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Perkins Bacon Paper Duty Labels

Black background with green detail. Used in Ireland on 28 August 1861. Scarce & late usage – Page 74

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Letters to the Editor

From Bill O'Conner

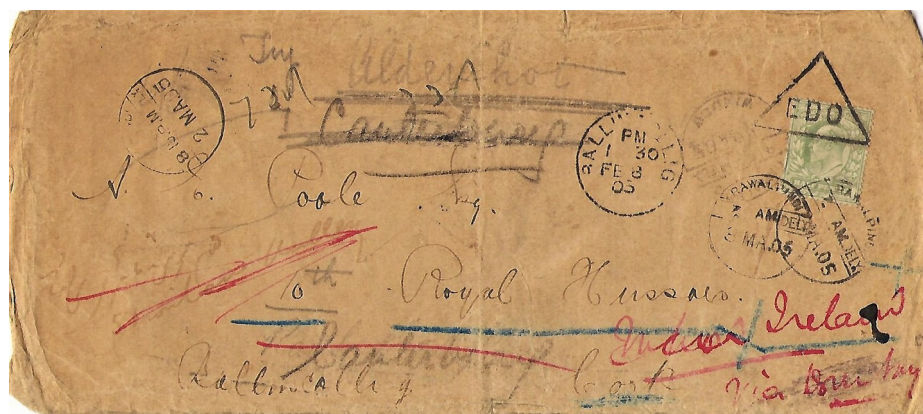
Reference to recent article in IPC, 2020 Issue 2, August

I thought our group might like to look over this awful looking envelope sent from London in 1905, (EDO is the Eastern District Office). It seems this envelope went to Ireland, then India, perhaps England again, and then Ireland again.

The letter was sent to A. E. Poole, 10th Royal Hussars, Military Knight of Windsor, 1850-1930. His wife Mary died and was buried in the Ballincully Army Cemetery, July 18. 1895.

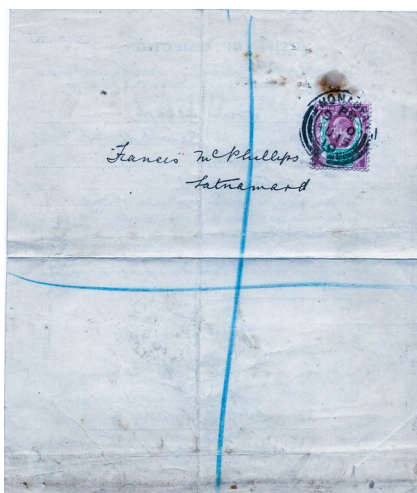


Back of Cover



Front of Cover Mailed in 1905
from London to Ireland - India-
England - Ireland

From Frank Walton and Maurice Buxton



NOTICE OF OBJECTION

To be given to Parties not being Persons named in any list of Claimants objected to by any person other than the Clerk of the Peace or Clerk of the Union or Poor Rate Collector.

Registered Unit of Drumheugh

Parliamentary District of Newbliss

To James H. Phillips

Of Stranmard

Take Notice that I object to your name being retained in the list

List for this Registration Unit of Voters, and I ground my objection on the Column of the Register headed "Nature of Qualification," and also on the grounds—

(a) That you were not tenant or sole tenant during the qualifying period.

(b) That you have not inhabited or occupied the premises during the qualifying period.

(c) That the premises are not rated.

Dated this 15th day of August, One Thousand Nine Hundred and Ten.

(Signed) Frank Walton

of Stranmard

Being now registered or on the Register of Voters, or List of Voters for the North Monaghan Division of the County of Monaghan.

Objection to a Voter's Registration in Monaghan April 1910

Voter Registration act of 1843 set out how to prepare and maintain voter registration lists. The act also set out that "Notice of Objection" of a voter was to be brought to any Money Order post office in Duplicate. One Copy mailed to the person objected to and one mailed to the sender.

The act specified that notices were to be sent as registered at 1d concessionary rate + printed matter postage (1/2d in 1910)

The item shown above qualified for the special 1d "**notice**" registration fee plus 1/2d printed matter postage.

Although, notices were technically a special class of items that were treated as **registered** rather than **registered mail per se**, it appears from the few later examples that I've seen, they have the standard Registered Mail, **blue crossed lines** on them just like ordinary registered mail.

"Few" means "a handful" by the way -- the (secret) Ballot Act 1872 and the 1884-85 franchise extensions Act reduced the value of these notices by a lot, and you rarely see them from that era. There's a batch of Irish ones from Moy in 1893 of which I have a couple, I have one from 1906, and there was one from c.1898 in a Cavendish sale a while back, but that's about all I can think of. **This 1910 notice is the latest I've seen and a very nice item indeed.**

This year continues to be a challenge for our families, societies and our **Philatelic Community**. My youngest daughter's wedding plans changed several times during the year going from 130 guests to under 30 – but the wedding will proceed in early December. Life does continue and I hope all members and their families are **Safe and Well and Happy** as we head into the Holiday Season.

This is again an expanded issue with 32 pages with several new themes, and articles from new members Mark Schwartz, Hal Vogel and Frank Walton. Many thanks again to my Wife Jean, who not only **Tolerates** my Philatelic Endeavours, but has also proof read much of the material in this issue. Particularly, noteworthy was her calm demeanor during our recent 4-day Thanksgiving Holiday when she was trying to cook dinners for our family.

We would all like to see contributions from other members. Many of our items offer both a **Destination** and a **Story**. We would all be very grateful for a one or 2-page (or more) review from members of their **Favorite** cover, document or stamp. Please send me your material as a “Word Document” and / or pdf format with illustrations as .jpgs (300 dpi if possible). We have decided that **Times New Roman** font works the best for everyone.

Articles on a stamp issue or series of issues are always well received and appreciated by our readers. Many thanks to Barry Cousins for his review of *Printer Plates and Controls of the twelve low value GB stamps, overprinted for use in Ireland, during the “transitional period”*. I am also grateful to Ian Erlander and Julian Jones for their well-researched theses. Many thanks also to Bill O’Conner for his **“Ugly Cover”** which shows that your article **does not have to be long** to be interesting.

We also have two new themes in this issue. Brian Warren’s article on Covid Philately (page 82) introduces a new idea for modern postal history and one we can all relate to. A grand subject for a one or two frame exhibit.



Two “Covid” covers that your Editor recently received from Ireland showing the assistance that **An Post** is offering older people in Ireland keep in touch with the rest of society.

I am most intrigued by Stan Challis’s new series on **Around the World in Eighty Covers**. Stan says that he was “inspired from reading Jules Verne’s ‘Around the World in Eighty Days’ as a schoolboy”. Our former editor begins “a Round the World voyage showing examples of **interesting mail** to and from Ireland, from no less than eighty separate jurisdictions.” Stan will provide one page per **IP** and his first article can be found on the back page of this issue.

We still have our Friday Skype “Chats” at 8:00 pm GMT (3:00 pm East Coast USA) hosted by Karl Winkelmann which is open to everyone interested in Irish Philately. Participants upload material each week via the Galley option on Skype and we spend 1 to 2 hours viewing and reviewing the material. Typically, we have between 6 and 8 people join in the discussion. Skype is available free to download. You can search for **Irish Philately** on Skype or email Karl at vw2censor@postalcensorship.com and he will send you an invitation.

Finally, make Sure That Philip Kane has your email address for upcoming Irish Philately News Letters. Email Philip at mr.philipkane@outlook.com

The IPC Library by Philip Kane

The new IPC Library on www.irishphil.com is now up and running with a wealth of information spanning over 7 decades for every Irish Philatelic Organisation and society. The library at present includes all of the following journals and publications and more will be added as the material becomes available for scanning.

- The Complete set of journals from the **Irish Study Group/ The Irish Philatelic Study group** and the **Irish Philatelic Circle** from issue 1 that was published in 1960 to the Autumn 2020 issue.
- The **Irish Stamp News** from Volume Issue 1 1978 to the last issue in 1996, (45 issues). Many thanks to Ian Whyte for allowing us to reproduce his publications.
- The **D.F Newsletter** from 1970 to 1980 (41 issues). Many thanks to Dave Feldman for allowing us to reproduce his newsletter here.
- **O.E. 78 of the Irish Airmail Society**. All 9 volumes from 1989 to 2011 (35 issues)
- **The Irish Philatelic Society Newsletter** 2001 to 2020. A few issues are missing in this set so if anyone has any that are not shown please let me know.
- **The Midwestern Stamp Society Newsletter** from 1989 to 1993.
- **The Éire Philatelic Association – The Revealer** from 1951 to 2020. Over 300 editions including all 47 supplements.
- **Stampa**. The complete set of Stampa Catalogues from 1972 to 2019.

USB keys with the complete runs of most of the above are available to purchase directly from the Irish Philatelic Circle, The Éire Philatelic Association, and The FAI (Publishers of Die Harfe). Members who have an email address can also request that these files be sent via We Transfer. You only need Adobe Acrobat reader installed on your PC or Mac to view these files.

In 2021 this library will be further expanded by the addition of all of Die Harfe's issues from issue 1 to issue 148. We will also be publishing all of Fred Dixon Random notes as they appeared uncut as they appeared.

Thanks as well to Frank Walton who I have been working with on a "full IPC" index on the Royal Philatelic Society Library as shown below. The full index will be available on the IPC website for review and comments in the coming weeks. We are currently also working on The Revealer Index from 1952 to 2020.

I am also delighted to say that a full index to **Irish Philately** is now searchable at www.rpsl.org.uk. As shown below Frank has generously shown all members how to access the Royal Philatelic Society Library Website.

Example Access to Irish Philately data on the RPSL website

1. Go to <https://www.rpsl.org.uk/>. You do not need to log on as an RPSL member as all of the data on indexes is shared (with the owners' permission) as part of the Royal's charitable aims.
2. From the home page, click on the large 'C' icon to go to the catalogue.
3. Click on 'Advance Search' (button on the right-hand of the screen)
4. In the top two boxes, select from the drop-down lists: 'Journal' (instead of 'All record types') and 'GPL Virtual Library' (instead of 'All Libraries'). *[GPL stands for 'Global Philatelic Library' if you are wondering...]*
5. In the first pair of boxes for the search terms, select 'Title' (instead of 'All fields') and type 'Irish Philately'.

6. In the second pair of boxes, leave the first box as 'All fields', and enter 'Forgeries' in the second box.
7. Leave the Boolean as 'AND'.
8. Press 'Search'. *What this is searching is the newly formatted cumulative index. All fields in the index are examined: article title, author, and keywords.*
9. This will return 11 hits. The returns on the screen now visible give the basic data about the article in question.
10. To get to the underlying article, click on the blue button marked 'Part' on the left-hand side of the result you want to expand. *[This only is available for the few editions loaded for this prototype].*
11. As an example, click on 'Part' on the third hit (i.e. Vol 1972 / 2).
12. This will give you more details regarding the article sought. Note that the page needed is '15'.
13. Towards the middle left of the screen, now click on 'View' just below the Item Associated Documents heading.
14. Now you are into the vagaries of your computer as to how it handles pdfs. On a PC, the pdf will open in Adobe Acrobat.
15. The sixth item on the 'Forgeries' results list (from 1986 / 2, page 29) also has the pdf loaded if you want to try another hit.

As another example, if you try searching for 'Ireland' AND 'censor' both in "all Fields" then you will get 22 hits. Many of these are in the Civil Censorship Study Group Bulletin – which has recently added pdfs of back-copies of their journal to the RPSL website so you can read these articles if you wish. The second item listed links to a very detailed article in the CCSG Bulletin from July 1976 covering Irish censorship.

The functionality of the RPSL search tool is very powerful. As well as doing Boolean logic, you will discover that synonyms are used. So, if you search on 'Ireland' and 'ink' you will get hits on 'Irish' and 'ink'.

To end this strange year Brian Warren and I are going to press with the First Complete Edition of TWYTW from 1971 to 2020 in the coming month. This will be a two Volume publication comprising of approximately 1,000 pages. There will be a limited run of 20 sets of 2 volumes and depending on demand, a second run will be organised. Can those members who would like to register an interest please let us know and indicate on the membership renewal form and include your email address. As updates on this occur the IPC home page will be updated as well as final pricing. Details will also be published in the first issue of Irish Philately of 2021.

Thank you all who have humoured and fed me information as well as donating materials that made this work possible. Many thanks to Brian Warren, Ian Whyte, Dave Feldman, John Lennon, Joe McCarthy, Michael Giffney, Karl Winkelmann, Héloïse Mitchell, Tony Finn, Mike Hartnett, Frank Walton, Pádraig O'Shea, board Members of the IPC, the EPA and the FAI and to the silent partners who wish to remain silent and to those who I may have not mentioned.

Have a safe, careful, and loving Christmas from Both your Editors.

This article sets out the printers plates, sheet controls in conjunction with the overprint stereo settings in use with the twelve low value GB stamps, overprinted for use in Ireland, during the 'transitional period'.

