

THE EUROPEAN AND AUSTRALIAN ROYAL MAIL COMPANY

RE-ESTABLISHMENT OF **Steam Communication WITH Australia.**

A Contract has been concluded by Her Majesty's Government with the European and Australian Royal Mail Company, for the conveyance of Mails once a month, by the route of Suez, between this Country and the Australian Colonies.

The Packets under this Contract will depart from the Port of Southampton and, as in the case of the Indian Mail, in addition to, and in connexion with, the direct Packet, a special service will be maintained via France, for the conveyance of Supplementary Mails from this Country.

The first Mail to be dispatched, via Southampton, under the new arrangements, will be made up in London on the Morning of the 24th February next, and the first Mail to be dispatched, via Marseilles, will be made up in London on the Evening of the 28th February. Subsequently to those dates, the Mails will be dispatched uniformly, via Southampton, on the Morning of the 12th of each Month (commencing with the Month of March), and via Marseilles on the evening of the 16th of each Month.

On those occasions, however, when the 12th of the Month falls on a Sunday, the Mails for Australia, via Southampton, will be made up and dispatched on the previous Evening, and when the 16th of the Month falls on a Sunday, the Mail will be made up and dispatched on the following Evening.

By Command of the Postmaster General,

GENERAL POST OFFICE,
30th December, 1856.

ROWLAND HILL
Secretary.

THE EUROPEAN AND AUSTRALIAN ROYAL MAIL COMPANY WAS SHORT LIVED. DURING THE PERIOD FEBRUARY 1857 AND MARCH 1859 THE COMPANY CONDUCTED 23 OUTWARD AND 24 HOMEWARD VOYAGES. THROUGHOUT ITS LIFE THE COMPANY WAS THWARTED BY A SHORTAGE OF SHIPS AND IT FAILED, WITH REGULARITY, TO MEET ITS CONTRACTUAL COMMITMENTS.

THERE WERE THREE ROUTES UNDER THE CONTRACT WITH REQUISITE SCHEDULED CONNECTIONS:

1. SYDNEY - MELBOURNE - KING GEORGE'S SOUND - GALLE - ADEN - SUEZ
2. ALEXANDRIA - MALTA - SOUTHAMPTON
3. MALTA - MARSEILLES

THE SHIPS, EITHER E.N.A. OWNED OR UNDER CHARTER, UTILIZED ON THE THREE SECTORS OF THE MAIN AUSTRALIA TO U.K. ROUTE WERE:

1. AUSTRALASIAN - CITY OF SYDNEY - COLUMBIAN - EMEU - EUROPEAN - ONEIDA - SIMLA - VICTORIA
2. AUSTRALASIAN - ETNA - JURA - TAMAR - TEVIOT - THAMES - NIAGARA
3. CAMBRIA - VANGUARD - WYE

1857

THE EUROPEAN & AUSTRALIAN ROYAL MAIL COMPANY

S.S. City of Sydney, Supplemental Mail, Sydney to Melbourne

S.S. Columbian, Melbourne to Suez

P. & O. Line: S.S. Colombo, Alexandria to Southampton



July 18, 1857. A letter posted at Sydney, N.S.W. and paid at the 6d. rate to the U.K. via Southampton. This letter was posted too late for the sailing of the E.&A. S.S. Columbian, so it was made up in the supplementary mails to be carried by S.S. City of Sydney to meet Columbian at Melbourne.. The supplementary mail fee was an additional 6d., effective April 1, 1857. Backstamp at Sydney. Postage and supplementary fee paid by a vertical pair of the 6d. "Diadem" Issue of 1854-55. Cancellation is by the dumb obliterator of Sydney.

E. & A. steamship dates were (Trip N8)

S.S. Columbian (E.&A.)

Sydney	July 18
Melbourne	23
Calle	Aug. 17
Suez	Sep. 7

S.S. Colombo (P. & O.)*

Alexandria	Sept. 12
Malta	15
Gibraltar	19
Southampton	24

*The Etna of E. & A. Royal Mail should have been at Alexandria to receive the Columbian's mails - instead she was at Southampton. The mails arrived at the Alexandria railway station at 10 p.m. on the 8th. As no European & Australian Packet was in sight, the Consul exercised his authority and had them loaded onto the P.&O. vessels at 5:20 a.m. on the 12th (the "via Marseilles" mails went by P.&O. Valetta.)



September 25. London PAID receiving stamp, tracking with the arrival date of Colombo at Southampton.

1857



DEPARTURE
BACKSTAMP



LONDON
TRANSIT



ARRIVAL
BACKSTAMP



FIRST HOMEWARD VOYAGE

<u>E+A "ONEIDA"</u>	<u>E+A "EUROPEAN"</u>	<u>E+A "ETNA"</u>
SYDNEY 23 JAN. '57	SYDNEY 11 MAR '57	ALEXANDRIA 25 APR. '57
MELBOURNE 25 JAN.	MELBOURNE 14-15 MAR	MALTA 29 APR
KGS 12 FEB	KGS 21 MAR.	SOUTHAMPTON 8 MAY
RETURN TO KGS 21 MAR	GALLE 4 APR	
	SUEZ 19 APR.	

THE "ONEIDA" BROKE HER SOLE PLATE AND CRANK 400 MILES NW OF CAPE LEUWIN AND WAS FORCED TO RETURN TO KGS. HERE THE MAILS WERE TRANSFERRED TO "EUROPEAN", THE E+A LINER MAKING THE THIRD HOMEWARD VOYAGE FOR THE SHIPPING LINE.

1857

THE EUROPEAN & AUSTRALIAN ROYAL MAIL COMPANY
S. S. Simla, Sydney to Suez 2nd Homeward Mails
S. S. Jura, Alexandria to Southampton
 Cunard Line: R. M. S. America, Liverpool to Boston



February 10, 1857. A letter posted at Sydney, New South Wales to the U.S., backstamp. It was paid at the rate to the U.K. via Southampton at 6d. per ½-oz., plus the 8d. (16¢) transatlantic rate, only to the U.S. port, total 14d. or 1sh.2d. Payment was made by the one shilling pale red brown and the 2d. blue, Issue of 1854. Stamps are cancelled by the dumb barred obliterator of Sydney. Letter is endorsed: Per R.M. Steamer/"Simla".

This was the 2nd return voyage of the European & Australian Line (N2) under the contract. Dates were:

<u>S.S. Simla</u>		<u>S.S. Jura</u>	
Sydney	Feb. 11	Alexandria	Mar. 28
King George Sound	21-22	Southampton	Apr. 9
Galle	Mar. 9-10		
Aden	20		
Suez	26		

April 9. Transit mark at London. U.S. was debited for 8d. (16¢) transatlantic by British Packet (Cunard Line), shown by red "8".

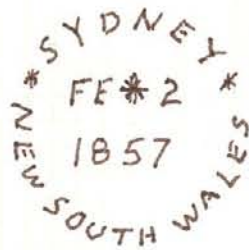
April 11. R.M.S. America departed Liverpool, she arrived at N.Y. April 25. The New York Exchange Office mark charges the recipient for 5¢ U.S. Inland. All other charges had been paid in Sydney.



