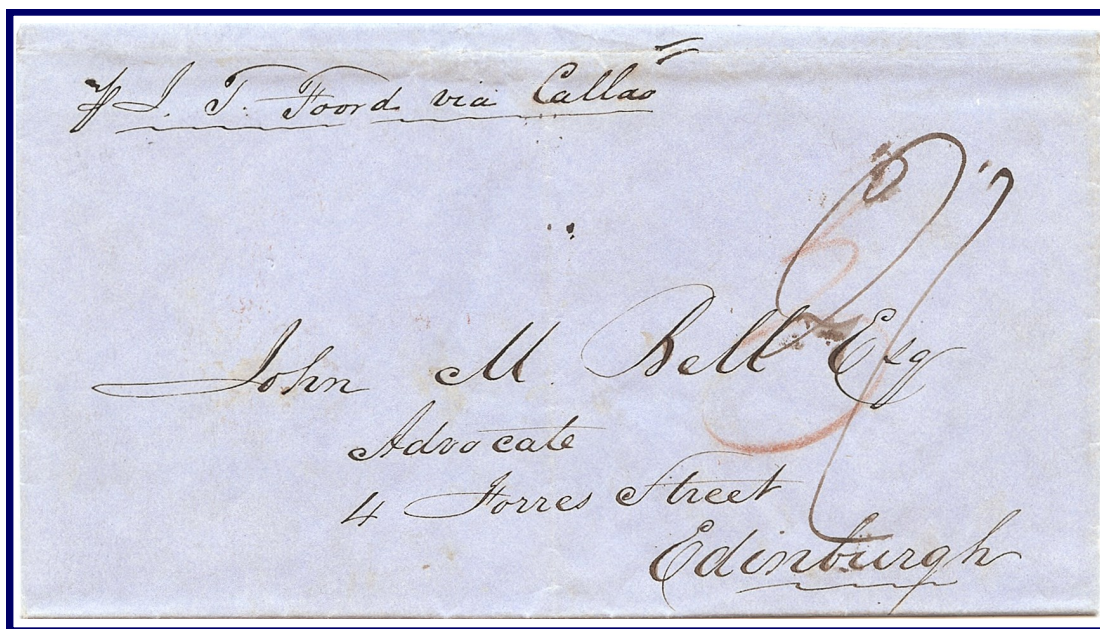


To the British packet service at Callao



Melbourne, 21 May 1851

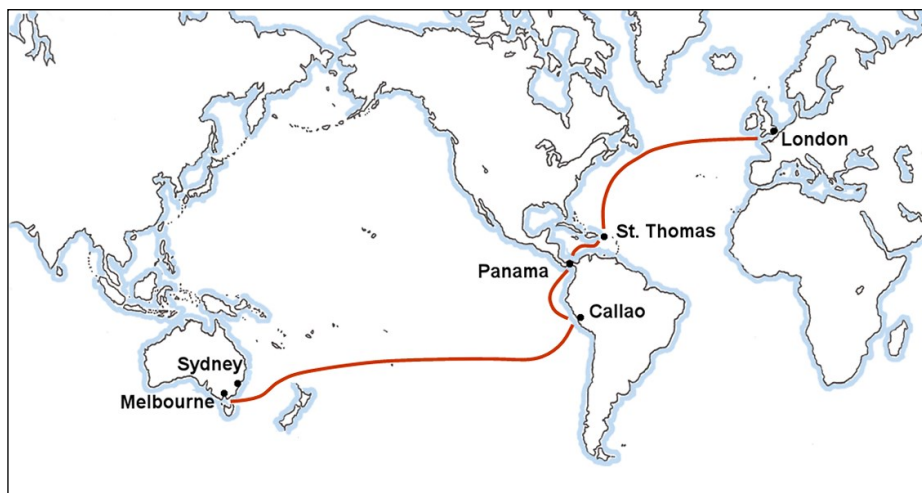
Paid 3d ship

Barque *James T. Foord*, Melbourne 22 May, Callao arrival date unknown
Pacific Steam Navigation Co. *New Granada*, Callao 6 August, Panama 18 August
Royal Mail Steam Packet Co. *Avon*, Chagres 25 August, Southampton 23 September

London rated 2/- due for a packet letter from Panama

Received 25 September 1851

128 days

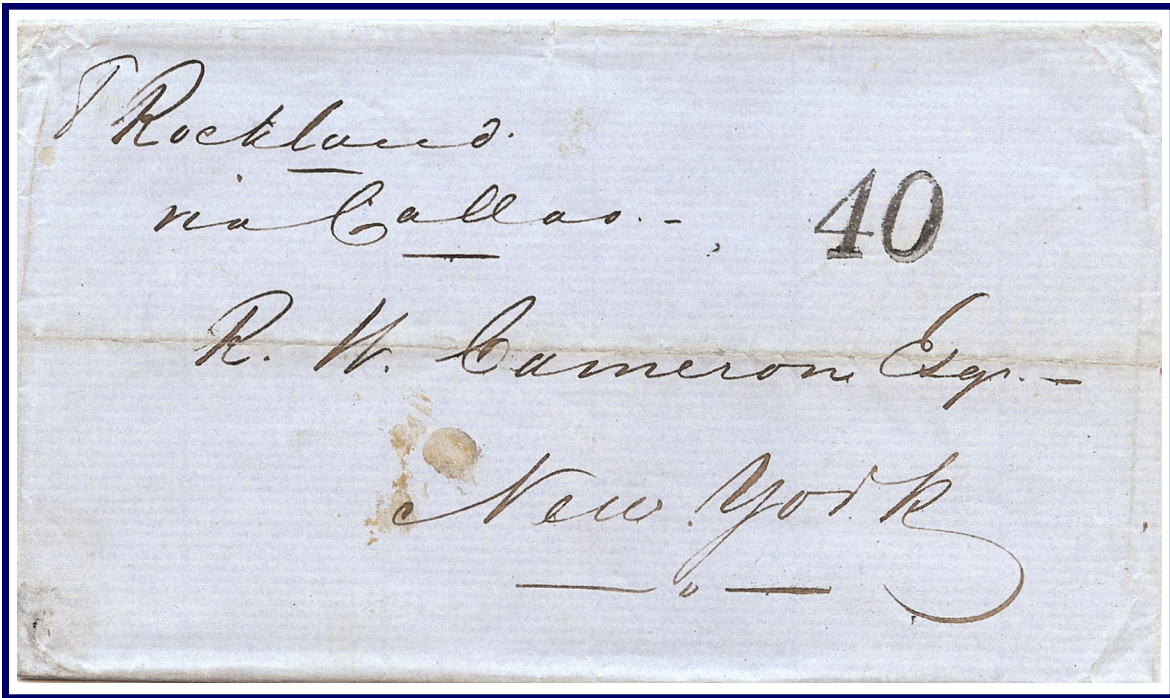


The sailing-ship route via Peru forfeited the speed gained from high winds below 40°S, but was both safer and faster because mail sailings from Callao onward were by scheduled steamships. Callao also offered fresh water and coal.

