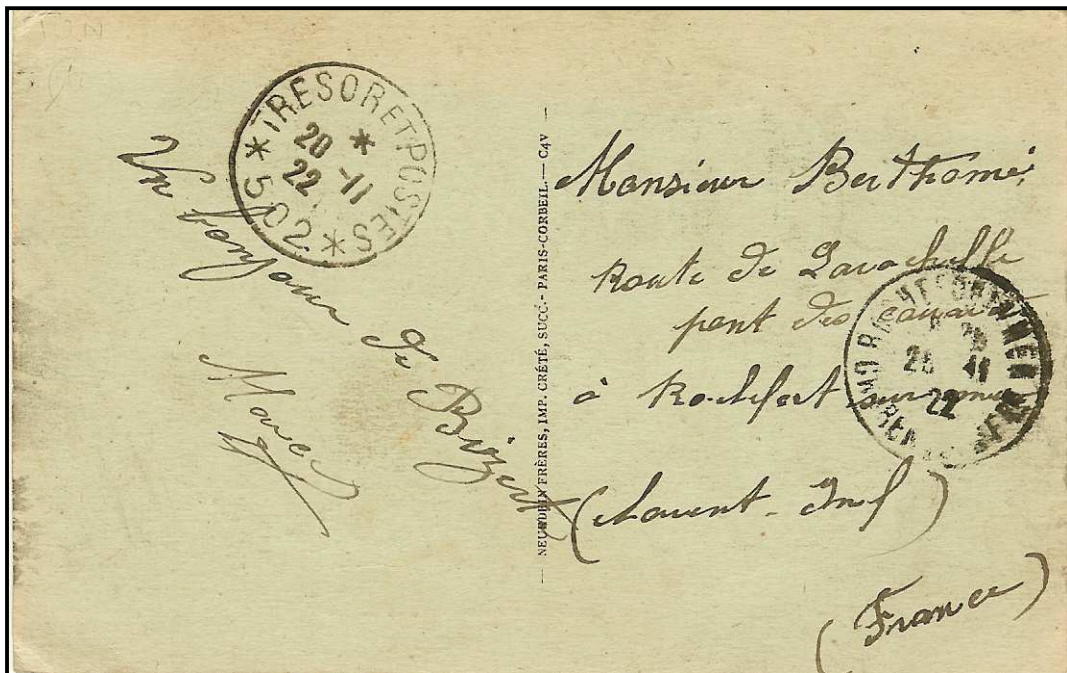
Foum Tatahouine – Service Mobile Postmark used in 1918

Morat describes the use of this postmark during the Senoussi rebellion in 1916-17. After the rebellion had ended, the region was still heavily garrisoned, and apparently still in need of the Service Mobile as this cover dates from June 1918.



Military Mark Trésor et Postes 502 used from Tunisia in 1922

B. Sinais says about the TRESOR ET POSTES postmarks from the 500 series that they were used in the Armée d'Orient from 1915 to 1923. The 502 in particular was used in Saloniki by the command of the Allied Armies. They were resurrected in 1939 to serve in North Africa. The card below does not fit that description because clearly used in Tunisia. The message reads "Un bonjour de Bizerte", while the front shows the Cercle des officiers in the same town. Being addressed to France, it is hard to imagine it passing by Saloniki.



Postmarks

Type R2R¹ (double circle with levée hour)



- Beja on a May 1905 stamp
- Ferryville on a January 1906 postcard. The diameter of the postmark is 24.5mm. It does not have a levee hour or number.
- Manouba on a 1903 postcard

Type R3R (double circle with 27.5mm diameter)

- Grombalia on a September 1904 postcard

¹ I use the typologie of the Morat book (see bibliography)

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Type R5R (single circle with Regence de Tunisie at bottom)



- Sidi Tabet on a 1928 letter

Type R5 (single circle with Tunisie at bottom)

- TUNIS R.P. - SECRETARIAT on 1941 official letter.

Type A1 (double circle without levée number or hour and with Regence de Tunis at bottom)



- Cap Blanc: dated June 1909 on a postcard. This is an unrecorded office.

Type A3R (octagonal with Regence de Tunis at bottom)



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- Sidi Tabet: dated November 1905. This is not a true A3R since it is much smaller. In fact it rather resembles the contemporary maritime postmarks of France.

