

IRISH PHILATELY

JOURNAL OF THE IRISH PHILATELIC CIRCLE

Edited by

O.M. RICHARDS

'Cartrefle', 4 St Simon's Drive, Cherry Willingham, Lincoln

Volume 1981

September 1981

No 3

CONTENTS

Editorial	41
Unnamed Datestamps of Ireland 1831 - 1860	42 - 48
Letter via Donaghadee	49
History of the Holyhead Mailboat Service	50 - 56
Christmas Seals	56
Random Notes	57
The Man Recovered of the Bite The Dog it was that Died	57 - 58
"...& Withal Water from the Spring"	58 - 59
Basket Stamps and Postcard Irish Republic 1916 Stamp	60

"Irish Philately"

Published by the Editor
for Irish Philatelic
Circle. Articles are the
copyright of the authors
and cannot be reproduced
without permission.

EDITORIAL

The lengthy list of lapsed members in "The News" which accompanies this issue of our Journal prompts me to wonder why there are so many in one fell swoop. As the main link in our Circle is the quarterly "Irish Philately", I wonder if it is not fulfilling the expectations of some members and whether the time has come for someone else to take over the Editor's reins and bring in a fresh wind of change, as it were.

The Journal is only as good as its contents and these have been supplied now for a number of years by a very small percentage of faithful members. In these days when the Editorial cupboard is almost bare I have to find something to fill pages and, as my interests do not cover adhesive stamps, most of what I supply is about postal markings which are not to everyone's taste.

I shall be happy to relinquish my post as Editor in order to give someone else a chance to undertake this onerous task should this be the wish of the membership.

OM Richards

UNDATED NAMESTAMPS OF IRELAND 1831 - 1860

by W. Kane

In December 1977 Dr Brian de Burca published an amended listing of the Provincial Penny Posts in Irish Philately, Issue No 4 for that year. The article was based on the original listings of FE Dixon (1960). This subject has always been dear to the heart of Dr de Burca and I was not surprised when, sometime in 1980, he wrote asking me why no one had ever tried to update the information relative the Irish 'Receiving Houses'.

Unable to resist the challenge, I compiled a listing of the material known to me at that time and sent it to him. It was not long before that listing was returned to me with many additions. This was the commencement of a project that grew into a fascination for me.

After preparing a listing which combined Dr de Burca's information, I had several photocopies made and these listings I sent to the following Postal Historians:- FE Dixon, Rev E Davey, MVD Champness, B Wallas, A Stokes, J Lennon and Mr Dittman, all of whom contributed valuable information.

Most important was the fact that FE Dixon's listings included the results of his studying the Stafford Johnson and the TE Field collections. Hence a special vote of thanks must be extended to Mr Dixon. However, this must not detract from the valuable work of the other gentlemen who have contributed to this study. The hobby is most fortunate in that we have such wonderful people in our ranks.

At this point, let me explain that my first listing was based on material from my own collection, plus information noted at Society meetings, displays, exhibitions, dealers stocks and auction catalogues. Since some of the items were on piece it was not possible to date same, this information is now required. If any readers can supply any missing data or new information I would be most grateful.

In the present listing I have adopted the suggested group types as set out by FE Dixon which were more logical than the listing I used in the first instance. They fall into four basic groups, with their sub-varieties.

1. Serifed letters.
2. Sans-serif letters.
3. Script or Italic letters.
4. Circular marks.

The breakdown is again a logical one.

<u>GROUP 1</u>	1A	-	Straight line, serifed letters, unframed.
	1B	-	As 1A but framed.
	1C	-	Two lines, serifed letters.
	1D	-	As 1C but the second line - 'REC ^g HOUSE'.
	1E	-	As 1D but with 'RECEIVING HOUSE' in full.
	1F	-	As 1E but framed.

	1G	-	Two lines, serified letters, second line "R.H."
	1H	-	As 1G but framed.
<u>GROUP 2</u>	2A	-	Single line, sans-serif letters.
	2B	-	As 2A including name of Head Office.
	2C	-	Two lines, sans-serif letters.
<u>GROUP 3</u>	3A	-	Single line, Italic.
	3B	-	Two lines, Italic, with "R.H."
	3C	-	As 3B but no "R.H."
<u>GROUP 4</u>	4A	-	Circular, two arcs, serified letters.
	4B	-	As 4A, sans-serif letters.
	4C	-	Name curved in circular frame.
	4D	-	Name straight in circular frame.
	4E	-	Circular unframed with name of Head Office below.

So it is possible to have nineteen different types.

Two other aspects of this study which must not be overlooked include the "R.H. Numbers". These are found in three styles, unframed, framed and script. Used during the 1840s, struck in black, blue, green and red inks and also used in conjunction with the Provincial Penny Posts. The other is that most interesting "R.H." system used in Cork when the first six letters of the alphabet, struck in black or blue, were in use from 1840 to 1850.

One must not forget that the late use of Mileage Marks and Penny Post marks, natural precursors to the undated namestamps, also have to be considered when used after 1840.

The above facets of the overall study must not be neglected but must wait for another occasion.

Now, an explanation regarding the title "Undated Namestamps" rather than "Receiving Houses". This was suggested by Mr Dixon and I agree with him. Since the listing contains stamps of many Post Towns and Sub Offices as well as the stamps of the Receiving Houses. When the listing is finalised (if ever) then the task of separating the different categories will commence.

The title "undated" includes namestamps back to 1806 which I find difficult to reconcile with the concept of these marks generally to Receiving Offices not conducting MoneyOrder business and specifically initially in substitution for the anonymity of Penny Post numbers. This is why consideration must be given to Penny Post and Mileage Marks used after 1840. Some, indeed, were cut down to form Type 1A or 3A of this listing.

At this stage I am only concerned with information relative the group type, colour of ink and date of use. The key to the colours of the stamps is as follows:-

B	=	black	g	=	green	y	=	yellow
b	=	blue	r	=	red			

I repeat that when the study as outlined in its present form is completed, the questions relative the status of the Offices, also the comparison of the Irish classification with the data published regarding the similar handstamps of Britain will be considered.

The task of the present opus is enough to cope with, readers will observe that the study of the "Receiving Houses" is not a simple matter but, then again, it is an absorbing project.

I now present the data so far collected and will be most grateful for readers' observations, no matter how critical they are.

