

4. The return to steam via the Indian Ocean - Overland via Suez and Brindisi

Mail sent via Brindisi before the official opening of the route in January 1870

The opportunity of sending mail outside of the normal contract mailing routes does not appear to have happened often. The mail to Italy from the late 1860's appears to have been different. The official postal route was via Marseilles, however, this journey was in the opposite direction to Italy. The opening in 1848 of the route via Trieste was very rarely used by the Australian Colonies, especially for letters destined for southern Italy.

Letters to Italy could only be prepaid for 1/- to Alexandria, with further forwarding charges to be paid by the recipient, or by the long route via Marseilles. Clearly, these options did not accelerate the speed of delivery to Italy.

About half a dozen covers from Victoria and New South Wales have been recorded from 1868 as being endorsed "Via Brindisi". Although this route did not officially open until January 1870, it is clear from the datestamps on the reverse that these covers were routed from Alexandria and shipped on the Italian Adriatic & Oriental Line to the port of Brindisi. This new route must have been communicated to the Australian Colonies from around 1867.



Single Rate:

Prepayment of 1/8 for a 1/2oz ship letter to Italy via Marseilles.

"20"(decimi) manuscript in black representing the postal charges from Egypt to Italy to be paid by the recipient.

Goulburn, New South Wales 16.6.1868 to Naples, Italy

Route - P&O Line: Departed Sydney 1806.1868 per "Geelong" to Galle 14.7; "Surat" 14.7 to Suez 1.8; overland to Alexandria; **Italian Adriatic & Oriental Line:** "Brindisi" 2.8 to Brindisi 5.8; by rail from Brindisi to Naples, arriving 7.8.1868. (52 days).

The only cover from New South Wales to Italy via Brindisi before the opening of the official route

Note: The envelope is prepaid 1/8 for the 1/2oz ship letter rate to Italy via Marseilles. Although endorsed "Via Brindisi", this was not an official route available from the Australian Colonies, and therefore could not be pre-paid. It is interesting to note that this cover was treated as being paid to destination, with no postage dues to be paid by the recipient for the new routing.

4. The return to steam via the Indian Ocean

Overland via Suez and Brindisi

Single Rate:

Prepayment of 1/- for a ½oz ship letter to Italy.

Pre-paid to Alexandria and treated as unpaid to Italy.

Postal markings:

“40”(decimi) manuscript in black representing postage from Alexandria to Italy to be paid by the recipient..

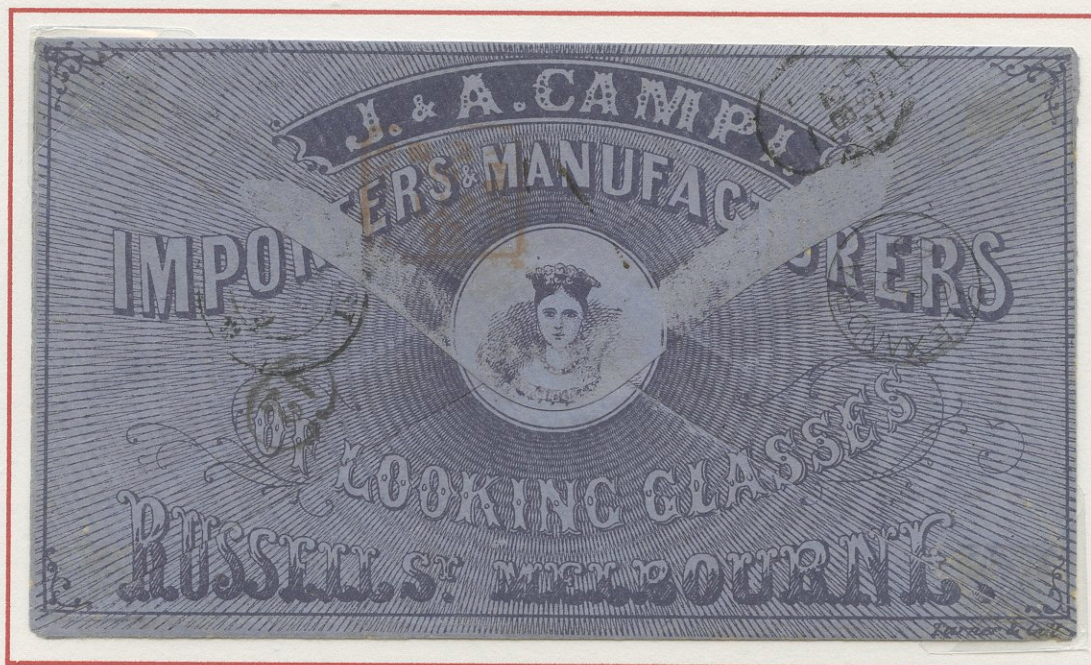


Melbourne, Victoria 11.9.1869 to Genoa, Italy

Route - P&O Line: Departed Melbourne 12.9.1869 per “Avoca” to Galle 2.10; “Simla” 5.10 to Suez; overland to Alexandria; **Italian Adriatic & Oriental Line:** “Cairo” 23.10 to Brindisi; by rail from Brindisi 26.10 to Genoa, arriving 28.10.1869. (46 days).

Ex Perry

Note: Prior to January 1870, mail to Italy via Brindisi could only be prepaid to Alexandria with further charges collected upon delivery, which is reflected by the prepayment on this cover. The cover was therefore treated as unpaid from Alexandria to Italy. It is interesting to compare the treatment of this envelope with manuscript postage to collect to that from the same correspondence in April 1870 with the introduction of postage due stamps to record the postal deficiency.



An allover advertising envelope for J. & A. Campi, looking glass importers and manufacturers of Russell Street, Melbourne. At the lower right is a small imprint for the Melbourne printers of Turner & Gill.