Type A5 (solid hexagonal)

- Bou Ficha dated November 1955
- Smala des Souassi dated June 1956

Type A6 (interrupted hexagonal)

- Oued Mellegue dated April 1955

Type F (interrupted circle with Tunis at bottom)

- Ebba Ksour dated April 1912

Type DRT (bilingual, undated, circular with bridge with Regence de Tunis at bottom)



- Guellala on April 1933 letter
- Ksiba Soussa on April 1937 letter
- Messadine on an April 1937 letter
- Ras el Djebel on an unused lettercard
- Slouguia on piece

Type DT (bilingual, undated, circular with bridge with Tunis at bottom)

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- Aram on March 1926 letter
- Allouet el Gounna ? on undated philatelic postcard
- Djebibina on February 1920 letter
- Henchir Bagbagh on March 1932 letter. Morat recorded this cancel for Henchir Bagbag.
- Ksar Mesrob on October 1914 letter. This is an unrecorded office.
- Sedjenane on a December 1912 postcard
- S?echet el Agudji on an unaddressed cover with Y&T 76. This is an unrecorded office.

Untyped postmark



- El Guettar: Morat mentions a date of use for this telegraph mark used as postmark of September to November 1904. I found a postcard dated January 1903 with the same mark. Maybe this is a first use or maybe the telegraph mark was used for much longer. On the front of the card, the same postmark cancels the stamp.

Johan Delbeke
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Note: The French tax stamp used in Sfax and most of the imperforates I have only as a scan, all other pieces come from my collection.

Bibliography

- G. Dutau: "Les débuts de la philatélie tunisienne", *La Philatélie Française*, #534, 1999, pp. 7-9
- J. Morat: *Tunisie - L'histoire postale et les émissions de timbres durant la regence 1888 – 1955*, 2000, 146 pp.
- B. Sinais: *Catalogue des Oblitérations Militaires Françaises 1900-1985*, Paris, 1987, 323 pp.

Submarine War in the Mediterranean during WWI : Kite Balloon Station N° 6 Bizerta, Tunisia

By Marc PARREN

Germany introduced a policy of unrestricted submarine warfare early 1917. This policy in effect set in place a blockade of Great Britain and her European allies, to be applied to belligerent and neutral shipping alike. The German government argued that such a policy was implemented only as an aggressive form of defense. Kite balloons were used as a means in anti-submarine warfare. The kite balloons were cigar-formed shaped (almost like zeppelins) with beneath the balloon a basket in which observers were positioned. These balloons would be connected to a towing ship by winch and hence the expression kite balloon. The balloons would form a convoy escort or being patrols and used to spot submarines over a larger distance. When searching for periscopes or for submarines, the area to be covered is much greater from a kite balloon than from the bridge of a ship. They were meant (1) to sight submarines, (2) to limit the submarine's freedom of action and prevent them manoeuvring on the surface for position, or following up convoy, (3) to deter submarines from attacking and alternatively; (4) to limit the submarine's freedom of manoeuvre submerged (e.g. showing periscope, proceeding at speed etc., during attack, (5) to warn convoy of approaching torpedoes, and (6) to assist in towing vessel to deliver an immediate and effective counter attack should submarine succeed in firing her torpedo or be sighted submerged.

Kite balloons were used in Great Britain and at the Western Front but even less known is that they were also applied in the Mediterranean. In November 1917, the decision was taken to locate the first Mediterranean Kite Balloon Station at Malta, and the second at Alexandria. The third Station was erected at Brindisi for use with the destroyers on the Otranto barrage patrol. Subsequent stations were erected at **Bizerta**, Corfu, Gibraltar and Port Said. In each Kite Balloon Station there were approximately 25 officers and 150 ratings to be stationed. Each Station was provided with 6 balloons. Beginning of July a start was finally made in using balloons to escort convoys. As from early 1918 the Kite Balloon Stations formed part of the R.A.F. There were Balloon Sections with the land forces in the Mediterranean cq. Middle East such as in Egypt, Palestina, Salonika and Mesopotamia, as well as Kite Balloon Sections with naval forces with as its headquarters the Seaplane Base in Malta. An overview of the Sea Section Kite Balloon Bases in the Mediterranean with their staffing is presented in Table 1.

Table 1. Officers on stations of the Mediterranean Sea Section Kite Balloon Bases as per 30th September 1918.

