

Dunedin to Melbourne Service

- *Adelaide, Melbourne & Otago Steamship Company (1864 - 1865)*
 - *Otago Steamship Company (1865 - 1866)*

*A mail agent was placed on board the ships to speed up the sorting of mail and handle loose and late mail.
A distinctive MARINE P.O./OTAGO duplex mark was used between April 1864 and December 1865 but is only found used on the **Aldinga** and **Albion**.*



*Piece from 'late letter'
cancelled MY 18 65
Carried on the 'Albion'*



Dunedin to Melbourne Service

Four steamships were used on this route - the **Aldinga** and **Albion** who took the mails from Dunedin to Melbourne and **Alhambra** and **Rangitoto** bringing the English mails back to New Zealand.



Small cover addressed to Dunedin, Otago, New Zealand

*endorsed "**per Alhambra**"*

Postmarked Geelong MR 11 64; Backstamped Melbourne MR 11 64 and Dunedin/Otago MR 18 64

Two Capes Route - Direct Steamer



- The first contract sailing on the direct route from New Zealand was in December 1884
- Mail was carried on named ships prior to that date (Ship Letters).

1884 Registered letter from Wellington to the UK
prepaid at rate of 6d per half ounce and 6d registration fee.

endorsed "**per British King**"

Carried on the New Zealand Shipping Co.'s '**British King**'

- sailed from Lyttelton on 24 May 1884 (b/s 23 May) via Madeira
- arrived in Plymouth on 6 July 1884 (b/s Plymouth Ship Letter)

Two Capes Route - Direct Steamer



- The contract to carry mail by direct steamer effectively ended at the end of 1891
- Mail was to be forwarded via San Francisco or Brindisi until the 'All Red Route' via Vancouver became an option
- Direct Steamers remained an option for the UK and for Europe but were '**non contract**' so mail carried were Ship Letters.

*Uprated lettercard to Germany
endorsed "**per Gothic**" and "**via Rio de Janeiro**"*

*ss **Gothic** left Wellington on 8 February 1896, sailing via Rio
with mails expected in London on 20 March*

*Postmarked '**Plymouth Ship Letters**' 18 MR 96
and Hamburg 20 3 96*

All Red Route - via Vancouver

- So called because mail passed between Australia, New Zealand and the UK without passing through any “foreign” country.
- Sailings from Sydney to Vancouver in 1893.
- Ships called at Wellington from 1897 when a subsidy was made available.
- From April 1899, after the subsidy was withdrawn, mail went via Sydney again.



Uprated lettercard to Germany endorsed “Via Vancouver”

Carried on the New Zealand Shipping Co.'s ‘Warrimoo’

*Sailed from Wellington 23 October 1897
Arrived at Vancouver 13 November 1897
Arrived in London 27 November 1897*