1857



TRANSIT



BACK STAMPS



LONDON
TRANSIT



ARRIVAL
BACKSTAMP



SECOND HOMEWARD MAILS

E+A "SIMLA"

SYDNEY	11 FEBRUARY
MELBOURNE	14-15 FEB.
KGS	21-22 FEB.
GALLÉ	9-10 MARCH
ADEN	20 MAR.
SUEZ	26 MAR

E+A "JURA"

ALEXANDRIA	28 MARCH
MALTA	31 MAR.
SOUTHAMPTON	7 APRIL

NOTE: THERE ARE TWO OTHER BACKSTAMPS: ① PARTIALLY READABLE
TARLUTTA JASO ② OVAL SHAPE DOUBLED IMAGE ILLEGIBLE.

1857



BARRED NUMERAL
OBLITERATOR -
MELBOURNE
IN USE 1856-1906



RECEIVING
OFFICE
BACKSTAMP



LONDON
TRANSIT
MARK



EDINBURGH
ARRIVAL
BACKSTAMP



SECOND HOMEWARD MAILS

E + A SHIPS:

"SIMLA"

→ SYDNEY	11 FEB. 1857
MELBOURNE	14-15 FEB.
E.G.S	21-22 FEB.
GALLE	9-10 MAR.
ADEN	20 MAR.
SUEZ	26 MAR.

"JURA"

ALEXANDRIA	28 MAR.
MALTA	31 MAR.
SOUTHAMPTON	7 APR.



THIS WAS THE FIRST SUCCESSFUL VOYAGE FOR THE E + A LINE. (THAT OF ONEIDA ON 23 JAN. WAS ABORTED). THIS VOYAGE WAS ALSO THE FIRST MAIL RUN FOR "SIMLA" AFTER HER CRIMEAN SERVICE.

POSTAL RATE: 6d PER HALF OUNCE.

1857



BARRED OVAL OBLITERATOR
ASSIGNED TO BELFAST, VICTORIA



LONDON ARRIVAL



SECOND HOMEWARD MAILS

E. + A. SHIPS:

"SIMLA"

SYDNEY 11 FEB. 1857
MELBOURNE 14-15 FEB.
K.G.S. 21-22 FEB.
GALLE 9-10 MAR.
ADEN 20 MAR.
SUEZ 26 MAR. '57

"JURA"

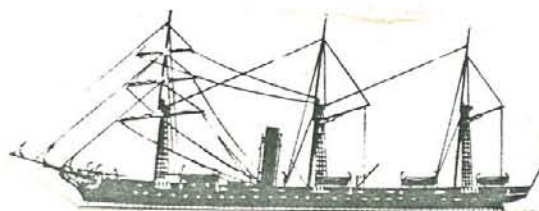
ALEXANDRIA 28 MAR. '57
MALTA 31 MAR.
SOUTHAMPTON 7 APRIL '57

"CAMBRIA"

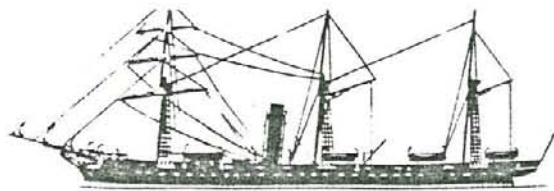
MALTA 31 MAR
MARSEILLES 3 APR.

THIS WAS THE FIRST SUCCESSFUL VOYAGE FOR THE E. + A. LINE. (THAT OF "ONEIDA" ON 23 JAN. WAS ABORTED). THIS VOYAGE WAS ALSO THE FIRST MAIL RUN FOR "SIMLA" AFTER HER CRIMEAN SERVICE.

THIS LETTER TRAVELLED VIA MARSEILLES EVEN THOUGH IT WAS ONLY PREPAID THE 6d PER 1/2 OZ RATE VIA SOUTHAMPTON.



"SIMLA"



E&A "Simla"

Sydney	11.2.57
Melbourne	14 - 15
K.G.S.	21 - 22
Galle	9 - 10
Aden	20.3.57
Suez	26.3.57

E&A/P&O "Simla"

<u>E&A "Jura"</u>	
Alexandria	28.3.57
Malta	31.3.57
Southampton	7.4.57

E&A "Cambria"

Malta	31.3.57
Marseilles	3.4.57

This was the first voyage of the European & Australian Royal Mail Company from Sydney. (that of the "Oneida" was abortive). "Simla" was on charter from the P&O as the first company had insufficient ships to fulfil the contract. It was her first mail voyage after her Crimean service. On the contract time of 1068 hrs from Sydney to London, 2 hours were saved (Parliamentary Report). There seems to be no logical reason why this went via Marseilles (9d up to $\frac{1}{2}$ ounce) although it was prepaid for the Southampton route (6d up to $\frac{1}{2}$ ounce). One penny to United Kingdom credit for the inland post.



AS MOUNTED AND SHOWN
BY REG KIRK



AUSTRALIA

(FROM OUR OWN CORRESPONDENT.)

LONDON T.M.T.
FRIDAY
22 AUGUST 1957
PAGE 10

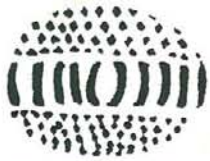
MELBOURNE, MAY 21.
The Simla arrived on the 14th with the February and March mails. It was at first intended to send her back at once with our May mail, but that plan has been abandoned, and the letters will go by the Great Britain. This I think wise, as it will tend to prevent any further derangement of the mail service. The Simla, therefore, will start on her assigned day of departure with the June mail. This will make all regular, except that the Southampton June mail will have to remain at Scze, and will be brought by the Simla with the July mail. This liability to derangement can only be obviated by an extra vessel ready at all times to take the place of any one of the line which may meet with an accident.

The question is raised here whether the Home Government will enforce the contract as to the forfeiture for delay. The daily forfeiture goes on increasing at the rate of 50l. per diem. That is, it amounts to 50l. for the first 24 hours, 100l. for the second, 150l. for the third, and so on; and such penalties, says the contract, shall in no case be relinquished. But it is not to exceed on one voyage the sum of 7,700l. 6s. 8d. The penalty for 17 days' delay amounts to 7,650l., which was incurred by the non-delivery of the February mail. The penalty for the nine days' delay of the March mail is 2,250l., and it seems probable that there will be one more penalty to the full amount. If it be taken both ways the account will stand thus:—

Non-delivery of the Onaida's home mail ...	7,700	6	8
Non-delivery of the Onaida's outward mail ...	7,700	6	8
Nine days' delay in the March outward mail ...	2,250	0	0
No May mail from Australia ...	7,700	6	8
June mail from Southampton probably delayed to July ...	7,700	6	8
	33,050	6	8

It would have been much more economical had the contractors provided a fifth vessel to be stationed here in readiness to remedy accidents and consequent delay.

1857



SYDNEY OBLITERATOR
IN USE 1856-1858



ORIGINATING P.O.
BACKSTAMP



LONDON TRANSIT



ARRIVAL BACKSTAMP



THIRD HOMEWARD MAILS

E+A "EUROPEAN"

SYDNEY 11 MARCH 1857
MELBOURNE 14/15 MAR.
KGS 21 MAR.
GALLE 4 APRIL
SUEZ 19 APR.

