

## MOTHER MARY AIKENHEAD COMMEMORATIVE 1958

By Neil Stack



On the 20th of October 1958, Ireland released her first postage stamp to honor a woman of Irish birth. The occasion was the centenary of the death of Mother Mary Aikenhead, founder of the Irish Sisters of Charity.

Of singular design, the adhesive was issued in two values: a 3d. blue and a 1Sh. 3d. red. The top of the stamp bears the inscription "Mary Aikenhead" and beneath this, on the left, is the date 1787, the date of her birth. At the right, is the date 1858, the date of her death. The name of the State appears in Irish (Éire) at the bottom left corner, while in the lower right corner is the value of the stamp.

Printing is by the recess process on paper watermarked "E". Perforations are 15 x 14. The picture of Mother Aikenhead was taken from a portrait. First Day Covers were serviced at the following Irish Post Offices: Dublin, Cork, Limerick, Waterford, Galway, Dún Laoghaire, and Wexford.

### HER LIFE DEDICATED TO THE POOR AND UNFORTUNATE

Born in 1787, at Cork, Mary Aikenhead knew poverty which resulted from the harsh penal laws and affected the majority of the Irish people. As a young girl she befriended the poor of her native city and was so moved by the plight of the sick and destitute that she resolved to devote her life to their service.

Encouraged by Archbishop Murray, of Dublin, she underwent a course of religious training at a convent in York. In 1815, with few followers and limited resources, she established the first convent of her order in Dublin. By degrees Mother Aikenhead's objects reached fulfilment. The Sisters of Charity were active in every sphere of charitable work, imparting religious instruction in schools, visiting the sick in hospitals and the poor in the miserable hovels in which they lived. The Sisters brought them spiritual comfort and such alleviation of their condition as their own slender means would allow. During cholera epidemics in Dublin and Cork the Sisters tended the victims heroically and without thought for their own health.

The community had many difficulties to overcome in its early years but Mother Aikenhead remained dedicated to her work and the Order gradually expanded under her resourceful guidance. Schools, asylums and hospitals were opened and the work of the Order extended. A group of the Sisters was sent to far-off Australia to labor among the Irish exiles.

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### STAMPS COULD SHOW IRISH SCENERY

A suggestion that stamps depicting Irish scenery should be printed and used on all letters going out of the country, has been made to Bord Failte Eireann by Mr. Henry Gaffney, Ruislip, Middlesex, England.

In a letter to the Bord, Mr. Gaffney said Irish people abroad could give first class information about Ireland, but could not convey a clear picture of the beauty of Ireland. Stamps with scenery could be used and could also be a great source of income.

### MOTHER MARY AIKENHEAD STAMP (continued)

In the midst of her arduous work Mother Aikenhead was stricken with a serious spinal illness which left her practically bed-ridden for the last 27 years of her life. Despite this handicap she continued to direct every phase of her community's activities and at the time of her death in 1858 the Order was firmly established.

There are today, in Ireland and abroad, over 50 convents and institutions of the Irish Sisters of Charity, comprising industrial schools, schools for blind children, hostels for women, hospitals, convalescent homes and hospices for the dying.

The inspiring example set by Mother Aikenhead is still being faithfully followed by the members of her Order in all parts of the world.

### DEBATE IN THE DAIL EIREANN

An important debate occurred in the Dail Eireann on 17th April, 1958. When the report of the Department of Posts and Telegraphs was received, it touched off a debate on the general subject of commemorative issues by Ireland with one member questioning the cost of such issues. Mr. Sweetman, a former Minister of Finance replied in a speech which demonstrated considerable research on the entire subject of revenue and service to philatelists. His remarks are so timely that they are presented herewith for the general information of our members and readers:

"The main thing philatelists want to know is the amount that will be printed of that issue. They want the assurance that, if the issue is withdrawn on a particular day, the rest of the blocks that remain will not still be kept and further stamps dribbled out as other people apply later on. If they are dribbled out at a later date, after the issue has gone out of general use, the Department make something small out of it, but it is a case of being penny wise and pound foolish.

