



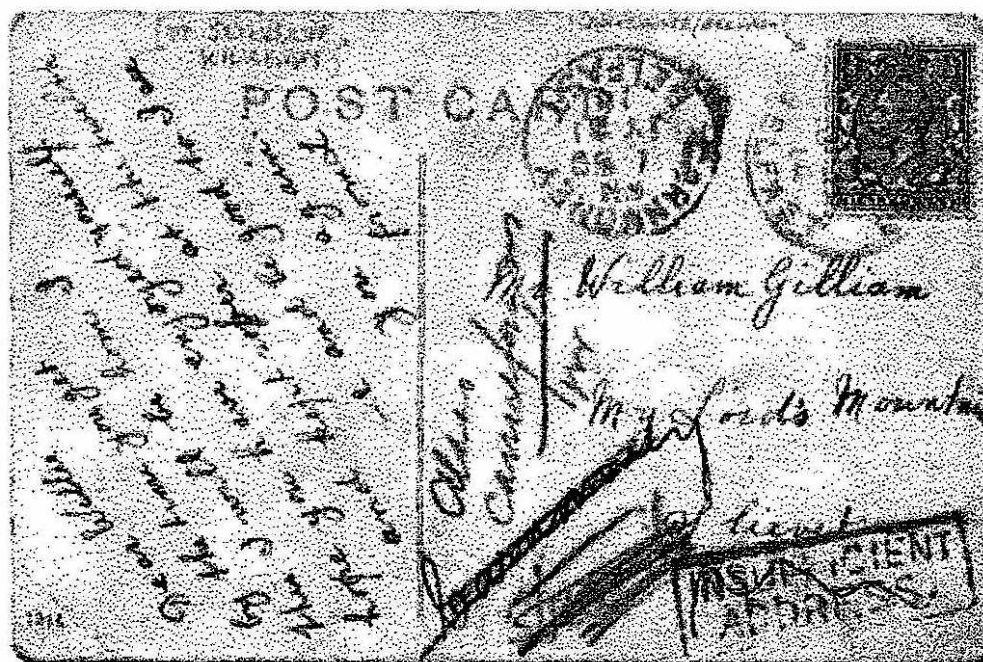
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Irish Philately

THE JOURNAL OF THE IRISH PHILATELIC CIRCLE

**INSIDE THIS ISSUE – INSUFFICIENT ADDRESS, NINE FAMOUS
IRISHMEN, YOUR PRESIDENT AND MORE**



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Sorry but having spent a solid 6 hours trying to sort out various text boxes and formats which are "embedded" I have given up!!!!!!!!!!

This information and any other relevant pieces, I usually try to put up on the web page which is www.philatelic.cwc.net. Also you may email me at eddydalton@ntlworld.com
Telephone 01494 583111 in the UK.

Editor

Eddy DALTON

SNIPPET: Peter Woods has informed me that there is available books of "fine used" and "clear postmarks" on mainly recent Irish commemoratives, donated as charity kiloware. These are being done on a voluntary basis with the proceeds going to the Convent.

Should any of the members be interested, please contact Peter at 21 Loftus Road, London W12 7EH, who will then pass your details on.

SNIPPET: Dates for future meetings at the British Philatelic Centre for this year are as follows:

28th September, 30th November (may be changed because construction work)

and for next year:

25th January, 22nd March,

27th September 29th November

The Irish Philatelic Society 1901-2001

Recently the Irish Philatelic Society (IPS) have published an interesting booklet on the anniversary of their centenary (1901-2001). This is a brief review of the publication.

Perhaps the greatest surprise (to the author at least) in this fascinating history of the IPS is that it is, in essence, a local society rather than a national one in the sense of the British Royal Philatelic Society or the National Philatelic Society in the UK. It also has no "home" of its own, meetings being held at a variety of places (although always within Dublin) and more recently has settled down at Ely House in Ely Place. Its emphasis has been philately in general but there has obviously been a great towards its Irish component.

Like many other societies it has its up and downs particularly during its earlier years when it was founded as the Irish Philatelic Club later changed to the Irish Philatelic Club and Exchange and then to the Irish Stamp Club. Finally it emerged as the Irish Philatelic Society around 1929. There is no mention of why the Society did not merge or absorb the Irish Philatelic Circle when that society was formed in or about 1938. Nor indeed as to why certain collectors of Irish philately preferred to start a new and independent society.

