

5. The return to steam via the Indian Ocean - Overland via Trieste

Introduction of the rail route via Trieste



Map of the principle rail stops for the via Trieste route.

Historical overview

In 1848 the Austrian Lloyd Line started a direct monthly service from Alexandria to Trieste, then twice monthly from 1851.

The British postal agency delivered closed bags of Australian mail to the Austrian Lloyd post office, where they were sent by the Prussian closed mail to the exchange office in Aachen, then to Ostende for conveyance to London. British compensation to Belgium and Prussia for unpaid letters was on a bulk weight basis under the terms of the 1852 U.K.-Prussian Convention.



Single Rate - Underpaid:

Prepayment of 1/4d and underpaid 2d for a 1/2 oz ship letter of 1/6d to Turkey via Trieste.

Postal markings:

"6"(d) manuscript in black debit to Turkey for redirection to England to be paid by the recipient.

Berrima, New South Wales 8.8.1872 to Constantinople, **Turkey**, redirected to England

Route - P&O Line: Departed Sydney 11.8.1872 per "Baroda" to Galle 3.9; "Peshawur" 5.9 to Suez 21.9; overland to Alexandria 18.11. **Austrian Lloyd Line:** By steamer to Trieste; by rail from Trieste to Constantinople; redirected to London, England.

One of the earliest covers from New South Wales to Turkey recorded

Ex Palmer

5. The return to steam via the Indian Ocean

Overland via Trieste



Single Rate - Underpaid:

Prepayment of 1/4d and underpaid 2d for a 1/2 oz ship letter of 1/6d to Turkey via Trieste.

Postal markings:

"20"(annas) manuscript in black debit to Turkey for redirection to India to be paid by the recipient..

Berrima, New South Wales 10.1872 to Constantinople, **Turkey**, redirected to India

Route - P&O Line: Departed Sydney 8.10.1872 per "Bangalore" to Galle 2.11; "Delhi" 3.11 to Suez 17.11; overland to Alexandria 18.11. **Austrian Lloyd Line:** By steamer to Trieste; by rail from Trieste to Constantinople; redirected to Madras, India.

One of the earliest covers from New South Wales to Turkey recorded

Single Rate:

Prepayment of 1- for a 1/2 oz ship letter of to Denmark via Trieste.

"6"(d) manuscript in red credit from Victoria to Italy for transmission from Alexandria to Trieste.

"2"(silbergroschen) manuscript in blue representing the rail postage via Trieste to Denmark

"17"(skillings) for the forwarding fees to be paid by the recipient.

Postal markings:

"Utilstraekkeng/Frankkeret": (Insufficiently Franked) applied at Copenhagen.



Cockatoo, Victoria 4.12.1872 to Lillerod, **Denmark**

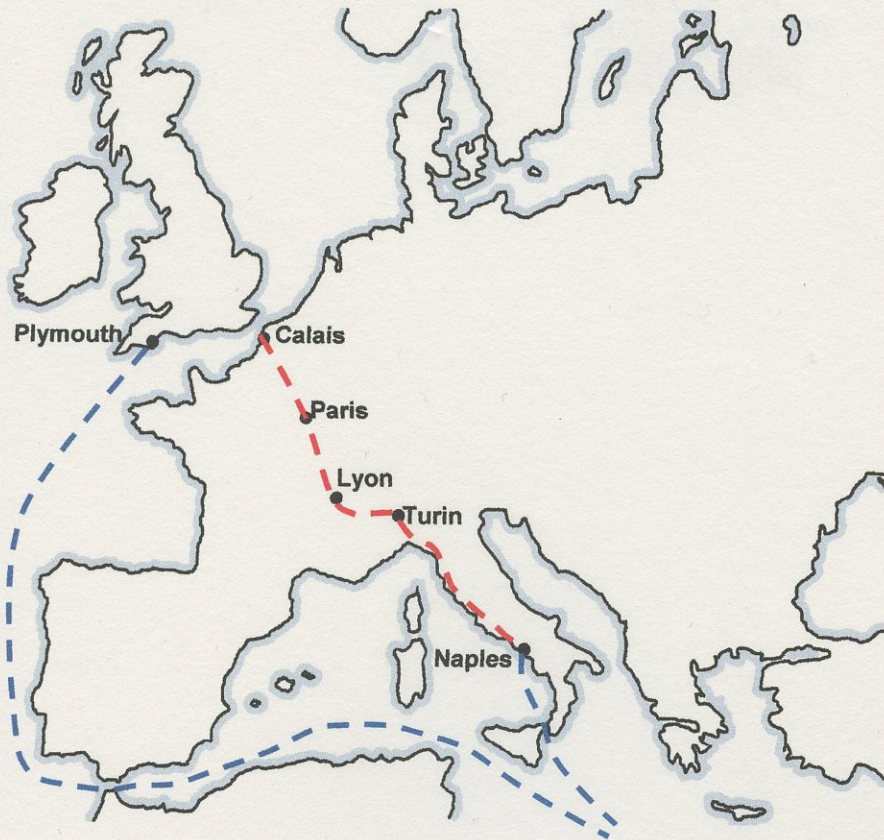
Route - P&O Line: Departed Melbourne 6.12.1872 per "Behar" to Galle 26.12; "Cathay" 27.12 to Suez 9.1.1873; overland to Alexandria. **Austrian Lloyd Line:** By steamer to Trieste; by rail from Trieste via Copenhagen to Lillerod. (over 49 days).

Note: Barred numeral 575 is a rare numeral postmark from Cockatoo, a small gold mining town and rated RRR. Two covers recorded, both from this correspondence

Ex Freeman

6. The return to steam via the Indian Ocean - Via Suez Canal and Naples

Australian colonial mail sent via Suez and Naples



Historical overview

The Pacific Steam Navigation Co. had laid up a number of ships since 1874, a consequence of over ambitious expansion. Messrs Anderson, Anderson & Co. who already ran a line of sailing ships to Australia chartered four ships to establish the Orient Line in 1877, which quickly became the biggest competitor to the P&O Line for this service.

The route operated by the Orient Line was via the Suez Canal and Naples with rail to Calais. Their cheaper option was via the Suez Canal to Plymouth.

A map of the Naples rail link from 1844 with the steamer connection to Alexandria.

Double Rate:

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



Brisbane, Queensland 3.3.1882 to Glasgow, Scotland

Route - Australasian Steamship Navigation Co: Departed Brisbane 3.3.1882 per "Katoomba" to Sydney. **Orient Line:** Departed Sydney 7.3.1882 per "Potosi" via Suez Canal to Alexandria. **P&O Line:** Unknown steamer to Naples 14.4; by rail from Naples via London to Glasgow, arriving 19.4.1882. (47 days).

A rare mixed issue franking from Queensland

6. The return to steam via the Indian Ocean

Via Suez Canal and Naples



Double Rate:

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

Sydney, New South Wales 17.4.1882 to Prague, Austria-Hungary

Route: Orient Line: Departed Sydney 17.4.1882 per "Sorata" via Suez Canal to Alexandria. **P&O Line:** Unknown steamer to Naples 26.5; by rail from Naples to Prague, arriving 29.5.1882. (42 days).