E+A "ETNA"

ALEXANDRIA 25 APRIL
MALTA 29 APR.
SOUTHAMPTON 8 MAY 1857

OVERLAND →

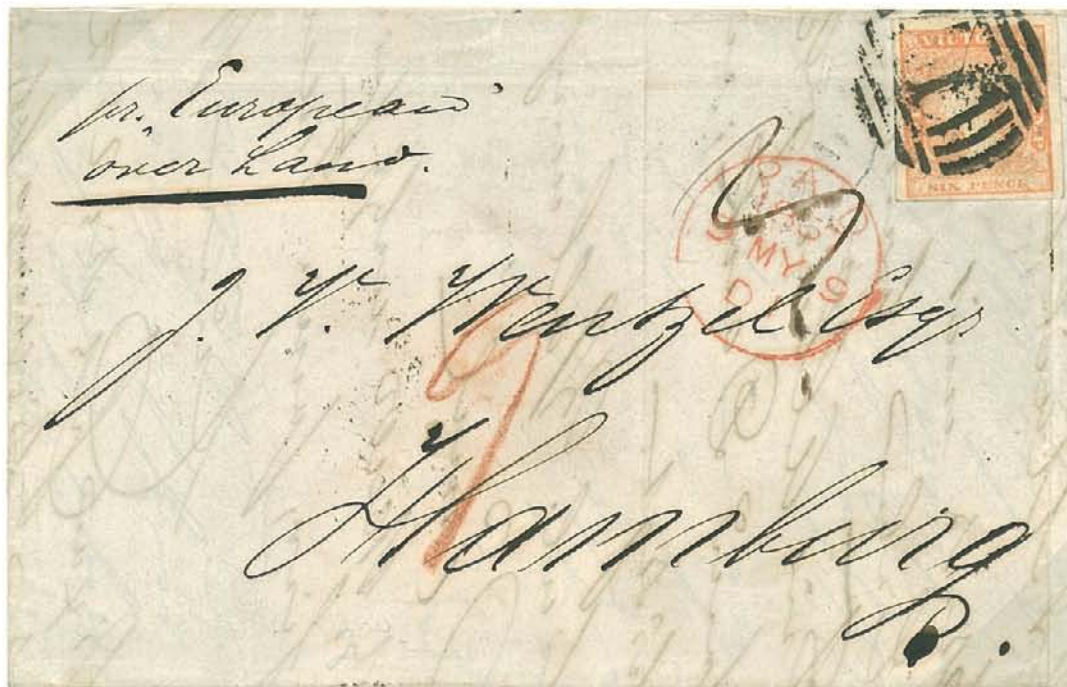
POSTAL RATE: 6d PER 1/2 OUNCE PROVIDED BY S.G. # 115

1857

THE EUROPEAN & AUSTRALIAN ROYAL MAIL COMPANY

S.S. European, Sydney to Suez

S.S. Etna, Alexandria to Southampton



March 12, 1857. Letter paid at Melbourne, Victoria by the 6d. woodblock Issue of 1854. This paid the letter only to England, as the rate to Hamburg of Jan. 15, 1857, was 8d. This letter, endorsed: pr. "European"/over Land, was taken by E. & A. on the line's third homeward voyage. Melbourne receiving backstamp and barred "1" cancellation of Melbourne.

E. & A. steamship dates were:

<u>S.S. European</u>		<u>S.S. Etna*</u>	
Sydney	March 11	Alexandria	April 25
Melbourne	15	Malta	29
King George Sound	21	Southampton	May 8
Galle	April 4		
Suez	19		

*Etna was a Cunard Liner on sub-contract to E. & A.

May 9. London PAID transit stamp.

May 11. Hamburg arrival backstamp (St.P.A = Stadt Post Amt. = State Post Office). Germans marked red "9" or 9 schillinge due, about 8d. sterling.



1857



BARRED NUMERAL
OBLITERATOR ASSIGNED
TO SANDHURST-
IN USE 1856-1906



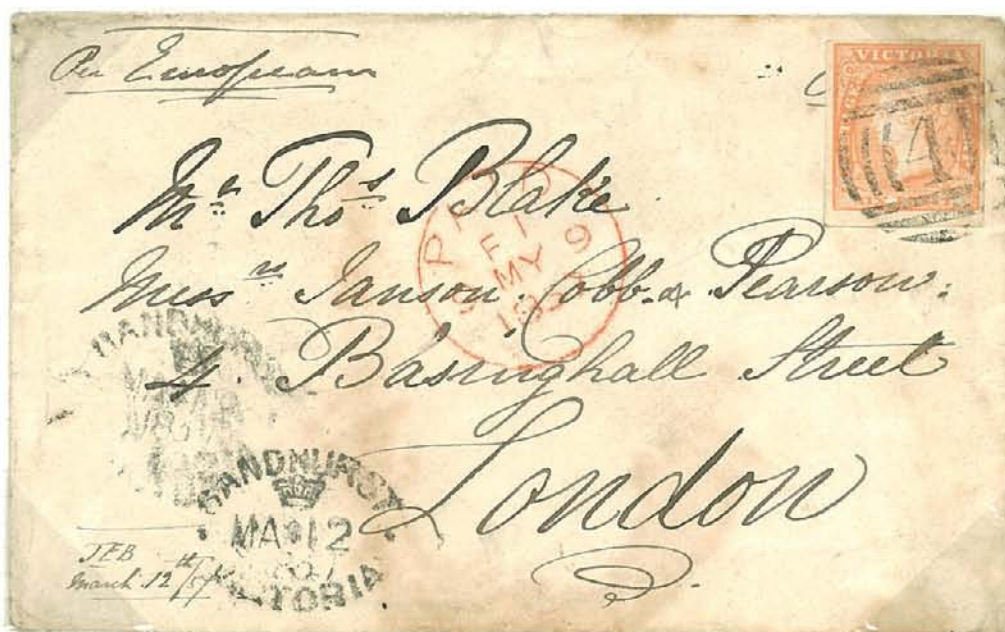
RECEIVING STATION
POSTMARK



MELBOURNE
TRANSIT MARK
BACKSTAMP



LONDON
ARRIVAL MARK



THIRD HOMEWARD MAILS

E+A "EUROPEAN"

→ SYDNEY 11 MAR 1857
MELBOURNE 14/15 MAR.
KGS 21 MAR.
GALLE 4 APRIL
SUEZ 19 APRIL

E+A "ETNA"

ALEXANDRIA 25 APRIL
MALTA 29 APR.
SOUTHAMPTON 8 MAY

POSTAL RATE: 6d PER HALF OUNCE

1857

THE EUROPEAN & AUSTRALIAN ROYAL MAIL COMPANY

S.S. Columbian, Sydney to Suez 4th Homeward Mails

S.S. Jura, Alexandria to Malta

S.S. Cambria, Malta to Marseilles



April 10, 1857. A letter posted at Sydney, New South Wales, back-stamp, and paid at the one shilling rate per ½-oz. via Marseilles by the 1/- pale red Issue of 1854. Stamp is cancelled by the dumb barred obliterator of Sydney. This rate was made up of the 6d. rate to Britain plus 3d. per ½-oz. for French transit, or 6d. per ½-oz., total 1sh. Letter is endorsed: P Columbia (sic) & Via Marseilles.