Apart from the examination of its history and the many setbacks that occurred in its earlier years, there are various sections of the booklet that give a comparatively new slant on Irish philately in general. One such is that devoted to the overprints. This is of some import since it deals with the inverted overprints as well as the well known missing and inserted accents of the Saorstát series. In the Dollard and Thom inverted overprints, only the 1/2d (Dollard) and the 2d Dies I and II (Thom) were investigated. The Dollard 1d and the Thom July 2d Dies I and II are not mentioned. It is also interesting to note that the missing accents were listed as existing on the 1/2d, 1d, 2 1/2d, 4d, 9d, 1/-, 2/6, 5/- and 10/-. While the 6d is specifically noted as having an accent added (and had not been reported with the accent missing), the added accents on the 1/2d, 1d and 1/- were not mentioned. All of this was not contained in the Minutes but rather in a letter to "Stamp Collecting" by the then Secretary R. Dobbryn giving an account of a meeting held on May 18, 1923. It is a great pity that although Minutes were kept they did not, in general, go into any great detail. If one reads the Minutes it would hard to ascertain that an Uprising occurred in 1916 or that a Civil War was raging in 1922-1923.

The first stamp auction in Ireland was held by the society in 1923 and although it made a loss all reports were noted as it being a success. The prices realised at the time make today's prices ludicrous even if the relative rarity of many varieties are more or less in line.

It is obvious that the IPS became a much stronger society when it organised or participated in Exhibitions and its members gave displays. Although a quarterly Journal had been mooted as far back as 1948, there was still no regular publication issued under its own auspices until a quarterly News Letter appeared in March 2001. To the author this seems to have been the one major weakness of what is undoubtedly a useful and necessary philatelic society largely devoted to Irish material.

Also contained in the booklet are descriptions of the events that it sponsored, the trophies that are awarded, the officers of the society (which evoke some memories of outstanding Irish philatelists), the Irish Roll of Distinguished Philatelists and a listing of medal winners at International exhibitions starting in 1984 when Ireland, as a country was first admitted to the FIR.

The publication is available from the Irish Philatelic Society, c/o F.G. McDonald, 63 Rafter's Road, Drimmagh, Dublin 12 at a cost of €12 or £8 sterling.

Nine Famous Irishmen

In Ireland, nine men were captured, tried and convicted of treason against Her Majesty the Queen. During what has been referred to as the "Young Irish Disorders", in 1848 or thereabouts. The nine, who were sentenced to death, were Charles Duffy, Thomas Meagher, Terrance McManus, Pat Donahue, Richard O'Gorman, Morris Lyene, Michael Ireland, Thomas McGee and John Mitchel.

At the trial the Judge asked if there was anything any of them wished to say before being sentenced, Meagher, whose response summed up the attitude of them all replied "My Lord, this is our first offence, but not our last. If you will be easy with us this once, we promise on our word as gentlemen, to do better next time - sure we won't be fools to get caught".

The Judge, outraged rather than amused at Meagher's remarks indignantly decreed that the defendants should be hanged until dead and then drawn and quartered. Passionate protests however, influenced Queen Victoria to commute the sentence to banishment for life and transportation to Australia.

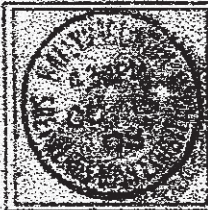
In 1874, an astonished Queen Victoria received word that the Sir Charles Duffy, who had been elected Prime Minister of Australia, was the very same Charles Duffy who had been transported to that colony, some twenty-five years before. Curious about the fate of the other eight, the Queen demanded that the records of those transported in the 1848 incidents be researched and the findings disclosed. This is the results:

Thomas Meagher	Governor of Montana
Terrance McManus	Brigadier General, U.S. Army
Pat Donahue	Brigadier General, U.S. Army
Richard O'Gorman	Governor of Newfoundland
Morris Lyene	Attorney General of Australia
Michael Ireland	Attorney General of Australia (after the term of Morris Lyene)
Thomas McGee	Member of Parliament, Montreal Minister of Agriculture and President of Council Dominion of Canada
John Mitchel	Writer and prominent New York politician. (his son became mayor of New York City)