The collecting control blocks, from which printers plates and overprint settings can also be identified, is an interesting aspect of what some may call 'old fashioned philately', to quote Heinz Kumpf. Hopefully this update by the author of his original IPC article of December 2009, will prompt collectors to examine their collections in more detail and engage in this facet of philately.

Sheet stamps were printed by Harrison & Sons from Royal Mint printers plates, with one exception namely the 6d. stamp, which was printed by the Inland Revenue Stamping Department, Somerset House. The plates listed are those known to have been consigned to Dollard and Thom for overprinting. The overprinting of GB stamps was agreed by the Irish legislature and the British Parliament, there being insufficient time to design, print and issue dedicated definitive stamps, following the ratification of the Anglo - Irish Treaty.

The first overprinted stamps were released on 17 February 1922, different values being overprinted by two Dublin based firms - Dollard and Thom, with a five line Provisional Government overprint. From June 1922 onwards Thom became the only firm contracted to overprint low value sheet stamps, initially using the five line overprint and from December 1922 onwards, adopting a three line overprint, which acknowledges the formal establishment of the Irish Free State.

Low value overprinted stamps were progressively phased out, with the release of dedicated Irish definitive stamps, from February through to December 1923.

A noteworthy 'politically motivated' exception to the above time frame was the advance, albeit limited printing, of the 2d. Map of Ireland stamp, which was expediently made available in a few Dublin postal districts, on the 6 December 1922, this date marking the anniversary of the Independence Treaty agreement.

The tabulated listings in this article follow the date of issue of each series. As a consequence of this for the first issues by Dollard and Thom the order of the control TC references, is in some cases out of sequence, as it is with the Thom printing trials.



TC1 R21 Imperforate - GB Stamp N14. Printer's Plate 68
Dollard Overprint Stereo Setting 1. Black Ink

See
Table 1

Table 1.

Dollard 5 - line 'Provisional Government' Overprint
Date of release 17 February 1922. Black Ink Overprint

Control Reference (A)	Plates & Sheet Controls		Dollard Setting (D)
	Sheet Control (B)	Printer's Plates (C)	
½d. Green - GB Stamp Ref. N14. Ovpt. Ref. T1			
TC1	R21(I)	68, 72	1
TC2	R21(P)	70, 71	1
TC3	S21(I)	68, 72, V	1, 2, 3
TC4	S21(P)	70, 71, 76	2, 3
TC5	S22(I)	68, 72, W	1, 2, 3
TC6	S22(P)	70, 71	1, 2, 3
1d. Scarlet - GB Stamp Ref. N16 [3]. Ovpt. Ref. T2 Carmine-red - GB Stamp Ref. N16 [11]. Ovpt. Ref. T2X			
TC1	S21(I)	75b, 87b, 95, 104, 106, 122 (96), (114a), (116)	1
TC2	S21(P)		1
TC3	S22(I)	86, 91b, 94, 96, 97b, 114a (83), (W)	1, 2, 3
TC4	S22(P)		1, 2, 3
TC5	T22(I)	(83), (86), (94)	2
TC6	T22(P)		2
2½d. Bright Blue - GB Stamp Ref. N21. Ovpt. Ref. T3			
TC13	S21(I)	11b	1
TC14	S21(P)	10	1
TC15	S22(I)	8b	2
3d. Bluish-violet - GB Stamp Ref. N22. Ovpt. Ref. T4			
TC16	S21(I)	11	1
TC17	S21(P)	8a	1
TC18	S22(I)	11	2, 3
TC19	S22(P)	8a	1, 2
4d. Grey-green - GB Stamp Ref. N23. Ovpt. Ref. T5			
TC20	R21(I)	1e	1
TC21	S21(I)	1e	1
TC22	S21(P)	2d	1
TC23	S22(I)	1e	2
TC24	S22(P)	2d	1
5d. Yellow-brown - GB Stamp Ref. N25. Ovpt. Ref. T6			
TC25	S21(I)	2c	1
TC26	S21(P)	2c	1
TC27	S22(I)	2c, 3	1, 2
9d. Agate - GB Stamp Ref. N29. Ovpt. Ref. T7			
TC28	S21(I)	1f, 2b	1, 2
TC29	S21(P)	3b	1
TC30	S22(P)	2b	2
10d. Turquoise-blue - GB Stamp Ref. N31. Ovpt. Ref. T8			
TC31	Q21(P)	2b	1
TC32	S21(I)	2b	1
TC33	S21(P)	1c	1
TC34	S22(P)	1c	2
In several cases the overprint ink can be classified as grey-black. To differentiate such overprint sub-types, add the suffix GB to the control and stamp references - eg TC1GB & T1GB			
The use of Printer's Plates shown in brackets () and arising from imperforate and/or perforate sheets, is subject to validation.			

Note - Explanation of table headings - A, B, C, D, E, F, G, H and I are appended at the end of this article.

Table 2.

Thom 5 - line 'Provisional Government' Overprint.
Date of release 17 February 1922. Black Ink Overprint

Control Reference (A)	Plates & Sheet Controls		Thom Setting (E)
	Sheet Control (B)	Printer's Plates (C)	
1½d. Chestnut-brown (shades) GB Stamp Ref. N18. Ovpt. Ref. T15			
TC49	Q20(I)	23, 40, X, (21)	2, 3
TC50	Q20(P)	21, 25, (20a)	1, 2, 3
TC51	Q21n(I)	12b, Y, (29)	1, 2
TC52	Q21n(P)	24, 29, Z, (18), (19)	1, 2
Q21n - narrow (6mm) spacing between 'Q' & '2'			
TC51/1	Q21w(I)	12b, (29)	1, (2)
TC52/1	Q21w(P)	20a, 29, (21), 26)	1, 2
Q21w - wide (7.5mm) spacing between 'Q' & '2'			
2d. Die 1 Orange GB Stamp Ref. N19. Ovpt. Ref. T16			
TC53	S21(I)	7b, 8b, 16, 19b, (2c)	1, 2
TC54	S21(P)	8b, 12, 18b	2
TC55	S22(I)	6, 9b, 17a, 18b, 19b	1, 2, 3
TC56	S22(P)	6, 12, 16, 19b	1, 2, 3
2d. Die 2 Orange GB Stamp Ref. N20. Ovpt. Ref. T17			
TC57	S21(I)	1, 3	1, 2, 3
TC58	S21(P)	1, 2, 6	1, 2, 3
6d. Reddish-purple GB Stamp Ref. N26. Ovpt. Ref. T18			
TC59	S22(I)	4, 6	1, 2
TC60	T22(P)	6, 7	2, 3
1s. Bistre (shades) GB Stamp Ref. N32. Ovpt. Ref. T19			
TC61	R21(I)	4	1, 2
TC62	R21(P)	3	1, 2
TC63	S21(I)	4	2
TC64	S21(P)	3	2
TC65	S22(I)	4	1, 2, 3
TC66	S22(P)	3	2, 3
Settings 1 & 2 have sub-settings, which are listed as 1a, 1b & 2a, 2b.			
The use of Printer's Plates shown in brackets () and arising from Imperforate and/or perforate sheets, is subject to validation.			

TC52 Q21n Perforate
Narrow Spacing 'Q' to '2' = 6mm
GB Stamp N18
Printer's Plate 29
Thom Overprint Setting 2a
Black Ink

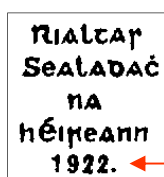


TC51/1 Q21w Imperforate
Wide Spacing 'Q' to '2' = 7.5mm
GB Stamp N18
Printer's Plate 12b
Thom Overprint Setting 1b
Black Ink

'Provisional Government' Overprint styles adopted
by Dollard Printing House and Alex. Thom & Co. Ltd.



Dollard Format



Thom Format

Table 3.

Dollard 5 - line 'Provisional Government' Overprint.
Date of release April 1922. Vermilion Ink Overprint

Control Reference	Plates & Sheet Controls		Dollard Setting (F)
	Sheet Control (B)	Printer's Plates (C)	
2½d. Bright Blue GB Stamp Ref. N21. Ovpt. Ref. T9			
TC35	S21(I)	11b	1+3
TC36	S21(P)	10	1+3
TC37	S22(I)	11b	1+3
TC38	S22(P)	10	1+3
4d. Grey-green GB Stamp Ref. N23. Ovpt. Ref. T10			
TC39	R21(I)	1e	1+3
TC40	R21(P)	2d	1+3
TC41	S21(I)	1e	1+3, 2
9d. Agate GB Stamp Ref. N29. Ovpt. Ref. T11			
TC42	S21(I)	2b	1+3
TC43	S21(P)	3b	1+3
TC44	S22(I)	3b	2
TC45	S22(P)	2b	2
Corner control blocks from composite stereo settings '1+3' display			



TC43 S21 Perforate - GB Stamp N29. Printer' Plate 3b
Dollard Composite Overprint Setting 1+3. Vermillion Ink

Table 3A.

Dollard 5 - line 'Provisional Government' Overprint Stereo
Overprinting undertaken by Alex. Thom
Date of release June 1922. Carmine Ink

2½d. Bright Blue GB Stamp Ref. N21. Ovpt. Ref. T9A			
TC37/1	S22(I)	11b	2
TC38/1	S22(P)	10	2
4d. Grey-green GB Stamp Ref. N23. Ovpt. Ref. T10A			
TC46	S22(I)	1e	2
TC47	S22(P)	1d	2
9d. Agate GB Stamp Ref. N29. Ovpt. Ref. T11A			
TC48	S22 P)	2b	2



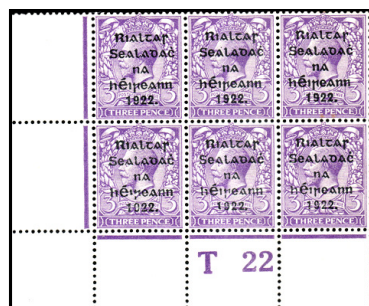
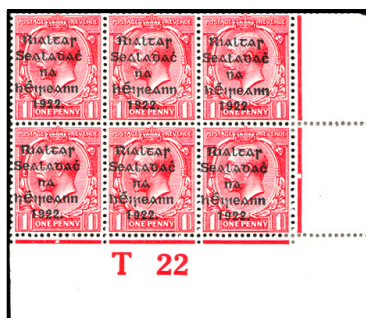
TC38/1 S22 Perforate - GB Stamp N21. Printer's Plate 10,
Dollard Stereo Setting 2 with Overprint by Thom. Carmine Ink

Table 4.

Thom 'Provisional Government' Proofs.
Overprint Setting Print Trials (PT).
Date of trials May 1922 to circa July 1922.
Overprints with Dull Black Ink, unless otherwise specified.

Control Reference (A)	Plates & Sheet Controls		Thom Setting (G)
	Sheet Control (B)	Printer's Plates (C)	
½d. Green GB Stamp Ref. N14. Ovpt. Ref. T25DB (PR15)			
TC122PT	T22(I)	72	5, 7, (10)
TC122/1PT	T22(P)	75	5
1d. Scarlet GB Stamp Ref. N16. Ovpt. Ref. T26DB (PR16)			
TC123PT	T22(I)	87b	5
1½d. Red-brown GB Stamp Ref. N18. Ovpt. Ref. T15DB			
TC124PT	T22(I)	29, U	(3), 9
TC125PT	T21(P)	12b, 35, (25)	3, 9
2d. Die 1 Orange GB Stamp Ref. N19 . Ovpt. Ref. T16DB			
TC126PT	T22(I)	19b	5
TC127PT	T22(P)	18b	5
2d. Die 1 Orange GB Stamp Ref. N19. Ovpt. Ref. T16 (Black ink)			
TC126/1PT	T22(I)	19b	2a
TBC if use of T22 control is an extension of the 17 February series or part of the intermediary print trials.			
2d. Die 2 Orange GB Stamp Ref. N20 Ovpt. Ref. T17DB			
TC128PT	T22(I)	3	5, (10)
3d. Dull Red-violet GB Stamp Ref. N22. Ovpt. Ref. T31XDB (PR17)			
TC129PT	T22(I)	8a	3, 5
TC129/1PT	T22(P)	X	3
5d. Yellow-brown GB Stamp Ref. N25. Ovpt. Ref. T33DB (PR18)			
TC130PT	T22(I)	3	5
10d. Turquoise-blue GB Stamp Ref. N31. Ovpt. Ref. T37DB (PR19)			
(TC131/1PT))	S22(P)	(2b)	(7)
(TC131PT)	T22(P)		
(TC131/1PT, TC131PT) with S22 & T22 controls subject to validation.			
Use of Plates & Settings shown in brackets () is subject to validation.			
PR references in brackets () are as adopted by Hibernian.			

TC123PT T22 Imperforate
GB Stamp N16.
Printer's Plate 87b
T26DB (PR16)
Thom Printing Trial
Overprint Setting 5



TC129/1PT T22 Perforate
GB Stamp N22
Printer's Plate X
T31XDB (PR17)
Thom Printing Trial
Overprint Setting 3

Table 5.