UNDATED NAMESTAMPS OF IRELAND

GROUP 1

- | | |
|-----------------------------------|--|
| (A) OULART | (B) DUGORT |
| (C) LAURENCETOWN
BANBRIDGE | (D) CONVOY
REC ^d HOUSE |
| (E) BALLYHAISE
RECEIVING-HOUSE | (F) DRAPERSTOWN
RECEIVING HOUSE |
| (G) KEATS BRIDGE
R-H | (H) DONAGHMORE
R-H |

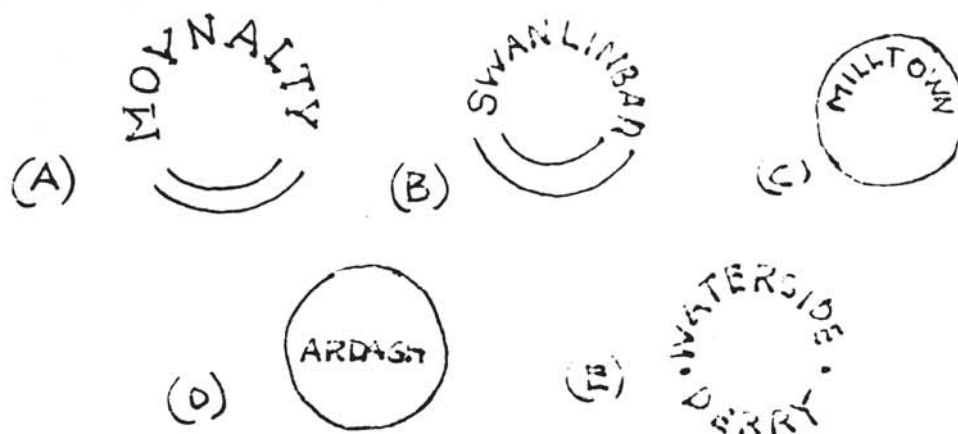
GROUP 2

- | | | |
|-------------|----------------|--------|
| SWANLIN BAR | MONKSTOWN CORK | OULART |
| (A) | (B) | GOREY |
| | | (C) |

GROUP 3

- | | | |
|--------------------|-------------------|---------------------|
| <i>Ballyfarmon</i> | <i>Armoy R-H</i> | <i>Swanlinbar</i> |
| (A) | <i>Ballymoney</i> | <i>Ballyconnell</i> |
| | (B) | (C) |

GROUP 4



GROUP 1A - STRAIGHT LINE, SERIFED LETTERS, UNFRAMED 1831-1859

Abbeyleix	Br	1836-40	Ballykelly	Bg	1846-49
Ahascragh	B	1843	Ballylongford	Bbg	1835-57
Amiens St (Dn)	b	1850	Ballymacarett	b	1848
Annamoe	B	1848	Ballymahon	Br	1836-40
Ardaragh	B	1847	Ballymoney	r	1848
Ardee	B	1836	Ballymote	Br	1838-49
Ardmore	b	1849	Ballyporeen	B	1843
Arklow	B	1836	Ballyvaughen	B	1851
Arvagh	b	1846-52	Ballyragget	B	1849
Athboy	B	1839	Ballinalee		
Aughnacloy	b	1834	Ballylong Road		
Aughrim	Bb	1835-45	Baltimore	B	1845
Aungier St (Dn)	B	1846	Baltinglass	B	1831-39
			Bansha	B	1854
Baggot St (Dn)	B	1845	Beleek	bg	1848-52
Bagnalstown	B	1833	Belturbet	B	1843
Bagenalstown	B	1837-40	Bennetts Bridge	B	1848
Baggot St Upr (Dn)	B	1845-46	Beragh	Bb	1847-52
Ballaghadireen	r	1832	Bettystown		
Ballaghadereen	B	1840	Blackwaterstown	Bb	1838-39
Ballibay	B	1834	Blarney	Bb	1850-58
Ballickmoyler	B	1850	Blue Ball	Bbg	1850-54
Ballina	B	1839	Bready	b	1846
Ballinderry	B	1841-44	Bride St (Dn)	B	1846-50
Ballinrobe	B	1840	Bridgetown	g	1847
Ballitore	B	1836-40	Broadford	B	1853
Ballon	b	1847-51	Broughshane	B	1844-47
Ballycarnew	B	1846-49	Brunswick St (Dn)	B	1845-46
Ballycarn	B	1849	Bundoran		
Ballycastle	B	1834-38	Burrisakane	Bb	1836-39
Ballyglass	B	1834-35	Bushmills	Bbr	1840
Ballyhaise	Br	1832-44	Buttevant	B	1836

Cahersiveen	B	1833	Delgany	B	1838-40
Caherciveen	B	1836	Dorset St (Dn)	Br	1832-47
Callan	Br	1840	Down	B	1839
Camden St (Dn)	B	1831-50	Dromod	B	1838-39
Capel St Lr (Dn)	B	1845	Dromore	B	1836-40
Capel St Up (Dn)	B	1845-47	Dromore West	B	1836
Carbury	g	1848	Drumcree	B	1846-47
Carlanstown	B	1856	Drumligh	b	1851
Carlingford	B	1840	Drumsna	r	1832-40
Carrickfergus	r	1832	Dunchurch	B	1837
Carrickmacross	Bb	1832-37	Dunda'k	B	1834
Carrick on Shannon	B	1831-37	Dunshaughlin	B	1838
Carrick on Suir	r	1840			
Carrigaholt	B	1848	Edenderry	r	1837
Carrigart	B	1843	Enniskillen	B	1839
Cashel	B	1834			
Castlebridge	B	1846	Fenagh	B	1844-47
Castleconnell	B	1837	Ferns	B	1836
Castle Dawson	b	1832	Ferrybank	B	1847
Castlederg	Bb	1841-45	Fethard	B	1845
Castlefin	B	1832-38	Fintona	B	1837-42
Castleisland	B	1839-48	Five Alley	B	1848-56
Castlepollard	B	1838-40	Fivemiletown	b	1844-47
Castle St (Dn)	B	1836-49	Foynes	B	1837-48
Castlewellan	Br	1834-38	Frankford	B	1834-38
Charleville	B	1833	Frenchpark	Br	1833-35
Church Hill	B	1835-45			
Clare	B	1832-48	Geashill	Bg	1847-53
Claremorris	r	1840	Gilford	b	1840
Clare Castle	B	1844	Glandore	b	1847
Clare St (Dn)	B	1845-46	Glasslough	B	1838-42
Clarina	B	1844-50	Glenarm	Bgy	1844-45
Clifden	B	1839	Glin	Bb	1833-49
Clogher Head	g	1853	Glounthaun	B	1854
Cloghnakilty	B	1839-40	Golden Ball	B	1848
Cloghran	B	1847	Gort	B	1836
Clonbur	b		Grafton St (Dn)	B	1845-46
Clonevan	B	1847	Granard	r	1838
Clough	r	1840	Grange	B	1847-48
Clounthain	B	1857	Gt Britain St (Dn)	B	1845-47
Colehill	B	1838	Gt Brunswick St (Dn)	B	1845
College Green (Dn)	Br	1845-46	Grettyard	B	1841-53
Collon	B	1834	Groomsport	g	1846
Colooney	B	1837-39	Glanworth	b	1854
Coolkenno	b	1853	Glanamadda	b	
Cootehill	B	1838	Glen	B	1836
Courtown Harbour	B	1844-47			
Crebally	B	1856	Harcourt St (Dn)	B	1835
Creaslough	B	1846	Headford	r	1838
Crettyard	B	1849	High St (Dn)	B	1837
Crookstown	B	1841	Holles St (Dn)	B	1846-50
Cuffes Grange	Bb	1847	Hollymount	r	1834-50
			Hollywood	B	1839
Dalkey	bg	1844-59			
Dangan	B	1834	Inns Quay (Dn)	B	1845-46
Dawson St (Dn)	Br	1832-46			