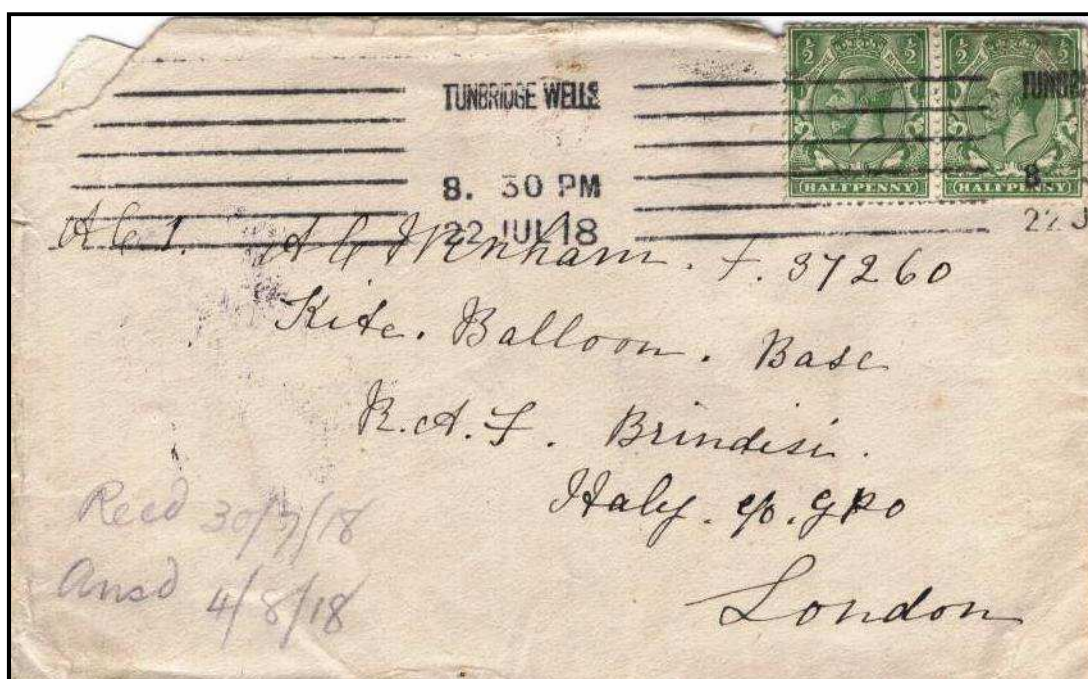
Balloon Base	Flying Officers	Gas Officers	Stores Officers	Paymasters	Surgeons
N° 1. Malta	22	1	1	1	
N° 2. Alexandria	23	1		1	
N° 3. Brindisi	22	1	1	1	
N° 4. Corfu	23	1	1	1	1
N° 5. Gibraltar	20	1	1	1	1
N° 6. Bizerta	14	1	1	1	1
N° 22. Port Said	8			1	
Total	132	6	5	7	3

The Kite Balloon Bases at Brindisi (Fig. 1) and Corfu were to render offensive patrol operations on the Otranto Barrage, while the remaining ones were to supply balloon escorts to convoys.

Figure 1a. Incoming cover to No. 3 Kite Balloon Base (Brindisi) posted 22nd July 1918 Tunbridge Wells, marked received 30 July and answered 4 August.

Figure 1b. Unclear backstamp 25 or 28 July 'Naval Air Service M..., London' on incoming cover from Tunbridge Wells.

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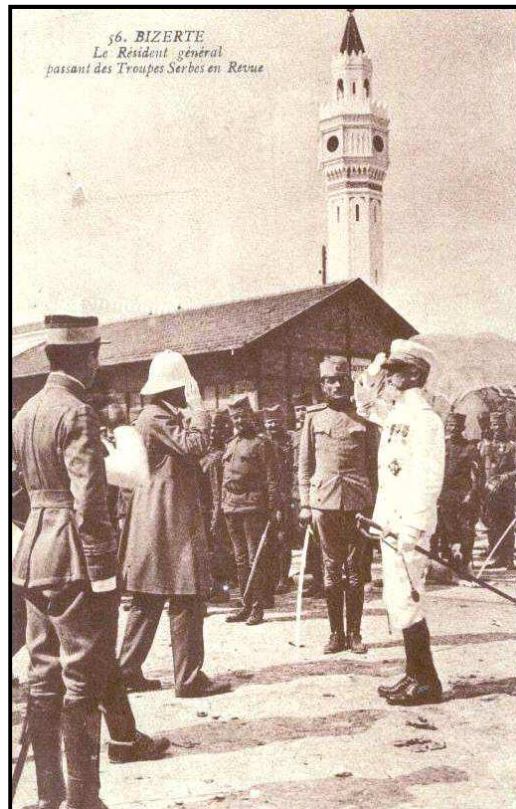
Arrangements were concluded with the French authorities in April for the **Bizerta Kite Balloon Station** to be established. Next Flight Lieut. E.E. Barnett (soon promoted to Captain), three junior officers and 70 ratings left the U.K. for Bizerta on the 16th April where they arrived on the 21st April and proceeded with the erection of the Kite Balloon station as they first established a tent hut camp. The Stores Officer 2nd Lieut. A.J. Miller left the U.K. for Bizerta via Toulon on the 24th April. Finally, the stores and main balloon gear arrived at Bizerta on board the *SS Denbighshire* on the 18th May. As for the gear each balloon had its own serial number and there existed several balloon types.