Thom 5 Line 'Provisional Government' Overprint.
Date of release from July 1922 to November 1922.
Blue-black Ink Overprint - values ½d., 1d., 1½d., 2d., 3d.
5d., 6d., 10d., 1s. Red Ink Overprint - values 2½d., 4d., 9d.

Control Reference (A)	Plates & Sheet Controls		Thom Setting (G)
	Sheet Control (B)	Printer's Plates (C)	
½d. Green GB Stamp Ref. N14. Ovpt. Ref. T25			
TC72	T22(I)	48, 66b, 68, 72, 76, (70)	5 to 10
TC73	T22(perf.)	48, 66b, 70, 71, 75, 76 (68), (74)	5 to 9
1d. Scarlet GB Stamp Ref. N16. Ovpt. Ref. T26			
TC74	S22(I)	(83), (86), 87b, 91b, (94)	4 to 7
TC75	S22(P)	96, 97b, (106), (114a)	9, 10
TC76	T22(I)	(86), 87b, 91b, (92), (93)	4 to 7, 9
TC77	T22(P)	(94), 96, (106), (114a)	10
1½d. Red-brown (shades) GB Stamp Ref. N18 [1]. Ovpt. Ref. T27X Chestnut-brown (shades) GB Stamp Ref. N18 [14]. Ovpt. Ref. T27			
TC78	T22(I)	8b,18, 20a, 22, 24b, 27 29, U, W	2 to 6 8, 9
Plate 29 is listed by Cyril Dulin as Plate V.			
TC79	T22(P)	12b, 26, 35, (36)	2 to 6, 9
2d. Die 1 Orange GB Stamp Ref. N19. Ovpt. Ref. T28			
TC80	S22(I)	6, 9b, 16, 19b, 20	2 to 5
TC81	S22(P)	6, 12, 16, 17a, 18b, 19b	2 to 5
TC82	T22(I)	9b, 12,16,19b	2 to 5 & 7
TC83	T22(P)	6, 17b,18b, (15)	2 to 5
2d. Die 2 Orange GB Stamp Ref. N20. Ovpt. Ref. T29			
TC84	S22(I)	1, 3	2, 3, 4
TC85	S22(P)	1, 2, 6, (3)	2, 4
TC86	T22(I)	1, 3, (2)	2 to 10
TC87	T22(P)	2, 3, 6, (5)	2 to 10
2½d. Blue GB Stamp Ref. N21. Ovpt. Ref. T30			
TC88	T22(I)	8b,	8
TC89	T22(P)	11b	9
3d. Dull Reddish Violet Ref. N22 [2]. Ovpt. Ref. T31X Violet GB Stamp Ref. N22 [3]. Ovpt. Ref. T31			
TC90	T22(I)	5, 8a,11	2 to 6 & 9
TC91	T22(P)	8a, Y , (11), (X)	3,5,6,8, 9
4d. Grey-green GB Stamp Ref. N23. Ovpt. Ref. T32			
TC92	S22(P)	2d	9
TC93	T22(I)	1e	9
TC94	T22(P)	2d	8
5d. Yellow-brown GB Stamp Ref. N25. Ovpt. Ref. T33			
TC95	T22(I)	3	5 to 8 & 10
Use of Printer's Plates shown in brackets is subject to validation.			
Blue-black overprints display a more pronounced sharpness of the overprint impression, compared to the Thom black ink overprints, from the 17 February series, see Table 2 listings.			

Table 5. continued :-

Control Reference (A)	Plates & Sheet Controls		Thom Setting (G)
	Sheet Control (B)	Printer's Plates (C)	
6d. Reddish-purple GB Stamp Ref. N26 [3]. Ovpt. Ref. T34 Deep Reddish-purple GB Stamp Ref. N26 [7]. Ovpt. Ref. T34X			
TC96	T22(I)	6, 7	2, 3, 4
TC97	T22(P)	6, 7	5, 6, 8 to 10
9d. Agate GB Stamp Ref. N29. Ovpt. Ref. T35			
TC98	S22(I)	3b	4, 8
TC99	S22(P)	2b, 3b	4, 8
9d. Olive-green GB Stamp Ref. N30. Ovpt. Ref. T36			
TC100	T22(I)	2b	9
TC101	T22(P)	3b	9
10d. Turquoise-blue GB Stamp Ref. N31. Ovpt. Ref. T37			
TC102	S22(I)	2b	7/8, 9
TC103	S22(P)	1c	5, 7/8
(TC104)	T22(I)	2b	(7)
(TC105)	T22(P)	2b	(7)
(TC104 & TC105) unrecorded with T22 control, use with setting 7 to be validated. See also Table 4 - (TC131PT) & (TC131/1PT) Print Trials.			
1s. Bistre (shades) GB Stamp Ref. N32. Ovpt. Ref. T38			
TC106	S22(I)	4	2
TC107	S22(P)	3	2
TC108	T22(I)	4, Z	5, 6, 7/8, 9
TC109	T22(P)	3, 4, Z	5, 6, 7/8, 9
Blue-black overprints display a more pronounced sharpness of the overprint impression, compared to the Thom black ink overprints from the 17 February series, listed in Table 2.			



TC96 T22 Imperforate. GB Stamp N26 [3].
Somerset House Printer's Plate 7.
Thom Overprint Setting 2a. Blue-black Ink overprint.



TC101 T22 Perforate. GB Stamp N30. Printer's Plate 3b.
Olive-green stamps replaced Agate stamps, from November 1922.
Thom Overprint Setting 9. Red Ink overprint.

Table 6.

Thom 5 Line 'Provisional Government' Overprint.
Thom adopted a wider overprint spacing for this series.
Date of release from November 1922 to December 1922.
Blue-black Ink Overprint.

Control Reference (A)	Plates & Sheet Controls		Thom Setting (H)
	Sheet Control (B)	Printer's Plates (C)	
½d. Green GB Stamp Ref. N14. Ovpt. Ref. T42DB (PR21) Proof			
TC132PT	U22(P)	68	1
½d. Green GB Stamp Ref. N14. Ovpt. Ref. T42			
TC110	U22(I)	68, 72, 73, 75	1, 2
TC111	U22(P)	68, 72, 74, 75, X, (77)	1, 2
1d. Scarlet GB Stamp Ref. N16. Ovpt. Ref. T43			
TC112	T22(I)	86, 86b	1, 2
TC113	U22(I)	87b, 91b	1, 2
TC114	U22(P)	92, 93, 97b, (116)	1, 2
1½d. Chestnut-brown GB Stamp Ref. N18. Ovpt. Ref. T44			
TC115	T22(I)	8b, 24b, 27	1, 2
TC116	T22(P)	12b	1, 2
2d. Die 2 Orange GB Stamp Ref. N20. Ovpt. Ref. T45			
TC117	T22(I)	2, 3	1
TC118	T22(P)	2, 5, X	1, 2
1s. Bistre GB Stamp Ref. N32. Ovpt. Ref. T46			
TC119	T22(I)	3	1, 2
TC120	T22(P)	4, Z	1
This series was overprinted by Thom, due to a supply shortage of five values. These overprints are often referred to as 'Jet Black'.			

Thom Overprint Line Width Settings

11.50mm		12.50mm
14.50mm		15.50mm
3.50mm		3.50mm
13.50mm		14.00mm
6.50mm		6.75mm

Tables 2, 4 & 5
Narrow
Overprint

Table 6
Wide
Overprint



TC118 T22 Perforate. GB Stamp N20. Printer's Plate 2.
Thom Wide Overprint Setting 1.
Blue-black 'Jet Black' overprint.

Table 7.

Thom 3 Line Irish Free State 'Saorstat' Trial Overprints.
Date of printings prior to December 1922.
Dull Black Ink Overprint.

Control Reference (A)	Plates & Sheet Controls		Thom Setting (H)
	Sheet Control (B)	Printer's Plates (C)	
½d. Green GB Stamp Ref. N14. Ovpt. Ref. T47DB (PR22)			
TC181PT	T22(I)	(68)	4
TC182PT	U22(I)	73	1
TC183PT	U23(P)	(66b)	4
1d. Scarlet GB Stamp Ref. N16. Ovpt. Ref. T48DB (PR23)			
TC184PT	T22(I)	(94)	1
TC185PT	T22(P)	(106)	1
TC185/1PT	U22(P)	(93)	3
TC186PT	U23(P)	(91b)	3
1½d. Chestnut-brown GB Stamp Ref. N18. Ovpt. Ref. T49DB (PR24)			
TC187/1PT	T22(I)	29 (Dulin plate ref. V)	1
TC187PT	T22(P)	12b	1
2d. Die 2 Orange GB Stamp Ref. N20. Ovpt. Ref. T50BD (PR25)			
TC188PT	T22(I)	1	2
TC188/1PT	T22(P)	5	2
3d. Bluish-violet GB Stamp Ref. N22. Ovpt. Ref. T52DB (PR26)			
TC189PT	U22(I)	8b	2
5d. Yellow-brown GB Stamp Ref. N25. Ovpt. Ref. T54DB (PR27)			
TC190PT	T22(P)	4	2
6d. Reddish-purple GB Stamp Ref. N26. Ovpt. Ref. T55DB (PR28)			
TC191PT	U22(I)	6	2
TC191/1PT	U22(I)	7	4
TC192PT	V23(I)	6	4
TC192/1PT	W23(I)	6	4
10d. Turquoise-blue GB Stamp Ref. N31. Ovpt. Ref. T57DB (PR29)			
TC193PT	T22(P)	2b	3
Use of Printer's Plates shown in brackets () subject to validation.			
PR references in brackets () are as adopted by Hibernian.			



TC187/1PT T22 Imperforate. GB Stamp N18
(T22 Control position - margin adjacent to stamp R20/2)
Printer's Plate 29 (Dulin plate 'V')
Thom Trial Printing PR 24.
Overprint Setting 1. Dull Black Ink overprint.

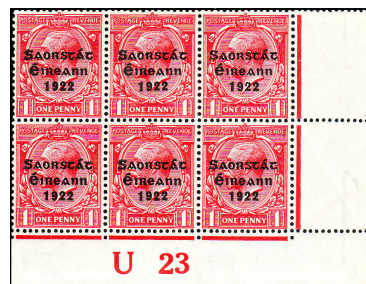
Note - GB Stamps Sheet Control Location

Controls for all stamp values in margin adjacent to stamp R20/2, with exception of the 1d. stamp, where the control is under stamp R20/11.

Table 8.

Thom 3 Line Irish Free State 'Saorstat' Overprints.
Date of printings from December 1922 to January 1923.
Blue-black or Red Ink Overprint (2½d., 4d., 9d. values)

Control Reference (A)	Plates & Sheet Controls		Thom Setting (H)
	Sheet Control (B)	Printer's Plates (C)	
½d. Green GB Stamp Ref. N14. Ovpt. Ref. T47			
TC133	T22(I)	68, 72, 76, (73)	3, 4, 5
TC134	T22(P)	66b, 73, (72), (76)	3, 4, 5
TC135	U22(I)	48, 58, 68, 72, 73, 75 (74), (X)	1, 2
TC136	U22(P)	66b, 70, 71, 72, 73, 74 75, 76, X, (48), (58)	1, 2
TC137	U23(I)	48, 68, 72, 73, (X)	3, 4
TC138	U23(P)	64, 66b, 75, 76, X, Z	3, 4, 5
1d. Scarlet GB Stamp Ref. N16. Ovpt. Ref. T48			
TC139	T22(I)	91b, 96, (86), (87b), (92) (94), (106), (X)	1, 2
TC140	T22(P)		1, 2
TC141	U22(I)	91b, 93, (87b), (97b), (116), (Y)	1, 2, 3
TC142	U22(P)		1, 2, 3
TC143	U23(I)	91b, 97b, (92), (93), (Y)	1, 2
TC144	U23(P)		1, 2
1½d. Chestnut-brown GB Stamp Ref. N18. Ovpt. Ref. T49			
TC145	T22(I)	29	1
TC146	T22(P)	12b	1
TC147	U22(I)	20a, 27	2
TC148	U22(P)	25, (27), (31)	2
2d. Die 2 Orange GB Stamp Ref. N20. Ovpt. Ref. T50			
TC149	T22(I)	1, 2, 3, (4)	1, 2
TC150	T22(P)	1, 2, 5, X, (6)	1, 2
2½d. Bright Blue GB Stamp Ref. N21. Ovpt. Ref. T51			
TC151	T22(I)	8b	1, 3
TC152	T22(P)	11b	1
TC153	U23(I)	11b	3
TC154	U23(P)	10	3
3d. Dull Reddish Violet GB Stamp Ref. N22 [2]. Ovpt. Ref. T52X Violet GB Stamp Ref. N22 [3]. Ovpt. Ref. T52			
TC155	U22(I)	8b	1, 2
TC156	U22(P)	11	1, 2
Use of Printer's Plates shown in brackets () subject to validation.			

