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1868, Belfast to the island of Bornholm in the Baltic
Bjarne Jansen has an interesting story to tell – see page 85

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EDITORIAL

I was pleased to see so many old friends at Stampa and bearing in mind the limited resources available, must pass my congratulations to those involved in the organisation for putting on a professional show. It was a pity that not more dealers were present but as I was trying to explain to a non-collector in the course of pub talk the other day that 'Stamp shops as such are all but extinct' and the trade has all but moved to the 'net'.

He (an established figure in the Guernsey finance industry) asked 'Is that a good thing?' It set me thinking. 60 years ago, as a youngster, one might go down to the local stamp dealer on a Saturday morning. There would be two or three 'senior' collectors, well known to the dealer, sitting at a table in the corner, pulling stamps out of an old album, checking perforations, comparing shades etc, muttering that the watermarks on the such and such set were all but impossible to see and they were looking for SG99 or whatever. They had no concern for the postmark, providing it was not too heavy, let alone trying to find the stamp on cover. If they were looking at unused material (it was always unused in those days – the word mint did not feature in the conversation), so long as the previous hinges left at least some gum on the back and the stamp had clearly not been used, it was acceptable, provided, of course, that the price was about a third of that in the SG catalogue. These old time collectors have long since passed; they would add a few stamps to their collections each week, swap avidly and almost certainly, even in Ireland, confine their collecting interests largely to the British Empire (as it then was). Collecting was a hobby; nobody expected to be complete and sets were built up over time, thereby requiring further visits to the dealer.

Pity the poor dealer today. He (there seem to be very few lady dealers) is, I fear, fighting a losing battle. Premises and insurance costs are escalating, let alone 'health and safety'. Age has decimated collectors' ranks. New issues, always in complete unmounted mint sets, are bought from ever more greedy philatelic bureaux dotted around the planet

happy to supply as many first day covers, miniature sheets etc as might be asked of them. As for the stamps themselves, most are rarely to be found in post offices, let alone on commercial mail. Collecting habits have changed and it is not just postal historians that are causing the nature of the trade to change for just as the general collector has disappeared, so has the thematic collector arrived. I suspect that thematic collecting often requiring a single stamp from a set is a nightmare for the average dealer.

How does the dealer survive? It is impossible today for him to stock everything. He would need unlimited capital, unlimited space and all the time in the world. He must specialise and in so doing severely limits the number of customers that would be interested in his stock. In turn the collectors become more specialised and demanding. It is an ever-decreasing circle. Yet basic stamps are relatively cheap by today's standards. I surely do not know the answer. Perhaps the internet has changed everything but all I do know is that if Stampa is to survive, it needs more dealers. I hope we will all do whatever we can to encourage them and above all, we must buy from them.

I cannot let this editorial pass without expressing my thanks to those several members who, following my 'shout' for more contributions in the September issue, have produced material, not all of which is included in this issue. To them, I am grateful and all I can add is the polite request that you all keep it coming so as to get a balanced journal as possible. Thank you, everyone.

Let me conclude by wishing all our membership a Happy and Peaceful Christmas and an interesting New Year. Nicky and I will be in New Zealand for much of January and February (she was there for a year in the mid 1970s), the result of which is that our March issue may well involve a degree of panic – see cry for material in paragraph above!

Stan – 29 November 2015

OUR OFFICERS

President:	Des Quail, Banbridge, Co Down	jdq2008@aol.com
Vice president:	John Greer, Dublin	
Secretary:	Brian Warren (acting)	
Treasurer/Membership secretary	Brian Warren	brian.warren2@upcmail.ie
Editor and webmaster:	Stan Challis, Guernsey and London	stan@roskelly.co.uk
Auctioneer:	Rod Greer, Christchurch, England	rod.greer@hotmail.co.uk
Irish area secretary:	John Lennon, Dublin	johnglennon@eircom.net
Southern area secretary:	Peter Wood, London	peter.wood95@btinternet.com
Committee:	H Mitchell plus those named above	

THE AER LINGUS ISSUE – JUNE 1961

John Lennon looks behind the Catalogues



The Aer Lingus 'Official' first day cover which contained a brochure – see next page

On 27 May 1936, a De Havilland Dragon (DH84) 6 seater airplane took off from Baldonnell Military airfield and headed for Bristol. Aer Lingus (AL) had been founded on 17 April and registered as an airline on 26th. All twelve members of the staff were present with one of them, Capt. Oliver Armstrong, piloting the plane, which had been named 'Iolar', (Eagle in Irish). Within a year a second aircraft was acquired (14 seater DH86A), the Bristol route was extended to London and seasonal routes opened to Liverpool and the Isle of Man. Mail was carried on the London route. Iolar was sold in 1938 and, having been commandeered, became a war casualty.

In 1955, the company decided they would celebrate the 21st anniversary of the first flight and staff (now 1600 in total) were asked to submit suggestions, amongst which was for a special stamp. Patrick Lynch, Chairman AL, phoned Leon Ó Broin, Secretary P&T, with whom he was on first name terms, to discuss the possibility. In a letter he was told there was 'another competitor in the field' (Wadding) and a formal application should be sent. In reply, Lynch said 'Mr. Stuart-Shaw has already told me about the consideration he received from your colleagues in the Department when he first raised the matter.' It was Max Stuart-Shaw, assistant general manager, who sent the application on 15 August.

It did not go unnoticed in the GPO when an article in the Evening Press at the end of September on AL's plans included 'a special commemorative stamp.'

AL were informed in January 1956 that a decision would not be made until the second half of the year

and when they enquired in August they were informed that 'the matter was receiving attention.'

A memo dated 31 October 1956 noted that as a Redmond issue was already approved, authority was being sought for Ó Criomhain and a Wadding issue likely 'there is little likelihood that authority would be forthcoming for an AL stamp. Since 1929 we have issued an average of about one special stamp per year and we have never issued more than two new stamps in any one year. It is suggested that AL be now informed that we regret we will be unable to comply with their request.' It wasn't until January 1957 that AL were told 'The Minister regrets that he is unable to hold out any prospect of issuing a special stamp in 1957 with an AL motif.' Ó Broin spoke to Lynch and pointed out that the 25th anniversary provided another opportunity. In their written acknowledgement of the decision AL expressed disappointment and hoped that consideration would be given for a 25th anniversary stamp 'and this early request is made . . . with the hope that it would be placed at the "top of the list" of special stamps to be issued in 1961.'

The new assistant general manager of AL, Michael Dargan, sent the application for the stamp on 15 July 1960. He wrote 'We suggest that the introduction of our Boeing jets at the end of this year . . . might be tied in for purposes of the stamp with the anniversary.' The accompanying history was updated, noting that 'Transatlantic operations, using leased Super-Constellations, began in 1958 with the opening of routes from Dublin to New York and Boston.'

'There is a lot to be said in favour of getting away now and again from the themes of 'faith and

fatherland' which predominate so much in the list of Irish commemorative stamps so far issued.' So wrote Francis Collins, P&T, in his memo to the Minister recommending the issue. The rates he suggested were 6d and 1s3d as these would give the stamp the best coverage worldwide.

He continued *'There is the further consideration that if the 3d denomination were chosen instead of the 6d the cost of printing the stamp would be more than trebled; about 25 million 3d would have to be printed as against 1½ million of the 6d. The higher denomination would also mean something extra from philatelic sales.'*

As was usual at the time, the proposal had to be put to Government and had to include the views of the Department of Finance. The Minister wished to register a protest against the too frequent issue of commemorative stamps and also against the extra cost of printing by the recess process.

P&T's comments, internally, were that *'we should really be urged to bring out more'* and the recess versus letterpress argument *'has been shot down so often in the past that we thought that Finance had at last given it a decent burial. We have done well out of recent special issues; the last three cost a total of about £10,000 to print but they yielded nearly £26,000 in philatelic sales in Dublin alone. Our permanent stamps are amongst the worst in the world'* and we should *'try to produce decent commemoratives. No stamp would be better than one printed by letterpress.'*

The Government gave the issue approval at its meeting on 22 November 1960 and Revenue Commissioners were asked to start making the necessary arrangements. Mr Dargan was informed but was asked to keep it quiet until after Christmas in view of recent refusals to issue stamps for other 50th anniversaries.

In December AL sent photographs of the Boeing in flight, the first of which had just arrived, and the Iolar of 1936 and hoped that outlines of them could be incorporated in the design with reference to 1937-1961 (*sic*) and the words AER LINGUS.

Collins wrote to J.F.Richardson, Assistant Secretary in Revenue Commissioners: *'We are now looking into the matter of getting suitable designs for these stamps. The Director of Stamping has in the past given valuable assistance in the quest for stamp designs and we would once again like to have his help in the case of these two issues.'* At the same time, work on the Patrician stamp was in progress. these being issued in September 1961.

A handwritten memo at the foot of Collins' letter says: *'Photographs shown to Mr. Drum, Director of Stamping, who considered that with their aid he would be able to get a suitable design from the stamp printing firm (De La Rue). His idea is to show the first and latest planes along with Dublin Airport.'*

The file ends there. According to the index in the National Archives there were three volumes in the file but only volume 1 was found. From this last letter it appears James Drum should get credit for the design in cooperation with a De La Rue artist. The press release from P&T does not name a designer and there is no information in the newspapers which normally give such details. Feldmans Handbook of Irish Philately (1968) doesn't name a designer but the Hibernian Specialised Catalogue (1972) names J. Flanagan and D.R. Lowther. Who were they? If anybody can shed any light on this subject it would help our records.