Three examples of this design have been recorded, all to the same addressee in Genoa, Italy

4. The return to steam via the Indian Ocean

Overland via Suez and Brindisi

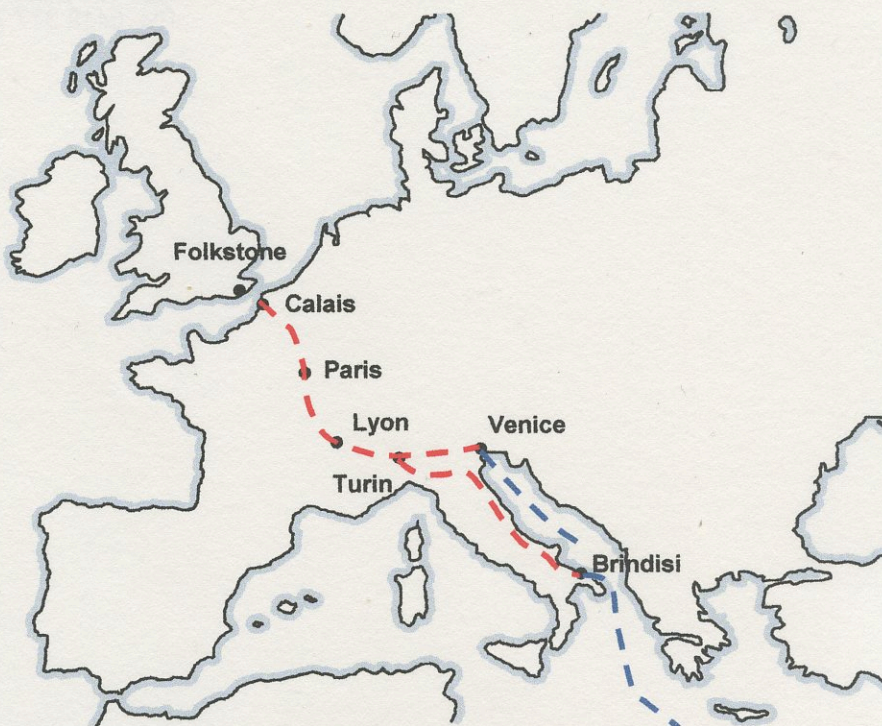
Introduction of the new rail route via Brindisi - January 1870

Historical overview

After the completion of the Mont Cenis Pass in 1869, it was announced that a new continental rail route would carry the mails from Brindisi to England.

The Italian port of Brindisi was 370 miles closer to Alexandria than Marseilles, and in the mid-19th century, the easiest means of expediting the mails was the use of rail.

The first mails from the Australian Colonies to use this service was the January sailing in 1870. It was not a popular route, since it cost an additional 3d for a ½oz ship letter with marginal saving of only a day compared to the passage via Marseilles.



Map of the principle rail stops for the Brindisi route.



Single Rate - Underpaid:

Prepayment of 11d and underpaid 2d for a ½oz ship letter of 1/1 to England via Brindisi.

Postal markings:

"INSUFFICIENTLY/STAMPED" handstamp in black applied at Sydney recognising the underpayment.

Cowra, New South Wales 22.2.1870 to Liverpool, England

Route - P&O Line: Departed Sydney 26.2.1870 per "Avoca" to Galle 20.3; "Simla" 23.3 to Suez 7.4; overland to Alexandria;
Italian Adriatic & Oriental Line: "Brindisi" 10.4 to Brindisi; by rail from Brindisi 13.4 via London 16.4 to Liverpool, arriving 18.4.1870. (55 days).

The only cover from the Australian Colonies with a deficient postage handstamp for the short-lived Brindisi route in 1870

4. The return to steam via the Indian Ocean

Overland via Suez and Brindisi



Single Rate:

Prepayment of 1/- for a ½oz ship letter to Italy.

Postal markings:

“30”(decimi) manuscript in black representing the postal deficiency and franked with 3 lira in postage dues to be paid by the recipient..

Scan

Melbourne, Victoria 23.4.1870 to Genoa, Italy

Route - P&O Line: Departed Melbourne 24.4.1870 per “Geelong” to Galle 15.5; “Mooltan” 17.5 to Suez; overland to Alexandria. **Italian Adriatic & Oriental Line:** “Cairo” 5.6 to Brindisi; by rail from Brindisi 8.6 to Genoa, arriving 10.6.1870. (47 days). *Ex Perry*

Note: Prior to January 1870, mail to Italy via Brindisi could only be prepaid to Alexandria with further charges collected upon delivery, which is reflected by the prepayment on this cover. This envelope was posted on the 23.4.1870, three months after the opening of the Brindisi route. The cover was therefore treated as underpaid.



An allover advertising envelope for J. & A. Campi, looking glass importers and manufacturers of Russell Street, Melbourne. At the lower right is a small imprint for the Melbourne printers of Turner & Gill.

Three examples of this design have been recorded, all to the same addressee in Genoa, Italy

4. The return to steam via the Indian Ocean

Overland via Suez and Brindisi

The closure of the Marseille Route:

With the outbreak of the Franco-Prussian War on the 19.7.1870, the mail route via Marseilles was forced to close, and the more expensive and quicker route via Brindisi was utilised. The mail was rerouted from the 21.10, but the notice did not reach the Australian Colonies in time to stop them sending the September, October and November mails marked and paid for via Marseilles. These mails were redirected via Brindisi, and the difference in postage collected upon delivery. This redirected mail received a special boxed cachet at the Foreign Branch Office in London. There are three versions of the cachet.



Melbourne, Victoria 10.9.1870 to London, England

Route - P&O Line: Departed Melbourne 11.9.1870 per "Avoca" to Galle 2.10; "Candia" 4.10 to Suez 20.10; overland to Alexandria. **Adriatic & Oriental Company:** "Cairo" 23.10 to Brindisi; by rail from Brindisi 26.10 to London 31.10.1870. (51 days). *Ex Ashby*

Single Rate - Underpaid:

Prepayment of 10d for a ½oz ship letter via Marseilles and underpaid 3d for the redirected 1/1d rate via Brindisi.

Postal markings:

"INSUFFICIENTLY PAID/ FOR BRINDISI ROUTE/ DEFICIENT POSTAGE/ 3" handstamp in black applied at London.



Melbourne, Victoria 10.9.1870 to London, England

Route - P&O Line: Departed Melbourne 11.9.1870 per "Avoca" to Galle 2.10; "Candia" 4.10 to Suez 20.10; overland to Alexandria. **Adriatic & Oriental Company:** "Cairo" 23.10 to Brindisi; by rail from Brindisi 26.10 to London 31.10.1870. (51 days).

Quadruple Rate - Underpaid:

Prepayment of 3/4d for a 2oz ship letter via Marseilles and underpaid 1/- for the redirected 4/4d rate via Brindisi.

Postal markings:

"INSUFFICIENTLY PAID/ FOR BRINDISI ROUTE/ DEFICIENT POSTAGE/ " handstamp in black applied at London.

"1/-" manuscript in black representing the 1/- deficient postage via Brindisi.