James's St (Dn)	B	1832	Mount Talbot	B	1836-43
Keadue	Bbg	1852-55	Moville	B	1836-39
Kells	ry		Moy	B	1833-34
Kenagh	B	1834	Moyvore	B	1848-50
Kenvara	B	1845	Mullinahone	B	1849
Kilconnell	B	1848-59	Newcastle (Tipp)	B	1846
Kildare	Bb	1841-50	Newmarket	B	1851
Kilkee	B	1839	Newport Mayo	Br	1834-41
Kilkeel	bg	1847	Newport (Tipp)	B	1840
Kill	B	1834-38	Newtownhamilton	b	1850
Killala	b	1850	Newtown Stewart	B	1834-35
Killashee	B	1838-39	North King St (Dn)	B	1845-49
Killeagh	B	1846	Northumberland Bldgs	B	1849
Killinardish	Bbg	1847-49			
Killinchy	B	1838-56	Oranmore	B	1838
Killiney	B	1838	Oulart	B	1846
Killinick	B	1845	O'Connell		
Killurin	B	1845-51			
Kilmacow	Bg	1849-53	Pallasgreen	B	1844-48
Kilmacthomas	Bb	1851-55	Parsonstown	b	1835
Kilmeadon	B	1839	Philipstown	r	1839-40
Kilmoganny	b	1852	Pomeroy	Bb	1846-48
Kilmore	B	1846	Portadown	b	1835-36
Kilrea	b	1854	Portglenone	Bg	1835.40
Kilrush	bg	1844-46	Puckane	Bb	1846-54
Kish	B	1837			
Kyle	B	1834-38	Queen St (Dn)	B	1847
	Bb	1846-51			
Lahinch	B	1844-49	Ramelton	B	1836-37
Larne	Bb	1836	Raphoe	b	1836-37
Leighlinbridge	Bb	1845-49	Rathfriland	br	1832-39
Lenamore	Bbg	1845-49	Rathmines (Dn)	B	1842
Letterkenny	b	1848-50	Rathmoylan	B	1851
Lisnagry	r	1836	Rathnew	b	1846-47
Lisnaskea	Bg	1845-58	Redhills	B	1836-43
Listowell	B	1834	Rosscarbery	B	1840-41
Loughgall	B	1836	Rostrevor	b	1834
Ln Green	B	1835			
Loughrea	B	1836-40	Sandycove	B	1851
	r	1837	Sandymount	B	1851-55
Magharafelt			Santry	b	1849
Maguiresbridge	bg	1835-37	Shanagolden	B	1837
Maynooth	Bg	1846-57	Shanballymore	B	1847
Mecklenbergh St (Dn)	B	1840	Shinrone	Bg	1838-48
Merrion Row (Dn)	B	1845-48	Shrule	B	1847-48
Middleton	B	1845-48	Silvermines	B	1845-50
Millstreet	B	1833-36	Six Mile Bridge	B	1835-37
Milltown	B	1839-41	Skibbereen	r	1837
Milltown Malbay	B	1844-57	Sligo	B	1839
Moate	B	1833	Spiddal	g	1845
Monasterevan	B	1836-40	Stephens Green (Dn)	B	1846
Moneygall	r	1836-38	Stillorgan	Bb	1845-49
Monkstown	B	1834-41	Stradone	B	1837
Mount Nugent	B	1846-55	Stranorlar	B	1836-39
	b	1840	Summerhill (Dn)	B	1846-48

Shannagarry	B	1846	Tynagh	B	1848
Summercove			Tynagh	b	1857
			Tynan	r	1840
Tagoat	b	1848	Tulla	B	1849
Tara	Bb	1851-54			
Tashiny			Ushers Island (Dn)	Bb	1841-48
Templepatrick	B	1848			
Temple St (Dn)	B	1846	Verners Bridge	Bb	1841-47
Thomas St (Dn)	Bb	1834-47			
Tipperary	B	1834	Waringstown	b	1843
Toomavara	bg	1846-57	Warrington Place (Dn)	B	1846-48
Toomebridge	B	1833-45	Watergrasshill	B	1850-51
Trim	B	1835	Whitegate	B	1853
Tubbercurry	bg	1849-51			
Tulsk	Bb	1846			

GROUP 1B - STRAIGHT LINE, SERIFED LETTERS, FRAMED 1846

Dugort	B	1846	Kilcock	B
--------	---	------	---------	---

GROUP 1C - TWO LINES, SERIFED LETTERS 1840-1852

Laurencetown/Banbridge	B	1846-52	Northumberland/Buildings	B	1845
Milltown/Dublin	B	1851	Dungarvan/Thos Town	B	1806
Moyne/Clarina	B	1845	Doonbeg/Ennis		
Newtown/Hamilton	Bb	1840-48			

GROUP 1D - TWO LINES, SERIFED LETTERS, SECOND LINE 'RECg HOUSE' 1828-30

Convoy/RECg HOUSE	B	1828-30	Trillick/RECg HOUSE	B
-------------------	---	---------	---------------------	---

GROUP 1E - TWO LINES, SERIFED LETTERS, UNFRAMED, SECOND LINE 'RECEIVING HOUSE' IN FULL 1830-45

Ballyhaise/RH	r	1830-36	Clogherhead/RH	r	1845
---------------	---	---------	----------------	---	------

GROUP 1F - AS 1E BUT FRAMED

Draperstown	r	1831			
-------------	---	------	--	--	--

GROUP 1G - TWO LINES, SERIFED LETTERS, SECOND LINE 'RH' 1842-57

Aghadowey/RH	B	1848	Derrylin/RH	b	1845
Ahoghill/RH	g	1844-52	Ederny	B	1855
Bettystown/RH	B	1845	Keatsbridge	B	1844
Cairncastle/RH	B		Knockacarry	b	1851-55
Chichester St/RH	Bb	1842.50	Moyallon	b	1851
Chirncastle/RH	b	1843	Newtown Breda	b	1854-57

