

**IRISH
PHILATELIC
STUDY
GROUP**

JOURNAL



EDITORIAL

With this number it can be said that autumn, with attendant winter, is upon us, and collections and albums are once again given attention by those who have had to devote spare time to gardens or to participate in the many outdoor activities of summer. Some of us have been amalgamating all sides somehow or other, but collections have, in the main, been neglected.

An interesting point appeared at the Blackpool meeting and that is the interpretation given to a "Study Group". It is obvious that we are in various stages in our knowledge of Irish stamps; some are pure collectors who are building up their collections and who in time will find a certain facet of these stamps of which to make a study, these are the life of the Exchange Packets; the next are those who are virtually complete, apart from rarities, who can contribute to the Packet, who are starting their studies of a period, a stamp or are looking at the historical aspect of the stamps; finally there are those, few in number, whose collections are the result of many years work and who can be called the experts. In fact our Group could be likened to the roundel of the R.A.F. - an outer, an inner and a centre.

Progress from one to another is an insidious movement, tacitly understood amongst the members, but our big handicap is the fact that we are so scattered that our work must be carried out by correspondence. This does involve a heavy load on those who take office, unless they are fortunate enough to have secretarial facilities at their disposal.

The journal and Circulars are the only media whereby all members can be kept in touch with one another's activities and in this respect a correspondence page will be opened, or perhaps it should be called Member's Requests, so that we may air our problems, and also notify one another of any special study or work being undertaken.

The policy of the Journal is one upon which divergences of opinion exist. There are those who consider that only complete studies should be published; others would prefer to see a more general aspect to Irish Philately adopted. As Editor, I try to preserve a balance and for the forthcoming issues I hope to elaborate this theme. J.S. Preston's "Paid Afs", with an addendum will consist of the Sligo marks, and a summary of his work by our Chairman (I hope), Mr. T.E. Field. Miss Wright's Consorship Labels will, I hope, follow the Marks; perhaps a preliminary report on the meter machines from Mr. Richards and of course any other relevant philatelic notes and news as and when available.

In this issue will be found an article by O.M. Richards which can be said to supplement the data on the Irish Mail Routes which appeared in the May issue of the "Stamp Magazine". Whilst philately as such does not appear to be strongly represented, it does give a lot of insight into the behind-the-scenes moves of the various companies.

It is obvious that this number gives an indication as to the activities of our members; what is needed is a general review of such work.

Alternately, it would surely help members if someone would write an account, of which is needed, so that there is no duplication of efforts. To the best of my knowledge the following works are in progress:

- 1) "The Easter Rising Commems" by T.S. Telfer.
- 2) "The Definitives" by T.S. Telfer.
- 3) "The Censorship Labels" by Miss N. Wright.
- 4) "The Meter Marks of Ireland" by O.M. Richards.
- 5) "Paid Marks other than "Paid Ats" " by F.E. Dixon
- 6) "Variations of the C.D.S. of Dublin" by Noel Langton.
- 7) "English Cancellations used in Ireland" by F.E. Dixon.

It is hoped that someone will undertake the "Paid" marks of Dublin. Another interesting city to work on would be Cork. In fact, given the material there is vast scope for study - as always time is the critical factor. It has been mentioned before that our Group is composed of people who have to work for their living, with a few retired members, but this list gives some indication of activities. Perhaps members would notify me or send in details which can be printed on the Members Page.

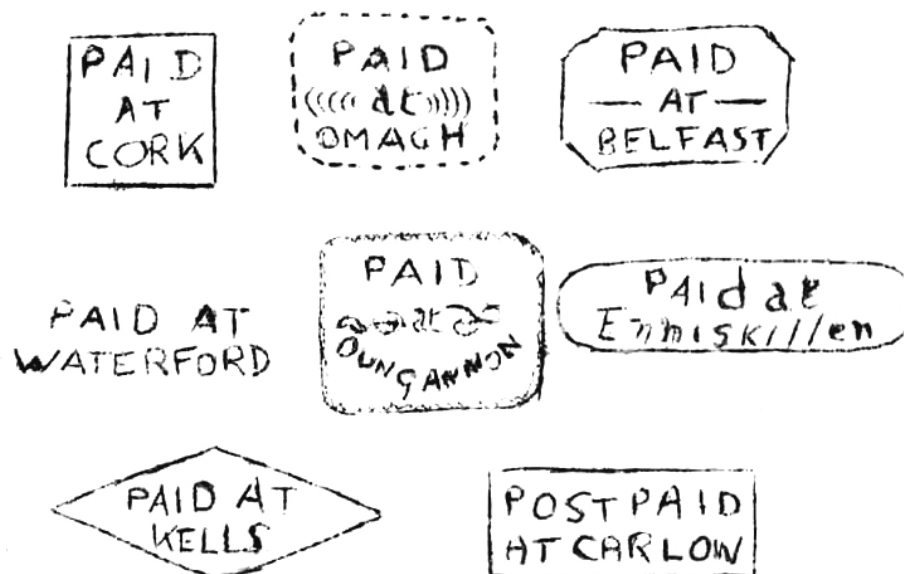
Whatever appears, it is hoped it will be appreciated and a successful winter's study to you all. Don't forget that Exchange Packets depend on the supply of Material by you to Michael Leonard.