"It is impossible to build up any philatelic value for stamps, unless, from the very first day of issue, philatelists know the number of stamps that will be printed and know for certain that, after the issue is withdrawn from circulation, it will not again be available, so that, from the withdrawal period onwards, a scarcity value will commence. If they are not assured in advance that there will be that scarcity value after the issue has terminated, they will not bother to buy the stamps during their period of issue. If they receive that assurance, I have no doubt that the immediate revenue the Minister receives from dribbling out stamps after they have gone out of general use would not be lost as the stamps would then be bought before the issue had terminated. I would particularly ask the Minister to endeavor to provide a new approach to the whole system of philatelic sales and encourage methods by which we, like other countries, can achieve something substantial from them."

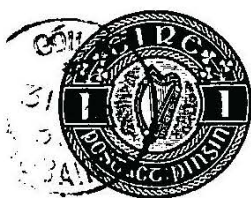
This is encouraging news to all members of E.P.A. and we hope that the Irish Post Office will look into the entire problem of close cooperation with philatelists. The prestige of Ireland will be helped rather than harmed by such an approach.

# IRISH POSTAL STATIONERY

## Postcards



Type VI



Type VII

The first definitive postcards were issued on 13th September, 1924. The uniform size is 3 1/2 x 5 1/2 inches.

### Issue of 1924

- #1 1 1/2d purple on buff stock. Typographed Type VI ornamentation and letters on stamp in white. SE monogram between "Carta" and "Puist".

Because of a reduction in postal rates, a new issue was released.

### Issue of May, 1925

- #2 1d carmine on buff stock. Typographed Type VII. Otherwise this is similar to the 1924 issue.

This type VII stamp closely resembles Type II which was the embossed die for the envelopes (2d value) but harp is smaller and the horizontal background lines are thinner.

### Issue of 1927

- #2a 1d carmine on grey-white stock. Typographed Type VII. Otherwise similar to #2.

### Issue of 1931

- #2b 1d carmine on white stock. Otherwise similar to issue #2 and #2a. Typographed Type VII.

### Issue of 1940

- #3 1d carmine on white stock. Typographed Type VII. Similar to 1925-

31 issues, except the SE monogram is omitted between "Carta" and "Puist"

On June 1st, 1941 the postal rate on postcards was increased to 1 1/2d thus necessitating a new issue.

### Issue of April, 1942

- #4 1 1/2d purple on grey-white stock. Typographed Type VI. No SE monogram between "Carta" and "Puist". There are shades of both stamp and card.

### Issue of June, 1947

- #4a 1 1/2d purple on white stock. Similar in all respects to the issue #4 except color of stock.

On July 1st, 1948, the postal rates on postcards was increased to 2d. This resulted in a provisional printing.

### Issue of 3rd November, 1949

- #5 1 1/2d purple. Type VI plus 1/2d green Type IV. Both typographed. The 1/2d stamp is impressed beneath the 1 1/2d stamp.

### Issue of 10th September, 1951

- #6 2d green on white stock. Typographed Type III. This issue has a change from "CARTA PUIST" to "CARTA POIST".

While a few were issued in June, the main supply of the 2d postcards was not on sale until September, 1951.

### Special Impressions on Private Postcards

William Kane reports that printed postcards by such firms as the Electricity Supply Board, are in use. The cards are supplied to the Stamping Department for impression of stamps under the regulations of the Post Office as in the case of the envelopes. The meter

(continued on page 386)

man of the Supply Board leaves such a card in the letter box if he receives no response to his call and the householder completes it and posts it to the E.S.B. Mr. Dixon reports the following "stamped to order" postcards are known:

|        |        |             |
|--------|--------|-------------|
| 1/2d   | green  | embossed    |
| 1d     | red    | embossed    |
| 1d     | red    | typographed |
| 1 1/2d | purple | embossed    |
| 1 1/2d | purple | typographed |

Mr. Dixon reports a particularly interesting variant of the "printed to order" post cards was printed for a Dublin firm, Brooks Thomas: it was a 1 1/2d postcard with a reply-paid attachment bearing 1/2d stamp for transmitting the reply at printed-paper rates. There was a later issue with 2d plus 1 1/2d for reply. If there is a current version it will have 2d stamp on both portions.