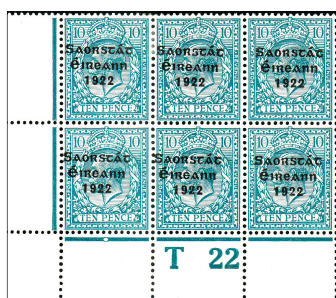


TC143 U23 Imperforate. GB Stamp N16. Printer's Plate 91b.
U23 Control position - margin adjacent to stamp R20/11)
Thom 'Saorstat' Overprint Setting 1.

Table 8. continued :-

Control Reference (A)	Plates & Sheet Controls		Thom Setting (I)
	Sheet Control (B)	Printer's Plates (C)	
4d. Grey-green GB Stamp Ref. N23. Ovpt. Ref. T53			
TC157	T22(P)	1e	1 or 3
TC158	U22(I)	1e	1, 3
TC159	U23(I)	3b	3
TC160	V23(P)	3b	3
5d. Yellow-brown GB Stamp Ref. N25. Ovpt. Ref. T54			
TC161	T22(I)	3	3, 5
TC162	T22(P)	4	2, 3, 5
TC163	U23(I)	3	3
6d. Reddish-purple (shades) GB Stamp Ref. N26. Ovpt. Ref. T55			
TC164	U22(I)	6, 7	1, 2, 3, 4, 5
TC165	V23(I)	6, 7	3, 4
TC165/1	W23(I)	6	3, 4
9d. Olive - green GB Stamp Ref. N30 [1]. Ovpt. Ref. T56 Pale Olive-green GB Stamp Ref. N30 [2]. Ovpt. Ref. T56X			
TC166	T22(I)	2b, 3b	3
TC167	T22(P)	1f, 2b	1, 2, 3
TC168	U23(I)	1f, 3b	3
TC169	U23(P)	1f, 2b	3
10d. Turquoise-blue GB Stamp Ref. N31. Ovpt. Ref. T57			
TC170	T22(I)	2b	3
TC171	T22(P)	2b	1, 2, 3, (5)
1s. Bistre (shades) GB Stamp Ref. N32. Ovpt. Ref. T58			
TC172	T22(I)	3	2
TC173	U22(I)	3	1, 2
TC174	U22(P)	3	1, 2
TC175	U23(I)	3	3, 4
TC176	U23(P)	4	3, 4
Use of Setting shown in brackets () subject to validation.			

TC165/1 W23 Imperforate.
GB Stamp N26.
Somerset House
Printer's Plate 6.
Thom 'Saorstát' Overprint
Setting 4.



TC171 T22 Perforate.
GB Stamp N31.
Printer's Plate 2b.
Thom 'Saorstát' Overprint
Setting 3

Table Headings Explained

A) TC control references adopt the fundamentals of the 'Hibernian Handbook & Catalogue' listings.

B) Sheet control tabs were added by Harrison & Sons & Somerset House and reflect the year together with a warrant letter to identify the printing sequence in that year. Suffixes (I) & (P) refer to the bottom sheet margin, being either imperforate or perforate.

C) Printers plates were consigned to the printers by the Royal Mint and are listed, using philatelic references. Plate references, distinguishing features and control markings found with control blocks, are as defined by Stanley Gibbons. (GB Specialised Cat. Volume 2 refers)

Dollard & Thom adopted different overprint styles and setting formats and both made use of a range of setting configurations, which are summarised as follows:

D) Table 1 - Dollard five line black ink overprints are from stereos taken from 3 x 5 (15 cliché) formes. Settings 1, 2, 3 were in use.

E) Table 2 - Thom five line black ink overprints - narrow settings 1a, 1b from a 12 x 10 stereo and narrow settings 2a, 2b and 3 are from 4 x 4 and 4 x 3 stereos.

F) Table 3 - Dollard five line vermilion ink overprints are from stereos taken from 3 x 5 (15 cliché) formes. The settings in use were 2 and a 1+3 composite setting.

F) Table 3A - Thom five line carmine ink overprints are from setting 2 stereos, which originated from Dollard.

G) Tables 4 & 5 - Thom five line blue-black and red ink overprints with narrow settings 2a, 2b, 3, 4, 5, 6, 7, 8, 9, 10 are from 4 x 4 and 4 x 3 stereos.

H) Table 6 - Thom five line blue-black ink overprints with wide settings 1 & 2 which were taken from two 240 cliché master settings.

I) Tables 7 & 8 - Thom three line blue-black and red ink overprints with setting 1 from a 12 x 10 stereo, setting 2 from 4 x 4 stereos and 4 x 3 stereos and settings 3, 4, 5 from 10 x 6 stereos.

To identify Dollard & Thom overprint settings readers are encouraged to consult the 2020 Hibernian Catalogue.

Readers may also consider reference to a publication by the author of this article titled - 'Irish Free State Plates Controls & Overprint Settings'.

To conclude wherever possible corner control blocks of six stamps from rows 19 & 20, should be collected in order to simplify the identification of printer's plates in use.

Outstanding issues - with the 1d. value where the control is located in the margin adjacent to the stamp from R20/11, the printers markings are often not found with control blocks. As a result many printer's plates cannot be determined, hence the frequent use of (tbc) in brackets.

- for overprinted stamps the use of some printers plates, listed by Hibernian, are either not listed in this article, or if listed, are subject to validation. These outstanding issues give readers ample scope for further research, so much has still to be accomplished.

Exhibiting a Single Frame

Mark Schwartz

Single frame exhibits were once thought of as a way that beginning exhibitors could learn about exhibiting. That is still the case, but there are difficulties specific to creating a single frame.

From the American Philatelic Society Manual of Judging and Exhibiting, 7th ed.

One-frame exhibits tell a complete philatelic story within the physical dimensions of a single 16-page frame (or equivalent in oversized pages). The subject of a one-frame exhibit can be from any conventional exhibit type as described above for multi-frame exhibits. Success in this Class is properly defining a subject and creating an exhibit that does just that – a complete story in one frame, neither more nor less.

You may use any of the material that is normally found in multi-frame exhibits. However, given the 16-page format, you must pay special attention to using the space on exhibit pages to your advantage. Among other things, this means successful exhibitors create a balanced approach to the elements of the story. It is recommended that each page, including the title page, have elements supporting the purpose of your exhibit.

Judges evaluate one-frame exhibits using the same UEEF criteria as for other exhibit types. The one-frame class has its own Champion of Champions competition each year at the AAPE AmeriStamp Expo.

There are unique aspects of a single frame (SF) exhibit that make creating a good one a bit different than creating a multi-frame exhibit. First and foremost is the need to tell an entire story in a single frame, and to fill that frame. Two examples might make this clearer. One of the areas I collect is machine cancels, specifically the Barr-Fyke cancels (with long vertical bars equal in length to the diameter of the accompanying dial) used in a

small number of towns from about 1896-1905. I have a nice SF of those markings from Washington D.C. I also have a good number of similar markings from the three post offices in New York that used these machines. But try as hard as I could, I could not stretch the New York material to fill a single frame. There were just not enough different markings in the three POs, even with different rates, to fill 16 pages.

In the other direction, I also collect mail sent between Boston and India up to the UPU. There I have the reverse problem. I have tried to adjust the purpose and scope many different ways, and still have not figured out how to fill one frame and no more. No matter how I limit it, there is just too much material to put in only one frame.

So, to create a what is a truly one-frame exhibit, you have to pick the story carefully so you can move steadily from beginning to end in 16 pages. I have SF exhibits which have as few as 27 covers, or as many as 41. Of course, the former has envelopes with larger dimensions and the latter has many smaller, folded letters that will fit three on a page with only minor overlapping.

Beyond that, where many multi-frame exhibits have no material on the title page to allow a more extensive plan or greater background, “real estate” is more valuable in a single frame and, with a shorter plan, it is expected that there will be philatelic material on the title page of a single frame exhibit. In **Figure 1** is the title page from my postal history exhibit that has recently won the AAPE sponsored Single Frame **Champion of Champion Competition**.

Note that the critical information needed on a title page – the **Purpose & Scope, Organization** (in simple text), **how to identify important material** and **a background long enough to inform the readers**, is all on the top half of the page. This leaves plenty of room at the bottom for the first item in the logic of the exhibit. Putting this item on the title page serves two purposes. First, it pulls eyes to the title page and gives it a visual

Boston's Use of the 1847 Issue

America's First Stamps from America's First Post Office

Purpose and Scope

This postal history exhibit shows how the first U.S. government 5c and 10c adhesives were used from Boston, the nation's third largest post office, to frank mail sent both domestically and out of the country.

Organization

- Domestic Letters
- Combinations with the Boston Penny Post
- Foreign Letters
- Demonetized Use

Within each chapter, the organization is by rate zone (under/over 300 miles), and within that by weight.

Background

The Act of Congress, March 3, 1845 (eff. July 1), established new and simplified rates. Letters sent up to 300 miles were charged 5¢ per ½ oz., and those sent over 300 miles, 10¢ per ½ oz. Section 11 of the Act of Congress, March 3, 1847, authorized Postmaster General Cave Johnson to prepare and issue postage stamps. He contracted with Rawdon, Wright, Hatch & Edson to prepare both 5c and 10c adhesives. These stamps were issued on July 1 of that year. Beginning on July 2 and over the next 4 years, Boston would receive 401,000 5c stamps and 41,000 10c stamps, a number exceeded only by New York and Philadelphia.

Important or unusual items framed in red. Cover populations based on USPCS Census. e = certificate.

Prologue

Before the 1847 issue, adhesives were used to pay for about two dozen letters sent from Boston (to New York) via the U.S. Post Office. The letter below bears a NY Postmaster Provisional stamp, produced in 1845 for NY Postmaster Robert H. Morris by Rawdon, Hatch & Wright. The Boston postmaster was aware of these stamps and that the New York P.O. would accept them as valid postage. He applied the red CDS and magenta manuscript "5", indicating 5c due, and the letter was stamped "PAID" in New York.

Use of the NY Postmaster Provisional on a Letter from Boston



The rate of 5¢ was for a ½ oz. letter sent up to 300 miles.

Boston to New York, NY
November 8, 1845

This 29½ mm Boston CDS is reported used from July 5, 1841 to June 5, 1852.

The manuscript "5" was replaced by an integral rate CDS in 2Q45, dating this cover to 1845.

e

Figure One: Mark Schwartz Title page from the 2020 Single Frame Champion of Champion Competition announced by the American Association of Philatelic Exhibitors (AAPE) on 21 November 2020

interest that would be lacking if there were only text. Second, if you have an exhibit like one of mine that needs 40 covers to tell a story, you cannot afford to leave the title page without a philatelic item. Also note that the philatelic item in the title page should be the first item in the exhibit **Organization**. Some people like to put “*eye candy*” on the title page, but if it’s not part of the exhibit story, judges may deduct Treatment points.

I have weeded out the bad title pages in my exhibits, but imagine Figure 1 without a philatelic item. Pages like that often fill up the remaining space with background. Judges often will not read that much background, and large blocks of text on the title page look tedious and uninteresting.

I noted that in most single frame exhibits, the plan is fairly short. After all, how many chapters can you have in 16 pages? Actually, that’s not a flip question. I have seen single frame exhibits where every page is a new chapter. That leads to confusion in both judges and viewers. Try to group segments into three or four chapters so it is easier to follow.

Treatment is just as critical in a single frame as in a multi-frame. Make sure your headers (and sub-headers) exactly follow the plan on the title page. Just because it is only a single frame doesn’t mean that judges cannot get lost as they move through those 16 pages.

You should probably work harder in a single frame to get rid of any typos or other mistakes, even non-philatelic ones. In a multi-frame exhibit, judges are often said to spend about 10 minutes per exhibit, or 1.5 minutes per frame, or only 5-10 seconds per page. Translate the same total time to a single frame exhibit and, with 45 seconds per page, they are much more likely to find that typo.

Finally, a single frame exhibit, just as a multi-frame exhibit, should have a distinct ending. Too often exhibits just drift off at the end.

More and more you see “*epilogs*” at the end of the exhibit. These could be the next issue, if your exhibit focuses on a stamp issue, or the introduction of CDS’ if your exhibit is on straight line cancels, etc.

A good *Epilog* is shown in **Figure 2**. The single frame exhibit illustrates covers from the short period in the 1840s where mail from Liverpool to Boston traveling south of that city was placed in a “closed bag” so that it avoid the delays that would occur if all mail had to be rated and hand stamped in Boston. It could bypass the post office and be put directly on the train to New York. The epilog shows that the introduction of the U. S. retaliatory rate stopped that “closed bag” practice. That page definitely provides a clear end to the exhibit.

Epilogue

The Retaliatory Rate

The End of Pre-Treaty “Closed Bag” Mail

In June 1847, U.S. Ocean Line steamers began to compete with the U.K. Cunard Line for transatlantic mail. Fearful of losing letters and money, the British post office put an additional charge of 1 shilling on pre-paid letters carried by the Ocean Line. Negotiations by the U.S. and U.K. to establish a postal agreement showed little progress and in mid-1848, the U.S. post office fought back with “retaliatory” charges of 24c and 16, on all pre-paid letters carried into the U.S. by a British sailing vessel or steamer, respectively.