Three covers from Victoria are recorded with the blank Deficient Postage cachet

4. The return to steam via the Indian Ocean

Overland via Suez and Brindisi

Single Rate - Underpaid:

Prepayment of 10d for a ½oz ship letter via Marseilles and underpaid 3d for the redirected 1/1d rate via Brindisi.

Postal markings:

“INSUFFICIENTLY PAID/ FOR BRINDISI ROUTE/DEFICIENT POSTAGE/ 3” handstamp in black applied at London.



Ipswich, Queensland 19.10.1870 to Ilminster, England.

Route - Private steamship: Departed Brisbane 21.10.1870 per “James Paterson” to Sydney. **P&O Line:** Departed Sydney 5.11 per “Malta” to Galle 28.11; “Delhi” 30.11 to Suez 15.12; overland to Alexandria; “Brindisi” 17.12 to Brindisi; by rail from Brindisi 21.12 to London, arriving 26.12.1870. (68 days).

Ex Griffiths

Three covers from Queensland with this Deficient Postage cachet recorded



Sydney, New South Wales 4.11.1870 to London, England

Route - P&O Line: Departed Sydney 5.11.1870 per “Malta” to Galle; “Delhi” 30.11 to Suez 15.12; overland to Alexandria; “Brindisi” 17.12 to Brindisi; by rail from Brindisi 21.12 arriving London 26.12.1870. (52 days).

Nine covers from New South Wales with this Deficient Postage cachet recorded

Single Rate - Underpaid:

Prepayment of 10d for a ½oz ship letter via Marseilles and underpaid 3d for the redirected 1/1d rate via Brindisi.

Postal markings:

“INSUFFICIENTLY PAID/ FOR BRINDISI ROUTE/DEFICIENT POSTAGE/ 3” handstamp in black applied at London.

4. The return to steam via the Indian Ocean

Overland via Suez and Brindisi

The closure of the route via Marseille:

With the closure of the Marseilles route, the mail was redirected via the more expensive Brindisi route. Newspapers and Printed Matter Rate articles are very rare, with this being the only item from the Australian Colonies recorded bearing the boxed Insufficiently Paid via Brindisi cachet taxed at 1d.

The only example of the Deficient Postage 1d cachet on mail from the Australian Colonies recorded



Sydney, New South Wales 4.11.1870 to Walton on Thames, England

Double Rate: Prepayment of 6d for a double 3d Printed Matter rate to London via Marseilles. The route was changed to via Brindisi where the envelope was underpaid by 1d.

Postal Markings: "INSUFFICIENTLY PAID/ FOR BRINDISI ROUTE/ DEFICIENT POSTAGE/1d" handstamp in black applied at London; "2" manuscript in blue representing the amended deficiency of 2d for a double rate item.

Route - P&O Line: Departed Sydney 5.11.1870 per "Malta" to Galle 28.11; "Delhi" 30.11 to Suez 15.12; overland to Alexandria; "Brindisi" 17.12 to Brindisi; by rail from Brindisi 21.12 to London, arriving 26.12.1870. (52 days).

Ex Molnar, "Alvarado"

4. The return to steam via the Indian Ocean

Overland via Suez and Brindisi

Single Rate - Underpaid:

Prepayment of 10d for a ½oz ship letter via Marseilles and underpaid 3d for the redirected 1/1d rate via Brindisi.

Postal markings:

“INSUFFICIENTLY PAID/
FOR BRINDISI ROUTE/
DEFICIENT POSTAGE/ 3”
handstamp in black applied at
London.



Adelaide, South Australia 9.11.1870 to London, England.

Route - Private steamship: Departed Adelaide 9.11.1870 per “City of Adelaide” to King George’s Sound. **P&O Line:** Departed King George’s Sound 14.11 per “Malta” to Galle 28.11; “Delhi” 30.11 to Suez 15.12; overland to Alexandria; “Brindisi” 17.12 to Brindisi; by rail from Brindisi 21.12 to London, arriving 26.12.1870. (47 days).

Four covers from South Australia with this Deficient Postage cachet recorded

Double Rate - Underpaid:

Prepayment of 1/8d for a 1oz ship letter via Marseilles and underpaid 6d for the redirected 2/2d rate via Brindisi.

Postal markings:

“INSUFFICIENTLY PAID/
FOR BRINDISI ROUTE/
DEFICIENT POSTAGE/ 3”
handstamp in black applied at
London.

Note: Given this envelope was a double rate letter, the fine should have been 6d, not 3d.



Sydney, New South Wales 4.11.1870 to London, England.

Route - P&O Line: Departed Sydney 5.11.1870 per “Malta” to Galle; “Delhi” 30.11 to Suez 15.12; overland to Alexandria; “Brindisi” 17.12 to Brindisi; by rail from Brindisi 21.12 arriving London 26.12.1870. (52 days).

Ex Druce, Forster, Davis, “Alvarado”

Nine covers from New South Wales with this Deficient Postage cachet recorded

4. The return to steam via the Indian Ocean

Overland via Suez and Brindisi

Preference of the Brindisi route and closure of the route via Marseille

With the end of the Franco-Prussian War on 10.5.871, the Brindisi route effectively became the only continental outlet for Australian mails carried by British packets. The route via Marseilles was abandoned.



Quadruple Rate:

Prepayment of 3/- for a 2oz ship letter to England.

Melbourne, Victoria 15.7.1871 to Colintraive, England.

Route - P&O Line: Departed Melbourne 17.7.1871 per "Rangoon" to Galle 6.8; "China" 9.8 to Suez 26.8; overland to Alexandria; "Massilia" 27.8 to Brindisi; by rail from Brindisi 30.8 via London 3.9 to Colintraive, arriving 4.9.1871. (50 days).

A rare make up for the discontinued route via Marseille

Single Rate - overpaid:

Prepayment of 10d and overpaid 1d for a ½oz ship letter to England.

Note: The route via Marseilles was discontinued in December 1870 and the rate for a ½oz ship letter decreasing from 10d to 9d for the new route via Brindisi.



Toowoomba, Queensland 28.11.1871 to Dublin, Ireland

Route - Australian Steam Navigation Co: Departed Brisbane 29.11.1871 to Sydney. **P&O Line:** Departed Sydney 2.12 per "Geelong" to Galle 24.12; "Khedive" 27.12 to Suez 11.1.1872; overland to Alexandria; "Ceylon" 13.1 to Brindisi; by rail from Brindisi 16.1 via London 19.1 to Dublin, arriving 20.1.1872. (52 days).