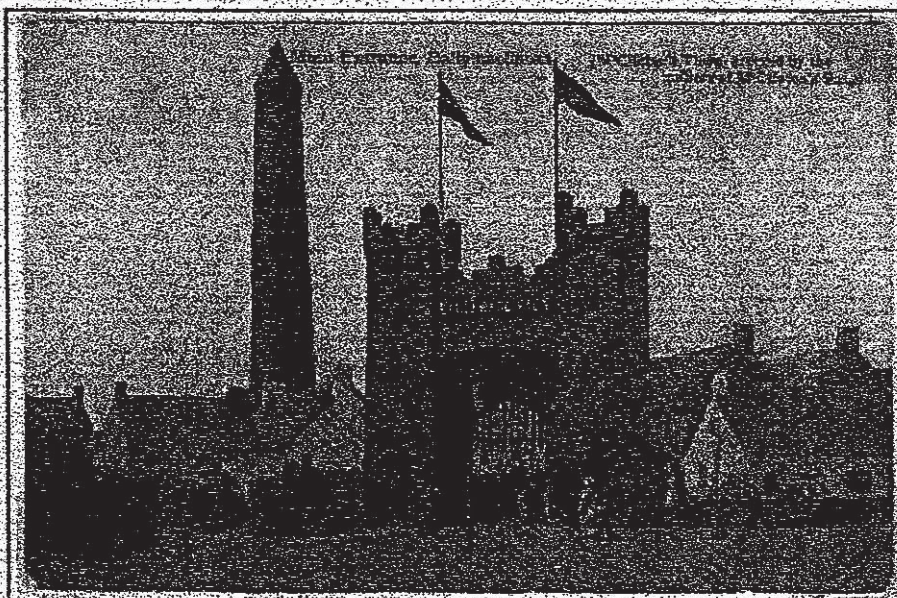
Mike COLE

"BALLYMACLINTON TOWN"

This is a place you will never find on any maps of Ireland, yet it had a Post Office, a Round Tower and an imposing entrance! It was of course the Irish Exhibition, which ran in London in 1908 & 1909. It is estimated that over three million people visited the exhibition, which was sponsored by David Brown & Sons, manufacturers of MacIntosh's soap, a very popular toilet soap of the time. It may be of interest to note BallymacIntosh Town did not have a Public House, because the owners of MacIntosh's soap factory were strict teetotalers!



Two views of the BallymacIntosh Exhibition 1908 - 1909
(Both Postcards posted at the exhibition)



"The Mountains o' Mourne"



Oh, Mary, this London's a wonderful sight,
Wid the people here working by day and by night:
They don't sow potatoes, nor barley, nor wheat,
But there's gangs o' them diggin' for gold in the street—
At least, when I asked them, that's what I was told,
So I just took a hand at this diggin' for gold,
But for all that I found there, I might as well be
Where the Mountains o' Mourne sweep down to the sea.



George ETOE

EARLY BELFAST RECEIVING OFFICES(c.1840-60)

I recently compiled a list of Belfast area Receiving Offices (or "Receiving Houses"), which were the forerunners of sub-post offices in an era before pillar boxes (though several survived the introduction of that novel invention).

1) Rural village offices, in the country area near to the main town. Some of these might have been Penny Post offices before the reforms of 1840. They might later be swallowed up by the urban area and their status changed (e.g. Malone, Whiteabbey)

2) Town offices - the forerunners of Town Sub-Offices (e.g. Arthur Street, Docks). The earliest of this kind in Belfast was Donegal Place (sic) in 1841. These offices served the urban area.

Both kinds of offices were able to accept stamped or unpaid letters (but unlike Head Post Offices, could not accept unstamped letters for which prepayment was offered in cash) and struck an undated dispatch on the letter (sometimes also done in transit - I have an example from Newtownbreda, or on arrival - e.g. Ligoniel). The rapid growth of the town of Belfast - at a key point in its development at this time - ensured that more & more offices were opened. The following list owes a lot to the research of the late Tony Graham, who tirelessly sought evidence of opening & closing dates. The office of Malone is particularly worth noting: it's one of the most confusing.