Table 2 shows the advance party for No. 6 Balloon Base (Bizerta), R.A.F. as it consisted of the following officers:

Officer	Function
Captain J. De Francia	Commander
Captain Barnett	Adjutant
Lieut. Bell	Assistant to Adjutant
Lieut. Smith	Maintenance and Construction
Sub. Lieut. Macintyre, R.N.V.R.	i/c Shed Erecting
Asst. Paymaster Gash, R.N.R.	Victualling and Pay
2 nd Lieut. Miller	Stores Officer
Surgeon Jones, R.N.	Medical officer

Mid-June the Governor of Bizerta, Admiral Guepratte, held a review of about 2,500 troops and presented a number of decorations to French officers and others, including the British D.S.O. to a French Colonel.

Figure 2. French General-Resident Gabriel Alapetite and Admiral Guepratte during a parade at Bizerta



The British Kite Balloon Station supplied a Guard of Honour consisting of one officer and 24 men. Admiral Guepratte thanked the British writing them a letter which reads 'General Bailloud, in charge of the forces here, who assisted at the review of the troops today, wishes to express his great satisfaction for the manly bearing and smartness of the troops who took part. The Vice Admiral and Governor, in showing his flattering appreciation for the knowledge of all concerned, adds his own personal felicitations. He has been particularly pleased to be able to incorporate on this great occasion a detachment of the valiant English troops whose splendid valour he has learnt to appreciate through having fought with them in the Dardanelles. Their presence here by the side of the valiant representatives of the Serbian Army, among the French troops both naval and military, is a new proof of the ever present collaboration of the Allies with a view to final victory.'

The first correspondence that has been seen by the author from Bizerta Kite Balloon Station is dated 18th May the same day the *HMS Denbighshire* arrived at Bizerta and most likely it took the first mail back home. This is also the first day of use reported for the single line censorship mark 'CEN-6-SOR' in which the number 6 most likely refers to No. 6 Kite Balloon Base. However, censorship marks of the same type with other numbers are not known in the Mediterranean. Similar types with letters instead of a number are known though. That also makes us to believe that the origin of this censorship mark may lay in the U.K. However, why other kite balloon stations were not provided with such censorship marks and identifying numbers or were provided so but did not make use of this censorship mark is not known.

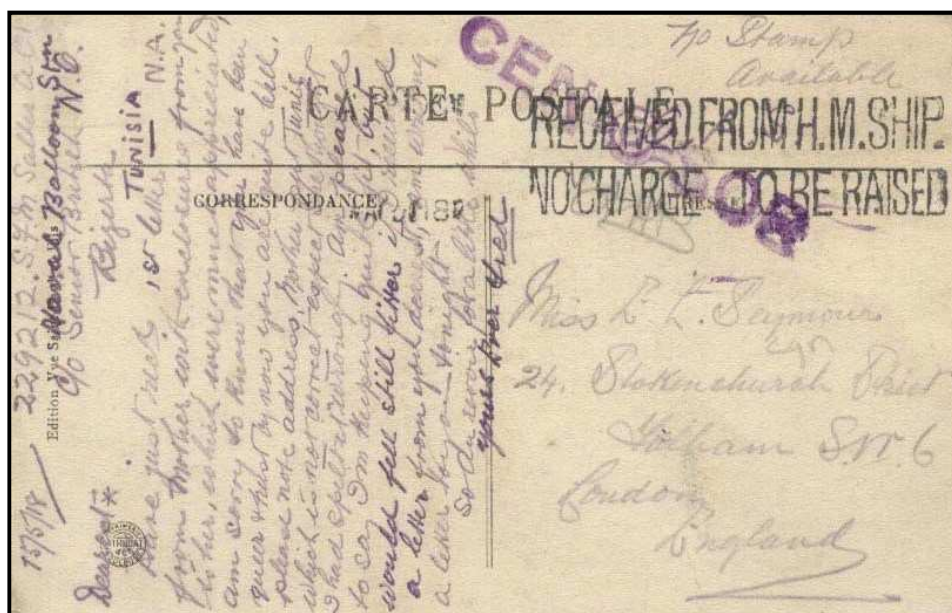
The first viewcard written the 18th May that we have at hand is written by Sydney Frederick Magnus SALTER with number 229212 at the 'Naval Balloon Station, Bizerta, Tunisia' and addressed to his girlfriend in London (Fig. 1a). He mentions that he just received the first letter written by his mother which was most likely delivered by the *HMS Denbighshire* as well. This viewcard written by pencil also had a small cross placed at the front of the viewcard depicting the harbour of Bizerte which most