Ex Stevenson

4. The return to steam via the Indian Ocean

Overland via Suez and Brindisi



Walkerville, South Australia 13.7.1873 to Paris, France

Route - Private steamship: Departed Adelaide 16.7.1873 per "Rangatira" to King Georges Sound. **P&O Line:** Departed King Georges Sound 23.7 per "China" to Galle 6.8; "Pekin" 7.8 via Suez Canal 23.8 to Alexandria 26.8; "Malta" 26.8 to Brindisi 29.8; by rail to London 1.9; by steamer to Calais; by rail to Paris, arriving 2.9.1873. (47 days).

Single Rate:

Prepayment of 1/- for a ½ oz ship letter to France.

"2"(d) manuscript in red credit from Great Britain to France for forwarding.

Postal Markings:

"PD" applied in London denoting paid to destination.



Rockhampton, Queensland 25.9.1873 to London, England

Route - Private steamship: Departed Rockhampton 26.9.1873 per "Blackbird" to Brisbane. **Australian Steam Navigation Co:** Departed Brisbane 4.10 per "Lady Young" to Sydney. **P&O Line:** Departed Sydney 7.10 per "China" to Galle 31.10; "Hindustan" 1.11 via Suez Canal 15.11 to Alexandria; "Malta" 17.11 to Brindisi; by rail from Brindisi 21.11, to London, arriving 23.11.1873. (70 days).

Single Rate:

Prepayment of 9d for a ½ oz ship letter to England.

Ex Stevenson

4. The return to steam via the Indian Ocean

Overland via Suez and Brindisi

Single Rate:

Prepayment of 9d for a ½ oz ship letter to England.

Scarce usage of the 3d on 4d adhesive



Adelaide, South Australia 27.1.1874 to Bath, England

Route - P&O Line: Departed Adelaide 31.1.1874 per "Pera" to Galle 19.2; "Cathay" 21.2 via Suez Canal 6.3; to Alexandria; "Sumatra" 9.3 to Brindisi; by rail from Brindisi 12.3 to London 15.3; by rail to Bath, arriving 16.3.1874. (44 days).

Single Rate:

Prepayment of 9d for a ½ oz ship letter to England.



Fremantle, Western Australia 20.4.1875 to Loughborough, England, redirected to London

Route - P&O Line: Departed King Georges Sound 28.4.1875 per "China" to Galle 11.5; "Khedive" 12.5 via Suez Canal 27.5; to Alexandria; "Sumatra" 31.5 to Brindisi; by rail from Brindisi 2.6 to London, arriving 7.6.1875. (48 days).

Ex Austin, Walkley

A rare mixed issue franking from Western Australia

4. The return to steam via the Indian Ocean

Overland via Suez and Brindisi

Payment of 6d Late Fee after the closure of the mails



Double Rate:

Prepayment of 1/9d comprising 1/3d for a ½ oz ship letter and 6d late fee to the Netherlands.

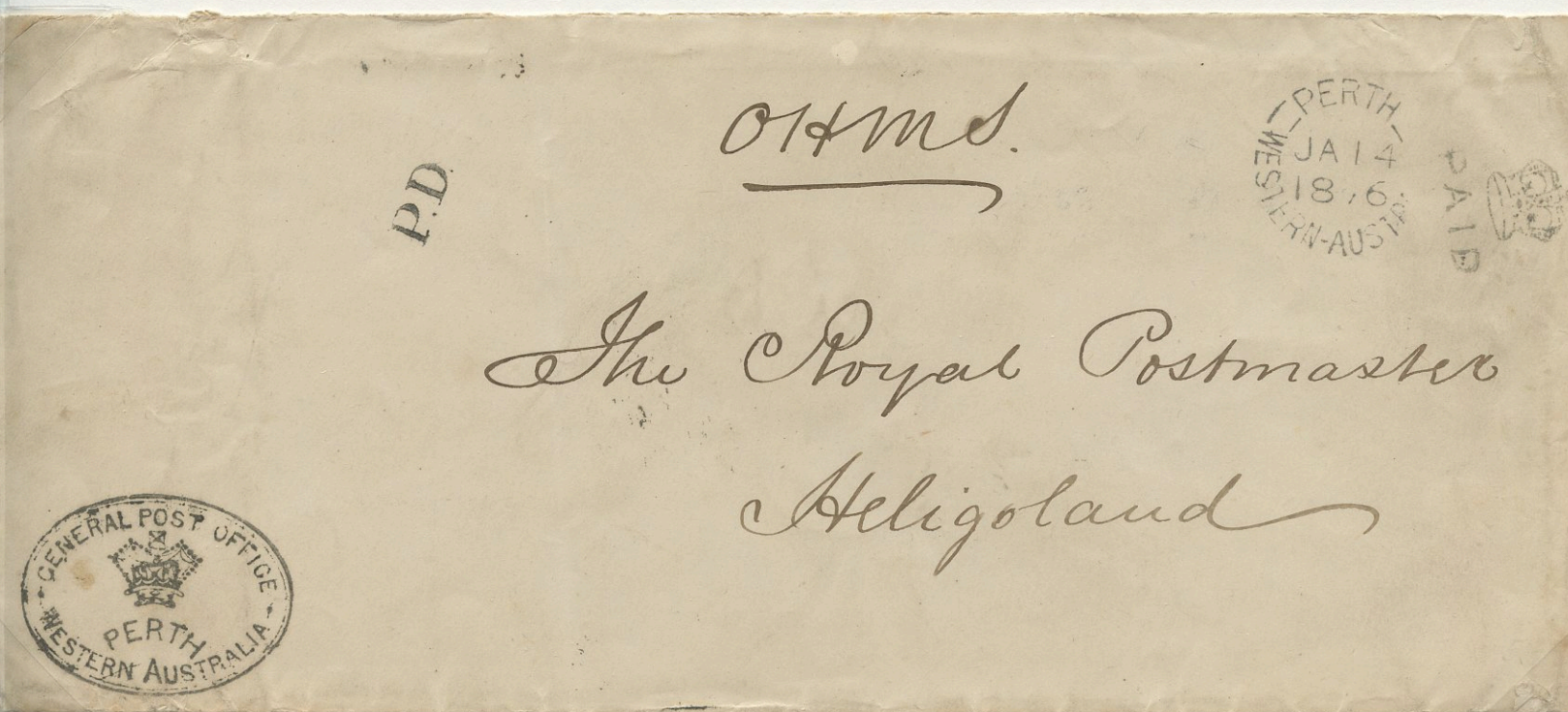
Postal markings:

“PD” applied at Melbourne denoting paid to destination.