1. ANDERSONSTOWN (1852-)
2. ARTHUR STREET (1844-56) 3 undated postmark types known.
3. BALLYMACARRETT (1841-66)
4. CARNMONEY (1845-) 2 undated types.
5. CHICHESTER STREET (1842-4) Replaced by/renamed Arthur Street.
2 undated types.
6. COURT HOUSE (1850-6)
7. DOCKS (1848-67) 2 undated types.
8. DONEGAL PLACE (1841-2)
9. DUNDONALD (1838-) 2 undated types.
10. DUNMURRY (1834-) 4 undated types.
11. FALLS ROAD (1848-61) 2 undated types.
12. LIGONIEL (1850?-)
13. MALONE (i) (1848-51) Renamed Malone Road
14. MALONE (ii) (1851-7?) Renamed Upper Malone
15. MALONE ROAD (1851-) See Malone(i)
16. MOUNTPOTTINGER (1854-)
17. NEWTOWNBRED A (1844-) 2 undated types.
18. SHANKILL ROAD (1855-) Postmark read 'Shanklin Road'.
19. STRANDTOWN (1859-) Replaced Sydenham.
20. SYDENHAM (1858-9) Replaced by/renamed Strandtown.
21. UPPER MALONE (1857?-66) See Malone(ii)
22. WHITEABBEY (1848-) 2 undated types.
23. WHITEHOUSE (1832-)

For some offices references are very fragmentary and actual postmark examples greatly help. Undated postmarks have been recorded now for all of the above. Use of

these undated marks ceased in 1860. This is just a summary list, which I thought might interest members. To go into more detail would take at least a page per office. There is also a certain amount of licence based on my own preferences: I could have included Templepatrick, a penny post office but well away from the present urban area, or omitted Dunmurry, which might be regarded as outside Belfast, even today.

Tim STEPHENS

FROM YOUR PRESIDENT

As some of you asked me about having displays reinstated on the Convention programme, I enlisted the help of your Committee to decide when would be the best time to have them, given the current layout of the programme. Originally, members could display a few sheets on the Saturday after all other business had been dealt with, but, unfortunately, since the majority of you chose, a few years ago, to judge the competitions by popular vote, it has considerably, if not entirely, reduced the time available for displays.

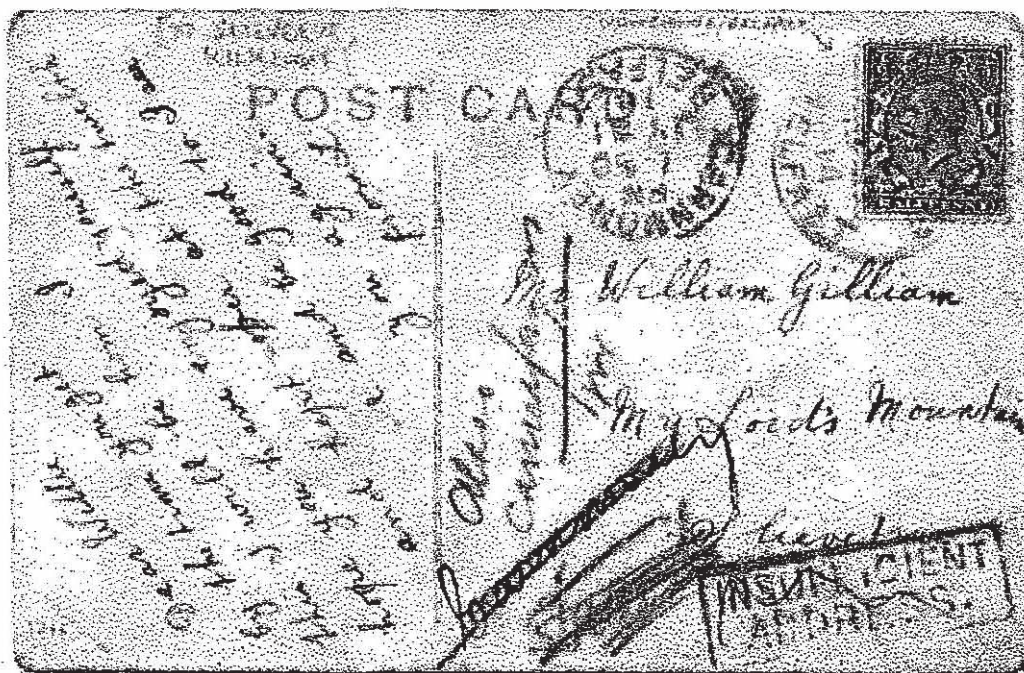
However, the majority of the Committee agree that it is possible to set aside approximately an hour for displays on the Sunday, prior to the Auction. These will be by two invited speakers, yet to be finalised, and I am sure that all of those members able to attend the Convention will wish to give them their wholehearted support.