All Red Route - via Vancouver



1899 letter to the UK **"Via Vancouver"**

b/s Wellington 30 DE 99

'Mokoia' from Wellington to Sydney - d. 30 December

'Miowera' - d. Sydney 3 Jan; a. Vancouver 25 Jan

'Teutonic' (White Star) - a. London 10 February

b/s Kings Lynn 12 FEB 00

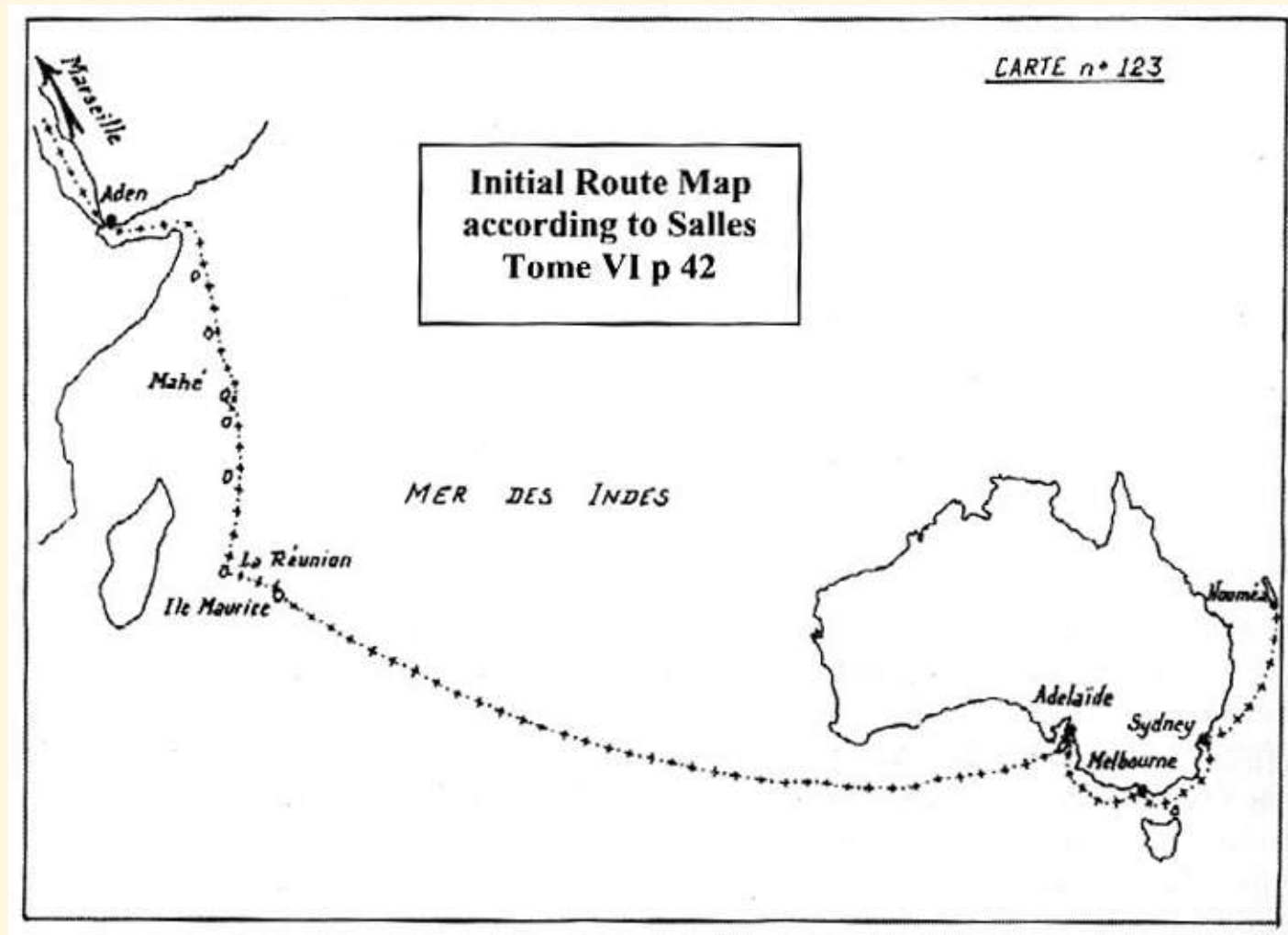
French Packet - Messageries Maritimes



*Contemporary advert
for the service*

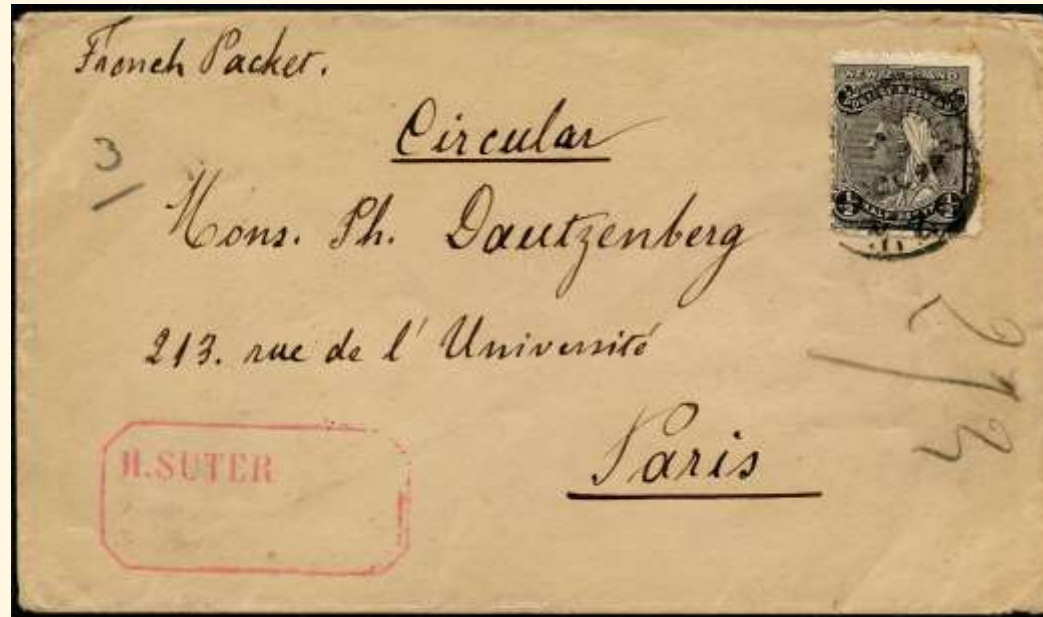
- The French company **Messageries Maritimes** commenced operating a monthly (every 28 days) service between Marseilles and Mahé, Réunion and on to Adelaide, Melbourne and Sydney in November 1882.
- From 1 May 1883 an agreement between the French and British Post Offices on costs etc came into force.
- In practice little UK mail was carried by this service and it had no bearing on the cost of sending mail as rates (pre UPU) were unchanged at 6d per half ounce.
- From August 1888 the route changed slightly with steamers calling at Mahé but not Mauritius or Réunion.