Via Callao

Private Sailing Ship

For American packet at Aspinwall after calls at Callao & Panama



Melbourne, 21 October 1853

Sent privately via ship *Rockland*, Melbourne 22 October, Callao 12 December, Panama 25 December
 U.S. Mail Steamship Co. *George Law*, Aspinwall 30 December, New York 9 January
 New York 40¢ due: double incoming steamship rate (Act of 1848) 81 days

For American packet at Aspinwall after calls at Callao & Panama



Forwarded by Rogers
 Carrere & Co.,
Samuel Appleton
 Melbourne 9 May
 Callao 23 May
 Panama date unknown

Star of the West
 Aspinwall 4 July
 New York 13 Jul

New York 10¢ due,
 <2,500 miles
 (Act of 1855)

65 days



Melbourne, 8 May 1857

Mails confiscated by Peruvian port authorities



Melbourne, 20 July 1853

Paid 3d ship

Ship *Woodstock*
Melbourne 20 July
Callao 17 September (7 week delay)

PSNC *Bogota*
Callao 11 Nov., Panama 20 Nov.

RMSP *Medway* and *La Plata*
Chagres 24 Nov., St. Thomas 1 Dec.
St. Thomas 1 Dec, Southampton 16 Dec.

London 2/- due, packet from Panama



149 days



Yackandandah, 23 August 1858

Paid 1/9, overpaying the 1s8½d prepaid rate via England

Ship *Caspian*, Melbourne 22 August, Callao 14 October (5 week delay)PSNC *New Granada*, Callao 26 November, Panama 7 DecemberPacific Mail Steamship Co. *Golden Age*, Panama 15 December, San Francisco 28 December

Received 31 December 131 days

Mail Delays in Callao

In the 1850s, Callao authorities seized mail bags being transferred from one British ship to another, insisting that a ship-letter fee be paid. Delays lasted 4-7 weeks. No record of how disagreements were resolved has been discovered.

These systematic delays were discovered and published by the exhibitor.

To Sweden via Callao & Panama: 1852 Anglo-Prussian Convention

Danish P.O.
In Hamburg

Swedish &
Norwegian
P.O. in
Hamburg

Hamburg
city post



Melbourne, 1 June 1854

Paid 2/- : double 1/- ship fee effective 1 May 1854

Ship *Abel Gower*, Melbourne 1 June, Callao 25 August, where delayed 60 days

PSNC *Santiago*, Callao 26 October; Panama 4 November

RMSPC *Dee*, Chagres 8 November; *Magdalena*, St. Thomas 15 November, Southampton 1 December

London debited 4/8 to Prussia: double 2/- packet rate from Panama, 8d Belgian transit

4 riksdalers due in Sweden included 54 Silber groschen debit from Prussia

Hamburg 5 December, Stockholm 6 December 189 days

Earliest recorded Victoria cover to Sweden

Via Callao

Private Sailing Ship

From Victoria's Goldfields

Digger's Letter



Goldborough, 7 January 1857

Paid 6d ship-letter fee

Barque *Yarra*, Melbourne 23 January for Callao, arrival unknown
Pacific Steam Navigation Company to Panama, departure unknown
Pacific Mail Steamship Co., *Golden Gate*, Panama 17 April, San Francisco 30 April

San Francisco rated 20¢ due, incoming steamship >2,500 miles

Received 1 May 84 days

Diggers' Mail

By the mid 1850s, after many of the California gold fields had played out, hundreds of disappointed miners emigrated to Australia to take part in Victoria's gold rush. Goldborough was a temporary post office established in October 1856 in the midst of the gold diggings near Dunolly. The letter above is from a California miner to his attorney, asking why he has had no information about his affairs in more than three years.

Most mail from the diggings is in poor condition, as diggers carried letters around for days or weeks before having an opportunity to either visit a temporary post office (often just a tent) or send it to Melbourne via an express rider.

Via Panama

Noncontract Steamship

The New York & Australian Steam Navigation Company

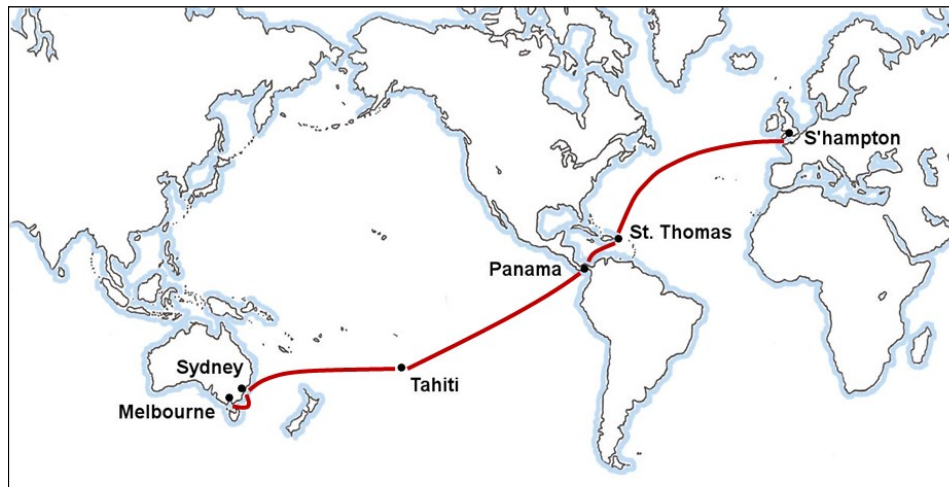
First transpacific mail by steamship



Melbourne, 5 May 1854

Paid 1/- ship-letter fee. NY&A *Golden Age*, Melbourne 5 May, Panama 19 June via Tahiti
Royal Mail Steam Packet Co. *Dee* and *Magdalena*, Chagres 23 June, St. Thomas 2 July; Southampton 17 July
London rated 2/- due, the packet rate from Panama
Received 18 July 75 days

Finest of 13 recorded covers



Golden Age broke the transpacific speed record on this voyage, but the trip was a financial disaster. The company declared bankruptcy and sold the ship to The Pacific Mail Steamship Co. for use between Panama and San Francisco.