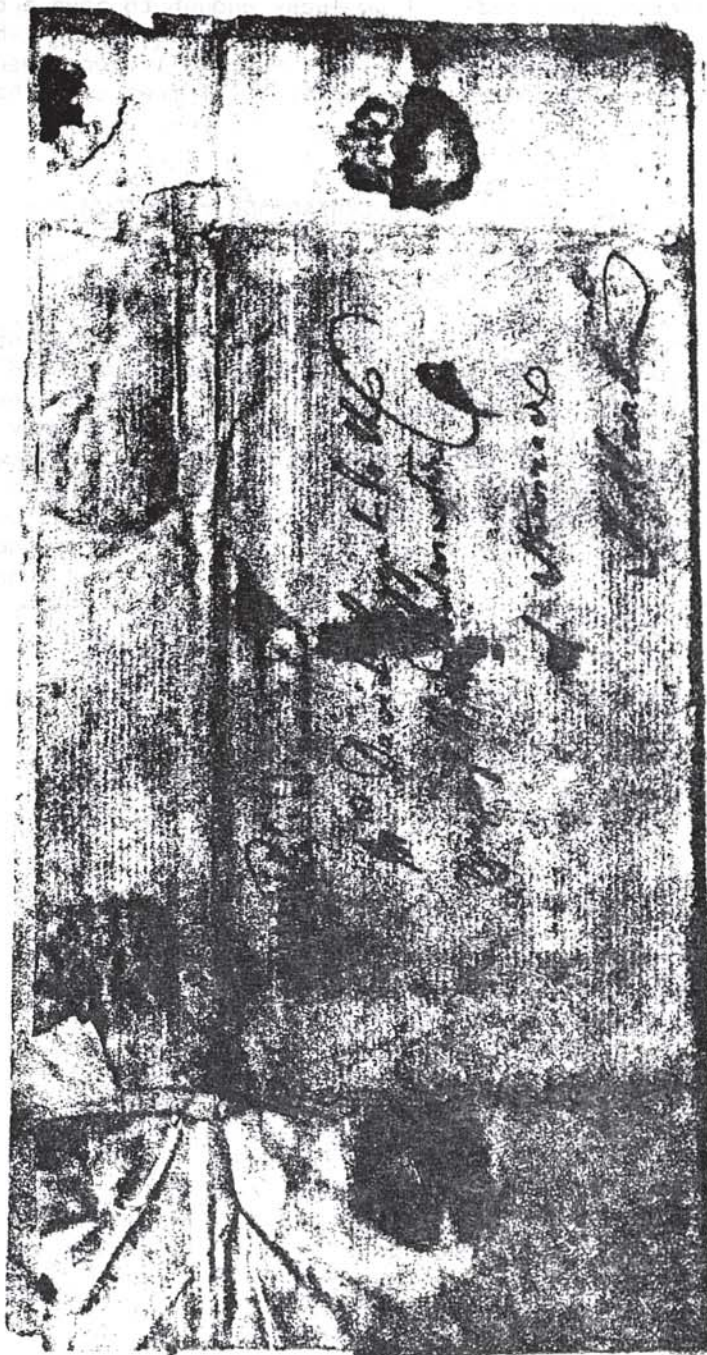
GROUP 1H - AS 1G BUT FRAMED 1842

Donaghmore	B	1842			
------------	---	------	--	--	--

(To be continued)

Entire Letter From "Bally wilo wilo" via Donaghadee
and Port Patrick to Stranraer

Addressed : To Mr. David Leggat to the
Care of the Postmaster
of Stranraer
Scotland



DONAGHADEE

Straight Line Town Mark

Postage Rate "6" in Script

Our thanks to Stewart Telfer for providing this illustration of a nice postal history item from the Donaghadee-Portpatrick mail service. Unfortunately it is undated.

THE HISTORY OF THE HOLYHEAD MAILBOAT SERVICE

The following is a paper by Clement E Stretton CE, read on the occasion of the Jubilee of the City of Dublin Company's working, May 1st 1900. Mr Stretton had his paper produced by Goodall and Suddick, Printers, Cookridge Street, Leeds and it is the Second Edition (enlarged). I am lucky enough to have a copy of this but have been unable to find out anything about Mr Stretton and I have no idea as to whom the paper was read. I reproduce it especially for those members interested in the Holyhead and Kingstown Packet but I feel sure that all members will appreciate reading it.

OMR

THE JUBILEE OF THE HOLYHEAD AND KINGSTOWN MAIL BOAT SERVICE

The City of Dublin Steam Packet Company, by virtue of its agreement with the Government as long ago as the 1st of May, 1850, provided boats and commenced to carry the Irish mails between Holyhead and Kingstown, and it has ever since continued to do so, consequently it follows that on the 1st of May last year, the jubilee of the service was attained. The writer was spending a few days at Holyhead at the time, and took the opportunity to go over the fine vessels which are at present working the service; to make a trip over to Kingstown and back, and to take very lengthy notes relating to the early history of the route. This information, together with other details which have since been acquired, was then elaborated into the form of a "paper", of which the following is a summary.

Originally, - that is, before the introduction of the railways, - the Irish mails were conveyed from London to Liverpool by stage coaches, and thence by sea from Liverpool to Dublin or Howth Harbour; but when that celebrated engineer Telford made the great coach road through Shrewsbury, crossing the Menai Straits by means of a ferry, and thence across the island of Anglesey to the harbour of Holyhead, it brought about a very considerable change, in fact, Holyhead became the port for Ireland, instead of Liverpool. As early as the year 1819, Her Majesty's mails were conveyed across the Irish Channel by the Government, the steam packet boats being provided and worked by the Admiralty between Holyhead and Howth Harbour, near Dublin. However, the harbour at Howth was a most unsatisfactory port, one reason being that there was so little water that ships could only enter or leave at high tide, and the waterway was constantly silting up. Consequently it was only used for mail traffic as a temporary arrangement, until the new harbour constructed by the Government on the Irish side, situated about six miles from Dublin, at Dunleary (now Kingstown), was sufficiently completed to allow of its being partially opened for traffic.

Dunleary was chosen as being the nearest deep-water point to Dublin beyond the influence of the "bar" of the river Liffey, and it was originally intended as a "harbour of refuge".

The first stone of this work was laid by the Earl of Whitworth, Lord Lieutenant of Ireland, on the 31st of May, 1817, and as soon as a portion of the work, together with the landing stage, was completed, it was opened for traffic.

King George IV travelled by the Holyhead route to Ireland in 1821, and the conspicuous stone archway at the commencement of the Admiralty Pier at Holyhead

was erected to commemorate the Royal visit. When the King had concluded his Irish tour, and embarked on board the Admiralty Boat at Dunleary Harbour, he changed the name of the place to "Kingstown" in honour of the occasion.