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likely indicates the side where the British Kite Balloon Base was constructed (Fig. 1b). Fred Salter was born on 13th May 1886 in Hendon, England and was in his civilian life a motor driver. On the 14th May 1917 he joined the R.N.A.S. a branch of the Navy under number F29212 as Aircraftsman II, and was promoted to Aircraftsman I half a year later. During this period he was transferred for a while to France before he finally was transferred to the R.A.F. on the 1st April 1918, where he joined the Kite Balloon Training Centre at Roehampton. The 16th April he joined the advance party for Bizerta where he was to stay until 20th February 1919.

Figure 3a. Unfranked On Active Service viewcard sent from No. 6 Kite Balloon Base (Bizerta) and censored by the single line censorship mark 'CEN-6-SOR' with 'London, MAY 31 18, RECEIVED FROM H.M. SHIP / NO CHARGE TO BE RAISED' (Type N14) arrival mark.

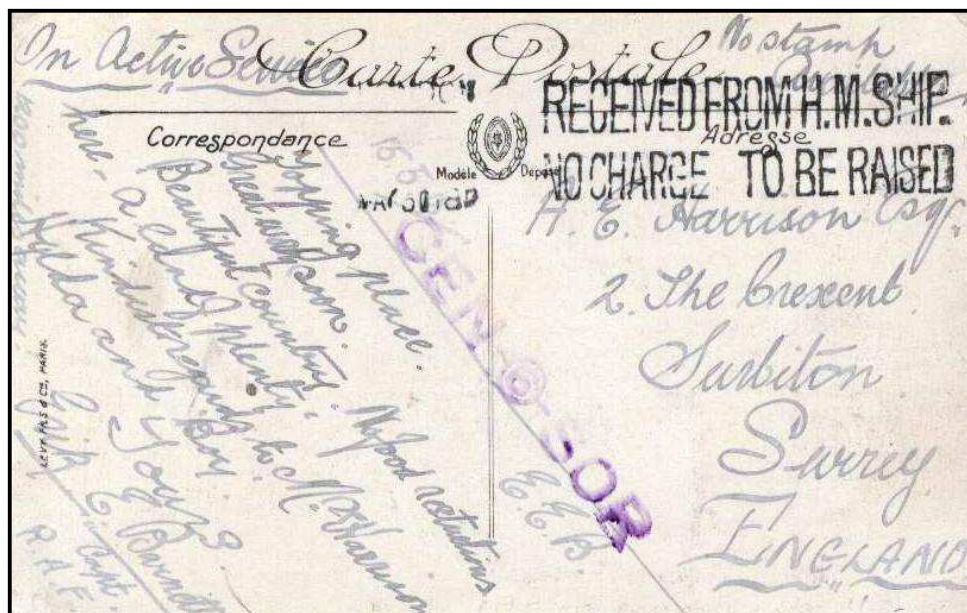
Figure 3b. Viewcard side showing the Bizerta entrance harbour with a small pencil cross at right side most likely indicating the side where the British Kite Balloon Base was constructed.