Single Rate:

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

Sydney, New South Wales 15.3.1886 to Allinge, Denmark

Route: Orient Line: Departed Sydney 18.3.1886 per "Austral" via Suez Canal 15.4 to Alexandria. **P&O Line:** Unknown steamer to Naples 20.4; by rail from Naples to Allinge, arriving 27.4.1886. (40 days).

Two examples of this rate from New South Wales to Denmark recorded

6. The return to steam via the Indian Ocean

Via Suez Canal and Naples



Launceston, Tasmania 5.11.1888 to England

Route - Private steamship: Departed Launceston 5.11.1888 per S.S. "Flinders" to Melbourne. **Orient Line:** Departed Melbourne 9.11 per "Austral" via Suez Canal to Naples 13.12; by rail from Naples to London, arriving 15.12.1888. (40 days).

Double Rate:

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

Postal markings:

"REGISTERED" handstamp in black applied at Launceston.



Launceston, Tasmania 28.4.1886 to Bermuda

Route - Private steamship: Departed Launceston 29.4.1886 per S.S. "Flinders" to Melbourne. **Orient Line:** Departed Melbourne per "Iberia" 1.5 via Suez Canal 29.5 to Alexandria. **P&O Line:** Unknown steamer to Naples 3.6; by rail from Naples to London 5.6.1886; by steamer to Bermuda, arriving 26.6.1886. (60 days).

Single Rate:

Prepayment of 10d comprising 6d for the 1/2 oz ship letter plus 4d registration to Bermuda.

The second earliest cover from Tasmania to Bermuda recorded.

6. The return to steam via the Indian Ocean

Via Suez Canal and Naples



Single Rate:

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

Hobart, Tasmania 21.11.1888 to Sweden

Route - Private steamship: Departed Launceston 21.11.1888 per S.S. "Flinders" to Melbourne. **Orient Line:** Departed Melbourne per "Iberia" 23.11 via Suez Canal to Naples; by rail from Naples 27.12 to Sweden.

Four covers from Tasmania to Sweden recorded



Single Rate - Underpaid:

Prepayment of 6d and underpaid 3d for a ½ oz ship letter of 9d to Cape of Good Hope.

Postal markings:

"11d" manuscript in black crossed out; "6d/F.B." handstamp in black applied in London representing the 3d deficiency and 3d fine to be paid by the recipient.

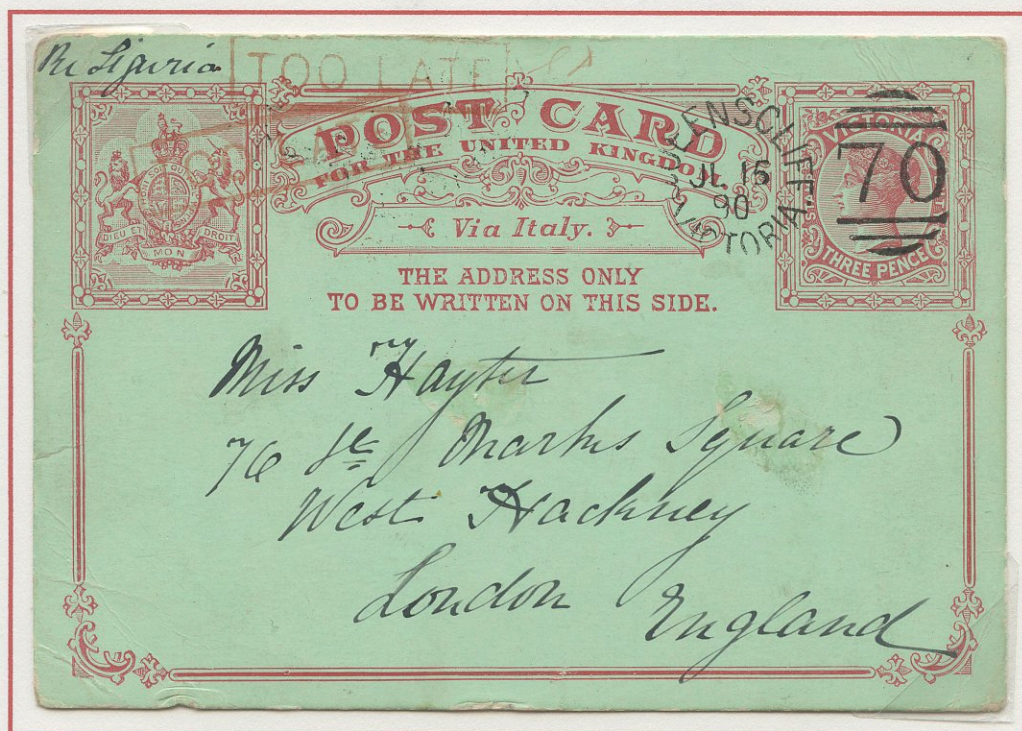
Melbourne, Victoria 15.8.1889 to King William's Town, Cape of Good Hope

Route - Orient Line: Departed Melbourne 16.8.1889 per "Garonne" via Suez Canal to Naples 20.9; by rail to London 23.9; by steamer to Cape Town 18.10; by steamer to East London; overland to King Williams Town, arriving 18.10.1889. (64 days).

6. The return to steam via the Indian Ocean

Via Suez Canal and Naples

Handstamped "Too Late" for endorsed ship



Single Rate: Prepayment of 3d Postal Card via Italy to England.

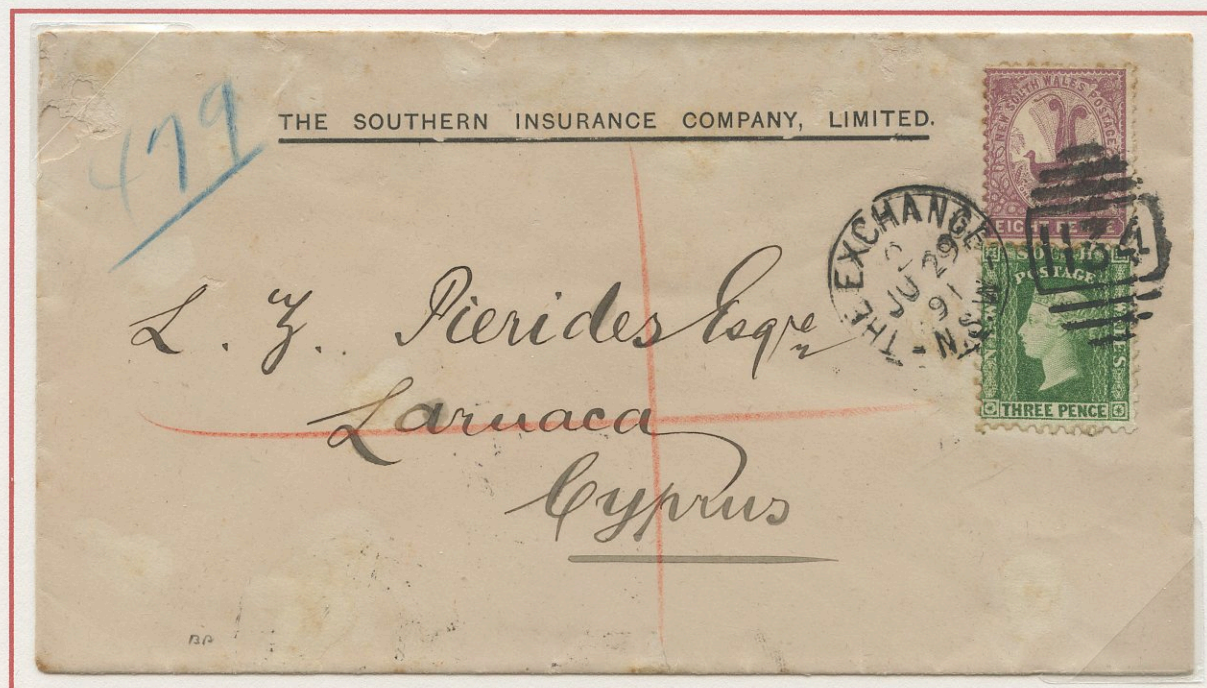
Postal markings:

