



Volume

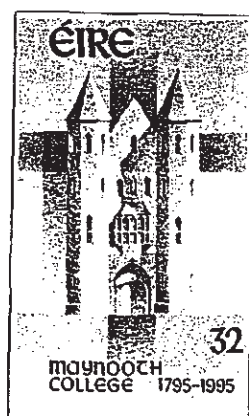
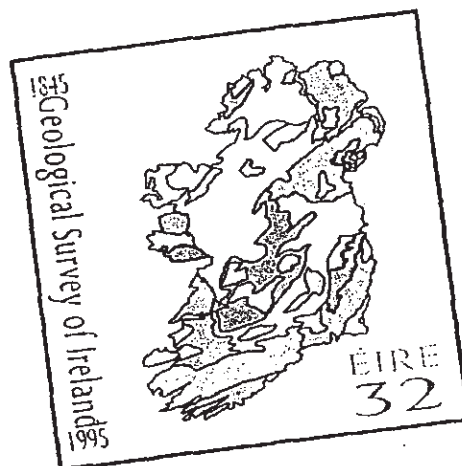
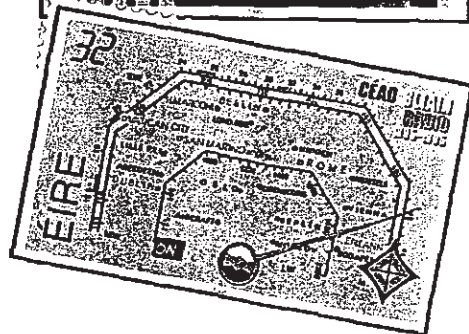
1995

Issue No

3 / SEPT

Irish Philately

THE JOURNAL OF THE IRISH PHILATELIC CIRCLE



JUNE AND JULY ISSUES: CENTENARY OF THE RADIO (32p se-tenant) - issue date June 8th. ST. PATRICKS COLLEGE, MAYNOOTH, (32p), THE ROTUNDA HOSPITAL, (32p), THE ENDING OF WORLD WAR II, (32p) AND THE GEOLOGICAL SURVEY OF IRELAND, (32p) - issue date July 6th. QUITE A VARIED AND INTERESTING VARIETY OF THEMES.

Edited by C T Hinneburgh-Murphy. 300c High Street, Rochester, Kent ME1 1HS

Irish Philately is published by the Editor for the Irish Philatelic Circle. Articles herein are the copyright of the authors and may not be reproduced elsewhere in any fashion without express permission

IRISH PHILATELY - SEPTEMBER 1995 [3/95]

CONTENTS;

NEWS & VIEWS.....	p	60
LETTERS TO THE EDITOR.....	pp	60/61
HELP SOUGHT.....	G Etoe.....p	62
THE PLATING OF THE 1918 OVERPRINTS (3).....	J Rehnberg.....pp	63/73
GOLF AND IRELAND (2).....	C Murphy.....pp	64/65
MILEAGE MARKS; A CRITICAL REVIEW (2).....	C Dulin.....pp	76/84
WHAT'S IN A NAME.....	G Etoe.....p	85
RANDOM JOTTINGS.....	Senex.....pp	86/87
THE RUGBY WORLD CUP REVISITED.....	C Murphy.....p	87

NEWS & VIEWS - Editor

The Rugby World Cup is now but a memory but at least An Post did honour the occasion with a delightful set and miniature sheet. However the Summer of 1995 appears not to pass without respite for the Collector; those with the forethought to have the IRISH OPEN GOLF CHAMPIONSHIP handstamp sent directly from the postal facility at Mount Juliet will have had their material in mid June. The CENTENARY OF THE RADIO set was of course issued on June 8th and on July 6th the ROTUNDA HOSPITAL, ST. PATRICK'S COLLEGE, MAYNOOTH, THE GEOLOGICAL SURVEY OF IRELAND and the ENDING OF WORLD WAR II were all commemorated. REPTILES and AMPHIBIANS (4X32p) will appear on September 1st with THE BOTANIC GARDENS (32p, 38p & 44p) and the UNITED NATIONS (2X52p) being issued on October 19th.

Quite a hefty output this year which covers quite an array of subject matters.

Details of EXHIBITIONS and 'ROAD SHOWS' are covered in the NEWS supplements of this and the last issue of the JOURNAL.

LETTERS TO THE EDITOR

Sir,

B / LATE MAIL

The illustrated front of an 1845 cover was sent franked with a pair of 1d reds from Belfast to Newcastle-upon-Tyne - with backstamping from both some three days apart. In addition there is a Dublin 'diamond' struck in transit the day after leaving Belfast. The adhesives are tied by Belfast '62' numerals.

The handstamp that draws my attention, however, is the red 'B / LATE MAIL' (?) struck on the front.

I am curious to know whether this mark is well known to postal history experts? Can anyone assist?



*H. J. Greenwell Esq
Newcastle upon Tyne*

LATE MAIL was sent forward on payment of a special fee. Possibly this would explain the 2d. rate. Belfast had a dated BELFAST / LATE postmark with serif lettering which was used from at least 1837 and into the 1840s. A letter sans-serif datestamp with the same wording was used in the 1850s. Although a straight line 'LATE MAIL' was used at Belfast in the 1860s it was a shorter type than this and in any case the format and date would make this 1845 example something of an aberration. - if it is fact a Belfast mark.