### LETTER CARDS

The definitive letter cards were first issued 19th July 1924. The uniform size is 3 1/2 x 5 1/2 inches.

#### Issue of 1924 (July 19)

- #1 2d deep green on pale buff stock. Type III typographed. SE monogram between "LEITIR" and "CARTA". Various thicknesses of paper are reported.

#### Issue of 1926

- #2 2d deep green on cream-white stock. Otherwise similar to issue #1.

#### Issue of 1934

- #2a 2d light green on pale buff stock. Otherwise similar to issues #1 and #2.

#### Issue of 1940

- #3 2d deep green on cream white. Type III. This issue omits the SE monogram.

#### Issue of November of 1942

- #4 2 1/2d brown on pale grey-buff. Type III typographed. SE monogram omitted.

#### Issue of 1945-47

- #5 2 1/2d brown on buff (shades of stamp and card). Similar to 1942 issue.

#### Issue of December, 1950

- #6 2 1/2d brown on buff. This issue showed a change in heading to "Litir Carta". Otherwise similar to #5.

#### Issue of 1 December, 1953

- #7 3d blue. Type III typographed.

### WRAPPERS

The first newspaper wrappers were issued in July 1924. Although the uniform size of these wrappers is 10 3/4 x 4 3/8 inches, all bevelled at upper corners, the first issue is also found in both values with size 10 3/4 x 4 3/16 inches.

#### Issue of July 1924-1925

- #1 1/2d yellow green on buff. Type IV typographed. (2 sizes)  
#2 1d carmine on buff. Type VII typographed. (2 sizes)

Sometime between 1925 and 1945, the 1d carmine wrapper on grey-buff appeared in the 10 3/4 x 4 3/8 inch size.

- #3 1d carmine on grey-buff.

#### Issue of 1945-1946

- #4 1/2d green on buff. Type IV typographed. Uniform size.  
#5 1d carmine on buff. Type VII typographed. Uniform size.

Both of these values are distinguishable by the fact that the paper is stouter and more opaque.

(continued on page 387)

# NORTHERN IRELAND

By Neil Stack



The British Post Office has issued, for the first time, regional postage stamps for Northern Ireland. The new stamps are of the same size, color and denominations as the regular issue. The central theme shows the head of Queen Elizabeth but the borders

contain new symbols and designs.

The Red Hand of Ulster is shown in the Northern Ireland stamps. The three penny stamp, designed by Mr. William Hollywood, incorporates the six-pointed crown star which is representative of the Six Counties. There are sprays of flax to the right and at the bottom. The six pence stamp, designed by Mr. Leonard Pilton, sets the Queen's portrait against a background representing linen woven with a diamond pattern. The side panels contain conventionalized flax plants. The one shilling three pence stamp, designed by Mr. T. Collins, has a spray of flax and the Red Hand in the left and right top corners, while below the portrait is a stylized five-barred gate, supported by typical Northern Ireland pillars which symbolize the agricultural activity.

The 3d. stamps went on sale the 18th of August and those of the 6d. and 1/3d. were released on the 29th of September.

In addition to Northern Ireland, regional postage stamps were also issued for Wales, Monmouthshire, Scotland, Guernsey, Jersey and the Isle of Man.



## IRISH POSTAL STATIONERY (continued from page 386)

### Issue of 1946-1947

- #6 1/2d green on whitish stock. Type IV. Uniform size.
- #7 1d red on whitish stock. Type VII typographed. Uniform size.

### Issue of 1950

- #8 1 1/2d purple on buff. Type VI typographed.