"**TOO LATE**" in red applied at Melbourne for the Orient steamer "Liguria" which departed on the 15.7, and sent on the "Ormuz" on the 28.7.

The only example of this "TOO LATE" cachet recorded in red.

Queenscliff, Victoria 15.7.1890 to England

Route - Orient Line: Departed Melbourne 28.7.1890 per "Ormuz" to Naples; by rail from Naples 28.8, arriving London 31.8.1890. (34 days). *Ex Freeman*



Sydney, New South Wales 29.6.1891 to Larnaca, Cyprus

Single Rate: Prepayment of 11d comprising 8d for a ½ oz ship letter plus 3d registration to Cyprus.

Route - Orient Line: Departed Sydney 29.6.1891 per "Orroya" via Suez Canal to Alexandria 28.7; by steamer to Locarno, arriving 3.8.1891. (35 days).

Note: Instead of being bagged to Naples, this envelope did not follow the normal course of delivery and was forwarded for a more direct journey via Alexandria to Cyprus.

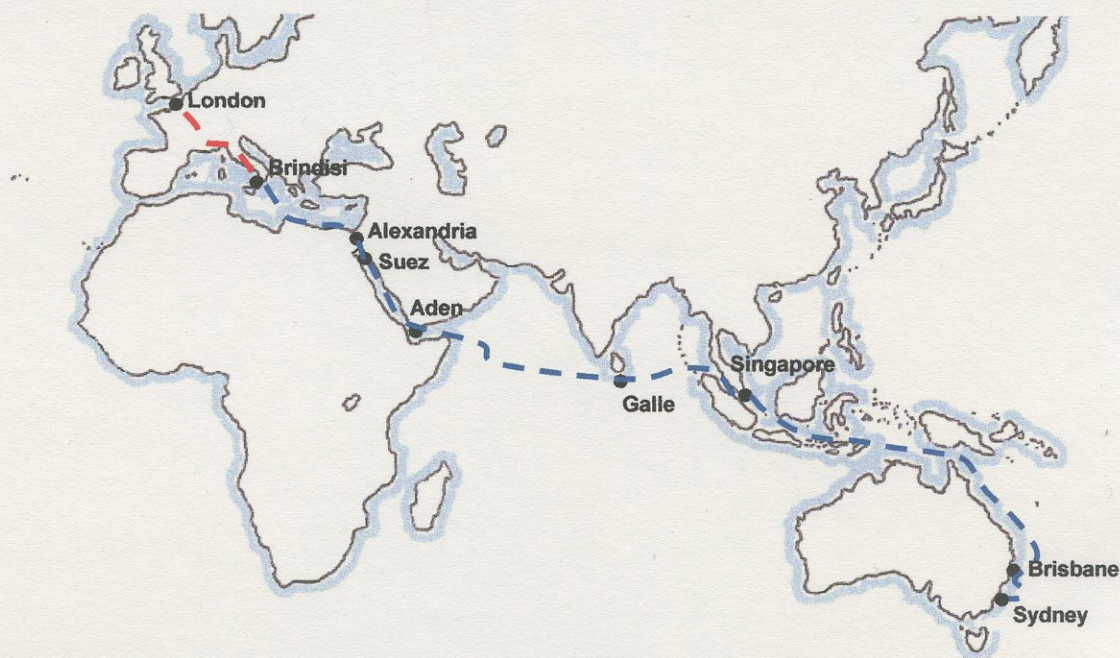
Ex Rigo de Ribi

Two covers from New South Wales to Cyprus recorded

7. The Return to Steam via the Indian Ocean - Via Torres Strait

The Experimental Service 1866

In 1866, an experimental service via the Torres Strait was contracted by the Queensland Government to Batavia. During the five voyages, stops were made at a number of Queensland ports along the route to collect the mail. From Batavia, the Nederlandsch-Indische Stoomvaart Maatschappij Line was contracted to take the mails to Singapore, to catch the P&O Line service overland via Marseilles. The experimental service was discontinued due to the great cost to the Queensland Treasury.



A map showing the 1874 route via Torres Strait



Single Rate:

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

Note: This cover was written by Midshipman Cecil Foljambe (later First Earl of Liverpool) from H.M.S. "Curacao", the flagship of the Australia Station from 1863-66 to his mother Viscountess Milton.

The 2d stamp does not belong.

Sydney, New South Wales 31.7.1866 to Worksop, England

Route: Departed Sydney 31.7.1866 per "Yarra Yarra" to Brisbane. **Queensland Government Contract Steamship:** Departed Brisbane 20.8 per S.S. "Hero" to Batavia 8.9. **Nederlandsch-Indische Stoomvaart Maatschappij Line:** Departed Batavia 15.9 to Singapore 19.9. **P&O Line:** Departed Singapore 20.9 per "Behar" to Galle 30.9; "Mongolia" 3.10 via Aden 13.10 to Suez 20.10; overland to Alexandria; "Tanjore" 22.10 via Malta 25.10 to Marseilles 28.10; by rail via London to Worksop, arriving 30.10.1866. (91 days).

The only cover recorded from New South Wales for these experimental voyages, with one other from Queensland known from this voyage.

7. The Return to Steam via the Indian Ocean

Via Torres Strait

The Eastern & Australian Mail Steamship Company 1874

In 1873, the British Government informed the Colonies that they would pay for all mails to Galle, San Francisco or Singapore. The Queensland Government decided to contract the Eastern & Australian Steamship Company for a monthly service to Singapore, via the Torres strait. New South Wales and to a much lesser extent, Victoria used the route, subsidising the costs for Queensland. In 1881, this contract was lapsed, and it was awarded to the British India Steam Navigation Company.

Single Rate:

Prepayment of 6d and underpaid 3d for a ½ oz ship letter to England via Brindisi.

Postal markings:

“INSUFFICIENTLY PAID/VIA BRINDISI” handstamp in black.

Note: Although the letter was endorsed “Via Brindisi” it was underpaid and sent on the slower route via Southampton.