I would be interested to hear from anyone who has a similar mark, and to know details of the cover(s). Could it have been struck, for instance, at Dublin? The red ink is very similar to that used for the Dublin postmark,

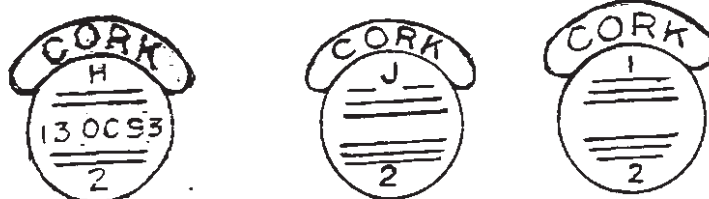
Tim Stephens, Emsworth, Hants.

Sir,

IRISH HOODED HANDSTAMPS (SCROLLS)

I refer to the article by Dr Dulin entitled IRISH HOODED HANDSTAMPS (SCROLLS) which appeared in the March 1993 issue of the JOURNAL (1/93).

Examination of the examples of the CORK handstamps in my collection reveals that there are at least three types as shown here -



In addition to the code letters listed by Dr. Dulin, I can add the following -

A, C and C reversed, D reversed, I, R and U.

I presume these are simply time codes, but are they?

Dr Colin Ross, Taunton, Somerset

HELP SOUGHT
George Etoe

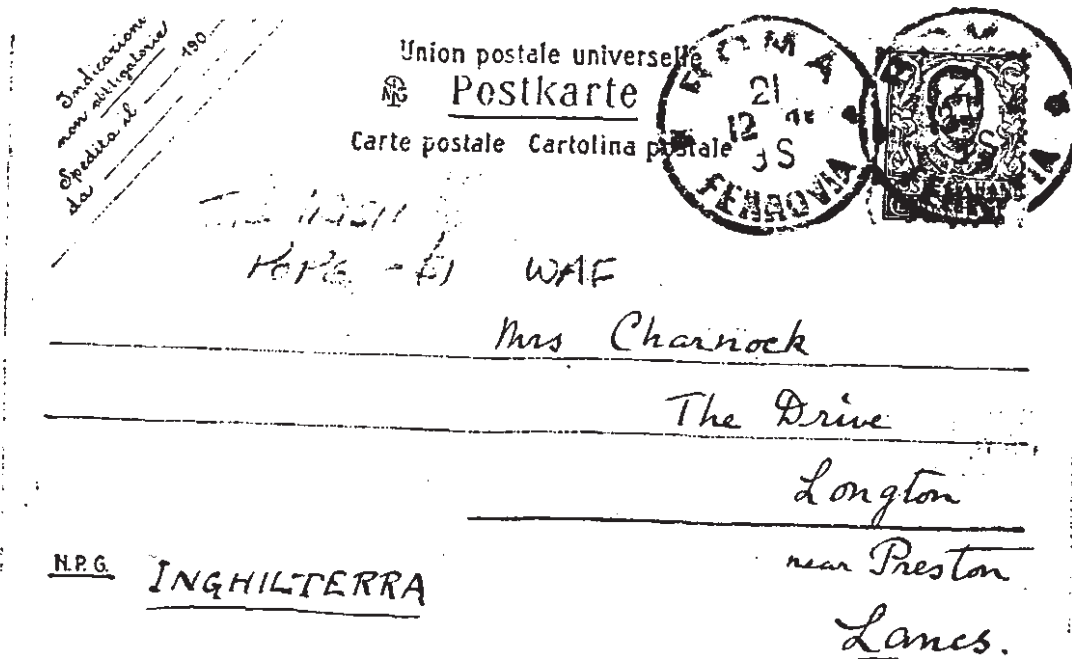
GEORGE ETOE writes requesting help with the postcard illustrated....

The front bears a picture of a pope, with on the lower right corner, a message from the sender - 'with best wishes for / a happy Xmas / from J.R. Meagher'.

On reverse (upper left) is some wording, in Italian, with a date '190..'. The postmark reads ROMA and what appears to be the year date of (18)98!

Even more intriguing is the additional message in pencil - THE IRISH / POPE.

Any member who can furnish information on any aspect of the card should make contact George.



**THE PLATING OF THE 1918 BRADBURY, WILKINSON & CO. HIGH VALUES
(with reference to the stamp overprinted for use in Ireland) -
Part 3.
J Rehnberg**

(Continuation of Part 2 which was published in the June issue
of the JOURNAL - 2/95).

2/6 PLATE 9A, PERFECT R
Stamps 22,75mm in height with dots.

FEATURES OF THE PLATE:

Broken inner frame lines on stamps No. 34, 38 and 40.

Top Cross;
Horizontal arms are faint.

Bottom Cross;
Vertical arms are faint.

Right Crosss;
The left horizontal arm is very faint.

Marginal Lines;
Top right horizontal line has a dot at the left side on the
line.
Bottom left horizontal line has a dot 3.0mm into the line at
left.

Re-Entries -

No. 3 - outer and inner frame lines at bottom towards value
panel and underneath.

No. 7 - re-entries.

No. 15 - top outer frame line at right.