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The same day the second in command Captain Erik E. Barrett sent a viewcard to an acquaintance in England (Fig. 4). He was very positive about his new location as it was a land of plenty, with no food restrictions! Erik Barnett from London was born on 2nd July 1896 and joined the R.N.A.S. under number 919 and became a Temporary Reserve Flt. S. Lieut. on the 15th January 1916 when he started his training at the Kite Balloon School Roehampton, after which he joined the No. 9 Kite Balloon Station on the 17th April 1916. On 4th March 1917 he was transferred to No. 13 Kite Balloon Station before being promoted to Flt. Lieut. on the 1st October 1917. In April 1918 he was back at the Kite Balloon School Roehampton and selected to go to Bizerta. The 16th April he led the advance party for Bizerta and was appointed Temporary Captain on the 20th April and confirmed in rank Capt. (Flying) only on the 31st December 1918 after being discharged as surplus to RAF requirements two weeks earlier. In November 1918 the Bey of Tunis conferred him the title of Officer in the Order of Nichan Iftikhar (Order of Glory).

Figure 4. Unfranked On Active Service viewcard sent from No. 6 Kite Balloon Base (Bizerta) and self-censored by Captain Erik E. Barrett's initials and the single line censorship mark 'CEN-6-SOR' applied with 'London, MAY 31 18, RECEIVED FROM H.M. SHIP / NO CHARGE TO BE RAISED' (Type N14) arrival mark.



By the end of June 1918 four sheds had been erected and one balloon had been inflated at the French Airship Station for practice purposes. At the time the Station was ready to take part in balloon escorts, but the Station was not yet at full strength as for personnel. The first balloon escort related to Bizerta arrived on the 4th July from Gibraltar with *HMS Chrysanthemum* and left again the following day for return to Gibraltar.

Close collaboration existed with the French Airship Station at Bizerta which is apparent as when silicol and caustic soda arrived it was transported forthwith to the French Station. The French Airship Station was also the place they inflated the balloons with gas. The balloons had next to be towed back to the British camp. By the end of June four escort stations in the Mediterranean - Alexandria, Bizerta, Gibraltar and Malta – were ready to participate in balloon escorts but were not yet at full strength in the matter of personnel. The Draft Team for Bizerta left England on 14th June overland to Toulon and consisted of 42 ratings under the command of 2nd Lt. A.C.E. Smith. In Toulon they were to sail by French courier to Bizerta who crossed over every Saturday. This draft was essential to start balloon work.

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To give you an idea of the balloon escort activity next an extract of a report describing the activities for the second half of July. ‘*HMS Calendine* and *HMS Chrysanthemum* with balloons made several trips each between Gibraltar and Bizerta. *HMS Marguerita* left Malta on 10th July for Gibraltar with a convoy, the balloon arriving safely and observation work carried out continuously during the day. She subsequently, with balloon, proceeded to Bizerta returning thence to Gibraltar. The balloon escorts should now continue regularly. [...] On the 24th July *HMS Pentsemon* carried out kite balloon trials and left on the 25th for Bizerta and is now on her way back with balloon, and it is proposed that she shall take a balloon on escort to Milo. *HMS Magnolia* has been fitted and carried out balloon trials on the 30th instant and it is proposed that she will leave with convoy and balloon for Bizerta on 1st August, and thence on escort to Alexandria on which she will then be based. [...] No submarines have yet been sighted from the balloons and no attacks have been made upon any convoy in which a balloon has been carried so no statement can yet be made as to the extent to which the balloon will prove a protection.’

During August two interesting events occurred which might prove that submarines avoided convoys escorted by balloons. ‘On 10th August, after the greater part of the convoy from Bizerta, escorted by *HMS Snapdragon* had arrived at Grand Harbour Malta, a few ships without *HMS Snapdragon* proceeded further to Marsa Scirocco. At the south eastern corner of the Island, passing through the swept channel. One of these ships was sunk en route. Evidence is, however, somewhat conflicting whether it was sunk by mine or torpedo. On 12th August the convoy from Milo, escorted by *HMS Pentstemon* with balloon, handed over at the appointed rendez-vous the Italian bound portion of the convoy to its Italian escort. After the Italian bound portion “had proceeded about ten to fifteen miles from *HMS Pentstemon* one of the trawlers was torpedoed. This was sighted by the balloon and *HMS Pentstemon* proceeded towards the spot with a view to giving such assistance as might be possible, but no further attack was made.” In the early days the convoy escort work with balloons as for Bizerta concentrated on the shipping line Gibraltar – Bizerta - Alexandria, but as from September escort work was also carried out on the Bizerta – Malta – Milo line as well as is evident from Table 3.

Table 3. Balloon escort on the Bizerta – Malta – Milo line during first half September 1918.