Pimpama, Queensland 1.2.1875 to Tiverton, England

Route - Eastern & Australian Mail Steamship Co: Departed Brisbane 3.2.1875 per “Somerset” to Singapore 24.2. **P&O Line:** Departed Singapore 27.2 per “Hydaspes” to Galle 5.3; “Bokhara” 6.3 via Suez Canal 21.3 and Alexandria to Southampton 9.4; by rail to Tiverton, arriving 10.4.1874. (66 days).

Ex Campbell

Five examples of this Insufficiently Paid handstamp recorded



Single Rate:

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

Postal markings:

“PD” applied at London indicating paid to destination.

Three Chalon covers from Queensland to Italy recorded

Somerset, Queensland 12.7.1875 (incorrectly dated 22.7) to Genoa, Italy

Route - The Eastern & Australian Mail Steamship Co: Departed Brisbane 17.7.1875 per “Normanby” to Singapore 4.8; **P&O Line:** “Gwalior” 8.8 via Suez Canal 5.9 to Southampton 22.9; by rail to London 22.9; by steamer to Calais; by rail to Genoa, Italy.

7. The Return to Steam via the Indian Ocean

Via Torres Strait



Rockhampton, Queensland 11.10.1875 to Lyon, **France**

Route - Eastern & Australian Mail Steamship Co: Departed Rockhampton 14.10.1875 per "Bowen" to Singapore 29.10. **P&O Line:** Departed Singapore 4.11 per "Geelong" to Galle 11.11; "Nizam" 12.11 via Suez Canal 12.5 to Alexandria 28.11; "Hindustan" 29.11 to Brindisi 2.12; by rail from Brindisi to Lyon, arriving 4.12.1875. (54 days).

Ex Campbell



Toowoomba, Queensland 26.11.1875 to Prussia, **Germany**

Route - Overland from Toowoomba 26.11.1875 to Brisbane. **Eastern & Australian Mail Steamship Co:** Departed Brisbane 8.12. per "Brisbane". The "Brisbane" ran aground on the Angelica Reef in the Flores Sea with passengers and mail landed at Sourabaya. After refloating, passengers and mail departed Sourabaya 11.1.1876 to Singapore 16.1; **Compagnie des Messageries Maritimes:** Departed Singapore 20.1 per "Meikong" via Suez Canal to Marseilles; by rail via London 17.2 to Prussia. (over 83 days).

An unusual shipwreck cover from Queensland and the second earliest cover to Germany recorded after unification

Double Rate:

Prepayment of 1/10d for a 1 oz ship letter to France.

Double Rate:

Prepayment of 1/4d comprising 6d for a 1/2 oz ship letter plus 10d registration to Germany.

Postal markings:

"REGISTERED / TOOWOOMBA"

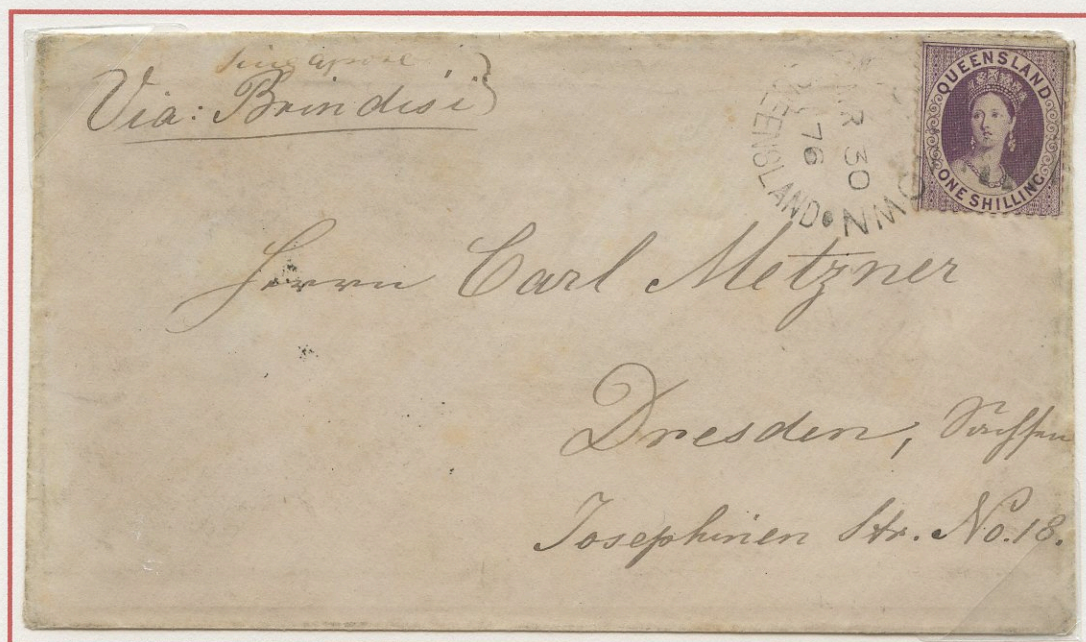
Note: The railway registration label was applied by the German postal officials.

7. The Return to Steam via the Indian Ocean

Via Torres Strait

Single Rate - Overpaid:

Prepayment of 1/- and overpaid 2d for a ½ oz ship letter of 10d to Germany.



Cooktown, Queensland 30.3.1876 to Dresden, Germany

Route - Private steamship: Departed Cooktown 30.3.1876 to Rockhampton. **Eastern & Australian Mail Steamship Co:** Departed Rockhampton 3.4 per "Singapore" to Singapore 16.4. **P&O Line:** Departed Singapore 20.4 per "Geelong" to Galle 28.4; "Cathay" 29.4 via Suez Canal 12.5 to Alexandria 14.5; "Baroda" 15.5 to Brindisi 19.5; by rail from Brindisi to Dresden, arriving 22.5.1876. (53 days).

One of the earliest cover from Queensland to unified Germany recorded

Double Rate - Underpaid:

Prepayment of 10d and underpaid 8d for a 1 oz ship letter of 1/6d to England.

Postal markings:

"INSUFFICIENTLY PAID/ VIA BRINDISI" handstamp in black.

Note: Although the letter was endorsed "Via Brindisi" it was underpaid and sent on the slower route via Southampton.



Townsville, Queensland 28.2.1876 to Birmingham, England

Route - Eastern & Australian Mail Steamship Co: Departed Townsville 4.3.1876 per "Normanby" to Singapore 21.3. **P&O Line:** Departed Singapore 23.3 per "Lombardy" to Galle 30.3; "Poonah" 31.3 via Suez Canal 14.4 and Alexandria 16.4 to Southampton 1.5.; by rail via London to Birmingham, arriving 3.5.1876. (60 days).

Five examples of this Insufficiently Paid handstamp are recorded

7. The Return to Steam via the Indian Ocean

Via Torres Strait

Single Rate:

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



Rockhampton, Queensland 29.3.1879 to Paris, France

Route - The Eastern & Australian Mail Steamship Co: Departed Rockhampton 31.3.1879 per "Normanby" to Singapore.
P&O Line: Departed Singapore 19.4 per "Thibet" to Galle; "Hydaspes" 26.4 via Suez Canal to Alexandria; "Pera" 11.5 to Brindisi; by rail from Brindisi 15.5 to Paris, arriving 17.5.1879. (50 days).