French Packet - Messageries Maritimes



Route from Australia via Reunion, Aden, Suez Canal and on to Marseilles

French Packet - Messageries Maritimes

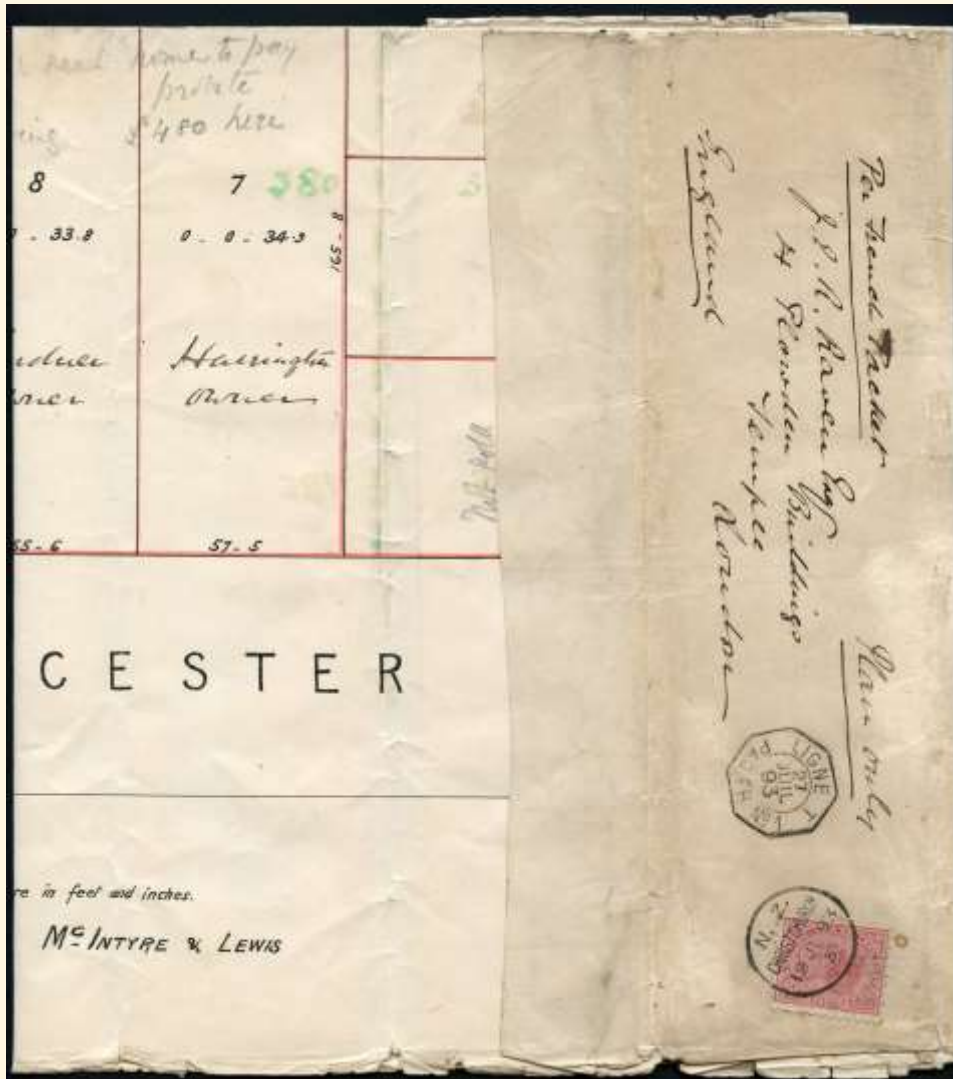


1896 Printed Matter to Paris

cover endorsed **"French Packet"**

However there are no transit or arrival marks so impossible to say exactly how this item was carried.

French Packet - Messageries Maritimes



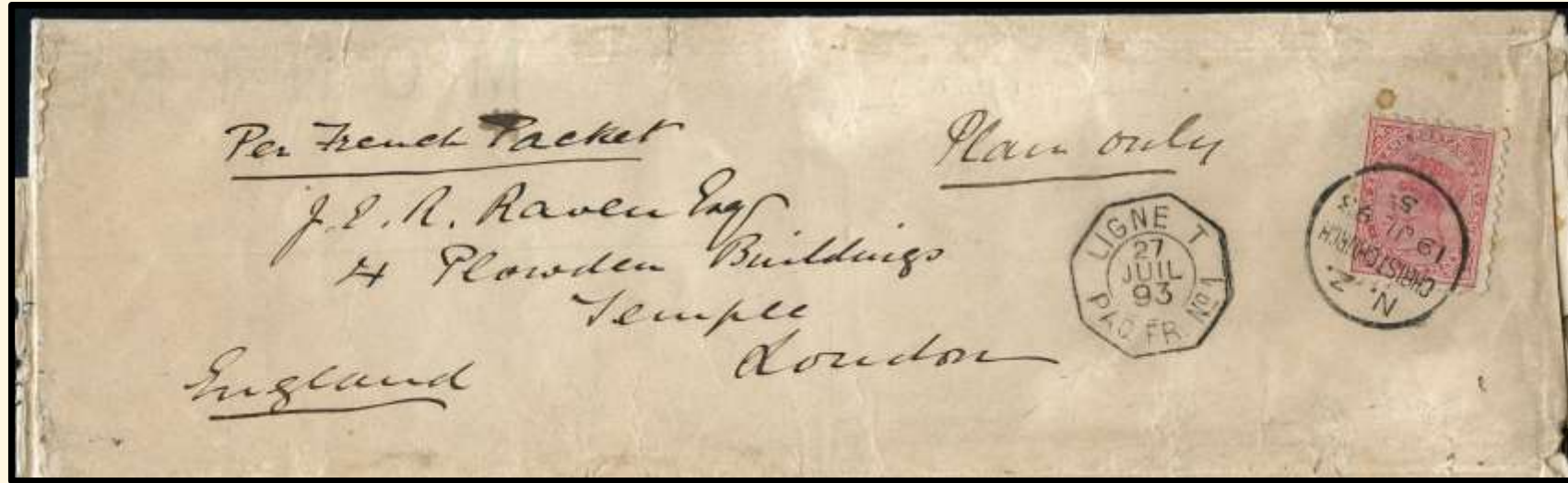
A Christchurch street plan

*Posted from Christchurch
19 July 1893*

Carried on the "Armand Behic"



French Packet - Messageries Maritimes



LIGNE T/PAQ. FR No 1

Endorsed “**Per French Packet**”

The octagonal Paquebot marking shows a date of 27 July 1893.

