

IRELAND

CATALOG of PERFINS



Compiled
and edited
by
RICHARD L. MEWHINNEY

Second Edition
Published
by
THE PERFINS CLUB
1994

After a period of ten years, we present the second edition of the IRELAND, CATALOG OF PERFINS. The editor believes that it contains all designs shown to be from Ireland that have come to his attention. It is possible that he has failed to record one or two but there have been numerous cases where he felt the evidence was not strong enough to warrant listing.

Once again, we wish to thank the many contributors who supplied us with information. Among the most recent are gentlemen from Ireland and England.

Ten years ago, when we printed the first edition, we planned on a supply of catalogs that would last us ten years. This goal was proven to be correct as we have just run out of the first editions these past few months. This new edition contains, in addition to the first edition, the A&C material printed and made available in 1986, plus about an equal number of additions and corrections since that date.

You may be surprised to learn that Ireland is one of the most difficult countries to collect. The percentage of designs in the largest collections is surprisingly small. This actually adds to the enjoyment of the collecting.

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Any study of the perfin of Ireland must include the stamps of both Eire and of Great Britain. Prior to 1922 the entire island used the regular postage stamps of Great Britain. With the formation of the republic in that year, stamps of Great Britain with overprints in Gaelic were used in Eire while the regular issues of Great Britain were used in Northern Ireland. Eire developed their own stamps the same year. From this date forward, perfins will be found on stamps of both countries depending upon where the mail is posted, in Eire, or in Northern Ireland.

No attempt has been made at this time to show the period of usage of any perfin illustrated herein. A record is being kept by the editor and perhaps at a future date such information will be made available. Many of the perfins herein are to be found also in the British catalogs of Tilles and Edwards.

Only perfins for which the editor has observed copies are shown in this catalog. Other designs have been indicated in lists prepared in the past. However, no design will be shown until an example can be photographed and supporting information is available to the editor. It is hoped that anyone having such material will submit it to the editor for inclusion in the catalog.

At the end of the catalog are two pages of suspected or previously reported designs. With the cooperation of readers, it is believed that most of these can be identified and added to the catalog. Fifteen listings have been removed since the previous listing and are now part of the catalog itself.

How to Use This Catalog

This catalog is designed as an album. All of the illustrations are full size, so you may choose to hinge a copy of the perfin over the illustration, or you may choose to insert additional pages on which to mount copies of the perfins illustrated.

Illustrations will always be found on the right hand pages. A row of blank spaces will be found on the left side of each page. These spaces are expected to be used for designs that may be added to the catalog or for illustration of special issues. There will also be several blank spaces at the end of each letter.

Left hand pages are divided into five columns:

Column one: Catalog numbers matching numbers of illustrations on the following page.

Column two: Letter description of the perfin.

Column three: Design designation, heights, number of holes in each letter, special information.

Column four: Country of usage: "I" for Eire, "B" for Great Britain.

Column five: Identification of user and Location of use. An asterisk (*) indicates positive identification.

All measurements are in millimeters. Height is measured center to center of holes. Width is measured from the outside of the holes. Distance between is measured between nearest holes.

Abbreviations:

- H One line
- 2H Two lines
- 3H Three lines
- M Monogram
- En Enclosed
- D Diagonal
- Co Combined
- F Fancy
- I Eire, including overprinted British
- B British
- * Positive identification

Note that the presence or absence of a stop (period) in a pattern makes for a separate listing. This applies to both punctuation and to those stops which appear in C^o and L^{id}. Where a serif appears in a pattern, it will be underscored.

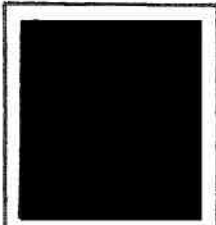
All communication should be directed to the editor at the following address.

RICHARD L. MEWHINNEY

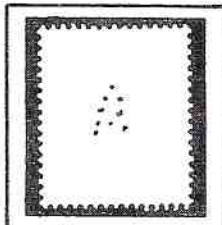
(died November 23, 2009)

A1	A	H 6½ (10)	I	
A1.5	AA/CO	2H 5/5½ (10,10/8,6)	B	*Dublin
A2	AA/C°L ^d	2H 4½/4½,2,4½,2½ (8,8/7,4,6,6)	I,B	*Belfast
A3	AA/C°L ^d	2H 5/5,3,5,3½ (10,10/8,4,7,7)	I,B	Allied Assurance Co.,Ltd.
A4	AAO/C°	2H 5½/5½,3 (10,10,10/8,6)	B	*Dublin
A5	AC/LD	2H 4½ (10,8/7,11) 10½wide	B	*Dublin
A6	AC/LD	2H 4½ (10,8/7,11) 9½wide	B	*Dublin
A7	AC/LD	2H 5 (10,8/7,11) 12½wide	I,B	Arnott & Co.,Dublin
A8	AF/&C°	2H 4/4,2½ (10,8/12,8,6)	B	Alex Findlater & Co., Dublin
A9	AG/S *	2H 4½ (8,9/9)	B	Arthur Guinness Son & Co.,Dublin
A9.5	A.G.S/&C°	2H 4½/4½,2 (10,10,10/14,8,6)	B	
A10	A.G.S/&C°.	2H 5½/5½,5½3½ (10,10,13/15,10,8)	B	Arthur Guinness Son & Co.,Dublin
All	A.G.S/&C°./L ^{td} .	3H 5½/5½,5½,3/5½4,4 (10,11,12/13,10,8/7,6,9)	B	Arthur Guinness Son & Co.,Dublin
A12	AN/J/SL	3H 4/9/4 (10,13/14/9,7)	I,B	Junior Army & Navy Society, Ltd.,*Dublin
A13	AO/&C°	2H 5/5,2 (10,10/14,8,4)	B	A. Oppenheimer & Co.,Ltd.
A14	AW/&C°	2H 4½/4½,4½,2 (10,16/14,8,4)	B	

* No evidence reported about its use in Ireland



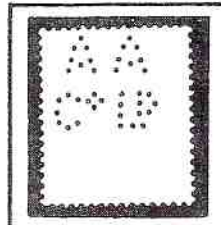
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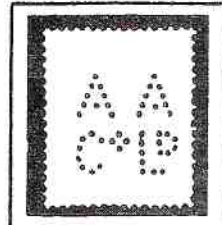
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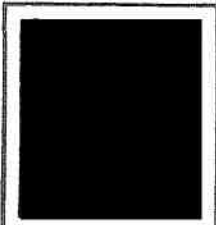
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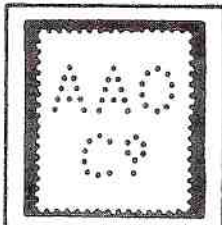
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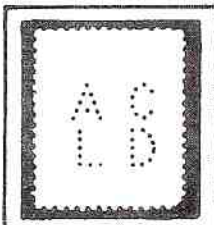
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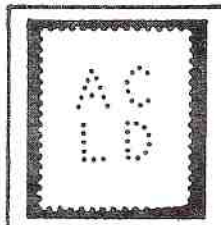
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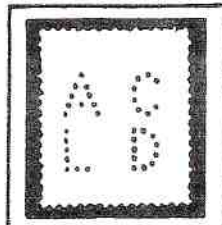
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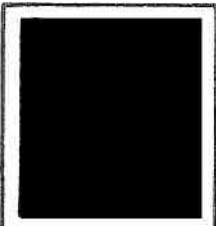
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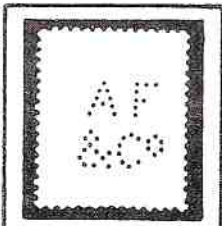
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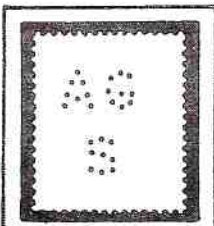
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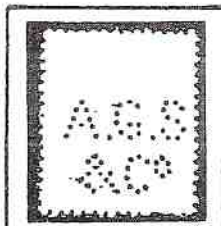
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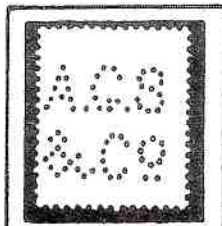
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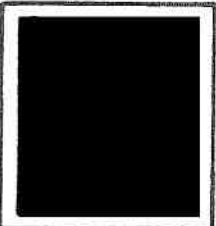
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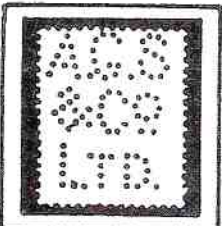
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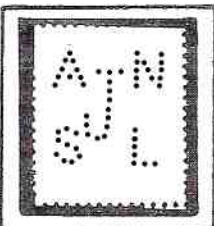
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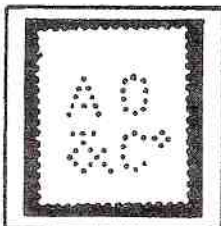
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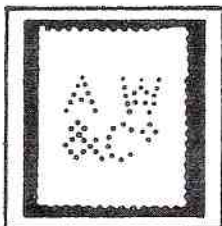
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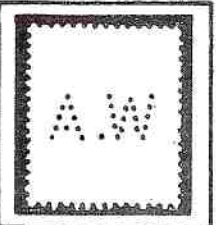
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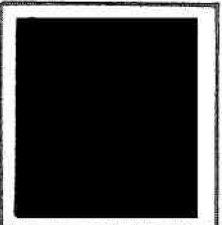
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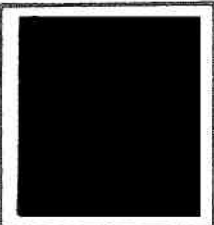
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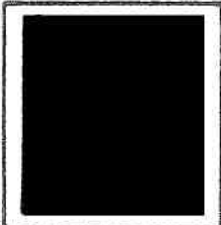
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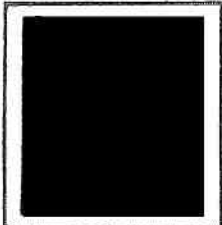
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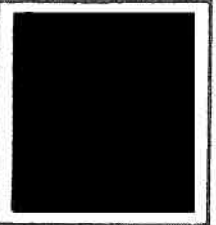
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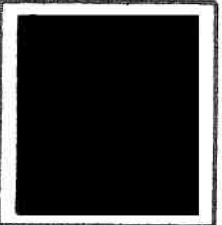
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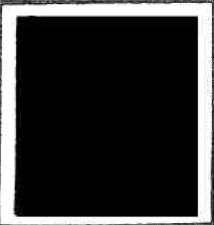
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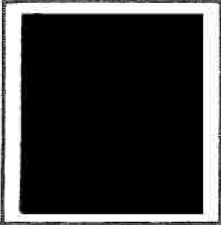
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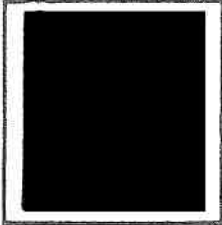
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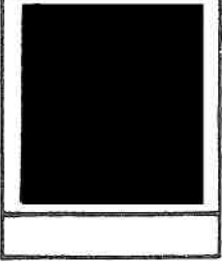
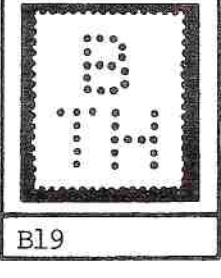
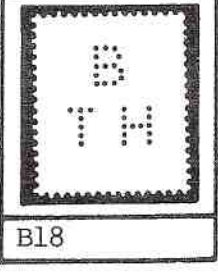
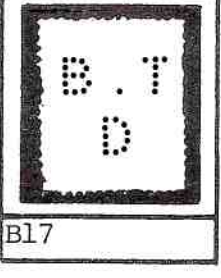
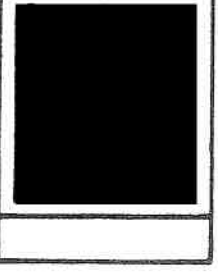
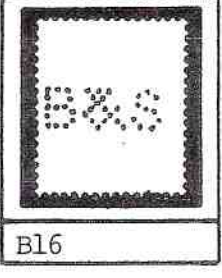
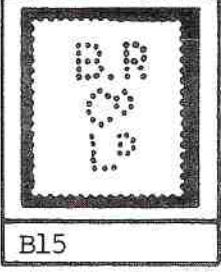
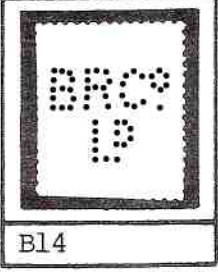
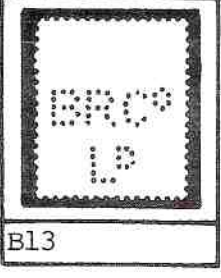
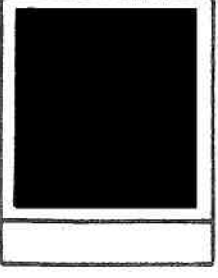
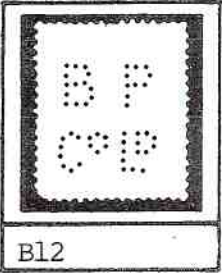
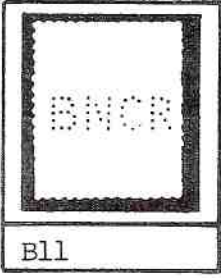
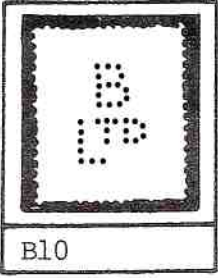
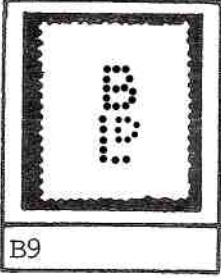
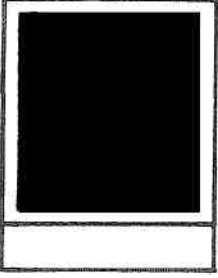
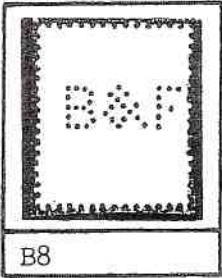
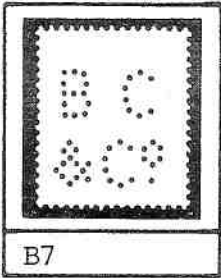
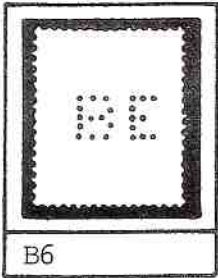
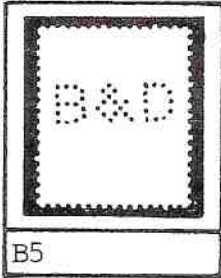
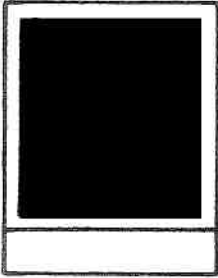
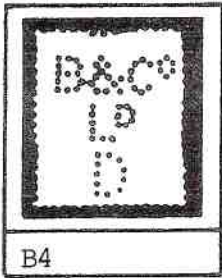
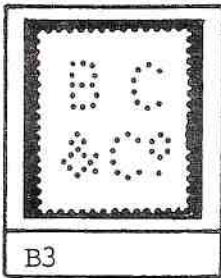
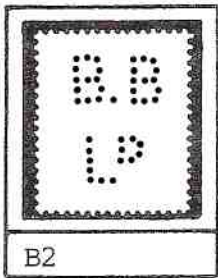
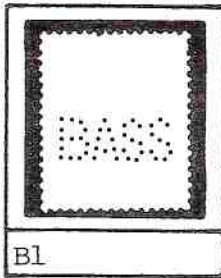
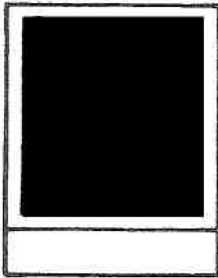
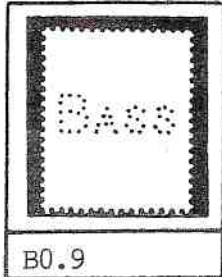
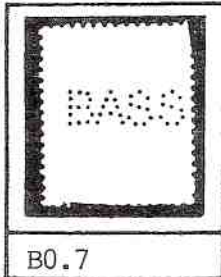
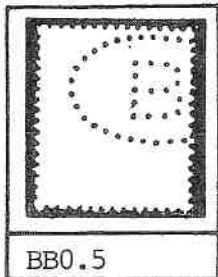
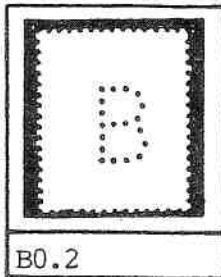
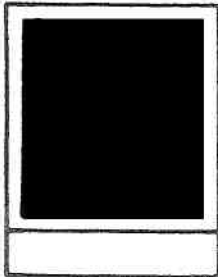


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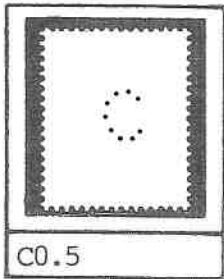
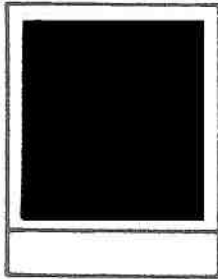