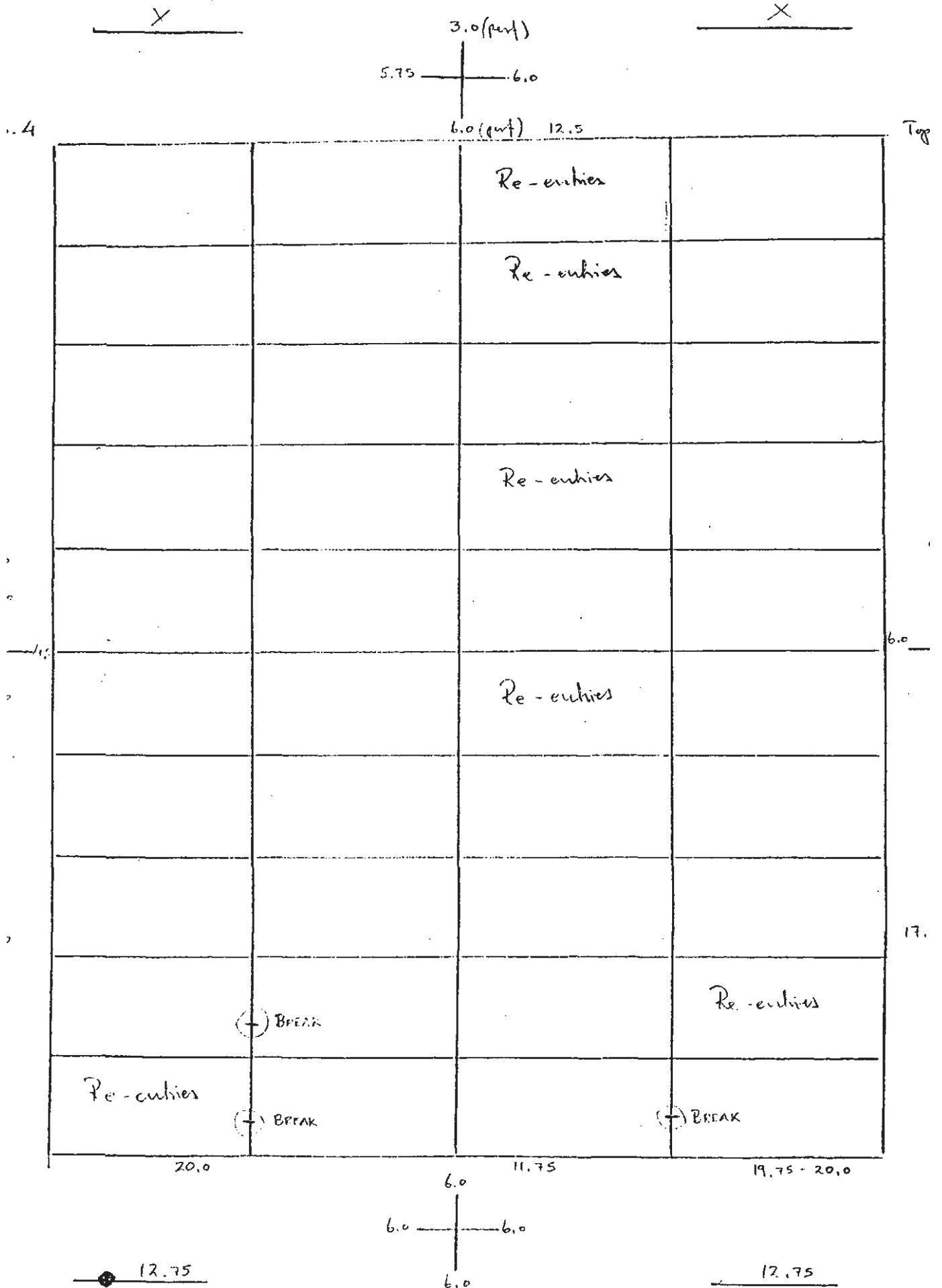
No. 23 - horizontal lines in the top half of the shield, in
face and neck of Brittania and shading to the right.

No. 36 - doubling of frame line at bottom right corner and top
frame line.

No. 37 - inner and outer frame lines at top left, the
horizontal lines in the backgroundm shading to the left of
King's head and at top left. Also the horizontal lines in
King's head and face.

This plate has been found with Dublin Castle - Somerset House
London 1924-27 Narrow Date Overprint.

Ref: NPM in London and private collections.



2/6 PLATE 11A, PERFECT R
Stamps 22.75mm in height with dots.

FEATURES OF THE PLATE:
The lines of the plate are bold and faint.

Top Cross;
The vertical arms are much fainter. The right horizontal arm slopes upwards at the right end.

Bottom Cross;
The vertical arms are much fainter. The right horizontal arm slopes upwards at the right end.

Marginal Lines
Bottom left horizontal line has a dot 3.5mm into it from left. There are faint horizontal lines under No. 39, which probably are the printers positioning lines.

Re-Entries
No. 3 - doubling of the bottom left outer horizontal line, for about 3.0mm of its length.
No. 4 - 'READ' re-entry; it shows doubling under the front leg of the dark seahorse and behind the back of Brittania's helmet.

This plate has been found with Dublin Castle - Somerset House London 1924-27 Narrow Date Overprint.

The following varieties have been found on the overprint setting;

No. 1 and 5 has the 'NEEDLE EYE ACCENT'.

