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Censorship of mail to IRA internees at Curragh Camp in the late 1950s
Michael Noonan writes on page 31

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EDITORIAL

I enjoyed our AGM in Dublin in April; the attendance was higher than for several years and thanks to both sellers and buyers (and hard working auctioneer Rod Greer), we had perhaps the best AGM auction in living memory. It was a good meeting. At that meeting I suggested that the time is coming for me to stand down as editor. With this issue, I complete 10 years service and the time is coming for someone with new ideas, interests and contacts to step into the rôle. Yes, of course, I have enjoyed it, for if I hadn't I would have been gone, or sacked, long ago.

For the benefit of those not there, I gave my usual editor's report – 'four issues completed; thanks to all contributors; thanks to Brian Warren for dealing with printing; always looking for more contributions; what do the members want to see; why don't each of you write an article etc' It was a bit like a record stuck in a groove and then I was asked a question. Is there a 'job spec' for the editor? A great question. It set me thinking.

Since taking the job on in 2008, I have always thought of my task as being to ensure that four issues of 'IP' landed in our members' letter boxes each year, each issue comprising 24 pages, containing a front cover, some witter from me as editor followed by 22 pages of solid Irish Philatelic news and information. I see the need for those 22 pages to carry as much variety as possible

But is there more to the role? Should I be a campaigning editor? What should I campaign about? I've moaned about the never ending flood of little used new issues but who would listen to me, especially after the 'success' that An Post have had with the unwanted Che Guevarra issue. Should I do more to encourage the new and general collector? Perhaps I should, yet I think we want 'IP' to be a 'Journal of Record'. That means looking for fairly technical articles and we have been very lucky to get some very high quality material from our contributors these last 10 years. I could moan about 'cheque book collectors' and those that make 'too

much noise' but perhaps unlike some countries, I believe we are lucky that 95% of Irish material is broadly affordable and there is a great friendship amongst our membership as a group.

No! I think the best contribution I can make as editor is to try and ensure that there is good variety and good quality material not to be found elsewhere in 'IP'. I hope that some of our articles will have encouraged our members to look at their collections in a new light and hopefully develop new themes. But that does not answer the question 'What is the editor meant to do? What is the Job Specification'; in any case, I do not think I should be the one with the task of writing the 'spec'! I merely edit!

Thus, I am going to 'pass the buck' back to our membership. I intend to turn the question on its head by asking each of you to enjoy yourselves and write the 'spec'. I would appreciate your thoughts, whether it be a few lines or several pages, whether it be in a formal or informal layout. Please let me have those 'specs' in time for our next issue - ie: by 15 August. I would hope to be able to publish a selection of your ideas and comments in our September issue and to encourage you all, I have some prizes ready for the best three contributions – ah! – that will I hope get you started. Do please participate; not only will we fill a couple of pages (and if there is too much to include in 'IP', I am sure the overspill can find its way into the Quarterly Newsletter which Brian so ably puts together) but also we should create a forum to look at the important question of 'Where is Ireland's Philately going?'

I am early with this issue as we depart on our European travels next week, so it merely leaves me to wish you all a good summer and express the sincere hope that I come home to a very full and interesting postbag!

Stan
14 May 2018

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MORE BACKGROUND TO THE ISSUE OF THE 2d MAP STAMP - DECEMBER 1922

Paul Baines



Second day use at Cork

Further to the article by Barry Cousins in the June 2017 issue of 'Irish Philately' there are some additional points to add.

The first mention in the Irish press regarding a release date of Free State stamps appears around the beginning of November 1922 with the statement 'The stamps will be placed on sale as soon as the changed political status of the Government is declared in a proclamation in London. The date is expected to be December'. A statement then followed which appeared in the Irish Examiner on 4 November 'the stamps are yet to be printed but the Government Printing Office being established in Dublin Castle will open in a few days'

From the foregoing it would appear that there was no fixed date for the issue of an 'Irish' stamp except that it would coincide with the formal recognition of the Free State Government.

The earliest announcement I have traced regarding a fixed date for the release of a new 2d stamp appeared in the Evening Herald on 4 December 1922. This stated that a new 2d stamp would go on sale in Dublin on 6 December for one day only and would be on sale in Cork, Limerick, Waterford and Galway. The following day the Irish Examiner excluded Limerick from the list and stated 'the limited supply was intended by the Government to be a visible expression of the new born freedom of Ireland'. The newspaper

confirmed that the stamps would be 'on sale in Dublin post offices only on Wednesday (6 Dec). As soon as a large supply of the stamps has been printed they will be on sale in the country offices'.

More significantly the Irish Independent reported on 5 December 'up to a few days ago it was the intention of the Government not to issue the new Free State Postage stamps until Jan 1 (1923) but the Cabinet have now decided that a limited number of 2d stamps will be for sale in Dublin and some of the principal cities tomorrow to synchronise with the formal setting up of the Free State Government and Parliament. The supply of the new stamps is necessarily limited and it will be some time before the full issue can be looked for. Meanwhile the question of overprinting Saorstát Na h'Eireann on British stamps in place of Rialtas Sealadach Na h'Eireann as heretofore is at present under consideration'.

This raises the question that if the issue date was 'fluid' was there any pressing requirement to have the stamp printed in England? The answer would only be yes if for whatever reason the printing facility in Dublin Castle was non-operational.

The 2d map stamp was freely available on the day of issue at the main post offices in Dublin and district including Dun Laoghaire and the British army field post office D41. The assertion that the stamp was only available in Dublin is incorrect.

Press releases confirm that the stamp was to be made available in the 'major cities'

In a 'recent' MacDonnell Whyte auction a first day cover bearing a block of four stamps postmarked Waterford was offered for sale. Second day covers are known from Cork (see illustration on previous page). As there was still much civil unrest in the country it is possible that these second day covers are in fact first day covers for Cork

Until other evidence is unearthed this is speculation. A first day cancel is known from Limerick with the stamp affixed to a sheet of paper and an unaddressed first day cover postmarked Rathmullan (Co Donegal) although both of these items may have been cancelled by favour after the event. I have not traced any covers from Galway. Surprisingly the Nenagh News reported the stamps were on sale in Nenagh, Co. Tipperary but this has to be verified. Our members may well know of other examples.

That the paper used for the first two printings of the 2d map stamp is of English origin has been proven by Barry Cousins. Under 30x magnification the fibres of the paper clearly show on both printings and using Messrs Stanley Gibbens terminology this is identified as 'pre-war ordinary paper'.

A contract to supply paper was awarded to J. MacDonnell & Co. of Swiftbrook Paper Mills, Saggart in September 1922. What the extent of the goods and services was to be provided under the contract is not known but in all probability at that time, it was for the supply of stationery only and not stamp paper. That De la Rue continued to supply stamp paper to the Free State Government until the end of 1927 is a matter of record. MacDonnell are however credited with supplying 'Irish paper' in April 1923 for the printing of the 2d map stamp. It seems strange that this was the only printing that has come to light. Was it a massive failure? Is it different to 'English paper'?

Whatever the circumstances, the MacDonnell Company closed circa the end of 1925/early 1926 and for nearly two years Ireland was without a major paper mill supplier, the Clondakiln Mill having closed around the same time. This situation changed in January 1928 when following a Government grant and overseas investment, the Swiftbrook Paper Mill Co. operating out of the now refurbished MacDonnell premises, commenced operations. Swiftbrook went on to supply the paper for most Irish postage stamp production until the 1950s.

Regarding stamp printing ink, J.J. Walsh (Postmaster General) is on record as confirming in May 1923 that

'no Irish inks proved suitable' and that printing inks used to date was of 'English or continental manufacture'. Whether any Irish companies provided printing ink prior to the formation of the Glenside Printing Ink Co. of Palmerstown in 1936 is unclear. References have been made in previous literature to a company in Cork but information regarding this is scanty. Harrington and Goodlass Wall of Cork were known to be lobbying during 1923 for a contract but information regarding whether or not they were ever awarded one has yet to be discovered.

As an aside the Irish Examiner of 10 January 1923 reported that printing of the 1d and ½d 'map' stamps was well underway at Aldborough House and not Dublin Castle. Seemingly this also applied to the halfpenny and 3d stamp as well. Was this an error in reporting with printing of the definitive continuing at Aldborough House until 1927? At this point the overprinting of the Seahorse high values transferred back to Somerset House, the secure area within Dublin Castle would then be available for printing to be carried out there.

Much still remains to be discovered concerning the printing of the early Irish definitive stamps.