Via Panama

Noncontract Steamship / Private Sailing Ship

The New York & Australian Steam Navigation Company

Intended for the P&O, fortuitously sent on *Golden Age*



Portland, 14 April 1854

Paid 5d
2d inland to Melbourne
3d ship-letter fee *

NY&A *Golden Age*
Melbourne 5 May
Panama 19 June

RMSP *Dee & Magdalena*
Chagres 23 June
St. Thomas 2 July
Southampton 17 July

London rated 2/- due for
packet letter from Panama

Received 18 July 75 days

*1/- not effective until 1 May

Endorsed per *Golden Age*, but sent under sail



Melbourne, 5 May 1854

Paid 1/- ship-letter fee

TOO LATE for *Golden Age*,
sent via next departure

Ship *Essex*
Melbourne 7 May
London 2 September

London rated 8d due for
incoming ship letter

Received 2 September

119 days

Golden Age's sailing was unscheduled, so the letter from Portland was intended for the May P&O sailing, endorsed simply *Per next steamer*. The letter endorsed for *Golden Age* arrived at the Melbourne GPO earlier (time code A) than the letter shown on the previous page (time code B), so was probably mislaid by a postal clerk.

Via Panama

NZ/NSW & American Contract Steamship

Panama, New Zealand & Australian Royal Mail Co.



Paid 1/2, the Southampton rate,
but sent via Panama

P&NZ *Mataura*
Melbourne 28 August
Wellington 8 September
Panama 4 October

PMSC *Constitution*
Panama 11 October
San Francisco 25 October

S.F. 10¢ due, incoming steam
ship rate, eff. 1 July 1864

Received 25 October 67 days

Earliest cover via this route

Wahgunyah, 20 August 1867

Paid 1/- packet rate to Panama

P&NZ *Kaikura*
Melbourne 28 September
Panama 4 September

RMSP *Neva*
Colon 5 November
Plymouth 25 November

Received 26 November

64 Days



Richmond, 24 September 1868



The first transpacific steam contract, 1866-68

In 1866 the colonies of New Zealand and New South Wales contracted with P&NZ for monthly steamer service between Wellington and Panama, with branch lines to Sydney and Melbourne, and a coaling stop at Rapa, Easter Island. Victoria refused financial participation the venture. When the company failed financially in December 1868, the Australia and New Zealand mails reverted to the packet routes via Suez.

Via San Francisco

Noncontract Steamship / Sailing Ship

To San Francisco via Tahiti & Honolulu

Sent unpaid as loose ship letter

Steamship *City of Norfolk*
Melbourne, 6 December
Launceston, 9 December
Tahiti, 28 January
Honolulu, 16 February

San Francisco rated 6¢ due for
delivery at the port

Received 20 March 1856

106 days



Melbourne, 5 December 1855

To San Francisco direct



Beechworth, 6 November 1855

Paid 6d ship-letter fee

Barque *Fame*, Melbourne 9 November, Newcastle 13 November
Ship *Lucas*, Newcastle 25 November, San Francisco 10 March 1856
San Francisco rated 5¢ due: 2¢ ship, 3¢ inland to Columbia

Received 12 March 127 days

Via San Francisco

Private Sailing Ship

Via Honolulu

Paid 1/- ship fee

Barque Fanny Major
Melbourne 28 Oct
San Francisco 11 Feb

San Francisco rated
6 cents due for
ship fee

*Fanny Major's
only transpacific
round voyage*



Melbourne, 28 October 1854

Via Melbourne, Sydney & Guam



Hobart, 11 October 1859

Paid 6d ship-letter fee

Schooner *Highlander*, Launceston 15 October, Melbourne 18 October, overland to Sydney;

Mails aboard *Achilles*, departure delayed three months to raise a cargo

Ship *Achilles*, Sydney 3 March 1860, San Francisco 16 May 1860, via Guam

San Francisco rated 5¢ due: 2¢ ship, 3¢ inland; received date unknown 219+ days

MISSENT in California, probably to the City Recorder in San Francisco

Via San Francisco

Private Sailing Ship, American Contract Steamship

To San Francisco direct



Melbourne 24 June 1857

Paid 8d: Endorsed for E&ARM *European* but sent by private ship via California
Barque *What Cheer*, Melbourne 29 June, San Francisco 26 August
PMSS *California*, San Francisco 6 September, Panama 21 September
PMSS *Star of the West*, Aspinwall 24 September, New York 4 October, via Havana

Received 4 October 103 days

Lower rate via San Francisco than via London

This letter was insufficiently paid to London via Southampton, so was sent via California as a ship letter. The sender saved himself 6d, and the addressee 12¢, by using the route to San Francisco.

Via San Francisco

Sailing Ship

To San Francisco direct



Melbourne, 9 December 1858

Paid 6d ship-letter fee

Ship *Milwaukie*

Melbourne 15 December

San Francisco 19 March 1859

San Francisco 5¢ due: 2¢ ship, 5¢ inland

Received 20 March

102 days

Via San Francisco

NZ/NSW Steamships

Australasian Steam Navigation Co. & North Pacific Transportation Co.