Melbourne, Victoria 7.9.1875 to Amsterdam, **Netherlands**

Route - P&O Line: Departed Melbourne 7.9.1875 per “Golconda” to Galle 28.9; “Surat” 30.9 via Suez Canal 16.10 to Alexandria; “Baroda” 18.10 to Brindisi; by rail from Brindisi 21.10 to Amsterdam, arriving 24.10.1875. (45 days).

Ex Purves, Linfield, Palmer



Perth, Western Australia 14.1.1876 to **Heligoland**

Single Rate: Prepaid O.H.M.S. (9d) for a ½ oz ship letter to Heligoland.

Postal Markings: “CROWN/ PAID” in black indicating official pre-payment; “P.D.” in black confirming paid to destination.

Route - P&O Line: Departed King Georges Sound 2.2.1876 per “Mongolia” to Galle 15.2; “Bokhara” 18.2 via Suez Canal 3.3 to Alexandria; “Pera” 6.3 to Brindisi; by rail from Brindisi 9.3 via Ambulant 12.3 to Heligoland. (over 57 days).

The only cover from the Australian Colonies to Heligoland recorded

4. The return to steam via the Indian Ocean

Overland via Suez and Brindisi



Single Rate - Underpaid:

Prepayment of 6d and underpaid 2½d for a ½ oz ship letter of 8½d to Germany.

Postal markings:

“**INSUFFICIENTLY/PAID**” applied at Melbourne representing the underpayment;
 “**T**” in a diamond applied at Mainz denoting the envelope to be taxed;
 “**80**” manuscript in blue crossed out and rerated “**110**” (pfennig) postage due to be paid by the recipient.

Melbourne, Victoria 21.1.1876 to Mainz, Germany

Route - P&O Line: Departed Melbourne 27.1.1876 per “Mongolia” to Galle 15.2; “Bokhara” 18.2 via Suez Canal 3.3 to Alexandria; “Pera” 6.3 to Brindisi; by rail from Brindisi 9.3 to Mainz, arriving 17.3.1876. (55 days).

Single Rate:

Prepayment of 1/4d for a ½ oz ship letter to Antigua.

Postal Markings:

“**11**”(d) manuscript in red credit to Great Britain for forwarding to Antigua.

“**1d**” in red credit from Great Britain to Antigua for local postage delivery.



Sydney, New South Wales 18.3.1876 to Antigua

Route - P&O Line: Departed Sydney 19.3.1876 per “Avoca” to Melbourne; “Sumatra” 23.3 to Galle 12.4; “Mirzapore” 13.4 via Suez Canal 28.4 to Alexandria 1.5; “Pera” 30.4 to Brindisi; by rail from Brindisi 3.5, to London 5.5, by rail to Liverpool; by steamer to Antigua, arriving 1.6.1873. (75 days).

Ex Forster

4. The return to steam via the Indian Ocean

Overland via Suez and Brindisi

Double Rate:

Prepayment of 1/8d comprising 1/4d for a 1oz ship letter plus 4d registration to England.

Note: The rate for a 1oz ship letter via Brindisi was reduced by 2d to 1/4d on the 4.7.1876, four days prior to the posting of this letter.



Sydney, New South Wales 8.7.1876 to London, England (E)

Route - P&O Line: Departed Sydney 8.7.1876 per "Avoca" to Melbourne; "China" 11.7 to Galle 1.8; "Mongolia" 2.8 via Suez Canal 18.8 to Alexandria; "Travancore" 20.8 to Brindisi; by rail from Brindisi 24.8, to London, arriving 26.8.1876. (49 days).

Ex Forster, Davis



Gympie, Queensland 11.11.1876 to Birmingham, England

Route - Australian Steam Navigation Co: Departed Gympie 14.11.1876 per "Tinonee" to Brisbane. 15.11. Departed Brisbane per "Governor Blackall" to Sydney. **P&O Line:** Departed Sydney 27.11.1876 per "China" to Melbourne 30.11; "Tanjore" 30.11 to Galle 20.12; "Peshawur" 2.12 via Suez Canal 5.1.1877 to Alexandria; "Ceylon" 7.1 to Brindisi; by rail from Brindisi 10.1 via London to Birmingham, arriving 12.1.1877. (59 days).

Note: With the opening of the Torres Strait route in 1874, most Queensland mail was carried through this service. The Eastern & Australian Mail Steamship Co. "Bowen" had left Brisbane on the 9.11.1876 and the sender of this letter would have to wait another month for the Torres Strait service. Instead, they directed the letter for the P&O service that was leaving Sydney on the 27.11, saving two weeks of travel time.

Single Rate:

Prepayment of 9d for a 1/2 oz ship letter to England.

4. The return to steam via the Indian Ocean

Overland via Suez and Brindisi

Double Rate:

Prepayment of 1/4d for a 1oz ship letter to England.



Hobart, Tasmania 29.10.1877 to Bridgnorth, England

Route - Contract steamship: Departed Launceston 30.10.1877 to Melbourne. **P&O Line:** Departed Melbourne 1.11 per "Assam" to Galle 21.11; "Poonah" 23.11 via Suez Canal 6.12 to Alexandria; "Deccan" 10.12 to Brindisi; by rail from Brindisi 13.12 via London 15.12 to Bridgnorth, arriving 17.12.1877. (55 days).

PRINTED MATTER ONLY.

ON HER MAJESTY'S SERVICE.

Senor Don Jose Maria Pimenta
Dantas
Torres Novas
Portugal



OFFICES OF THE
Commissioners for the Melbourne International Exhibition, 1880.
TREASURY MELBOURNE.

Melbourne, Victoria 13.1.1879 to Torres Novas, Portugal

Single Rate: Victorian Frank Stamp for the Chief Secretary representing prepayment of "2"(d) manuscript in red for printed matter rate to Portugal.

Route - P&O Line: Departed Melbourne 24.1.1879 per "Tanjore" to Galle 12.2; "Deccan" 14.2 via Suez Canal 27.2 to Alexandria; "Ceylon" 2.3 to Brindisi; by rail from Brindisi 5.3 to London 7.3; by steamship to Lisbon; overland to Torres Novas.

The only cover from Victoria to Portugal via Brindisi recorded

4. The return to steam via the Indian Ocean

Overland via Suez and Brindisi

A rare cross border New South Wales/South Australia cover



Single Rate:

Prepayment of 10d comprising New South Wales 2d inland and 8d South Australia for a ½ oz ship letter to England.