Jan KERSHAW

Jan Kershaw is a well-known and respected figure in the community. She has been involved in many projects and has a deep understanding of the issues facing the community. Her experience and expertise make her a valuable asset to the community and a role model for others.

1914 INSUFFICIENT ADDRESS

I recently acquired a postcard posted in July 1914 bearing a framed 'INSUFFICIENT/ADDRESS.' mark I was not familiar with. The seller stated it to be addressed to Slieverue (there is a place of that name in Co. Kilkenny) but reading it carefully I now see it's addressed to a Mr. William Gilliam of "My Lord's Mountain, Slievetrue". Slievetrue is a mountain 3 miles NW of Carrickfergus, Co. Antrim, though some more local knowledge would be welcomed.



This makes sense, for the message suggests someone local to the sender. The card is a greetings type of Whiteabbey and the stamp was cancelled with a faint single circle of WHITEHOUSE/BELFAST again Co. Antrim, date perhaps 18 July though it's not quite clear. Beside this is a CARNMONEY/BELFAST datestamp of either July 21 or 31. (Both Carnmoney & Whitehouse form part of modernday Newtownabbey, to the North of Belfast.) There was much redirection – the address seems to have caused the postal staff some problems. 'Carnmoney' was written on in black ink, then deleted in violet pencil (was it here that the Carnmoney postmark was struck?) & "straid" written on in the same pencil. Straid was about 5 miles NW of Carrickfergus, in the parish of Ballynure, and might be perceived to be closest to the address as given. However, this too was deleted, this time with a greyer pencil, and what looks like "Aldoo Carrickfergus" written on, but I cannot be sure of the spelling of the First word, nor can I identify it as a place. Can any member?

And so we come to that instructional mark. Most Irish marks (and perhaps British marks more generally) tend to say "InsufficientLY Addressed". My question is-where was it struck? Carrickfergus would seem to be the most likely candidate, especially as the other places mentioned would seem much too small to have had such a special class of marking. But I leave it open. Does anyone know of other examples and where they were used? It might even be worth checking postmarks of beyond Co. Antrim. And where DID Mr. William Gilliam live and why couldn't the Post Office track him down in such a rural area?

Tim STEPHENS

The Early History of the Holyhead and Kingstown Packet.

by John Lennon & Keith Jamieson

Most collectors of Irish postal history are familiar with the many and varied marks that can be obtained bearing, in general, the legend H & K Packet in some form or other for the period 1860 to 1925 and most of these marks were used to signify the sorting of the mail for Dublin in the mail rooms on board the four ships during the passage between Holyhead and Kingstown. Staff of the Dublin Post Office manned the mail rooms, with up to 38 clerks and sorters per voyage employed at busy periods. The vast majority of Dublin's mail coming from Great Britain and abroad was sorted and backstamped so that upon arrival the mail was ready for the city's postmen to go straight out on their 'walks'.

To establish an overall picture of the foresight and planning of the service, it is worth going back some 12 years before the commencement of the sorting of mail on the ships in 1860. On 1st August, 1848, the Admiralty vessels which carried the Irish mail were transferred from Liverpool to Holyhead and a month later a parliamentary select committee made a report to the effect that mails were conveyed at less cost by hired packets than by the Admiralty. As a result of this finding tenders were invited for the conveyance of mails between Holyhead and Kingstown. Offers for this were received from the Chester and Holyhead Railway Company and the City of Dublin Steam Packet Company, which had been established in 1828. After some wrangling and legal in-fighting the latter company was successful in their bid and commenced the contract on 1st June, 1850, having bought two of the Admiralty vessels, the *St. Columba* and *Llewellyn*, and adding the *Ebkana* and *Prince Arthur*. All of these vessels were capable of 12 knots and served the company well. Although the Government and Post Office were satisfied with the service, there was strong feeling among the public that the journey time between London and Dublin was too long. With this in mind the City of Dublin Steam Packet Company prepared a plan to, Firstly, construct larger vessels capable of 17.5 knots. Secondly, to introduce special trains on both sides of the Irish Sea which would add to the speed of delivery. Thirdly, the sorting of letters on-board the steamers so that they would be ready for delivery upon arrival in Dublin.

On 3rd January 1859 a contract, embodying these proposals, was completed between the Post Office, the shipping company and the railway companies. The C.D.S.P.Co. then placed an order for four vessels, three with Laird Brothers of Birkenhead and one with Samuda of London; these were named after the Four Provinces - *Ulster*, *Munster*, *Leinster* and *Connaught*.