The covers below were carried by a Cunard steamer into Boston during the “retaliatory” rate period. Note that, unlike the letters on previous pages, they were both postmarked and rated at Boston. Thus we see the end of the Special Arrangement with Liverpool.

The initial 1 shilling rate was paid in the U.K.

In the U.S. an additional 29c retaliatory rate was charged to the addressee for a ½ oz. letter sent up to 300 miles.

Lurgan, Ireland via Dublin, Liverpool and Boston to NY

October 7 – 19, 1848

R.M.S. Cambria

This red Boston “29” hand stamp is known used from Aug. 14 to Dec. 16, 1848.



The initial 1 shilling rate was paid in the U.K.

In the U.S. an additional 34c retaliatory rate was charged to the addressee for a ½ oz. letter sent over 300 miles.

London via Boston to Philadelphia, Pa.

July 1 – 12, 1848

R.M.S. Niagara

This red Boston “34” hand stamp is known used from July 12 to Dec. 16, 1848.



Figure 2: Last page from Mark Schwartz Grand Award-winning single frame exhibit.
The AAPE gives an award for the best Epilog Page at USA National Shows

Auction News and Views and Reviews – Robert Benninghoff

There have been several auctions with interesting Irish material during the past several months and the **David Feldman Auction** on 1 to 4 December has several nice items shown below.



Lot 80040 Estimate 100,000 to 120,000 GB pounds

1840 (Aug 27) Wrapper from Limerick, Ireland, to HAMBURG with two 1840 1d black blocks of four paying the 8d rate, tied by red MCs, endorsed “Per Packet from Hull”, reverse with Limerick and Dublin ds, red “Hull Ship Letter” and “Schiffsbrief-Post / Hamburg” arrival cds, a stunning exhibition item, the only known such franking with two blocks of four Penny Blacks, one of the most famous and iconic covers of GB. The covers previous owners were Atkinson, Craveri, Shaida & Gross

For those with a more modest budget there is **Lot 80164** Estimated at 6,000 to 8,000 GBP



1871 (Jan 21) Envelope from Dublin to Wicklow, Ireland, bearing 1d lake plate.142 single and **BISECT**, both obliterated with Dublin Late Fee duplex, horizontal crease across both stamps. A very rare and possibly unique usage.

For the railway collectors among us there is **Lot 80900** estimated at 300 to 500 GBP



RAILWAY STAMPS: Group of three complete mint never hinged sheets including. Cavan & Leitrim 3d & 4d and West Clare 2d sheet.

Members collecting Great Britain used in Ireland will be bidding on **Lot 70058**, Estimated at 3000 to 4000 GBP



1841 2d Blue, plate.4 LB. Cancelled with reddish-purple “179” Irish 1844-type numeral of Drogheda. Fine to good margins around the stamp. A tiny tone spot in top right corner. **A very rare cancellation on this stamp.**

For Irish overprint collectors, there is **Lot 60256**. 1922-35, Mint & used collection with some specialization. Used collection includes 1922 Dollard 2s6d, 5s and 10s Seahorses, Thom blue-black 2s6d; 1922-23 10s used, etc. Also, a mint specialised study including. mint blocks of 1/2d (block of 60), and some singles with minor varieties. Estimated at 300 to 500 GBP.



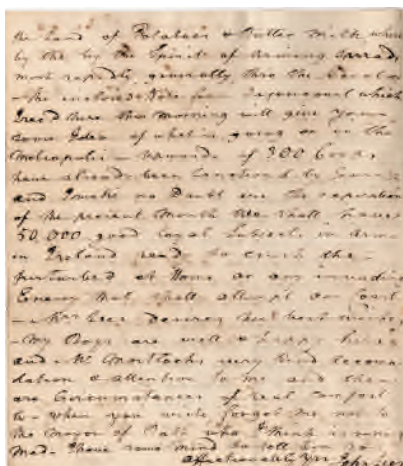
Colonial Stamp Auctions (Los Angeles, California) 19 November, 2020 auction had a very nice used example of the 1922 10-shilling Dollard grey - blue overprint used at the Curragh Camp, Money Order Saving Branch (MOSB). The estimate was \$470 and the hammer price was \$1100 with 15% commission for a total of \$1265.

Andy Ballard had a Mail Bid Sale closing on 26 September 2020 with his usual broad range of Irish covers, documents and stamps. Interesting among the items was **Lot 2**, a 1796 historical letter from Sir John Lees, Secretary of the Post Office in Ireland to Sir Francis Freeling, Secretary of the British Post Office. The letter mentions Ireland as the “land of Potatoes and Buttermilk” and discusses the preparations for the expected French Invasion of Ireland where: -

*“upwards of 300 Corps have been sanctioned...
..We shall have 50,000 good loyal Subjects in
Ireland to crush any Invading Enemy”*

The letter shows that the British Military was aware of the efforts by the French and Irish to invade Ireland and probably explains why the British Navy was waiting for the French and Wolfe Tone in 1798 and the failure of the Wolfe Tone rebellion.

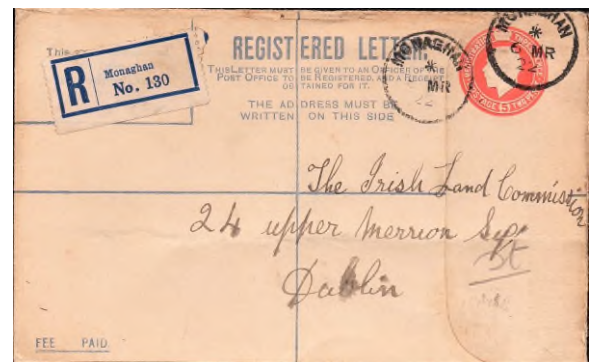
Page 2 of the Letter discusses the raising of 50,000 Irish Troops.
Estimated at 50 GBP, the Lot sold for 350 GBP



Lot 336 had a commercially used example of the **2014 Citizens Army 60c Jack White Error** (The stamp shows a person other than Jack White). The stamp was on sale for only 40 minutes before the portrait error was discovered and the stamp was withdrawn. Commercially used examples are very rare. *The Lot was estimated at 600 GBP and sold for 760 GBP*



Lot 178 was a **King George V, 5d Orange Registered Envelope Size G** used to Dublin with a Monaghan date stamp of 6 March 1922. The cover shows a scarce usage during the transition period of control between the British and Irish Post Offices during the first year of Irish Independence in 1922. *Estimated at 80 GBP, it sold for 180 GBP*



The 5d Orange refers to the embossed head of King George V on the envelope. Later in the year the color was changed to green for use in Ireland only. British Registered Stationary was used in Ireland until the Irish printed stationary was issued in 1925. The envelope was addressed to the Land Commission in Dublin which was redistributing the land in Ireland to the tenant farmers.

It is always great to see that Irish material continue to estimate high with many lots exceeding estimates.

The Only Mail Coach Station in the North of Ireland ? A Story of one Muff too many and the Receiving Houses of Derry

Ian Enlander

The story begins with my daughter asking if I knew anything about Irish postal history and the Mail Coach network which made me wonder where she has been for the past 36 years of her life!

She was undertaking a review of locations of the Industrial Heritage record of Northern Ireland for the Department of Communities.

The Department's data is acquired through many different sources including scouring the old Ordnance Survey map series. The 1st Ordnance Survey series (undertaken 1829 - 1842) has a building marked as a 'Mail Coach Station' (Industrial Heritage Record No. 01575) close to the village of Eglinton, Co. Londonderry. Nothing unusual about that you may say except that it seems to be the only such feature identified on this map series for the '6 counties' despite, as we all know, the mail coach network being well-established and quite extensive by that time.



Indicative map - location of the Mail Coach Station

And so to answer her question – what did this site represent? Note that unfortunately no building now stands at that location. It is positioned on what was then the coastal (following the southern shore of Lough Foyle) main road from Limavady (Newtown Limavady) to Derry (I will stick with the shortened name for the city although it is more commonly referred to as Derry/Londonderry or vice versa). What is now the largest nearby settlement, Eglinton, comprised nothing more than a scattering of houses together with a church and school building then.

One wouldn't have thought this area merited a stop-off for the Belfast – Derry mail coach.

The site is approximately mid-way between Limavady and Derry (roughly 16 miles total) so it is unlikely that a refreshment stop for passengers and horses was necessary. Perhaps the setting of the Mail Coach Station offers a clue as, while there is little in the way of settlement, the number of sites associated with flax production, together with some sandpits, brickworks and a pottery may explain its existence. Industry and commerce needed good communication to flourish.



The Mail Coach Station (Ordnance Survey 1st edition)

Although the mail route was supposedly established in 1809 I have only been able to find a general itinerary for the coach taken from the Belfast General & Commercial Directory for 1819 giving basic information as follows -

Belfast and Londonderry Royal Mail Coach, starts from the Donegall Arms, Belfast, at half-past 11, immediately after the arrival of the Dublin Mail, and arrives in Derry at 4 next morning. Starts from Derry at 5 o'clock in the evening, and arrives in Belfast at 9 next morning.

The journey took 16.5 hours for a distance of 88 miles but there is nothing here to confirm that the Eglinton Mail Coach Station was a stop-off/drop-off point but what other reason would there be to establish it?

Note that a Belfast – Derry mail coach route is shown on William Larkin's 1805 map of the mail coach routes throughout Ireland so it would appear to have commenced earlier than usually recorded.

The map accompanying the 1837-1838 Parliamentary report from the Select Committee on Postage, although very difficult to decipher (due to scale) does provide some further information. The Belfast – Derry coach route is clearly shown and includes the formal stops where, presumably, mail bags would be dropped off and picked up.

The main stops from Belfast shown on this map were Antrim, Ballymena, Ballymoney, Coleraine, Limavady and finally Derry.

Usefully, by 1838 the receiving house (RH) network associated with the post town local penny posts were widespread and stops that were linked to these are identified by the name followed by a 'PP'.

Checking the coach route from Coleraine it is easy to pick out Newton Limavady, Ballykelly PP, then another named site with PP and finally Derry. With a bit of image editing it is just possible to make out that the site between Ballykelly and Derry, which sits in roughly the correct location for our Mail Coach Station, is named Muff PP.

I assumed an error had been made given that the village there today is called Eglinton while the village of Muff sits just over the border north of Derry, in Co. Donegal – hmm, where the map shows another Muff PP.



The Mail Coach route and the Derry RH network (from 1838 Parliamentary report on Postage)

So time to interrogate the wonderful IPC database. And very quickly there is a part solution. Fred Dixon and Brian de Burca provided a listing of the provincial Penny Posts of Ireland (IPC 1977, issue 4). It is clear that this listing is derived from the 1838 Parliamentary postage report which lists 9 receiving houses linked to Derry. It notes that 2 of the offices were called Muff, differentiating one of them with the suffix 'don' for Donegal. I will refer

to the Derry Muff as 'Muff (non-don)'. Dixon's 1977 list omits Quigley's Point for some reason.

POST TOWN, and PENNY-POSTS.	Date of Establishment.
Derry Muff	June 1832
Muffdon	10 Jan 1833
Ballykelly	ditto
Fahan	June 1832
Clady	ditto
Newt. Cunningham	Nov 1832
Carrigans	May 1833
St. Johnstown	ditto
Quigley's Point	30 May 1835

Kane, in his Undated Namestamps of Ireland only lists 3 specific offices for Derry using RH numbers (based on known material at that time so perhaps better understood now?) and 4 assigned numbers (1, 3, 5 and 6). It is unclear from this source what number was assigned to Muff (non-don). A Muff is recorded as No. 1 but against a date of 1843. The Penny Post dates show that the earliest offices opened were Muff (non-don), Clady and Fahan so you might expect these to be no's 1, 2 and 3 in the network (although Kane mentions that perhaps the numbering allocation, at least in part, may have worked its way outwards from the Post Town i.e. relating to distance). Kane confirms that Fahan is No. 3 (1833) and one of the Muffs (which one is not stated) is No. 1 (1843). Kane also records an unnamed office as No. 5 (1833) with No. 6 for Carrigans (1836).

This is not an area I have much experience of beyond my home collecting ground of Belfast but sticking my neck out, the incomplete RH numbers listed would make sense if they were allocated primarily by date of opening as follows –

Muff (non-don)	1
Clady - not recorded by Kane	2
Fahan	3

Fred Dixon in Random Notes (IPC 1987, issue 2) states that 'In my list of Penny Posts I attributed Derry No 1 to Muff. Rev Davey has found evidence that Muff was No 5.' Again it is not stated which Muff this refers to. However, if we continue the above list of allocated numbers based on date of opening, we might add

Newt. Cunningham 4
Muff don 5

This fits the (admittedly scant) data available and would also fit with Rev Davey's comments regarding Muff (of which there was only 1 place of that name when he commented on it being No. 5) but perhaps I have stuck my neck out too far and just been decapitated? I would be interested to know if others, wiser in this field, have a better informed interpretation. This of course assumes that all receiving houses were allocated and issued a number.