Date	Escort ship	direction	harbour	direction	harbour
01.09.18	<i>HMS Pentstemon</i>	arrives	Malta	from	Taranto
03.09.18	<i>HMS Snapdragon</i>	leaves	Malta	for	Bizerta
04.09.18	<i>HMS Pentstemon</i>	leaves	Malta	for	Patras
08.09.18	<i>HMS Pentstemon</i>	arrives	Malta	from	Patras
09.09.18	<i>HMS Snapdragon</i>	arrives	Malta	from	Bizerta
10.09.18	<i>HMS Pentstemon</i>	leaves	Malta	for	Milo
12.09.18	<i>HMS Clematis</i>	arrives	Malta	from	Milo

By early August three new bases of four kite balloon sheds each were under construction at Port Said, Milo and Genoa. However, already at the end of that month ‘in view of the urgent necessity for economy’ it was decided to abolish Kite Balloons for the Navy, except as far as they were necessary to complete minesweeping carried out in the Mediterranean and the Black Sea.

On the 12th November all kite balloon operations in the Mediterranean ceased, as all hostilities ceased first with Turkey on 31st October, then with Austro-Hungary on 3rd November and finally Germany on 11th November, with the exception of mine-sweeping. Accordingly it was decided not to despatch the

advance Maltese working party for the Kite Balloon Station to be based at Milo and to suspend all further construction work on any other Kite Balloon Stations. Only the Kite Balloon Stations at Alexandria, Gibraltar and Malta were to be maintained at sufficient strength to provide one working balloon from each station for minesweeping purposes. It was also decided not to alter any more sloops or other vessels for the purpose of towing kite balloons. Straight away it was also decided to demobilise the Adriatic stations by (i) despatching all serviceable balloons from both Brindisi and Corfu to Gibraltar, (ii) personnel from Brindisi and Corfu were to be drafted to Taranto to await disposal, and (iii) Brindisi gear to be despatched to Taranto, while the Corfu gear to Malta. The only Kite Balloon section engaged on active work until the end of the year, was that transferred from Brindisi to Mudros, where extensive mine-sweeping operations were carried out in the Dardanelles. The Brindisi contingent arrived at Mudros on 25th October and a balloon was inflated and sent by sea by 2nd November, while a second balloon proceeded to sea on the 6th November.

The dismantlement of the Bizerta Balloon Base followed when on the 14th December the order came to transfer two balloon sheds to the War Office. The disposal of the remainder of the station was cabled only two days later, when two sheds were handed over to the military for storage.

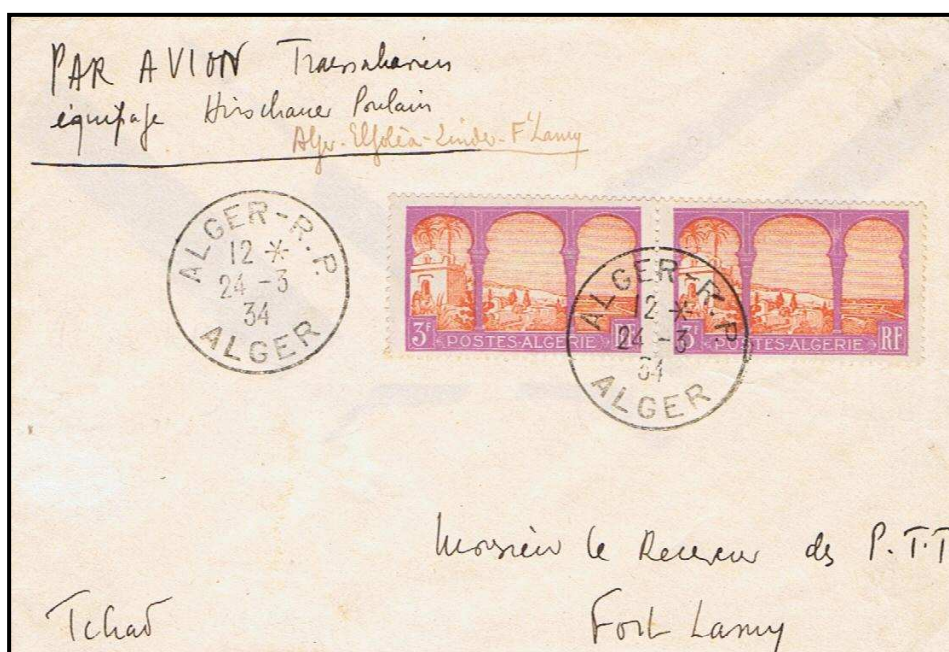
Source : National Archives, Kew, U.K. Files : AIR 1/445/15/303/26, AIR 79/2062