The brochure inside the Airline's First Day Cover

A FAVOURITE ITEM – LONDON to DUBLIN in 1770

Julian Tweed

This entire letter was sent from London to Dublin on 23 November 1770. The postal markings are unremarkable; a London 'Bishop Mark' and a 'WR' receiver's mark (WR= William Rouse in Wimpole Street), a manuscript '6' for the then current 6d combined rate postage from London to Dublin and an indistinct partial Dublin 'Bishop Mark' applied on arrival.

The contents however are more interesting. The letter is addressed to Paul Canning at Mrs Molloy's in Castle Green and is written by his brother George. It reads, (spelling and punctuation as written):

'London Novr. 23rd. 1770

Dear Paul

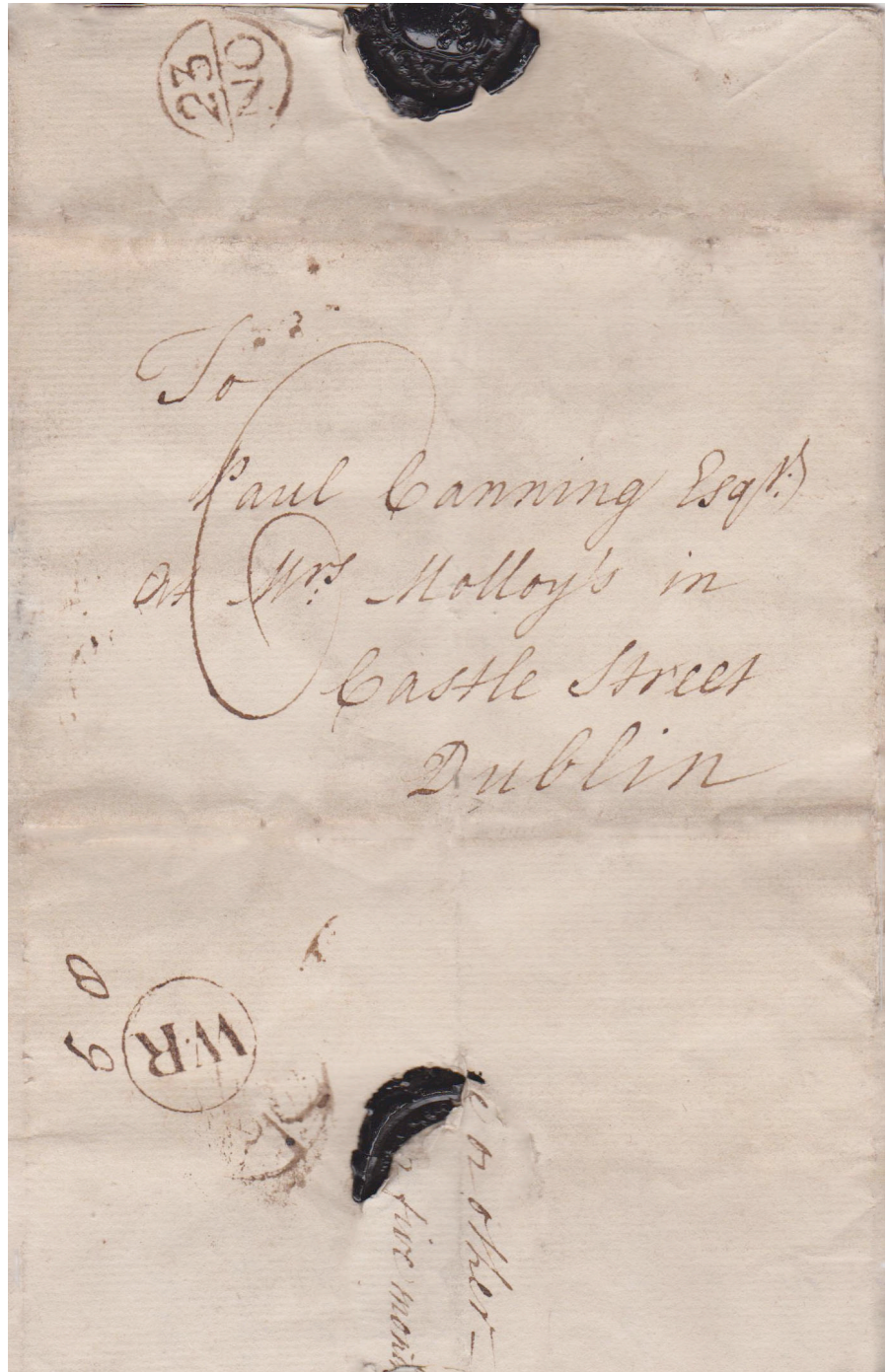
Late last night I received your letter of the fifteenth of the current month, together with the Bill thereunto annexed for the sum of fifty pounds sterling, whereof Samuel Coppock, of Devereux Court, Coffee-house-keeper, Dealer and Chapman, is the present possessor.

I have been much alarmed within these few days, and indeed the alarm is scarce yet over, for Mary Anne's Health: her Life was actually for some short time in question:

she was suddenly and violently seized last Sunday morning with a feverish sore throat, which is the Pestilence of this Country: our distress was much aggravated by her having your Godson still at her Breast: I was fortunate enough to find the good Doctor Pinkston at home: he was at first doubtful of the event, though certain that an hour's delay might have been fatal: he said it was too late to remove the child, for that if the Disorder was infectious, he must be infected already.

Next morning our fears, however, were in a great measure dissipated, the doctor happily pronouncing the sore throat to be, not of the putrid, but merely the inflammatory kind: since then Mary Anne has been gradually recovering, though by slow degrees, as the young Rogue her bedfellow is apt to be exceedingly unruly in the night: yet she cannot be persuaded to wean him till his twelvemonth is up, unless the Doctor should pronounce it essentially requisite for the health of one or other.

So my quarantine is like to last some four or five months longer; and, to let you into a secret, it was much more painful to me in the first six weeks than at any time since.



I am very glad to hear your Health is so well re-established after your troublesome accident; mine proposes shortly to petition the Cold Bath for farther confirmation.

Mary Anne's Love, and your Godson's Duty always attend you.

I am, my dear Paul's sincerely affectionate Brother,

George Canning'

The baby referred to, also named George, was born on 11 April 1770. He went on to serve as a Pittite Tory MP between 1793 and 1827, representing eight different seats (Newtown (IOW), Wendover, Tralee, Hastings, Petersfield, Liverpool, Harwich and Newport (IOW)). Between 1807 and 1809 he was Foreign Secretary in Portland's administration and again between 1822 and 1827 under Lord Liverpool. In April 1827, he became Britain's shortest serving Prime Minister, dying on 8 August 1827 after a term of only 119 days.

In 1809 George Junior fought an infamous duel with fellow cabinet member, Lord Castlereagh, over the deployment of troops on the continent. He had never fired a pistol before and missed; Castlereagh hit him in the thigh. He was a firm supporter of Queen Caroline in her dispute with the King in 1820 and may, briefly, have been her lover. He was from a Whig background and was always a moderate Tory.

When he formed a government, many harder-line Tories, including Wellington and Peel, would not serve under him and he was forced to form a coalition with like-minded Whigs. This caused a long-lasting split in his party.

The writer of the letter, George Senior, was from Garvagh, County Londonderry. He was disinherited from the family estate in an arrangement with his younger brother Paul to enable him to pay off his accrued debts. George Senior moved to London where he failed as both a lawyer and a wine merchant. He married Mary Anne Costello in 1768 but abandoned his family in late 1770 soon after this letter was written and died on his son's first birthday on 11 April 1771.

George Canning Junior was left to be brought up as a ward of his successful London-based merchant uncle, Stratford Canning, who paid for his education at Eton and Christ Church, Oxford. His mother turned to acting, living in a violent relationship with another actor, Samuel Reddish, by whom she had five further children. She then married a Richard Hunn, giving birth to another five offspring.

The contents of George Canning Senior's letter to his brother, written in November 1770, give no indication that the apparently happy family depicted in it was so very soon to split up. Perhaps he was already feeling the loss of the marital bed to his son more than he was prepared to admit!

TRIANGULAR MARKS

John Lorenzen

The Newspaper Post Act of 1870 consolidated the earlier Book-Post (1848), Newspaper (1855) and Circulars (1856) regulations with a new charge of **halfpenny** for every **two ounces**. To qualify, the circulars had, like newspapers, to be printed. In 1892, it was decided to allow circulars in imitation typewriting or duplicated printing to pass at the ½d 'printed paper' rate.

The rapid growth in this postal material meant, that a simple form for cancellation, recognising its second class reduced-rate status, based on a triangular-frame cancel was introduced by the British Post Office.

Over the years, a goodly number of collectors have worked on these postmarks, having tried to produce a complete list of towns where they were used without complete success. I need help with the two cancels shown here, as to why the B.W.T. small triangle, which might have been the controller's

mark, was also inscribed with the Bagenalstown name stamp. Was it one or two stamps? The other one, DNU, could be a Dublin office, but I haven't been able to find any sources of that.