The Holyhead route from England to Ireland was very greatly improved in 1826, when Telford's celebrated chain or suspension bridge across the Menai Straits was opened, thus enabling the mail coaches to run through from London to Holyhead, and consequently avoid the ferry. The route was still further greatly improved in 1834, when the new Dublin and Kingstown Railway was opened for the conveyance of mails and passengers to Westland Row Station, Dublin, instead of by coaches to that city, as previously; and in 1836 the arrangements were made far more perfect as the Kingstown Harbour was completed at a cost of over £700,000, there being two fine stone breakwaters, 4,280 feet and 5,160 feet in length respectively, and a water space of 250 acres was enclosed.

The completion of Telford's roads on the English side, and especially the opening of his suspension bridge at the Menai Straits, in 1826, caused the Holyhead route to Ireland to increase enormously in importance and in traffic; in fact it became, and has ever since remained, the great route for the carriage of the vast mail traffic between England, Dublin and all parts of Ireland. As previously mentioned, for many years the boats to carry the mails across the Irish Sea were provided and worked by the Admiralty, as there were at first no other persons or companies in existence to undertake the conveyance of the traffic, and the Admiralty continued to work the Holyhead-Kingstown service with its four boats, namely, "Sprightly", "Otter", "Zephyr", and "Doterel", until the 31st July, 1848, after which they were removed from the station, and two new Admiralty boats, the "Banshee" and "Caradoc", arrived at Holyhead, and two others, the "Llewelyn" and "St Columba", were stationed at Kingstown, and on Tuesday, August 1st, 1848, they commenced to work the sea service. The reason why these four new boats were provided was that on the same day (August 1st) the Chester and Holyhead Railway was opened to Holyhead, and the old boats were too small for the new traffic.

The four new mail packets provided by the Admiralty were all of the same class and dimensions. They were paddle steamers, 250 feet long, 27 feet beam, depth of hold 14 feet, and had a gross tonnage of 654 tons, and engines of 350 horse power. These ships, when built, were very fine specimens of the shipbuilder's art. The "Banshee", for instance, on her trial realised a speed of fully sixteen knots per hour, and the "Llewelyn" nearly sixteen knots. All four boats, in actual working across the channel, attained an average of twelve to thirteen knots throughout the trip. The greatly improved facilities, both by railway and the boats, naturally had the effect of largely increasing the traffic to Ireland, and this brought about another very important change of national and far reaching importance. Soon after the Admiralty had provided the four new boats above mentioned, it became evident that an entirely new set of conditions had arisen. The traffic demanded a vastly increased service; the mails began to increase in a ratio which had never been expected; and the number of passengers was far larger than had ever been estimated. For instance, on the 1st of August, 1848, one mail packet left Holyhead at 6.45 a.m., and the return boat left Kingstown at 10.0 a.m. And on the 18th of June, 1849, this service was extended and doubled, there being two mail boats in each direction, leaving Holyhead at 1.30 a.m., and 7.5 a.m., and the return boats starting at 11.5 a.m., and 6.30 p.m.

However, the traffic continued to expand until it became evident that the Admiralty would have to consider its position, and decide either to vastly extend its sphere of operations, and practically become a great steamboat firm, or it must hand over the boat business entirely to private companies. This latter

course was the one adopted by the Government, on the ground mainly that it was not the duty of the Admiralty to convey mails and passengers when steamboat companies and railway companies were able and willing to conduct the services.

Consequently, at the close of the year 1849, the Government resolved to obtain tenders for the performance of this mail boat service, and the City of Dublin Steam Packet Company sent in a tender.

This old and important company, whose headquarters are situated at 15 Eden Quay, Dublin, was established as long ago as the year 1823, with the object of providing an efficient means of communication between Dublin and Liverpool, and other ports upon the English side of the Irish Channel, the original founder of the undertaking and its first managing director being Mr. Charles Wye Williams. This company had a fine fleet of vessels, and as far back as the year 1826 it was called upon by the Admiralty occasionally to supply steamships to carry the mails to and from Liverpool, and an agreement was entered into with the Government to that effect.

Ten years later, the business of the company having very greatly increased, a special Act of Parliament was obtained in the year 1833, and subsequently by another Act the company was incorporated in its present form from the date above stated. The general history of the City of Dublin Steam Packet Company is interesting and important, but in this paper we have to confine our attention simply and solely to the work which it has carried out for a period of over half-a-century, namely, the conveyance of the mails between Holyhead and Kingstown.

In the year 1849, when the Government invited tenders for the conveyance of the mails across the Channel, the only tender sent in was the one from the City of Dublin Steam Packet Company, and after some slight modifications had been made it was duly accepted by the Admiralty, but before it was ratified by the Government the Chester and Holyhead Railway Company intimated their desire to tender, and fresh tenders were invited. Three were received, namely, one from the Chester and Holyhead Railway, one from the City of Dublin Steam Packet Company, and the other from an outside party. The City of Dublin Company's was the lowest, and it was consequently accepted, and the service commenced on the 1st May, 1850.

The Dublin company purchased from the Admiralty the two boats named "Llewelyn" and "St Columba", which were (as previously mentioned) stationed at Kingstown.

With these two vessels and the "Eblana" the service was commenced.

The "Eblana" was 209ft. long, 26ft. 7in. beam, depth of hold 15ft. 5in., gross tonnage 612, horse-power 350. Subsequently the company built the "Prince Arthur", which was 198ft. long, 26ft. beam, depth of hold 11ft. 8in., gross tonnage 396, horse-power 220, and it was put on the station with the other three.

In 1855 the City of Dublin Steam Packet, the Chester and Holyhead Railway Company, and the London and North Western Railway Company took an important step in the direction of progress, and obtained an Act of Parliament jointly for an improved service between London and Dublin. A new contract was entered into, by which the City of Dublin Company again undertook the mail boat service, and the two railway companies the railway service. In 1858 these contracts and agreements in relation to the improved postal and passenger communication between England and Ireland were confirmed by Act of Parliament, the precise date on which the new contract came into operation being 1st October, 1860. In order to

carry out the service, the City of Dublin Company had already on the station four fine new paddle steamers, named "Ulster", "Munster", "Leinster", and "Connaught". The "Leinster" was built by Samuda and Co., of London, the other three being built by that well-known firm, Messrs. Laird, of Birkenhead. They were all delivered in 1860, and were of the same dimensions, being iron-built ships, 334ft. in length, 35ft. in width, depth of hold 21ft., and they were capable of a speed of $17\frac{1}{2}$ to 18 knots per hour. These vessels were great favourites with the public, and the well-known names have been retained by the company as the names for their latest splendid boats. The old "Ulster" will ever be remembered as the vessel which, on the 5th January, 1862, made the fine run from Kingstown to Holyhead, and carried the answers to the despatches sent by the English Government to Washington, requiring the immediate surrender of Messrs. Mason and Slidell, who had been most improperly and forcibly taken off a British ship named the "Trent".

The arrival of the "Ulster" was an event of great importance, as the question of peace or war between England and America was hanging in the balance.