Transportation by E. & A. Royal Mail steamers was:

<u>S.S. Columbian</u>		<u>S.S. Jura</u>		<u>S.S. Cambria</u>	
Sydney	April 11	Alexandria	May 30	Malta	June 3
Melbourne	16	Malta	June 3	Marseilles	6
King George's Sd.	23-24	Southampton	11		
Galle	May 8-9				
Suez	28.				



June 8. London arrival stamp agrees with mails from Marseilles of June 6. Letter fully paid at Sydney and so marked at London.

1857

LIVERPOOL
10FE
1857
SS (466)

L
FE 10
C

MELBOURNE
FREE
APR 20
PO VICTORIA



THE LONDON TIMES OF 17 FEBRUARY, 1857 REPORTED: "LIVERPOOL 16 FEBRUARY - CLEARED STEAMER 'GREAT BRITAIN' FOR MELBOURNE."

THESE TWO CLIPPINGS ARE FROM THE TIMES OF 17 FEB. '57.

STEAM to AUSTRALIA under 60 days.—The Liverpool and Australian Navigation Company's celebrated steam clipper GREAT BRITAIN, 3,500 tons, 500-horse power, Captain J. GRAY, is appointed to sail from Liverpool for MELBOURNE direct 16th February. Fares for the saloon 25 to 30 guineas, which include steward's fees, bedding, linen, and every requisite; for other classes, from 16 to 30 guineas. The large and commodious state rooms for saloon passengers, in the newly-constructed and spacious poop, are fitted with every possible convenience, while the accommodation in her noble 'tween decks is unequalled. Apply to Gibbs, Bright, and Co., agents, 1, North John-street, Liverpool; or to Seymour, Pascock, and Co., 17, Gracechurch-street, London.

STEAM (under 60 days) to AUSTRALIA.—Passage 24s and upwards.—The Liverpool and Australian Navigation Company's celebrated steam clipper, in conjunction with the Eagle Line of Packets, are despatched on the 15th of each month, to the Consignment of Bright, Brothers, and Co., Melbourne, forwarding passengers to all parts of Australia.

GREAT BRITAIN, screw steamer, Captain J. GRAY, 3,500 tons, 500-horse power, Feb. 16.

GRYMEA, Captain MOGGAN, 1,000 tons, March 15.

ROYAL CHARTER, screw steamer, Captain BOYCE, 2,772 tons, 200-horse power, April 15.

EAGLE, Captain MURPHY, 1,062 tons, May 15.

The clipper ships of the Eagle Line are selected from the finest and fastest vessels built, and are guaranteed to sail to the day.

Packet of the 15th February, the celebrated and favourite steam-clipper Great Britain, having been fitted with a lifting screw, is confidently expected to make the most rapid passage on record.

Fares for the saloon 25 to 30 guineas, which include steward's fees, bedding, linen, and every requisite; for other classes, from 16 to 30 guineas.

Apply to Gibbs, Bright, and Co., 1, North John-street, Liverpool; or to Seymour, Pascock, and Co., 17, Gracechurch-street, London.

1857

LIVERPOOL AND AUSTRALIAN NAVIGATION COMPANY
S.S. Great Britain

The European & Australian Royal Mail Company's S.S. Simla had made the company's 6th outbound voyage from England and, due to heavy weather and the condition of the vessel, was six days late in reaching Australia. In addition she required an extra day's stay at King George's Sound for coal-ing and lost more time in crossing the Great Australian Bight, arriving at Melbourne on May 14, 1857, instead of May 5, and at Sydney 10 days behind schedule. It was felt in Australia that the Simla could not adhere to the schedule. Consequently, agitation arose amongst the colonists to send her return mails by the S.S. Great Britain, due to leave Melbourne on May 21, 1857. Some mails did go by the Simla, sailing on May 25, a fortnight late, and her mails arrived at Liverpool August 1 by the sailing ship Scamander, a full 26 days behind schedule.

Meanwhile, the Victorian government, impatient with the E. & A. and Simla, offered a "very liberal" contract with the owners of Great Britain, so that when she steamed from Hobson's Bay May 21 she carried the largest mail ever forwarded from Melbourne, including mails intended for Simla. The mails were landed in Liverpool on August 22, 1857, after a very slow 93 days, transversing the southern tip of Africa.

The difference in time illustrates, not any difference between ships, but the difference between the via Suez route and the long route around the Cape of Good Hope. (Molnar, Pg. 16-18.)



1857

LIVERPOOL AND AUSTRALIAN NAVIGATION COMPANY
S.S. Great Britain



May 18, 1857. Letter datelined at St. Kilda and endorsed: pr. Great Britain. It was posted May 19 at Melbourne where the adhesives were cancelled by the "1" of Melbourne. Rate to Hamburg paid by the imperforate 2 shilling woodblock, Issue of 1854 and the 4d. emblem Issue of 1857. A rate credit to Britain of 1sh.4d. is stated as the red 1/4 in manuscript.



May 21. S.S. Great Britain departed from Melbourne.

Gore's General Advertiser, August 27, 1857 (THURSDAY), Liverpool. ARRIVAL OF THE GREAT BRITAIN. This favorite and much looked for steamship entered the Mersey on Saturday, at noon, bringing 226 passengers, and gold to the amount of over half a million sterling besides 839 bales of wool and 215 tons of tallow. During the entire run from Melbourne she met with nothing but the most adverse winds. From Melbourne to Cape Horn the run was made in 43 days... During this time she had to lie to nearly three days. She made St. Vincent in 75 days and into that port for the purpose of coaling, where she was detained two days...

August 24. Transit stamp at London.

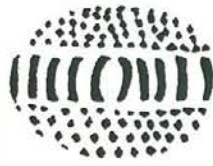


August 26. Arrival backstamp at Hamburg. St.P.A. = Stadt Post Amt = State Post Office.

1857



ORIGINATING
P.O. BACKSTAMP



OBLETERATOR
IN USE
1854 - 1858



LIVERPOOL
TRANSIT



LONDON
TRANSIT



ARRIVAL
BACKSTAMP

THE LONDON TIMES OF 21 AUGUST 1857 REPORTED:
"LIVERPOOL, SATURDAY MORNING - THE LIVERPOOL AND
AUSTRALIAN STEAM NAVIGATION COMPANY'S AUXILIARY
SCREW STEAMSHIP 'GREAT BRITAIN', GRAY, COMMANDER
WHICH LEFT MELBOURNE ON THE 21ST MAY IS OFF THE
PORT. SHE HAS BROUGHT 101,647 OUNCES OF GOLD ON FREIGHT."