ANOTHER FINNISH COVER



Further to the articles in the December and March issues on the subject of mail between Ireland and Finland, David MacDonnell has sent me a scan of the above cover dating from 1897. Joensuu is in North Karelia, 437km (c280 miles) north east of Helsinki, a remote location indeed. I sent a scan to our Finnish expert, Tero Kilpijarvi. Tero liked the cover but reported back that a stamp has been lost – a 20penni value, the correct postage cost being 25p plus a further 25p for registration.

But, I am left with a simple question: who was Mrs Wyndham Wynne and what was the good lady's connection with Finland? - Ed

THE 'VOX HIBERNIAE' AIRMAIL STAMPS – USED TO THE U.S.A.

Robert Benninghoff

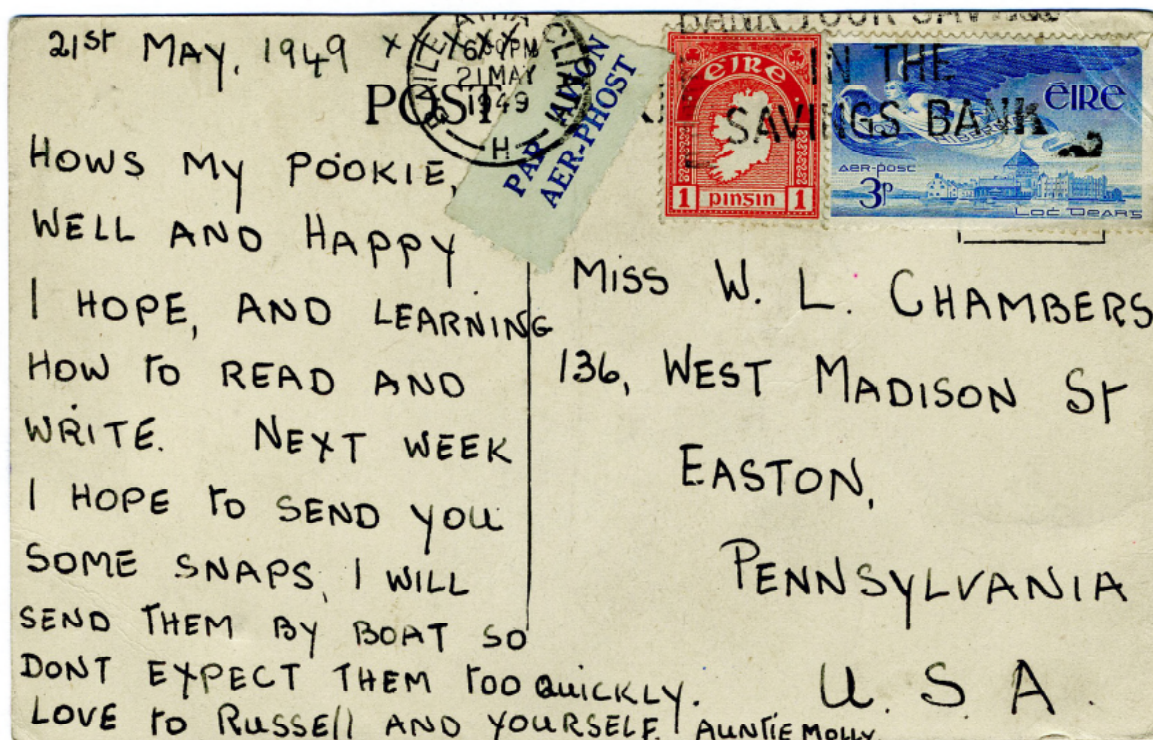


fig 1

I was most intrigued by Brian Harmon's one frame exhibit, *Vox Hiberniae Airmail Stamps*, shown at STAMPA last October in Dublin. Brian's exhibit can now be seen on the EPA web site under resources/exhibits. This inspired me to look for these stamps used on cover at various stamp shows; some of discoveries are shown in this article.

which was the correct rate for the time; this rate dropped to 1/3d in 1953.

The Irish Post office issued two special airmail stamps in 1948 with an additional five values added during the years to 1965. These stamps are known as the Vox Hiberniae (Voice of Ireland) set and show the Angel Victor flying over the Four Provinces of Ireland carrying the Vox Hiberniae Banner signifying 'From The Four Provinces of Ireland to the Four Corners of the Globe' Brian's fascinating exhibit has encouraged me to find examples of these stamps used to the United States.

My first example (fig 1) is a postcard from the Dublin Horse show to Easton Pennsylvania postmarked 21 May 1949 about 2 months after the 3d stamp was issued. The postcard has an airmail label, however the surface postcard rate to the USA was 2d in 1949 and hence I believe there was insufficient postage for airmail to the USA. I show the reverse of the card in the next column (fig 1a).

The second example (fig 2) was mailed from Galway to Dearborn Michigan with 1/4d postage. The postmark date appears to be December 1951,

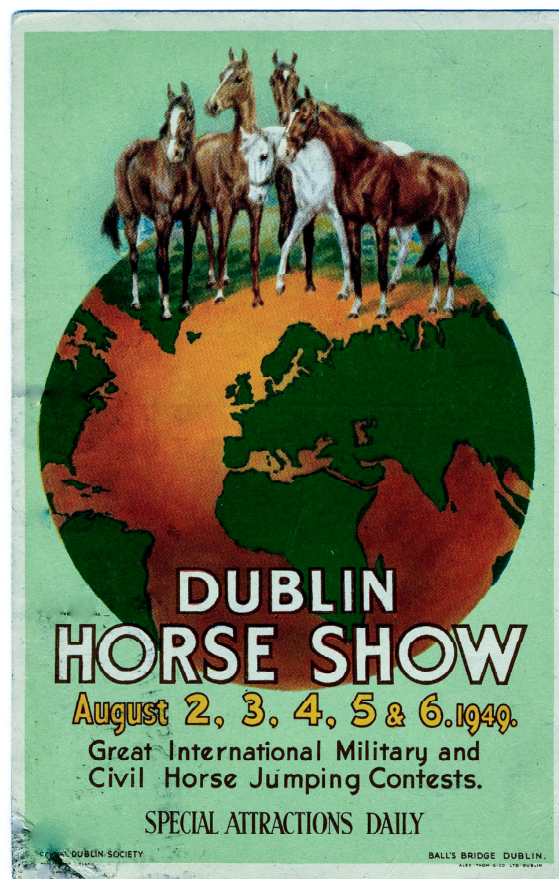


fig 1a



fig 2 – see previous page



fig 3

My third example (fig 3) was mailed from Cobh, Co Cork, the passenger and shipping terminal formerly known as Queenstown; addressed to New York City it is postmarked 6 October 1955.



fig 4

The 1/3d stamp paid the airmail rate and a further 6d stamp was added to pay the express letter rate. No express label or rubber stamp has been added by the Irish Post Office, so I do ask if the item actually got 'Express' treatment. Further research would be interesting to ascertain what relationship existed between the Irish Post Office and US Post Office in 1955 to determine just how much time was saved by paying the extra 6d fee.

My final example (fig 4 below) is the one I find most interesting. The registered airmail cover with 2/9 in postage was mailed from Dun Laoghaire on 6 March 1957 to the University of Hawaii with a Honolulu Back stamp of 10 March 1957. 4 days in transit, this was much faster than today's international registered mail, which can take several weeks from Ireland to Philadelphia! The Foreign Registered Mail Rate was 6d in 1957** and the airmail rate was 1/3d giving a total of 1/9d. There are two possibilities for the additional 1/- in postage. One option would pay for an additional £60 in insurance (compensation), the second would cover an additional ½oz weight. The relative small size of the envelope does not give much of a clue, however the lack of a return address would lead me to guess the second option.

** for details of postage rates, I rely on Schaaf, Joachim and Warren, Brian: 'Irish Postal Rates 1839 to 2014' Published by FAI 2014. Pages 23 and 28 refer, telling us that from June 1956 until March 1959, the Registration rate within Ireland (and Britain) was 9d but a 6d charge applied for foreign mail. Essential reading!

CURRAGH CAMP CENSORSHIP HANDSTAMPS in the 1950s

Michael Noonan

About a year ago McDonnell Whyte Ltd, Stamp Auctioneers, had a lot for sale of covers addressed to a J. Dunne or to Sean O Duinn (same person) who was interned in the Curragh Internment Camp for IRA members. I was interested because the covers I already had are addressed to the same Jack Dunne, who was a good friend of mine. Obviously Jack gave some of his covers to someone else. I would love to know if the lot was sold and for how much!