I am most interested in having more information regarding these two items shown but also to get in contact with fellow collectors with this same interest. Please contact me by email at jolo@post10.tele.dk and am looking forward to hearing from you.

IRISH AIRMAILS - FLIGHTS and ACCEPTANCES 1929

Part VII in a series of articles on the History of Air Mail in Ireland

Ronny Vogt

1929 saw an increase in mail-carrying activities. Before going into the details, here is the list of 'Irish flight covers 1929' (table 1) and on the following page, 'Irish acceptances 1929 to and from Ireland' (table 2).

Table 1: Irish flight covers 1929					
Date	Category	Airline	Route	Remarks	Carried
24.08.1929	First flight	Irish Airways	Weybridge-Croydon-Galway	Positioning flight	< 10
26.08.1929	First flight	Irish Airways	Galway-Dublin-Croydon		5'026
26.08.1929	First flight	Irish Airways	(Dublin)-Galway-Dublin-London	Dublin acceptances	
26.08.1929	First flight	Irish Airways	Galway-Dublin-Croydon	Covers not posted in Galway and Dublin	
26.08.1929	First flight	Irish Airways	Galway-Dublin-Croydon	With London arrival postmark of August 26	
26.08.1929	First flight	Irish Airways	Galway-Dublin-Croydon	Registered mail, registered in "London F.S."	
26.08.1929	First flight	Irish Airways	Galway-Dublin-Croydon	Forwarded to foreign destinations	
26.08.1929	First flight	Irish Airways	Galway-Dublin-Croydon	"Too Late for Air Mail" cachet in black	
26.08.1929	First flight	Irish Airways	Galway-Dublin-Croydon	With blue Karlsruhe label	
26.08.1929	First flight	Irish Airways	Galway-Dublin-Croydon-Paris	Forwarded with London-Paris airmail service	
26.08.1929	First flight	Irish Airways	Galway-Dublin-Croydon-Berlin-Konstanz	Forwarded with London-Berlin-Konstanz airmail service	
26.08.1929	First flight	Irish Airways	(US)-Galway-Dublin-Croydon	US acceptance, posted New York or Boston, with green Karlsruhe label	2'000
26.08.1929	First flight	Irish Airways	(US)-Galway-Dublin-Croydon	Forwarded to foreign destinations	
26.08.1929	First flight	Irish Airways	(US)-Galway-Dublin-Croydon	Registered mail, flown?	< 10
26.08.1929	First flight	Irish Airways	(Board mail)-Galway-Dublin-Croydon	"Deutsche Seepost" acceptance, posted at sea on board the Karlsruhe	1'000
26.08.1929	First flight	Irish Airways	(US)-Galway-Dublin-Croydon	Unused Karlsruhe label in green	
26.08.1929	First flight	Irish Airways	(US)-Galway-Dublin-Croydon	Unused Karlsruhe label in green, sheet of 12 labels	
26.08.1929	First flight	Irish Airways	(US)-Galway-Dublin-Croydon	Unused Karlsruhe label in blue (no complete sheets known to me)	
26.08.1929	First flight	Irish Airways	Galway-Dublin-Croydon	"Irish Independent" newspaper, black cachet	
26.08.1929	First flight	Irish Airways	Galway-Dublin-Croydon	"Irish Independent" newspaper, violet cachet	
26.08.1929	First flight	Irish Airways	Croydon-Dublin-Galway	Return flight	

Table 1: Irish flight covers 1929

The year's most important flight, from an Irish perspective, took place on August 26, 1929, from Galway to London, as it represented a first serious determination by the Irish Free State to establish air services. In order to promote cross-channel air services to England Col. Charles Russell (*illustration 1 on page 81*), a former Irish Air Corps Officer, formed Irish Airways Ltd. together with some members of the Irish Aero Club. The Vickers Company agreed to loan an aircraft to Irish Airways Ltd. in order to speed up incoming mails from liners arriving in Galway from the United States and to fly the mail to London, thus saving up to 36 hours on the delivery time from New York to London. The aircraft allocated was a Vickers Valiant G-EBPY

and flying with Col. Russell was Flying Officer J. 'Mutt' Summers. On Friday, August 23, 1929, at 3.30 p.m., they took off from the Vickers airfield at Weybridge for the ferry flight to Croydon and Galway. While landing at Croydon some 20 minutes later, the wheel collapsed and the nose tilted over, damaging the propeller. With the Valiant out of commission, another aircraft had to be found. Vickers generously provided a replacement aircraft, the Vickers Vixen G-EBEC, but it was too late to take off again for Galway still on August 23. The Vickers Vixen G-EBEC was flown to Galway on August 24 and 25 after another eventful flight in bad weather (*illustration 2 on page 81*).

Table 2: Irish acceptances 1929 (to and from Ireland)							
Date	Origin	Flight category	Country of Origin	Airline	Route	Remarks	Carried
08.02.1929	Irish	First flight			Marseille-Algiers	Status unclear; probably flown only London - Paris	
22.02.1929	Irish	First flight		U.S. service	New York-Bahamas	First Irish acceptance for combined sea and air service	
22.02.1929	Irish	First flight		U.S. service	New York-Cuba	First Irish acceptance for combined sea and air service	
30.03.1929	Irish	First flight		Imperial Airways	London-Alexandria	First London-Karachi service	
30.03.1929	Irish	First flight		Imperial Airways	London-Alexandria-Cairo	First London-Karachi service	
30.03.1929	Irish	First flight		Imperial Airways	London-Gaza	First London-Karachi service	
30.03.1929	Irish	First flight		Imperial Airways	London-Gaza	First London-Gaza service, special Imperial Airways souvenir envelope	
30.03.1929	Irish	First flight		Imperial Airways	London-Gaza-Jaffa	First London-Karachi service	
30.03.1929	Irish	First flight		Imperial Airways	London-Basra	First London-Karachi service	
30.03.1929	Irish	First flight		Imperial Airways	London-Baghdad	First London-Karachi service	
30.03.1929	Irish	First flight		Imperial Airways	London-Karachi	First London-Karachi service	
30.03.1929	Irish	First flight		Imperial Airways	London-Karachi	First London-Karachi service, special Imperial Airways souvenir envelope	
06.04.1929	Irish	Second flight		Imperial Airways	London-Baghdad	Second London-Karachi service	
06.04.1929	Irish	Second flight		Imperial Airways	London-Karachi	Second London-Karachi service	
07.04.1929	Foreign	First flight	India	Imperial Airways	Karachi-London	First Karachi-London service	
22.04.1929	Irish	First flight		U.S. service	New York-Nueva Laredo-Mexico City	First Irish acceptance for combined sea and air service	
09.05.1929	Irish	First flight			Perth-Adelaide	First inner-Australian airmail service	
15.05.1929	Irish	First flight		Air Union	London-Paris-Marseille-Corsica		
15.05.1929	Irish	First flight		Air Union	London-Paris-Marseille-Corsica-Tunis		
24.05.1929	Irish	First flight		Imperial Airways	London-Bushire	First Irish acceptance	
24.05.1929	Irish	First flight		Imperial Airways	London-Lingeh	First Irish acceptance	
24.05.1929	Irish	First flight		Imperial Airways	London-Lingeh	First Irish acceptance, special Imperial Airways souvenir envelope	
24.05.1929	Irish	First flight		Imperial Airways	London-Jask	First Irish acceptance	
24.05.1929	Irish	First flight		Imperial Airways	London-Jask	First Irish acceptance, special Imperial Airways souvenir envelope	
04.06.1929	Irish	Trial flight		ABA	London-Amsterdam-Stockholm	First Irish acceptance on 4th night flight. 23 night airmail services were made by ABA between May 30 and June 28. Irish mails are known from "Tur" 4, 5, 6, 7, 10, 11, 12, 14, 15, 16.	
13.06.1929	Foreign	First flight	India	Imperial Airways	Karachi-London		
22.07.1929	Irish	First flight		Air Union	London-Bordeaux-Gibraltar		
07.08.1929	Foreign	Zeppelin flight	USA	Zeppelin	Lakehurst-Friedrichshafen	Round-the-world flight of Graf	
07.08.1929	Irish	Later flight			Freemantle-Perth	Smyle cards "via Australian Airmail via Freemantle - Perth - Adelaide"; status unclear	2
07.08.1929	Irish	Later flight			London-Bombay	Smyle "test cover" to Wellington, New Zealand - "overtaking in Bombay"	1
26.08.1929	Irish	First flight		Union Airways	Cape Town-Port Elizabeth		
26.08.1929	Irish	First flight		Union Airways	Cape Town-Port Elizabeth-Mossel Bay	Port Elizabeth - Mossel Bay by surface transport	
26.08.1929	Irish	First flight		Union Airways	Cape Town-Port Elizabeth-East London	Coastal route	
26.08.1929	Irish	First flight		Union Airways	Cape Town-Port Elizabeth-East London-Durban	Coastal route	
26.08.1929	Irish	First flight		Union Airways	Cape Town-Port Elizabeth-Bloemfontein	Interior route	
26.08.1929	Irish	First flight		Union Airways	Cape Town-Port Elizabeth-Bloemfontein-Johannesburg	Interior route	
26.08.1929	Irish	First flight		Union Airways	Cape Town-Port Elizabeth-Bloemfontein-Johannesburg-Pretoria	Interior route, Johannesburg-Pretoria by surface transport	
29.08.1929	Foreign	First flight	South Africa	Union Airways	Johannesburg-Bloemfontein-Port Elizabeth-Cape Town	Interior route	
01.10.1929	Irish	Trial flight		Sabena	London-Brussels	Trial night flight. Operated jointly with Imperial Airways	
30.10.1929	Irish	Interrupted flight		Imperial Airways	London-Baghdad	Crash of the "City of Alexandria" at Mesra Matruh, Egypt, while landing. Mails were transferred to the "City of Athens" which crashed on take off	
21.12.1929	Irish	First flight		Imperial Airways	London-Jodhpur-Delhi	First flight London-Delhi before official announcement	2 (?)
28.12.1929	Irish	First flight		Imperial Airways	London-Jodhpur	First London-Delhi service	
28.12.1929	Irish	First flight		Imperial Airways	London-Jodhpur-Delhi	First London-Delhi service	
30.12.1929	Foreign	First flight	India	Imperial Airways	Delhi-London	First Delhi-London service	
Legend:							
Irish		= Irish acceptances for foreign First Flights					
Foreign		= Foreign First Flight covers TO Ireland					