To Vermont via Sydney, Fiji & San Francisco



Melbourne, 29 May 1871

Paid 6d treaty rate, U.S.-New Zealand Postal Convention

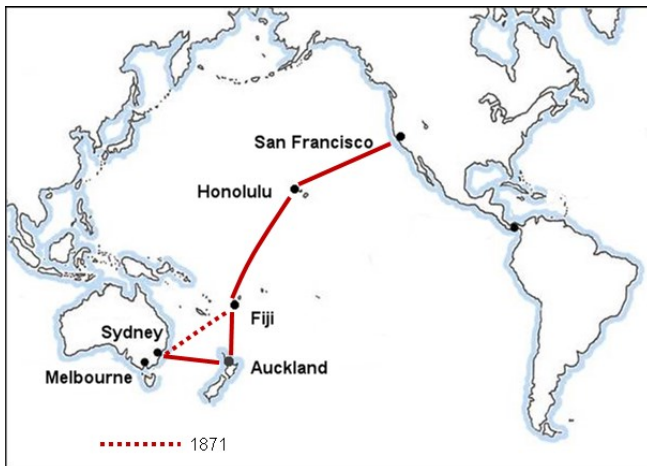
Wonga Wonga, Sydney 1 June, Fiji 13 June, Honolulu 26 June, San Francisco 7 July

San Francisco rated 10¢ due, the incoming steamship rate

The 1870 NZ/US treaty applied only to mails between the U.S. and New Zealand, hence the postage due charge

Received 13 July 46 days

“Hall’s Line,” First packet service to San Francisco March 1870-September 1871



Completion of the U.S transcontinental railway in 1869 made the route via San Francisco competitive with overland routes via Suez for British mails. The U.S-New Zealand Postal Convention resulted, with effect from 1 December 1870. The postage rate was set at 12¢ or 6d to or from San Francisco/Sydney.

In 1870 the Australasian Steam Navigation Co. took mail to Honolulu, where it was transferred to the North Pacific Transportation Co. The five 1871 voyages were non-contract, and sailed via Fiji without calling at Auckland.

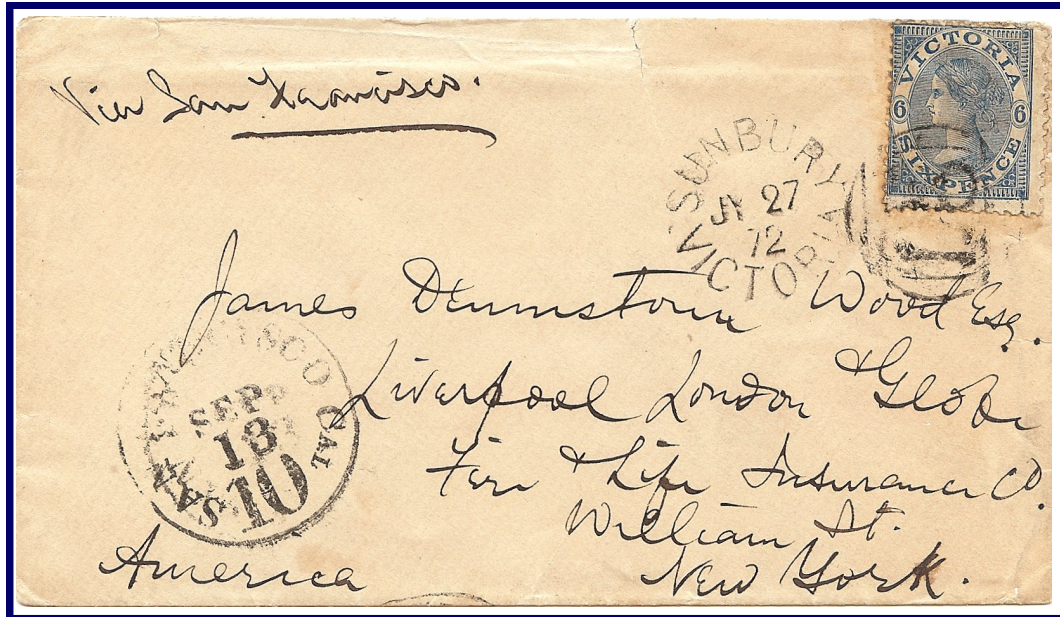
The partnership was unprofitable, so the business was dissolved in April 1871.

Via San Francisco

New Zealand Contract Steamship

California, New Zealand & Australian Mail Steamship Co.

Via Auckland & Honolulu



Sunbury, 27 July 1872

Paid 6d, the U.S.-N.Z. treaty rate, to the port

Alexandra : dep. Sydney 3 August; *Nebraska* : dep. Auckland 10 August, arr. Honolulu 27 August
Olympia, Honolulu 31 August, San Francisco 12 September

San Francisco rated 10¢ due, the incoming steamship rate eff. 1 July 1864

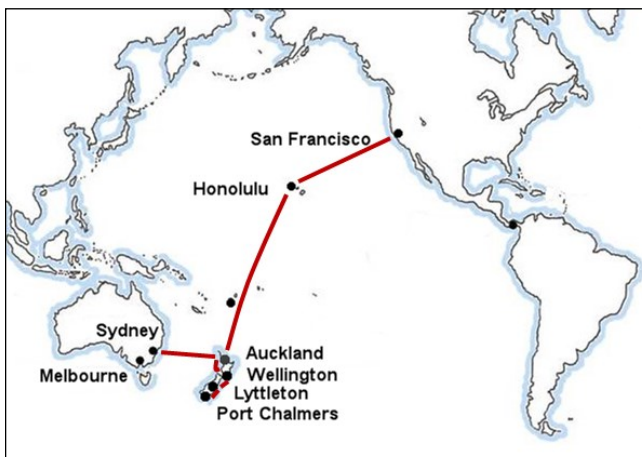
The 1870 NZ/US treaty applied only to mails between the U.S. and New Zealand, hence the postage due charge

Received 20 September 56 days

Three covers are recorded as carried to United States by Webb & Holladay

Webb & Holladay (“Webb’s Line”)

May 1871-March 1873



The contract required monthly sailings from Port Chalmers to Christchurch, Lyttleton, Wellington, Auckland, Honolulu and San Francisco. Five steamships were required. San Francisco to Auckland was not to exceed 25 days. Subsidies were provided by Honolulu, New Zealand and New South Wales.

A line to connect with Sydney was operated by local steamers. Victoria did not participate so was responsible for conveying its mails from Melbourne to Auckland. British mails were dispatched to and from San Francisco by rail from New York.

The line proved unprofitable, so Webb & Holladay abruptly refused to continue service after March 1873.

Via San Francisco

New Zealand Contract Steamship

Australasian & American Mail Steamship Co.