R.P. Woods.
T.S. Telfer.
M.C. Mabblerley.

THE PROVINCIAL "PAID AT" STAMPS OF IRELAND.

(Continued)

TYPE D - Special Designs.



Town	Red	Black	Notes
Belfast	30. 7.36 25.12.44	4. 7.32	Brown - 3. 7.32
Carlow	27. 5.34 18.11.34	11.12.38 19. 1.41	
Cork	18.12.33 20. 4.39	7. 5.37	
Dungannon	8. 7.38 28.11.42	19. 2.35	
Enniskillen	15. 9.36 5. 2.43	13.12.35	
Kells		12. 3.46	Blue - 30. 3.47 11.10.50

Town	Red	Black	Notes
Omagh	24. 6.33 27. 8.40		Blue - June 1845
Tralee		4. 4.35 18. 9.40	Design same as Carlow.
Waterford *		26. 1.39 14. 1.40	No frame.

* There is a certain doubt as to whether these
could be Type C without frame registering.

THE PROVINCIAL "PAID AT" STAMPS OF IRELAND.

(continued)

TYPE E - No Frame and 1d added.

All examples noted are in red although at times heavy oxidization makes this appear black.

PAID AT ARMAGH

1^d

Town		Dimensions	First & Last Dates	
Armagh		33 x 3 x 22½	12. 2.40	21. 2.40.
Derry	(1) +	31 x 2½ x 22	23. 1.40.	22.11.43.
	(2)	36 x 3½ x 21	21.11.43.	4.10.49.
Down		39 x 3 x 21	8. 7.46.	20.10.48.
Drogheda		42 x 3 x 19	25. 7.45.	2. 7.51.
Dundalk	(1) x	32 x 2½ x 21	1. 2.40.	2.11.40.
	(2) x	36 x 3 x 21	27.10.42.	8.11.48.

+ There are two sub-types of Type 1, most readily identifiable by the serifs of the 1.

(1a)

1^d

(1b)

1^d

x Here types 1 and 2 have differences rather similar to those which distinguish the sub-types of Type 1 of Derry. Also the 1 of type 2 is about 1½ mm taller.

1

1^d

2

1^d

THE ROYAL MAIL TO IRELAND by O.M. Richards

Holy Island, off the Anglesey Coast, has, since Elizabethan times, been connected with the carriage of the mail between England and Ireland. At Porthdafarch, about three miles south of Holyhead, the remains of the old jetty, and of a square stone building which presumably was the place where the mail pouches and bags were kept whilst awaiting the mail packets, are still to be seen. It seems that the use of the landing stage at Porthdafarch depended on weather conditions and at certain times the mail packets landed at Holyhead. Gradually all the sailings were made from Holyhead.

In 1820, two steamers were put on the service, the *Ivanhoe* and the *Talbot*. At this time there was also a service from Liverpool to Howth but eventually the mail service was concentrated on Holyhead with the Irish terminal at Dun Laoghaire.

During this period all the mail packets were privately owned and chartered by the Admiralty, these were the *Lightning*, the *Vixen*, the *Meteor*, the *Aladdin*, the *Harlequin* later renamed the *Sprightly*, the *Cinderella*, the *Escape* and the *Wizard*, approximately 8 - 10 in number. In 1848 improved and larger packets were commissioned by the Admiralty, the *Banshee*, the *Caradoo*, the *Llewelyn* and the *St. Columba*.

When the railway along the North Wales coast was planned, a possible rail to Holyhead as a terminus was put forward, namely the little port of Porthdinllaen on the Caernarvonshire coast to the south of Caernarvon, but wiser counsels prevailed and on the day after St. Patrick's Day in 1850, direct rail communication was established with Chester and London via Stephenson's Tubular Bridge across the Menai Straits (see I.P.S.G. Journal pages 14 and 24, 1960).