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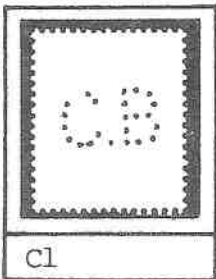
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B0.5	(B)	EN 7 (Oval 14x22) (15-32)	B	*Bessbrook
B0.7	BASS	H 4 (13,10,10,10)	B	*Dublin
B0.9	BASS	H 5,3 (15,8,9,9)	B	*Dublin
B1	BASS	H 5 (14,10,10,10)	I	Bass, Ratcliff & Cretton, Ltd.
B2	B.B/L ^d	2H 5½, 5, 3 (13,13/7,7)	I	
B3	BC/&C ^e	2H 5½/5½, 3 (13,8/13,8,6)	B	
B4	B&C ^o /L ^d /D	3H 4, 2½/4, 2½/5 (13,12,8,6/7,7/11)	I	
B5	B&D	H 5 (15,14,11)	I,B	*Dublin
B6	BE	H 5 (13,10)	B	
B7	B&F	H 4½ (13,12,10)	B	*Dublin
B8	B&F	H 4½ (15,14,8)	B	
B9	B/L ^d	2H 5/5½, 2½ (14/7,7)	I	
B10	B/L th	2H 5/5, 3½ (14/7,5,7)	I,B	
B11	BNCR	H 4 (13,13,8,11)	B	Belfast & Northern Countries Rwy.
B12	BP/C ^o L ^d	2H 5/5, 3½, 5, 3½ (14,10/8,6,7,7)	I,B	British Petroleum Co., Ltd.
B13	BRC ^o /L ^d	2H 4, 2½/4, 2½ (13,13,8,6/7,7)	B	Belfast Ropework, Ltd., Belfast
B14	BRC ^o /L ^d	2H 5, 2½/5, 3 (13,12,8,6/7,7)	B	Belfast Ropework, Ltd., Belfast
B15	B.R/C ^o /L ^d	3H 4½/4½, 2½/4½, 2½ (13,11/8,6/7,7)	B	Belfast Ropework Ltd., Belfast
B16	B&S	H 5 (14,16,10)	B	
B17	B.T/D	H 4½ (13,7/11)	I,B	Brown, Thomas & Co., Dublin
B18	B/TH	2H 5/4½ (14/7,12)	I	
B19	B/TH	2H 7 (15/7,12)	I,B	



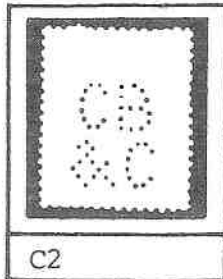
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C1	C.B	H 7 (10,13)	I,B	*Limerick
C2	CB/&C	2H 5½ (10,14/14,10)	B	
C3	CBS/CR	2H 5 (8,14,10/8,12)	B	Cork, Brandon & South Rwy.,*Cork
C3.5	CBS/CR	2H 5 (8,14,10/8,11)	B	*Cork
C4	C&B/SOHO	2H 5 (8,14,14/10,10,12,10)	B	Cross & Blackwell, Ltd.
C5	C/&C°	2H 6½/4½,4 (8/9,7,6)	I	Clery & Co., Dublin
C6	C/&C°	2H 4½/4½,3 (8/12,8,6)	I, B	
C7	C/&C°	2H 5½/5½,3 (8/13,8,6)	B	*Dublin
C8	C/&C°	2H 6½/6,3 (9/12,9,6)	I	Clery & Co.,Dublin
C9	C&C°/L ¹	2H 6,3/4,3 (8,13,8,6/7,6)	I	Clery & Co.,Dublin
C10	CC/&C°	2H 4½/4½,2½ (8,8/12,8,6)	B	
C11	C&Co°/L ¹	2H 6,3/6,4½ (11,13,13,6/9,12)	B	Connock & Co.,Ltd.,Limerick
C12	C&C°/L ¹	2H 5½,3/5½,2½ (8,13,8,6/7,5,7)	B	*Limerick
C13	CCW	H 4½ (8,8,14)	B	C.C. Wakefield & Co.,Ltd.
C13.5	CG	H 4½ (7,9)	B	Castrol Group of Companies,*Dublin
C14	CIE	H 4½ (7,4,9)	I	Coras Iompair Eireann,(Irish Rwy.)
C15	C.I.E.	H 4½ (7,4,9)	I	Coras Iompair Eireann,(Irish Rwy.)
C16	CIS/L ¹	2H 4½/4½,2½ (8,5,10/7,5,7)	B	
C17	CLEEVE	H 5½ (8,7,10,10,9,10)	B	Cleeves Confectionary,*Limerick
C18	CN/&C	2H 4½,4½ (8,13/12,8)	B	*Dublin
C18.5	CP/C°	2H 4½/4½,1½ (8,10/8,4)	I	



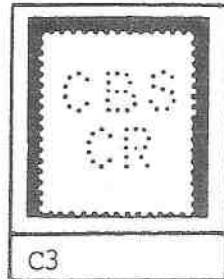
C0.5



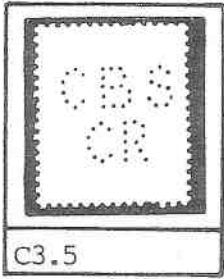
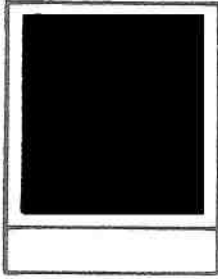
C1



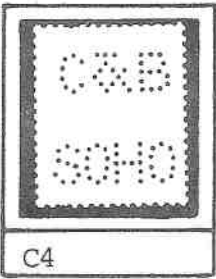
C2



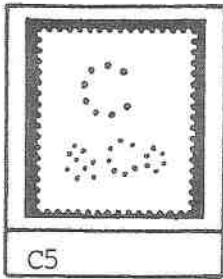
C3



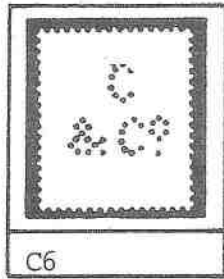
C3.5



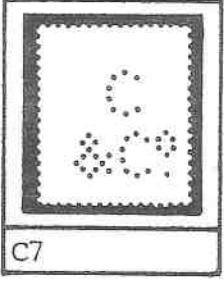
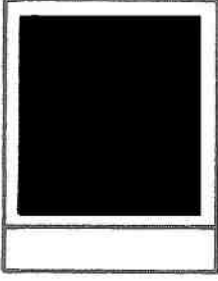
C4



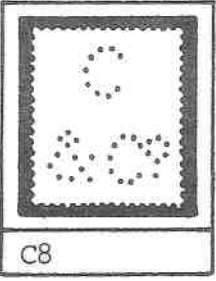
C5



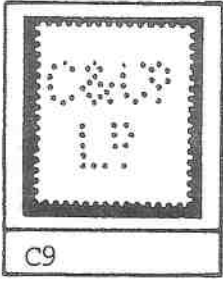
C6



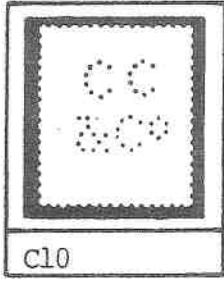
C7



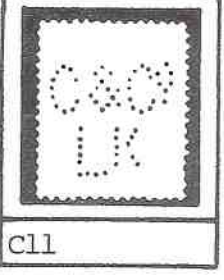
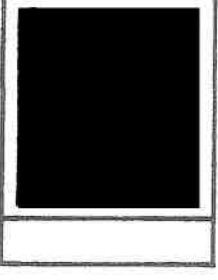
C8



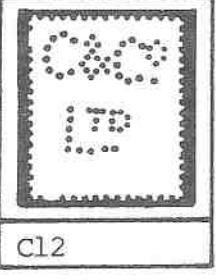
C9



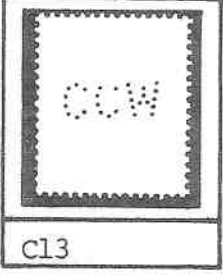
C10



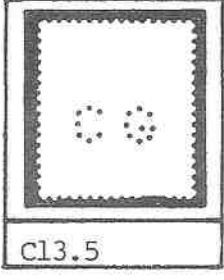
C11



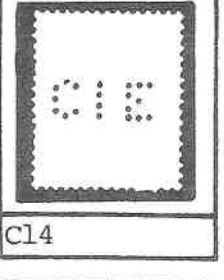
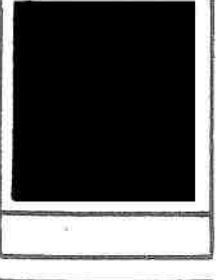
C12



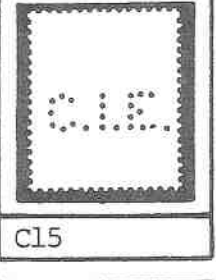
C13



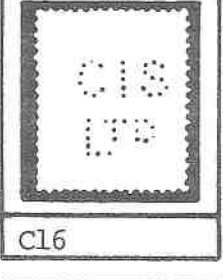
C13.5



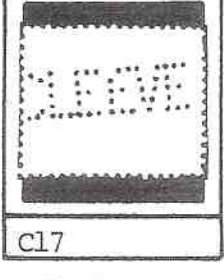
C14



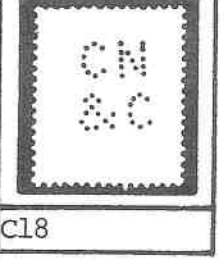
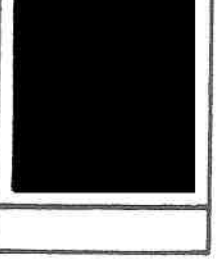
C15



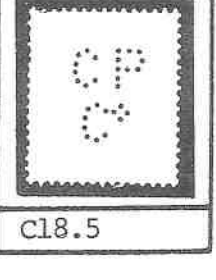
C16



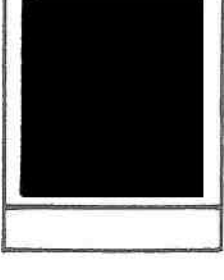
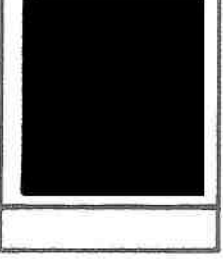
C17



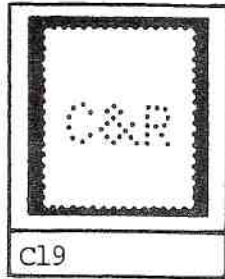
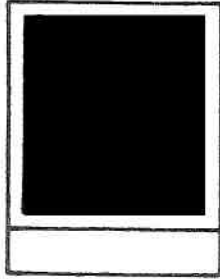
C18



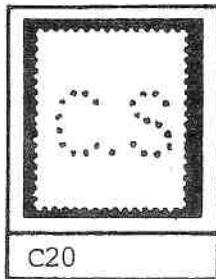
C18.5



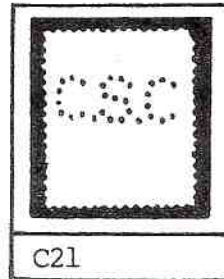
C19	C&R	H 5 (8,14,12)	B	
C20	C.S	H 8 (10,12)	I	
C21	C.S.C	H 5½ (8,11,8)	I,B	Clyde Shipping Co.
C22	C.S.C	H 6 (8,11,8)	I,B	Clyde Shipping Co., *Cork
C23	C.S.P/C°	2H 4½/4½,2½ (8,10,10/8,6)	I	Cork Steam Packet Co.
C24	CU	H 4½ (7,8)	B	
C25	CU/AG	2H 4½ (7,8/8,9)	I	Commercial Union Assurance Group
C26	C anchor C	Des 3,9 (7,23,7)	B	*Kilkenny
D1	D	H 11 (120)	I	
D1.5	D.B/&S	2H 5½ (11,13/13,11)	B	*Donaghmore
D2	DC	H 5 (9,7)	I	Dublin Corporation,*Dublin
D2.5	D.C.B/L ^{td}	2H 4½,4½,2½ (11,9,13/7,5,6)	B	*Dublin
D3	D&C°	H 9½,13,12,4 (14,13,12,4)	I	
D3.5	D/&C°	2H 5½/5½,3 (11/13,8,7,)	B	*Belfast
D4	D&C°/L ^d	Monogram 15 72 holes	B	Thomas Dockrell Sons & Co., Ltd.,Dublin
D5	D/&C°/L ^{td}	3H 4½/4,2½/4,2½ (10/12,8,6/7,5,7)	B	Dwyer & Co.,Ltd., Cork
D5.5	DD/CL ^{td}	2H 4½/4½,2½ (11,11/8,7,5,7)	B	*Dublin
D6	D.E/C.1	2H 5½ (11,10/8,5)	I,B	
D6.5	D.G	H 4½ (11,10)	B	*Dublin
D7	D&H	H 5½,4,5½ (12,12,12)	I	
D8	D.M./C.	2H 5½ (11,15/8)	I	
D9	D.N/S.P	2H 5½ (11,13/11,10)	B	Dunkirk & Newry Steam Packet Co.



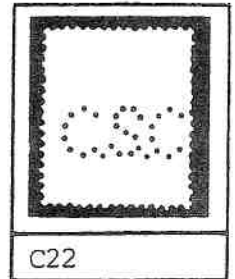
C19



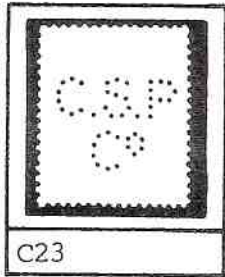
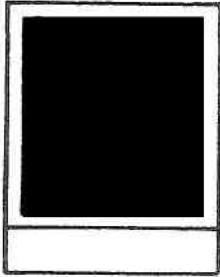
C20



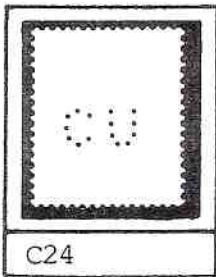
C21



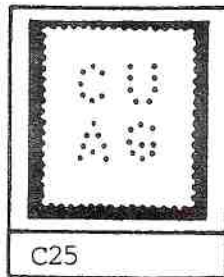
C22



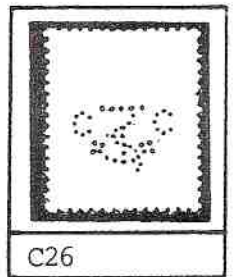
C23



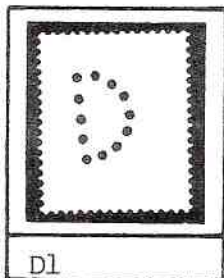
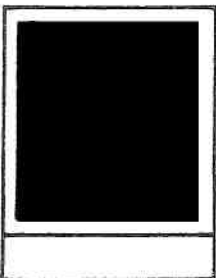
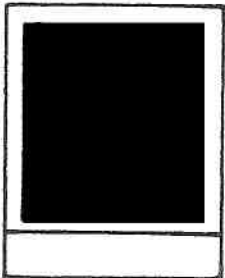
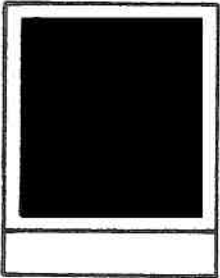
C24



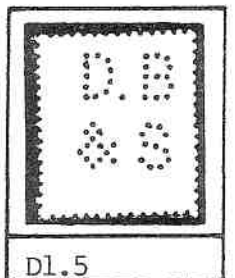
C25



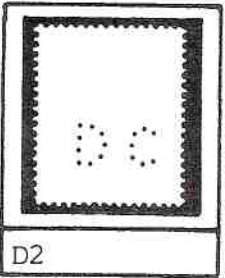
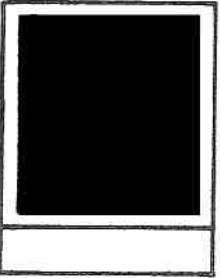
C26



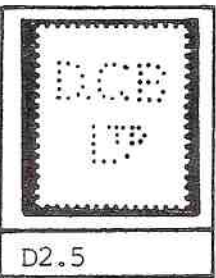
D1



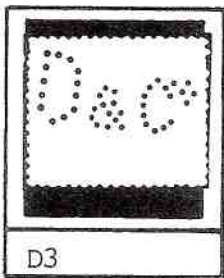
D1.5



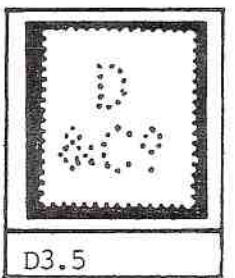
D2



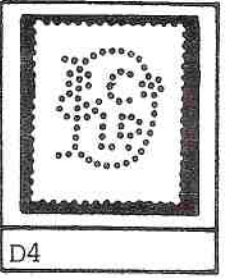
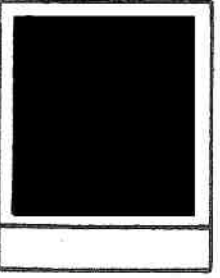
D2.5



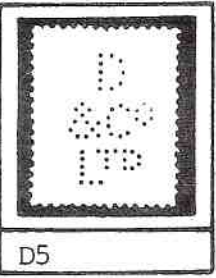
D3



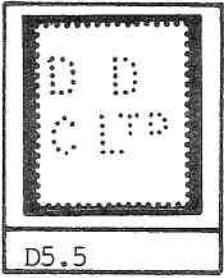
D3.5



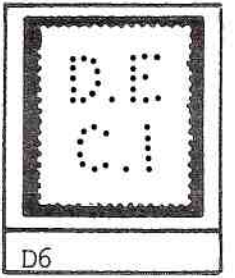
D4



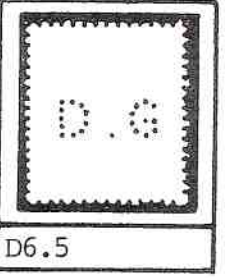
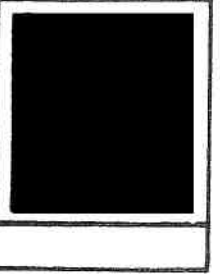
D5



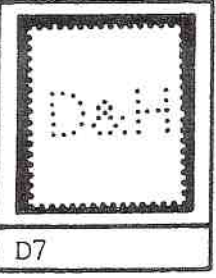
D5.5



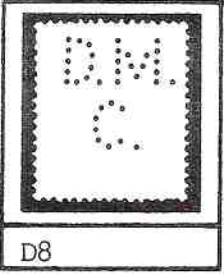
D6



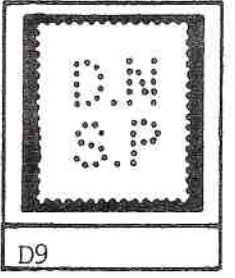
D6.5



D7

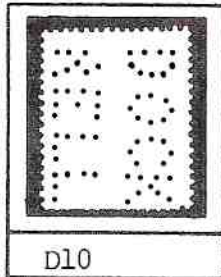
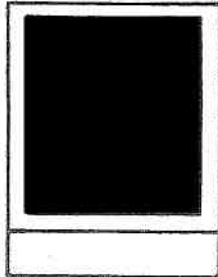