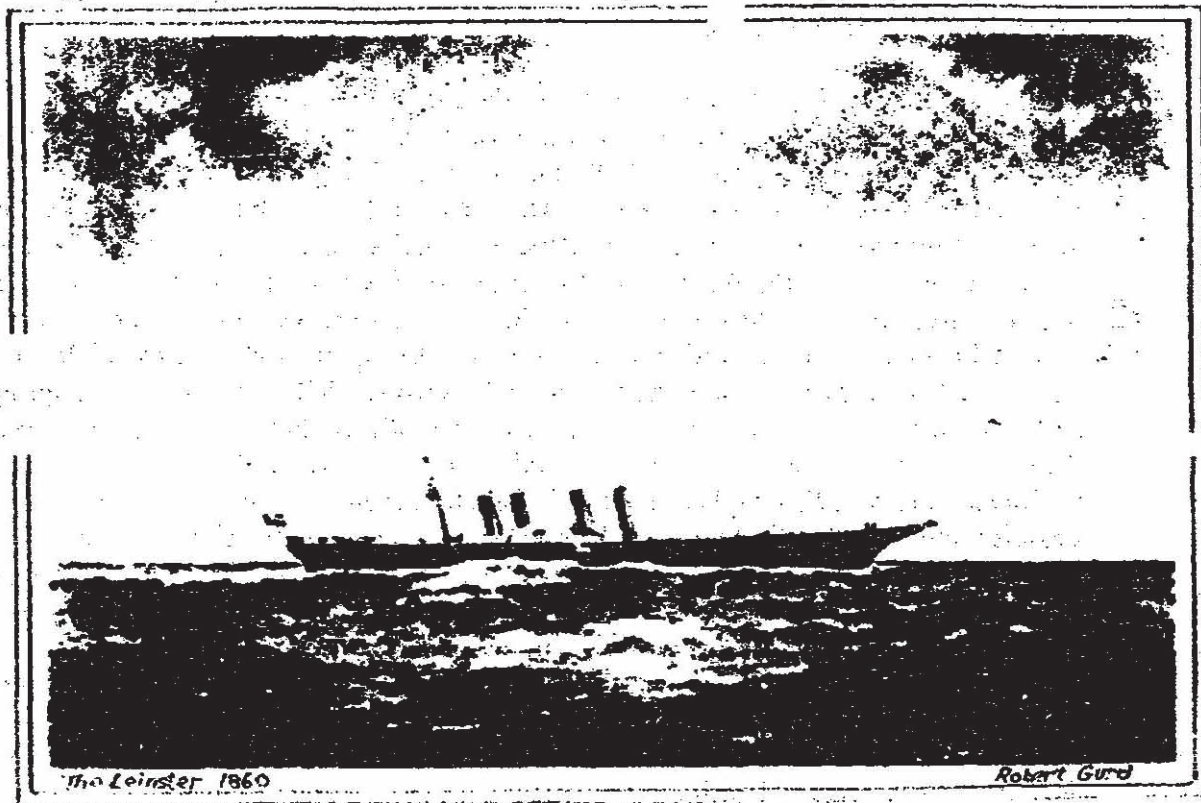
Research of the Irish Minutes (Post 36) in the Post Office Archives in London reveals much of the planning and problems encountered during the introduction of what the P.O. termed 'The New Irish Postal Service'. Post 36 contains a précis or reference to every minute submitted by the Post Office Secretaries in Dublin to the Postmaster Generals in London. Following are extracts or summaries of some of the minutes which refer to the Holyhead & Kingstown Packet. The figures in brackets are the Post 36 references, e.g. (135/60) refers to Minute 135 of 1860.

i.e. 17th February. States that New Irish Postal Service to commence on 1st June and expresses concern as to whether construction work to accommodate new vessels at Holyhead and Kingstown will be completed on time. (135/60).

7th March. Mr. Edward Page (GPO London) to consult with Mr. Thompson, Controller of the Sorting Office in Dublin, on the fitting out and requirements for the sorting rooms on board the vessels. (199/60).

31st March. Submission that 3 Clerks and 15 Sorters on each crossing would be required and an allowance of 5/- a trip for Clerks and 3/- a trip for sorters be paid. (249/60).

