Lot	Type	Grading	Description	Est $A

TPOs: MELBOURNE-GEELONG-BALLARAT 1865-1890

Look at a map of Victoria & you will struggle to understand why the first railway line to Ballarat went via Geelong! The fact is, there was no direct line between Melbourne & Ballarat until 1890! Until that date all mail for Ballarat went via "the scenic route".

Lot 328

| 328 | C | A A1 | **UP TRAIN 2:** Type 2 (Duplex) three cancels - one very fine - of SE12/73 tying *DLR* 2d strip of 3 to cover with embossed 'LESTERS HOTEL/THEATRE ROYAL/BALLARAT' crest on the flap, Melbourne arrival b/s. Rated RRRRR on cover - five recorded - but unusually not separately rated as a canceller on-cover. [Illustrated at page 44] | 600ᵀ |

TPOs: ROYAL MAIL STEAM SHIPS, HOBSONS BAY

We agree with Molnar & Waugh's assertion that this subject should be included here, because it was, in effect, a precursor to the English Mail TPO railway service. The RMSS service operated on the pier where letters were received for last-minute delivery by small boat to the departing Royal Mail ship. The service commenced as early as March 1862 and its discontinuance in late-January 1887 coincided with introduction of the English Mail TPO service.

Lot 440

440	C	B A2-	**TYPE 1 DUPLEX:** Two largely very fine but overlapping cancels of JA4/70 on *Laureates* 10d brown/pink - rounded corner - & 1/- on cover with 'SCOTTS HOTEL/.../COLLINS STREET' imprint in red on the flap, to Suffolk "Via Marseille", 'SAXMUNDHAM/FE21/70' arrival b/s, repaired flap tear. Carried per "Malta" ex Melbourne 4/5.1.1870; "Hindostan" ex Galle 26.1.1870; and "Tanjore" ex Alexandria 13.2.1870, arrived Marseilles 18.2.1870. *Ex Roy Holland:* acquired for £840. Rated RRRR: six examples on cover recorded. Illustrated at page 95.	
			The service was inherently inefficient & expensive to run. Thus, in July 1864, a late fee of 2/- was imposed. This was halved to 1/- in September 1865. Of the eight covers recorded, one predates imposition of the late fee, five bear 1/- late fee, and one has 2d late fee only because it was an irregular posting of a private shipletter, as distinct from a contract packet letter. No cover with 2/- late fee has been recorded.	
			For many years, no covers were on the market because *Roy Holland* had managed to acquire all seven of the then known covers! The only other cover known to us was discovered recentlly in a collection of Melbourne duplexes!	2,000ᵀ

| Lot | Type | Grading | Description | Est $A |

TPOs: ENGLISH MAIL TRAVELLING POST OFFICE

This service, by rail Melbourne-Ballarat-Horsham-Serviceton then per South Australian Railways to Adelaide, commenced operations on 19.1.1887. Until the direct Melbourne-Ballarat Line was commissioned in 1890, the English Mail "express" trains still ran via Geelong. The long-held belief that the new service allowed late mails to "beat" the mail boat out of Melbourne to Adelaide is repeated by Molnar & Waugh. However, as Colin Tabeart demonstrates in "ANZUK Mails 1881-1900", it's only partly correct. The Orient Line continued to operate between London & Melbourne. However, for P&O, which carried the vast majority of the English mails, the through rail service resulted in Adelaide becoming the terminus for mails between Australia & England. Les Molnar also states that the English Mail TPO service was terminated in 1917 because of World War I, and that later mails went trans-Pacific via the United States & then trans-Atlantic. This is incorrect. The Trans-Australian Railway was opened in October 1917, resulting in Fremantle (WA) becoming the terminus of the Australia-England ocean mails, which remained the preferred route to Europe, England and even the Americas.

Lot 462

| 462 | C | C A1 | **INSTRUCTIONAL HANDSTAMPS:** Very fine boxed 'RECEIVED TORN/EM TPO' handstamp on cover-front with *National Hotel (Cairo)* imprint at upper-left & **six-colour** franking tied by Australian Forces '2ND AUST INF BDE FIELD PO/24JA15' cds, central fault clear of the adhesives & handstamp which, of course, is the reason for the handstamp being applied. A highly significant item, being the only recorded example of any "named" instructional handstamp from any Victorian TPO. [Discovered in 2016, after the Handbook was published] | 150^T |