Signs of trouble come in the form of Carrigans which is listed by Kane as No. 6 whereas, if date of opening was the sole determinant of the numbering, Ballykelly should be in that position.

However, at least it is clear that 2 Muff's existed at that time.

A listing of the Post Offices of Northern Ireland by Ken Smith confirms that Eglinton was indeed previously named Muff with the post office by the latter name listed for 1814 and renamed Eglinton in 1858. Smith lists this Muff under the Derry Penny Post for 1833 – this should be 1832 as 1833 would refer to Muff don. Someone else seems to have got their Muffs mixed up.

It is notable that through the period of the undated namestamps, Derry had at least 15 RH's/SO's, including the numbered RH's, reflecting the growth of the city itself and the increased need to service the wider rural area.

So what else can we say about this Mail Coach Station? Unfortunately the contemporary census and valuation records do not include information

on resident's employment so that it is not possible to identify by name the person/family running it.

The 1838 Parliamentary report shows that the RH element of Muff (non-don) operated at a loss (see at end of this page) - data for one year, ending 5th July 1836. This listing adds further detail to the dates of opening. Note the variation in RH expenses seemingly unrelated to the level of business.

The 2nd edition of the OS series (1846 – 1862), shows a post office in the village, more than 1.5km distant from the Mail Coach Station – however the village is still called Muff!! Presumably this area was remapped before 1858.

Our Mail Coach Station is no longer marked on the 2nd edition series. Indeed by now the building is no longer present so it may have functioned as a mail coach station for around 50 years while the RH may have had a maximum life of 26 years.

The Londonderry & Coleraine Railway was incorporated in 1845 and was opened in stages from 1852 to 1853. This of course consigned the era of this mail coach to history.

The railway is shown on the 2nd edition map and there is a station relatively close to the village, and it too is called Muff.

There is still the obvious question to answer – why should this be the only Mail Coach Station identified on the 1st series map (at least for the '6 counties')? I have 'tracked' a number of the main coach routes on these maps and can find no others. The Muff station is unusual in that it is not within any sizeable settlement. The 1st edition 6" map is notable in that few if any post office locations are identified within towns/villages that we know did

Appendix (B.)
No. 24.
Revenue of
Penny Postage,
Ireland.

POST TOWNS, and PENNY-POSTS.	Date of Establishment.	Distance of the Places from each other.	Gross Revenue.	Annual Expense.	Net Revenue.
Derry:					
Muff - - -	1 June 1832	5 0	14 13 7	15 - -	—
Muffdon - - -	10 Jan. 1833	5 0	8 17 2	5 - -	3 17 2
Ballykelly - - -	- ditto -	9 0	7 16 1	5 - -	2 16 1
Fahan - - -	1 June 1832	6 0	16 10 1	5 - -	11 10 1
Clady - - -	- ditto -	7 0	24 12 6	15 - -	9 12 6
Newt. Cunningham	3 Nov. 1832	7 4	19 11 1	20 - -	—
Carrigans - - -	8 May 1833	4 4	5 1 10	10 - -	—
St. Johnstown - -	- ditto -	6 0	4 12 10	10 - -	—
Quigley's Point -	30 May 1835	8 0	7 15 1	5 - -	2 15 1

Data for the Derry RH network from the 1st Report from Select Committee on Postage

exist by that period. Is this simply a cartographers decision to avoid 'map clutter'? With its relatively isolated location, naming the Muff Mail Coaching Station did not present problems of space. Another possibility is that the entire mapping project commenced at Magilligan which is nearby. Were the mapping criteria more rigorous at the outset of the project? Again, does anyone have any suggestions?

I will finish with a peculiar story linked to the Belfast – Derry Mail Coach, but totally unrelated to the Muff query. This may offer an opportunity for members to see an authentic period mail coach, with horses and driver – albeit getting dragged screaming into hell!

The story starts with the Belfast to Derry mail coach making the journey sometime in the early years of the service.

As the coachman, Thomas Meharg, journeyed north a storm blew up and his progress was seriously hampered. He had been told that the Glarryford bridge had been torn down in the storm. Rather than halt for the night, he took a detour using another bridge, adjoining Dundermot mound.

This was a very bad choice as the mound was known to open, releasing the forces of hell. At the time of such an occurrence anyone in the vicinity would be sucked in and vanish forever.

And of course, just then, the mound opened up and swallowed the coach, driver and horses. No trace of the coach was ever found.

To this day unsuspecting travellers may encounter the phantom coach and horses. The driver will ask; "Is the bridge at Glarryford still up?" The story goes that anyone who answers him will die within a year.

Many thanks to my daughter Dr. Rebecca Enlander for bringing the Mail Coach Station to my attention and to all who research and publish.

Selected sources of information

Historical maps can be accessed at the following web addresses:

Northern Ireland:

<https://dfcgis.maps.arcgis.com/apps/webappviewer/index.html?id=6887ca0873b446e39d2f82c80c8a9337>

Ireland:

<http://map.geohive.ie/mapviewer.html>

William Kane Undated Namestamps of Ireland 1823 – 1860. FAI 1986

1st Report from Select Committee on Postage (1838)

[https://www.gbps.org.uk/information/sources/parliamentary-reports/Report%20from%20the%20Select%20Committee%20on%20Postage%20\(1838\).pdf](https://www.gbps.org.uk/information/sources/parliamentary-reports/Report%20from%20the%20Select%20Committee%20on%20Postage%20(1838).pdf)

Smith: Ken Smith's UK Post Office lists

<https://sites.google.com/site/ukpostofficesbycounty/>

Perkins Bacon Paper Duty Labels Frank Walton RDP FRPSL

Paper was taxed in the United Kingdom from 1712, enacted by 10 Anne c19. Initially individual papermakers were responsible for marking their own paper but, from 1820, large labels produced by the Congreve compound plate printing process were introduced. Four designs were used between 1820 and the repeal of the tax in 1861.

The first style (Barefoot Nos. 1-3) was only produced at the Excise Printing Establishment in Broad Street, London. The second and third designs (from 1839 and 1848 respectively, Barefoot 4-6 and 7-9) were printed during the period when production was transitioning from the Excise to Perkins Bacon. The archives do not provide an absolute answer to which printer produced these labels, but it is accepted that the bulk of the second issue were printed at the Excise Office and that the bulk of the third design was produced by Perkins Bacon. All of the fourth series (Barefoot 10-12) was printed by Perkins Bacon from 1856 onwards.



Figure 1. Black background with red detail indicates use within England and Wales.

Plate 2. Used 12 November 1860.

The compound plate technique allows each stamp to be printed in two different colours. The background was always in black, but the complementing colour was red for stamps to be used in England and Wales, blue for Scotland and green for Ireland. These stamps measure 145mm square – arguably the largest adhesive stamps ever produced by the United Kingdom.



Figure 2. Black background with blue detail used in Scotland. Plate 5. Used 3 December 1860.

The black & red stamps from England and Wales can be found with some diligent searching, and the black & blue Scottish ones do appear on the market infrequently. But the black & green Irish ones can be most elusive. After collecting these stamps for many years, I was please to finally obtain an Irish example. The examples shown in Figures 1 to 3 are the fourth design (Barefoot No. 10-12) and was used in 1861 at Mill Number 41. Can anyone point me to any records that identify where this mill was located?



Figure 3. Black background with green detail used in Ireland. Plate 8. Used 28 August 1861. Late usage.

The fourth design was printed from four pairs of plates, numbered 1 & 2, 3 & 4, 5 & 6 and 7 & 8. The plate number on the odd-numbered plates appear in the engine-turned margin below to second 'L' of 'LABEL'. For the even-numbered plates it is in the similar margin above the first 'P' of 'PAPER'.

Great Britain's Greatest Irish Polar Expeditioner

Hal Vogel

This is the first of a two-part series detailing the Polar Exploits of Sir Ernest Shackleton. This issue explores his first two Antarctic expeditions and the April IP issue will cover his last two.

Great Britain's greatest Irish polar expeditioner is normally remembered for four south polar expeditions. However, he actually served on *five* "expeditions." The fifth was NOT to the Antarctic. Neither was it an "expedition" of the polar exploratory type. It nonetheless officially was still called an "**expedition.**"

Sir Ernest Henry Shackleton (1874-1922), from Kilkea, County Kildare, Ireland, would lead three notable British Antarctic expeditions after cutting his polar teeth as an officer on Robert Falcon Scott's first Antarctic expedition. That non-exploratory polar "expedition" to other than the Antarctic occurred after his most famous polar endeavor and before the one on which he would die.

Shackleton was a British merchant marine officer when he got the notion to lobby for a place on the 1901-03 British Antarctic Expedition. Many wanted in on Robert Falcon Scott's first Antarctic expedition. He had an edge, though. One of the Scott expedition's major financial backers was the father of a merchant marine officer befriended by Shackleton.

Llewellyn W. Longstaff of course got his way.¹ Shackleton got appointed 27 February 1901 as third officer on the expedition's vessel *Discovery*. Just before sailing, the merchant marine officer was commissioned a Sub-Lieutenant in the Royal Navy Reserve. Though technically a private expedition, it had much government support, including a Royal Navy crew on a Royal Navy ship.

It later was said that he never really was fully embraced by the Royal Navy-expeditionary establishment. One reason was his occupational heritage. He had come from the merchant fleet, rather than the Royal Navy. Another reason probably was his ethnic heritage. His family had lived in Sydenham, a district of London boroughs. However, he had been born, and spent his first ten years, in Ireland.²

Finally, there was his gregarious personality and respect he received from those he led. At a time when many military officers had nicknames from their men they would prefer not to repeat, Shackleton's admirably was "Boss." He was a natural leader whose style of command today is studied in some management schools. There obviously was a touch of jealousy among many of the military leaders with whom he served.³

Shackleton, though performing well on the first Scott Antarctic expedition, had to be invalided home midway in its 1901-03 tenure due to ill health. He had not recovered from the scurvy he contracted while participating in an activity with Scott. It had been on a long, difficult Antarctic traverse that established a new farthest south record.

There is very little mail to postally document Shackleton on Scott's first British Antarctic Expedition. A few pieces exist from his mailings home while traveling back to England after being relieved. **Figure 1** is a card when he was on *Discovery* with the expedition **departing** for Antarctica.

The expedition had a series of four (different views) subscription picture postcards prepared by the Wrench company. They were serviced to supporters from four episodes of the expedition's voyage. The first card (this one) was to be serviced on 31 July 1901 at London, England, to mark *Discovery's* departure.

The ship then stopped at Cowes, Isle of Wight, for some adjustments, en route away from Great Britain. There the ship's enterprising third officer usurped one of the blank #1 Wrench cards aboard to send a personal mailing to a friend back at Sydenham. It thus has a very unusual Cowes

(6 August 1901), cancellation. **Figure 2** shows the day the ship left Isle of Wight.

Figure 3 is an example of the normally serviced #1 Wrench cards cancelled in London (31 July 1901 forwarded to London

After recovering back in England, Shackleton came down with another ailment. He became smitten by the polar expeditionary bug.



Figure 1 is a card when Shackleton was on *Discovery* with the expedition **departing** for Antarctica.

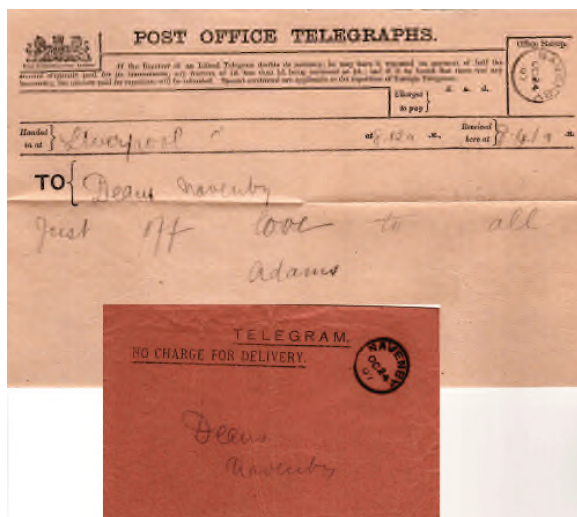


Figure 4 Adam's Farewell telegram (with its envelope) from Liverpool, England (24 October 1907), to a friend (Lawrence T. Dean) at Navenby.

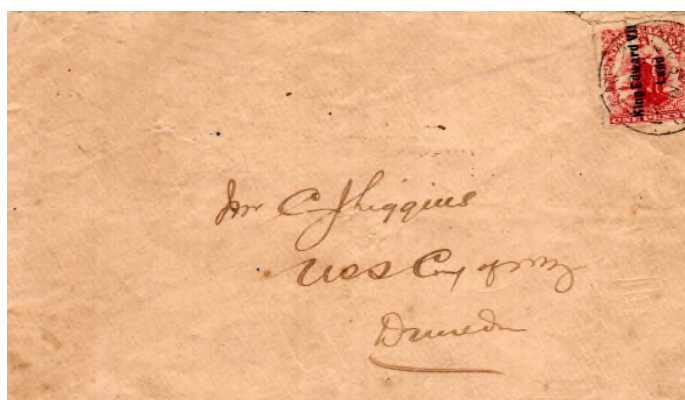


Figure 6 Mail from Joyce with the expedition stamp struck by the expedition postmark (3 February 1908)



Figure 2 Postcard sent by Shackleton from Cowes on the Day the *Discovery* left the Isle of Wight for Antarctica.