Table 2: Irish acceptances 1929 (to and from Ireland)



Illustration 1: Col. Charles Russell



Illustration 2: Positioning flight (and interrupted flight cover) Croydon - Galway 23 - 25 August 1929

Finally, on Monday, August 26, the mails from the North German Lloyd liner 'Karlsruhe', reaching Galway at 6.15a.m. of that day, were carried by Charles Russell and Mutt Summers in Vickers Vixen G-EBEC from Galway (7.30a.m.) via Dublin and Chester to Croydon (11.36a.m.). Mails from this flight are plentiful, as it is said that some 5000 covers were posted in Ireland for the flight, together with some 2000 covers posted in the U.S. as well as some mails that were posted on board the S.S. Karlsruhe ('Deutsche Seepost').

However, this flight makes it a field day for specialised collectors of Irish airmails as there are quite a few unusual items to be found. In illustrations 3 to 7 I will show and explain some of the more unusual mails.



Illustration 3: Typical Galway mail, but unusually signed by the second pilot, Flying Officer J. 'Mutt' Summers. While covers signed by Charles Russell are plentiful, covers autographed by Summers are elusive.



Illustration 4: I would guess that 99% of all Irish covers were posted in Galway, while mails posted in Dublin or other places in Ireland are scarce. Mails posted in Dublin were carried first to Galway in order to allow them to make the whole journey by plane, as shown in this illustration with Galway transit postmark.



Illustration 5

Mails not posted in Galway or Dublin are elusive, as this cover (*illustration 5*) posted on August 23 in Killaloe, Co. Limerick to Malaya. Destinations outside England are unusual.



Illustration 6: Although posted on August 26, this cover was posted 'Too late for Air Mail'. The Galway Post Office did everything to make sure that mails were ready for air transport, with four different postmarks being used.



Illustration 7: Several copies of the Irish Independent were carried on this flight to London, all of them showing a boxed cachet in black or violet (scarce).

Some 2000 covers are said to have been posted in the U.S. for being carried on board the S.S. Karlsruhe to Galway and for inclusion on the flight Galway - London. The popularity in the U.S. may be traced back to the label issued (as it is assumed) by the ND L North German Lloyd shipping company operating the S.S. Karlsruhe (*illustration 8*). The inscription 'Airmail - Karlsruhe - Galway' with a plane flying between the ship and the shore makes sure that many catapult flight collectors were attracted by these covers, assuming that a catapult and ship-to-shore flight was involved, which was definitely not the case. Again, I will show some more unusual items. *Illustration 8* shows a complete sheet of the green 'Karlsruhe' label issued by the ND L North-German Lloyd shipping company operating the S.S. Karlsruhe, used on most U.S. acceptances. Complete sheets are scarce.



Illustration 8



Illustration 9

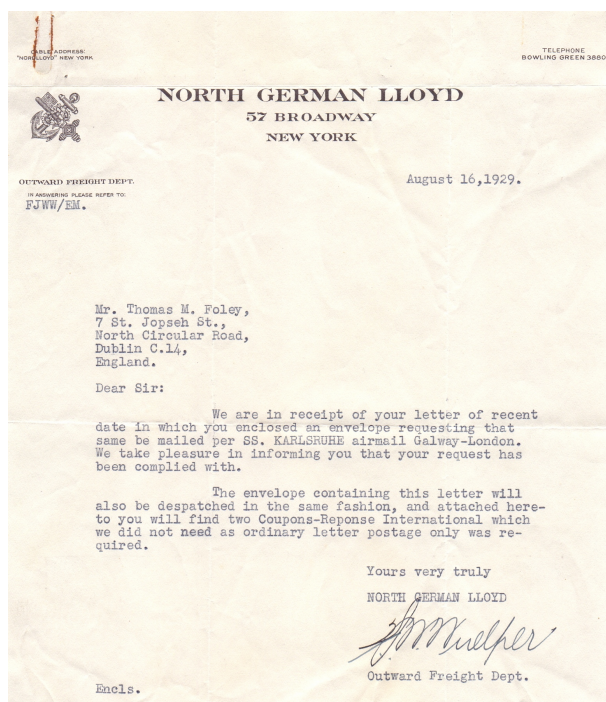
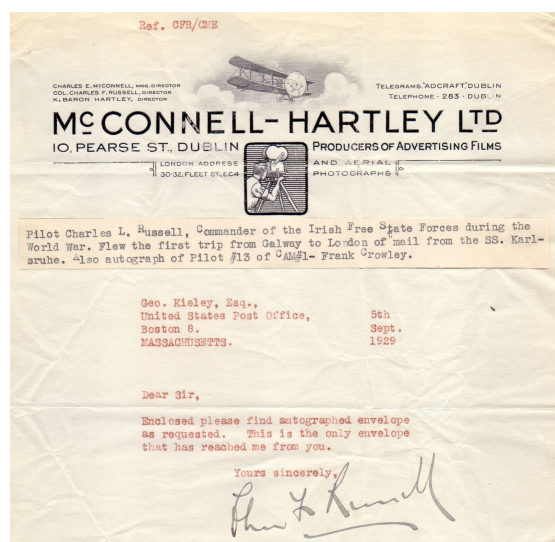


Illustration 9a

Illustrations 9 and 9a show a U.S. acceptance, posted New York on August 16, with *perfin* 'NGL' (North German Lloyd) used for postage and the accompanying North German Lloyd letter



Illustrations 10 and 10a (above) show a U.S. acceptance, posted Boston on August 15, with London and Dublin postmarks, autographed by Charles Russell and Frank Crowley, CAM pilot and the accompanying letter with attractive letter head, written and signed by Charles Russell.



Illustration 11: Galway cover with blue 'Karlsruhe' label. It is believed that the blue labels stem from a second printing (note damaged top rules) which never took place. Probably subsequently used by enterprising dealers.



Illustration 12: Charles Russell returned from London to Galway the same day, August 26, leaving London at 1.47 p.m. Some mail was also carried on the return flight from London to Galway: card posted in Croydon on August 26, inscribed in manuscript 'Per Irish Free State trial airmail / Croydon - Galway IFS 'Speed up' American mail', but 'Insufficiently paid for / Transmission by Air Mail'. Returned from Philadelphia on September 5.



Illustration 13: Posted Croydon on August 26 to Montreal, inscribed 'By Air Mail Croydon - Galway I.F.S. / thence to New York by German packet'. The intended airmail service was cancelled.

The year 1929 saw a small number of Irish acceptances being carried to some unusual destinations on the many new airmail routes in Europe, Africa and the U.S which were being developed at this time of massive expansion of airmails in almost every corner of the world. Having covered the Experimental Flight in detail in this issue, I propose to continue in the March issue by showing examples of some of these other usages.