5th April. Authority requested for a Mail Car between Kingstown and Carrickmines Railway Station on the Dublin and Wicklow Railway, a distance of some 4 miles. to convey the Day Mails for Wexford. (255/60).



17th May. Mails to be conveyed between London and Dublin in 11 hours under a penalty of £1-14s for each minute of delay, except where delays are beyond control such as storms, snow, fog or collision. (374/60).

21st June. Three Naval Officers appointed with an additional salary of £100 a year, one of whom to accompany the mail on board between Holyhead and Kingstown. (469/60).

29th June. The New Irish Postal Service to start on 1st August. (489/60). [A two month deferral from Minute 135 above].

10th July Authority sought for the temporary employment of five Dublin Sorters in the Railway Post Office between London and Holyhead with an allowance of 7/- a day each and for making an advance of £2 to each officer. Also that substitutes be employed in the Dublin Office in place of these sorters at 18/- a week each. (521/60)

13th July. Authority sought to accept the lowest tender for a Mail Cart from Kingstown to Carrickmines, that of Mr. John Cockran at the rate of £25 a year. (531/60). [See Minute 255 above].

19th July. Proposal to establish a box on board the packets for the receipt of stamped letters bearing an extra fee of 6d. Also to provide for the sale of stamps on board. The P.M.G. queried the extra fee of 6d. (545/60).

20th July. Further to the above, the reason for a 6d extra fee is that 6d was the fee charged at Euston Station, London, and at the Landing Stage at Liverpool. The P.M.G. decided that 3d was sufficient. (550/60).

27th July. The City of Dublin Steam Packet Co. wanted to commence the service with only two of the new vessels but the Post Office were not happy to agree to the proposal. (570/60).

2nd August. The Post Office had no objection to the *Leinster* being employed under the terms of the old contract in place of one of the existing packets. It was proposed the *I einster* would be used for the Night Mail. (582/60).

2nd August. Submitted that the contractors be informed that after 3 vessels at least had been surveyed and accepted the service may commence at any date at which they will be ready, provided the Post Office have not less than a fortnight's notice. In the letter to the Treasury of 27th ultimo it was proposed that the service should commence on the 1st of a month, and that would probably be the wish of the contractors themselves. (583/60).

24th August. Submitted that, notwithstanding the employment of the *Leinster* for the conveyance of the London Night Mail between Holyhead and Kingstown, no alteration should take place in the hour fixed for the despatch of the Mail for Dublin until the commencement of the New Irish Postal Service. (640/60).

28th August. Request for authority for payment of substitutes and the Railway Fares between Dublin and Kingstown of the Officers who have been or may be employed in the Holyhead and Kingstown Packets, before the commencement of the New Postal Service in order to accustom them to the sea and to practise the sorting. Also requests authority for payment of trip allowances to these Officers. (647/60).

17th September. The three vessels have been surveyed and approved by the Admiralty. I have given instructions for the commencement of the Service on the 1st proximo. (705/60).

23rd October. Submission that the sum of £2-1s-8d, (half the amount of two months allowance) may be paid to the Contractor for the Mail Car Service between Kingstown and Carrickmines Railway Station, in consideration of the expense which he incurred in preparing for the commencement of the Service on the 1st August last, whereas the car was not required until the 1st instant. (823/60).

From the postal history point of view, several of the above minutes are important.

Minute 640 of the 24 August implies that the Leinster was already operating the Night Mail by that date. Also, minute 647 of the 28th August implies that sorters were, or were about to be, employed on the Leinster to accustom them to the sea and practise sorting.

Recently a few covers have come to light that may bear evidence of this sorting practise. Three items of incoming mail to Dublin are known backstamped with the Dublin Sideways H similar to those used from the commencement of the official contract on 1st October 1860 through to mid 1861. However, the presence of an 'E' following the sideways H in the datestamp would seem be an indication of their 'experimental' use, see Fig. 1. The covers are dated on the 4th, 6th and 30th of September.



Fig. 1



Fig. 2



Fig. 3

From 1st October the 'E' appears to have been dropped and datestamps similar to Figs. 2 and 3 were used to backstamp the mail on-board the ships. The 'A' following the sideways H in Fig. 3 denotes the early morning sailing from Holyhead. In the 65 years of the H & K Packet no other postmark containing an E is known.

Any member who possesses incoming material to Dublin or its suburbs and dated during late August and all of September, 1860 are asked to look to see if they have further examples of the experimental E.

The authors would be pleased to have details of any discoveries.