Fortunately, when the despatches arrived in London, and were opened at the Foreign Office, it was found that the American Government had complied with the English demand, and peace was consequently maintained. The termination of an important contract extending over a long period of time, invariably furnishes a favourable opportunity for introducing new improvements, and for bringing the boats and the whole working of the service up to the very latest and most modern achievements, and this rule was acted upon when the mail contract of 1860 between the Government and the City of Dublin Steam Packet Company for the conveyance of the Irish mails to and from Holyhead and Kingstown, terminated on the 30th September, 1883.

On the following day, 1st October, 1883, another contract between the parties was entered into, at which date the Steam Packet Company not only provided more powerful machinery, and gave greatly improved accommodation in the then existing ships, but they added a splendid new paddle-boat named "Ireland" to their fleet of mail steamers. This paddle ship was of a very remarkable character. She was larger than the four mail packets, was capable of attaining the great speed of 21 knots per hour, and she was the fastest paddle-wheel steamer ever built. She continued in the mail service until she was replaced by the boats now running. It may be of interest to state that just prior to the outbreak of the American and Spanish War, the "Ireland" was sold to an agent, and just as she was about to leave, war broke out, and the Government, suspecting that she was to be engaged in services connected with the war, detained her in the harbour, so as to prevent any breach of neutrality. She is now in the hands of the French owners, and left England only a few weeks ago.

This service of boats between Holyhead and Kingstown continued over twelve years, and in 1895 another contract was entered upon for twenty years, from the 1st of April, 1897, till the 31st of March, 1917. This contract was by far the most important ever entered into by the parties for this service, and the Dublin Steam Packet Company undertook to build the four existing boats, namely, the "Ulster", "Munster", "Leinster", and "Connaught", which have replaced the vessels of the same names previously on the station. These four new twin-screw steamers were built at a cost of £400,000.

The first of these boats entered on the station in 1897, and was quickly succeeded by the others. They are magnificent types of marine architecture, 372ft. long, 41ft. 6in. in width, of 9,000 horse-power, and they are capable of a speed of

24 knots per hour. They are constructed of steel, have a gross tonnage of 3,000 tons, and they were built by Messrs. Laird Brothers, of Birkenhead.

Each vessel is driven by two triple-expansion propelling engines, which have each four cylinders, namely, one high pressure, one intermediate pressure, and two low pressure. On board each vessel there are no less than 31 engines at work, namely: propelling, 2; steering, 1; pumping, warping, winding, &c., 14; capstans, 2; winches, 2; electric light, 2; ventilating, &c, 8. There are eight boilers, which develop a steam pressure of 170lbs. per square inch, and the engine rooms are ventilated by air shafts and fans. The twin screws are 12ft. in diameter from tip to tip of blades, there being three blades in each screw. The steering of the ship is controlled from the captain's bridge, and the head, side, and stern lights are electric. There is an abundant supply of boats, life-belts, and other life-saving appliances in case of emergency, while in case of fire the ships are provided with the most extensive and efficient water pumps, hose, and other appliances. Each vessel has accommodation for 700 first and 700 second-class passengers.

In the spacious dining-rooms 80 first-class passengers can be accommodated at one sitting, while the second-class dining-room provides for 25.

The mail rooms are 52ft. by 35ft., and accommodation is provided for 40 postal employees to sort the letters, but the average number of persons employed is about 25. The steamers carry about 1,000 mail bags per day, or about 250 on each trip.

There are three captains to the four boats, namely, Captain Thomas, Captain Penston, and Captain Higginson. The service is conducted by two boats, one is always held in reserve in readiness for any special call, and the fourth boat is being cleaned and painted.

The day service on the eastward passage is on the arrival of the 8 a.m. train from Dublin, at Kingstown Pier at 8.15 a.m. On the arrival of the steamer, the express leaves Holyhead at 12.5 noon, and is due at Euston at 5.45 p.m. The day service on the western passage leaves Euston at 8.30 a.m., and arrives at the Admiralty Pier, Holyhead, at 2.13 p.m., Greenwich time, the boat reaching Kingstown at 5.0 p.m.

On the night service, the train leaves Euston at 8.45 p.m., Holyhead Pier is reached at 2.25 a.m., and Kingstown Harbour at 5.30 a.m. From Ireland the night express leaves Dublin at 7.45 p.m., Kingstown at 8.15 p.m., Holyhead is reached at 12.10 a.m., and Euston at 6.10 a.m.

The scene presented on the arrival of the mail trains at Holyhead is of the most interesting character. Large gangs of men wait on the Admiralty Pier to effect the rapid transfer of the mail bags from the mail vans to the sorting room on board the steamers, and for this transfer, and all the arrangements connected with it, the Dublin Steam Packet Company is entirely responsible. But, of course, where so much valuable property is conveyed by the mails, the number of bags is carefully checked by a special Post Office official. No sooner is the mail train brought to a stand than mail van after mail van is "attacked" by men who, well-drilled to the rapid performance of the work, march off in a continuous stream, each man carrying one bag - large or small - and no more. Over the gangway they file, bag follows bag down the shoot to the sorting room, till in a few minutes the last bag glides from view. The Post Office officials accompanying the train have taken a record of the number of bags, and the checking postal official, who has enumerated the number of bags delivered on board, calls out the number.

"All right", answers the other official, and the parcel post hampers having in the meantime been delivered on board, "Clear away the gangways" is speedily effected, and in a twinkling the magnificent vessel is under weigh.

While the passengers are hurrying off to get breakfast, or dinner, or to their berths, as the case may be, the mail room presents a very animated scene. Each man knows not only what to do, but how to do it promptly and efficiently in the least space of time. Through bags, which are already sorted, are all properly piled up, but the larger number have to be opened and thousands of letters sorted. This accomplished, the bags are refilled according to their destinations, so as to admit of their being forwarded direct without any delay.