Figure 3 is an example of the normally serviced #1 Wrench cards cancelled in London (31 July 1901).



Figure 5 Lawrence Dean's congratulation letter to friend Adams mailed to Cape Town was returned because the Shackleton team did not return via South Africa



Figure 7 Shows a block of the expedition overprints cancelled with the last postmark date (of 5) used on mail (4 March 1909).

Shackleton's 1907 to 1909 British Antarctic Expedition would be more than an earnest attempt to penetrate a little further into the unknown continent. It was spectacular for its time in its polar achievements. There would be several monumental firsts. This probably did not endear him to his unofficial (more institutionally-acceptable) rival, Robert Falcon Scott.

Its vessel (*Nimrod*) left with most of the expeditioners from England on 7 August 1907. Shackleton and several others left later on a commercial steamer after settling some late expedition business. They all would meet at Lyttelton, New Zealand, for sailing aboard the *Nimrod* to the "White Continent."

One of those sailing later with Shackleton was the expedition's second-in-command, Lt. Jameson Boyd Adams. **Figure 4** is his farewell telegram (with its envelope) from Liverpool, England (24 October 1907), to a friend (Lawrence T. Dean) at Navenby, Lincolnshire.

The latecomers would reach New Zealand via a South African stop. That is from where Adams' friend Dean had received an en route mailing. So, Adams' friend Dean figured he would send congratulations to Adams upon his returning through there. Except, neither Shackleton's separate group nor the main party returned via South Africa.

Hence, Lawrence Dean's mailing (27 March 1909) from Hythe to Cape Town had to be returned (**Figure. 5**). It was received at Cape Town (with 20 and 21 April receipt stamps, redirected back to England (upper left, fig. 4) 14 May and finally received at Lincoln, 5 June 1909

The mailing is over franked 1d, probably because Dean did not realize that the 1d Commonwealth or Empire rate now covered up to an ounce (rather than the previous half-ounce). This change had occurred the previous year.

Lt. Adams would figure in one of the major achievements of the "*Nimrod* Expedition" (as it became known). He would do it with three others (Shackleton, Frank Wild and Eric Marshall). From their McMurdo Sound, Antarctica, base they would trek (starting 29 October 1908) *nearly* to the Geographic South Pole.

Shackleton wisely turned back 9 January 1909, only 112-miles from their goal. They only barely made it back to camp. The trekkers returned just in

time to catch *Nimrod* for home (leaving from Antarctica, 3 March 1909). They had struggled back on half rations. The "Boss" even shared his meager food allotment once with an ailing Frank Wild.

There also were other noteworthy accomplishments: no deaths, significant geological and biological study, and even the first ascent of Antarctica's tallest mountain - Mount Erebus by Dr. Edgeworth David (the Scientific Chief, with three others).

Nimrod and its crew wintered (1908-09) at Lyttelton, New Zealand and arrived back triumphantly to England on 30 August 1909. Sir Ernest would be knighted for his leadership—and remembered even more so by those in polar philately. His expedition had opened the first official Antarctic expedition post office, cancelling the first postage stamps issued for use on an Antarctic expedition.

Judging from the surviving correspondence between New Zealand authorities and Shackleton, the idea for an expedition stamp and post office came from New Zealand.⁴ There even was a thought that the sale of leftover stamps might generate some funds for the expedition. Of course, Shackleton, as the expedition's officially appointed postmaster, could not sell the stamps for more than their denominated value. However, the expedition purchased unused stamps at the close of the expedition. These could be sold at a markup by their new owners.

New Zealand newspapers announced the authorization (effective 19 December 1907, a month after *Nimrod* had arrived at Lyttelton) of the first Antarctic Post Office. The expedition leader was appointed Postmaster. Former seaman Ernest Joyce and assistant leader Adams became assistant postmasters.

Figure 6 is mail from Joyce with the expedition stamp struck by the expedition postmark (3 February 1908). It is addressed apparently to someone at Dunedin he befriended from a USA naval ship.

The New Zealand Post Office produced the expedition stamp by overprinting "King Edward VII / Land" on the common 1d "commerce" issue. A section of Antarctica named after the expedition's destination. Difficult landing conditions, however, forced them to settle elsewhere. 23,492 of the 24,000 overprinted stamps (in green) went to the expedition for its use.



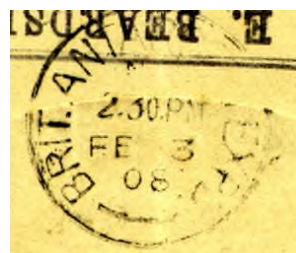
Figure 8 One of the 2 known postmarker's proof impressions (reading "JA 7 / 09") on a New Zealand Post Office memo slip.



Figure 9 Card with the "favor" 27 February 1908 cancellation. It also bears a nice strike of the expedition straight-line cachet



, **Figure 10** shows (unwanted) philatelic mail from someone *not* on the expedition.



Figures 11 and 11a Shows mail sent by a clever Philatelist and addressed to a fictitious expedition member. The mail was "returned to sender" with the Expedition's transit cancel

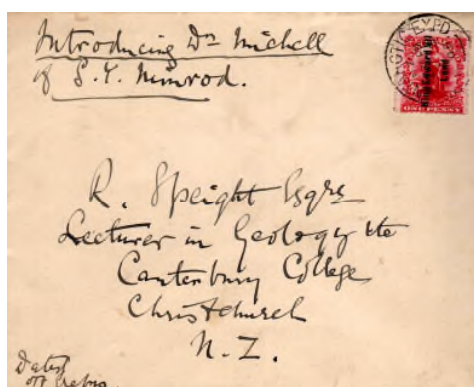


Figure 12 bears the "first day ashore" cancellation date of 3 February 1908 from chief scientist Dr. Edgeworth David

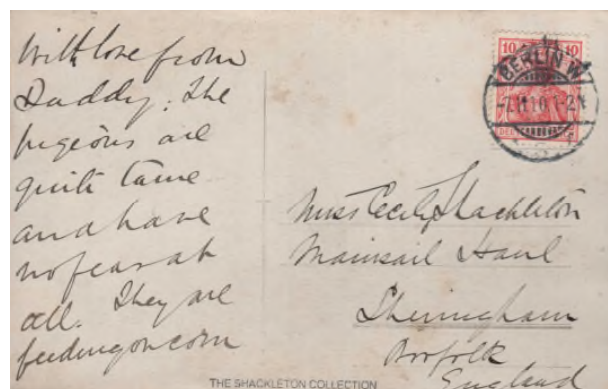


Figure 12 is a card sent to England from Berlin by Shackleton to his little daughter, Cecily. He was on his *second* European lecture tour. Postmarked 7-Nov 1910 Two days before he was Knighted

Figure 7 is a block of the overprints cancelled with the last of its postmark's five dates used on mail (4 March 1909).

Figure 8 is one of the known post marker's proof impressions (in this case reading "JA 7 / 09") on a New Zealand Post Office memo slip. Also issued was an official post office seal to be used on mail bags. The datestamp reads: "BRIT. ANTARCTIC EXPD." with "NZ" beneath "ANTARCTIC" above the date and time in three lines. This was an official New Zealand post office.

Besides several different proof impression dates, only five other dates are known from this postmark. Two dates are believed only to have been used on favor mail to the expedition's Christchurch agent (J.J. Kinsey). He also received mail from expedition members bearing "normal" mail dates (ex. figure 7b).⁵ The other three dates (15 January, 3 February 1908 and 4 March 1909) can be found on ordinarily serviced mail.

Figure 9 is an example with the "favor" 27 February 1908 cancellation. It also bears a nice strike of the expedition straight-line cachet. The other "favor" mail date is "1 January 1908." Neither of these dates is known on other than "Kinsey" favor mail (or on piece).

The earliest date on expedition postmarked "normal" mail is 15 January 1908 (ex. fig.9). This is from a mail transfer to a returning support vessel ("Koonya") while *Nimrod* was en route to Antarctica. Obviously, this mail was processed onboard before the post office was established ashore in Antarctica.

Ironically, **Figure 10** appears to be (unwanted) philatelic mail from someone *not* on the expedition. Presumably the sender ("W. F. Bridgman") slipped his (over franked to Holland with regular postage) philatelic request to someone associated with the expedition before the expedition had left New Zealand.

Shackleton tried to refuse philatelic requests, saying that he would deliver all received mail to whomever it was addressed. Many had fictitious addresses (e.g., Mr. Penguin). He also said he only would sell stamps across the post office's counter (in Antarctica).⁶

Despite his aversion to handling mail only to and from those associated with the expedition, some clever philatelists were able to obtain expedition postmarks the first season (**Figure 11**). Those handling mail could have been fooled into thinking that this sender was writing from Christchurch, New Zealand (1 January 1908), to someone presumed to be on the expedition, but who had not sailed with it. So, it is returned to sender—with the returning post office's (expedition post office) "transit" cancel and Christchurch receipt stamp (**Figures 11 and 11a**)

The mail contains a letter of recommendation for the expedition's medical doctor. Its lower left corner indicates it was written "**Off Erebus.**"

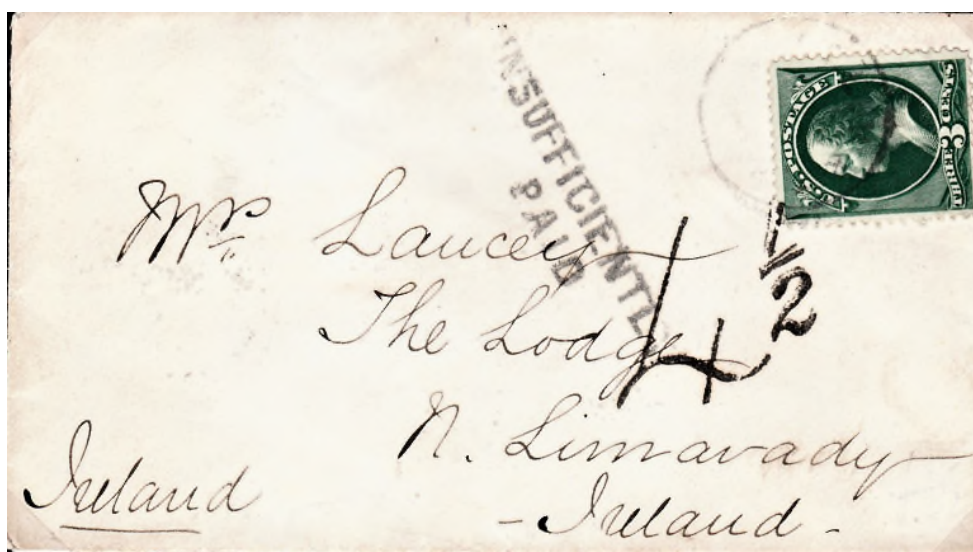
Shackleton returned a hero.⁷ However that did not come with a paycheck. He went into the "family business" (lecturing) to settle accounts from the "*Nimrod Expedition*" and to keep his family funded. **Figure 12** is a card sent to England from Berlin by Shackleton to his little daughter, Cecily. He was on his *second* European lecture tour. It is posted 7 November 1910—two days before he would be knighted for his "*Nimrod Expedition*" achievements.

ENDNOTES

1. Beau Riffenburgh, *Shackleton's Forgotten Expedition* (NY: Bloomsbury Publishing, 2004), 56. This is one of the three principal sources (the others being the next two in the Endnotes) used for historical information in this article, when not otherwise cited.
2. Roland Huntford, *Shackleton* (NY: Atheneum, 1986), 36.
3. "Ernest Shackleton," *Wikipedia.org*.
4. Robert J. Duns, *New Zealand Antarctic Postal History To 1941* (Christchurch, NZ: Philatelic Foundation Christchurch, 1997), 37. Duns' excellent study of "*Nimrod Expedition's*" post office (pages 36-55) reveals many before unknown details based on primary sources.
5. A differently-dated (3 February 1908) example of another normally mailed (by someone on the expedition) envelope (with expedition straight-line stamp on reverse) to Kinsey.
6. Duns, 39.
7. Now his portrait and that of his ship began to be shown on locally-printed picture postcards

Was the '4½' Postage Due charge mark on this cover from USA to Newtown Limavady applied in Ireland?

Julian H Jones



Short-paid letter sent from USA to Newtown Limavady in Ireland, March 1874.

The US cancellation is unreadable and the 'INSUFFICIENTLY / PAID' instruction was common to a number of US exchange offices of the period. The letter is paid 3¢ for the US domestic single letter rate. From 1st January 1870 until 30th June 1875 the US-GB Treaty rate reduced to 6¢ per ½oz., with the GB short or unpaid letter fine being 3d^{1,2}. Accordingly, the '4½' postage due charge mark represents 4½d made up of the deficiency of 1½d (equivalent of 3¢) plus the fine of 3d.