D8

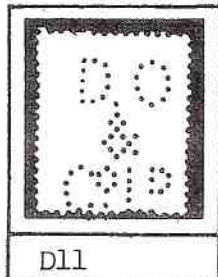


D9

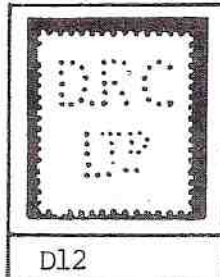
D10	DOCK/RELL	2H 5½ (9,8,7,9/9,9,6,6,)	I	W.J. Dockrell & Co., Dublin
D11	D.O/&C°L ^d	3H 5½/5½/5½,3,5½,3 (11,10/13/8,6,7,7)	B	
D12	D.RC/L ^{sd}	2H 5½/5½,2½ (11,12,9/7,5,7)	I	
D13	D.R/C°	2H 4/4,2½ (10,11/8,6)	I,B	Dunlop Rubber Co.,Ltd.
D14	DRC°/L ^{sd}	2H 4½,2½/4½,2½ (10,11,8,6/7,5,7)	I	Dunlop Rubber Co.,Ltd.
D15	DSC/L	2H 4 (9,10,7/6)	I,B	*Cork
D15.2	DSC/L	2H 4½ (11,10,8/7)	B	Dairy Supply Co.,Ltd.,*Cork
D15.5	D.S/&C°	2H 5/5,3 (12,14/14,8,6)	B	*Dublin
D15.7	D.S./C°L ^d	2H 5½,5/4½ (14,12/8,6,7,7)	B	*Dublin
D16	D.S/L ^d	2H 5/5,2½ (12,11/7,7)	B	*Dublin(186)
E0.5	E	H 10½ (13)	B	*Belfast
E1	EC/I	2H 5½ (10,8/5) 3½ E to C	I,B	Educational Company of Ireland
E2	EC/I	2H 5½,6½ (10,8/5) 6½ E to C	I	Educational Company of Ireland
E3	ESSO	H 4½ (9,9,9,8)	I	Esso Petroleum Co.,Ltd., also Irish American Oil Co.,Ltd.
F1	F	H 10 (11)	I	
F1.5	FBL	H 3½ (7,12,6)	B	*Belfast
F2	FJ	H 7 (7,9)	I	Fassett & Johnson,Ltd.,Dublin
F3	F.P/&C°/D	3H5/5½,3/6 (8,10/12,8,6/11)	B	*Dublin
F4	F.R.Y	D 4½ (8,12,8)	I	J. S. Fry



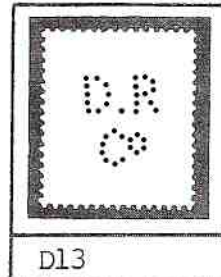
D10



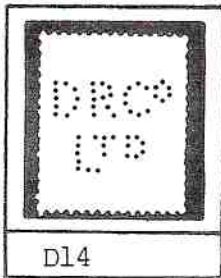
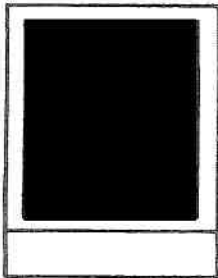
D11



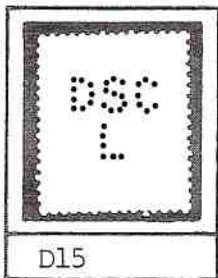
D12



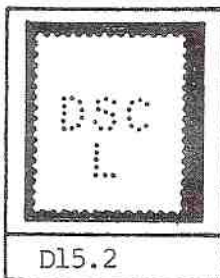
D13



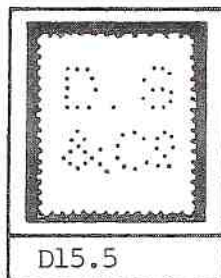
D14



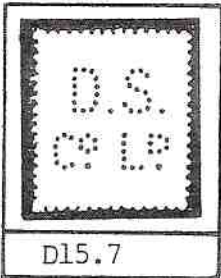
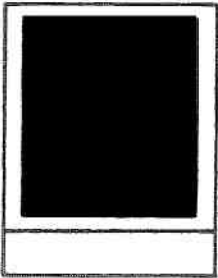
D15



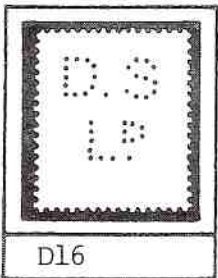
D15.2



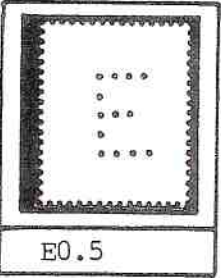
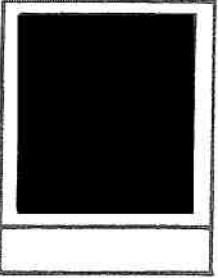
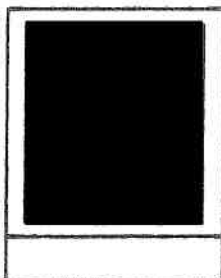
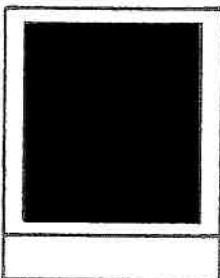
D15.5



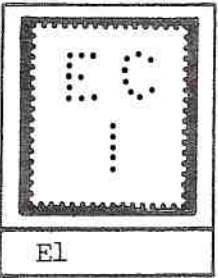
D15.7



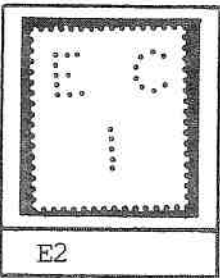
D16



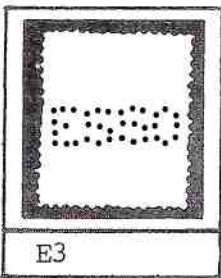
E0.5



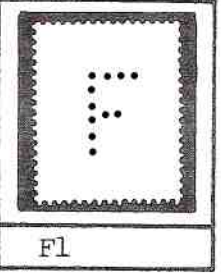
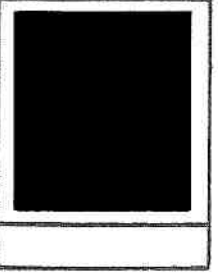
E1



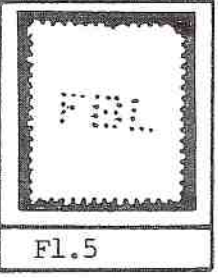
E2



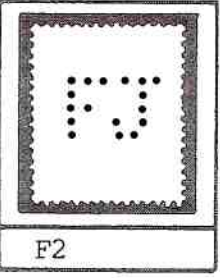
E3



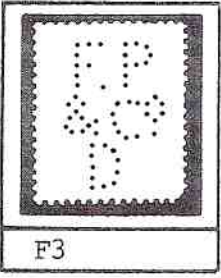
F1



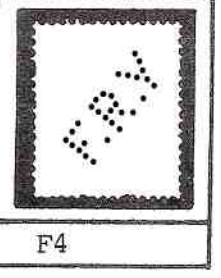
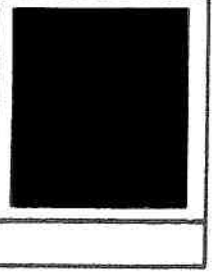
F1.5



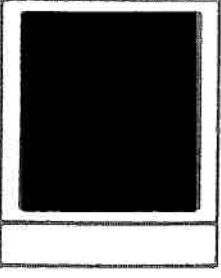
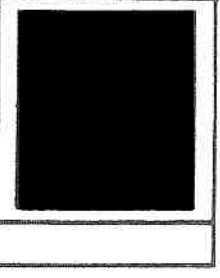
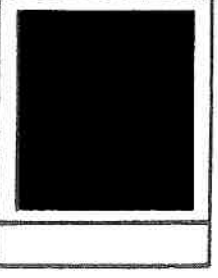
F2



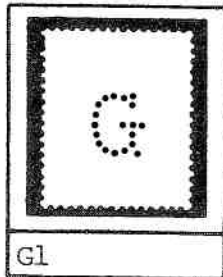
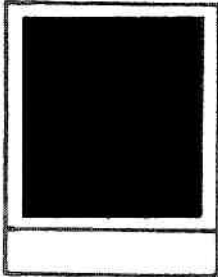
F3



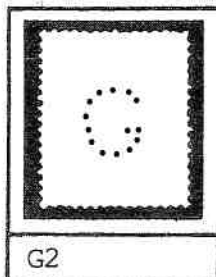
F4



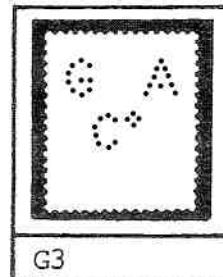
G1	<u>G</u>	H 7½ (19)	I,B	Arthur Guinness Son & Co.,Inc.
G2	G	H 8½ (15)	I,B	Arthur Guinness Son & Co.,Inc.,*Dublin
G3	GA/C°	2H 4½/4½,2 (9,8/7,4)	B	George Angus & Co.,Belfast
G4	GA/C°	2H 4½/4,1½ (10,10/8,4)	I,B	Guardian Assurance Co.
G5	<u>GC</u>	H 8½,8 (12,9)	I	
G6	G.C.C.	h 5½ (11,8,8)	I,B	Grand Canal Co.,Dublin
G7	G/CC	2H 5½ (9/7,7)	I	
G8	G.D/&C°	2H 5½/5½,3½ (10,11/14,9,8)	B	*Belfast,Dublin, & others
G8.5	GE/C	2H 5½ (11,10/8)	B	*Dublin
G9	GJ/BL ^d	2h 5/5,2½ (10,7/14,7,7)	B	*Belfast
G10	G.J.B/L ^d	2H 5½/5½,3 (10,7,13/7,7)	I	
G11	GL ^d /B	2H 5½,2½/4½ (10,7,7/13)	I,B	Gallaher Ltd.,Belfast
G12	GL ^d /B	2H 5½,2½/4½ (10,7,7/14)	B	
G13	GPC	H 5½ (10,9,8)	B	
G14	GS	H 4½ (9,9) 3½ G to S	I	
G15	GS	H 4½ (9,9) 7 G to S	I	
G16	G&S	H 5½ (10,13,11)	B	
G17	GSR	H 4½ (9,9,10)	I	Great Southern Railway
G17.5	GSR	H 4½ (9,9,10)	I	
G18	GSR	H 4 (10,11,12)	I	Great Southern Railway
G19	GS/R	2H 4½ (9,9/10) many varieties of spacings between lines. It is suspected that two separate perforators were used on each stamp.	I	Great Southern Railway
G20	G/SWR	2H 4½ (10/10,16,11)	B	Great Southern & Western Railway



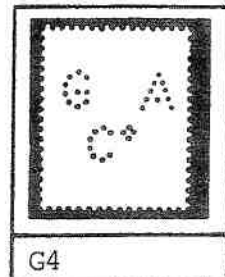
G1



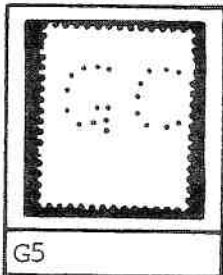
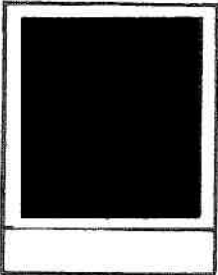
G2



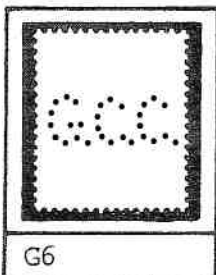
G3



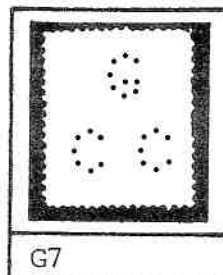
G4



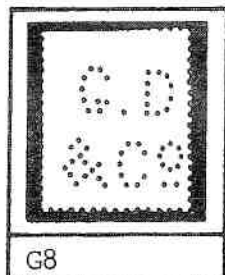
G5



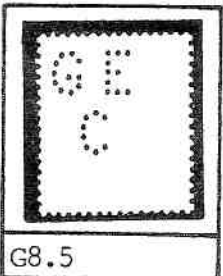
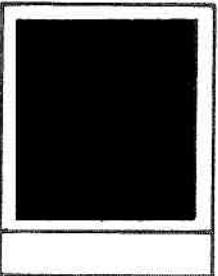
G6



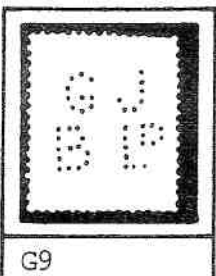
G7



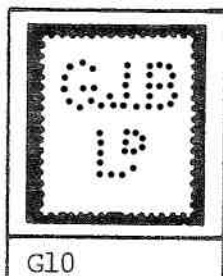
G8



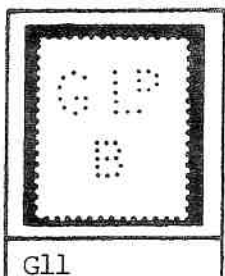
G8.5



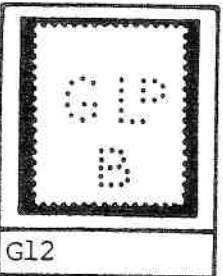
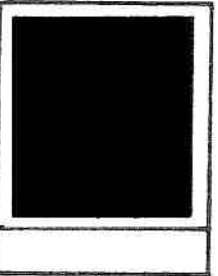
G9



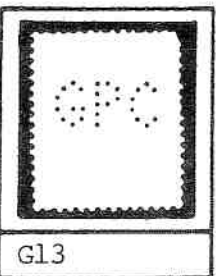
G10



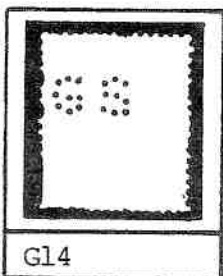
G11



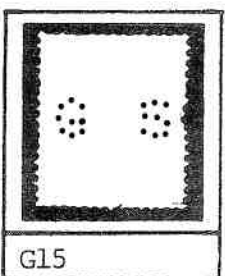
G12



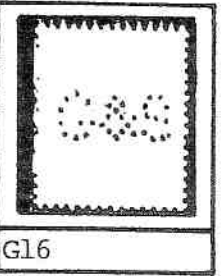
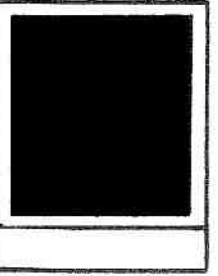
G13



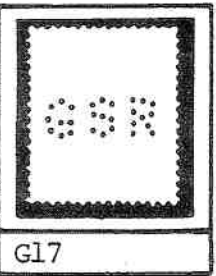
G14



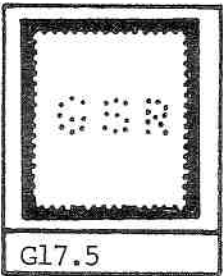
G15



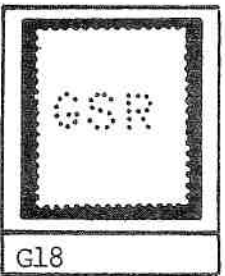
G16



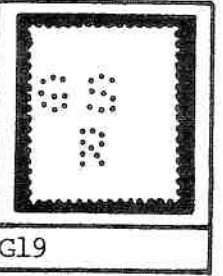
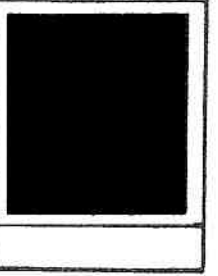
G17



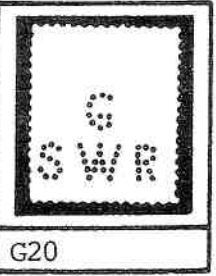
G17.5



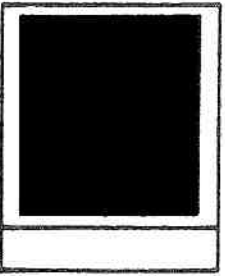
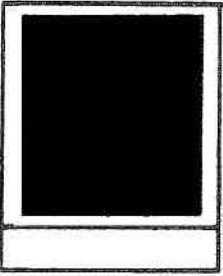
G18



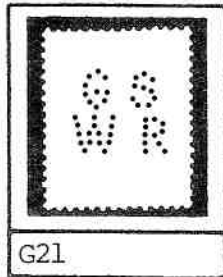
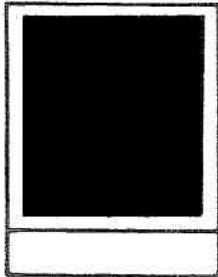
G19