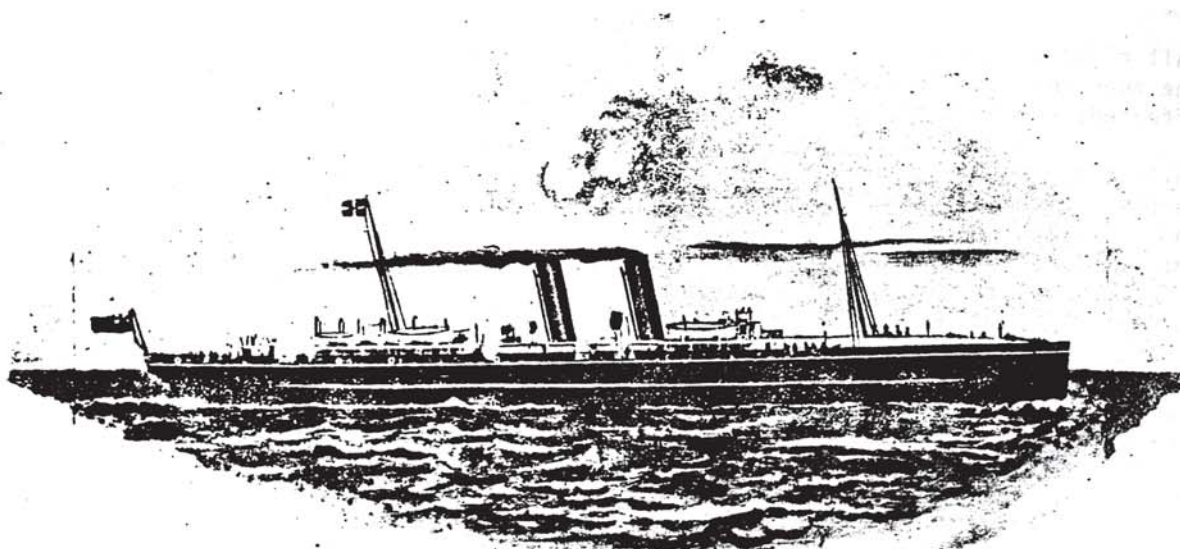
One of the most interesting features of the mail accommodation is the strong room, an apartment set aside for letters containing valuables. Into this strong room all the registered letters are taken. It is in charge of one responsible official who is separated from his fellow-officials by a massive door formed of iron bars, and in this sanctum, with bolted door, he checks the parcels of valuables and performs his duties during the passage of the Channel; and the iron door is never unlocked till the arrival of the vessel at the other side, when he hands over all the wealth which has been entrusted to his keeping.

The captains in charge of these vessels are splendid types of the British race. Firm, quiet, unassuming, always most courteous, with "smiling eyes and a mouth for laughter" when ashore and off duty, but on the bridge of their vessel their features assume a sterner character. Keen of eye, they survey everything, and watch intently every movement. Responsibility has come upon them, and it shows its presence. Their features become harder set, and when the sea is rough and stormy, determination of character and purpose are clearly marked. They are weighing up their surroundings, and are ready for any and every emergency, and stern and fixed remain their features until their ship is safely alongside the pier on the other side, and when all the mails and passengers are safely landed, then they give a smile of satisfaction and contentment, and proceed to book up "one more trip made across the Channel".

How faithfully and successfully they have performed these very responsible duties year in year out, in summer sun and in winter storm, may be gathered from the fact that since they came on station, these splendidly-equipped and elaborately-furnished vessels have conducted the service without the slightest mishap of any kind. Better testimony could not be given, and it is an abiding credit to all concerned.

The accommodation for passengers on these steamers is the very best that money, science, and skill can provide. There is a long and spacious deck promenade, the ladies' cabins and drawing-room are delightful retreats, the dining, smoke and other rooms are all that could be desired, and the lighting and ventilation, which add so much to the comfort and enjoyment of the passage, cannot be surpassed. The sleeping accommodation is most excellent, and passengers by the morning boat from Kingstown can go aboard the previous night from 8.0 p.m., to 12.30 a.m., sleep and breakfast on board in peace and quietness, free from all the worry of an early meal and the catching of an early train from Dublin.

In the opinion of the writer, the service provides the maximum of comfort and safety at the minimum of cost to the passengers, and the whole service and equipment are in every way worthy of the City of Dublin Steam Packet Company and the Kingdom of Great Britain and Ireland, to whose welfare and advantage they contribute so largely.



City of Dublin Steam Packet Company's Royal Mail Boats, "Ulster," "Munster," "Leinster," and "Connaught,"
sailing between England and Ireland.

* * * * *

25 HEALTH AND WEALTH CHRISTMAS STAMPS ONE HALFPENNY EACH.

Issued by the Women's National Health Association of Ireland.

Stick this stamp with message bright
On every Christmas letter;
Help the tuberculosis fight.
And make the New Year better.



These stamps do not carry any kind of mail, but
any kind of mail will carry them.

USE THEM AS STICKERS.

These Stamps must not be affixed to the address side otherwise they will be
returned by the Post Office to the sender.

50 HEALTH and WEALTH Christmas Stamps

ISSUED by the Women's National Health
Association of Ireland. They do not
carry any kind of mail, but any kind of
mail will carry them.

Use them as stickers, and **NOT** on
address side of envelope.

These Stamps must not be affixed to the address side, otherwise
the letter will be returned by the Post Office to the sender.

In Irish Philately Volume 1977
pages 72-74, I wrote an account
of the Christmas Seals of
Ireland. Thanks to Mr FE Dixon
I am able to show the printed
envelopes which held 25 and
50 of the ½d seals.

RANDOM NOTES

by F.E. Dixon

AUCTION PRICES Ian Whyte's auction on 30 May 1981 was well attended and there was vigorous bidding, especially for the Land Registry SOUTHERN IRELAND 5s and 1s, sold at £125 and £220 against valuations of £30 each. The 1980 miniature sheet with red printing (only 150 exist) fetched £100. Top price was £6000 for the 1d with accent and t missing, in mounted block of six. A mounted 10s Thom reached £900 and a 4d Dollard with breaks under FOUR £390. A strip of seven 2d blue with Dublin 186 cancellation, £300. An 1846 Kingstown cover with green cancellation and T00 LATE realised £135.

One of my purchases illustrates an aspect in the history of the postcard. From 1870 until 1894 the only cards accepted at the postcard rate in the UK were those bought from the post office but printed cards could be posted with $\frac{1}{2}$ d stamp as "Book Post" items. This new discovery is of a printed advertisement for a farm sale sent by an auctioneer in Fethard, Tipperary, in October 1874.

UNRECORDED RM Kitchingham of Woking has discovered a cachet on a postcard
CACHET souvenir of a steamship excursion round the island of Rathlin, off the coast of Co Antrim. It states "Posted off Rathlin Isle" in a double ringed handstamp with the specification LARNE & STRANRAER MAIL STEAMER. FG MacHaffie's book "The Short Sea Route" has considerable information about this regular excursion by the Larne and Stranraer Steamship Joint Committee, operated every summer (with wartime interruptions) from the 1890s to the 1960s. Mr Kitchingham's example is of April 1910. Can anyone report any other examples?

COLLECTOREX Collectorex at Dun Laoghaire on 20-21 June 1981 was, as in other years years, much more than a trade show. There were first class displays of local postal history, postcards and ephemera. The occasion was chosen for two launchings. One of the important merger between Ian Whyte Ltd and David MacDonnell Ltd (formerly David Feldman). The other was MP Giffney's first venture as a publisher, a book by William Kane, cataloguing Dublin Postal Markings from 1840 to 1922. It is difficult for me to review it as I was unable to fulfil my promises of help during its preparation. However, it obviously fills a need and lists and illustrates a remarkably wide range of markings, each one with a relative valuation - a seven-stage scale from under £1 to over £100.