The question arises of where did the cover enter the UK and where was the '4½' charge mark applied? According to The Times of 25th March 1874³ four ships brought mail from the USA to Ireland on March 24th. The departure dates from the USA for the most likely landings are confirmed in Hubbard and Winter⁴:

Inman Line's 'City of Montreal'	dep New York 12 th Mar	arr Queenstown 24 th Mar at 1:50 am
Cunard Line's 'Batavia'	dep Boston 14 th Mar	arr Queenstown 24 th Mar at 7:20 am
Allan Line's 'Scandinavian'	dep Portland 14 th Mar	arr Londonderry 24 th Mar at noon

At this point the author sought the input of contacts in Ireland to enquire if this was a known Dublin mark. The answer was 'no'. But with some asking around there came a view that Londonderry, known for its handstamps, may have been the location applying this charge mark.



The reverse side of the cover shows a single ring

'NEWTOWN LIMAVADY'

D 24 MR 74' receiving mark.

The "D" mark denotes "Late in the Day"

The US Exchange offices would have bagged the mail by destinations such as London, Home Counties, Scotland and Dublin, etc. All but the Dublin bag would have been forwarded unopened to the UK mainland by rail and the Kingstown to Holyhead ferry. Of course, the Dublin bag would be opened and sorted at the Dublin office. However, the exchange offices usually had detailed lists of how bags were to be made up. For example, a ship unloading mail at Plymouth would have a bag of Plymouth area mails as well as London bags containing most of the remaining British mails. Is it possible that a letter for Limavady, made up in the Chicago or Detroit exchange offices for the Allan Line ships leaving Portland, Me., would have been put into a Londonderry bag for Ireland mails rather than a Dublin mails bag?

The “D” in the Limavady receiving mark denotes “Late in the Day”. It seems possible that mail landed soon after noon and sorted at Londonderry could reach Limavady late in the same day. So, is this a Londonderry charge mark or one from Dublin

MOVILLE, MARCH 24.
The Allan mail steamer Scandinavian, from Portland on the 14th inst., arrived here at noon to-day. She brings 32 cabin and 33 steerage passengers, and, after landing mails and passengers, she proceeded immediately for Liverpool. The London Mails were not landed.

QUEENSTOWN, MARCH 24.
The Inman Royal mail steamer City of Montreal, from New York, with passengers and \$51,400 in specie on freight, arrived off Queenstown at 1.30 a.m., and, having landed passengers and despatches, she proceeded immediately for Liverpool. The Cunard Royal Mail steamer Batavia, from Boston, arrived here at 7.29 a.m. She brings 46 passengers, and, having landed all mails and four passengers, she proceeded immediately for Liverpool. The Inman Royal mail steamer City of Baltimore, from New York, with passengers and \$5,930 in specie on freight, arrived off here at 6 p.m., and, having landed passengers and despatches, she proceeded immediately for Liverpool.

Screen Shot copied from the *Times*, online archive for March 1874 showing the Mail Steamer Scandinavian from Portland Maine Landed at Moville at Noon on 24 March 1874

Londonderry was formally an exchange office for British mails from July 1860¹ and undertook sorting of mails landed at Moville. Moville which was the actual port used by the Allan Line and was north of Londonderry in County Donegal.

Stan Challis writes that with the Scandinavian arriving at noon, the mail coach could have reached Londonderry by 2:00, where the '4½' **charge mark** was applied and the mail sent on to Newtown Limavady (20 miles away) by “Late in the Day”



Cover sent from St Louis 9 July 1872 to London, likely carried on Allan Line's *Nestorian*.

Departing Quebec 13th July, arriving Londonderry 23 July, and sent on to London. (LONDON 23 July 72 arrival backstamp)

The '4½' **charge mark** (postage due) was applied because the 3c only paid the US domestic postage rate vs 6c to United Kingdom

During the summer, the author obtained another example of the mysterious 4½ **charge mark** on a cover. The *Times* of 24 July 1872 confirms that the Allan Line's *Nestorian* landed London mails at Greencastle (Moville) and proceeded to Liverpool. The author and Stan Challis conclude that the '4½' is an Irish mark, and most likely a Londonderry **charge mark**.

End Notes

- (1) Starnes, CJ: United States Letter rates to Foreign Destinations 1847 to GPU-UPU, Leonard Hartmann, 1989
- (2) Winter, RF: Understanding Transatlantic Mail Volume 1, American Philatelic Society, 2006
- (3) <https://www.thetimes.co.uk/archive/>
- (4) Hubbard, W & Winter, RF: North Atlantic Mail Sailings 1840-75, US Philatelic Classics Society, Inc 1988
- (5) Hubbard & Winter, op cit, page 130

The author is indebted to David MacDonnell and Stan Challis for their assistance in this analysis.

AN POST AND THE COVID 19 PANDEMIC

Brian Warren



Fig 1



Fig 2



Fig 3

In mid-March 2020, the CEO of An Post David MacRedmond announced on National radio that An Post would defer postal rate increases that were due to come into operation on 19 March given the ongoing pandemic.

A national lockdown operated throughout the Republic of Ireland from 24 March (until 17 May inclusive). As a result, An Post announced on 25 March four special community support initiatives operative from 30 March:-

- Postal Delivery staff will check-in on older/vulnerable customers along their postal routes across the country – residents could request a check-in;
- A free mails and parcels pick up service for these same housebound customers (known as “cocooned”) – as far as I’m aware this is limited to mail to Irish addresses;
- A newspaper-ordering and delivery service for all customers, which was set up in conjunction with national and local newspaper groups.
- The delivery of five million free postage-paid postcards to include all prisons, nursing homes and homeless accommodation facilities – to help people send love to family and friends – 2 examples are shown in *fig 1*. Additional supplies were also available in

post offices although distribution was erratic. There were 2 large A4 cards each with two different A5 designs – four A5 cards in all (*figs. 1 & 2*). You had to separate each pair of designs with a scissors or guillotine. The reverse side including postage paid imprint is shown in *fig 4*.

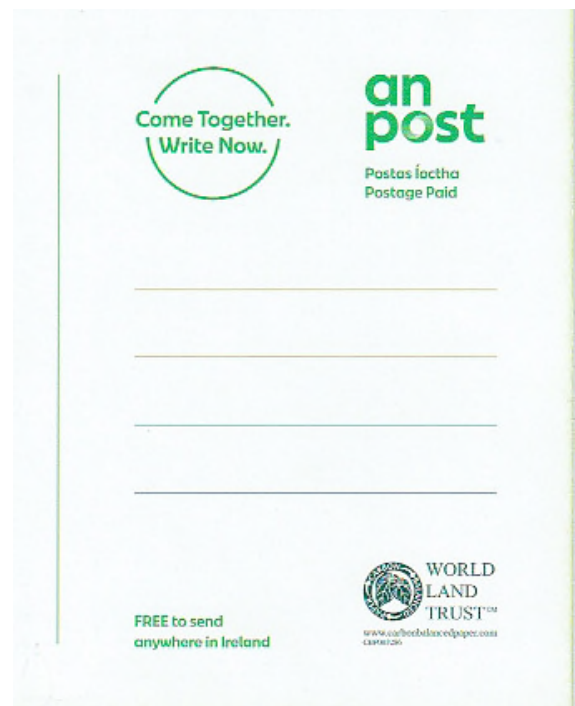


Fig 4

In connection with the free mails and parcels pick-up, post could be left outside the customer’s

door with a note on the door/window indicating “I Have Mail”. An A5 card (fig 3) was available from post offices mainly in rural areas although the service was available nationwide.



Fig 5

There is no requirement to place any type of label or manual endorsement on the envelope/parcel. The first use I saw of this service was from the well-known Irish dealer Paddy Lineen on Achill Island (who trades as Paddy Achill).

All his inland post during the current pandemic bears a privately printed self-adhesive label complete with his eircode and an outline map of Achill (fig. 5 – previous page). Most but not all mail from him received a large circular postmark of Westport DSU (Delivery Services Unit) and did not go through the normal mail centre postmarking procedures. You will note in the example shown that “postie” decided this label must not be re-used and it received a black marker squiggle as if it was a real stamp!!

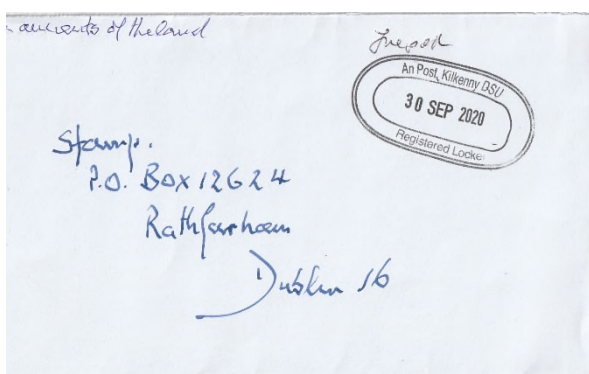


Fig 6

The second and only other example seen by me to date came in my “Stampa” post. A senior citizen and member of Stampa living in Co. Kilkenny endorsed his envelope “Freepost” and it received an unusual Kilkenny DSU locker cancellation (fig 6).



Fig. 7

Late in the day (November 2020), I decided to hop on the bandwagon myself given I am a senior citizen and produce my own pre-printed label. I taped the “I Have Mail” card to my door and the post was picked up by my regular post person. However, all my sendings to date received no postmark although some did bear a tagcode (fig 7). I also posted a couple overseas to see if they will receive any unusual treatment and hope to report on same in a future article.

The services are still ongoing with no announcement yet as to their withdrawal. As I write this article in November 2020, we are currently under a second national lockdown from 22 October to 1 December 2020 inclusive.

A further An Post service was announced in October. Recognising the increased restrictions in nursing homes across the country and to bring a little joy, An Post recently announced free delivery of all card and letter mail posted to and from residents of Nursing and Care homes in the State until 31 January 2021. The service came into operation on Monday 19 October. By writing FREEPOST where the stamp would normally be affixed, An Post will carry cards, letters large envelopes and packets weighing up to 2KG without a postage stamp (ROI only). Customers can send these items through the Post Office network and post boxes across Ireland.

If any members have any other examples of mail posted under this facility especially if it has received unusual markings please forward a scan to me at brian.warren2@upcmail.ie

AROUND THE WORLD IN EIGHTY COVERS

Stan Challis



1 PORTUGAL - Tipperary to Lisbon – April 1855

Our Editor has asked that I ‘do something’ for our December issue. I am indeed more than happy to ‘do something’ and given a free hand, I have taken the opportunity to start work on a new series on the subject of Irish overseas mail. Some of you may have seen me give displays to local societies in the UK. The content varies but I usually manage to squeeze in a selection from my Irish overseas mail collection and have inflicted at least one poor society by spending a good part of the evening travelling around the World in Eighty Covers from and to Ireland from eighty different countries.

Phileas Fogg began his epic Eighty Day voyage in London travelling by rail to Brindisi and although our paths will cross his from time to time I intend we shall visit far more countries and take far longer. Our imaginary voyage, which takes, not Jules Verne’s Eighty Days but closer to 200 years, begins at Tipperary and will likely end at Dublin Airport. I hope we will meet many interesting people on our travels learning both a little geography and some history en route.

Our first cover, above, takes us from Tipperary to Lisbon in April 1855. Paid at 1/9d, routing would have been by rail to Dublin (from nearby Limerick Junction, the line having opened in 1848) to Holyhead by boat and thence on the tracks of the Chester and Holyhead and the London and North Western Railways to London, thence to Southampton (via the London and South Western Railway) to join the thrice monthly British Packet whose routing was via Lisbon and Cadiz to Gibraltar.

The stamps totaling 1/9d have been cancelled with the <431> killer postmark of Tipperary, this a replacement for the original numeral cancellation issued in 1844. The 1/- ‘embossed’ has been cut round the edges as so many of these have been, whilst the 1d and 2d values are perforated 16 with watermark small crown. These were the first British (and thereby Irish) stamps to be perforated, coming into use in February/ March 1854 and known used in Ireland from the April of that year. The illustration above shows the difficulty that was experienced in getting the perforations cut correctly between the stamps during the first year or so of operation; note the perforations being too low on the 2d stamps above.

The 1/9d rate, covering the ‘sea route’, had been introduced in 1840 and was to fall sharply to 4d in 1859. A cheaper route existed ‘overland via France’ at 10d (introduced in 1843) but requiring transit through Spain and in consequence was considered ‘unreliable’. Portugal charged a further 210 Reis on delivery. This was the approximate equivalent of a further 10d.

The internet tells us that the addressee Terence Woulfe (sic) Flanagan had been born in Leixlip, Co Kildare in 1819 becoming an engineer subsequently Resident Engineer to the Blackburn and Preston Railway in 1843. He moved to Antwerp in 1850 and subsequently (1855-57) worked on the Lisbon to Santarem railway. He returned to Britain working on the Southampton to Fareham Railway, dying in 1859 at the young age of 41. Mercifully he kept at least some of his mail.