1105
27 AUG 57

ARTHUR,

I SHOULD HAVE SENT THE
STAT WITHIN I SENT YOU THE
ORIG OF THE ATTACHMENT

Day

COPY

SYDNEY
G
MY 16
1857
SOUTH

ORIGINATOR
P.O. BACKSTAMP

D
OOL
P
2
7

PAID
23 AUG 23
1857

LONDON
TRANSIT



CHELTENHAM
AUG 24
1857
A

ARRIVAL
BACKSTAMP

THE LONDON TIMES OF 21 AUGUST 1857 REPORTED:
"LIVERPOOL, SATURDAY MORNING - THE LIVERPOOL AND
AUSTRALIAN STEAM NAVIGATION COMPANY'S AUXILIARY
SCREW STEAMSHIP 'GREAT BRITAIN', GRAY, COMMANDER
WHICH LEFT MELBOURNE ON THE 21ST MAY IS OFF THE
PORT. SHE HAS BROUGHT 101,647 OUNCES OF GOLD ON FREIGHT."

1857

THE EUROPEAN & AUSTRALIAN ROYAL MAIL COMPANY
S.S. Oneida, First Northbound Voyage of the Line
Oneida returns disabled to Sydney



SYDNEY
 G
 JA 17
 1857
 NEW SOUTH WALES

January 17, 1857. A letter paid at triple the ½-oz. 6d. January 1857, rate to England by the Issue of 1854-55, 6d. sage green and 1/- pale red brown, imperf. Backstamp at Sydney.

January 23. S.S. Oneida departed from Sydney on the first Northbound passage of the E. & A. Line, also Oneida's first return voyage. She touched at Melbourne on the 25th and King George Sound February 12. She suffered a mechanical breakdown of her engines in the Indian Ocean and was obliged to return to Sydney under sail, arriving there on March 30. Presumably she dropped her mails (and passengers?) at King George Sound.

Meanwhile, the E. & A. packet S.S. Simla had departed Northbound from Sydney on February 11, so the Oneida's mails had to be held for the March sailing of the line.

The March sailing was by the S.S. European, also an E. & A. owned steamer, who undoubtedly picked up Oneida's mails at King George Sound. The Northbound sailings were:

<u>S.S. European</u>		<u>S.S. Etna</u> (Cunard subcontract).	
Sydney	Mar. 11	Alexandria	Apr. 25
KGS	15	Malta	29
Galle, Ceylon	Apr. 4	Southampton	May 8
Suez	19		

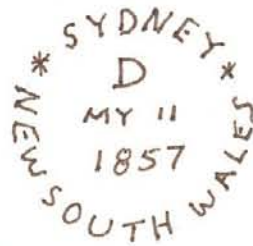
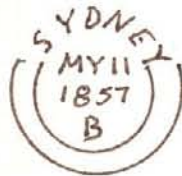
May 9. Arrival mark at London, 111 days from Sydney. (N.B.: Simla's Feb. 11 mails, forwarded from Alexandria per Jura, had arrived at Southampton April 9).

May 9. Birmingham arrival backstamp.

PAID
 F1
 9 MY 9
 1857

BIRMINGHAM
 MY 9
 1857
 J

1857



SYDNEY ARRIVAL/DEPARTURE
BACK STAMPS



FIFTH HOMEWARD MAILS (MOLNAR NB)

E1A "SIMLA"

SYDNEY	25 MAY
MELBOURNE	ARR. 28 MAY DEP. 30 MAY
KGS	5/6 JUNE
GALLE	22/23 JUNE
ADEN	4-6 JULY
SUEZ	12 JULY

E1A CHARTER "SCAMANDER"

ALEXANDRIA	14 JULY
MALTA	?
LIVERPOOL	1 AUGUST

1857



THE BARRED NUMERAL.
3RD TYPE OBLITERATOR
IN USE 1856-1906
1 USED IN MELBOURNE



P.O. RECEIPT
BACK STAMP



LONDON ARRIVAL
STAMP



FIFTH HOMEWARD MAILS (MOLNAR NB)

E. & A. LINE SHIPS:

SIMLA

SYDNEY 25 MAY '57
MELBOURNE 28-30 MAY
K. G. S. 5-6 JUNE
GALLE 22-23 JUNE
ADEN 4-6 JULY
SUEZ 12 JULY

SCAMANDER

ALEXANDRIA 14 JULY
MALTA ? -- MAIL --
LIVERPOOL 1 AUGUST

CAMBRIA

MALTA ?
MARSEILLES 24 or 25 JULY

OVERLAND

WHEN THE MAILS REACHED ALEXANDRIA, THE E. & A. HAD NO SHIP AVAILABLE. FURTHER THERE WERE NO P.O. LINE SHIPS AVAILABLE. THE BRITISH CONSUL THEN CHARTERED THE SAILING SHIP "SCAMANDER" TO MOVE THE MAILS. AT MALTA THE MAIL FOR VIA MARSEILLES WAS TRANSFERRED TO THE E. & A. LINE SHIP CAMBRIA.*

FRANKING ON THE COVER PROVIDED BY A PAIR OF 6d S.C. # 44A-WOODBLOCKS PRINTED BY J. S. CALVERT. THIS IS A DOUBLE RATE COVER. RATE FROM 1855 WAS 6d PER HALF OUNCE.

* SIMLA DATA FROM REG KIRK - TRANSFER TO E. & A. CAMBRIA FROM LONDON TIMES OF 23 JULY 1857

AUSTRALIA

(FROM OUR OWN CORRESPONDENT.)

MELBOURNE, MAY 21.

The Simla arrived on the 14th with the February and March mails. It was at first intended to send her back at once with our May mail, but that plan has been abandoned, and the letters will go by the Great Britain. This I think will, as it will tend to prevent any further derangement of the mail service. The Simla, therefore, will start on her assigned day of departure with the June mail. This will make all regular, except that the Southampton June mail will have to remain at Sees, and will be brought by the Simla with the July mail. This liability to derangement can only be obviated by an extra vessel ready at all times to take the place of any one of the line which may meet with an accident.

The question is raised here whether the Home Government will enforce the contract and to the forfeiture for delay. The daily forfeiture goes on increasing at the rate of 50*l.* per diem. That is, it amounts to 50*l.* for the first 24 hours, 100*l.* for the second, 150*l.* for the third, and so on; and such penalties, says the contract, shall in no case be relinquished. But it is not to exceed on one voyage the sum of 7,708*l.* 6*s.* 8*d.* The penalty for 17 days' delay amounts to 7,650*l.*, which was incurred by the non-delivery of the February mail. The penalty for the nine days' delay of the March mail is 2,250*l.*, and it seems probable that there will be one more penalty to the full amount. If it be taken both ways the account will stand thus:—

Non-delivery of the Onaida's home mail	...	7,708	6	8
Non-delivery of the Onaida's outward mail	...	7,708	6	8
Nine days' delay in the March outward mail	...	2,250	0	0
No May mail from Australia	...	7,708	6	8
June mail from Southampton probably delayed to July	...	7,708	6	8
		33,083	6	8

It would have been much more economical had the contractors provided a fifth vessel to be stationed here in readiness to remedy accidents and consequent delay.