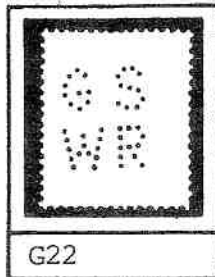
G20



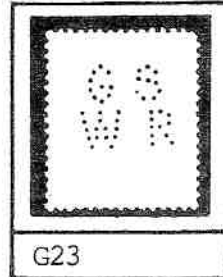
G21	GS/WR	2H 4½ (10,10/5,11)	1,B	Great Southern & Western Railway *Dublin *Cork
G22	GS/WR	2H 5 (10,11/14,12)	1,B	Great Southern & Western Railway
G23	GS/WR	2H 4½ (10,10/16,11)	B	
G23.5	G.W.	H 6 (13,21)	B	Tralee(pmk)
G24	G.W.B	H 5½ (10,17,13)	B	
G25	GWR	H 4 (10,14,12) Perhaps as many as eleven dies.	1	Great Western Railway
G26	GWR	H 4½ (10,14,12)	1	Great Western Railway
G27	GWR	H 5 (9,12,10)	1	Great Western Railway
G28	GWR	H 5½ (9,12,10)	1	Great Western Railway
H1	H	H 5½ (12)	B	
H2	HD/&S	2H 4½ (12,11/14,10)	1,B	H. Denny & Son
H3	HD/&S	2H 5½ (11,11/13,11)	B	
H3.2	HD+S	H 4½ (12,11,5,10)	1	
H3.5	H.D/&S	2H 5½ (11,11/13,11)	B	*Cork
H3.7	HD/&S	2H 8 (14,14/19,15)	B	*Limerick
H4	H.F	H 5½ (12,8)	1,B	
H5	H.F./&S	2H 6 (11,8/13,11)	1	Henry Ford & Son,Ltd.,*Cork
H6	HHL	HCo 6 (19)	1	Healy, Ltd. (Acme Printing Works). Dublin
H7	H.I./C.	2H 5½ (11,5/8)	1	
H8	H.I/C°	2H 6½/5½,3 (12,5/9,6)	1,B	
H8.5	HJN	H 3½ (9,6,11)	B	*Belfast



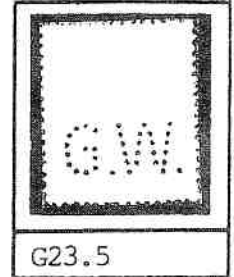
G21



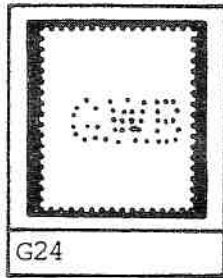
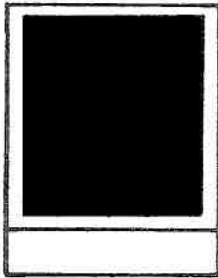
G22



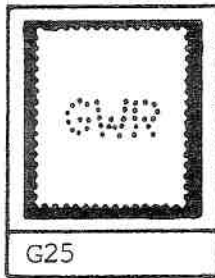
G23



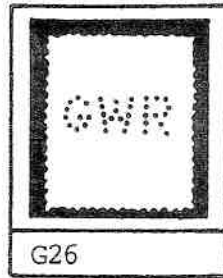
G23.5



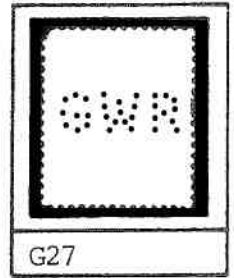
G24



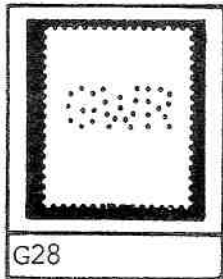
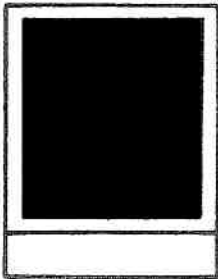
G25



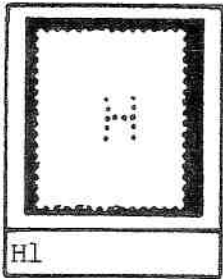
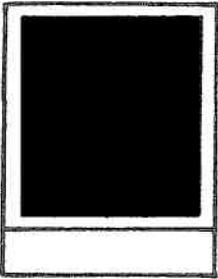
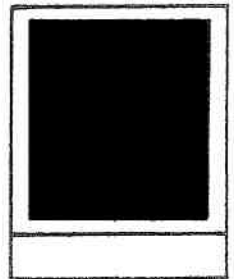
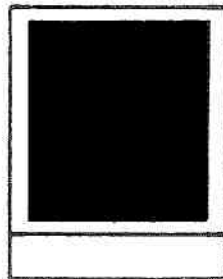
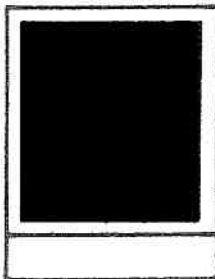
G26



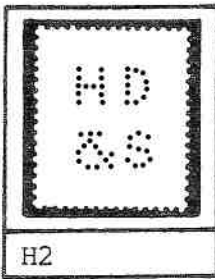
G27



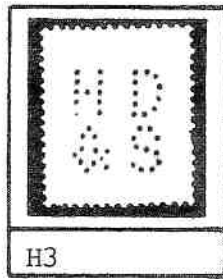
G28



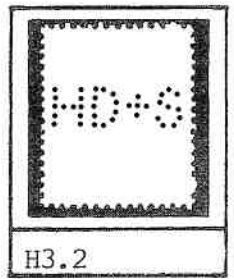
H1



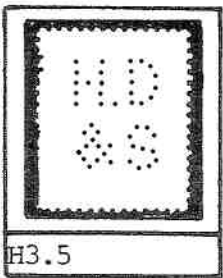
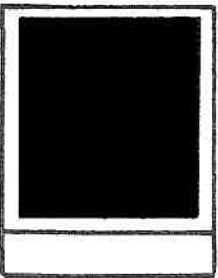
H2



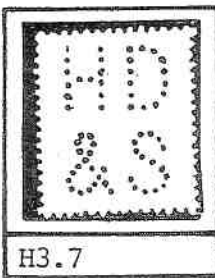
H3



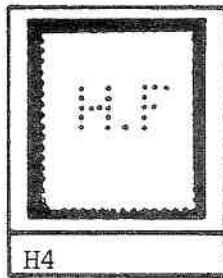
H3.2



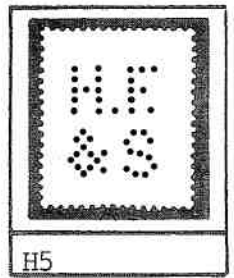
H3.5



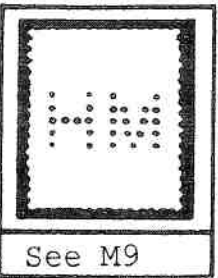
H3.7



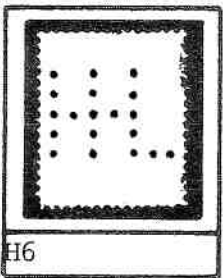
H4



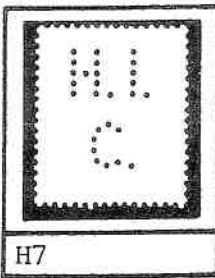
H5



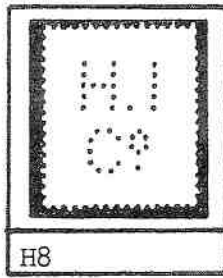
See M9



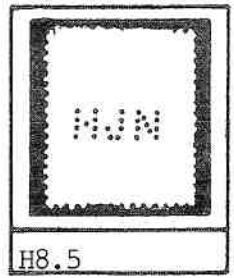
H6



H7



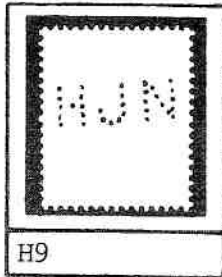
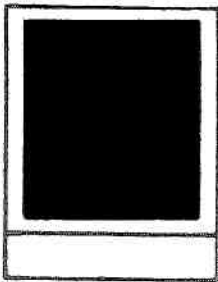
H8



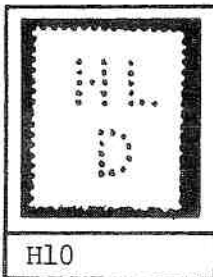
H8.5

H9	HJN *	H 5 (11,8,14)	I	
H10	HL/D	2H 5½ (11,7/11)	I,B	
I1	IAO/C ^o	2H 5½/5½,3 (5,10,10/8,6)	I	Irish American Oil Co.
I2	IAO/C ^o	2H 5½/5½,3 (9,10,10/8,6)	I	Irish American Oil Co.
I2.5	I.D.	H 5½ (5,11)	B	*Belfast
I3	I.B/L ^d /B	3H 4½/4½,3/4½ (4,12/6,6/12)	B	Ireland Brothers, Ltd.,Belfast
I4	IBP/C ^o L ^d	2H 4½/4½,2½,4½,2½ (4,11,8/7,4,6,6)	I	Irish B.P. Co.,Ltd.
I5	IBP/C ^o L ^d	2H 4½/4½,2,4½,2½ (4,11,8/7,4,6,7)	I	Irish B.P. Co.,Ltd.
I5.5	I.C ^o /L ^{td}	2H 4½ (5,8,6/7,5,7)	I	
I6	IDC ^o /L ^{td}	2H 4,2/4,2½ (5,10,8,6/7,5,7)	I	
I7	I/GNR	2H 4½ (5/10,10,13)	B	Great Northern Railroad of Ireland
I8	IHC	H 5 (5,12,9)	I,B	
I9	IS	H 4½ (4,9)	I	
I10	IS/L	2H 4½ (4,9/6)	I	Irish Shell, Ltd. Many varieties of spacings between lines. It is suspected that two separate perforators were used on each stamp.
I11	IS/L	2H 4½ (5,10/7)	I	Irish Shell ,Ltd. Many varieties of spacings between lines. It is suspected that two separate perforators were used on each stamp.
I11.5	IS/L ^d	2H 4½/4½,3 (4,9/6,6)	B	
I12	IT/C	2H 5½ (9,10,10)	I,B	Imperial Tobacco Co.

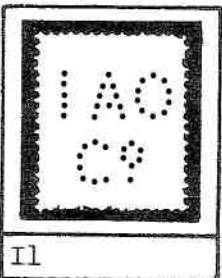
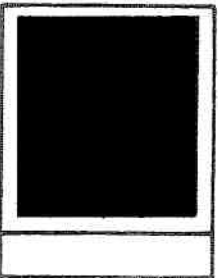
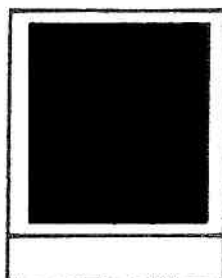
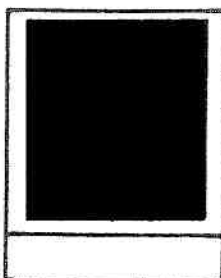
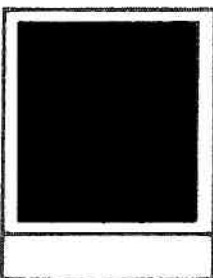
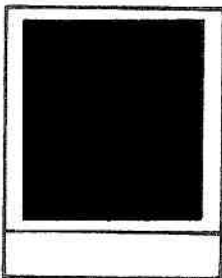
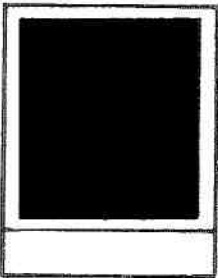
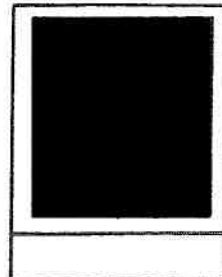
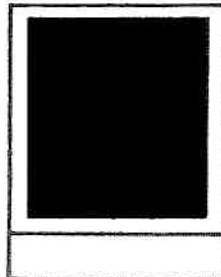
This is a from a Great Britain die and not known in Ireland.



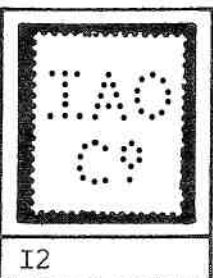
H9



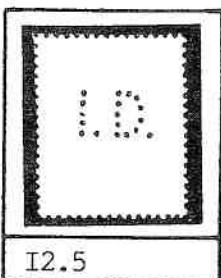
H10



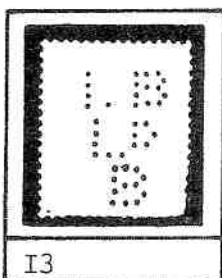
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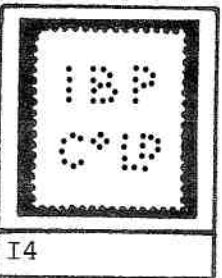
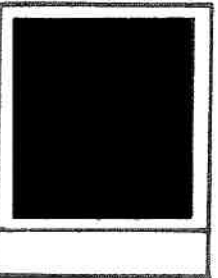
I2



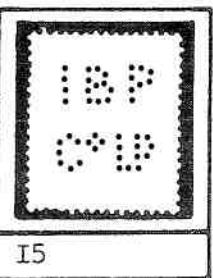
I2.5



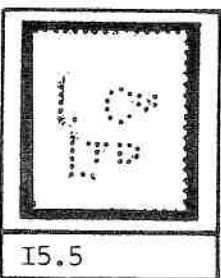
I3



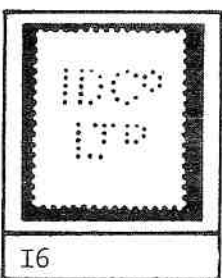
I4



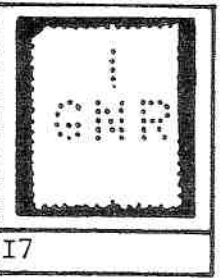
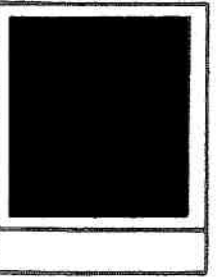
I5



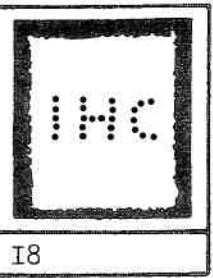
I5.5



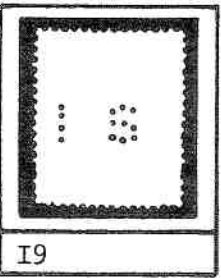
I6



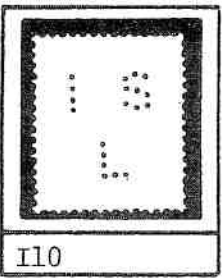
I7



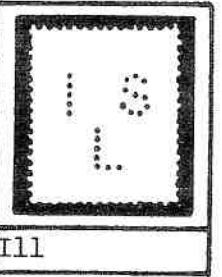
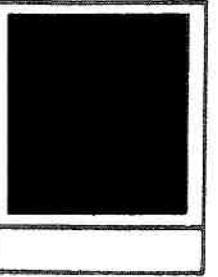
I8



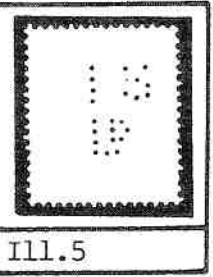
I9



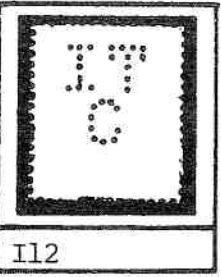
I10



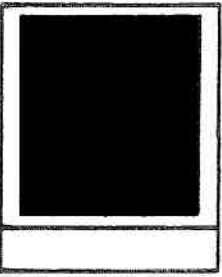
I11



I11.5

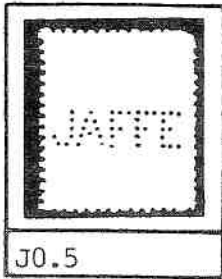
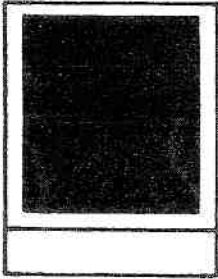


I12

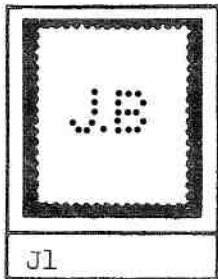


J0.5	JAFFE	H 4½ (7,10,8,8,10)	B	*Belfast
J1	JB	H 5 (7,13)	B	
J1.5	JB/&C°	2H 5/5,2 (7,14/14,8,4)	B	*Belfast
J2	J&C°	H 4½,3 (7,12,8,6)	I,B	W.R. Jacob & Co.,Dublin
J2.5	JPC	H 4½ (8,8,11)	B	*Dublin
J2.7	J.G/&S	2H 5½ (7,10/13,11)	B	*Belfast
J3	J.H&S/B *	2H 5½ (7,13,13,11/13)	B	
J3.5	J.&J.C	2H 6/5½ (10,14/10,10)	B	*Dublin
J4	JJ&S/L ^d	2H 5½/5½,3 (7,7,13,11/7,5,6)	B	John Jamison & Son,Ltd.
J5	J/MS/L Shamrock	Des 16 overall (6,11,9,6,47)	B	
J6	J.P.	H 5½ (7,10)	B	
J6.5	J.P/&C°	2H 5½/5½,3½ (10,11/15,10,8)	B	*Dublin
J6.7	JR/C°L ^d *	2H 5½/4½,3 (7,12/7,6,6,7)	B	
J7	JP/S	2H 5½ (8,10/11)	I	John Player & Son, Ltd.
J8	JP/S	2H 5½ (9,10.9)	I,B	John Player & Son, Ltd.
J9	JP/&S	2H 5 (7,10/14,10)	B	John Player & Son, Ltd.
J10	J.S	H 6 (7,10)	B	
J11	J.&W.S.	2H 5½ (7,13/13,11)	B	*Belfast
J12	JW/&TC	3H 4½ (7,14/14/7,8)	B	

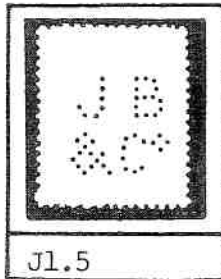
* No evidence has been reported about its use in Ireland



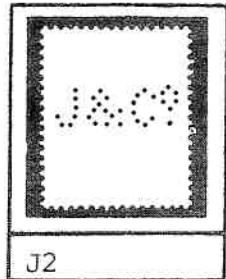
J0.5



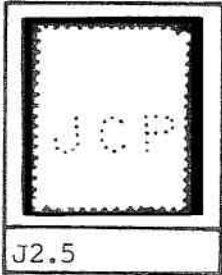
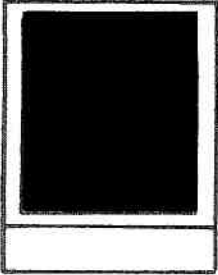
J1