COURRIER DES LECTEURS

Maghrebophila #5 - Article de Mr Ahmed BENZINE. – information complémentaire reçue de Mr Filip Van Der Haegen / Belgique

Mission Saharienne Officielle avant la création d’Air Afrique de Louis HIRSCHAUER et Charles Poulin en 1934

Lors de l’ultime vol de reconnaissance effectué par Charles Poulin accompagnée par le général Hirschauer, Poulin a emporté trois plis témoins dont vous trouvez ci dessous un des deux exemplaires aller (le troisième étant un aller et retour)



Lettre par avion partie d’Alger RP le 24 mars 1934 vers le Receveur des PTT à Fort Lamy.

PARUTION DE L'OUVRAGE DE Mr. JEROME BOURGUIGNAT

« Le contrôle postal et télégraphique français pendant la première guerre mondiale (1914-1921) »

qui inclut les marques de contrôle postal d'Afrique du Nord.



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Extraite des archives françaises, découvrez l'histoire passionnante du contrôle postal et télégraphique mis en place par l'autorité militaire française pendant la Première Guerre mondiale.

Jérôme BOURGUIGNAT

de l'Académie de philatélie

LE CONTRÔLE POSTAL ET TÉLÉGRAPHIQUE FRANÇAIS PENDANT LA PREMIÈRE GUERRE MONDIALE (1914-1921)

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LE CONTRÔLE POSTAL ET
TÉLÉGRAPHIQUE FRANÇAIS
PENDANT LA PREMIÈRE GUERRE MONDIALE
(1914-1921)



Cet ouvrage est le fruit d'un long travail d'analyse à partir des archives originales. Les informations présentées sont largement inédites et illustrées par des pièces dont on peut maintenant comprendre le traitement et les marques.

La masse de documents sur le sujet, essentiellement militaires, est considérable. L'auteur a examiné de nombreux dossiers d'archives au Service historique de la défense, section Armée de terre et section Marine, les Bulletins mensuels des PTT au musée de La Poste, consulté les Archives nationales, celles du ministère des Affaires étrangères et celles de la Bibliothèque de documentation internationale contemporaine.

Ce livre a pour ambition de faire une synthèse des différents aspects du contrôle postal et télégraphique à partir de ces archives militaires et postales, sous l'angle de l'histoire postale. Les informations présentées dans les différents chapitres sont, dans la plupart des cas, extraites des notes, instructions, textes et rapports originaux, certains étant classés « SECRET ». Le contrôle postal et télégraphique est, en effet, étroitement lié au contre-espionnage.

L'ouvrage aborde en détail cette histoire et vous en fera découvrir toutes les facettes restées longtemps secrètes. Il est abondamment illustré de lettres et nourri de quantités de documents d'archives qui garantissent la fiabilité des informations.

Il présente la mise en place du contrôle postal aux frontières et dans la zone des armées ainsi que les mesures successives de resserrement du dispositif. Un chapitre aborde les méthodes imaginatives utilisées par l'ennemi pour contourner les mesures de plus en plus sévères appliquées par le contrôle postal et télégraphique, l'autorité militaire craignant en permanence des indiscrétions. Le contrôle de la correspondance avec les départements envahis et des télégrammes est aussi traité comme les plaintes contre ses abus. Après l'armistice, si le contrôle se relâche

dans la zone intérieure, il est étendu à l'Alsace et à la Lorraine recouvrées ainsi qu'à la Rhénanie. Sa liquidation prendra ensuite plus de trois ans. Associées à chacun des chapitres, des annexes apportent des compléments par les reproductions de règlements et de pièces d'archives. En appendice est présentée l'organisation administrative dans laquelle s'insère le contrôle postal et télégraphique. Un catalogue des marques rencontrées permet de mettre à jour l'inventaire présenté dans les ouvrages existants.

Un fascicule de cotes, réalisé à partir des transactions récentes, complète cet ouvrage à destination du collectionneur.

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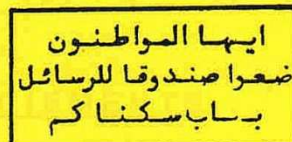
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MAROC

LES OBLITERATIONS DES POSTES FRANCAISES (1852-1956) ET QUELQUES OBLITERATIONS APRES 1956



SANCHEZ THIERRY