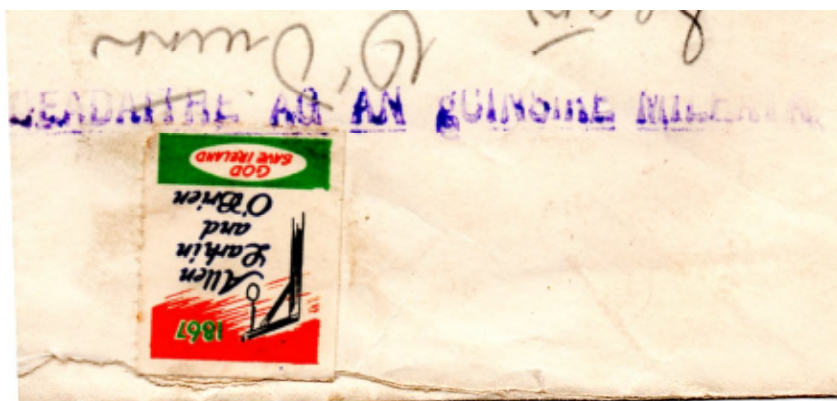
The same Jack Dunne was originally from Wexford and was a passionate Republican and a member of the IRA. Jack worked as barman and book-accountant in Phelan's pub in Inistioge, Co. Kilkenny. Unfortunately Jack was stone deaf and a conversation with him was always a shouting match. But, once a year, on the Anniversary of the Manchester Martyrs Jack assumed centre stage. He would hire (or persuade) our local brass band to turn out and lead a parade around our village square. We, kids, loved to join the few sympathisers that marched behind the band, to a lorry, on the back of which, Jack would mount and from there would

deliver his Annual Oration comprising a passionate denunciation of the British who occupied Northern Ireland and calling for the reunification of Ireland. Then the band would play the National Anthem, and Jack would be happy for another year. When the IRA were rounded up and imprisoned in the Curragh, Jack was included, but a kinder, more harmless, more popular fellow it would be hard to find. Anyway, seeing the lot for sale provided the spur I needed to put on paper what I knew about those Curragh Handstamps and here it is.

When in the 1950's, the I.R.A. resumed their raids across the Border into Northern Ireland, the Irish Government decided to crack down on the Organisation. They opened the Internment Camp in the Curragh and after rounding up all known I.R.A. members and their sympathisers, they imprisoned them all in the Camp. The Camp was opened on 11 July 1957 and was fully operative within a week. All mail, in and out, was censored and a special censorship mark was applied; in lower case for letters and in upper case for parcels.



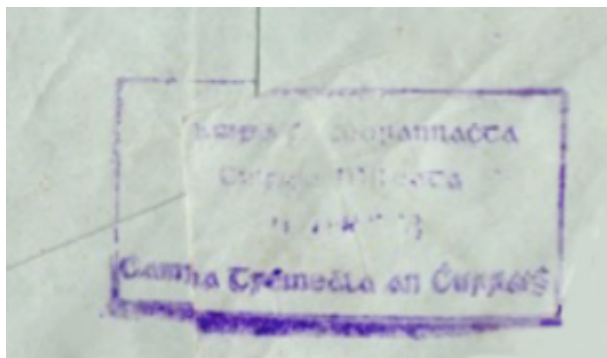
Censor mark for use on letters 'Ceadaite ag an gCinsire Míleata' ('Allowed by the Military Censor')



Censor mark for use on parcels (and as the example shows, sometimes wrongly, for letters) in capitals:

CEADAITHE AG AN gCINSIRE MÍLEATA - Note the use of an I.R.A. label instead of a stamp!

It happened that at times, through error, one of the ordinary handstamps of the Internment Camp was applied instead of the Censor's stamp. I know of two types:-



One is four lined, the other three. The inscription reads: 'Campa Imteoránnacta/ date/ Campa Tréineála an Curráig' translating as: 'Internment Camp/ date/ Curragh Training Camp'. Another stamp was commission but I have not seen it in use. It read: 'Ní Ceadaithe' ('Not Allowed'). Usually the handstamps were in purple ink, but black ink was also used at times. The Camp was closed on 11th March 1959 and the last of the prisoners released. Other IRA propaganda labels can be found on letters to the prisoners; as these have, to my knowledge, not been shown before, I show examples below (and a further example appears on our front cover – Ed).



the only registered example seen



Editor's note: I recall having seen an article on this subject written at least 30 yaers ago and possibly as long ago as the 1970s but having spent time looking back through past issues of 'IP,' I cannot trace it. Therefore, if any member has anything to add on the subject of Censorship of IRA related mail in the 1950s, I would welcome hearing from them. Perhaps it appeared in another Journal?

ESTABLISHING THE INDEPENDENT IRISH POST OFFICE THE PROVISIONAL GOVERNMENT STATE MINUTES

John Lennon delves into the official records

The first meeting of the Provisional Government was held in the Mansion House on 17 January 1922 and the minutes of its meetings, held almost daily, were kept in copybooks, now in the National Archives. I have extracted references relating to the Post Office which I hope members will find of interest.

On 18 January, JJ Walsh was nominated as Postmaster General (PMG) and permission was given for making the minor appointments necessary to keep the machinery of the General Post Office running. The next day a recommendation from JJ Walsh for the appointment of a Secretary of the General Post Office was deferred until the meeting on 20 January, but it was not until 1 February that he was authorised to place Mr PS O'Hegarty in charge of the GPO as Acting Administrator.

That meeting ordered that all mails from America should be allowed through without examination and that all examination of other correspondence should cease. What was going on?

Mr Walsh submitted proposals for over-stamping existing stamps and stated that advertisements were being issued inviting designs for new stamps. These designs are to be submitted to the Government when completed. The proposals were approved. Mr Walsh was to prepare a scheme for taking over the Savings Bank and to circulate a report on the general condition of the Post Office service. The present Secretary is not to be removed at present.

Heads of Working Arrangements for Implementing the Treaty (as settled between the British and the Irish Ministers at a Meeting held at the Colonial Office on 24/1/1922):-

That the Provisional Government be regarded under the terms of the Treaty as entitled to assume control of the services in Ireland of the Revenue Departments reserved under the Act of 1920 and also the Post Office.

That the existing Departments in control of these services shall, if required, continue to function in Ireland as the agents of the Irish Government until that Government is prepared to assume direct control.

That during the period of agency the Postal revenue collected in Southern Ireland be paid into the Irish Exchequer and the Expenditure recovered from Irish funds.

That the existing stamps be over-printed for use in Southern Ireland so as to enable the revenue be kept separate.

That the postal rates and charges in force for the time being in Great Britain should apply to Southern Ireland during the provisional period.

That provision be made for division of the assets and liabilities of the Post Office Savings Bank and for giving some option to the depositors who opened their accounts in Irish Offices to remain with the British Savings Bank or be transferred to the Irish Bank.

1/2/1922

Reference was made to the provisions made by the British Authorities whereby vacancies in the GPO and other Departments were to be filled as far as possible by ex-servicemen. It was decided that no action detrimental to ex-servicemen in the various offices should be taken at present. Mr Walsh mentioned the coming reduction in wages amongst Post Office staffs. It was decided that the policy to be adopted in this and similar cases should be that the Provisional Government is taking over the services as they found them and that these reductions be allowed to take effect. Meanwhile an inquiry into the cost of living is being instituted. With reference to the question of distribution of Mails by motor in the event of a railway stoppage, Mr Walsh undertook to discuss the matter with Mr Mulcahy (Richard Mulcahy, Minister for Defence).

2/2/1922

The stoppage of the importation of arms through the GPO is to continue and all arms discovered are to be handed over to the Quartermaster General. Mr Walsh reported that the overstamped issues would be available on 6th or 7th inst.

17/2/1922

Overprinted Postage Stamps – use in Northern Ireland. It was decided that these stamps should, if possible, be used in Northern Ireland

27/2/1922

Postal strike: Mr Walsh's proposals for the setting up of an Inquiry into wages etc., in the Post Office and for the adjustment of the bonus on an index figure to be obtained for the cost of living in Ireland were referred to Messrs O'Higgins, McGrath and Walsh to report on for next meeting. It was decided that a repudiation of Mr Walsh's wire to the English PMG for list of men to be transferred in the event of a strike should be made by Mr Collins.

This was not the only time that JJ Walsh acted as a 'loose cannon'.

3/3/1922

Postal Strike: Mr Walsh reported that negotiations had broken down and that a strike was very likely. It was decided to let it go on. It was also agreed that any Press communications necessary in connection with the Strike should be issued by Messrs McGrath, O'Higgins and Walsh in consultation.

6/3/1922

The Terms of Settlement of the Postal dispute were ordered to be circulated. Information on Savings Bank Transfer were noted. It was agreed that the name on the stamps should be Éire.

10/3/1922

Watermark for Stationery etc. The design SE was approved.