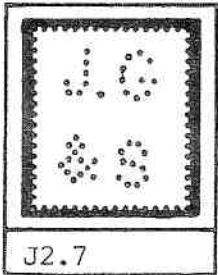
J1.5



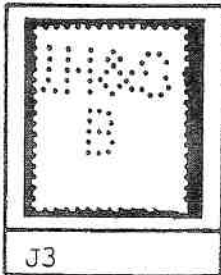
J2



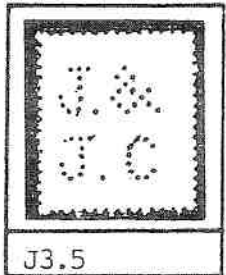
J2.5



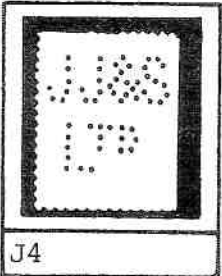
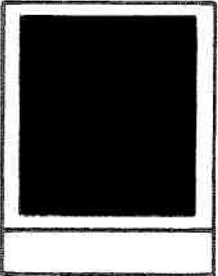
J2.7



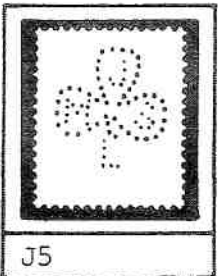
J3



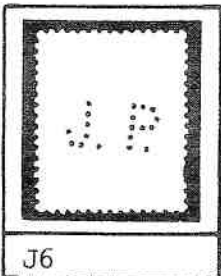
J3.5



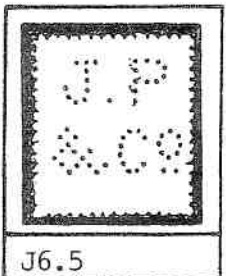
J4



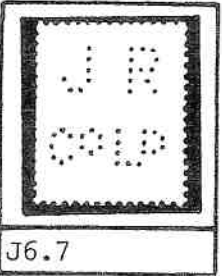
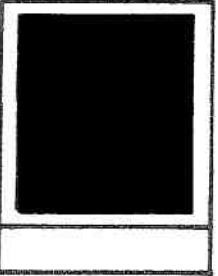
J5



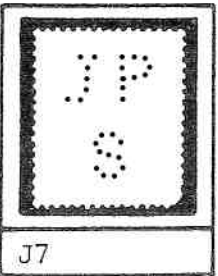
J6



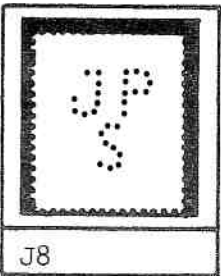
J6.5



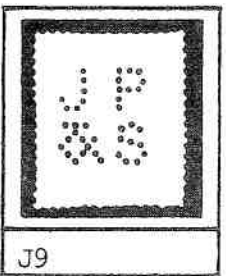
J6.7



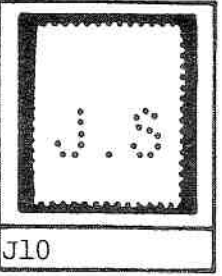
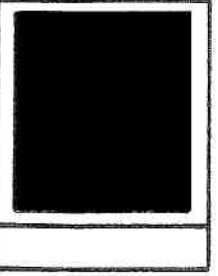
J7



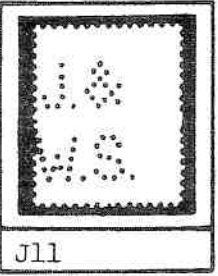
J8



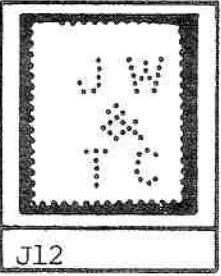
J9



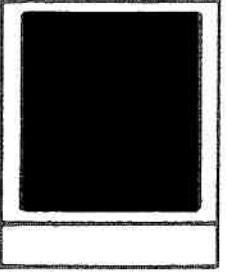
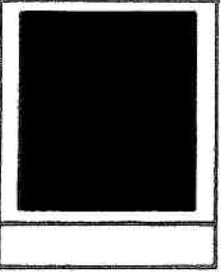
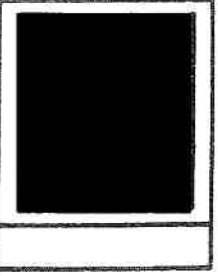
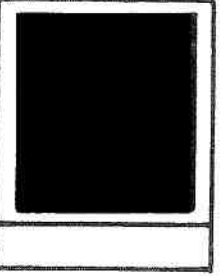
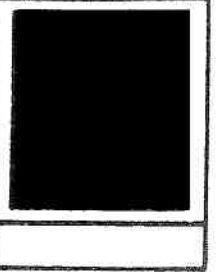
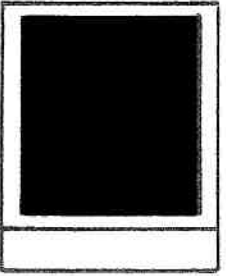
J10



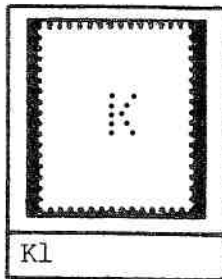
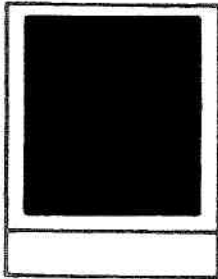
J11



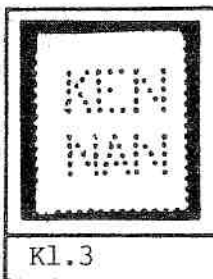
J12



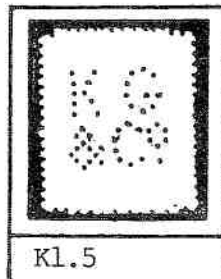
K1	K	H5 (10)	I,B	
K1.3	KEN/NAN	2H 5 (11,10,13/13,10,13)	B	Kennan & Sons,*Dublin
K1.5	KG/&C ²	2H 5/5½,3 (10,10/13,8,6)	B	*Dublin
K2	K/LTD	Monogram 14 x 17 49 total	I	
K3	K/S	2H 5½ Bar between (10/9/11)	B	Belfast
K4	K/S	2H 5/4½ Bar between (12/8/13)	B	
L1	L	H 10 (8) ⁺	B	*Dublin
L2	LA	H 4½ (6,8)	I	London Assurance Co.
L3	LAF/AYE/TTE	3H 4½ (7,10,8/11,7,10/7,7,10)	I	Lafayette Photographers
L3.5	LB/L ^d /PS	3H 3½/3½1½/3½ (7,10/7,6/10,10)	B	*Dublin
L4	LB/L ^d /PS	3H 4½ (7,3/7,7/9,10)	B	Lever Bros., Port Sunlight & *Dublin
L4.5	LB/L ^d /P.S	3H 5/5,2½,5 (6,10/6,6/8,9)	B	*Dublin
L5	L.BROS	H 5 (7,13,12,10,11)	B	Lunham Bros., Cork
L6	L&E.E	H 4½ (7,14,10,10)	B	
L7	L./G.A.	2H 6½ (8/10,10)	I	
L7.5	L&K	H 4½ (7,14,12)	B	*Belfast
L8	LL	H 4½ (6,6)	I	
L9	L.L/D	2H 5½ (7,7/11)	I	
L10	L&L/&G	2H 4½ (6,12,6/12,9) 14½ long	I	Liverpool & London & Globe Ins. Co.
L11	L&L/&G	2H 4½ (6,12,6/12,9) 16 long	I	Liverpool & London & Globe Ins. Co.
L12	L&L/&G	2H 5½ (6,14,6/14,9)	I	Liverpool & London & Globe Ins. Co.



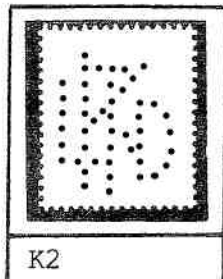
K1



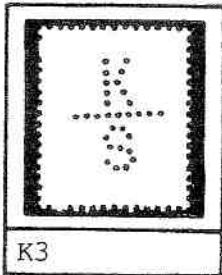
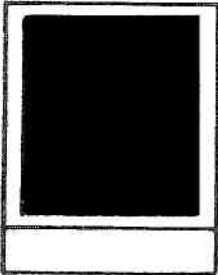
K1.3



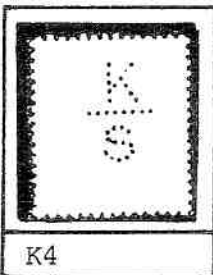
K1.5



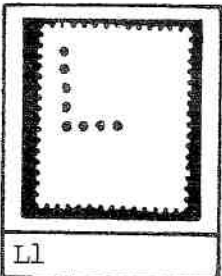
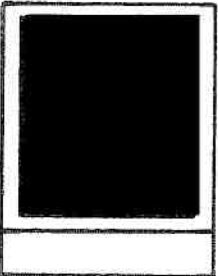
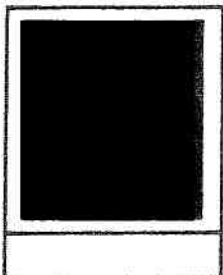
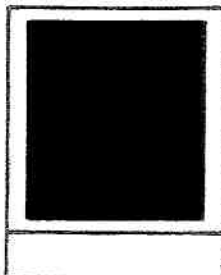
K2



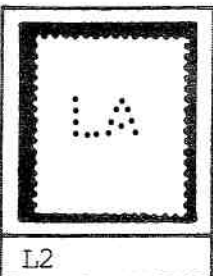
K3



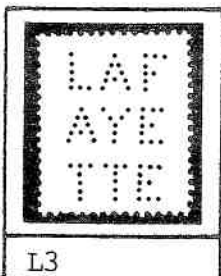
K4



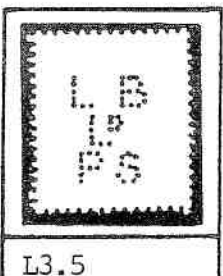
L1



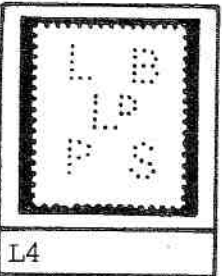
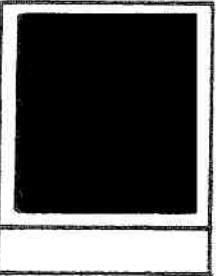
L2



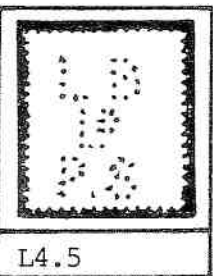
L3



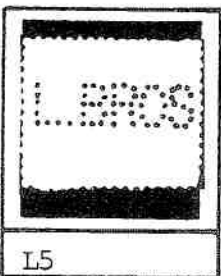
L3.5



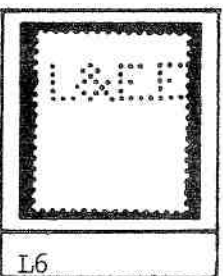
L4



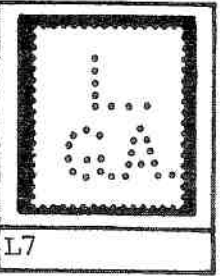
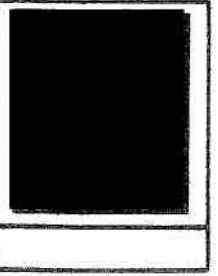
L4.5



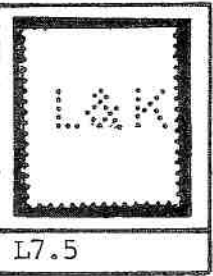
L5



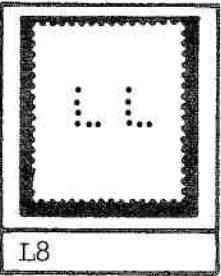
L6



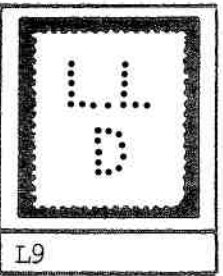
L7



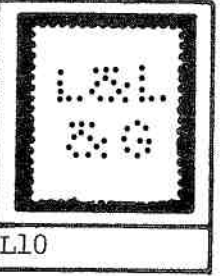
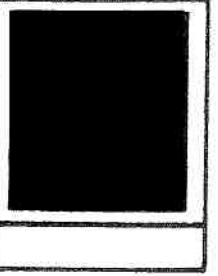
L7.5



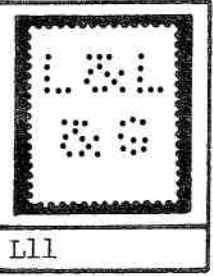
L8



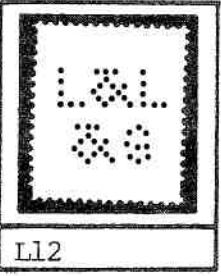
L9



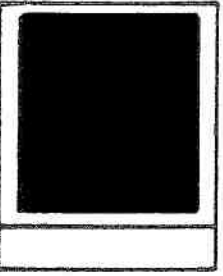
L10



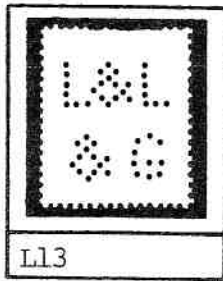
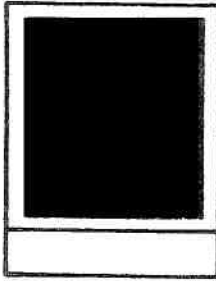
L11



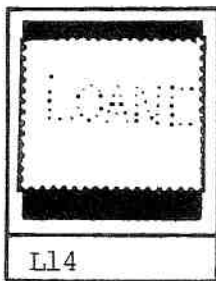
L12



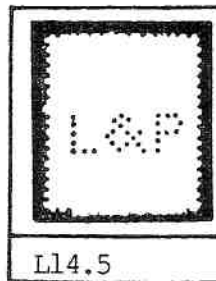
L13	L&L/&G	2H 5½ (7,23,7/13,10)	I	Liverpool & London & Globe Ins. Co.
L14	LOANE	H 6,5,5,5,5 (8,10,10,14,10)	B	Loane, Cookstown
L14.5	L&P	H 4½ (7,14,12)	B	*Dublin
L15	LP/HC	2H 4½ (6,8/10,7)	B	Londonderry Port & Harbour Commission
L16	L/P&H/C	3H 4½ (7/10,12,12/8)	B	Londonderry Port & Harbour Commission
L17	LS	H 4½ (6,9)	B	Limerick Steamship
L18	LSS/C°	2H 5/5,2 (7,10,10/8,4)	I,B	Limerick Steamship Co., Dublin
L19	L.U/&C	2H 4½ (7,10/12,8)	B	Law union & Crown Ins. Co.
L20	LU/&R	2h 4½ (6,8/12,10)	L	Law Union & Rock Ins. Co.
M1	M	H 4½ (11)	B	W. MacQueen & Co., Limerick & Dublin
M2	M	H 6½ (17)	B	
M3	M°B/&C° (Three stops)	2H 6,3½,6/6,4 (19,7,12/12,8,8)	I,B	McBirney & Co.
M4	McK	H 5½,3,5½ (15,6,10)	I,B	*Belfast
M5	M&C°	H 4½,2½ (15,16,8,6)	B	
M5.5	M&C°	H 5,2½ (15,14,8,6)	B	*Belfast
M6	M.D/C°	2H 4½ (15,11/8,6)	B	Maypole Dairy Co.
M7	MG/&S	2H 4½ (15,10/12,11)	I,B	*Kilrush,Limerick
M8	M/G.W.R	2H 4½ (15/10,16,13)	I,B	Midland Great Western Railway
M9	MH	H 6½ (17,12)	I	
M10	MR/C°L ^d	2H 4/4,2½,4,2½ (15,12/8,6,7,7)	I	2½M to R
M11	MR/C°L ^d	2H 4/4,2½,4,2½ (15,12/8,6,7,7)	I,B	4½M to R
M12	MR/C°L ^d	2H 4½/4½,3,4½,3 (17,12/10,8,7,9)	I	



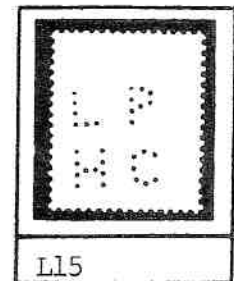
L13



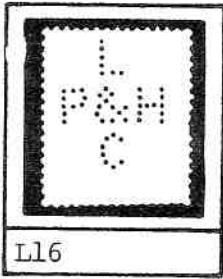
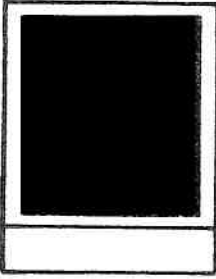
L14



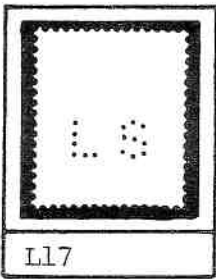
L14.5



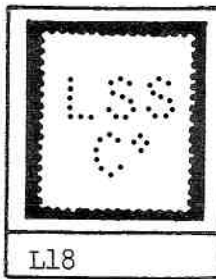
L15



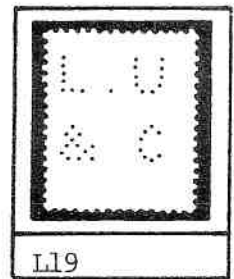
L16



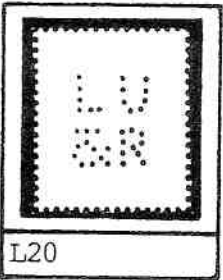
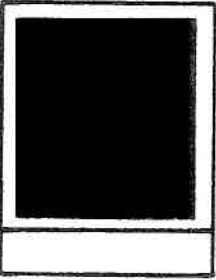
L17