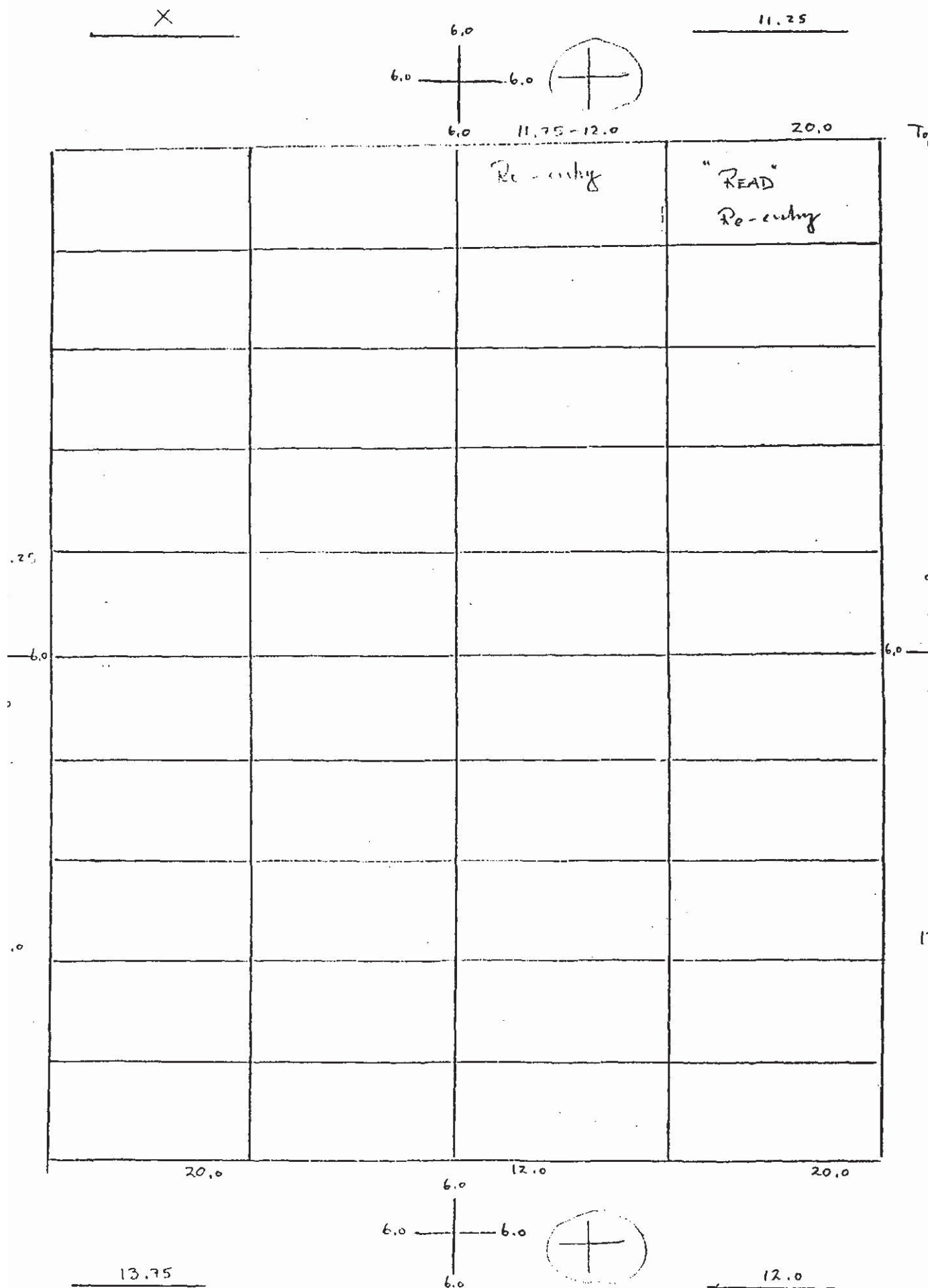
No. 4 and 8 has the '92' joined at the top.

No. 10 and 14 has a dot between 'AT' of SAORSTAT.

No. 20 - accent clipped.

No. 24 the second 'A' in SAORSTAT is broken.

REF: NPM and Private Collections.



2/6 PLATE 11A, PERFECT R
Stamps 22.5mm with dots.

The following is from the proof sheet at the NPM in London. It was printed on the 22nd of November, 1918, and approved on December 15th that same year.

It has the same features as the above but there are additional re-entries. No. 2 - at bottom right under Brittania's foot. 'STAGE' in POSTAGE and the right part of the value panel. No. 8 - on Brittania's arm, and under the dark seahorse's hoof - the 'Johnson re-entry'?

REF: NPM in London.

2/6 PLATE 11A, BROKEN R
Stamps 22.5mm in height with dots.

Sheets overprinted 'CANCELLED' which was part of a batch sent from the PO Stores Department on September 12th, 1918.

This plate is identical to the above, except that there is no re-entry on No. 2.

REF: NPM in London.

2/6 PLATE 12A, PERFECT R
Stamps 22.5mm in height with dots.

FEATURES OF THE PLATE:

Right Cross;
The left horizontal arm slopes down.
The right horizontal arm is double.

Marginal Lines;

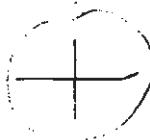
There is an extra horizontal line at the bottom left under No.

11,5

6.0

6.0

4.1.1. *Substrate*



X

20.0

6.0

12.0

Top

[illegible]

16.2

16.

12.0

6.0

6.0

-6-



14

X

38, which is 36.0mm long. The line is bisected 20.0mm at left by a vertical line which is 2.0mm at least (cut).

Re-Entries;

No. 5 - has a faint line over it, which starts at left of stamp and continues 24.0mm to the right and 1.5mm before dot. This line continues again over No. 5 and is more or less visible over the whole of No. 6 and No. 7. It is hardly visible over No. 8 at all. There are faint lines over stamps No. 11, 19, 21, 22, 29, 31, 33 and 34.