The Department of Posts and Telegraphs reports first use 1 December 1950. Your editor has a copy of this issue on what appears to be a stouter paper.

### Issue of 29 July 1957

- #9 2d green on buff. Type III typographed.

Mr. Dixon reports that while all of the listed wrappers were typographed, some of those that were specially stamped for private firms were embossed.

JJW

### VISIT TO GALWAY BAY

For the first time in almost twenty years, the ancient Irish port of Galway was the first stop on a trans-Atlantic run when the Holland-America liner RYNDAM arrived there from New York on July 31. The S.S. RYNDAM left New York on July 24th. Covers were postmarked at Hoboken, N.J. on July 24th from the vessel with a double circular stamp, "S.S. RYNDAM/OCEAN POST" and in the center, "HOLLAND/AMERICA-LINE"

The S.S. MAASDAM, a sister ship was scheduled to stop at Galway in October. Any further information on covers and postmarks will be welcomed by the editor.

### AÉRLINTE EIREANN FLIGHT-LIMERICK

The Department of Posts and Telegraphs in a letter to the editor dated 31 July 1958, reported that approximately 1,000 first flight covers handed in over the counter or sent to the Limerick Post Office for the Aér-linge inaugural flight to New York were duly given the Limerick postmark and impressed with the commemorative cachet. We are grateful to the DPT for this information.

## IRISH BOOKLET PANES - - HOW PRINTED

### A Supplementary Ad Interim Report

By Perry Adams, E.P.A. 84

After an exploratory enquiry published in these columns in 1956 there followed a series of four articles through 1957 and one more in 1958, in which were offered the results of research, with much kindly assistance, into the neglected subject of Irish Booklets and their panes, covers, interleaves, watermarks, binding and the rest. These articles fell short of my hopes for completeness, though it is hoped that what emerged may have been reasonably accurate. At least, no one has yet pointed out any major errors.

From the start, one phase of the project remained a blank -- the details of what almost had to be a special printing to meet the peculiar demands of the category. The Department of Posts and Telegraphs in Dublin explained that not they, but the Revenue Commissioners were responsible for the preparation and printing of all stamp booklets. Questioned, the Commissioners maintained a discreet silence. This was the end of the passage so far as official help was concerned.

Meanwhile, our own Malcolm G. O'Reilly supplied me with a diagram some ten years old (source, as I understood it, uncertain), plus a suggestion for a follow-up. This welcome information proved the first key to a door still partially locked. For certain details remain in doubt, so that this attempted report on Irish booklet printing, as with so much of the previous booklet data published here, must be offered upon an ad interim basis.

In preparing for the quantity production of all stamp booklets, one basic problem is the same. Each completed pane must have a stub or marginal tab attached at the left, for binding purposes. To gain this objective, the working sheets in many countries tend to be made up in much the same way. Irish experience, since their association with the British, was inevitably colored by London methods in the production of stamp booklets, beginning in 1931, as had already been demonstrated in other phases of stamp manufacture, back to 1922. Thus if the diagram given me proved to follow the British pattern, it might be reasonably fair to assume that this Irish cliché was substantially correct.

Thus I submitted a copy of the quarter-sheet diagram to a foremost authority on British stamp booklets, Lieut.-Colonel J.B.M.

Stanton of the Royal Philatelic Society, London. The Colonel was quick to point out that although he had little knowledge of Irish booklets, the quarter-sheet diagram sent him was basically a counterpart of the British design.

That diagram, here shown, is composed of 60 stamp images, 6 across by 10 down. As marked, the left-half of this quarter-sheet has the stamp images upright, the binding margin with its parallel double color tablets, to the left. The right half of the quarter-sheet has the images inverted (marked), the binding margin with tablets to the right. Thus when vertically severed down the middle and divided into two groups of five panes each, the resulting 10 panes all present a left hand binding margin when the right hand panes are turned upright. The difference in the two groups of 5 panes each is that the right hand 5, having been printed with stamp images inverted, have inverted watermarks when turned upright.