Wentworth, New South Wales 16.3.1879 to Wotton-under Edge, England

Route: Departed Wentworth 16.3.1879 via Murray River to Morgan; by rail to Adelaide 19.3. **Orient Line:** Departed Adelaide 21.3 per "Garonne" via Suez canal 20.4 to Alexandria 21.4; "Ceylon" 28.4 to Brindisi 1.5; by rail from Brindisi via London 2.5 to Wotton-under Edge, arriving 5.5.1879. (50 days).

Ex Molnar

Five examples of the New South Wales/ South Australia combination frankings recorded



Single Rate - Underpaid:

Prepayment of 9d and underpaid 2d for a ½ oz ship letter of 11d to Jamaica.

Prepayment of 4d at Jamaica for redirection to Canada.

Note: This cover was prepaid 9d for the ship letter rate via Southampton, however, it was placed in the mails via Brindisi.

Narrandera, New South Wales 3.4.1880 to Jamaica, redirected to Guelph, Canada

Route - P&O Line: Departed Sydney 9.4.1880 per "Siam" to Galle; "Australia" 3.5 via Suez Canal 17.5 to Alexandria; "Ceylon" 20.5 to Brindisi; by rail from Brindisi 23.5 via Modane 24.5, to London 26.5; by steamship to Kingston, Jamaica 19.6; overland to Claremont 21.6; by steamship from Kingston 22.6 to New York 30.6; by rail to Guelph, arriving 2.7.1880. (84 days).

Two covers from New South Wales to Jamaica recorded

4. The return to steam via the Indian Ocean

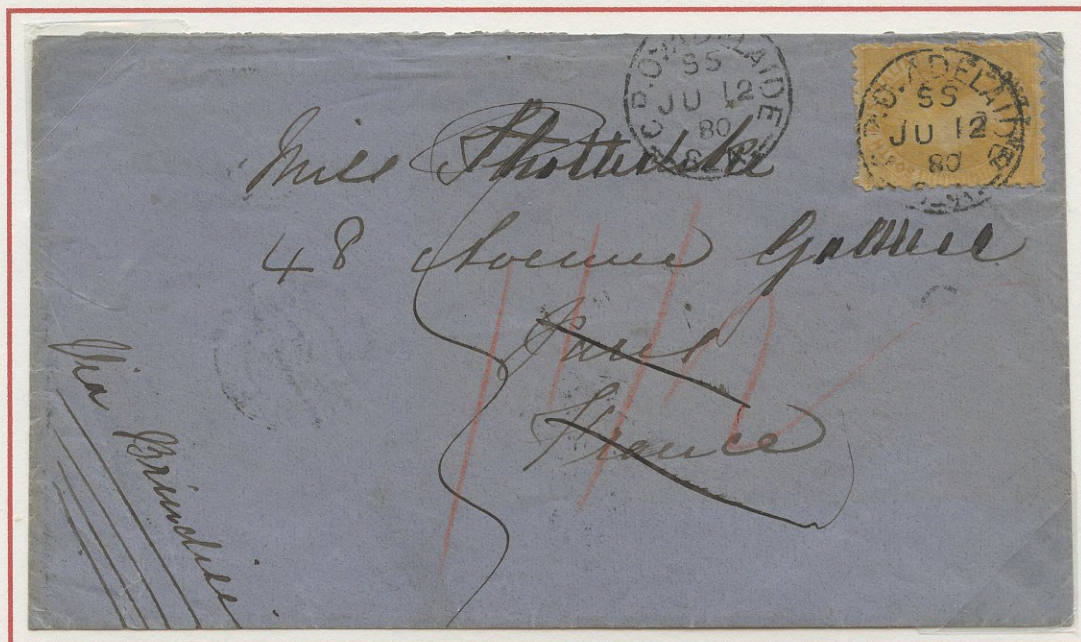
Overland via Suez and Brindisi

Single Rate:

Prepayment of 10d for a ½ oz ship letter to France.

Postal markings:

“1½” manuscript in red credit to Great Britain for forwarding to France.



Adelaide, South Australia 12.6.1880 to France, redirected to **Switzerland**

Route - P&O Line: Departed Adelaide 13.6.1880 per “Tanjore” to Galle; “Peshawar” 30.6 via Suez Canal 14.7 to Alexandria; “Ceylon” 18.7 to Brindisi ; by rail from Brindisi 21.7 to London 24.7; by steamer to Calais; by rail to Paris 25.7; redirected to Baden, Switzerland, arriving 26.7.1880. (44 days).

Three covers from South Australia to Switzerland are recorded



Single Rate:

Prepayment of 7d for a ½ oz ship letter to Italy.

Adelaide, South Australia 17.9.1880 to Bologna, **Italy**

Route - P&O Line: Departed Adelaide 17.9.1880 per “Bangalore” to Galle; “Khiva” 5.10 via Suez Canal 18.10 to Alexandria; “Ceylon” 22.10 to Brindisi; by rail from Brindisi 25.10 to Bologna, arriving 26.10.1880. (39 days).

One of the earliest covers from South Australia to Italy recorded

4. The return to steam via the Indian Ocean

Overland via Suez and Brindisi



Single Rate - Underpaid:

Prepayment of 8d and underpaid 8d for a 1 oz ship letter of 1/6d to England.

Postal markings:

"DEFICIENT POSTAGE 8" / FINE "6" with "1/2" applied in Adelaide recognising the deficiency. "1/2" manuscript in black postage to be collected from the recipient.

Rare usage of the "1/" and "2" cachets in this period.

Adelaide, South Australia 23.12.1881 to England

Route - P&O Line: Departed Adelaide 24.12.1881 per "Rome" to Galle 8.1.1882; "Pekin" 10.1 via Suez Canal 23.1 to Alexandria; "Tanjore" 24.1 to Brindisi; by rail from Brindisi 27.1 to London, arriving 30.1.1882. (38 days).



Single Rate:

Prepayment of 9d for a 1/2 oz ship letter to Switzerland.

Deloraine, Tasmania 20.11.1882 to Weinfelden, Switzerland

Route - P&O Line: Departed Melbourne 23.11.1882 per "Peshawar" to Colombo 11.12; "Australia" 13.12 via Suez Canal 25.12 to Alexandria; "Mongolia" 27.12 to Brindisi; by rail from Brindisi 30.12 to Weinfelden, arriving 11.1.1883. (52 days).