3/4/1922

The recommendation that the salary of the Secretary to the General Post Office should be £1,000 - £1,200, exclusive of cost of living bonus, was sanctioned.

5/4/1922

It was decided, in view of the frequency of robberies from Post Offices, that a warning would be issued that Post Offices would be closed if there is a recurrence of such issues.

10/4/1922

Rebuilding of General Post Office: Consideration was deferred to next meeting.

25/4/1922

The appointment of PS O'Hegarty as Secretary to the General Post Office was confirmed.

4/5/1922

Opinion was against a reduction in postal charges until raids on Post Offices should cease and until the political situation generally should improve. It was decided, however, to take no action in the matter pending the return of the Postmaster General from London.

10/5/1922

Mr Walsh asked that the site of the old GPO be set aside for the building of the new Post Office. Pending a decision in the matter it was decided that the Board of Works should be asked to report as to the likelihood of the Castle being available at an early date for use as temporary headquarters for the postal staff.

12/5/1922

The PMG submitted proposals for certain reductions in Postal and Telephone rates. Consideration was deferred to next meeting.

22/5/1922

It was decided that these charges should be left as they are for the present.

26/6/1922

Mr Collins reported that office accommodation was being provided in the Castle for the Department of Labour, the Post Office and the Inland Revenue Department.

29/6/1922

The PMG reported that there was telegraphic communication with every part of the country except Athlone and that the postal staff was all loyal to the Government. The Civil War had begun the previous morning.

30/6/1922

The PMG reported that telephone communication along the GSWR line had been broken at many points, and that certain Post Offices had been occupied by the Irregulars. The cable to Holyhead had been cut, but communication was still open with England by another route.

12/7/1922

The PMG reported that Postal communication with the South had been cut at Waterford and that every effort was being made to effect early repairs.

17/7/1922

The PMG reported that all communication from the South to the rest of Ireland and to England had been cut off by the Irregulars.

18/7/1922

The PMG mentioned that mails were now being despatched to Waterford, Cork, Ballina and Limerick by boat.

19/7/1922

In many cases the ordinary channels of transit had broken down, and the PMG asked for authority to make whatever arrangements should be necessary to cope with the situation. He was authorised to take such steps as are necessary for the delivery of mails in cases where the ordinary means of transit are not available.

31/8/1922

PMG submitted correspondence suggesting a reduction in Postal Rates. It was decided that the matter should be deferred for consideration by the new Parliament.

4/9/1922

Decided that the revision of bonus as from the 1 September, consequent on the determination of the Irish Cost of Living figure, should be enforced in the case of Post Office employees, as in the case of all other Civil Servants.

8/9/1922

Report relative to the threatened Postal strike was submitted by PMG. A draft statement, which it is proposed to issue to the Press in this connection, was approved.

10/9/1922

PMG submitted report on threatened strike of postal employees. The following measures which it was proposed to adopt in the event of the strike materialising were approved:-

- 1/ That postal pensioners and other ex-postal employees be called on to volunteer their services.*
- 2/ That Mail vans in Dublin be guarded by DMP members. The strike started that day.*

19/9/1922

Postal Strike. Decided that, while insisting the reduction in wages must take place, the Government is prepared to repeat the definite offer made to the representation of the Postal Unions on 9th inst., viz:- "to carry out the reduction in two instalments, one half immediately and one half on 1 December", but that this offer could not remain open indefinitely.

22/9/1922

The Postal Strikers were prepared to return to work on the following terms:-

- a) The 3/26ths bonus cut due on 1 September to operate from that date*
- b) The temporary addition of 12½% to basic wages due to lapse on 1 September to continue until 1 December. It was decided that this offer could not be accepted.*

23/9/1922

PMG reported that the postal situation was satisfactory.

27/9/1922

PMG reported that the only Post Offices closed were those at Cork, Carrick-on-Shannon and Sligo. The strike did not end until 29 September.

10/10/1922

It was decided that the postage on printed matter should be reduced from one penny to a halfpenny from 1 November next.

3/11/1922

PMG reported that raids on Mails in Dalkey were of frequent occurrence and that he had reported each instance to the military authorities and to the Police asking that steps to be taken to prevent a recurrence, but so far without result. It was decided that the Commander-in-Chief should be asked to state what action had been taken in connection with these raids. There was a very active anti-Treaty flying column in Dalkey, one of their objectives

being the disruption of communications, which was eventually ended after a shoot-out, with fatalities, on 23 March 1923.

The Provisional Government Area became the Free State Government on 6 December 1922, but there was no specific reference to this in the minutes, which continued as before.

2/1/1923

It was decided to ask the Ministry of Finance for observations on the question of terminating the existence of the PMG's Department as a separate Ministry and of placing it under the control of the Minister of Finance.

9/1/1923

It was mentioned that cases of non-delivery of official letters were of frequent occurrence, due partly, it was believed, to removal in transit by officials and other persons of 'Irregular sympathies'. It was pointed out that the work of such persons was facilitated by the fact that all official letters are sent out in specially printed or embossed envelopes which indicate their place of origin and as a partial remedy it was suggested that plain envelopes, stamped in the ordinary way, should be used for official communications. The views of Ministry of Finance & Post Office to be obtained.

The Minister for Local Government reported that he had been advised that it was not legally possible for the Government to dispose of the site of the old GPO in O'Connell Street to the Archbishop of Dublin for the erection of a Cathedral as had been intended.

4/12/1923

Consideration was given to a number of designs for Postage Stamps, of the higher values, submitted by the PMG to the Executive Council for approval.

22/12/23

The President undertook to discuss the matter with Prof McNeill and the PMG on 24 inst. In January 1924, the President reported that the Committee appointed to consider the designs for 2/6 and 5/- stamps disapproved of those submitted.

29/3/1924

Design submitted for 10/- with portraits of Collins and Griffiths. Ordered that a revised design be submitted, containing a new portrait of Collins and with the position of the portraits reversed so as to face one another.

The suggested design for the stamp is shown below. Regretably, the reproduction is not good as it was necessary to photograph (no flash allowed) through a plastic cover.



The proposed high value stamp

19/6/1924

Consideration was given to a design for the 10/- postage stamp submitted by the Minister for Posts and Telegraphs. The image of General Collins embodied in the design was not regarded as satisfactory, and the design was accordingly referred back for revision.

From another copybook titled *Minutes of Executive Council* the following has been found:-

17/1/1923

It was decided to give the undertaking requested in the Duke of Devonshire's letter of 10 instant that letters passing through the Free State to the Six County area from places outside Ireland or from other parts of the Six County area, would not be subject to censoring.

27/1/23

In an interview published in the Press that morning, the PMG was reported as saying that the Government proposed rebuilding the GPO on its old site. As no such decision had been made, he was instructed to have a correction published immediately. Two days later it was decided that if the correction was not published on 30 January the Government would issue an official repudiation.

Finally, on 27/9/1924 authority was given to have the preparations of plans for the rebuilding of the GPO Dublin gone on with.

This is as far as the copybooks go.

FREEMAN'S JOURNAL 1920 – SOME INTERESTING EXCERPTS

located by John Lennon

John Lennon has located the following pieces in Freeman's Journal a Nationalist Journal published in Dublin throughout the period to the Establishment of the State – it ceased publication in 1924.

6th August 1920

Army Pigeons Arrive

The platform of the Holyhead Company at the North Wall yesterday suggested that some pigeon racing event was on the way. It was learned that the birds were Government property and that they had been addressed to Dublin Castle.

* * * * *

Tuesday 7th September 1920

Despatches Taken by Air

Since the recent raid on the Athlone Mails official messages for Dublin and The Curragh are now carried by aeroplane. The mails are landed at the old aerodrome outside the town and then taken under heavy military escort to Athlone District Headquarters.

* * * * *

Saturday 18th September 1920

Military Raid Mails

A strong party of military awaited at Limerick railway station yesterday morning the arrival of the goods train carrying the Irish cross-channel letters

and other correspondence of which they took possession. The mail bags were conveyed to barracks in vans and there detained.

Military took possession of mails reaching Cork yesterday at 2.45am by the Night Mail from Dublin. The soldiers boarded the train on arrival and entering the sorting van took possession of all mail bags which were placed in lorries and removed to barracks. The general opinion is that the object was to secure Sinn Fein correspondence that might possibly be on the train.

Monday 20th September

The mails, which were taken by the military at Cork were returned last night to the Post Office. The letters appear to have been opened and examined and were reclosed with a military stamp**. It is understood they will be delivered in the ordinary course today.

Saturday 5th February 1921

Reprisals – Post Office Burned

As an official reprisal for the ambush, when Divisional Commander Holmes lost his life, Williamstown Post Office was burned to the ground on Thursday. Prior to the burning the sub-postmaster, who was in custody, was released.