These lines are probably positioning lines for the printer, rather than re-entries.

No. 6 - doubling in top left corner of the swag.

This plate has been found in conjunction with the following Irish overprints -

Dollard 1922 and Thom Saorstat 1922-1923.

On a Dollard sheet examined, only one setting variety exists, except the 21.0mm variety, being the top bat on '1' of 1922. It is broken and bent upwards on No. 18.

The 'stub-tailed two' variety on stamp No. 37 does not exist on this overprint. Neither of the two varieties are constant, alone or together.

This plate 12A with the Thom Saorstat 1922-1923 overprint, exists in conjunction with the S/E setting.

REF: Private Collections and auction catalogues.

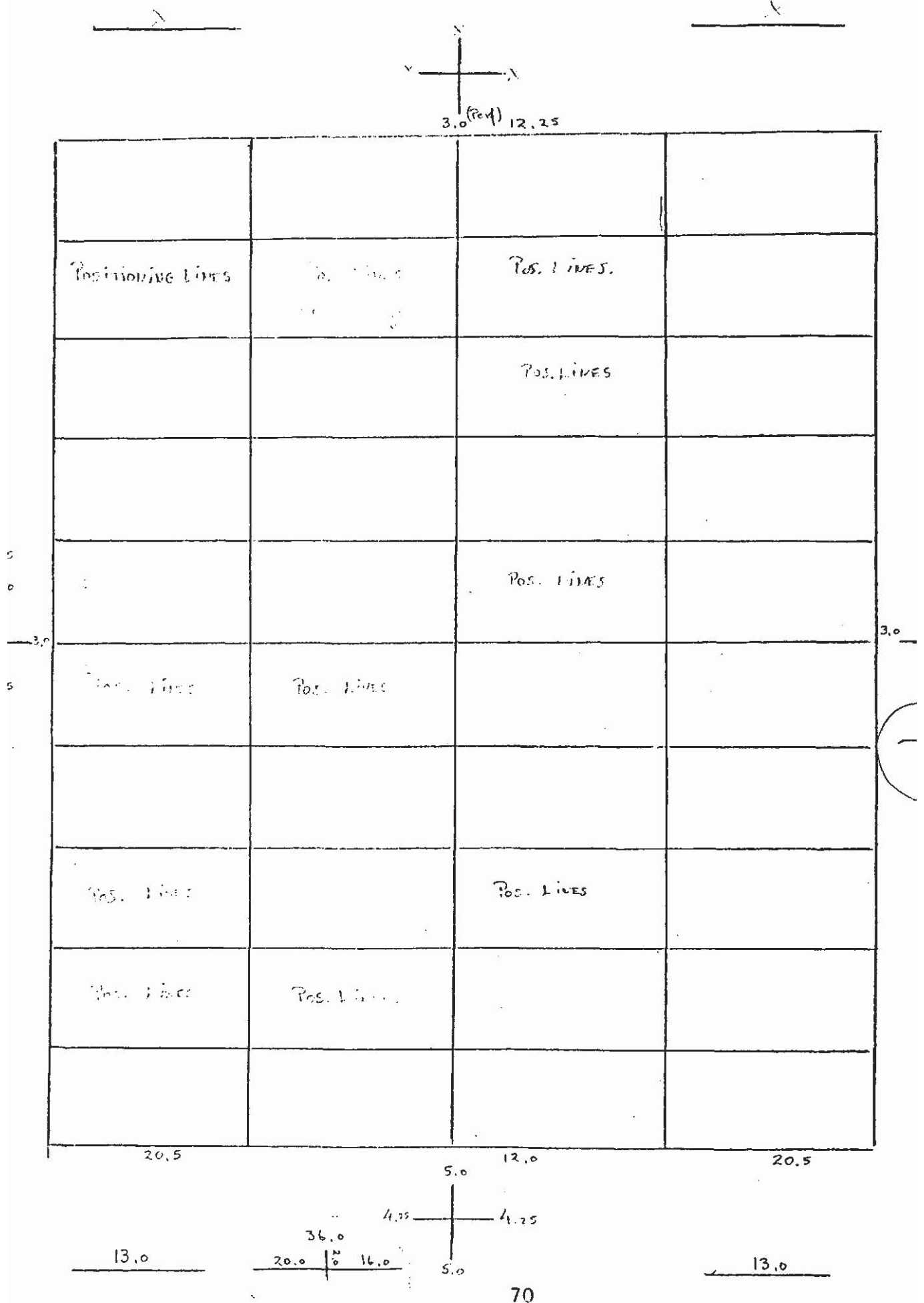
2/6 PLATE 12A, PERFECT R

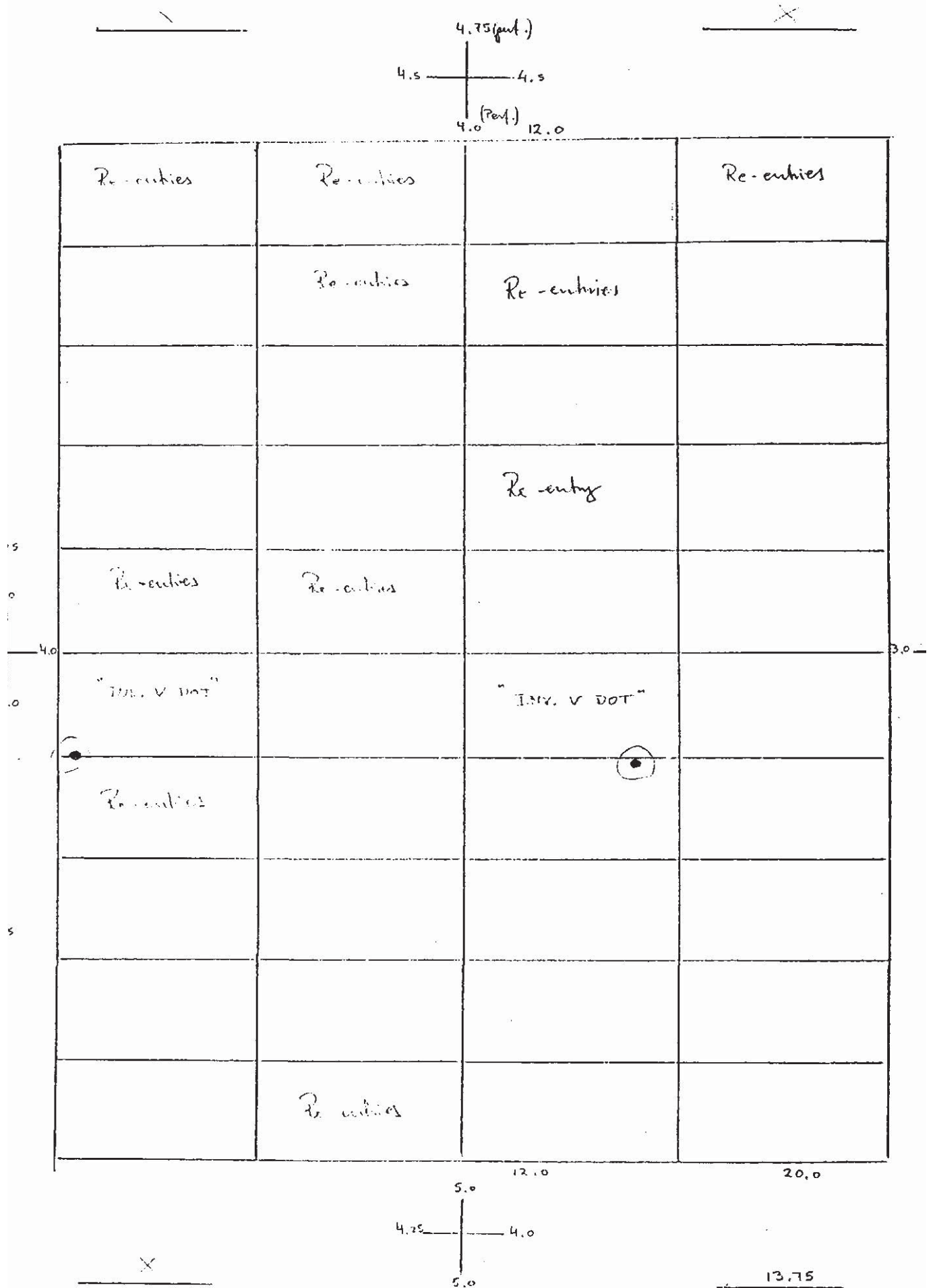
Stamps 22.75mm in height with dots.

Imprimatur sheet, chocolate brown overprinted LEVANT. Overprint made on September 19th, 1921 by Somerset House London. Approved on February 2nd, 1922. NPM in London.

It is similar to the PLATE 12A - on the bottom cross and has the bisected horizontal line under No. 38. Nothing of the horizontal line is visible and I have called the plate 15A.

There are no double or sloping arms of the right cross' horizontal arms. It might be a very first state of plate 12A, but this is of course only speculation.





FEATURES OF THE PLATE:

Marginal Lines;