About this time Parliament decided that the carrying of the mail could be done more efficiently and cheaply by contract, and Her Majesty's Government invited tenders for the portion of the route between Holyhead and Kingstown for a journey of some thirteen hours between the two capitals. The contract operated from May 1st, 1850 and the first successful contractors were the City of Dublin Steam Packet Co., who had purchased from the Admiralty the packets *St. Columba* and *Llewelyn*. The company themselves supplied the *Elbar* and the *Prince Arthur* in October, 1860.

At Kingstown a new pier was built, it was named the Carlisle Pier, substantially as used today, and by this time the total journey had been cut to 12 hours.

Four new ships were then ordered, named after the four provinces of Ireland. R.M.P.S. *Leinster* was launched in March, 1860, the *Connaught* was built at Birkenhead and an early crossing to Kingstown took 3 hours 14 minutes, little different from today's time. The *Munster* and the *Ulster* were also built at Birkenhead.

Some idea of the importance attached to the Holyhead mail route by the G.P.O. will be gained when we learn that a clause in the contract provided for a fine of £80. per trip for a journey, capital to capital, which exceeded 11 $\frac{1}{4}$ hours.

About halfway through the 19th Century, the Chester and Holyhead Railway Company unsuccessfully tendered for the sea portion of the contract, and about that time they built four new paddle steamers, the Cambria, the Hibernia, the Scotia and the Anglia, two of these names are perpetuated to this day, viz, the Cambria and Hibernia.

In 1860, the contract for the mail was reviewed and renewed, the total journey now taking 11 hours capital to capital, the sea portion taking some $3\frac{3}{4}$ hours. In 1863 tenders were invited for the next period of the London - Dublin mail conveyance and was secured by the Railway Company for the whole journey throughout. At this time the Irish Home Rule controversy was rife, and the Post Master General, with the backing of Parliament, had to request the L. & N.W. Railway Co. to withdraw from the sea part of the contract, and so the contract reverted to the Irish company. The ships of the Irish company were all reconditioned and structural alterations made and at this time a new ship, the Ireland, was built who reduced the time for the journey.

The contract took effect as from October 1st, 1885 for a period of 12 years and it was subject to termination by either side on 12 months notice.

In 1897 the contract was again up for renewal. The Irish company was successful, and had undertaken to replace the paddle steamers with screw steamers. Four new steamers were built and again the names perpetuated the four provinces. The Leinster and the Connaught were both lost during the first World War. After the war, owing to the fleet being depleted, the City of Dublin Steam Packet Co. chartered the Duke of Connaught from the Lancashire & Yorkshire Railway Company.

The contract should have been renewed during the war years but the City of Dublin Co. maintained it during the hostilities and eventually it came up for renewal in 1920. The L. & N.W. Railway successfully tendered for the contract and this was to run for 20 years from November, 1920. During 1919 and 1920 four new vessels were launched and these were the largest and fastest trading in British waters. The City of Dublin Co. could not hope to compete on a passenger only basis, so the company was wound up, the Munster and the Ulster being disposed of for scrap in 1924.

With the approach of the renewal of the mail contract in 1940 plans were far advanced for replacing the vessels on the route. Orders were placed in 1939 for two oil burning vessels but the outbreak of war stopped this. New tonnage was ordered in 1946 and in 1949 at Belfast were launched the motor vessels Cambria and Hibernia, the old vessels being broken up at Barrow. They had been in service for nearly 30 years, and their time of 2 hours 55 minutes pier to pier was kept throughout this time with little variation.

The mail contract was extended only on a "bulk" basis, but the major portion is now flown by air.

MEMBERS INTERESTSNORTHERN AREA

CANCELLATIONS

AIRMAILS	R. Crookes T.E. Field B.T.S. Grindy W.G. Hampson M. Leonard P.J. O'Donovan J.H. Paterson O.M. Richards	Pre-1840	R. Crookes T.E. Field B.T.S. Grindy T.V. Jackson (Dublin) M. Leonard W.G. Hampson P.J. Donovan
BIBLIOGRAPHY	R. Crookes T.E. Field B.T.S. Grindy W.G. Hampson M. Leonard	Numerals	R. Crookes T.E. Field B.T.S. Grindy W.G. Hampson M. Leonard P.J. O'Donovan O.M. Richards
BOOKLETS	R. Crookes T.E. Field B.T.S. Grindy M. Leonard		R. Crookes T.E. Field B.T.S. Grindy W.G. Hampson M. Leonard P.J. O'Donovan J.H. Paterson O.M. Richards
COILS	R. Crookes T.E. Field B.T.S. Grindy W.G. Hampson M. Leonard O.M. Richards	Circulars	
COMMEMS.	R. Crookes T.E. Field B.T.S. Grindy W.G. Hampson M. Leonard (& plate nos.) G.R. MacLeod. P.J. O'Donovan O.M. Richards	Triangular	R. Crookes T.E. Field B.T.S. Grindy M. Leonard P.J. O'Donovan O.M. Richards
CONTROLS	R. Crookes T.E. Field B.T.S. Grindy M. Leonard P.J. O'Donovan O.M. Richards	Slogans	R. Crookes T.E. Field B.T.S. Grindy M. Leonard C.R. MacLeod (esp. on covers) P.J. O'Donovan O.M. Richards
		Officials	R. Crookes T.E. Field B.T.S. Grindy M. Leonard P.J. O'Donovan O.M. Richards