One of the earliest covers from Tasmania to Switzerland recorded

4. The return to steam via the Indian Ocean

Overland via Suez and Brindisi



Single Rate - Underpaid:
Prepayment of 6d and underpaid 2d for a ½ oz ship letter of 8d to United States of America.

Postal markings:

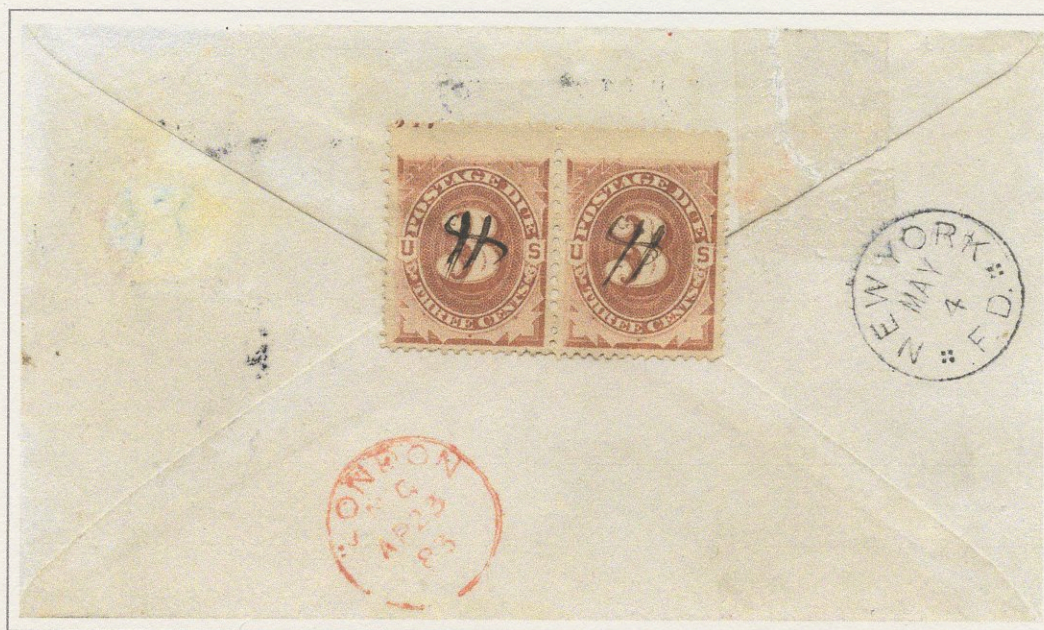
“T” Diamond handstamp applied at Albany;
“T” and “Due 6” handstamps applied at Massachusetts representing the underpayment and 6cents postage dues affixed on the reverse to be paid by the recipient.

Albany, Western Australia 21.3.1883 to North Falmouth, United States of America

Route - P&O Line: Departed King Georges Sound 21.3.1883 per “Nizam” to Galle 2.4; “Pershawar” 4.4 via Aden 11.4 and Suez 16.4 to Alexandria; “Mongolia” 18.4 to Brindisi 21.4; by rail via London 23.4 to Liverpool. **Whitestar Line:** Departed Liverpool 24.4 per “Republican” to New York 4.5; by rail to North Falmouth, arriving 5.5.1883. (45 days).

Note: Although this cover was endorsed “Via San Francisco”, the packet contract was only signed by the New South Wales and Queensland governments. The cover was redirected to the P & O contract via Brindisi.

A rare deficient postage cover from Western Australia



A scan of the reverse of this cover showing the pair of 3 Cent United States Postage Due stamps representing the deficient postage.

4. The return to steam via the Indian Ocean

Overland via Suez and Brindisi

Interruption of the mails due to an outbreak of cholera in Egypt - Mails sent via Venice

The outbreak of cholera in Egypt in July 1883 closed the mails via Brindisi. A new route, via Venice was proposed, and the mails to Europe were diverted through there until early December. Disinfection of the mail was performed at Alexandria. However, letters addressed to England and France avoided the disinfection process, confirmed by the envelope below.



Single Rate:

Prepayment of 6d for a ½ oz ship letter to France.

Postal markings:

“**MODANE A PARIS**” travelling post office datestamp in red of 13.8.1883.

Note: There are no disinfection slits since the letter was addressed to France.

Sydney, New South Wales 30.6.1883 to France

Route: Departed Sydney 30.6.1883 by rail to Melbourne. **P&O Line:** Departed Melbourne 3.7.1883 per “Indus” to Colombo 21.7; “Nizam” 21.7 via Suez Canal 3.8 to Alexandria; “Mongolia” 7.8 to Venice; by rail from Venice 11.8 to Paris, arriving 13.8.1883. (44 days). Ex Davis



Single Rate:

Prepayment of 7d for a ½ oz ship letter to Italy.

Fumigation of the envelope:

There are three disinfection slits to this cover indicating fumigation at Alexandria before transmission to Italy.

Albany, Western Australia 7.8.1883 to Italy (E)

Route - P&O Line: Departed King Georges Sound 7.8.1883 per “Pekin” to Colombo 19.8; “Kaiser-I-H” 19.8 via Suez Canal 2.9 to Alexandria; “Venitia” 7.8 to Venice 9.9; by rail from Venice to Naples, arriving 10.9.1883. (34 days).

The second earliest cover from Western Australia to Italy recorded

4. The return to steam via the Indian Ocean

Overland via Suez and Brindisi

Double Rate:

Prepayment of 1/10d comprising 1/6d for a 1 oz ship letter plus 4d registration to Germany.

Postal markings:

"REGISTERED / SYDNEY" datestamp in violet of the 10.6.1884.



Sydney, New South Wales 20.6.1884 to Dresden, Germany.

Route - Orient Line: Departed Sydney 26.6.1884 per "Orient" via Suez Canal 26.7 to Alexandria. **P&O Line:** "Gwalior" 28.7 to Brindisi; by rail from Brindisi 31.7 to Dresden, arriving 11.8.1884. (52 days).

Ex Palmer



Sydney, New South Wales 4.3.1885 to Milan, Italy

Quintuple Rate: Prepayment of 3/3d comprising 2/11d for a 3 oz ship letter plus 4d registration to Italy.

Route: Departed Sydney 4.3.1885 to Melbourne. **P&O Line:** Departed Melbourne 12.3 per "Shannon" to Colombo 30.3; "Kaiser-I-H" 31.3 via Aden 7.4 and Suez Canal 12.4 to Alexandria; "Lombardy" 15.4 to Brindisi; by rail from Brindisi 18.4 to Milan, arriving 23.4.1885. (50 days).