Under No. 38 there is a vertical line 24.0mm to the left of the vertical lower arm of the bottom cross - the line is doubled. This is identical to the measurements of PLATE 12A. No horizontal line is visible due to the cut in the margin.

Re-Entries;

No. 1 - Brittania's skirt and under her foot. The dark seahorse's hoof.

No. 2 - bottom left outer frame line for about 3.0mm. There is also a faint extra line on the '6' in the value pane.

No. 4 - all diagonal and horizontal lines in the shield are re-entered. Brittania's neck, helmet, face and skirt in line with shield, garlands and the shading of the background at top right.

No. 6 - re-entered at top left corner, Brittania's neck, helmet and shadings of background up to the trident.

No. 7 - lines in Brittania's helmet are doubled. The inner and outer frame lines at lower left side are both doubled.

No. 15 - Brittania's nose.

No. 17 - '2/6' in the value panel.

No. 18 and

No. 20 - 'CR' in the value panel.

No. 21 - has an inverted 'v' dot/mark just under the frame line and is 5.0mm from end at right side.

No. 23 - is similar, but is 1.0mm under the frame line and is 5.0mm from end at right side.

No. 25 - in the lines just over 2/6, in 'R', '2/6' and in the '/'.

No. 38 - the king's head and upper part of background shading until trident, but no horses. The diagonal lines in St. Andrew's Cross at top of shield.

REF; NPM in London.

2/6 PLATE 13A, PERFECT R

(Ex. Field).

Stamps 22.75mm in height.