CANCELLATIONS

Spoons
R. Crookes
T.E. Field
W.G. Hampson
B.T.S. Grindy
T.V. Jackson (Dublin type)
M. Leonard
P.J. O'Donovan

COVERS
R. Crookes
T.E. Field
B.T.S. Grindy
W.G. Hampson (pre-1922)
M. Leonard
C.R. MacLeod
P.J. O'Donovan
J.H. Paterson
O.M. Richards

DEFINITIVES
R. Crookes
T.E. Field
B.T.S. Grindy
M. Leonard
C.R. MacLeod
P.J. O'Donovan
O.M. Richards

ESSAYS &
PROOFS
R. Crookes
T.E. Field
B.T.S. Grindy
M. Leonard
O.M. Richards

FISCALS
R. Crookes
T.E. Field
M. Leonard

LABELS
R. Crookes
T.E. Field
M. Leonard (Charity Show &
Political)
C.R. MacLeod
O.M. Richards

LOCALS
R. Crookes
T.E. Field
P.J. O'Donovan

METERS

R. Crookes
T.E. Field
B.T.S. Grindy
M. Leonard
C.R. MacLeod
O.M. Richards

OVERPRINTS

R. Crookes
T.E. Field
B.T.S. Grindy
W.G. Hampson
M. Leonard
P.J. O'Donovan
O.M. Richards

PARCEL POSTS

R. Crookes
T.E. Field
B.T.S. Grindy
M. Leonard

RAILWAYS & T.P.O.s.

R. Crookes
T.E. Field
B.T.S. Grindy
W.G. Hampson
M. Leonard
(& Paquebots)
P.J. O'Donovan
J.H. Paterson
O.M. Richards

STATIONERY

R. Crookes
T.E. Field
B.T.S. Grindy
M. Leonard
(official &
stamped to order)
O.M. Richards

POSTAL HISTORY

GENERAL	R. Crookes	Pre-1840	R. Crookes
	T.E. Field		T.E. Field
	B.T.S. Grindy		B.T.S. Grindy
	W.G. Hampson		M. Leonard
	M. Leonard		W.G. Hampson
	C.R. MacLeod		P.J. O'Donovan
Pre-1922	P.J. O'Donovan	MARITIME	R. Crookes
	O.M. Richards		T.E. Field
	R. Crookes		B.T.S. Grindy
	T.E. Field		W.G. Hampson
	B.T.S. Grindy		M. Leonard
	W.G. Hampson		P.J. O'Donovan
	M. Leonard		O.M. Richards
	P.J. O'Donovan		

SPECIALISED INTERESTS

B.T.S. Grindy	Specialised collection of Postage Dues. Trying to form specialised group of stamp covers, postmarks, etc., of Fenian and rebellion eras. Photographs of Irish leaders, places of rebellion and public buildings involved.
T.V. Jackson	17th Century Irish Post Office.
M. Leonard	Official photographs of new issues. Irish postal censorship labels and markings.
C.R. MacLeod	All machine cancellations.
P.J. O'Donovan	Postmarks and slogans.

HANDSTAMP CENSOR MARKS - PART I by Miss N. Wright

The Censorship markings and labels affixed to letters during hostilities between nations provide an interesting side of Philately. We are grateful to Miss Wright for the work she is undertaking in collating these marks, and in due course the labels. This work covers the markings from the Irish authorities during World Warr II.

Type I Date 1939 - 1945
 Colour Violet
 Numbers 9, 12, 17, 23, 45, 76, 108, 114, 115, 140.

Found on both incoming and outgoing mail.

Type Ia As Type I but numbers added by hand in ink.

 Date 1940 - 1941
 Numbers 156, 169

Type Ib As Type I but without number

 Date 1943 -

 Found on letters to England.

Type II Date 1943 - 1944
 Colour Violet

 Seen on letters to Church dignatories and diplomats
 and found on both incoming and outgoing mail.