Cases where sheets have been fed reversed to the press, thus creating reversed watermarks, and consequently inverted-reversed, appear to be rare. I have seen neither for a long time and have none in my collection. Unfortunately the few copies submitted to me for confirmation have not proved out. This is one of the points mentioned, upon which I am currently unable to report with 100% certainty, for my memory may be faulty.

In the British sheets, Colonel Stanton specifically mentions that there are no gutter margins across the bottoms of the two top quarter-sheets (and thus none neither, across the tops of the two bottom quarter-sheets), the stamps between the 10th and 11th rows horizontally being directly linked by perforations. This is not specifically claimed for the Irish quarter-sheets. Without specimens for verification, it may be no more than assumed -- another matter of possible minor variation between British and Irish patterns.

Aside from such potential differences, the Irish quarter-sheet may be presumed a reasonably safe guide. Are Irish booklets printed at the Castle? Only the Revenue Commissioners can say.

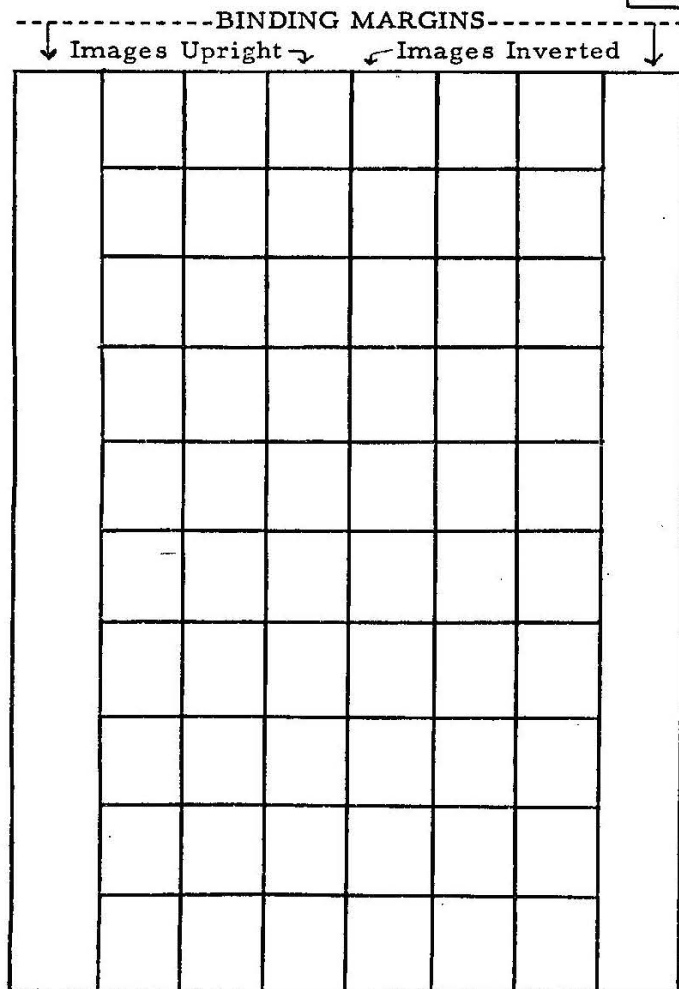
There is one question unnecessary to ask anyone. Should you have occasion to "explode" (please turn to page 389)

# IRISH BOOKLET PANES (con't)

an Irish booklet -- that is, to separate the panes from their stitched covers and inter-leaves (the latter not always included, or fully included, though their absence is rare) take pains to make sure that the stamps are not separated from their marginal tabs with the double color tablets. The latter are the most positive way of identifying an isolated pane.

## Irish Booklet Pane Printing Diagram, Quarter-Sheet Layout.

Cliche, 6 x 10, stamp images  
half-inverted as below.