Via Auckland, Fiji & Honolulu



Melbourne 27 July 1875

Paid 6d, the U.S.-N.Z. treaty rate, to the port
Macedon, Melbourne 27 July, Sydney 29 July
Cyphrenes, Sydney 31 July, Honolulu 23 August, San Francisco 3 September
 San Francisco rated 5¢ due, the incoming steamship rate, eff. 1 July 1875

Received date unknown ~47 days



Sydney, Aug 1874 -1876

Victoria was not a party to the U.S.-N.Z Postal Convention of 1870, so was not entitled to the 6d paid-to-destination rate to the United States.

GPO Sydney marked **PAID ALL** on letters from non-convention colonies only to show that Australian postage had been paid. San Francisco correctly charged incoming steamship fees on such letters.

Australasian & American Mail Steamship Co. January 1874-October 1875

Hall & Forbes of New York were operators of this contract for monthly service between San Francisco and Sydney via Honolulu, Fiji, and Auckland. When the United States refused to provide a subsidy, Hall & Forbes abandoned the contract in July 1874, after which the ships were transferred to the *Australasian & American*. As with previous financial problems of Pacific-route contract services, low profitability led to termination of this service in October 1875.

Via San Francisco

New Zealand Contract Steamship

Pacific Mail Steamship Co.

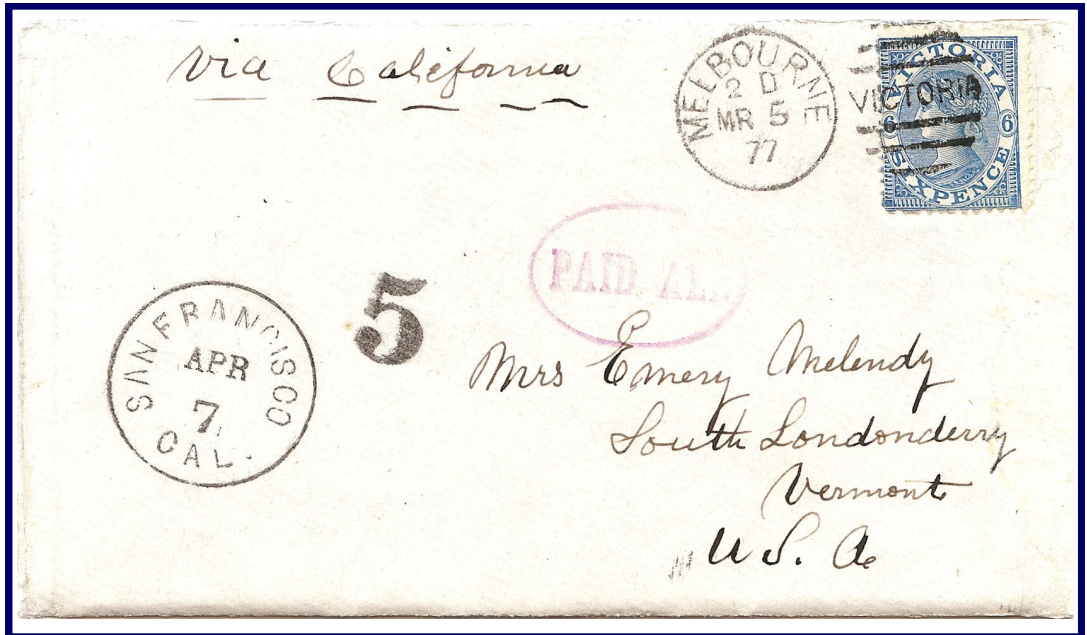
Paid 6d treaty rate,
up to 1/2 oz.

City of New York
Sydney 9 March
San Fran. 6 April

San Fran. rated 5¢ due,
incoming steamship
eff. 1 July 1875

No receipt date

~ 38 days



Melbourne, 5 March 1877



Melbourne, 28 January 1878

Paid 1/-, 2 x 6d
treaty rate, 1/2-1oz.

City of New York
Sydney 31 Jan.
Auckland 6 Feb.
San Fran. 27 Feb.

San Fran. rated 10¢
due, double
Steamship rate
eff. 1 Jul. '185

No received date

~35 days

Pacific Mail Steamship Co. January 1876-December 1885

PMSC contracted with New Zealand and New South Wales in September 1875 for monthly service between San Francisco, Sydney, and New Zealand ports. In 1877 the route was simplified to San Francisco-Honolulu-Fiji-Auckland-Sydney. PMSC declined to renew the contract in 1885 as they were operating the route at a loss.

Via San Francisco

New Zealand & American Contract Steamships

Union Steamship Co. / Pacific Mail Steamship Co.

United States - Victoria Postal Convention of 1878



Ballarat, 23 December 1878

Paid 6d, treaty rate to 1/2 oz.

Union Steam Ship Co. *Taranua* : Melbourne 24 Dec, Auckland 7 Jan

Pacific Mail Steamship Co. *City of New York* : Auckland 7 Jan, Honolulu 21 Jan, San Francisco 29 Jan

New York arrival unknown ~43 days

Earliest recorded cover under the treaty

The first U.S.-Victoria Postal Convention

Effective 1 July 1878, the treaty established a rate-to-destination of 6d in Victoria, 12¢ in the U.S. No accounting between exchange offices was necessary; each country would retain all postage. Registration was set at 6d in Victoria, 10¢ in the United States. All letters were required to be stamped PAID ALL in red.

Via San Francisco

New Zealand Contract Steamship

Pacific Mail Steamship Co.

Paid 1/-
6d treaty rate up to 1/2 oz.
6d registration

Rail to Sydney

Zealandia
Sydney 30 January
San Francisco 26 February

Received 27 Feb
36 days



Fitzroy, 23 January 1879



Geelong, 1 April 1879

Paid 1/- for 1/2 to 1 oz.

Treaty rate to destination

Rail to Sydney

City of New York
Sydney 24 April
Auckland 29 April
San Francisco 21 May

New Orleans 28 May

58 days

Via San Francisco

New Zealand & American Contract Steamships

The Union & Oceanic Steamship Companies



Melbourne, 21 February 1888

Paid 6d treaty rate, 4d registered

Konoowarra : Melbourne 21 Feb, Sydney 22 Feb

Mariposa : Sydney 22 Feb, San Francisco 17 March

Rail to Florida, arrival unknown 27+ days



reverse

Union & Oceanic Steamship Companies

In October 1885 the Pacific Mail Steamship Company withdrew from their transpacific mail contract after financial losses on the line. The governments of New South Wales and New Zealand then collaborated to provide four-weekly mail service between Sydney, Auckland, Samoa, Honolulu and San Francisco.