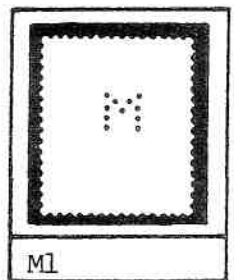
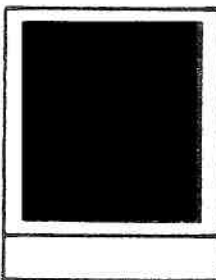
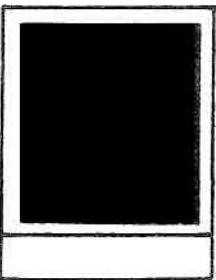
L18



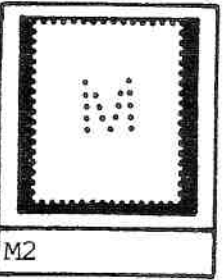
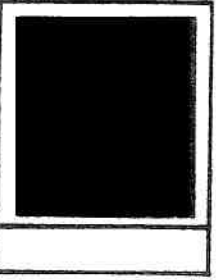
L19



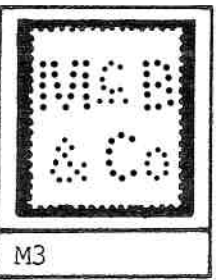
L20



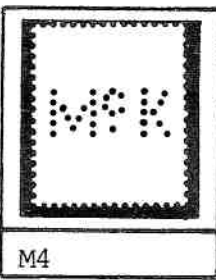
M1



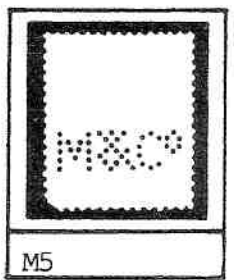
M2



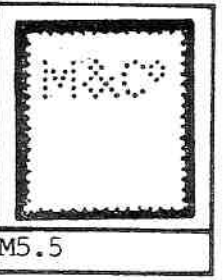
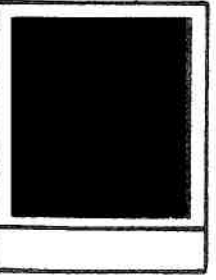
M3



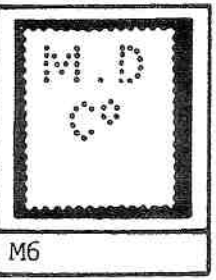
M4



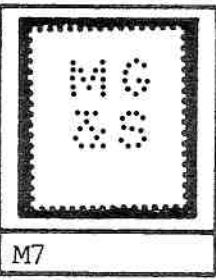
M5



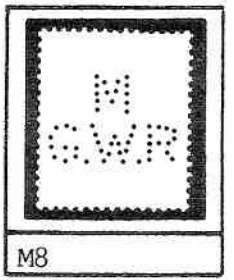
M5.5



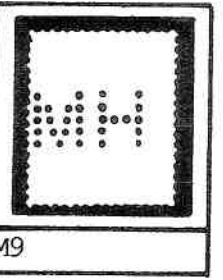
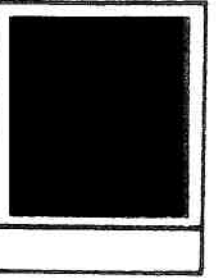
M6



M7



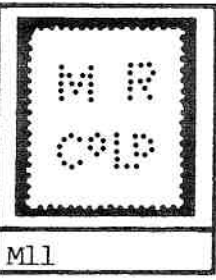
M8



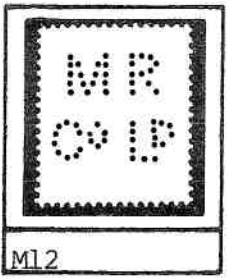
M9




M10

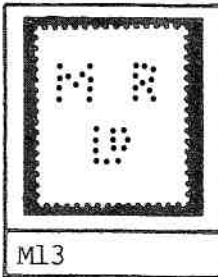
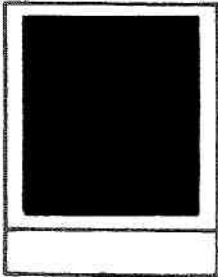


M11

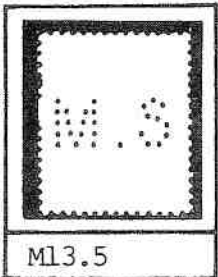


M12

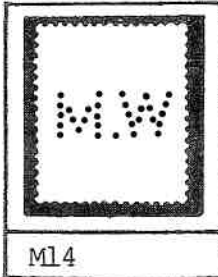
M13	MR/L ^d	2H 4½/4½,2½ (11,10/6,6)	I,B	May Roberts & Co.,Ltd.	
M13.5	M.S	H6 (17,10)	B	*Belfast	
M14	M.W	H 5½ (15,15)	I,B	Maxwell, Weldon & Co.	M140.01 15 hole W M140.02 14 hole W
M15	M.W/&C ^s	2H 4½/4½,2½ (17,17/13,9,6)	B	*Belfast	
N1	NA/C ^s	2H 5/5,2 (13,10/8,4)	B	Northern Assurance Co., Ltd.,Bristol	
N1.5	ND/FS	2H 5 (13,11/8,10)	B	*Belfast	
N2	NES	H 4½ (11,9,9)	I		
N3	N&S	H 5 (13,14,10)	B	Newson & Co.,Cork	
N4	NS/PCC	2H 4½ (13,10/10,8,8)	I	Natl. Society for Prevention of Cruelty to Children	
N5	NUF	H 5 (11,8,7)	I,B	Norwich Union Fire Ins. Society	
O1	OA/BG	2H 4½ (8,8/11,9)	I,B	OceanAcident & Br. Gen. Ins. Co.	
O2	OA/GC	2H 4½ (8,8/9,7)	I,B	Ocean Accident & Guarantee Corp.	
O3	O'M(Cross)	2H 5½,6	I	O'Mara (Bacon), Limerick	
P0.5	<u>P</u>	H 16 (25)	B	*Dublin	
P1	P	H 9½ (10)	I	John C. Parks & Son, Ltd.,*Dublin	
P2		EN 5-12 (10-28)	I,B	Sir John Powers & Son,Dublin	
P3	PAC	H 4½ (8,8,7)	I,B	Prudential Assurance Co.	
P4	PAC	H 4½ (9,10,8) 12½ long	I	Prudential Assurance Co.	



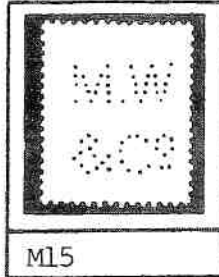
M13



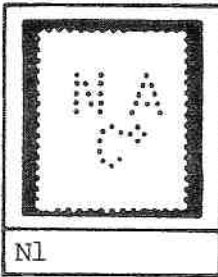
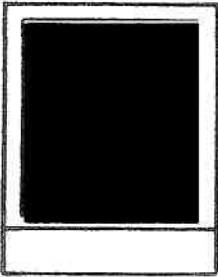
M13.5



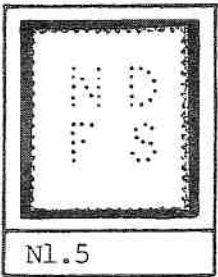
M14



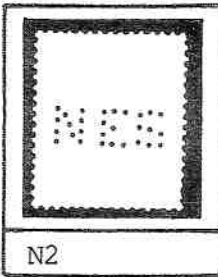
M15



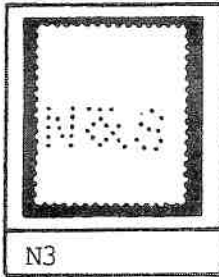
N1



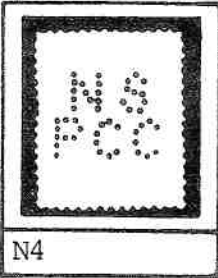
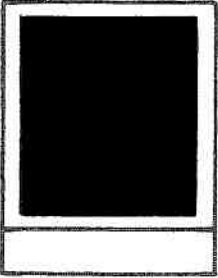
N1.5



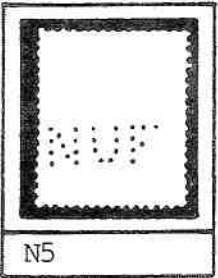
N2



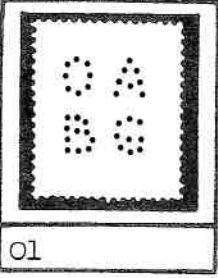
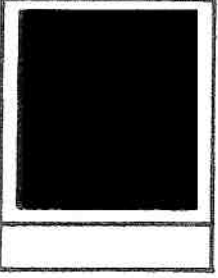
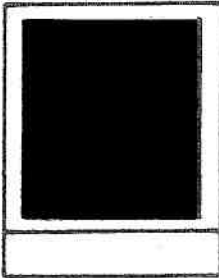
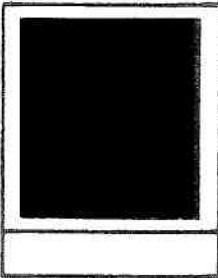
N3



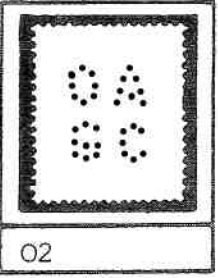
N4



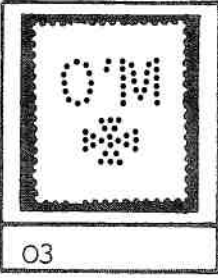
N5



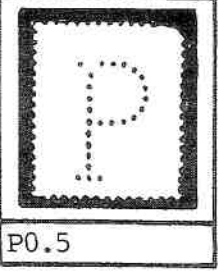
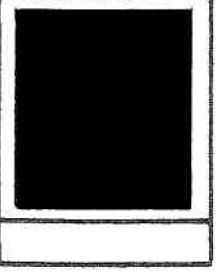
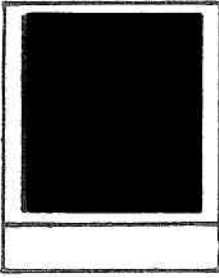
O1



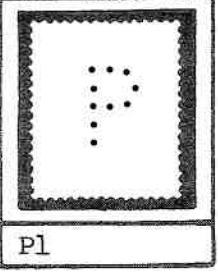
O2



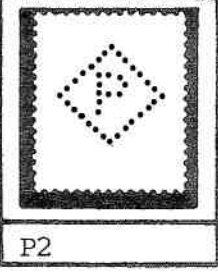
O3



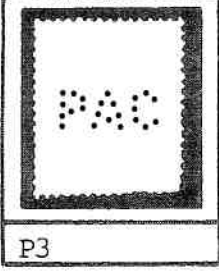
P0.5



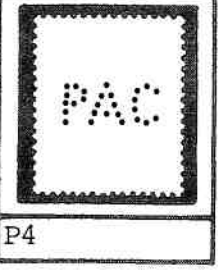
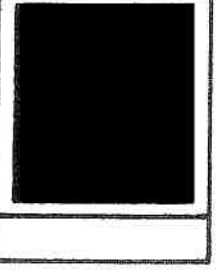
P1



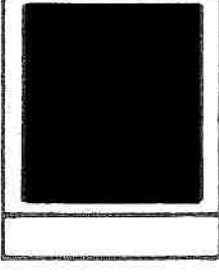
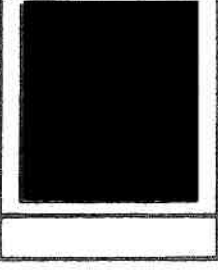
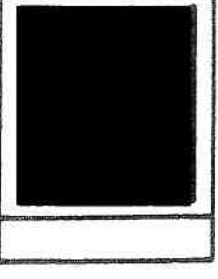
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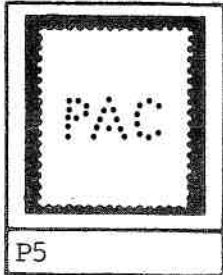
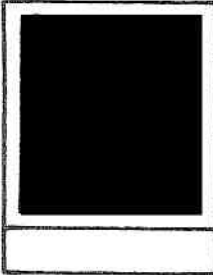
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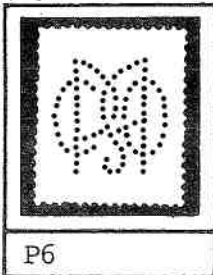
P4



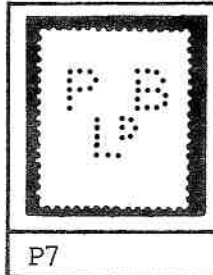
P5	PAC	H 4½ (9,10,8) 13 long	I	Prudential Assurance Co.
P6	PACO	Monogram 14½ x 10 (27,33,15,20)	I,B	Patriotic Assurance Co.
P7	PB/L ^d	2H 5/5,2½ (10,14/7,6)	I,B	Pim Bros.,Ltd., *Dublin
P8	P/&C%	2H 5½/5½,3½ (11/14,10,8)	I,B	Purcell & Co.,Cork
P9	PDM/L	2H 4½ (8,9,11/6)	I	
P10	PH/C ^o	2H 4½/4½,2½ (10,12/8,6)	B	
P11	P.(I)/Ltd	2H 5½/5½,5 (10,5,5,5/7,8,8)	B	Potikoff (Ireland), Ltd.
P11.5	P.M./&C ^o	2H 5/5,2½ (11,15/14,8,4)	B	*Palgrave,Murphy & Co.,Dublin
P12	PP/&Co	2H 4½/4½,3½ (10,10/12,8,6)	I,B	Philip Pierce & Co.
P13	PR	H 4½ (8,10)	I	
P13.5	PR	H 4½ (9,11)	I	
P14	P&V	H 4½ (10,14,9)	B	*Dublin
P15	P.V./L ^d	2H 5½,5½,3 (10,9/7,7)	I,B	
Q1	Q.O.C	H 5½ (11,10,8)	B	Queens Old Castle, Cork
R1	R	H 7 (13)	B	*Belfast
R2	R.B.I/L ^{td}	2H 5/5,2½ (12,13,5/7,5,7)	I	Royal Bank of Ireland, Ltd.
R3	RD/&S	2H 5½ (12,11/13,11)	B	
R4	RE/WR	2H 4½ (19,9/12,10)	I,B	Railway Executive, Western Division
R5	RG	H 4½ (10,9) 3½ between	I	Royal Globe Ins. Co. Ltd.
R6	RG	H 4½ (10,9) 4 between	I	Royal Globe Ins. Co. Ltd



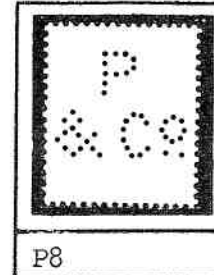
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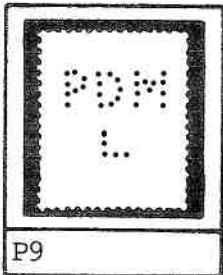
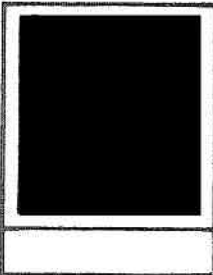
P6



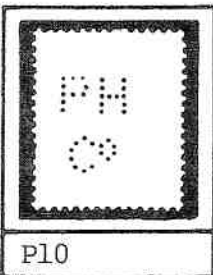
P7



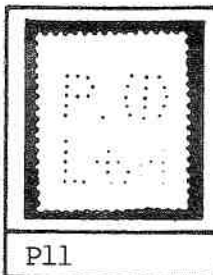
P8



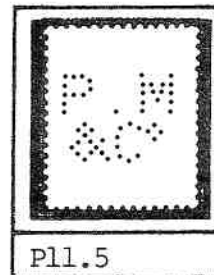
P9



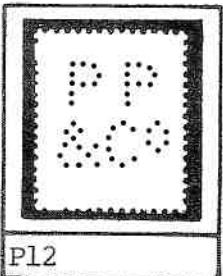
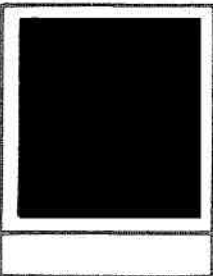
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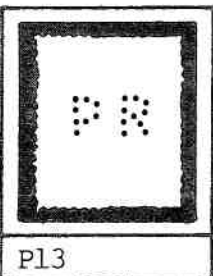
P11



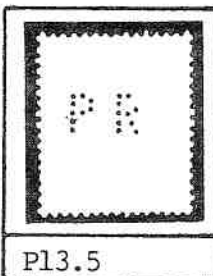
P11.5



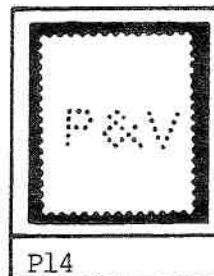
P12



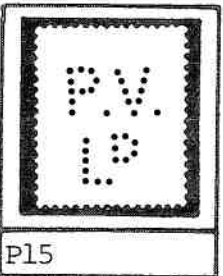
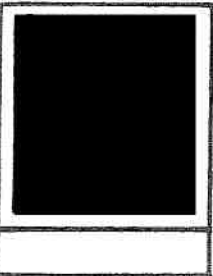
P13



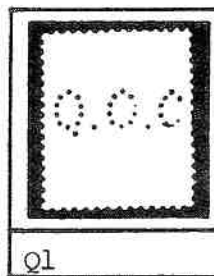
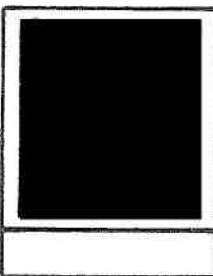
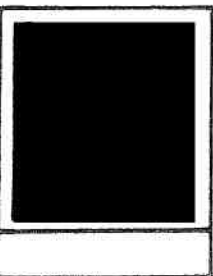
P13.5



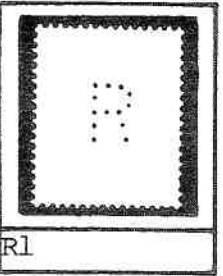
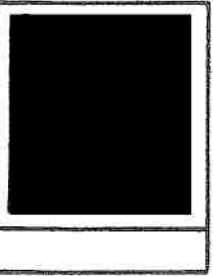
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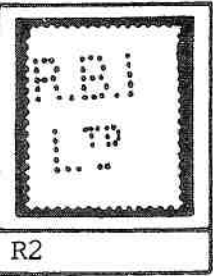
P15