LONDON TIMES

FRIDAY 22 AUGUST 1857

PAGE 10

ARTICLE BEARS ON

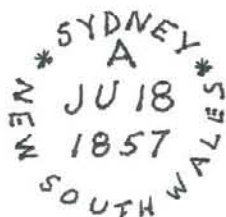
E+A 5th HOME AND

MAILS -

1857



SYDNEY OBLITERATOR
IN USE 1856-1857



ORIGINATING
OFFICE
BACKSTAMP



LONDON
TRANSIT
MARK



ARRIVAL
BACKSTAMP



SIXTH HOMEWARD MAILS (MOLNAR N7)

E+A "EUROPEAN"

SYDNEY 20 JUNE '57
MELBOURNE 24 JUN.
KGS
GALLE 31 JULY
ADEN
SUER 14 AUG.
@ 0820

OVERLAND →

P+O "RIPON"

ALEXANDRIA 21 AUG. @ 1150
MALTA 25 AUG.
GIBRALTAR 30 AUG.
SOUTHAMPTON 4 SEPT. @ 1000

POSTAL RATE: 6d PER HALF OUNCE
THIS IS A DOUBLE
RATE COVER.

1857



BARRED NUMERAL
OBLITERATOR ASSIGNED
TO CEELONG
IN USE 1856-1906



RECEIVING
STATION
BACKSTAMP



MELBOURNE
TRANSIT
BACKSTAMP



LONDON
ARRIVAL
MARK



SIXTH HOMEWARD MAILS (MOLNAR M7)

E+A "EUROPEAN"

SYDNEY 20 JUNE 1857
→ MELBOURNE 24 JU
KGS
GALLE 31 JULY
ADEN
SUEZ 14 AUGUST

P+O "RIPON"

ALEXANDRIA 21 AUG. @ 1150
MALTA 25 AUG.
GIBRALTAR 30 AUG.
SOUTHAMPTON 4 SEPT. @ 1000

POSTAL RATE: 6d PER HALF OUNCE

1856

NEW SOUTH WALES TO ENGLAND, PRIVATE SHIP VIA LONDON

'Ship Star of Peace



SYDNEY
 * JY 5 *
 1856
 N.S.

July 5, 1856. This letter was posted during the period when no packet service was available from the Australian States to the United Kingdom. It was paid at Sydney, New South Wales by a vertical pair of the imperforate 6d. gray, Issue of 1854, cancelled by the "dumb" obliterator of Sydney. The packet or private ship letter rate by General Post Office notice of October 1, 1854, was 6d. per ½-oz., so here a 6d. inland rate was charge to effect a "double" rate and a 6d. credit (red manuscript) was allowed to Great Britain. Letter is endorsed to a private ship: Pr. Star of Peace.



October 15. Star of Peace arrived at London, 102 days from Sydney via the Cape of Good Hope. London transit as a PAID letter.

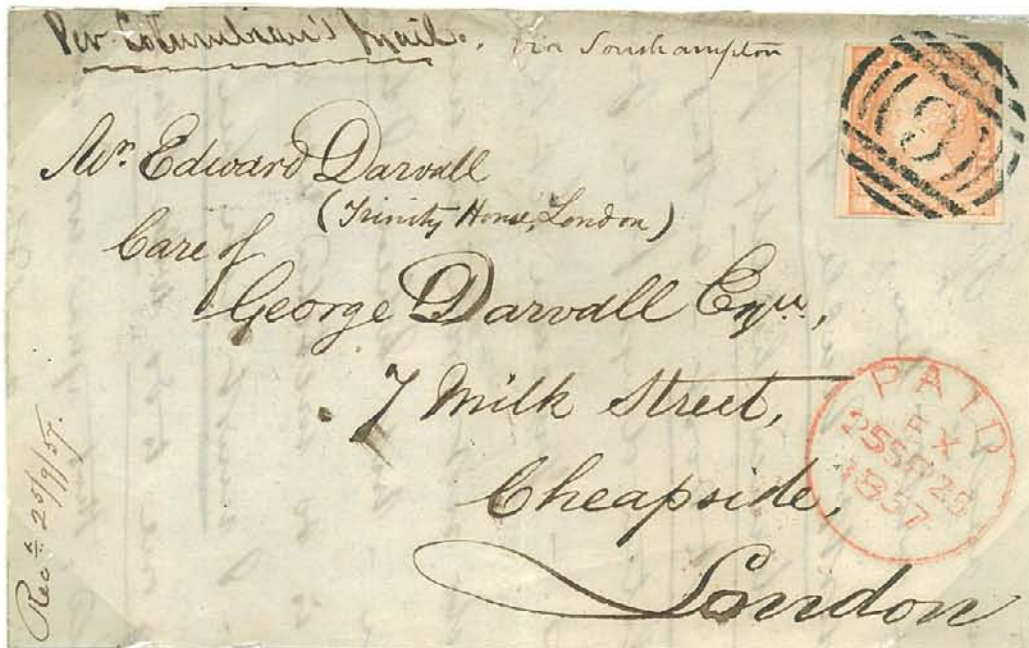
October 15. Transit backstamp at Farnborough Station, Kent, a town near the Royal Military College at Sandhurst.

1857



THE BARRED NUMERAL OBLITERATOR
ASSIGNED TO BELFAST, VICTORIA.
IN USE 1856-1906.

LONDON ARRIVAL



SEVENTH HOMEWARD MAILS (MOLNAR NB)

E.+A. COLUMBIAN

SYDNEY 18 JULY 1857
MELBOURNE 22 JULY
K.G.S.
GAZLE 23 AUGUST
ADEN
SUEZ 7 SEPTEMBER

OVERLAND ↗

P.+O. COLOMBO

ALEXANDRIA 12 SEPT. '57
MALTA 15 SEPT.
GIBRALTAR 19 SEPT.
SOUTHAMPTON 24 SEPT. 1857

(MAILS TO GPO AT 1300 HRS)

THIS FRONT WAS CARRIED ON COLUMBIAN'S SECOND MAIL VOYAGE. HER LATE ARRIVAL AT SUEZ MEANT NO E+A PACKET AVAILABLE AT ALEXANDRIA. THE POST OFFICE AGENT THEN FORWARDED THE MARSEILLES AND SOUTHAMPTON PORTIONS OF THE MAIL VIA P.+O. LINESHIPS. THE E+A CONTRACT TIME FOR THIS RUN WAS EXCEEDED BY 8 DAYS AND 10 HOURS, WITH A RESULTANT PENALTY OF £1,800.

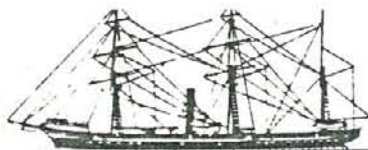
THE POSTAL RATE OF 6d PER HALF OUNCE PROVIDED BY S.G. A 44.