Ex Palmer

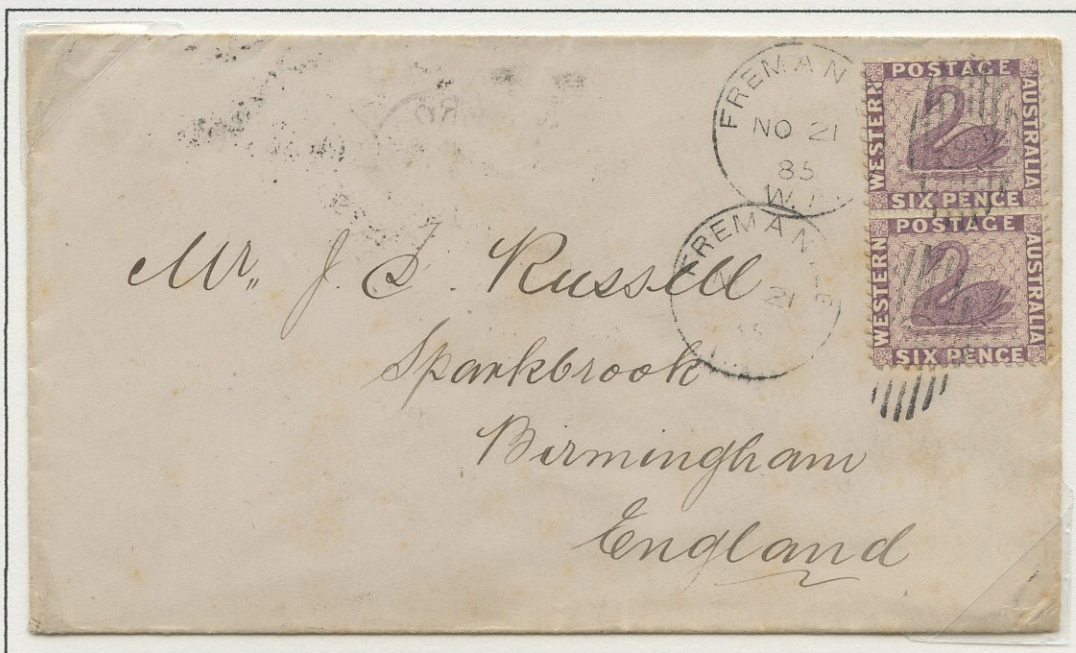
The only example of the quintuple rate from New South Wales to Italy recorded

4. The return to steam via the Indian Ocean

Overland via Suez and Brindisi

Double Rate:

Prepayment of 1/- for a 1 oz ship letter to England.



Fremantle, Western Australia 21.11.1885 to Sparkbrook, England

Route - P&O Line: Departed King Georges Sound 25.11.1885 per "Ballaarat" to Colombo 7.12; "Surat" 7.12 via Aden 15.12 and Suez Canal 20.12 to Alexandria; "Lombardy" 23.12 to Brindisi 26.12; by rail from Brindisi via London to Sparkbrook, arriving 29.12.1885. (38 days).

Single Rate - overpaid:

Prepayment of 8d and overpaid 1d for a ½ oz ship letter to Italy.

Postal markings:

"T" diamond in black representing additional taxation;

"10"(decimi) manuscript in black representing the postal deficiency and franked with a 1 lira postage due to be paid by the recipient.

Note: There is no logical reason for the taxation and additional postage to be paid on this cover.



Melbourne, Victoria 10.3.1886 to Genoa, Italy

Route: P&O Line: Departed Melbourne 20.8.1885 per "Bengal" to Colombo 28.3; "Ballaarat" 30.3 via Aden 6.4 and Suez Canal 11.4 to Alexandria; "Lombardy" 14.4 to Brindisi 17.4; by rail from Brindisi to Genoa, arriving 18.4.1886. (39 days).

4. The return to steam via the Indian Ocean

Overland via Suez and Brindisi

Single Rate:

Prepayment of 1/1d comprising 9d for a ½ oz ship letter and 4d registration to the Kingdom of Romania.



Launceston, Tasmania 1.7.1887 to Bucharest, **Kingdom of Romania**

Route - Private steamer: Departed Launceston 2.7.1887 per "Moreton" to Melbourne. **Orient Line:** Departed Melbourne 9.7 per "Iberia" via Suez Canal 6.8 to Alexandria; "Mongolia" 8.8 to Brindisi; by rail from Brindisi 11.8 to Bucharest, arriving 15.8.1887. (45 days)

Ex McNamee

The only cover from the Australian Colonies to the Kingdom of Romania recorded



Adelaide, South Australia 9.8.1887 to Ontario, **Canada**

Route - P&O Line: Departed Adelaide 11.8.1887 per "Massilia" to Colombo 27.8, "Mirzapore" 27.8 via Aden 4.9 and Suez Canal 9.9 to Alexandria; "Tanjore" 13.9 to Brindisi; by rail from Brindisi 16.9 via London 19.9 to Liverpool; by steamer to Quebec City; by rail to Bowmanville, Ontario, arriving 3.10.1887. (55 days).

Single Rate - Underpaid:

Prepayment of 6d and under paid 2d for a ½ oz ship letter to Canada.

Postal Markings:

"T" applied at Ontario recognising the underpayment;

"25c"(cents) manuscript in black for deficient postage to be paid by the recipient.

4. The return to steam via the Indian Ocean

Overland via Suez and Brindisi



Single Rate:

Prepayment of 9d for a ½ oz ship letter to Germany.

Albany, Western Australia 29.8.1887 to Schenefeld, **Germany**

Route - P&O Line: Departed King George Sound 30.8.1887 per "Valetta" to Colombo 10.9, "Sutlej" 10.9 via Aden 18.9 and Suez Canal 23.9 to Alexandria; "Gwalior" 26.9 to Brindisi; by rail from Brindisi 29.9 to Blankenese, arriving 2.10.1887. (36 days).

Ex Walkley

Eight 9d rate covers via Brindisi are recorded from Western Australia



Single Rate:

Prepayment of 1/4d comprising 1/- for a 1oz ship letter plus 4d registration to Morocco.

Sydney, New South Wales 3.10.1888 to Tangier, **Morocco**

Route - P&O Line: Departed Sydney 8.10.1888 per "Coromandel" via Aden 31.10 and Suez Canal and Alexandria; by steamer via Gibraltar to Tangier, arriving 17.11.1888. (45 days).

Four covers from New South Wales to Morocco recorded