Type III Date 1942 - 1944
 Colour Violet

 Appeared on registered and ordinary mail reaching
 Ireland.

Type IV Date 1943 - 1945
 Volour Violet

 Seen only on registered mail from Ireland.

Type V

Dates	1942 - 1943	1943 - 1944	1942 - 1945
Colours	Green	Maroon	Black

Found on incoming and outgoing registered and unregistered mail.

Type VI

PASSED BY
MILITARY CENSOR
EIRE

3 lines in box with
badge of the Irish
Army over it

Found on letters of German airmen interned at the Curragh Camp. Incoming and outgoing mail.

Type VII

Date 1941 - 1945
Colour Black, occasionally green.

Used to tie Censor labels on registered mail.

also Date 1943

Occurs as cancellation on unregistered letters handed in to Censor's Office instead of being posted.

Type VIII

Used to tie Censor labels on registered mail 1941, also seen as cancellation on an unregistered letter 1943.

Type IX

Date 1941 - 1944

Wax Seal used to tie Censor labels on outgoing registered mail.

Numbers in Seal - 2, 3.

Type X

Seen as cancellation on Exempt from Censorship letter to England, no other cancellation or postmark.

Type XI

Date 1941 - 1943

The Post na Mbeart postmark of Cork was used as cancellation on registered letters.

HANDSTAMPS OF THE IRISH CENSORSHIP

OFFICE WORLD WAR II.

PASSED BY CENSOR (23)

Ceaduithe ag an Scrúdóir

TYPE 1

SAON O SCRÚDÁ
(Exempt from Censorship)

2

SAORÉA AS AN SCRÚDÓIR
RELEASED BY CENSOR

3

SAORÉA AS
AN SCRÚDÓIR

4

SAORÉA AS AN
SCRÚDÓIR
RELEASED BY
CENSOR

5



7



8



9



10



11

BIBLIOGRAPHY OF IRISH PHILATELY

JACKSON, J.

Thos. Moore Stamp in Burden.
Pub: 16.1.53 "P.M."

Eolai an Phoist 1953
Pub: 26.12.53 "S.C."

Comments on Irish P.O. Guide 1953 edition.

JACKSON, J.J.

1946 1d Coil Inverted Watermark.
Pub: "G.I.P." vol. 14, p.272.

JACKSON, Dr. R. Wyse.

The Story of Ireland in Stamps.
Pub: 17th February, 1947. "Irish Independent".

An article worthy of note appearing in a newspaper.

JACKSON, T.V.

Irish Post Office, 1638-1703.
Pub: March-April, 1959 issue P.H.S.B. No. 100, p.33.

An account of the Post Office in the 17th Century based on a considerable amount of research, useful Bibliography, sources of historical records and information, some of which have been noted in this Bibliography of Irish Philately.

JAGGER, E.

Easter 1916 and After.
Pub: 1957. "Philately".

Forces P.O.'s - Postmarks.
Pub: "Philately" vol. 6, p.268.

Author of other articles appearing in the Press.

JOHNSON, Dr. J. Stafford.

The Dublin Penny Post 1773 - 1840.
Pub: March/May 1942 "Dublin Historical Record" Vol. IV, No.3.

Author of numerous articles and correspondence appearing in the Press, dealing mainly with Postal History.

BIBLIOGRAPHY OF IRISH PHILATELY

J.2.

J.2.

JOYCE, H.

The History of the Post Office from its Establishment
down to 1863.

Pub: 1893.

JOYCE, Dr.

Irish Names of Places.

JUBILEE OF PENNY POSTAGE, 1890.

Pub: 1891. G.P.O. 331 pp.

An account of the celebrations of the Jubilee in the
Provinces with extracts from typical reports from Ireland.

IRISH PHILATELIC STUDY GROUP

OBJECTS - To collect, record and disseminate knowledge of the Stamps and Postal History of Ireland, and to co-operate with other organisations having similar objects.

OFFICIALS

<u>Chairman</u>	Thomas E. Field, Willand Close, Skelmanthorpe, Huddersfield.	
<u>Hon. Secretary & Treasurer</u>	Michael Leonard, 2, Alvanley Road, West Derby, Liverpool 12.	
<u>Regional Secretaries</u>	R. Crookes 198, Buxton Road, Mile End Stockport	(North)
	R. P. Woods 22, Rosslyn Road, Shoreham-by-Sea, Sussex.	(South)
	N. J. Langton, 49, Sycamore Road, Finglas, Dublin	(Ireland)
<u>Editor of Journal</u>	R. P. Woods.	