** *Does anyone possess such an item? - Ed*

MAKING THE MAIL GO FASTER

Part X of an occasional series – Editor



Fig 1 – posted into the Bandon and South Coast line running from Bantry/ Skiberreen to Cork

In our March issue, I looked at Express Mail in the years following the start of the service in 1891/2. That service, with little tweakings, is still very much a part of our lives today, at least for those of us who still use the postal service. The other great postal ‘invention’ of this period was the Railway Letter, a service which is no longer with us but which I intend be the subject of this article.

The Railway Letter service did in fact slightly precede the Express Letter service coming into effect (so far as most railways in Britain and Ireland were concerned) on 1 February 1891. I do not possess an 1891 Post Office Guide but suspect that the rules in my 1910 Guide are very similar: following several pages detailing the regulations for Express letters, page 38 is headed ‘Conveyance of Single Post Letters by Railway’ and begins ‘The following Railway Companies have entered into an agreement with the Postmaster-General to accept and convey by the next available Train or Steamship, single Post Letters, not exceeding Four Ounces in weight, either to be called for at the station of address or to be transferred there to the nearest Post Office Letter Box.’ and proceeds to list some 50 railway companies in Britain and 24 in Ireland starting with the ‘Ballycastle’ and ending with the ‘West Clare’. It continues ‘Every letter intended for transmission as a Railway Letter must unless sent at an Express Delivery Post Office be taken to a Passenger Station of the Railway Company etc’. The regulations continue ‘Foreign and Colonial Letters may be sent as

Railway Letters’ (*I have never seen one!*) and go on to detail the mode of address required’T Jones Esq, Parcel Office ‘Station’ To be called for’ or ‘To ‘Station’ To be posted on arrival’.

After detailing more requirements, we then reach a section headed ‘Payment of Postage and Fee on Railway Letters’ which continues ‘Upon every Railway Letter a fee of 2d in addition to postage at the ordinary rate, will be charged the postage and railway fee must be prepaid, the postage in stamps and the railway fee in cash’. In practice the ‘Railway Fee’ was paid by use of a Railway Letter Stamp of which more in a moment.

So much for the basic rules but nothing is simple. Careful reading of the rules tell us that it was possible to post at an ‘Express Delivery Post Office’ for the messenger to cycle as fast as he could to the nearest station at a fee of 3d per mile plus a second railway fee of 2d for transfer to the train and then for the letter to be met on arrival, transferred to another ‘Special Messenger’ who, at a fee of 3d per mile would frantically (?) cycle to the address of ultimate delivery. Stamps had to be affixed to a Post Office form to cover these various charges; a handful of UK examples of the forms have survived but I do not have an Irish example to show you. Somewhat sinister is the note that extra charges would apply if the train were to be late!

There were no couriers in those days but even so, I cannot imagine that much use was made of this

‘through’ service; such as it used, it must have been limited to urgent legal documents. Important family notices and the like could surely have been better sent by telegram. One evil thought does, however, cross my mind: with a four ounce weight limit, solicitors might be encouraged today to concoct somewhat shorter documents than many of those that we are now sometimes asked to sign!!

My Guide proceeds to list ‘Letters excluded from Transmission as Railway Letters’. Apart from those over four ounces in weight, these were those with any words or marks thereon showed the item to be intended for Registration, those containing ‘coin or jewellery, or if sent by post unregistered, would be subject to Registration by the Post Office; or appears to contain anything which may not be sent by the Inland Letter Post’ Thus, it would have been possible to send small objects by the service but subject to the four ounce limit; in any case the Railway Companies, for all their faults, operated an efficient parcels service to rival the Post Office.

The rules were, of course, identical in both Britain and Ireland. The service operated, basically unchanged, into the 1970s although by then use must have been absolutely minimal before coming to an end as both CIE and British Rail made various changes in their parcel handing arrangements. That said I have not recorded any specific notice to announce the end of the service either in Britain or Ireland.

In practical terms the service had some potential use but we do need to stop for a moment and ask how much. Most larger towns were served by a Travelling Post Office and if the timing were to be right, the sender of a really urgent item would surely prefer to pay a Late Fee of just ½d and post directly into the TPO or use the Late Fee boxes which existed at major stations and at the GPO.

I have not seen enough commercial examples to be sure but suspect the service was more used on lines with no TPO service. *Fig 1* on the previous page shows an item posted at an unidentified station on the line from Bantry/ Skibberreen to Cork in 1899. The Cork postmark of 10pm, applied on arrival, ties in nicely with the 9.25pm arrival in Cork of the evening train (leaving Bantry at 7.10pm). There was no TPO on this line, although the train carried bagged mail. Too late to make the last collection at the office of posting, the item would have been passed to the guard at the relevant station, posted on arrival in Cork and was no doubt delivered the following morning. I have seen other Railway Letters addressed to Cork from this route, thus there must have been some reasonably regular use on the ‘Bandon and South Coast’.

I show as *figs 2 and 3* below two other uses from ‘non-TPO’ lines.



fig 2 – Dundalk, Newry and Greenore Railway



fig 2a – the reverse

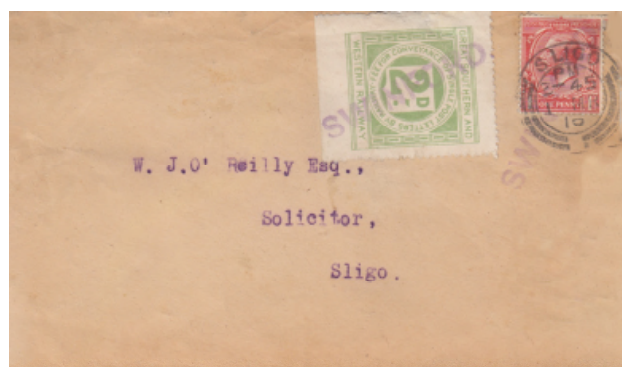


fig 3 Swinford to Sligo

Fig 2 of 1902 is somewhat of a mystery to me. The Belfast postmark (12.15pm) tells us that the item would have arrived via Newry and Portadown on a train leaving Greenore at 9.35am. (I am using a 1910 timetable – a few years later although the timings changed little) The envelope bears the crest of the London and North Western Railway (*fig 2a*) which ran the ferry service to that port from Holyhead; the ferry arrived at 6am providing an overnight service leaving London at 7.30pm giving a 7.48am arrival at Belfast's Great Victoria Street station. There was no day boat, hence my guess is that a passenger came off the boat, took breakfast at the hotel and travelled on to ‘wherever’ having left his missive at Greenore station as he left. Who knows?

Fig 3 posted 1 March 1916 makes better sense to me! Posted at Swinford, Co Mayo, the stamp has been cancelled on arrival at Sligo at 2.45pm, the 12.37pm 'mid-day' train arriving into Sligo at 2.18pm had clearly been used, no doubt giving a mid afternoon delivery in the Sligo.



fig 4 – Balbriggan to Dublin in 1898

However, even with Ireland's sparse railway timetable by no means was every train on the 'TPO lines', a TPO. I suspect *fig 4* above posted at Balbriggan at 6.30pm was meant to reach the addressee that evening. The TPO with the mails for the night boat from Kingstown, had steamed through Balbriggan at about 5.55pm (3.30pm ex Belfast), picking up mail by 'apparatus'. There was however a later stopping train which would have taken the local mail into Dublin. Did Elgin Road in 'fashionable' Ballsbridge get an evening delivery in 1898? I know not but perhaps Railway Letters got extra priority treatment and delivery could have guaranteed, or, because extra stamps to cover express delivery by 'Special Messenger' at the office of destination had to be affixed to the special 'E3' form, such service might have been paid for. One can but conjecture. Whatever the case, it was clearly most important that Miss Orpen was contacted and a Railway Letter provided the best chance.

So much for the few commercial examples from the pre 1914 period in my own collection. In fact, examples of Railway Letters are not particularly scarce but the substantial majority that come on the market are of philatelic origin mainly addressed to L' Estrange Ewen at Norwood, London, Rev'd Graham at Newark or Wilson in Birmingham. Between these philatelic covers, I believe that examples from every railway in Ireland can be found. L'Estrange Ewen had a particular interest in the Railway Letter stamps issued by each of the

Railway Companies and published a catalogue of the stamps as early as 1903.

The charge for the Railway Letter of 2d was double the normal postage charge of 1d and initially no Railway Letter stamps existed other than at the standard 2d rate, the vast majority being in a broadly common design in various shades of green. Quantities printed were not large and I have seen figures for some companies of just a few thousand many of which have survived unused in collections.