Ex Campbell

Single Rate - Underpaid:

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

Postal Markings:

"DEFICIENT POSTAGE
 "6"/ FINE "6" in black applied at Brisbane.

"1/-" manuscript in black and "1/-" handstamp in black applied in London for deficient postage to be paid by the recipient.



Normanton, Queensland 11.6.1879 to Wiltshire, England

Route - The Eastern & Australian Mail Steamship Co: Departed Brisbane 17.6.1879 per "Somerset" to Singapore.
P&O Line: Departed Singapore 8.7 per "Tehran" via Galle 15.7 and Suez Canal 2.8 to Southampton 17.8.1879; by rail to Wiltshire. (67 days).

7. The Return to Steam via the Indian Ocean

Via Torres Strait

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

Interruption of the mails at Alexandria: 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.



Single Rate:

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

Postal markings:

“PD” handstamp in black representing paid to destination.

Note: There are three disinfection slits applied at Alexandria.

The only disinfected cover from Queensland processed during the 1883 epidemic recorded.

Charters Towers, Queensland 18.6.1883 to Mariager, Denmark

Route - The Eastern & Australian Mail Steamship Co: Departed Townsville 25.6.1883 per “Quetta” via Batavia 9.7 to Aden 25.7. **P&O Line:** Departed Aden 30.7 per “Nizam” 21.7 via Suez Canal 3.8 to Alexandria; “Mongolia” 7.8 to Venice; by rail from Venice 11.8 to Mariager. (over 44 days).

Ex Campbell, Manning

Two covers from Queensland to Denmark recorded

Single Rate:

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

The only cover from Queensland to Aden recorded



Brisbane, Queensland 9.5.1887 to Aden

Route - British India Steam Navigation Co: Departed Brisbane 17.5.1887 per “Dorunda” via Batavia 4.6 to Aden, arriving 19.6.1887. (41 days).

7. The Return to Steam via the Indian Ocean

Via Torres Strait

Single Rate:

Prepayment of 1d for a postal card to Brisbane.

Postal markings:

"6"(d) manuscript in black for a ½ oz ship letter to Ceylon.



Toowoomba, Queensland 21.3.1890 to Brisbane, redirected to Colombo, Ceylon

Route - British India Steam Navigation Company: Departed Toowoomba 21.3.1890 overland to Brisbane. Departed Brisbane 22.3 per "Barcoo" to Batavia 11.4; by steamer to Colombo, arriving 14.4.1890. (24 days).

Two covers from Queensland to Ceylon recorded



Single Rate - Underpaid:

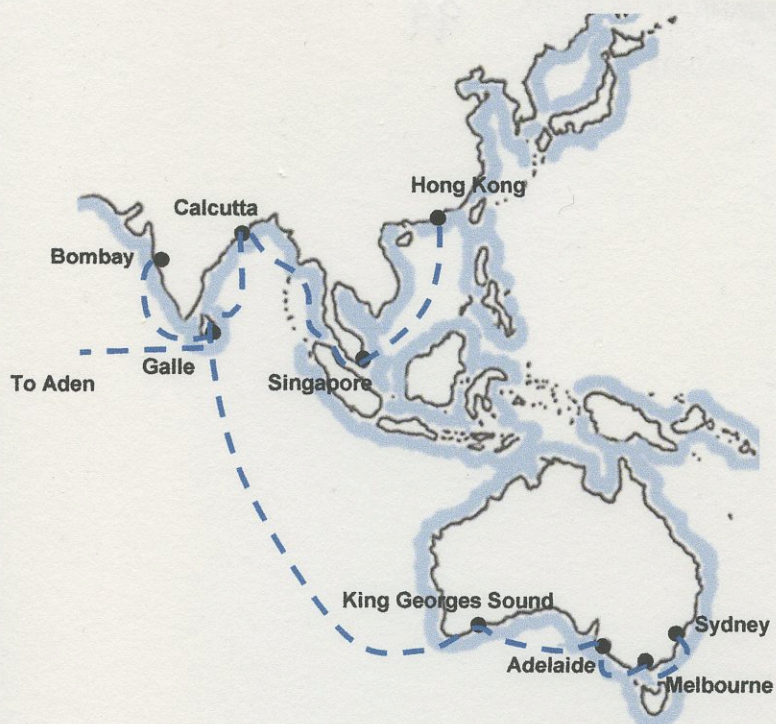
Prepayment of 2d and underpaid 4d for a ½ oz ship letter of 6d to Algeria.

Thursday Island, Queensland 2.1.1891 to St. Charles, Algeria

Route - British India Steam Navigation Company: Departed Thursday Island 4.1.1891 per "Taroba" to Aden 26.1; "Britannia" 29.1 to Brindisi 6.2; by rail to London 9.2, by contract steamer to Calais 9.2; by rail via Paris to Marseilles; by steamer to Algiers; overland via Constantine 13.2 to St. Charles, arriving 15.2.1891. (42 days).

The only cover from Queensland to Algeria recorded

8. The Return to Steam via the Indian Ocean - Via other routes on the service



Historical overview

With the return of the Australian steam mail contracts and the P&O service to the Far East, more examples of merchant mail are seen especially from Victoria and New South Wales.

The port of Galle was used as the distribution point east to Singapore and Hong Kong. Conversely, the western journey was used for mail to Aden, who forwarded letters through the P&O feeder service to Cape of Good Hope and Mauritius. In addition, the P&O Line had a smaller feeder service in to Bombay and Calcutta.

Via Singapore

A rare and unusual passage via Marseilles

Single Rate:

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

“5”(d) manuscript in red twice for a total of 10d for credit to England for transmission via Marseilles.