A contract was subsequently awarded to a joint venture between the Union Steamship Company of New Zealand and The Oceanic Steamship Company of the United States. Service began in November 1885 with the departure of steamship *Zealandia* from San Francisco. The Union Line withdrew from the joint venture in October 1900.

Via San Francisco

New Zealand & American Contract Steamships

The Union & Oceanic Steamship Companies

Treaty Rate



Paid 6d treaty rate,
up to 1/2 oz.

Rail to Sydney

Monowai

Sydney 24 Dec
Auckland 29 Dec
San Francisco 18 Jan

Colville, Washington
22 Jan 1891

45 days

Although Addressed to
"Washington Ter."
Washington had become
a state in 1889.

Melbourne, 9 December 1890

UPU Rate

Paid 5d
2x UPU rate
1/2 to 1 oz.

Rail to Sydney

Monowai

Sydney 30 Nov
San Fran. 25 Dec

Rail to New York

Arrived 30 Dec

33 days



Melbourne, 28 November 1891

Via San Francisco

American Contract Steamships

Oceanic Steamship Company



Paid 2½ d

Rail to Sydney

Monowai

Sydney 20 Mar

San Francisco 17 Apr

New York 22 Apr

34 days

Insufficiently paid so should not have been sent on, but Victoria anticipated the UPU rate and had already issued a 2½ d stamp.

New York charged only the deficiency.

Melbourne, 20 March 1891

Paid 2½ d

Rail to Sydney

Mariposa

Sydney 23 Mar

Auckland 28 Mar

San Francisco 13 Apr

Melrose 19 April

45 days



Melbourne, 6 March 1893

Via San Francisco

American Contract Steamships

Oceanic Steamship Company

Paid 8d, double UPU rate
2 x 2½d, ½ to 1 oz.
3d registered

Cintra
Melbourne 13 May
Sydney 15 May

Alameda
Sydney 15 May
San Francisco 8 June

Rail via Chicago & Detroit

Mail at Windsor 13 June

Received 14 June

38 days



Prahran, 8 May 1893



Melbourne, 23 October 1897

Paid 2½d
UPU rate to ½ oz.

Marloo
Melbourne 23 Oct.
Sydney 25 Oct.

Mariposa
Sydney 25 Oct.
San Fran. 18 Nov.

Received 23 Nov.

32 days

The Oceanic Steamship Company was sometimes called *Spreckel's Line* after J.D. Spreckels in San Francisco, the company's founder.