The 2d rate lasted until 1918 when the standard letter rate went up, first to 1½d, requiring a 3d Railway Letter rate and the in 1920 to 2d giving rise to a 4d rate. Examples of these covers showing these two rates are scarce from Ireland and I have to confess that I have no examples to show! The stamps from this period are also uncommon, many of the Railway Companies overprinting their supply of 2d stamps 3d, and some then further overprinting the 3d on 2d stamps 4d. In general the stamps were withdrawn in Britain on grouping in 1923 and they lasted little longer in Ireland, being replaced by the rather unattractive parcel labels (see *fig 5* on the following page). It is unsurprising that so little philatelic interest was shown at this time; Britain was recovering from a devastating war and in Ireland political events took centre stage.

Material after 1922 is much harder to find; philatelic covers from the inter war years are all but unknown and commercial covers are distinctly uncommon. I show as *fig 5* on the following page an example from 1933 sent from Athboy, Co Meath to Dublin. The note at the top left corner tells all. It reads, 'Per 9 o'clock train to Amiens Street, to be called for'. Correct postage of 2d is paid but there is little doubt that this item never saw any Post Office on its travels. Put in at Athboy Station, 4d in parcel labels were added, and the item was no doubt collected later that morning at Dublin's Amiens Street Station. Athboy never enjoyed a good train service, there being but three trains a day in each direction for most of the life of the branch which was to close in 1947. Amiens Street would have been reached about 10.45am via change of train at Kilmessan.

As for the parcel labels used on Railway Letters, the common design, as shown, was used by most of the surviving Railway Companies in Ireland, survived both the advent of C.I.E. in 1945 and decimal currency in 1971. I believe they were finally phased out c1990 when the railways finally gave up carrying parcels. They can be found on Railway waybills and value of up to £20 or more are known but that is a subject for another author to explore!

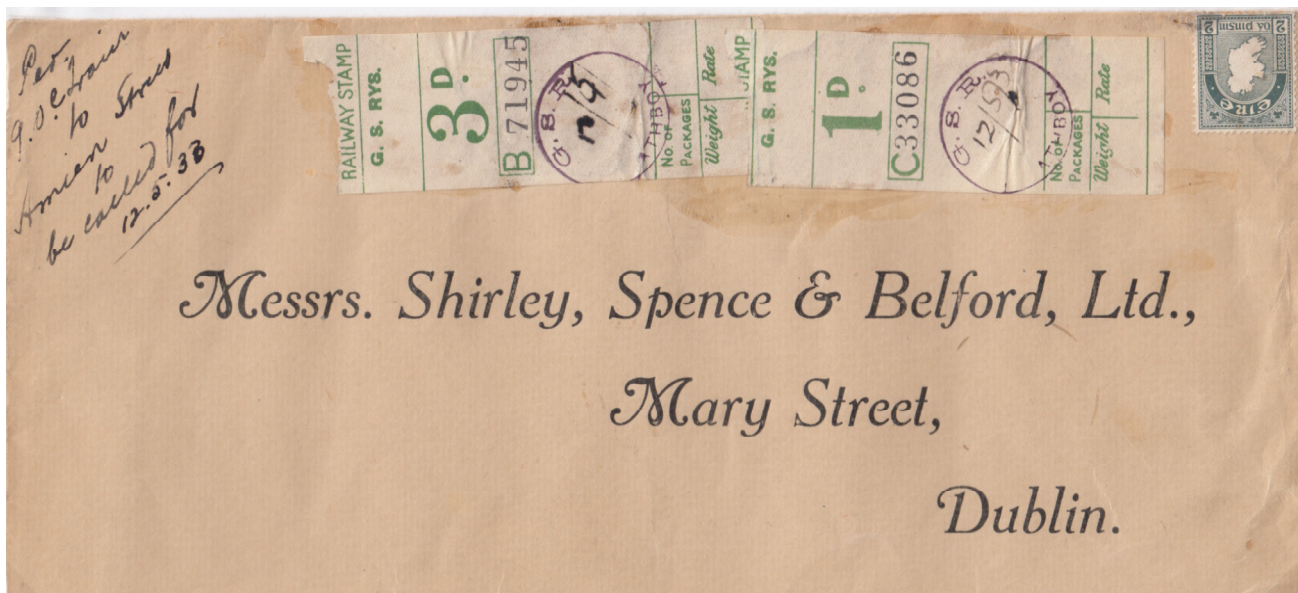


fig 5 – from Athboy in 1933



fig 6 – Lixnaw to London with Late Fee paid

I conclude my discourse on Railway Letters by showing a most ugly example dated 31 May 1939 (fig 6), a long envelope which has been folded back to show the 'Railway Stamp' which has been affixed to the reverse. The postage stamps of 2½d cover 2d postage and ½d Late Fee and have been cancelled with the datestamp of the Dublin and Cork 'Up' Travelling Post Office. There is an endorsement on the flap 'To be posted at Limerick'. We can trace the likely path the item followed:-

- Posted in time to catch the 11.28am up train from Tralee at Lixnaw, via the now closed 'North Kerry' line
- Arrival at Limerick 2.10pm
- Put in the Late Fee box at Limerick Station
- Left Limerick at 4.35pm
- Arrives Limerick Junction 5.15pm
- Transferred to Dublin and Cork Day UP TPO leaving Limerick Junction at 5.23pm

- Arrival at Amiens Street Station 8.8pm
- Crossed the City via the 'City of Dublin Junction Railway' reaching 'Kingstown Pier' (as it is still entitled in the 1938 Bradshaw) at 8.35pm
- Transferred to evening 'Boat' leaving at 9.15pm
- Arrival at Holyhead 12.20am (following morning)
- Train leaves Holyhead 12.40am
- Arrives Euston, London 5.50am
- Delivery in London EC2 about 8.30am

And all for 2½d – such is the fun of tracing the actual path taken by one's covers.

I have now covered most aspects of 'Making the Mail Go Faster' prior to the events of 1922 but still have a little to add which I will do in the next instalment.

A MOST UNUSUAL PARCEL PIECE - Peter Wood/ Editor



Following the piece in the December Newsletter regarding Parcel Labels, Peter Wood sent me the scan above. Unusual in many respects: the original 1883 'Parcels Post' labels are scarce used, very few Irish examples surviving, all later labels, in various designs, reading 'Parcel Post': the use of impressed 'stamps', common enough in the UK, is (very) rarely found in Ireland; here we have 5½d (4d plus 1½d) impressed on to a wrapper; finally the 'dumb' postmark is unusual. I referred the label to Nick Wraith, who is in the process of re-writing Mackay's book on the Parcel Post Service, concentrating particularly on the labels. I was concerned that the dumb postmark might not be Irish. Nick's helpful reply was to refer me to Mackay's book (!) in which the author notes *'sometimes the fragile nature of parcels created problems regarding the manner in which stamps were to be obliterated, It was felt that the standard types of metal stamps then in use (either brass or steel) would be liable to damage the contents of soft or fragile parcels it was decided to issue each office with a cork obliterating stamp. This produced an impression of an upright oval of five thick bars. This system only operated from August 1883 till March 1885 when it was officially abandoned'* and interestingly the Post Office Circular of 17 March 1885 read *'At smaller Sub-Offices, which have no Date Stamps, the practice of obliterating stamps on parcels is no longer to be followed; and the stamps are to be obliterated when the parcels reach the*

Head Office'. The postage charge of 6d represented the charge for the second weight step.

This use in 1884 at Wicklow does however confirm to me that there must have been a serious 'creator of unusual postal items' living in that town at this time. I show below a piece showing an embossed revenue stamp used at Wicklow in April 1883.



This paid a part of the postage on a registered book post item to Australia. I have also seen a 3d impressed stationery stamp used on a piece from Wicklow about this date. There may be other items out there. So, Peter, your item may well be of philatelic origin but I think it is now generally accepted in the 21st century that anything 'philatelic' pre 1900 is 'kosher'. Nice item!

AUCTION WATCH

Erinman

Titanic memorabilia is always in demand and philatelic items associated with the ship are a rarity. On offer at Henry Aldridge and Son auction, held on 21 April 2018, was an exceptionally rare letter and envelope written on board the Titanic by second class passenger Henry Beauchamp to his wife in England. With White Star burgee on the reverse and bearing 1d red George V “Mackennal head”, possibly SG 341 (issued on 1 Jan 1912), and receiving the single ring Queenstown postmark of 11 April 1912 and London receiving mark of the following day sold for approximately £16,000 including the buyer’s premium. Pre-sale estimate (£15000-£20,000). Henry Beauchamp did not survive the sinking.