Adelaide, South Australia 10.2.1857 to Saddleworth, England

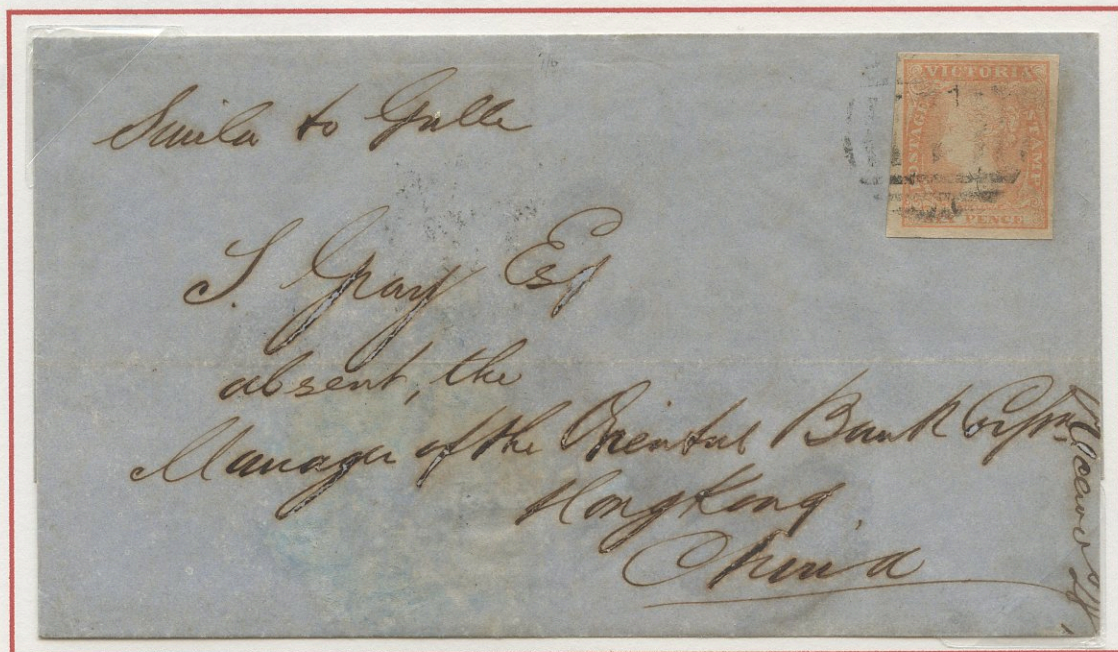
Route - Private steamship: Departed Adelaide 10.2.1857 per “Havilah” to Melbourne. Departed Melbourne 26.2 per “Simola” to Singapore. **P&O Line:** Departed Singapore 7.4 per “Erin” via Penang 9.4 to Galle 15.4. Departed Galle 19.4 per “Hentynck” via Aden 29.4 to Suez 7.5; overland to Alexandria. Departed Alexandria 9.5 per “Euxine” via Malta 13.5 to Marseilles 16.5; by rail from Marseilles to London, arriving 18.5.1857. (95 days).

Note: The European and Australian Royal Mail steamships did not call at Adelaide, so South Australia declined to pay a share of the contract. Mail had to be sent by private ship to Melbourne to catch the contract mail, and Victoria initially refused to accept South Australian mail for the packets. Although this cover was endorsed per the “Simlah”, it was not carried on this voyage. The envelope was refused at Melbourne and forwarded by the “Simola” to catch the P&O Line contract mails at Singapore for the Marseille route.

8. The Return to Steam via the Indian Ocean

Via other routes on the service

Via Galle



Single Rate:

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

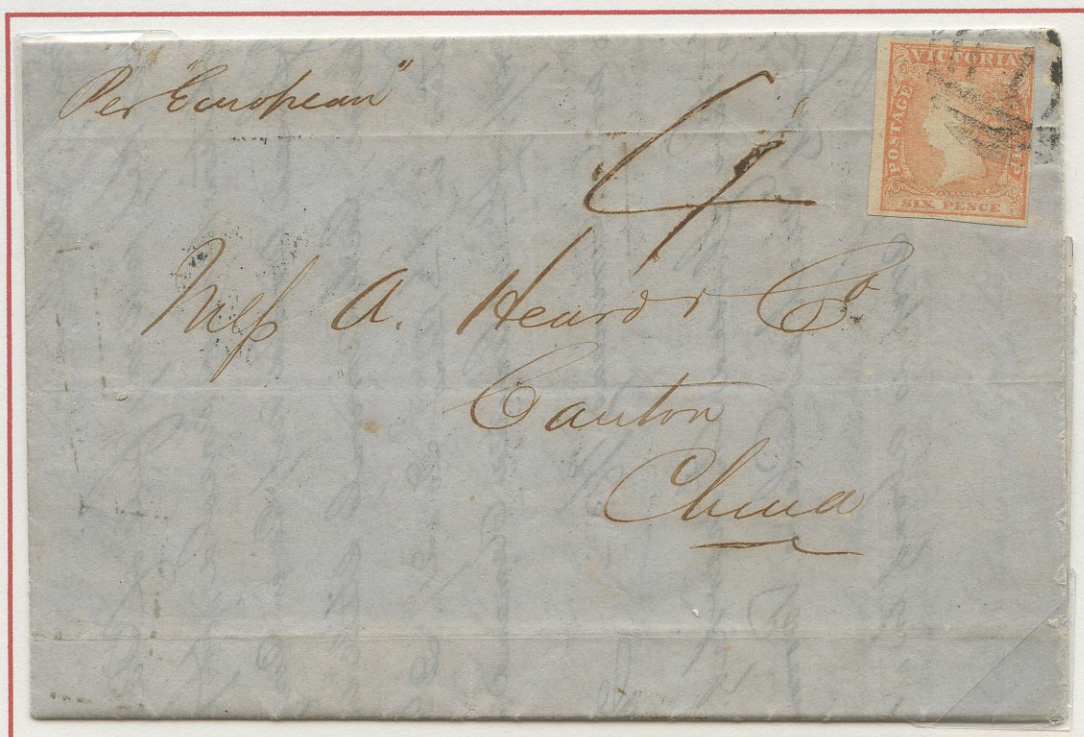
Melbourne, Victoria 14.2.1857 to **Hong Kong**

Route - The European and Australian Royal Mail Co: Departed Melbourne 15.2.1857 per "Simla" to Galle 10.3.

P&O Line: "Madras" via Penang 18.3 and Singapore 20.3 to Hong Kong, arriving 28.3.1857. (42 days).

Ex Lewin

The earliest cover from Victoria to Hong Kong recorded



Single Rate:

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

Unpaid from Hong Kong to Canton.

"4"(cents) manuscript in black for forwarding to Canton to be paid by the recipient.

Melbourne, Victoria 14.3.1857 to Canton, **China**

Route - The European and Australian Royal Mail Co: Departed Melbourne 15.3.1857 per "European" to Galle 4.4.

P&O Line: "Pekin" 12.4 via Penang 18.4 and Singapore 20.4 to Hong Kong, arriving 29.4.1857; by private ship to Canton. (over 46 days).

Ex Kirk, Geitenbeek

One of the earliest covers from Victoria to China recorded

8. The Return to Steam via the Indian Ocean

Via Galle

Via other routes on the service



Single Rate:

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

Unpaid from Hong Kong to Canton.

Sydney, New South Wales 17.7.1857 to Canton, **China**

Route - The European and Australian Royal Mail Co: Departed Sydney 18.7.1857 per "Columbian" to Galle 17.8. **P&O Line:** "Norna" 23.8 via Penang 28.8 and Singapore 31.8 to Hong Kong, arriving 7.9.1857; by private ship to Canton. (over 52 days).

Ex Forster, Davis, Alvarado



Single Rate:

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

Postal markings:

"1"(reales) handstamp in black for internal delivery within the Philippines to be paid by the recipient.

Sydney, New South Wales 10.9.1857 to Manilla, **Philippines**

Route - The European and Australian Royal Mail Co: Departed Sydney 11.9.1857 per "Emeu" to Galle 9.10. **P & O Line:** "Ganges" 9.10 via Penang 15.10 to Singapore 17.10; "Rajah" 24.10 via Labuan to Manilla, arriving 14.11.1857. (65 days).