Via San Francisco

American Contract Steamships

Oceanic Steamship Company



Paid 2½ d
UPU rate

Rail to Sydney

Alameda
Sydney 22 Jan
Auckland 27 Jan
San Francisco 13 Feb

Received 20 Feb

35 days

Traralgon, 17 January 1894

Money Letter to Baltimore

Paid 8d
5d for ½ to 1 oz.
3d registration

Rail to Sydney

Mariposa
Sydney 30 Sep
Auckland 5 Oct
San Francisco 24 Oct

Received 31 October

36 Days



Melbourne, 26 September 1895

Via San Francisco

American Contract Steamships

Oceanic Steamship Company

Paid 2½ d
UPU rate

Rail to Sydney

Alameda

Sydney 17 Feb
Auckland 22 Feb
San Francisco 12 Mar

Received 17 Mar

42 days



Melbourne, 3 February 1896



Paid 2½d
UPU rate

Rail to Sydney

Monowai

Sydney 15 Mar
Auckland 20 Mar
San Francisco 8 Apr

Received 14 April

32 Days

Melbourne, 13 March 1897

Via San Francisco

American Contract Steamships

Oceanic Steamship Company

Paid 5½ d
Double UPU rate
½ d overpaid

Rail to Sydney

Mariposa
Sydney 19 Dec
Auckland 24 Dec
San Francisco 11 Jan

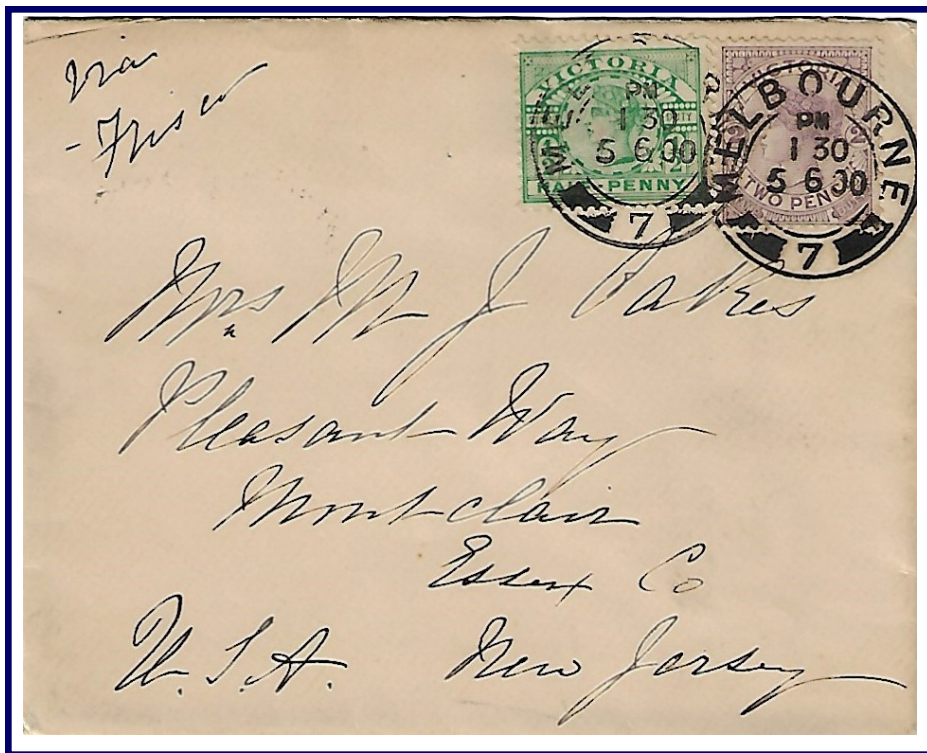
Rail to New York
Rail to Philadelphia

Received 16 January

31 days



Melbourne, 17 December 1898



Melbourne, 5 June 1900

Paid 2½d UPU rate

Rail to Sydney

Moana
Sydney 6 Jun
Auckland 11 Jun
San Francisco 29 Jun

New York 3 Jul

Received 4 Jul

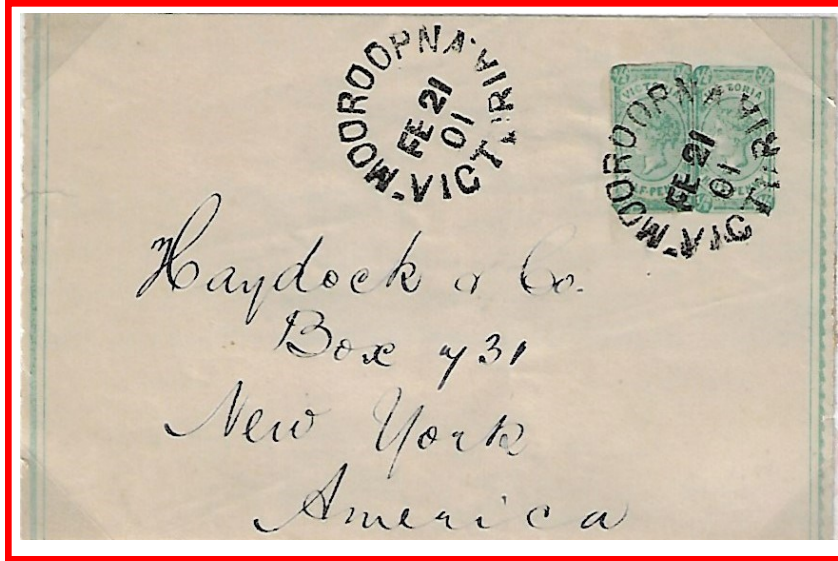
30 Days

Via San Francisco

American Contract Steamships

Oceanic Steamship Company

Newspaper wrapper, uprated with adhesive



Paid 1d newspaper rate

Rail to Sydney

Sonoma

Sydney 26 Feb

Auckland 2 Mar

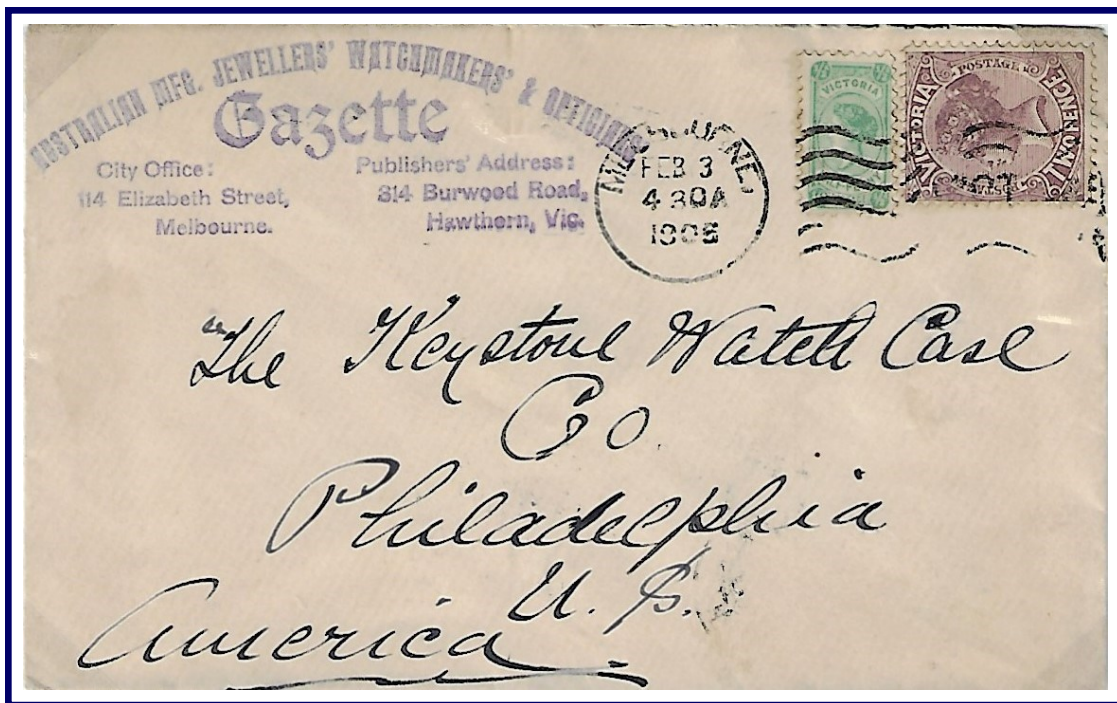
San Francisco 18 Mar

Arrived at New York 23 Mar

31 days

Called at Pago Pago and Honolulu. Arrived with 247 passengers, an eastbound record for the Company.

Melbourne, 21 Feb 1901



Melbourne, 3 February 1906

Paid 2½ d UPU rate

Rail to Sydney

Ventura : Sydney 5 Feb, Pago Pago, Honolulu 20 Feb, San Francisco 28 Feb

Arrived at Philadelphia on 5 Mar

31 days

The Two Capes Route

New Zealand Contract Steamship

New Zealand Shipping Company

Via Tasmania, New Zealand & Cape Horn



Melbourne, 30 August 1897

Paid 2½ d UPU rate

Pateena : Melbourne 31 Aug, Launceston 1 Sep
Overland from Launceston to Hobart, arr. 2 Sep

Ruahine : Hobart 4 Sep, Wellington 8 Sep

Coastal steam ferry *Penguin* : Wellington to Lyttleton 10 Sep

Tongariro : Lyttleton 16 Sep, Montevideo 21 Sep

Mails at Buenos Aires 22 Sep

Santa Fe arrival date unknown

The only recorded letter to Argentina by this route

The New Zealand Shipping Company

The New Zealand Shipping Company, founded in 1872 by a group of Christchurch businessmen, ran passenger and cargo services between Great Britain and New Zealand from 1873 to 1973. In 1873 the New Zealand government contracted with the company to carry monthly mails. The company was sold to the P&O in 1917 but retained its name.

Long Sea Route via Suez

Contract Steamship

Peninsular and Oriental Steam Navigation Co.