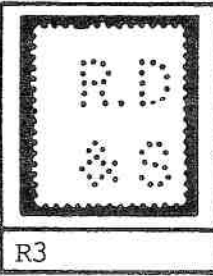
Q1



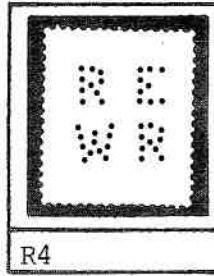
R1



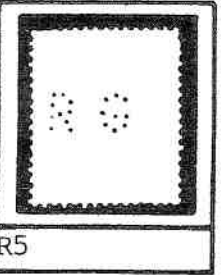
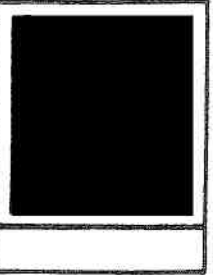
R2



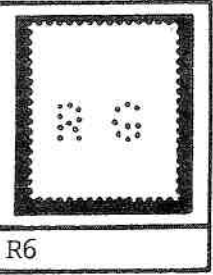
R3



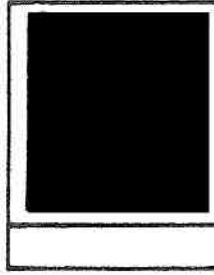
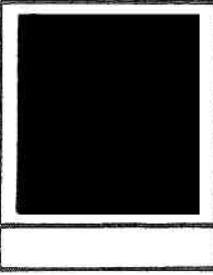
R4



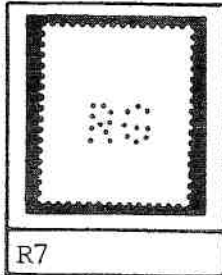
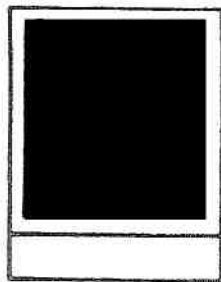
R5



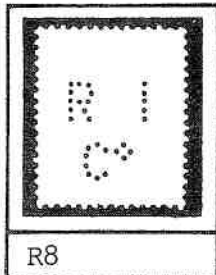
R6



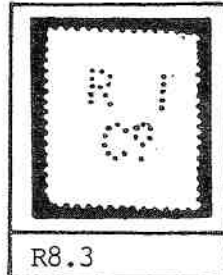
R7	RG	H 4½ (10,9) 1½ between	B	
R8	RI/C°	2H 4½/4½,1 (12,5/8,6)	B	Royal Insurance Co., Ltd.
R8.3	RI/C°	2H 4½/4½,3 (11,5/8,6)	B	*Dublin
R8.5	RI/C°/L ^d	3H 4½/4½,2.4½,2 (10,4/7,4/6,6) R-I 9½	I	
R9	RI/C°/L ^d	3H 4½/4½,2/4½,2 (10,4/7,4/6,6) R-I 9MM	I,B	Royal Ins. Co., Ltd.
R10	RI/C°/L ^d	3H 4½/4½,2/4½,2 (10,4/7,4/6,7) L ^d 5 wide	I	
R11	RI/C°/L ^d	3H 4½/4½,2/4½,2 (10,4/7,4/6,7) L ^d 6 wide	I	
R12	RLF/&C°/L ^d	3H 4½/4½,3/4½,2) (10,7,8/12,8,6/7,7)	B	Robertson Lisile Ferguson *Belfast
R13	R&N	H 5 (13,14,13)	B	
S1	SEP/S	2H 5½,5 (10,10,10/11)	I,B	Security Endorsement & Perfin Society
S2	S.L ^d	H 5,3 (11,7,7)	B	
S3	SLO	H 4½ (9,6,8)	B	
S4	SM/BP	2H 4½ (9,11/11,8)	I	Shell Mex British Petroleum Co.
S5	S/M/D	3H 4½ (9/11/9)	I	
S6	SM/DL	2H 4½ (9,11/9,6)	I	
S6.5	SM/DL ^d	2H 4½/4½,2½ (9,11/9,6,6)	I	
S6.7	SRC°/L^d	2H 4½,2½/5,2½ (10,12,8,6/7,7)	B	Partial of BRC°/L^d
S7	S.S	H 5 (10,10)	I,B	*Dublin
S8	S&S	H 4½ (10,12,10)	B	*Dublin



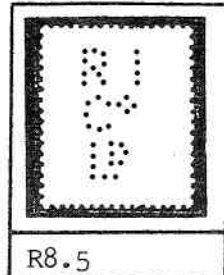
R7



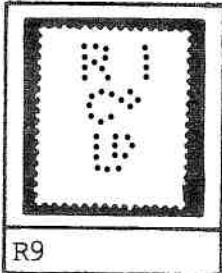
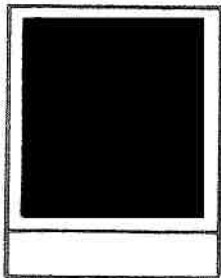
R8



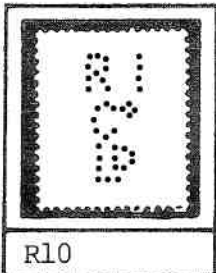
R8.3



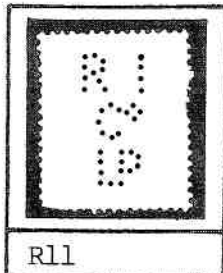
R8.5



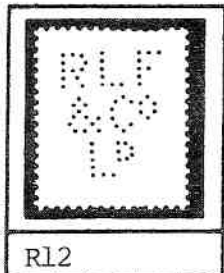
R9



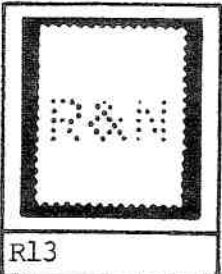
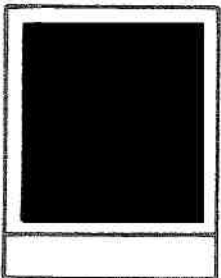
R10



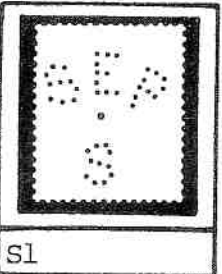
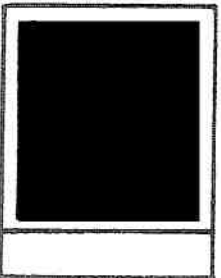
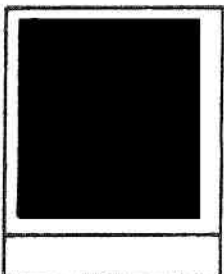
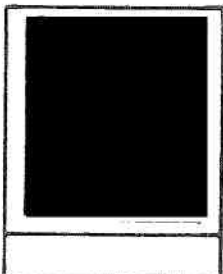
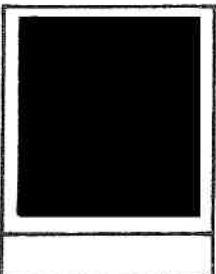
R11



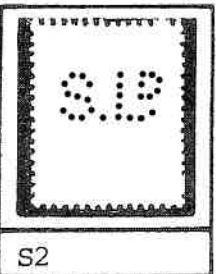
R12



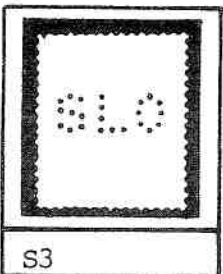
R13



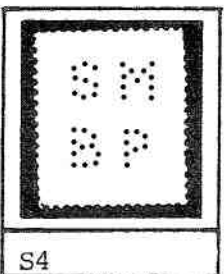
S1



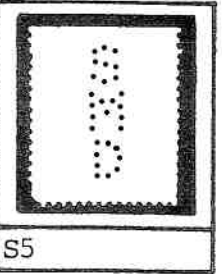
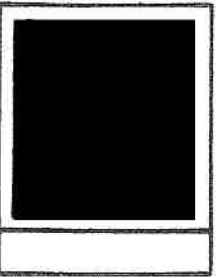
S2



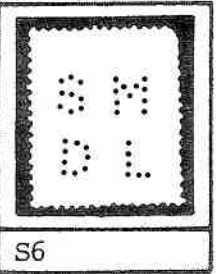
S3



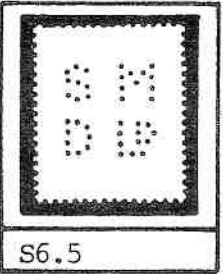
S4



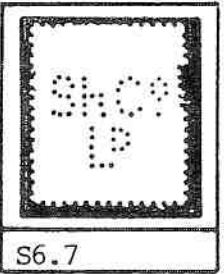
S5



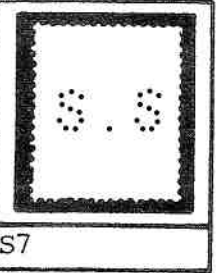
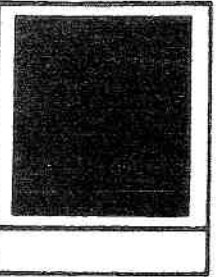
S6



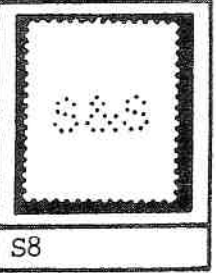
S6.5



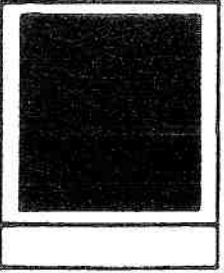
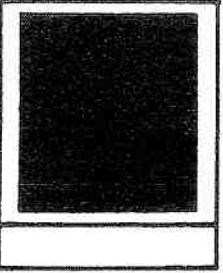
S6.7



S7

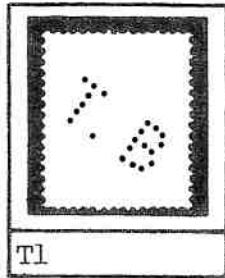
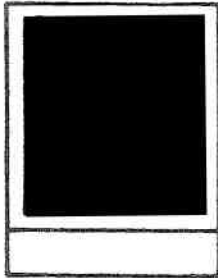


S8

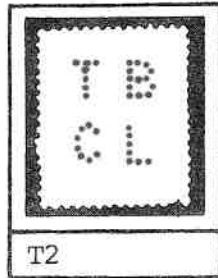


T1	T.B	D 6 (7,13)	I,B	
T2	TB/CL	2H 4½ (7,13/8,7)	B	
T3	T.B/&C° in shield	EN 5½/4½,5½,3-15 (7,13/12,8,6-39)	B	T. Brown & Co.,Dublin
T3.2	T.B/D	2H 5½ (7,13/11)	B	*Dublin
T3.5	T.C/&C°	2H 5/5,3 (7,10/16,10,8)	B	*Dublin
T3.7	TC/&S	2H 5 (7,8/14,10)	I	
T4	T&C°	H 5,2 (7,14,8,4)	B	Tuck & Co.,Ltd.,*Dublin
T5	TD/&S	2H 4½ (7,11/12,11)	B	Thomas Dixon & Son
T5.5	T.D/&S	2H 5½ (7,11/13,11)	B	*Dublin
T6	TH/D	2H 4½ (7,12/11)	I,B	
T7	THW/&C°	2H 5½/5½,3 (7,11,15/13,8,6)	B	T.H. White & Co., Clarendon Mills, Belfast
T8	TJL *	H 5½ (7,7,7)	B	*Dublin
V1	VOC	H 4½ (7,8,7)	I	Vacuum Oil Co., Ltd., Dublin
V2	VOC°	H 5,1½	B	Vacuum Oil Co., Ltd., Dublin

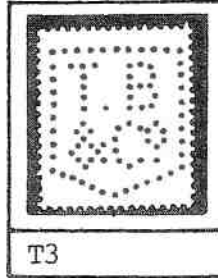
* This is probably a die of Great Britain.



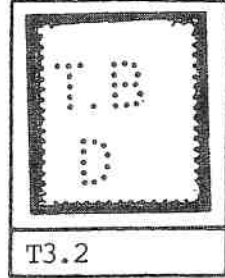
T1



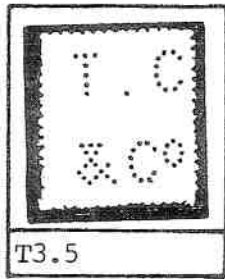
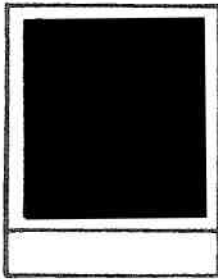
T2



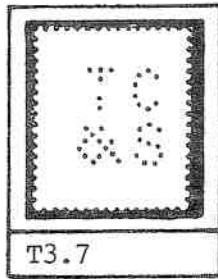
T3



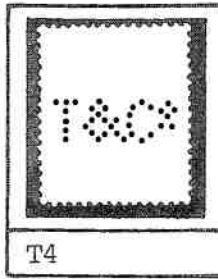
T3.2



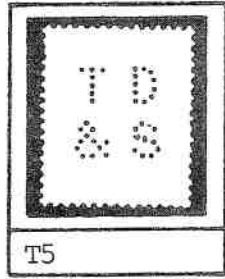
T3.5



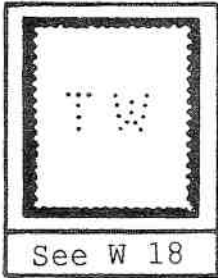
T3.7



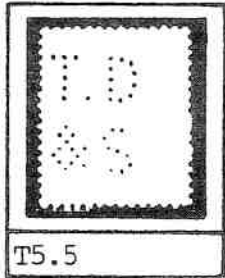
T4



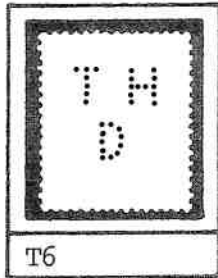
T5



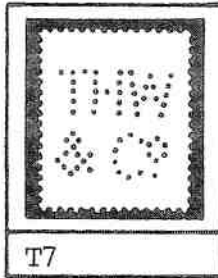
See W 18



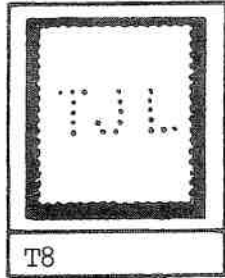
T5.5



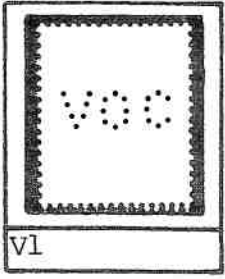
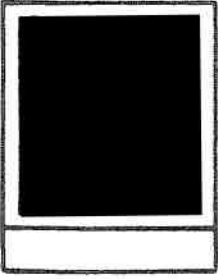
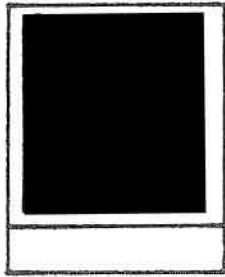
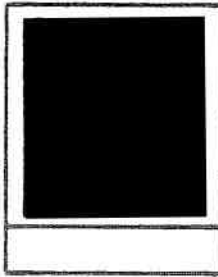
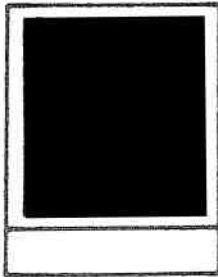
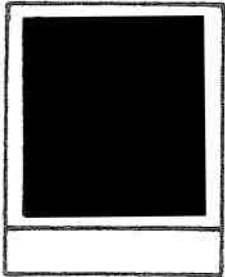
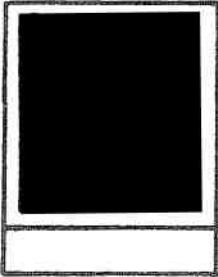
T6



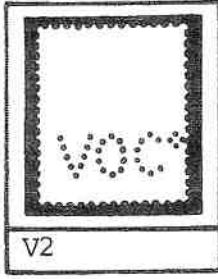
T7



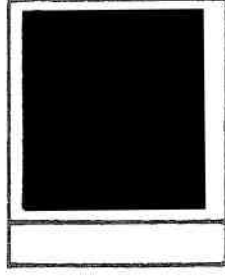
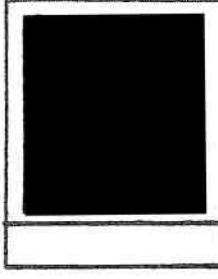
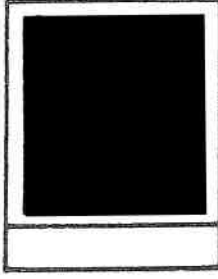
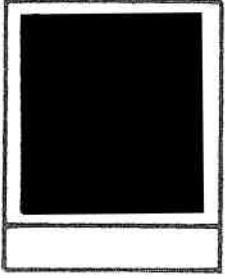
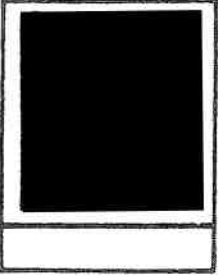
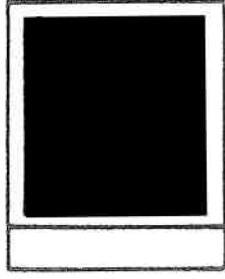
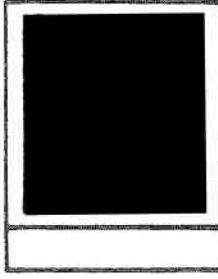
T8



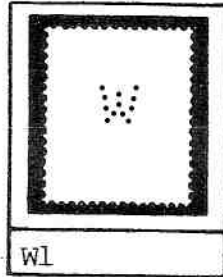
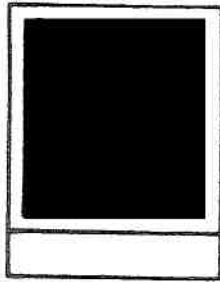
V1