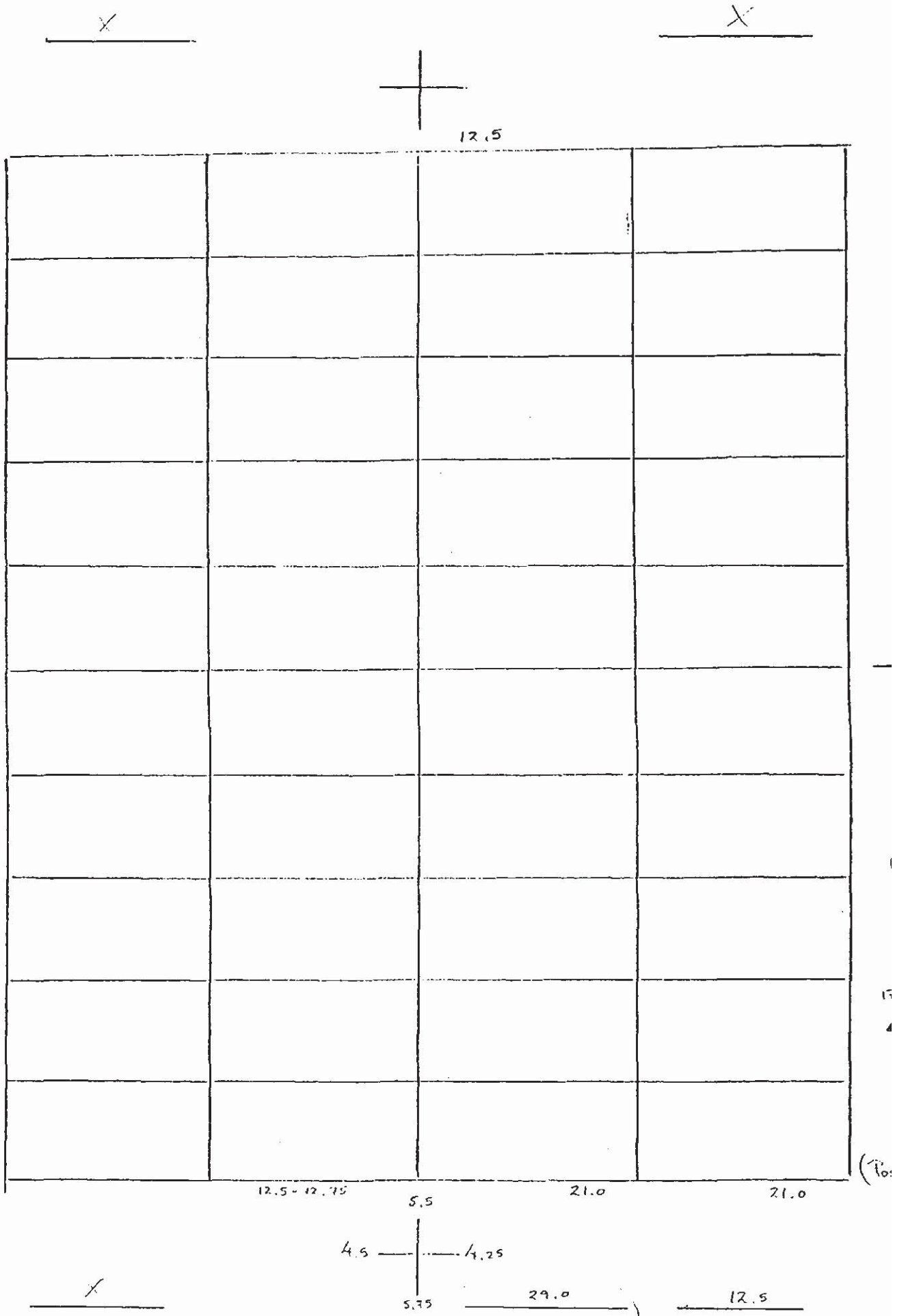
From the lower three rows (block of twelve).

FEATURES OF THE PLATE:

Marginal Lines;

Strong extra line under No. 39, which is 29.0mm long.

REF; Private Collections.

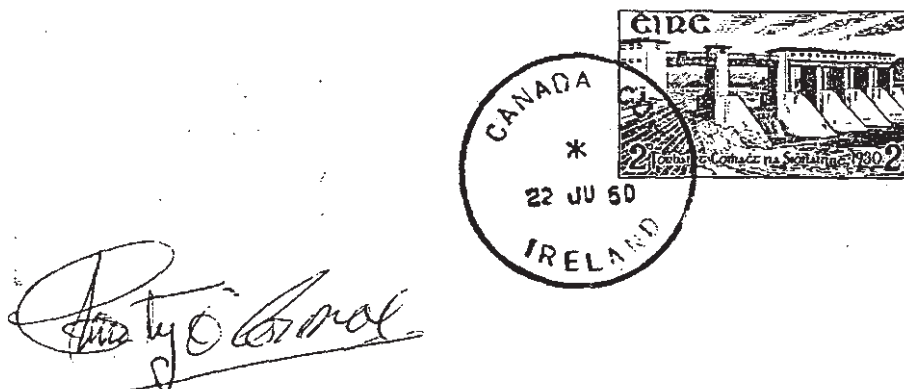


GOLF AND IRELAND (Part 2)
C T Murphy

This is the second part of a series on the theme of GOLF in Ireland. Much of the material is reprinted or based on the research published in 'TEE TIME' Journal of the International Philatelic Golf Society) of December, 1993 - Issue number 26. My thanks to Stuart MacKenzie, editor of 'TEE TIME' for the necessary permission to extract the material for this series on Golf in Ireland.