GALWAY POSTMARKS – Michael Hartnett

This follows on from the September issue when I showed a selection of Galway's postmarks during the 'British' years to 1922. It was only when I came to look at the years after 1922 in detail that I realized how potentially confusing the 'simple' handstamps are to sort out. At the outset, one must differentiate between those handstamps which were used on the counter and those which saw service in the sorting office (where there was also a machine for cancelling mail). The easiest way to differentiate is simply that the counter handstamps do not show the time and generally contain a star (*), whilst those 'behind' do record time. Another guide, although not infallible, is that the counter handstamps were generally only used to cancel stamps on registered mail and possibly some parcels, although I have recorded a separate series of

parcel handstamps; this is addition to use for other counter duties such as savings bank business, pensions and in later years radio and television licences etc. These postmarks were rarely, if ever, used for cancelling 'normal mail' – perhaps just the odd item handed over the counter with a 'please look after for me' request. Although a machine was in use at Galway, frequently, as at any other 'machine' office, it was necessary to handstamp items which were too large to go through the machine and also help out at times when the machine was out of service or just simply either too busy or the volume so small that it was worth turning it on. I shall look at the sorting office handstamps first. There is an amazing variety. The illustrations are below followed by a summary on the next page.



fig 1



fig 2



fig 3



fig 4



fig 5



fig 6



fig 7



fig 8



fig 9



fig 10



fig 11



fig 12



fig 13



fig 14



fig 15



fig 16



fig 17

Fig above	Bars	Earliest	Latest	Notes
1	One thick	31.7.1923	6.3.1925	First Irish language mark
2	None - skeleton	25.8.1925	18.9.1925	Reversion to English
3	One thick	31.12.1925	24.7.1926	Not seen pre 1923
4	Two long	27.8.1926	9.9.1926	Not seen pre 1923
5	One thick	19.8.1926	30.7.1928	Overlap with above – wide ‘M’
6	Two medium	12.10.1928	5.12.1928	See below
7	None – skeleton	20.12.1928		Possibly a ‘Christmas Extra’
8	Two medium	16.1.1929		Re-use of 6 above (see below)
9	Three long	28.2.1929	8.5.1930	
10	Three longer	6.1.1931	13.10.1932	Longer bars than 9 above
11	None - skeleton	20.12.1932	6.3.1933	
12	Two short	18.3.1933	11.4.1933	
13	None - skeleton	30.6.1933	10.10.1933	‘Gaillimh/ Co na Gaillimhe’
14	Two short	29.10.1933	14.6.1938	
15	None - skeleton	23.7.1938	15.9.1938	

Clearly there are gaps and perhaps some marks have been missed completely. However the above should serve to show the complexity of collecting these postmarks. I would specifically note 13 on the list which is the previously recorded skeleton with the un-necessary county name added. Item 6 is also interesting in that it appears to have been introduced in the autumn of 1928, possibly out of use at Christmas 1928, reused early in 1929 and then I have examples of this mark recorded in December 1945, probably as a ‘Christmas extra’ and on the counter cancelling registered mail in August and October 1968.

The final two marks above, show the ‘2’ mark first seen dated 14 October 1938 and in use until 1953 and the single ring ‘3’ mark used in the sorting office, first seen in 1975. I have recorded two further ‘2’ marks used between November 1948 and 1967 and a double ring ‘3’ mark used between 1951 and 1978. Confusingly, an almost identical single ring ‘3’ mark was in use on the counter by 1971.

It is time to look at some of the handstamps used on the public counter. These are equally confusing as at least two appear to have been use at all times, rising by the 1980s to 10, there being that number of counter positions.



fig 18



fig 19

Fig 18 in English was used until at least 1937; there were probably two very similar in use. Fig 19 was in use by 1944 and was used as late as August 1991.



fig 20

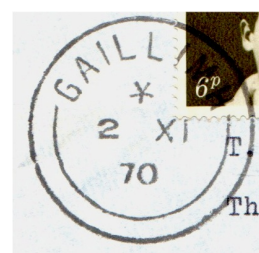


fig 21

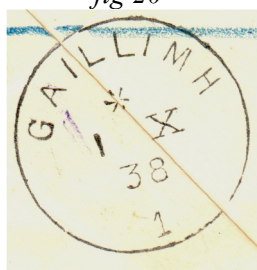


fig 22



fig 23

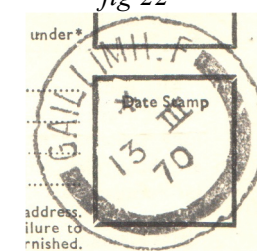


fig 24



fig 25

Fig 20 is recorded between 1947 and 1955; the ubiquitous single ring type fig 21 was used for First Day Covers from 1966; fig 22, the first numbered datestamp, is recorded from 1938 to 1945 and a replacement from 1946 to 1992; fig 23, confusingly with an I rather than 1 is the first a numbered series going up to 10, these in use from 1969; fig 24 with letter F is known from 1959 – what does the ‘F’ stand for? Finally, fig 25, the Self Inking Datestamps (at least 9) are believed to have been introduced on 23 December 1994 replacing all earlier types.

I hope to continue looking at other types of postmark used at Galway in our March issue.

A BELFAST LETTER LEADS TO A SAD STORY

Bjarne Jensen

I am an ardent collector of Irish numeral cancellations on Queen Victoria stamps and always on the lookout for new items for my collection. A couple of years ago I visited an exhibition in Roskilde (Denmark) with a couple of friends from my local Philatelic Society in Odsherred and was lucky to find a letter sent from Belfast to Svaneke, Bornholm.** It carries a 4d red Queen Victoria stamp, SG no. 82 tied by a Belfast double stamp '62', dated 30. November 1868. *(Cover is shown on the front of this issue – Ed)* On the reverse is a London transit stamp dated 1 December 1868 and a Copenhagen arrival stamp dated 4 December 1868. There is no datestamp positively indicating that the letter arrived in Svaneke.

***Bornholm is an island in the Baltic, a part of the Kingdom of Denmark but lying between Sweden and Poland. Svaneke has a current population of just over 1,000 people – a most unusual destination for Irish originating mail - Ed*



The reverse; the inside comprises a detailed account of the costs of the voyage

When I came home it was put away in the drawer with the other letters waiting to be examined, described and put in my collection. In March this year I got the letter out from the drawer and read the contents. I was very surprised when I found that it was in Danish.

It was an account listing the costs incurred on the brigantine Skjalm Hvide's maiden voyage from Danzig to Belfast. The letter was from the captain of the vessel to the ship owner, Mogens Smidt, in Svaneke. I wanted to know more about the vessel and the people involved, so I got in contact with the Local History Society in Svaneke. I learnt that a small booklet had been published telling the story of the merchant family Smidt. This booklet also tells the story about the fate of Captain Hintze and his ship.

The Skjalm Hvide was a 'fruit-vessel', a ship built for speed and destined for the lucrative Mediterranean trade where speed was imperative to secure that the precious fruit cargoes were not tainted. She measured 142.13 gross register tons and had a cargo carrying capacity of 184 tons. The ship was equally owned by Mogen Smidt, his two brothers and the captain, Jens Rasmussen Hintze, each of them owning one quarter.

The Skjalm Hvide was launched on 9 July 1868. The crew shipped on board on 1 October in Svaneke and the ship set sail on 6 October bound for Danzig carrying a cargo of 50 barrels of salted herring. In Danzig, it loaded a cargo of quarter wheat for Belfast. In another letter to the ship's owner, dated the same date as mine, the captain tells about the voyage. This letter has been kept by the Smidt family, the cover is unfortunately gone, together with 36 other letters from the Captain, giving a complete record of the ship's voyages from 1868 to 1872. The letter tells that the wheat cargo for Belfast weighed 216 tons, an overweight of 32 tons and that the draught was 11 feet and 11 inches. Freightage cost was £210/16/-. Hintze tells that because of the heavy load the crew would most often have their boots full of water or be working in waist deep water.

Captain Hintze was a God-fearing but foolhardy sailor. The record shows that on all her voyages the Skjalm Hvide was overladen. He was not the only captain who challenged the sea this way. Fierce competition for cargoes would often lead them to take high risks.

On November 6. 1872 Captain Hintze writes his last letter from Baltimore, USA. 'I have loaded 7725 bushel corn today'. The equivalent of 196 tons, this was an overload of 12 tons. Without a longitudinal grain bulkhead in the hold this cargo is dangerous. He finishes his letter with the words, 'Yet again we need God's help. Winter in the Nord Atlantic Sea with a small, heavily loaded vessel is no laughing matter'. In Mogen Smidt's 1874 report to the Customs Authorities he writes 'As nothing has been heard from or of aforementioned ship or her Commander, Captain J.R. Hintze, since 9 November 1872 when she left Cape Henry, the day after she set sail from Baltimore in America, it is presumed that she is completely wrecked, gone down with men and mice'.

My thanks to the Local History Society in Svaneke for helping me with material and information.

PROFESSOR LOUIS LE PAGE RENOUF

Some reminiscences by Pat Casey

Surely all collectors of Irish Postal History will have chanced upon some covers addressed to the Professor at his home in Cork. I asked Pat Casey, a Cork man and Secretary of the Federation of Philatelic Societies in Ireland if he knew anything about the 'Prof'. To my delight, not only had Pat met him but he has also kindly let have his reminiscences which follow; sadly, we have not been able to locate a photograph – Ed.

Professor Renouf was a noted Marine Biologist. He was born in Birmingham and educated at Cambridge. On being appointed Professor of Biology at University College Cork in 1922, he visited Lough Hyne near Skibbereen, Co Cork and was entranced by the lough's rich fauna. He established the first field laboratory there in 1928 and impressed various visiting groups with the potential of the site, including J A Kitching and F J Ebling who subsequently went on to make Lough Hyne, Ireland's only marine nature reserve famous for its marine ecology. Examples of over 60% of the recorded marine flora of Ireland and Britain can be found there along with a huge variety of fauna including goby, three-spined stickleback, clingfish and blenny.

I first got to know Professor Renouf in the autumn of 1967. I had bought my first stamp album plus a few packet of miscellaneous stamps from Woolworth's in Patrick Street (Cork) in March 1966. Like all collectors starting off, I just began by using stamp hinges to put them into the various pages of my Whole World album.

The 1966 anniversary set arrived just in time to spice up my interest and there was the 'Stamp Collecting' magazine available weekly from Eason's, so, I continued with my project getting the few new Irish issues in 1966 and early 1967.