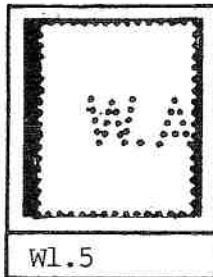
V2



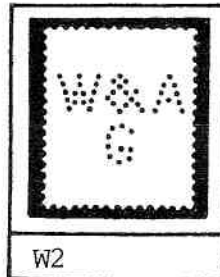
W1	W	H 4½ (12)	I	
W1.5	W.A	H 5½ (17,10)	B	*Belfast
W2	W&A/G	2H 5 (16,14,10/10)	B	W & A Gilby
W3	W&A/G	2H 5 (14,14,10/10)	B	W & A Gilby
W3.5	WB	H 5 (15,15)	B	*Dublin
W4	WB	H 5½ (14,14)	B	*Dublin
W5	W.B.	H 5½ (15,13)	I	
W6	W.B./F.	2H 5½ (15,13/8)	I	
W6.5	W/&C°	2h 5½/5½,3 (15/13,8,6)	B	*Belfast
W7	WC&S	D 5½ (14,10,12,11)	I	
W8	WC&S	D 5½ (15,8,12,11)	I	
W8.5	W/C&S	2H 5 (16/9,16,10)	B	*Limerick
W9	WC/&S	2H 4½ (13,8/13,10)	B	Walter Carson & Sons,Ltd., Dublin, &* Derry
W10	WC/&S	2H 5 (14,8/14,10)	B	Walter Carson & Sons,Ltd., Dublin
W10.5	WC/&S	2H 5 (16,9/13,12)	B	*Dublin
W11	WEIR	H 6 (15,10,5,12)	I	Weir Jewlers, Dublin
W12	WE/S	2H 5½ (13,10/9)	B	William Ewart & Son, Ltd.
W13	W&/GB	2H 6½ (14,12/11,13)	B	
W13.5	WILLS	H 5½ (11,4,6,6,10)	B	*Belfast
W14	WILLS	H 4½ (14,5,7,7,10)	I	W.D. & H.O. Wills & WM. Clark & Sons
W15	W/ITC	2H 4½ (12/4,6,7)	I	Wills Imperial Tobacco Co.
W16	WJP	H 6 (15,7,9)	I	
W17	W.J.S	H 4½ (16,7,10)	I,B	*Limerick



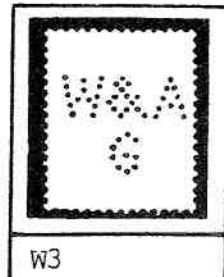
W1



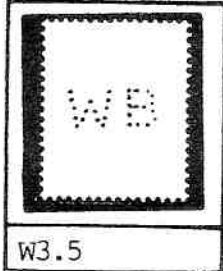
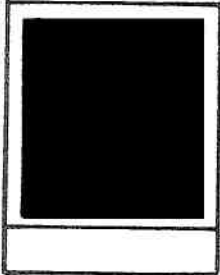
W1.5



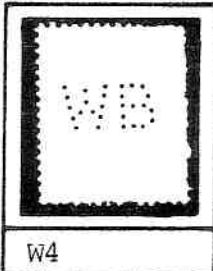
W2



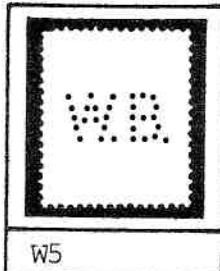
W3



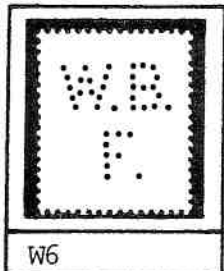
W3.5



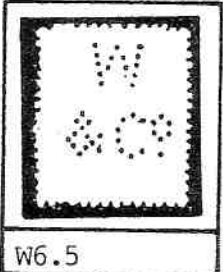
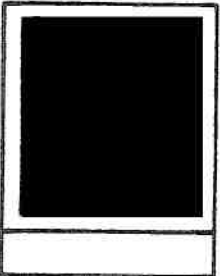
W4



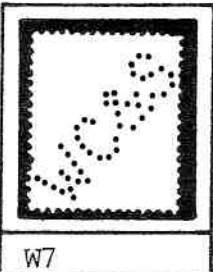
W5



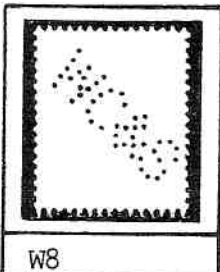
W6



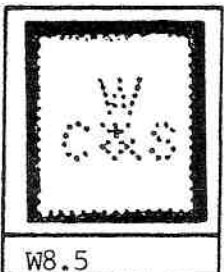
W6.5



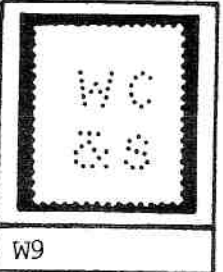
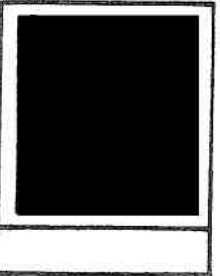
W7



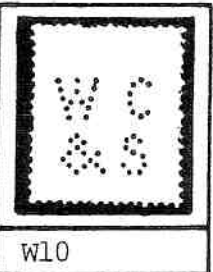
W8



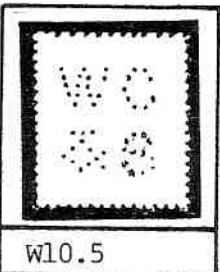
W8.5



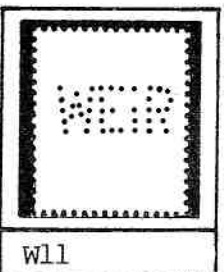
W9



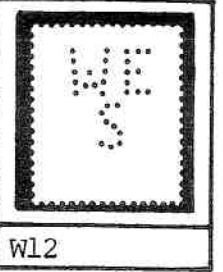
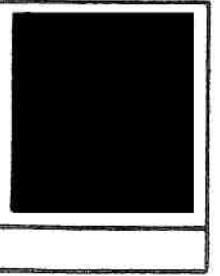
W10



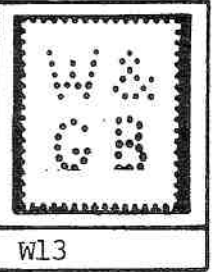
W10.5



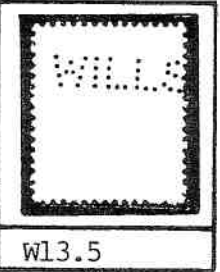
W11



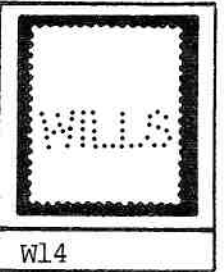
W12



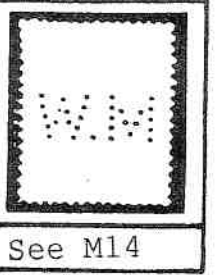
W13



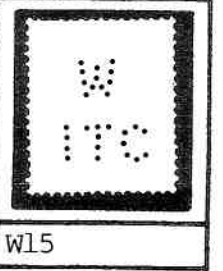
W13.5



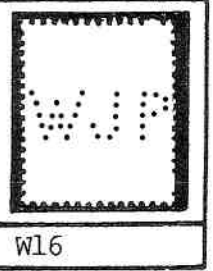
W14



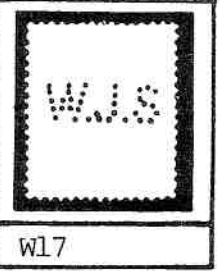
See M14



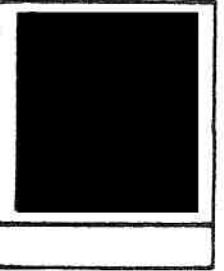
W15



W16



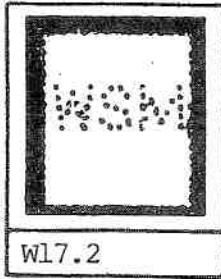
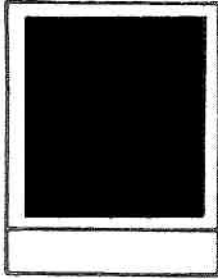
W17



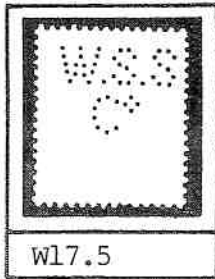
W17.2	WSM	H 5½	B	*Belfast
		(15,11,15)		
W17.5	W.S./C°	2H 4½/5,1½	B	*Waterford
		(16,10,10/8,4)		
W18	WT	H 4½	I	
		(12,6)		
W19	W/T	2H 4½	I	
		(12/6)		
		(12/6) Many varieties of spacings between lines. It is suspected that two separate perforators were used on each stamp.		
W19.5	W.T/&C°	2H 4½	B	*Limerick
		(17,9/14,8,6)		
W20	W.T./L.	2H 5½	I	
		(15,7/8)		
W21	W.W/&C°	2H 5½/5,5½,3	B	*Dublin
		(15,15/13,8,6)		
Y1	YIC	H 6	I	
		(7,5,8)		
Y2	YOST	H 6	I	
		(8,10,10,7)		

DESIGNS

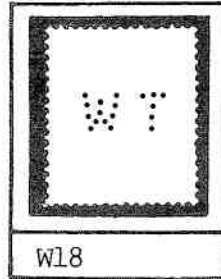
1	Castles in Shield	2H EN 5-19 (34,34/34-52)	I,B	Dublin Corporation,*Dublin
2	3 Castles	2H 5½ (34,34/34)	I	Dublin Corporation
3	Crossed Flags	H 8½ (19)	I	
4	Shield	Des EN 19½ (D-57, S-40)	B	*Dublin



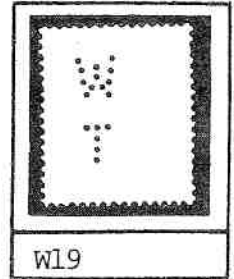
w17.2



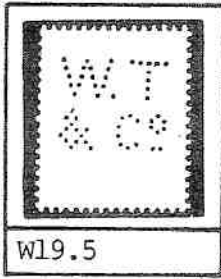
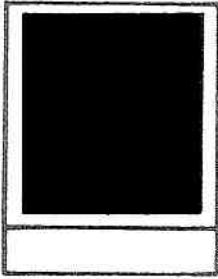
w17.5



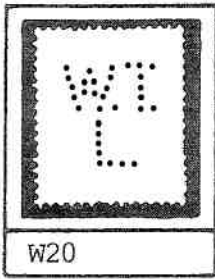
w18



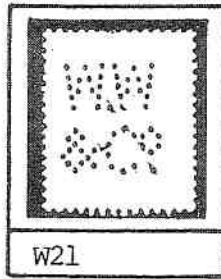
w19



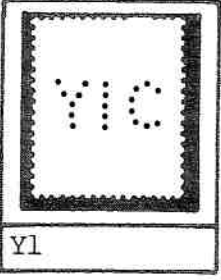
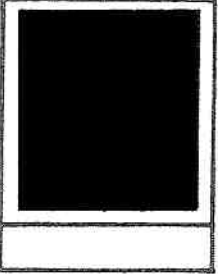
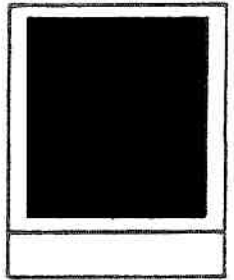
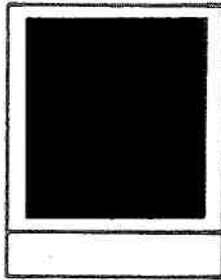
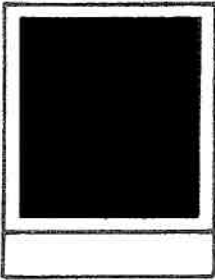
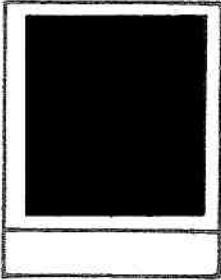
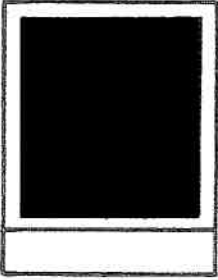
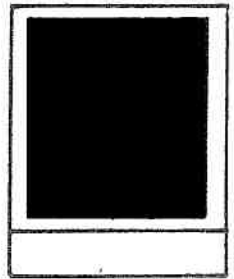
w19.5



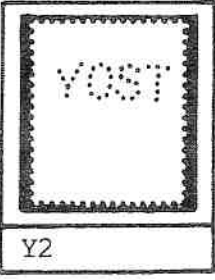
w20



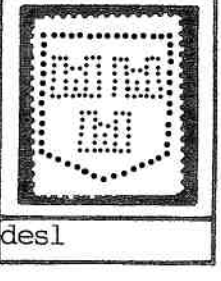
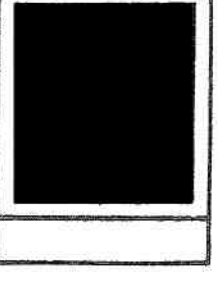
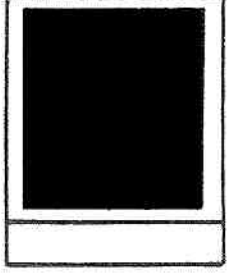
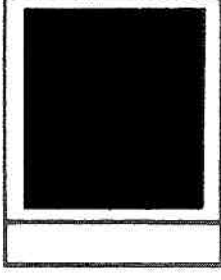
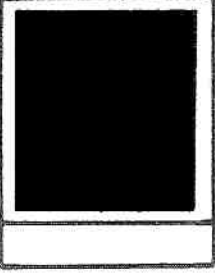
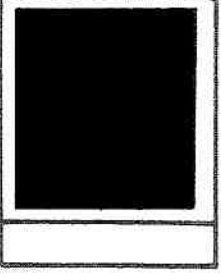
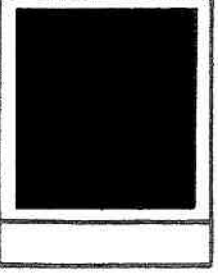
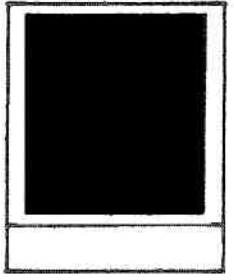
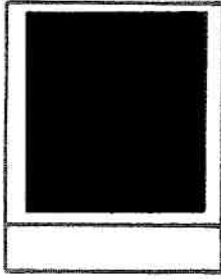
w21



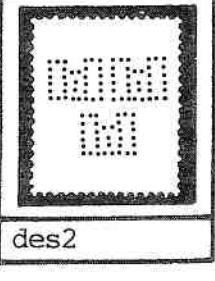
Y1



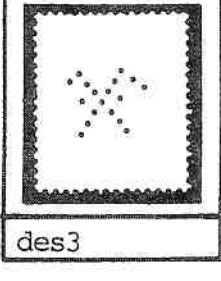
Y2



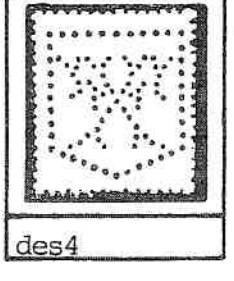
des1



des2




des3



des4

WISH LIST

The following perfin designs have been indicated on various previously issued lists of the Perfins of Ireland. Those which are presented to the editor will be evaluated and included in future A&C pages.

A&C ^o /B	2H (10,13,8,6/13)	Allman & Co. Distillers, Bandon
AL		
BC	H 5½ (14,8)	Bangor Corporation
BP/L ^d	2H 5 (14,10/7,6)	British Petroleum, Co., Ltd.
BSS/C ^o L ^d	2H 5½ (13,11,11/8,6,7,7)	
B.T&C ^o /L ^{ut}	2H 4½ (13,7,12,8,6/7,5,7)	
CASH/&CO	2H 5½ (8,10,11,11/12,8,10)	
GSP	H 5½ (10,11,9)	
I.B/C ^o /B	3H 4½ (4,12/6,6/12)	Ireland Bros., Ltd., Belfast
IL/D	2H 6 (6,8/13)	
IRC ^o /L ^{ut}	2H 6 (5,5,8,5,7/5,7)	
JGS	H 6 (7,10,11)	
JT/D	2H 4½ (6,6/9)	
 K	En 5½-12½ (10-28)	
KLD	H 10½ (14,7,7)	
LB	H 5 (7,15)	
LB/L ^d /LP	3H 4½ (7,14/7,7/7,9)	
LK&L/L ^d	2H 5 (7,10,12,7/7,9)	Leahey, Kelly & Leahey, Ltd., Belfast
LRL/&G	2H	Liverpool & London Globe Ins. Co.

MBL ^d /C	2H 5½ (15,3,7,7,10)	Musgrave Bros., Ltd., Cork
M.S/C ^o	2H 5 (15,10/8,4)	
N/A/F/I	4H 4½ (11/8/7/4)	Navy, Army & Air Force Institute
RI	H 4½ (10,4)	Royal Ins. Co., Ltd.
R/M/L ^d	3H 4½ (10/11/6,6)	
R.S/&/C ^o	3H 4½ (12,11/13/8,6)	
SAWERS	H 4½ ((11,10,15,10,12,11)	B Sawers, Fishmongers and Poulterers, Dublin & Belfast
S/B	2H 4½ (9,11)	
SDO	D 4½ (11,12,10)	
SPC/C ^o	2H 4½ (10,10,8/8,6)	
T.B&C ^o	H 4½ (7,11,12,8,6)	
TC ^o	H 6 (7,8,6)	
T.S/&C ^o /B	3H 5 (7,11/13,8,6/13)	
U.M.A/C	2H	Ulster Marine Assurance Co.
W	H 8 (16)	
WH/MG	2H 6 (15,11/15,10)	

All communications should be directed to the editor at the following address.

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