The Heinrich Kohler sale held between 19 and 24 March 2018, featured a specialised Europa collection including several Irish items. A 1960 gutter “T” block of six of the 6d value with cylinder number and ‘folded at left, middle row with toned gum, otherwise fine’ realised 480euro against an opening start of 300euro. At the same sale a 1960, Europa 6d horizontal gutter pair FDC tied by cds. ‘BAILE ATHA CLIATH 19 SE 60’ postmark (see illustration below) sold for 190euro against the presale estimate of 150euro.



A range of unmounted mint Europa sets each sold as individual lots all with italic specimen overprint from years 1962, 1964, 1965, 1967, 1969, 1970, 1971 and 1972 each with Hamilton-Bowen certificate and with a starting estimate of 100euro sold at the hammer price of between 220euro and 280euro per pair.

Highlight of the Grosvenor auction held 28 February and 1st March 2018 was a 10/- 1925 narrow date seahorse (T68d) in an unmounted mint bottom marginal vertical pair, the lower stamp with variety overprint double one inverted. Estimated at between £1000 and £1200, the item realised no less than £2838 including the premium confirming that although the overprint market is generally not as

strong as it was, exceptional items still fetch remarkably high prices (illustration below).



Meanwhile, at the same sale, a 1939 (Sep 17) airmail cover from India to Dublin, bearing a triangular Indian censor mark of Calcutta and the Irish oval ‘PASSED BY CENSOR’ (illustration above). Believed to be the only example recorded on incoming mail, the cover sold for £370 including premium against a generous estimate of £220-£250. This is surely the highest price recorded to date for an Irish censor cover, particularly so in that the Irish censor mark is feint partly overstriking the airmail etiquette.

I continue to watch eBay. The quality of material offered is generally disappointing and very repetitive, yet it still needs watching, an example being a four margin 1d black used at Enniscorthy on a December 1840 cover to Sheffield with a Maltese Cross cancellation in a most unusual brown-red ink. An attractive item, this fetched \$300 (c£220), which surely compares favourably with the price typically asked by dealers.

I hope to have more to report next time!

-LETTERS TO THE EDITOR



Dear Editor,

Northern Ireland Military Mail

I have an update on Michael Dobbs' article in the March 2013 issue concerning the Meter style cancellations used at British army bases in Northern Ireland. Above, you will find an illustration of the Armagh cancellation with wavy dated. Dated 7.5.98, this is Dobbs' type MS.6w.

Yours etc
Alan Kane
Bracknell, Berkshire

Dear Editor,

Air mail rates

I write in response to the question raised on page 15 of the March issue – 'what was the right rate for an air mail item to Antigua in 1935?'. As readers may appreciate, Brian Warren and I undertook much research work in order that 'Irish Postage Rates 1839-2014' could be published by FAI in Germany in 2014. Our labours took us, inter alia, to the National Library in Dublin to collect details from the various Post Office Guides and such other information as might be on file. After Air Mail services had started in the early 1930s, the Post Office issued a number of leaflets showing the Air Mail rates in force to those destinations served by Air Mail. Not all the leaflets of the various years were available and there were many gaps, which, with rates being changed often, was the prime reason that we did not attempt to include Air Mail rates prior to 1951 in Irish Postage Rates.

Firstly let me confirm that the rate of 1/11d on the cover shown is, I believe, correct, comprising 1/9d

Air Mail Fee (from New York) plus 2d for standard postage. That rate is confirmed from leaflets I have seen dated 1934 and 1937 and I think it reasonable to suggest that the rate remained unchanged throughout this period.

Secondly, may I make an appeal to all members who have copies of any of the Air Mail leaflets for the years up to 1951 to let me have scans (sent via the editor) so that with further reference to directories and other sources it might at a future date be possible to publish a summary of Air Mail rates prior to 1951.

I hope to be in a position at a later date to appeal for scans of covers sent during those years but first want to concentrate on such information as is available.

Yours etc
Joachim Schaaf
Darmstadt, Germany

Dear Editor,

Cloonyquin Post Office

I enjoyed the article in the March edition on Cloonyquin Post Office and hope that more articles on Post Offices can appear in subsequent issues. For the record, the opening date I have for this office is 1 June 1899 and I have recorded the closure date as being 16 September 2005.

Yours etc
Florence McCarthy
Eastbourne, Sussex

I would love to 'do' more Post Offices but am, as ever, dependent on our members to produce the detail – Can you 'do' your local office? - Ed

LETTERS TO THE EDITOR (continued)

Dear Editor,

A friend of mine here in the US, Robert M. Bell, has been collecting and documenting the use of folded typewriter postcards (FTPCs). These are postcards with a flap attached to the top when viewed from the message side. The typist put the address on the flap and the message on the body of the card. The flap was then folded over and fastened to the address side. These were efficient for businesses because the typist did not have to turn the card over and then reinsert it.

With a little help from Photoshop, I graphically recreated an image of an FTPC as it would look to the typist (*fig 1 alongside*). Of course, the stamp and postmark would not exist. There's also an image of the address side as it appears after being folded, sealed, franked and cancelled (*fig 2*). Following UPU regulations, most countries allowed these cards to be sent at the postcard rate, in spite of the double thickness.

Bell has documented use of these cards in Great Britain from 1937 until 1955 but he has never seen one that originated in either Ireland or Northern Ireland. Would you kindly ask your readers to let us know if they have one or have seen one, plus any information about it?

Yours etc
Larry Rosenblum
California USA

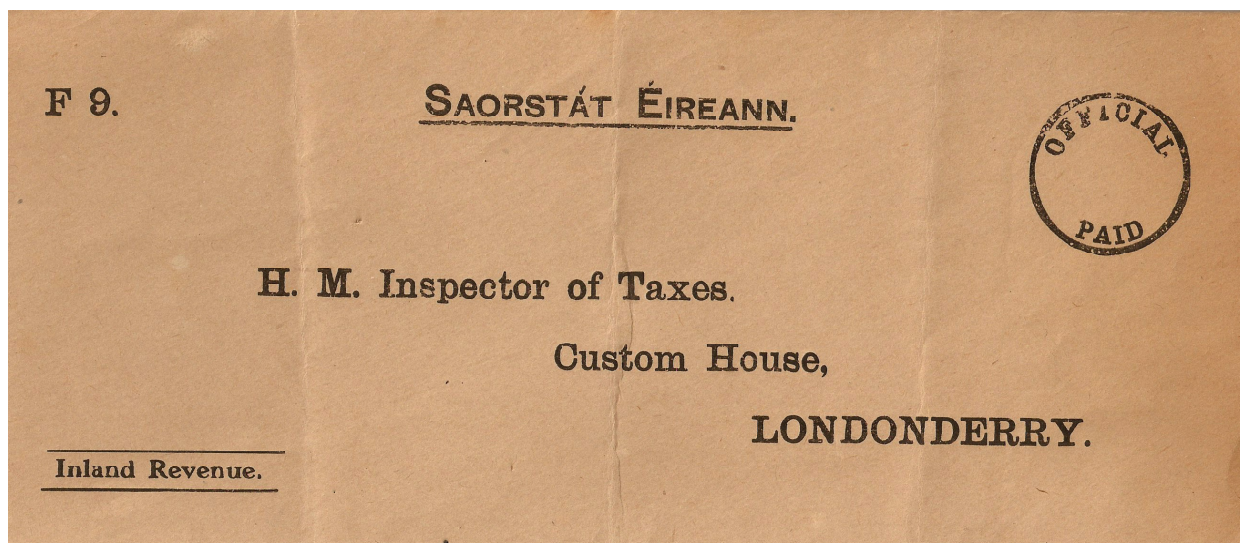


fig 1



fig 2

CROSS BORDER OFFICIAL



Rod Greer has sent me a scan of this interesting Official item which must date from c1923; the Crown has been removed from the Official 'Frank' but clearly some taxpayers in the Free State still had some unfinished business with the Derry Inspector of Taxes: an overlooked aspect of Partition! - Ed.

(Previous rates table was effective from 13th April 2017)

Postal rates changed with effect from Wednesday 4th April 2018. The basic inland rate for the first weight step of 100g remained at €1.00 but all subsequent weight steps, registered and express services and all overseas rates increased by approximately 10%. Rates outlined in yellow in the four tables below were either unchanged or were reduced.

Despite the massive increase in rates in 2017, revenue for the year to 31 December 2017 only increased by 1.2% to €840 million. However this increase, combined with a reduction in costs and personnel numbers, delivered an operational profit of €8.4 million as against a €12.4 million loss in 2016. Hopefully there will be no increase in 2019.