One day, I found in Cork City Library a book entitled 'Who's Who in Philately' and found the name of Louis Le Page Renouf, St Philomena's, Lovers Walk, Silverspring, Cork. I made telephone contact and his wife invited me to meet him; she said that very few people were calling on him and he liked people to chat to.

My first visit to him was in August 1967 and at this stage he was confined to bed. He was propped up in the bed with pillows wearing a dressing gown. There were a number of little suitcases and boxes piled up at each side of the bed and he told me that this was his working material. As a very new amateur collector, now meeting an expert, I found

him to be a most interesting person, always ready to share his knowledge and expertise.

I began to visit him every month or so. One day, I asked him, being confined to bed 'Do you find the day long there in the bed?'. 'Not at all' came the reply 'I have far too much to do'. On another occasion, I asked him how long he had been collecting and he replied 'I got my first album at the age of eight as a birthday present from my Father and I will be seventynine next December'.

The volume of stamps he had would have to be seen to be believed. I did hear one story but do not know its origin or, indeed if it true or not. He was Professor in the Zoology Department at UCC and had some difference of opinion with the Collage President, Dr Alfred O'Rahilly and he retired, alleging to have said 'They have taken my job but they cannot take my stamps' and thereafter he became obsessed with his collection.

At each visit he would open up one of his working suitcases and show me part of his collection. At one such viewing, I well recall seeing several sheets of the 1940 1/- 'Claoimh Solus' (the definitive) plus sheets of the 1937 St Patrick 2/6d, 5/- and 10/-. Sadly, I know nothing about his Penny Blacks to which I have seen reference made from time to time.

He taught me a lot and I learned of many of the discoveries he had made during his lifetime of collecting. He never stressed any importance on varieties and he did say to me on one occasion that stamps were not for speculation; the purpose of a stamp was 'to pay postage'!

In April 1956 he was a member of a team that submitted material and prepared an exhibit on behalf of the Dublin Stamp Society at the 28th annual exhibition of the Canadian Philatelic Society at Windsor, Ontario. The exhibit won the Ford Trophy Gold Award (the DSS had also won the award in 1955). Other members of that team were Mrs Shiela Hitchcock, Mrs M A Griffith and our former President, Michael Giffney, the write up being in the hands of Mr Theo Mortimer.

One can find from time to time many 'ordinary' covers addressed to him and I do know that he had massive amounts of covers with both the 'Rialtas' and 'Saorstat Eireann' overprinted stamps dating from the early 1920s, some possibly cancelled on 6 December 1922.

Sadly in 1968, Professor Renouf passed away at the age of 81. Following his death, his wife sought the



A cover from 1937 addressed to the 'Prof' – see Editor's note at the end of the article

assistance of Erin Stamps of Ballingearry who examined and assessed the collection. The greater majority of the specialised material was sent to and handled by the London Auctions and the remainder, the poor relation, was sold by weight at the rate of 4/- per lb (or, if you like, around 55cents a kilo in present units).

Some time later, on her invitation to see if there was anything of interest to me, I again visited Mrs Renouf. She placed a plastic bag on the scales and whatever I thought of to be of interest just went into it, leaves, covers, plastic envelopes of used, mint, various cardboard boxes, etc etc. I finished up carrying home a bulky bag of 10lbs weight for just £2! It took almost four years to finally sort out the bag. I left Cork in 1970 and thereby lost contact with Mrs Renouf.

Unfortunately, I only knew the man for a short while but during that time, I can safely say that he laid the foundation of my philatelic career and now with the knowledge of hindsight, those of us who had the privilege of meeting him can surely say that we knew a grateful and sincere friend and philately was the poorer for his passing.

Editor's note; When I saw the cover above, I noted it was addressed to 'Proff P M Renouf' – surely there could not be two Professor Renoufs? Renouf being a Guernsey name, I contacted Margaret Edwards, archivist at the Priaulx Library in Guernsey. Her research tells us that the Professor's full name was Louis Percy Watts Renouf and that the 'Le Page' was in fact a family usage being the maiden name of his Guernsey grandmother. There is much to be found on the internet about the grandfather, Peter Le Page Renouf, for those who wish to search further.



A FIRST DAY PARCEL PIECE

I am grateful to David MacDonnell for letting me have sight of the piece alongside, clearly dated 17 Feb 22 – a first day piece of the overprinted 1/- stamp. Strangely, I have seen a similar piece recently on e-Bay which included a small part of the label leading me to think that the sender may have been the Dublin store Switzer's who I believe had a strong mail order business. Other similar mixed pieces must exist, as of course, do mixed covers, yet they are seldom encountered. *Ed.*

STAMPS MAY LOOK THE SAME, BUT ARE THEY? – PART 5

Barry Cousins

In this article the author reviews two blocks of 1p. GB stamps together with sheet controls, which were printed by Messrs Harrison and Sons.

These stamps were subsequently overprinted by the Unionists for political purposes.



Block and Stamp Characteristics from figure 1

- Crimson 1p. definitive stamp printed by Messrs Harrison & Sons, Gibbons reference X844.
- Fluorescent coated paper (FCP), with two phosphor bands.
- Stamp adhesive 'Dextrine' gum.
- Left margin imperforate.
- Harrison cylinder number 11, with no dot.

Harrison cylinders which were in use with FCP paper and phosphor bands, for this value were, with dot 11 and without dot 11, 12.

Corner blocks are found with both perforate and imperforate left margins.

Overprint Characteristics

The blocks featured display what is termed as the 'Belfast' script '**ULSTER SAYS NO**' slogan overprint. This style uses thick small fonts, similar to Arial bold.

From the author's initial findings, the 1p. value is only encountered with the 'Belfast' type 1 overprint, with either size A or B dimensions.

The overprint style on each block is referred to as 'Belfast' script.

It should be noted that defaced stamps are not recognised as philatelic items and at best should be treated as slogan labels or 'cinderellas'.



Block and Stamp Characteristics from figure 2

- Crimson 1p. definitive stamp printed by Messrs Harrison & Sons, Gibbons reference X846.
- Phosphor coated paper (PCP), with 'all over phosphor'.
- Stamp adhesive 'Dextrine' gum.
- Left margin imperforate.
- Harrison cylinder number 14, with dot.

Harrison cylinders which were in use with PCP paper, for this value were, with dot 12, 14, 15, 17 and without dot 14, 15, 17.

Corner blocks are found with both perforate and imperforate left margins.

With both examples shown above the slogan overprints are classified by the author as type 1 size B.

In Part 4 of this series the author highlighted the features attributable to each of the four script overprints, both in terms of style and the dimensions of the size A and B variants.

GAELIC FONT AS USED ON THE OVERPRINTS

Barry Cousins

Barry has sent me this interesting note and I reproduce it exactly as received - Ed

The most common font styles in use when setting out displays or written articles is either (a) Arial Narrow or (b) Times New Roman.

(a) 'Rialtas Sealadac na heireann' and 'Saorstát éireann'

(b) 'Rialtas Sealadac na heireann' and 'Saorstát éireann'

The translations for (a) and (b) from Gaelic to English are 'Government Provisional of Ireland' followed by 'Free State Ireland'.

These two headings were commonly in use during the transitional period in Ireland.

From the writer's standpoint if these headings could be modified to mirror the Gaelic typeface the end result would serve to enhance the presentation of both exhibits and written works.

How can this be done ?

Step by step actions:

- Download the type face fonts Celtic Gaelige and Gael A.
- Type the headings using either Arial or Times New Roman.
- Highlight the headings and apply the Celtic Gaelige font, see (c).

(c) 'RIALTAS SEALADAC NA HEIREANN' and 'SAORSTAT ÉIREANN'

- Highlight 'I' and 'S' in 'RIALTAS' and 'IR' in 'HEIREANN' and then apply the Gael font, see (d).

(d) 'RIALTAR SEALADAC NA HEIREANN' and 'SAORSTAT ÉIREANN'

- Next highlight the 'C' in 'SEALADAC' the first 'E' in 'HEIREANN', followed by the second 'A' in 'SAORSTAT' and the 'E' in 'ÉIREANN' and insert modified characters one by one from the Word symbol file and apply, see (e).

(e) 'RIALTAR SEALADAC NA HEIREANN' and 'SAORSTAT ÉIREANN'

- As the final step the first 'É' in 'HEIREANN' and the first 'É' in 'ÉIREANN' need their respective font sizes to be increased.

After completing this final step the headings now bear a closer relationship to the original Gaelic type style, which was in use in the 1920's, see (f).

(f) 'RIALTAR SEALADAC NA HEIREANN' and 'SAORSTAT ÉIREANN'

The conversion process highlighted above can be used to convert any English typescript into its Gaelic equivalent.