Ex Druce, Forster, Alvarado

8. The Return to Steam via the Indian Ocean

Via other routes on the service

Via Aden

Single Rate:

Prepayment of 6d for a ½oz ship letter to Cape of Good Hope.



Port Adelaide, South Australia 26.8.1858 to Cape Town, **Cape of Good Hope**

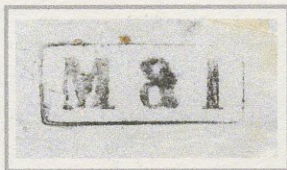
Route - Private steamship: Departed Adelaide 26.8.1858 per "Admella" to Melbourne. **European & Australian Royal Mail Co:** Departed Melbourne 17.9 per "European" via Galle 10.10 to Aden 21.10. **P&O Line:** Departed Aden 27.11 per "Grenada" to Port Louis 9.12. Departed Port Louis 11.12 per private ship "Emily Smith" to Port Elizabeth 28.12; overland to Cape Town, arriving 1.1.1859. (128 days).

Two imperforate covers from South Australia to Cape of Good Hope recorded

Single Rate:

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

Unpaid from Mauritius to Reunion.



Postal markings:

"M&I" (Maurice et Indies) handstamp in black on the reverse applied at Port Louis for mail to Reunion



Sydney, New South Wales 10.10.1857 to St. Denis, **Reunion**

Route - The European and Australian Royal Mail Co: Departed Sydney 11.10.1857 per "Simla" via Galle 9.10 to Aden 14.11; by steamer to Port Louis 1.12; by private ship to Reunion, arriving 14.12.1857. (65 days).

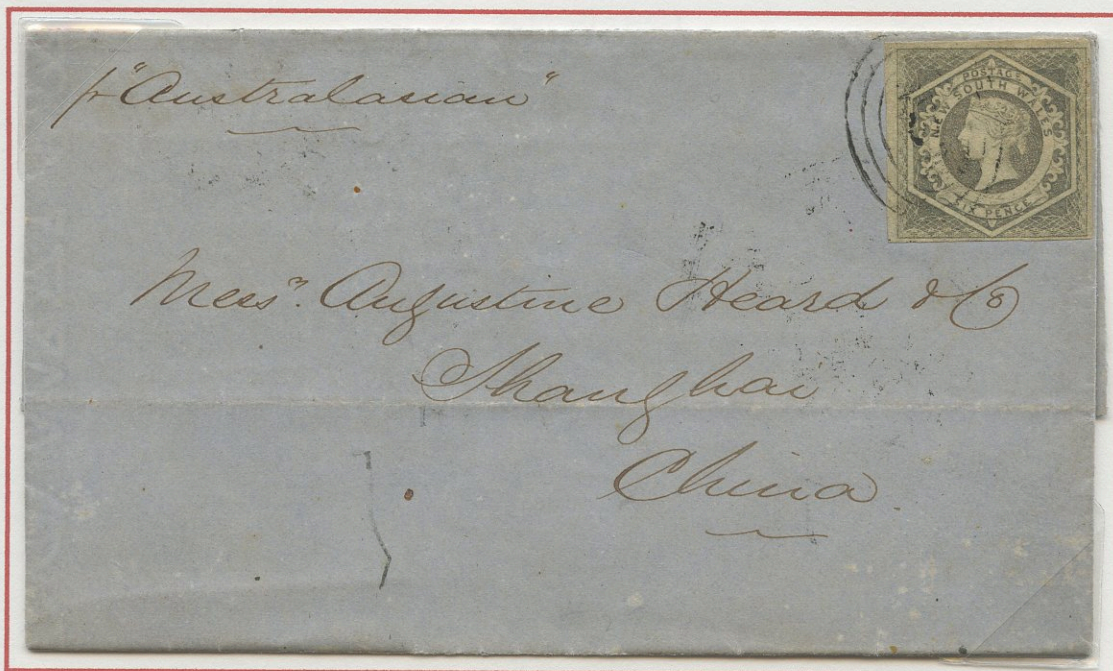
Ex Palmer

Four imperforate covers from New South Wales to Reunion recorded

8. The Return to Steam via the Indian Ocean

Via other routes on the service

Via Galle



Single Rate:

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

Unpaid from Hong Kong to Shanghai.

Sydney, New South Wales 11.6.1858 to Shanghai, **China**

Route - The European and Australian Royal Mail Co: Departed Sydney 11.6.1858 per "Australasian" to Galle 11.7. **P&O Line:** "Ganges" 22.7 via Penang 27.7 and Singapore 30.7 to Hong Kong, arriving 6.8.1858; by private ship to Shanghai. (over 56 days).

Ex Forster

Via Mauritius

From February 1859 to February 1860, the new P&O Line mail contract was routed via Port Louis, Mauritius. However, from March 1860 onwards, the route was changed to via Galle, Ceylon.



Single Rate: Prepayment of 6d for a ½oz ship letter to Mauritius.

Unpaid from Mauritius to Reunion.

Melbourne, Victoria 17.6.1859 to St. Denis, **Reunion**

Route - P&O Line: Departed Melbourne 18.6.1859 per "Benares" to Port Louis, Mauritius, arriving 8.7; by private ship to Reunion. (21 days).

The earliest cover from Victoria to Reunion recorded

8. The Return to Steam via the Indian Ocean

Via Galle

Via other routes on the service



Brighton, Tasmania 23.12.1863 to Secunderabad, **India**

Route - Private steamship: Departed Launceston 24.10 per "City of Launceston" to Melbourne. **P&O Line:** Departed Melbourne 26.12 per "Northam" to Galle; "Candia" 21.1.1864 to Calcutta 2.2; overland to Secunderabad, arriving 12.2.1864. (112 days).

Single Rate:

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

Postal Markings:

"2aD" handstamp in black on the reverse applied at Calcutta for 2 annas inland postage to be paid by the recipient.



A scanned image of the 2a deficient postage due handstamp on the reverse.



Gladstone, Queensland 6.7.1864 to Mercara, **India**

Route - Private steamship: Departed Gladstone 6.7.1864 to Brisbane; "Telegraph" 13.7 to Sydney. **P&O Line:** Departed Sydney 22.7 per "Bombay" to Galle 17.8; by private ship to Madras 22.8; by rail to Bangalore 23.8; overland to Mercara, arriving 25.8.1864. (50 days).

Single Rate:

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

One of the earliest Queensland Chalon covers to India recorded

8. The Return to Steam via the Indian Ocean

Via Galle

Via other routes on the service



Single Rate:

Prepayment of 1/6 comprising 6d for a 1/2oz ship letter plus 1/- registration to India.

Postal markings:

"REGISTERED" handstamp in black applied at Launceston.

Launceston, Tasmania 23.11.1864 to Secundrabad, India, redirected to Sholupore

Route - Private steamship: Departed Launceston 23.11.1864 per "Black Swan" to Melbourne. **P&O Line:** Departed Melbourne 26.11 per "Madras" to Galle 16.12; by steamer to Bombay 21.12; overland to Secundrabad 24.12.1864; redirected to Sholupore. (over 31 days).