Ireland (including N. Ireland)

Weight not over	Letter / Postcard	Large Envelope	Packet
100g	€1.00	€1.80	€3.60
250g		€2.30	€4.50
500g		€3.10	€5.80
1kg			€9.00
2kg (max)			€9.00

A reduced rate applies to meter mail – The reductions of 5c (letters, postcards and large envelopes) and 10c (packets) applies for all weight steps i.e. the same reduction irrespective of the weight of each item. This is a 50% reduction in the 2017 discounts of 10c and 20c respectively.

Europe (including Great Britain)

Weight not over	Letter/ Postcard	Large Envelope	Packet
100g	€1.50	€2.80	€5.00
250g		€4.70	€6.00
500g		€6.00	€7.00
1kg			€10.00
2 kg (max)			€13.00

Rest of the World

Weight not over	Letter/ Postcard	Large Envelope	Packet
100g	€1.50	€2.80	€5.00
250g		€4.70	€6.00
500g		€6.00	€7.00
1kg			€13.00
2kg (max)			€20.00

REGISTRATION AND EXPRESS RATES

Registration						Express		
Weight not over	Ireland	All Other Countries				Ireland	Europe (incl. GB) (see list below)	Australia, Canada, New Zealand & USA
100g	€8.00	€8.30 (letters); €9.50 (large envelopes) €12.00 (packets)				€8.25	€12.50	€12.50
Weight not over	Ireland	Europe (incl. GB)		Rest of World		Ireland	Europe (incl. GB) (see list below)	Australia, Canada, New Zealand & USA
		Large Letters	Packets	Large Letters	Packets	All Categories		
250g	€8.00	€11.50	€13.00	€11.50	€13.00	€9.90	€13.50	€13.50
500g	€8.00	€13.00	€14.00	€13.00	€14.00	€11.30	€15.50	€15.50
1kg	€13.00		€18.00		€22.00	€13.50	€19.00	€22.50
2kg (max)	€13.00		€22.00		€29.00	€17.90	€23.00	€31.00

Registration Fees – Ireland (including N. Ireland): The fees payable are inclusive of postage and cover compensation up to a maximum of €320. Additional compensation up to €1,500 or €2,000 is available for an additional fee of €4.50 or €5.50 respectively (unchanged) but to Republic of Ireland addresses only. €320 is the maximum limit for Northern Ireland. You can track and trace the item and view the recipient's signature on line.

Registration Fees - All Other Countries (including Great Britain): The compensation limit for Great Britain is €320, for Europe €150 and for all other countries €35. These limits are unchanged. You can track and trace items up to dispatch from Ireland. In practice, I have found that items posted to the UK and numerous other countries can also be fully tracked on line. A copy of the recipient's signature can also be obtained on request from An Post Customer Services (It can then be viewed on line as per Express mail – see below).

Express - Ireland: The fee applies to all Irish destinations (including N. Ireland). Next working day delivery is guaranteed to Republic of Ireland addresses. A signature and insurance option is available for an additional €2.00 (unchanged) which gives compensation up to a maximum of €350 (i.e. greater than the basic compensation maximum for the inland registration service). This additional insurance option is only available in respect of mail to Republic of Ireland addresses. All items can be tracked via An Post's website and, if the additional €2 fee has been paid, you can also view the recipient's signature on line for up to a month after delivery.

Dublin Area: A same day service is also available within the Dublin area for €9.50 (Max. 2kg.). The letter/packet must be posted (times of posting vary) at one of 43 (unchanged) designated post offices in the Dublin area. This service has been in operation since 2014. Note no postage stamp is affixed to the item only a special label.

Express Service – Europe and Rest of World: This service is only available to Austria, Australia, Belgium, Canada, Croatia, Denmark, Estonia, Finland, France (incl. Corsica and Monaco), Germany, Hungary, Iceland, Israel, Latvia, Lithuania, Luxembourg, Malta, Netherlands, New Zealand, Poland, Portugal, Singapore, Slovakia, Spain, Sweden, Switzerland and USA (unchanged). No signature or insurance option is available outside Ireland but the Track and Trace system also operates to these destinations. The minimum envelope size acceptable for items destined for the USA is C5. A complimentary Easi Pak is available at post offices counters if the item is destined for the USA and is smaller than C5 in size.

Maximum dimensions of a Letter / Postcard: 235mm x 162mm x 5mm thickness (i.e. C5 size). (Also known as "POP" or Post Office Preferred Size). Above 100grms, the large envelope or packet rate applies for all destinations.

Maximum dimensions of a Large Envelope: 400mm x 300mm x 25mm thickness (i.e. C4 size). (Also known as a "Flat"). Above 500grms, the packet rate applies for all destinations.

Dimensions of a Packet: Maximum dimensions are a combined length, width and depth of 900mm. No dimension can exceed 600mm.

THE IRISH ABROAD - PART 16

Brian Warren

Channel Islands (continued)

First of all I return to the Guernsey issues mentioned in my last article. I realised after the article went to press that I had left out two other issues with an Irish connection.



fig. 1

The first is an 18p stamp (*fig. 1*) from a six stamp aviation set issued in May 1989 to mark 201 Squadron's Affiliation with Guernsey. The stamp features a Short S.25 Sunderland MkV Flying Boat. Short Brothers plc, usually referred to as Shorts or Short, is an aerospace company based in Belfast, Northern Ireland. Shorts was founded in 1908 in London, and was the first company in the world to make production aircraft.^[1] It was particularly notable for its flying boat designs which continued to be manufactured into the 1950s. It is now owned by the Canadian firm Bombardier.



fig. 2

The second stamp comes from a six stamp set issued in 2008 for Alderney to mark the 50th anniversary of Aurigny Air Services. It is the flag carrier airline of the Bailiwick of Guernsey with its head office next to Guernsey Airport and is wholly owned by the States of Guernsey since nationalisation in 2003.

The 51p value features a Short 360, a commuter aircraft that was built by Short Brothers during the 1980s (*fig. 2*). It seats up to 39 passengers and was introduced into service in November 1982. It is also affectionately known in aviation circles as "The Shed".

The full set including the 51p value was also issued as a miniature sheet (*not illustrated*).

Next is Jersey where there are only seven issues known to me with an Irish interest. The first is, I admit, somewhat tenuous and is an 8p value (*fig. 3*) issued in 1983 bearing the portrait of Cardinal John Henry Newman (1801-1890). It was one of a four stamp set to commemorate the 50th death anniversary of Walter Oules, a Jersey artist.



fig.3

The Irish connection is that he was the first rector of the new Catholic University of Dublin (1854-58), now University College Dublin. 85 & 86 St Stephen's Green, then part of the University complex, were joined in the mid 19th century and named after Cardinal Newman who was first head of the National University of Ireland.

Although UCD moved to Belfield, Dublin 4 in the 1970's, Newman House, a magnificent Georgian building, is still owned by them and is now used as a conference and events venue.



fig. 4

The second stamp comes from an aviation set issued in 1987, and features a Shorts 330 in the livery of Jersey European Airways on the 29p value (*fig. 4*). It is a smaller version of the Short 360 referred to above.

If you note that I have missed an issue in my writings. please do drop me a line - my contact details are on the first page of IPC News - Brian Warren.



fig. 5

The third stamp was the 41p value from a set issued in 1994 to mark the 25th Anniversary of the Jersey Postal Administration (*fig. 5*). The stamp illustrates a Short 360 in the livery of Aurigny Air Services.



fig. 6

The set was also issued as a miniature sheet (*fig. 6*).



fig. 7

The fourth stamp comes from a set issued to mark the 60th anniversary of the Battle of Britain issued in 2000. The 65p value features a Short Sunderland Mk1 flying boat (*fig. 7*).



fig.8

The fifth issue relates to St Patrick. A set of six stamps on the subject of Jersey Postal History issued in 2010 featured mail ships. The 80p value illustrates St Patrick III (*fig. 8*). Built in 1947, the ship was mainly used on the Weymouth - Channel Islands route and after several changes in owners was finally broken up in 1980 in Greece.



fig. 9

The miniature sheet in the same set features a different stamp. However, a prestige booklet was also released in conjunction with this issue and three of the panes include the set of six stamps in different layouts - all include the St Patrick III stamp. One of the panes also includes an additional image of the boat in the bottom margin (*fig. 9*).



fig. 10

The sixth issue in 2012 marked the centenary of the sinking of the Titanic with the release of £3 stamp within a miniature sheet featuring the doomed ship (*fig. 10*).



fig. 11



fig. 12

Finally, in 2013 a six stamp set was issued to mark the 125th anniversary of the Kennel Club of Jersey. The 60p value features an Irish Setter (*fig. 11*) and the 68p the Kerry Blue Terrier (*fig. 12*).

In the next issue, I will turn to the stamps issued by the United States and Canadian Postal Administrations.

(to be continued)