COLOMBO

E&A "Columbian"

Sydney 18.7.57
Melbourne 22.7.57
Galle 23.8.57
Suez 7.9.57



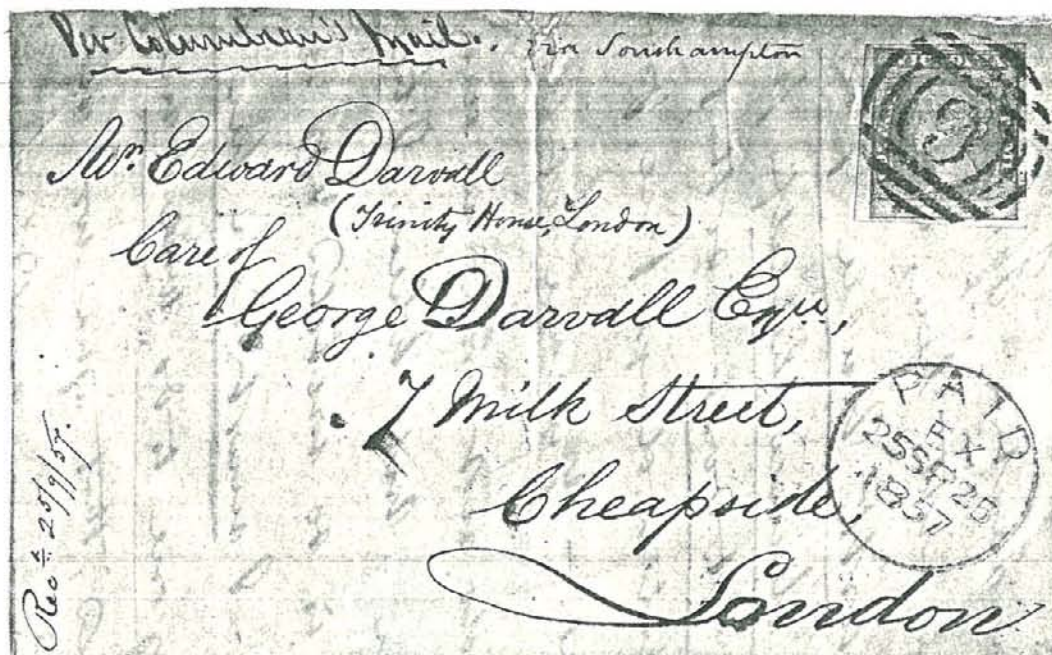
P&O "Colombo"

KV 131

--- mails --- Alexandria 12.9.57
Malta 15.9.57
Gibraltar 19.9.57
So'ton 24.9.57
(arrived 0700 hrs)

Mails to the G.P.O.
1300 hrs., 24.9.57.

This was the sixth effective E&A voyage from Sydney and the second of the "Columbian". Owing to the slow voyage to Suez, there was no E&A packet available at Alexandria and the Post Office Agent sent the Marseilles & Southampton portions of the mail by P&O vessels. The contract time was exceeded by 8 days & 10 hrs. and the penalty was £1,800. The correct 6d rate up to half an oz. via Southampton.



Recd 20/9/57

AS MOUNTED AND SHOWN
BY REG KIRK. SEE PAGE 34
OF REG'S BOOK.



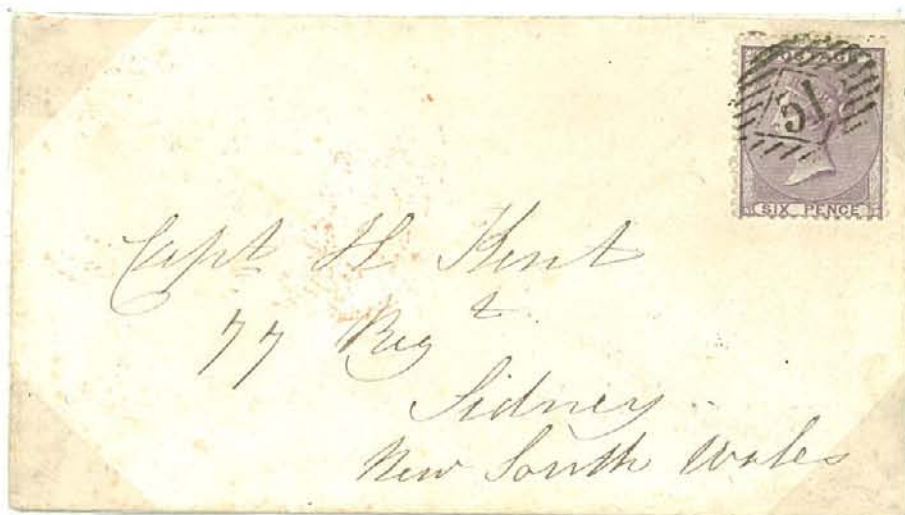
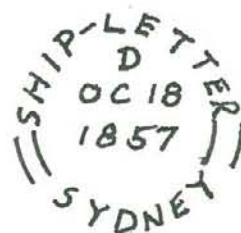
1857



LONDON HEAD OFFICE
CANCELLATION



LONDON
TRANSIT



SIXTH OUTWARD MAILS

E + A SHIPS

"ETNA"

SOUTHAMPTON 12 AUG. '57 AT 1500
AT MALTA 22 AUG.
ARR. ALEXANDRIA 25 AUG. AT 0830

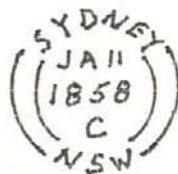
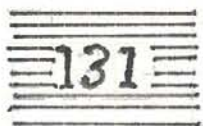
"EUROPEAN"

SUEZ 27 AUG. '57
AT ADEN 2-3 SEPT.
AT GALLE 12-13 SEPT.
AT MELBOURNE 13 OCT.
ARR. SYDNEY 18 OCT. AT 1220

THE EUROPEAN EXPERIENCED ENGINE TROUBLE DURING THE GALLE - MELBOURNE PORTION OF THE ROUTE, THIS RESULTED IN AN 8 DAY 19 HOUR LATE ARRIVAL, THE COMPANY WAS FINED £1800.

FRANKING IS S.G. #69 TO PAY RATE OF 6d PER 1/2 OUNCE

1857



EIGHTH OUTWARD MAILS

E & A LINE SHIPS

"AUSTRALASIAN"

SOUTHAMPTON	12 OCT '57
MALTA	21 OCT
ALEXANDRIA	25 OCT

"SIMLA"

SUEZ	28 NOV '57
ADEN	5-6 DEC 57
GALLÉ	15-17 DEC
KGS	NO STOP
MELBOURNE	8 JAN 1858
SYDNEY	11 JAN 58

1857

ORIGINATING OFFICE
BACKSTAMPOBLITERATOR
ASSIGNED GLASGOWLONDON TRANSIT
BACKSTAMPARRIVAL
BACKSTAMPEIGHTH OUTWARD MAILS

E. & A. SHIPS:

"VANGUARD"MARSEILLES 18 OCT. '57
MALTA 21 OCT. '57"AUSTRALASIAN"SOUTHAMPTON 12 OCT. '57
MALTA 21 OCT. '57
ALEXANDRIA 25 OCT. '57"SIMLA"SUEZ 28 NOV. '57
ADEN 5-6 DEC. '57
GALLE 15-17 DEC. '57
K.G.S. NO STOP
MELBOURNE 8 JAN. 1858
SYDNEY 11 JAN '58

THE MAILS, WHICH INCLUDED THIS COVER, ARRIVED AT ALEXANDRIA ON 25 OCTOBER WERE SCHEDULED TO DEPART SUEZ ON 27 OCT. ABOARD "EMEU". HOWEVER, "EMEU" HAD RUN AGROUND ON THE GUTTA EL BUNNA REEF. THE E. & A. HAD NO REPLACEMENT OR CHARTER SHIP AVAILABLE TO TAKE "EMEU'S" RUN. AS A RESULT THERE WERE NO OCTOBER MAILS TO AUSTRALIA. THIS MEANS THAT THIS COVER WAITED IN SUEZ FOR ONE WHOLE MONTH PRIOR TO BEING PUT ABOARD "SIMLA". "SIMLA" THEN CARRIED BOTH THE OCTOBER + NOVEMBER MAILS WHEN SHE DEPARTED SUEZ ON 28 NOV.