‘Tabcart’ states the “**Armand Behic**” sailed from Melbourne on 29 July 1893 and arrived at Marseilles on 30 August 1893.
(- unfortunately there are no arrival marks)

French Packet - Messageries Maritimes



POSS ANG.
PAQ. FR. T. No 3

Two covers addressed to Mauritius both endorsed "**per first opportunity**"

Cover 1 (left) - Masterton 2 JU 84; carried on the "**Melbourne**" which sailed from Melbourne on 21 June (date of French Paquebot mark); arrived at Mauritius on JY 9 84.

Cover 2 (right) - Feilding 17 JE 87; carried on the "**Natal**" from Melbourne (13 JUIL 87); arrived at Mauritius on JY 31 87.

1898 Post Card to South Africa



Postcard posted from Opunake 10 MR 98

By rail, southwards (R.P.O.-WN, 11 MR 98 and R.P.O. DN-N, 18 MR 98)

Bluff (19 MR 98), Durban (AP 22 98) Kimberley (AP 26 98)

1898 Post Card to South Africa

OCEAN MAIL SERVICES.			
Via Brindisi and Naples to London.			
Leave Melbourne.		Arr. London.	
Via Brindisi	March 9th	April 10th	
„ Naples	„ 16th	„ 17th	
„ Brindisi	„ 23rd	„ 24th	
„ Naples	„ 30th	May 1st	
Mails for above services will be announced at Timaru Post Office as connecting steamers offer.			
Mails for South Africa leave Melbourne per Warrigal, on 29th inst.			
J. A. HUTTON, Chief Postmaster, Chief Post Office, Timaru, March 15th, 1898.			

Timaru Herald 15 March 1898



Warrigal

The *Warrigal*

d. Melbourne - 26 March

d. Adelaide - 29 March

For London via Natal
and Capetown

“Warrigal” was a ship of **Lunds’ Blue Anchor Line**

one of two operating on this route

Aberdeen White Star Line being the other

Lund's Blue Anchor Line

LUND'S BLUE ANCHOR LINE
 REGULAR SERVICE OF FAST STEAMERS
 between **ENGLAND** and
AUSTRALIA via SOUTH AFRICA,
 Carrying H.M. MAILS between SOUTH AFRICA and AUSTRALIA.



FLEET.

TONS.		TONS.	
COMMONWEALTH (TWIN SCREW) ...	5611	HARRUNG ...	5078
WILCANNIA ...	5000	WARRIGAL ...	4387
WAKOOL ...	5013	NEW STEAMER (TWIN SCREW) ...	7000
YARRAWONGA ...	4011	NEW STEAMER (TWIN SCREW) ...	7000

All the Steamers added to the Line since 1896 have been fitted with Bilge Keels, which make them exceptionally steady at sea; and they are also lighted throughout by electricity, and have special refrigerated chambers for the carriage of all kinds of fresh provisions, Fish, Game, etc.; Ice is also supplied during the voyage when required.

FARES: FIRST CLASS, in large 2 and 3 Berth State Rooms, on Main Deck or Bridge Deck amidships, between England and South Africa, from **£25 to £30**.

FARES: THIRD CLASS, in 2-Berth, 4-Berth, 6-Berth, 8-Berth, or Open Berth Cabins, between England and South Africa, from **9 to 13 guineas**.

For Time Tables, and all Information, apply to
W. LUND, 3, East India Avenue, E.C., LONDON.
Wm. ANDERSON & CO., CAPE TOWN, SOUTH AFRICA.
J. T. RENNIE & SON, DURBAN, NATAL.



- Operated between Australia, South Africa and UK 1870 - 1910
- Founded in London by Wilhelm Lund in 1869
- Originally used sailing ships moving to steamers between 1880 and 1890
- It was the loss of the “**Waratah**”, near Durban, in 1909 which lead to commercial failure
- Company was sold to P&O and wound up in 1910