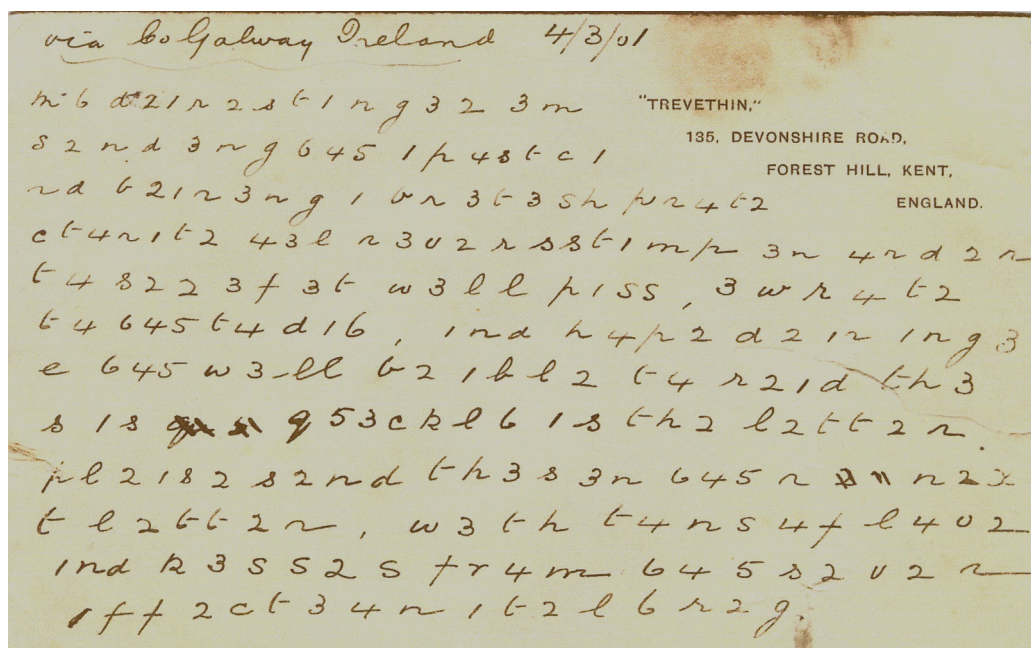
—

Arial & Times (lower case) - a b c d e f g h i j k l m n o p q r s t u v w x y z

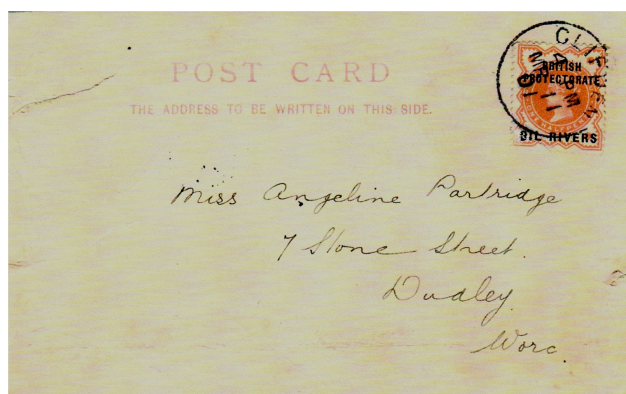
Celtic Gaelige (lower case) - A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

Gael A (lower case) - A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

FROM THE EDITOR'S DESK



The Editor's Challenge – see below



Tony Cassidy has found a most interesting card, above, sent from Clifden, Co Galway in March 1901 containing a coded message. Tony has deciphered it (GCHQ – the UK Government Communications HQ will surely be looking to employ him!) and as we have not had a challenge from the editor in recent issues, I will send a small prize (postal history or stamps as may be requested) to the first correct decipherment received from a member. Answers on a postcard!

The sender was W Reginald Bray who is perhaps best known as the man who posted himself – a mass of information about Bray can be found on the internet so little purpose in repeating here.

What is also interesting is that it was apparently legal at that time for a British stamp overprinted for use abroad to be accepted for postage in the UK. Any additional information on this appreciated.

Tony has also sent me the cutting alongside from 1802 encouraging the sending of 'half' bank notes.

THE ENNIS CHRONICLE & CLARE ADVERTISER

GENERAL POST-OFFICE
SEPTEMBER 18, 1802

NOTWITHSTANDING the repeated Recommendations of the Post-Masters General both by Publications of Newspapers, and by Distribution of Hand-Bills, that Persons having occasion to transmit Bank Notes by Post, should cut each of them in "two parts," and "not to send the second, until the first were acknowledged," it is nevertheless found that many persons continue to send them without such Precaution, and have therefore suffered total loss. Their Lordships are therefore induced to repeat their former Recommendation, and in addition to observe, that as Bank Notes are the only Object of Booty to Mail Robbers, if the before mentioned Mode of transmitting them was generally adopted, this ONLY inducement to Mail Robbery would be removed, and the Mails might travel securely by Night as in the Day, the Importance of which to the Public Service, as well as to the commercial and trading Interests, and the convenience to the Private Correspondence, are too evident to enlarge upon.

A specimen of the mode their Lordships recommend for cutting Notes marked by a Black line, observing to write the Name, date, and Year, at the left Hand End of the Note, and the Letter and Number at the other End, as by that means each part will contain a sufficient Specification of the Whole, and prevent Difficulty in payment of it at the Bank to the Right Owner in case of the loss of the other part, may be seen at the Post-Office in every town throughout the Kingdom.

By command of the Post-Masters General,
EDWARD S. LEES, Secretary.

CINDERELLA STAMPS OF IRELAND - An incomplete introduction (Part 17)

Peter Wood

Peter continues looking at politically motivated Cinderella items

Labels of the 1950s

1956 – ‘Irish Unity Seals’ – there are 8 different designs which usually appear on the market as a block of eight. They were however actually produced as sheets of 24 (fig P75).



Fig P75

Triangular ‘Free Ireland’ labels.

I expect most readers will have seen examples of these which are often found on covers addressed to stamp dealers Price & Co. and we can well assume that they had a hand in producing them!



Fig P76

I have seen at least seven different labels and show (fig P76) a miniature sheet ‘Patriotic seals No.4’ containing four of the labels, so must assume that there are other versions with different combinations etc – those on this sheet being, clockwise from the top, ‘Family saluting flag’, ‘Map of Ireland showing part still occupied’, ‘Wolfe Tone bringing help from France’ and ‘To arms the British are here’. Philatelic covers date from the late 1950s and have Dun Laoghaire postmarks.



Fig P77

The fiftieth anniversary of the Easter Rising in 1966 saw the production of a small label (fig P77) showing a sword and the slogan ‘Cuimhneachán 1916’ (Commemoration 1916) in gold superimposed on the Irish flag. They were available as sheets of 18 at 1/- or 54 (presumably 3 sheets) for 2/6. One also received 3 sheets, described as ‘envelope seals’, as part of the ‘gift wallet’ (Fig P78) containing ‘Approved Commemorative Emblems’ produced by Irish Label Industries Ltd. of the Shannon Industrial Estate, Co. Clare. The other three items in the wallet were a de Luxe lapel badge, a 1916 Car badge and a National Emblem badge.



Fig P78

I wonder if 2016 and the hundredth anniversary of the Rising will see some new 'envelope seals' for our collections!

Fantasy Political Stamps

I am concluding this installment with a selection of bogus or 'fantasy' stamps all of which have an Irish political flavour. They were acquired by me in 2014 at the London auction of the collection of the late James C. 'Jim' Czul a renowned American collector of 'Cinderellas' and Local Stamps of the world.

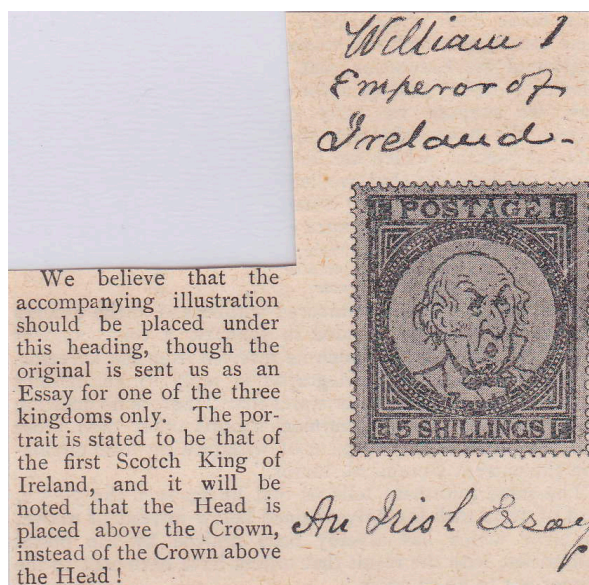


Fig P79



Fig P80



Fig P81

I have no idea as to the original source of the amusing cutting (fig P79) showing 'William I', the wording of which suggests it is pre-1922, possibly 'Gladstonian'. The 'stamp' is, however, clearly based on the British 5/- stamp issued in 1867.



Fig P82



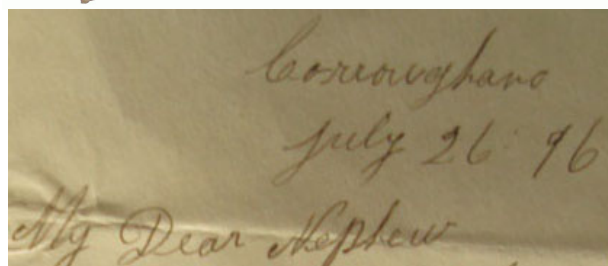
Fig P83

Of the other items, the design of Fig P80 suggests perhaps the 1930s when ½d still had some value, Fig P81 shows Orangemen and Nationalists at each others throats based on cartoon in 'Punch', Fig P82 probably dates from the 1960s and the 12p 'value' of Fig P83 suggests it is a concoction of the early 1980s when postage was around 12p and based on a cartoon in the 'National Lampoon' a US satirical magazine. I have not seen any of these items affixed to covers although there is no reason why such should not exist.