"AUSTRALASIAN" - 2902 TONS, IRON, SCREW,
600 NHP - WAS ON MAIDEN VOYAGE

1857



NSW OBSOLETE
IN USE 1856-1857



LONDON TRAVEL
MARK



ARRIVAL
BACKSTAMP



EIGHTH HOMEWARD MAILS (MDLNAR 19)

E + A "EMEU"

SYDNEY 11 SEPT. '57
MELBOURNE 14/16 SEPT.
ADEN 18 OCT.
WRECKED 22 OCT.
REFLOATED 23 OCT.
SUZ 3 NOV.

ARAB BUDGEROW

22 OCT '57
JEDDAH
AT SEA 18 NOV

P + O "MADRAS"

BOMBAY 3 NOV '57
ADEN 11/12 NOV.
RECD EMEU MAILS
SUZ 19 NOV '57

P + O "RIPON"

ALEXANDRIA 21 NOV '57
MALTA 25 NOV
GIBRALTAR 30/1 DEC
SOUTHAMPTON 6 DEC '57

ON 22 OCTOBER "EMEU" WENT AGROUND ON THE "GUTTAL EL BUNNA" REEF. CAPT. GOUGH AND THE ADMIRALTY AGENT TRANSFERRED THE MARSEILLES PORTION OF THE MAILS TO AN ARAB VESSEL. THEY TOUCHED LAND AT JEDDAH AND THEN WENT BACK TO SEA. ON 18 NOV, THEY WERE SIGHTED BY THE P+O SHIP "MADRAS" AND THE MAILS WERE TRANSFERRED TO HER TO BE TAKEN TO SUZ. THIS ATTEMPT TO EXPEDITE THE MAILS RESULTED IN A LONG DELAY IN ARRIVAL. THE MAILS WHICH REMAINED ABOARD "EMEU" REACHED LONDON ON 18 NOVEMBER.

POSTAL RATE SYDNEY TO UNITED KINGDOM WAS 6d PER HALF OUNCE.

1857

THE EUROPEAN & AUSTRALIAN ROYAL MAIL COMPANY

S.S. Simla, Sydney to Suez

9th Homeward Mails

S.S. Tamar, Alexandria to Southampton

CUNARD LINE: R.M.S. Persia, Liverpool to New York.



October 15, 1857. Letter paid at Melbourne, Australia, dated obliterator on 2sh.4d., double rate. This was made up of double the rate to Britain, 6d. x 2 = 1sh. plus double the transatlantic rate of 8d. x 2 = 16d. (1sh.4d.), total 2sh.4d. This was equivalent to 2sh. (48¢) + 4d. (8¢) = 56¢ U.S. Letter is endorsed: pr. "Simla"/Via Suez/Malta & England. Simla was a 2441 ton iron screw steamer on charter from P.&O. She was still under command of Capt. Edward Cooper, who first sailed the Mary Wood to China in 1845.

European & Australian steamship dates were:

Simla: Sydney	Oct. 11	* Tamar: Alexandria	Nov. 27
Melbourne	14-16	Malta	30
Galle	Nov. 4-6	Southampton	Dec. 9
Suez	20		

*Tamar arrived at Alexandria from Southampton on the 27th. She was not to hand to take the homeward mails on the 25th - a £200 penalty was imposed.



Dec. 9. London transit, mails arrived at 2:30 p.m. Britain credited U.S. for double the transatlantic rate of 8d. x 2 = 1sh.4. or 32¢, an error as this letter went by British Packet transatlantic.

Dec. 12. R.M.S. Persia of the Cunard Line departed from Liverpool.

Dec. 25. Persia arrived at N.Y. The Exchange Office marked the letter at 10¢ collect, double the 5¢ domestic. This added to the 2sh.4d. (56¢) paid in Australia totalled double the 33¢ January 1857 rate of 33¢ x 2 = 66¢.

1857

PAID
L.S
12 DEC 12
1857

SHIP LETTER INWARD FREE
22 FEB 22
1858

ARRIVAL BACKSTAMP
ROBSON LOWE TYPE
HS 52 - IN USE 1854-75

Via Southampton
W. Johnston, Esq
The Agent
Launceston
Tasmania

NINTH OUTWARD

<u>EVA "TEVIOT"</u>	<u>"CITY OF SYDNEY"</u>	<u>EVA "VICTORIA"</u>
SOUTHAMPTON 12 DEC 1857	SUEZ 27 DEC	GALLE 17 JAN 58
MALTA 21 DEC	ADEN 4-5 JAN 58	KGS
ALEXANDRIA 24 DEC	GALLE 17 JAN	MELBOURNE 20 FEB
		SYDNEY 25 FEB 58

MAIL FOR TASMANIA WAS OFFLOADED AT MELBOURNE
AND TRANSHIPPED FROM THERE - HENCE LAUNCESTON
ARRIVAL DATE 3 DAYS EARLIER THAN "VICTORIA" AT SYDNEY.

1857

MELBOURNE
SE 10
1857
VICTORIALONDON
C
DE 7
57
PAIDDUNDEE
PAID
DE 8
1857

1

1d Postage
DUEBROUGHTY FERRY
DE 8
1857BROUGHTY FERRY
DE 9
1857PF
EDINBURGH
DE 9
57EIGHTH HOMEWARD MAILS (MDLNAR N 9)E+A "EMEU"

SYDNEY 11 SEPT '57
MELBOURNE 14-16 SEPT
ADEN 18 OCT
WRECKED 22 OCT
REFLOATED 23 OCT
SUEZ 3 NOV

ARAB BUDGEROW

22 OCT '57
JEDDAH
AT SEA 18 NOV

P.+O. "MADRAS"

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POSTAL RATE WAS 6d PER HALF OUNCE MELBOURNE TO UNITED KINGDOM.



52872



381

NEW SOUTH WALES 1857 1s rosy vermilion with WATERMARK "8" (lifted and rehinged to show error) on cover to London, marked "Via Marseilles Per EMEU", London arrival alongside, reverse shows clear SYDNEY/NEW SOUTH WALES SE10 1857 cds, ship "Emeu" struck reef 120 miles from Jeddah on 21.10.1857 resulting in delayed mail
Rate: 1s to 1/2oz via Marseille

800

SFR

Lot N 52872 IN THE DAVID FELDMAN AUCTION OF 10-17 MAY 2003