

2051

Dublin Penny Post.  
Receiving House.

IRELAND.  
1830 - 1831

Office open 1830-1840.

Dublin "Street"

Post Offices.

Unrecorded on letters



originating in Dublin.

"Ship Letter" from "Back Hall" <sup>Sept</sup> 1830.

In red

"Consignee fr. St. David," <sup>Nov</sup> 1831.

1  
without  
"a"



1

1



1

"Consignee fr. Commerce" from  
Liverpool, <sup>20</sup> March 1831.

"Consignee fr. Nottingham" from  
Liverpool <sup>11</sup> April 1831.

Another example is known headed "Belfast 8<sup>th</sup> September 1830" and  
endorsed "per Shamrock."

No 205

£195

23/11  
02  
6-2-32

19th February, 1959.

Extracts from F. E. Dixon dated 8th January, 1959.

Northumberland Buildings Penny Post.

Thanks for the note, especially as it slightly misrepresents information I supplied to Alan Robertson. Firstly I think it is misleading to state that the Shamrock obviously carried mail. The letter may have been carried to Dublin by the Captain or other member of the crew, or by a passenger. But it was not officially carried as mail. It seemed to me typical of letters unofficially carried in this way and delivered through the Penny Post to avoid the exorbitant General Post charges. And I would not have gone so far as to say that the Northumberland Buildings stamp is unrecorded on letters originating in Dublin. I told him that I hadn't seen any; but I have a low opinion of the completeness of my records.

You may like to know that "Liberty Hall", an important battleground in the trouble times, and demolished as unsafe with the last year, was part of the original Northumberland Buildings.

3rd March, 1959.

Extract from letter from A.W. Robertson, 25th December 1958.

Many thanks for yours of the 18th, with the various "Northumberland Buildings" items. Very glad to see these in addition to the record I have already, for each and every one continues to confirm my previous thoughts (and Stafford Johnson's assumptions) that this was indeed the channel for many letters coming in by private vessels to Dublin. Theoretically these were all of course subject to the English ship letter rate of 8d on an incoming letter, one supposes. But the fact that all of the covers are dated prior to the end of 1831 means that they were not perhaps so stringently examined or "controlled" by the IRISH OFFICE which was of course "separate" until 1831.

Had they been going the OTHER direction to Liverpool or Bristol, as PRIVATE SHIP LETTERS I am sure that the English office would have jumped on the practice pretty thoroughly, and clipped them all for 8d per single letter unless they were marked consignees mail (page D.33.)

Now of interest is the fact that your four covers are all annotated "Consignee" i.e. the senders were supposed to be consignees of merchandise on board the same vessel, this would exempt them from ship letter charges (leaving only inland (i.e. the Dublin '1d') charges payable). There is nothing to prove incidentally that they were NOT consignees, but one IS tempted to wonder whether in many cases it was a successful try-on. There was quite a hoo-ha on this subject over here in England at one time, and several Post Office agents notices went out to the ports stressing the fact that a strict check was to be made of the letters compared with the ship's manifest to make sure that the letter writers were indeed entered on the manifest as consignees. Whether or not this exhortation extended to Ireland I know not . . . BUT IT SEEMS SIGNIFICANT TO ME THAT (as far as I know) THIS NORTHUMBERLAND BUILDINGS BUSINESS DID NOT SEEM TO OPERATE AFTER THE MIDDLE OF 1831, AND THAT WAS THE YEAR AS YOU KNOW WHEN THE IRISH POSTS CAME BACK UNDER THE ADMINISTRATION OF THE ENGLISH POST OFFICE. My feeling, and it IS only perhaps a wild speculation, is that this was a loop-hole which merchant correspondents had utilized for several years; probably known to the English P.O. but since the administration was a separate Irish undertaking the notices I have referred to did not get to the Irish Offices? With the taking over in 1831 by the English P.O. they immediately put a stop to the nonsense and that was the end of the Northumberland Buildings racket!! All of which I will retract if anyone can produce a similar series of items dated later than 1831.