Ex Sato

Registered imperforate Tasmanian Chalon covers to India are rare



Single Rate:

Prepayment of 1/- for a 1/2oz ship letter to Aden.

Melbourne, Victoria 27.9.1867 to Aden

Route - P&O Line: Departed Melbourne 28.9.1867 per "Geelong" to Galle 22.10; "Bengal" to Aden, arriving 31.10.1867. (33 days).

The second earliest cover from Victoria to Aden recorded

8. The Return to Steam via the Indian Ocean

Via other routes on the service

Via Aden



Double Rate:

Prepayment of 1/8d for a 1oz ship letter to Mauritius.

Postal markings:

"2d/ TO PAY" handstamp in black for internal delivery to be paid by the recipient.

Note: Only five examples are recorded of this handstamp.

Sydney, New South Wales 8.9.1869 to Port Louis, **Mauritius**

Route - P&O Line: Departed Sydney 9.9.1869 per "Avoca" to Galle; "Simla" 5.10 to Aden; by steamer to Port Louis, arriving 29.10.1869. (51 days).

The only double rate cover to Mauritius via Aden recorded

Via Galle



Melbourne, Victoria 2.1.1873 to Colombo, **Ceylon**

Route - P&O Line: Departed Melbourne 2.1.1873 per "Bangalore" to Galle 22.1; by private ship to Colombo. (over 20 days).

Three covers from Victoria to Ceylon are recorded

Single Rate:

Victorian Frank Stamp for the Governor of Victoria representing prepayment of 6d for a 1/2oz ship letter to Ceylon.

8. The Return to Steam via the Indian Ocean

Via Galle

Via other routes on the service

Single Rate:

Prepayment of 1/1d comprising 1/-- for a ½oz ship letter to Hong Kong plus 1d surcharge for mail via Galle.



Newcastle, New South Wales 17.2.1874 to Hong Kong

Route - P&O Line: Departed Sydney 23.2.1874 per "Ellora" to Melbourne; "Bangalore" 26.2 to Galle 19.3, "China" 29.3 via Penang 4.4 and Singapore 6.4 to Hong Kong, arriving 10.4.1874. (52 days).
Ex Douglas, Davis, Alvarado, Palmer

Note: In 1873, the P&O Line concluded a new contract with the Victorian Government, with the service terminating at Melbourne. New South Wales, who did not join the Victorian contract, had to provide transport for the mails from Sydney to Melbourne and imposed a 1d per item surcharge from 10.2.1874 until it was removed on 27.5.1875.

The only example of the Galle surcharge on mail from New South Wales to Hong Kong recorded



Single Rate:

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

Postal Markings:

"GALLE/UNPAID" handstamp in black representing the non payment for the redirection of the letter to Sydney.
"T" triangular tax handstamp in black for the outstanding tax to be paid by the recipient..

St. Leonards, New South Wales 25.11.1876 to Ceylon, redirected to Sydney

Route - P&O Line: Departed Sydney 26.11.1876 per "Avoca" to Melbourne; "Tanjore" 30.11 to Galle 18.12.1876. (22 days). Redirected from Galle 4.8, departing 23.8 per "Siam" to Melbourne 12.9; "Avoca" 13.9 to Sydney, arriving 15.9.1877. (292 days).
Ex Palmer

Five covers from New South Wales to Ceylon recorded

8. The Return to Steam via the Indian Ocean

Via other routes on the service

Via Galle

Single Rate:

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



York, Western Australia 22.11.1876 to Delhi, India

Route - P&O Line: Departed King Georges Sound 7.12.1876 per "Tanjore" to Galle 20.12; by private ship via Bombay 26.12 to Delhi, arriving 29.12.1876. (37 days).

Ex Walkley

One of the earliest covers from Western Australia to India recorded

Via Galle



Don, Tasmania 28.10.1878 to Bombay, India

Route: Overland from Don 28.10.1878 to Launceston. **Private steamship:** Departed Launceston 29.10 per "Derwent" to Melbourne. **P&O Line:** Departed Melbourne 1.11 per "Tanjore" to Galle 21.11; by steamer to Bombay, arriving 26.11.1878. (29 days).

8. The Return to Steam via the Indian Ocean

Via Aden

Via other routes on the service

Single Rate:

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



Ballarat, Victoria 16.4.1879 to Durban, Natal

Route - P&O Line: Departed Melbourne 17.4.1879 per "Tanjore" to Galle; "Poonah" 10.5 to Aden. **British India Line:** By steamer via Zanzibar to Durban, arriving 9.7.1879. (84 days).

Ex Palmer

Two covers from Victoria to Natal recorded

Single Rate:

Prepayment of 1/3d for a ½ oz ship letter to Orange Free State.



Hobart, Tasmania 16.1.1883 to Heilbron, Orange Free State

Route - Private steamship: Departed Launceston 22.1.1883 per "John Elder" to Melbourne. **P&O Line:** Departed Melbourne 1.2 per "Clyde" to Colombo. "Rohilla" 21.2 to Aden 28.2. **British India Line:** By steamer via Zanzibar to Durban; overland via Bloemfontein 23.3.1883 to Heilbron. (over 66 days).

The only cover from the Australian Colonies to the Orange Free State recorded

8. The Return to Steam via the Indian Ocean

Via other routes on the service

Via Aden



Single Rate:

Prepayment of 1/5d comprising 1/1d for a 1/2oz ship letter plus 4d registration to Senegal.

Launceston, Tasmania 25.5.1887 to Rufisque par Dakar, **Senegal**, redirected to Switzerland

Route - Private steamship: Departed Launceston 26.5.1887 per S.S. "Flinders" to Melbourne. **P&O Line:** Departed Melbourne 31.5. per "Clyde" to Colombo; "Nepaul" 18.6 to Aden 27.6. **British India Line:** By steamer via Zanzibar to Port Elizabeth 31.7; by rail to Cape Town 3.8. **Castle Line:** Departed Cape Town 20.8 per "Warwick Castle" to Funchal, Madeira 20.8. **British & African Line:** Departed Funchal 22.8 per S.S. "Calabar" to Goree, Senegal 30.8. **Compagnie des Messageries Maritimes:** Departed Dakar 7.9.1887 per S.S. "Senegal" to Bordeaux 15.9; by rail via Paris 16.9 and Ambulan 17.9 to Lausanne, arriving 17.9.1887. (115 days).

The only cover from the Australian Colonies to Senegal recorded

Via Aden

Single Rate-Underpaid:

Prepayment of 6d and underpaid 3d for a 1/2oz ship letter to Cape of Good Hope.

Postal markings:

"DEFICIENT POSTAGE 4/ FINE ...6}10d" in black; "8d" crossed out and "9d" in black for the deficient postage to be paid by the recipient.



Sydney, New South Wales 29.9.1890 to Cape Town, Cape of Good Hope

Route - Orient Line: Departed Sydney 6.10 per "Lusitania" to Aden 8.11. **British India Line:** By steamer to Port Elizabeth 11.12; , by rail to Cape Town 15.12; redirected to King Williams Town, arriving 19.12.1890. (74 days).