Paid 4d, Long Sea Route
via the Suez Canal

Rail to Adelaide SA

Carthage

Adelaide 1 Oct

Aden 23 Oct

Plymouth 11 Nov

Landed 14 mail sacks

Arr. Downham 12 Nov

73 days

The sender saved 2d by
specifying the Long Sea
Route vs. via Brindisi.



Melbourne, 30 September 1890



Melbourne, 9 December 1890

Paid 4d

Long Sea Route
via the Suez Canal

Rail to Adelaide SA

Oceana

Adelaide 10 Dec

Aden 15 Jan

Plymouth 17 Jan

Landed 15 mail sacks

Arr. Norwich 19 Jan

42 days

The sender saved 2d by
specifying the Long Sea
Route vs. via Brindisi.

The Long Sea Route

In December 1879 the GPO closed the all-sea route via Suez, after which Australian mails were sent via Brindisi, a faster but more expensive route. After a public outcry about loss of the cheaper service, the all-sea route was reopened on 1 Jan 1890. The long sea route rate applied only to homebound mails; outbound was not allowed by the UK. Cargo reports show that **only five percent of Victoria's mail to GB and Europe was sent via the Long Sea Route.**

Via Vancouver

Canadian & New South Wales Contract Steamship

The Canadian-Australian Line: The "All Red Route"

Via Sydney, Wellington, Fiji, Honolulu, Victoria, Vancouver, New York and Panama



Melbourne, 29 November 1898

Paid 5½d: 2½d UPU, 3d registered

Sent overland by rail to Sydney

Canadian-Australian Line *Warimoo* : Sydney 3 Dec, Victoria 29 Dec

Puget Sound & Alaska Steamship Co. *City of Kingston* : Victoria 30 Dec, Tacoma the same day

Rail from Tacoma to New York via Minneapolis and Chicago, arr. 5 Jan

Panama Railroad Steamship Co. *Finance* : New York 10 Jan, Colon 24 Jan

Pacific Steam Navigation Co. from Panama, via Guayaquil and Callao, to Valparaiso, arr. 7 Feb

97 days

The only recorded letter to South America via this route

The All Red Route

Called the "All Red Route" because mail between Australia and the U.K. touched only British territory, this service was jointly contracted in 1893 by the Canadian and New South Wales governments. From Vancouver to the U.K. the route was via Canadian Pacific Railroad to Quebec City, then by British packet to Liverpool.

Via Vancouver

Canadian & New South Wales Contract Steamship

The Canadian-Australian Line: The "All Red Route"

Carried the entire length of the Canadian-Pacific Railroad

Paid 2½d, UPU rate

Rail to Sydney

Miomera

Sydney 10 August

Vancouver 31 August

Canadian Pacific RR

Vancouver 1 Sep.

Moncton NB 8 Sep.

Ferry to Charlottetown

Arr. 9 September

35 days

The call at Fiji was
dropped in 1896.



Melbourne, 6 August 1896

To Haiti via Vancouver, Tacoma and New York



Paid 2½d UPU rate
Registered in cash

Warimoo :

Sydney 28 Feb

Brisbane 2 Mar

Vancouver 23 Mar

By rail

Tacoma 23 Mar

New York 29 Mar

Adler

New York 2 Apr

Cape Haiti 9 Apr

Port au Prince 10 Apr

51 days

New Zealand calls
ceased in 1899



Richmond, 20 February 1900

Via Vancouver

Canadian & New South Wales Contract Steamship

The Canadian-Australian Line: The "All Red Route"

Via Sydney, Wellington, Honolulu, Victoria, Vancouver, Montreal and Halifax



Melbourne, 9 September 1898

Paid 5½d: 2½d UPU, 3d registered

Sent overland by rail to Sydney

Canadian-Australian Line *Warimoo* : Sydney 13 Sep, Vancouver 8 Oct

Canadian-Pacific Railroad to Montreal : arr. 15 Oct

Intercolonial Railway Maritime Express to Halifax : arr. 17 Oct

Received 18 Oct

39 days

Connecting the All-Red Route to the Maritime Provinces

Canada's Intercolonial Railway connected with the Canadian-Pacific Railroad at Montreal, using track of the Grand Trunk Railroad. That provided an uninterrupted mail route from Vancouver BC to the Maritime Provinces. When the line's *Maritime Express* service began on 1 March 1898, it shortened the Montreal-Halifax journey to only 26 hours. The route was Montreal-Levis-Mont Joli-Campbelltown-Bathurst-Moncton-Truro-Halifax.

Australian Federation

Australia became a nation on 1 January 1901, when the British Parliament passed legislation enabling the six Australian colonies to collectively govern in their own right as the Commonwealth of Australia. **The Commonwealth chose not to join the Empire penny postage scheme until 1911.** Australian colonial postal services were not amalgamated until 1 March 1901. The postage stamps of each state remained in use until Australian adhesives were issued in 1913.

To New Brunswick via the Suez Canal, Naples, Liverpool and Halifax



Beaconsfield Railway Station, 21 January 1901

Paid 2½ d UPU rate; sent via rail to Adelaide

Orient Line *Orizaba* : dep. Adelaide 24 Jan, Suez Canal 17 Feb, Naples 21 Feb., Plymouth 25 Feb

Allan Line *Corinthian* : dep. Liverpool 9 Mar, arr. Halifax 16 Mar

Rail to Fairville, New Brunswick, arr. 19 Mar 58 days

Post-script: Victoria's Post-Federation Maritime Mail Transport

Business failures and consolidations continued well into the 20th century. Costs and speed continued to improve for those companies that survived.

Canadian-Australian Line	Sold to the Union Steamship Co. in 1910, under which the Vancouver route continued.
Oceanic Steamship Co.	Service to San Francisco continued until 1907.
Orient Line	Continued service via the Suez Canal and Naples. Absorbed by the P&O in 1966.
Peninsular & Oriental Co.	Continued service via the Suez Canal and Brindisi. Still in operation today.
Messageries Maritimes:	Continued Australian service via Marseilles until 1914, then interrupted by WWI.
Norddeutscher Lloyd	Continued service via the Suez Canal and Genoa until WWI. Resumed service in 1925.
New Zealand Shipping Co.	Continued service until 1939, with a WWI hiatus from 1914 to 1925.