To be continued.....

A LONG DELAYED LETTER

Iban Olsen

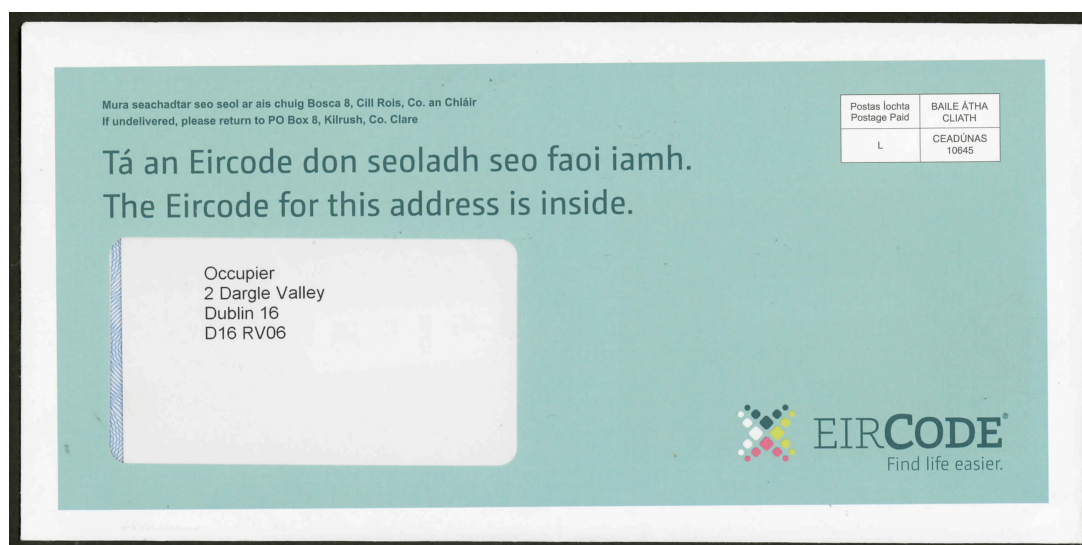


I recently found this cover posted unpaid at Ballyheise, Co Cavan in August 1936. The original letter was inside but dated '96. Did the sender forget to post this and 40 years later was it found, perhaps by a relative clearing out an old house, posted but was too mean to put a stamp on? Is it just misdated? What do you think?

What indeed – and a nice late use of diamond 126! - Ed

EIRCODE - POSTCODE OR NOT?

Brian Warren



Eircode, Ireland's postcode system was launched on 13 July 2015. To quote their own publicity – *'Eircode enables people and businesses to find every address in Ireland, helping you to find life easier'*. The new service is optional and will not replace any existing lines of addresses.

Unlike other countries such as the UK where postcodes define a cluster or group of addresses, a unique Eircode is assigned to each residential and business address. Eircode has two elements: a three-figure "route key" number and a random, four-digit mix of letters and numbers that pinpoints the address. The final product look like: A65 F4E2. During July every home, business and organisation in the State was informed by letter (*as illustrated*) to tell them their Eircode. In the case of the Dublin postal districts, the route code retains the current numbering system as shown above.

The State paid consultancy firm Capita between Euro15 and 16 million to develop the code. Eircode intends to sell its database data to businesses that need the information. The inventor of the system argued a grid system would be 'utterly useless' as it would produce multiple codes for each individual address. He also said that a system such as that used in the UK would result in groups of addresses sharing the same code.

The new system has been criticised by many courier companies given the random nature of the code. Members of the Freight Transport Association Ireland (FTAI) who carry over a third of the national parcel volume were part of a detailed and thorough consultation carried out by the original postcode board nine years ago, where both the stakeholders and the board recommended a radically different

system. While the FTAI acknowledged its strengths as an address database, they consider its fundamentally flawed by virtue of its random structure. Ireland's unstructured addressing presented an opportunity to impose structure through an ordered postcode similar to that used in the UK. A number of courier and delivery companies have stated they will not be using the system.

An Post neither wanted it, nor will they be using it as part of their core mails delivery operation. As An Post entered the integrated mechanised sorting system late (in 1998), their current Optical Character Reading system is sufficient to sort the majority of mail and they do not require a postcode.

The unique 7-digit codes are not (as yet) searchable on Sat Navs or Google Maps. A number of people have been using social media and radio phone-ins to complain about their homes being marked in the wrong towns, counties or provinces - including it locating Shannon Airport in Co Limerick instead of Co Clare. It will be interesting to see if current sellers of GPS Sat Nav systems will purchase and adopt the database. It is possible to go online and determine the Eircode for any unique address (or vice-versa) and then view the location (but not a route planner) on a map. A number of people and newspapers experimented by sending envelopes with only the Eircode. On day 1, An Post appeared to make an effort, as most were delivered in the normal delivery cycle. However as the weeks went by, delays of up to 12 days were reported.

To answer my original question, given it is not mandatory and does not facilitate the faster sorting or delivery of mail, the answer is an expensive NO!

THE IRISH ABROAD - PART 6

Brian Warren



fig. 1

In April 2004 a set of six stamps featuring Ocean Liners were released. The E value (European rate) features the SS Canberra (*fig. 1 with special Belfast postmark*) which was built in the Harland & Wolff shipyard in Belfast. She entered service with the P&O Fleet in May 1961. In the 1982 Falklands War she served as a troop ship. She was eventually scrapped in 1997.

The stamp is known imperforate. This set was also issued as part of a miniature sheet.



fig. 2

The 150th anniversary of the Crimean War was marked in 2004 with a six stamp issue, one of which features an Irishman (*fig. 2*).

Born in 1822, Michael McNamara was in the 5th Dragoon Guards during the Crimean War. He took part in the Heavy Brigade charge at the Battle of Balaklava and served at Inkerman and Sevastopol. Awarded a Campaign Medal with three clasps and £5 gratuity for Distinguished Conduct in Field, he was discharged in 1867 as a corporal.



fig 3

Charles Lucas was born in Scarva, County Armagh, on 19 February 1834. He enlisted in the Royal Navy in 1848 at age 13, served aboard HMS *Vengeance*, and saw action in the Second Anglo-Burmese War of 1852–53.

In 1854 during the Crimean War in the Baltic, HMS *Hecla*, with two other ships, was bombarding Bomarsund, a fort in the Åland Islands off Finland. The fire was returned from the fort, and at the height of the action a live shell landed on *Hecla's* upper deck, with its fuse still hissing. All hands were ordered to fling themselves flat on the deck, but Lucas with great presence of mind ran forward and hurled the shell into the sea, where it exploded with a tremendous roar before it hit the water. Thanks to Lucas's action no one on board was killed or seriously wounded by the shell, and accordingly he was immediately promoted to lieutenant by his commanding officer and was later awarded the Victoria Cross.

He appears within a pair of se-tenant 64p stamps as part of a six stamp set commemorating recipients of the Victoria Cross issued in 2006 (*fig 3*). The full set also appears in a miniature sheet.



fig. 4

A set of five stamps also issued in 2006 was on the theme "Sounds of Britain". The 50p stamp entitled "Celtic" features an Irish Harp and fiddle (*fig. 4*).



fig. 5 - PHQ card with special Belfast postmark

In the following year, a six stamp set was issued on the subject of "British Army Uniforms". One of the first class values (fig. 5) features an Irish based regiment.

The Royal Irish Regiment, until 1881 the 18th Regiment of Foot, was an infantry regiment first raised in 1684. Also known as the 18th Royal Regiment of Foot of Ireland, it was one of eight Irish regiments raised largely in Ireland, its home depot in Clonmel. It saw service for two and a half centuries before being disbanded following the establishment of the independent Irish Free State in 1922. The five regiments that had their traditional recruiting grounds in the counties of the new state were disbanded. The uniform depicted on the stamp dates from 1704. A prestige booklet accompanied this issue and one of the panes contains the same 78p stamp.



fig. 6 - Miniature Sheet, signed by Clare Melinsky, designer of the St. Patrick stamp.

Over a period of four years (2006-2009), Royal Mail issued a series of four miniatures sheets devoted to each region of the U.K. The third sheet, issued in

2008, was "Celebrating Northern Ireland" (fig. 6). The sheet contained four stamps only issued as part of this sheet.

The two 1st class values feature Carrickfergus Castle and the Giant's Causeway.. The two larger 78p values feature St. Patrick and the Queen's Bridge and Thanksgiving Beacon in Belfast.



fig. 7

This issue provided the opportunity to produce a "double" first day cover. The An Post cover bears the 2008 St. Patrick's Day stamp issued on 11 February coupled with the St. Patrick stamp from the miniature sheet with special Downpatrick cancellation of 11 March (fig. 7). St. Patrick is considered to be buried in a grave in Downpatrick.



fig. 8

Also issued in 2008 was a set featuring Cathedrals. The 48p value (fig. 8) illustrates the interior of St Anne's Cathedral, also known as Belfast Cathedral. The church is a cathedral of the Church of Ireland in Donegall Street, Belfast, The foundation stone was laid in 1899 and the nave was consecrated in 1904.

The Cathedral is a Romanesque building with five large pillars each side of the central nave with half pillars in the walls at either end.

(to be continued)