* * * * *

THE MAN RECOVERED OF THE BITE - THE DOG IT WAS THAT DIED

by Dr. B. de Burca

Re-reading some of Goldsmith's works gave me the idea of compiling the following.

The problem of the Postman's danger from dogs is an age old one, though the dog rarely has to be destroyed. In the Post Office files in St Martin's-le-Grand, one finds endless reports on dog bites and Croydon receives more than one mention.

I have never understood this antipathy of dogs to postmen, one of my own well behaved dogs had to be locked up every morning until after the postal delivery.

Every year more than 3000 postmen are bitten by dogs whilst on their walks but the Post Office points out that the great majority of its 90,000 postmen go through their careers without receiving dogs' dental impressions or torn clothes. Modern legislation has helped to make these figures available.

The problem has provoked questions in Parliament and much discussion by the Post Office experts. The major incidence appears to be in towns. One Sutton Coldfield postman reported 20 dogs on his round, the postwoman who delivered mail to the Royal Air Force married quarters at Bury St Edmunds recorded 76, whilst a postman at Darlington appears to have had a record 94 dogs on his walk.

Figures show that of those bitten only one in ten has to take sick leave but one days absence to receive a tetanus injection is common. Dog bites come only third in the league table of accidents to postmen with injuries caused by falls taking first place.

Most of the records which I have found belong to this century and in my delving read of a curious request to a Post Master :- "Could you kindly inform me where I can obtain a dog licence for a soldier's wife".

One reads that "Stage coaches were upsetting in all directions" - from Pickwick Papers. In Urquharts Journal I noted 19 serious accidents to Mail Coaches in Ireland in the first three months of 1815. In the circumstances one would not expect minor incidents such as dog bites to be mentioned.

In 1801, when it was decided to issue pistols and cutlasses to mail carriers, Mr Fielding, Secretary to the Post Office, ruled:- "No Foot Messenger to be included in this plan as Foot post being only a Letter Carrier and therefore there can be no necessity for protecting the correspondence he carries". A very curious statement for the Secretary of the Post Office to make!!

* * * * *

"..... & WITHAL 'WATER FROM THE SPRING' "

Letter from the Revd. V.P. Griffith, Rector of Templecrone on the West coast of Donegal, to the Revd. E.C. Pendleton, Secretary of the Island and Coast Society, 16 Upper Sackville Street, Dublin.

Marked in red M/S Prepaid and M/S figure 1 in red.

Dated: April 13, 1840. A number of words are actually underlined.

Templecrone Glebe.
Ap. 13, '40

My Dear Mr. Pendleton,

The required improvements have been made in the Guidore (now GWEEDORE) school house & have contributed much to the comforts of both Teachers & Scholars.

According to your instructions I sent a special messenger to Mr Steele for the parcel & it has arrived safely: you cannot imagine what a blessing its contents will be to the many poor-poor creatures who will thereby be warmed - encouraged & comforted.

I shall of course gladly retain it until Mr. Foley himself shall have the pleasure of distributing it: one sometimes sees the children in this miserable district -- not poetically -- nor figuratively, nor comparatively naked, but altogether and absolutely so.

I have engaged a lodging for Mr. Foley at the house of a decent -- respectable protestant widow -- nearly midway between Guidore and Rutland; from which place he can conveniently visit either place. I think he will be much more comfortable there than he could be immediately at Guidore. He is to pay 2s. per day for board & lodging; for the board however I cannot speak glowingly nor promise profusely. I have stipulated that he is to get white bread & Tea and eggs for breakfast; the bill of fare will be simple, & the 'varieties of the season' will not be very various, but in all likelihood will alternate between an aged Hen -- salt pork or rabbit, & withal 'water from the spring'.

All these however -- by us who have been long broke into Rosses (the name of the district) fare, would be considered as actual dainties: & I only hope that Mr. Foley will remain long enough among us to become of the same mind.

As you are good enough to enquire about my children -- I lament to say that one has died. Mrs. Griffith & myself feel thankful that the rest are nearly recovered.

Yours very sincerely,

V. P. Griffith

(N.B. When I was taking a service at Templecrone years ago I consulted the Burials Register and found that a son of the Revd. V.P. Griffith had been buried there in March 1840 during the Cholera epidemic).

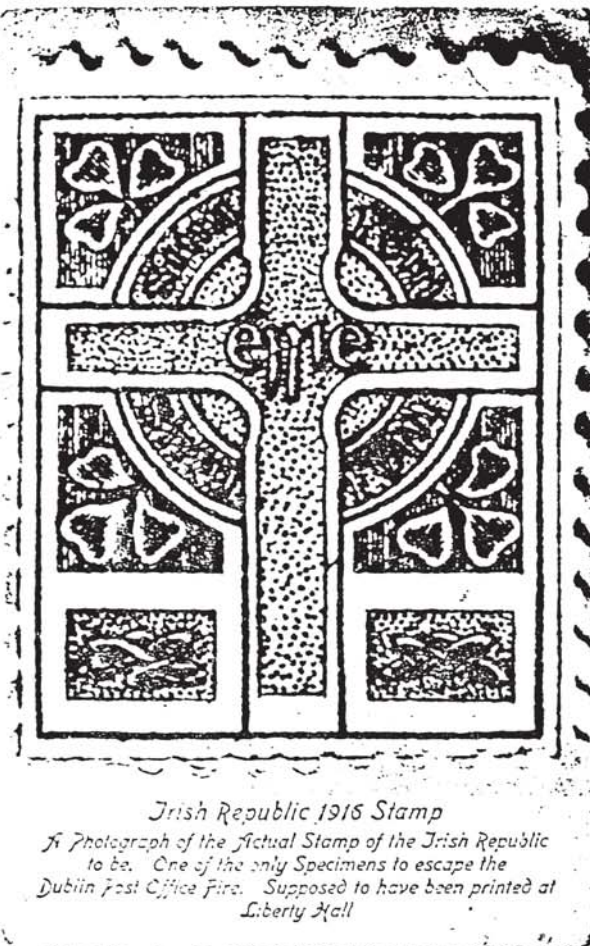
MARKINGS

A paid letter, marked in manuscript figure 1 in red.
On reverse undated circular Village mark for DUNGLOE in black.
On obverse Dublin 'paid' receiving mark with double frame in red, dated April 18, 1840.



Once again our thanks to the Rev Edwin Davey for submitting this letter from his collection for publication.

No. 1231



Interesting photocopies received from Michael Leonard. Midland Great Southern Railway Basket Stamps. One shilling paid for a basket weighing up to 56 lbs for a distance not exceeding 50 miles and two shillings and sixpence for a basket weighing up to 112 lbs for a distance not exceeding 100 miles.

Photocopy of a postcard of the "Irish Republic - 1916 Stamp". Published by Messrs. Valentine's of Dublin.