↑  
Lower-Left Quarter-Sheet  
attached here

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obtainable from John J. Clarke, 947 East  
32nd Street, Brooklyn 10, New York.

←-----Upper Right Quarter-Sheet  
attached here.

### Note

4 such Quarter-sheets to the Plate.  
(Total 240 stamp images)

Binding Margins with parallel  
color tablets, always to left  
when stamp images upright.

Thus half the panes, printed in-  
verted but bound upright, must  
have inverted watermarks.

### Note

The other top quarter-sheet to the  
right is identical to its left side  
companion, which produces a  
double vertical bisecting gutter  
between quarter-sheets and of  
course, another binding margin  
to the right.

← Lower Right Quarter-Sheet  
attached here

## NEW DUBLIN PAQUEBOT CANCEL

By William Kane, E.P.A.#214

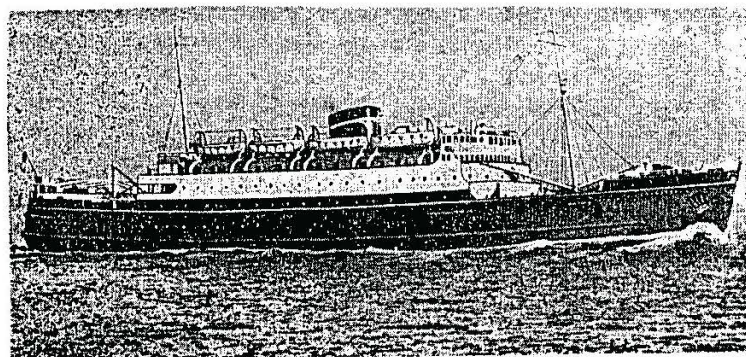
Recently, the Dublin paquebot cancel has been replaced. It formerly consisted of a double circular postmark with "PAQUEBOT" at the top and "BAILE ÁTHA CLIATH" at the bottom. The new cancel is illustrated:



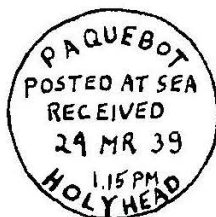
This stamp is applied to letters posted on board the ships coming from Liverpool to Dublin. The M.V. Leinster sails from Liverpool to Dublin and the vessel carries both motor vehicles and passengers. The schedule is as follows:

Liverpool Princes Dock East: Embarkation 8:00 P.M. - 9:45 P.M. Sailing time 10:00 P.M. Arrive Dublin 7:30 A.M.

Dublin North Wall: Embarkation 6:15 P.M. - 7:45 P.M. Sailing time 8:00 P.M. Arrive Liverpool 7:00 A.M.



M.V. LEINSTER



## THE HOLYHEAD-DÚN LAOGHAIRE PAQUEBOT

Kingstown (now known as Dún Laoghaire) is some miles southeast of Dublin proper. A packet boat (M.V. Cambria) plys between Dún Laoghaire and Holyhead, Wales. The Dún Laoghaire and Holyhead paquebot cancels are illustrated below.

These cancels are applied to letters posted on these ships coming to and from Holyhead with the exception that on Sundays and bank holidays when the Dún Laoghaire office is closed, the mail put ashore from that route is taken to Dublin to be postmarked with the Dublin paquebot cancel, although strictly speaking not put ashore there.

The sailing schedule of the Kingstown-Holyhead Packet from Holyhead is:

Day Service: Depart Holyhead 2:30 P.M. Arrive Dún Laoghaire 5:45 P.M. By train, arrive Dublin, Westland Row Station 6:43 P.M.

Night Service: Weekdays and Sundays: Depart Holyhead 3:25 A.M. Arrive Dún Laoghaire 6:40 A.M. By train, arrive Dublin Westland Row Station 7:23 A.M. Friday: Depart Holyhead 5:20 A.M. Arrive Dún Laoghaire 9:00 A.M. By train, arrive Dublin Westland Row Station 9:33 A.M.



M.V. CAMBRIA — Holyhead — Dún Laoghaire service