THE CANADA CUP - Portmarnock, 1960

The Canada Cup competition was inaugurated in the United States in 1953 as an International Team event for professional golfers with the intention of spreading national goodwill. Each country is represented by two players, the best team aggregate over 72 holes are the winners of the Canada Cup. The individual with the best score wins the International Trophy. The Canada Cup has since been replaced by the World Cup.



CANADA CUP skeleton handstamp - 22 JU 60 on card, with signature of golfing great Christy O'Connor snr.

The eight Canada Cup was played at Portmarnock in 1960. Postal facilities were available on course and a skeleton type datestamp was used on mail posted there between June 20th and 25th, inclusive.

No examples for the 20th are known to date.



CANADA CUP skeleton handstamps - examples of June 21st to 25th inclusive; there is no known recorded example of June 20th.

The United States combination of Sam Snead and Arnold Palmer won the 1960 event with England the runners-up. The individual winner was Flory van Donck of Belgium who won the International Trophy.

THE ALCAN INTERNATIONAL CHAMPIONSHIP - Portmarnock, 1970

This short lived Championship which was started in 1967 was played for the third occasion at Portmarnock in 1970 - there being no event the previous year. The winner was Dubliner Paddy Skerritt with a score of 286.

Postal facilities were available on course and mail received a skeleton type datestamp between September 14th and 20th, 1970. No special covers were produced.



MILEAGE MARKS: A CRITICAL REVIEW (Part 2)

C I Dulin

In Part 1 of this critical review of mileage marks (JOURNAL june 1995 / 2-95), the anomalies and leads to 'missing' marks were examined. In this part it is intended to dwell in some depth on the marks that are known and, in particular, to see how they varied. The variations are not those of spelling or contractions, for which the reader is directed to Moxter's booklet ('DIE MEILENSTEMPEL DER IRISCHEN POST 1808-1839', 2nd edition; published by the FAI, 1984), but rather the actual mileages indicated.

As before, the basis of the analysis is based on the accumulation of data collected from the author's collection, Moxter's listings and other sundry, but confirmed, data. Also, as previously noted, much of Moxter's data is still subject to confirmation in terms of mileage marks noted for specific years. For the purpose of this exercise it is taken as correct and, of course, is subject to revision. The anomalies in the data do not, in general, greatly affect the overall conclusions drawn although they should not be taken as absolute.

KNOWN MARKINGS:

Firstly, it is interesting to examine the known mileages to get an indication of data still lacking. For this purpose the number of known mileage marks was analysed on a yearly basis (1808 to 1839) compared with the existence of post towns each of which should have been issued with a mileage hand-stamp. The overall picture is as Fig. 1 where the percent of mileage marks is compared with the number of post towns.

As may be seen, there is a steady growth of known markings up to the end of the 1820s and thereafter a decline in the 1830s. Thus in the first year of issue, 1808, it may be seen that the percentage was around 15%, rising to about 75% in the 1828/1830 period and then falling to around 50% by the end of the 1830s. In other words, while about 1 in 6 of the possible mileage marks are known for the post towns that existed in 1808, a good three quarters are known for the late 1820s period. However, it is necessary to show some caution in interpreting these results. They can be due to the scarcity of data for the early period or simply that all the post towns had not been issued with hand-stamps.

In all probability for the earlier period the low percentage might be attributed to a combination of the two factors. That is, not all the post towns were issued with hand-stamps immediately with their introduction spread over a period of a few years and that, undoubtedly, the earlier the period the greater the scarcity factor. For the late 1820s period,

however, it would seem that by the time all offices should have been issued with hand-stamps and that although three quarters are known for each year, most of the 'missing' quarter could be expected to exist.

After 1831, of course, the data tends to lose its meaning since the mileage mark, as such, was no longer strictly necessary and what appears is simply the continued use of the hand-stamp for convenience rather than meaning. A separate study of the hand-stamp replacements is under way, but much more data is required before it can be meaningfully dove-tailed with the mileage marks. Also, as was noted in the previous article, many offices were relegated to sub-office status but nevertheless continued to use their old hand-stamp.

For the collector, the data would seem to indicate that early (say pre 1815) markings are probably of more significance than those for the later period and, of course, that much more scarcer to find. However, there also seems to be plenty of scope in the 1820s period where specific year mileage marks for 1 in 4 post towns are still not recorded. This, of course, is apart from the 'missing' markings that were indicated in the first part of this article.

INDICATED MILEAGES:

An aspect of mileage marks that has proved fascinating to collectors is the difference between the mileage indicated in the hand-stamp and that indicated in the directories. Although it has been known for a very long time that differences have existed between the two, until now this has only been superficially examined. Given in Fig. 2 is the number of mileage marks that agree with the directories for the 1808 to 1839 period. It is also necessary to explain the basis of the data selected for this exercise. Essentially, the directories gave but a single mileage for a given year. By contrast, there could be more than one hand-stamp in apparent use. That is, for a given year more than one mileage mark could exist for a given office. The greatest number seen (for a given year at a given office) is three, although usually one was the norm. This variation still cannot be defined with any exactitude with the data accumulated thus far. For the purpose of the graph, which is only indicative and certainly not definitive, if one of a given number of mileages from different hand-stamps was equal to that given in the directories then it was included in the base data. Also for the purpose, agreement was defined as literally absolute agreement and not within a mile or two.

As may be seen, the number of mileages that showed equality with the directories was quite low for the early period rising to about 145 for the late 1820s. Nominally this seems to indicate that initially there were relatively few mileage marks that equated their mileages to the directory mileage, but by

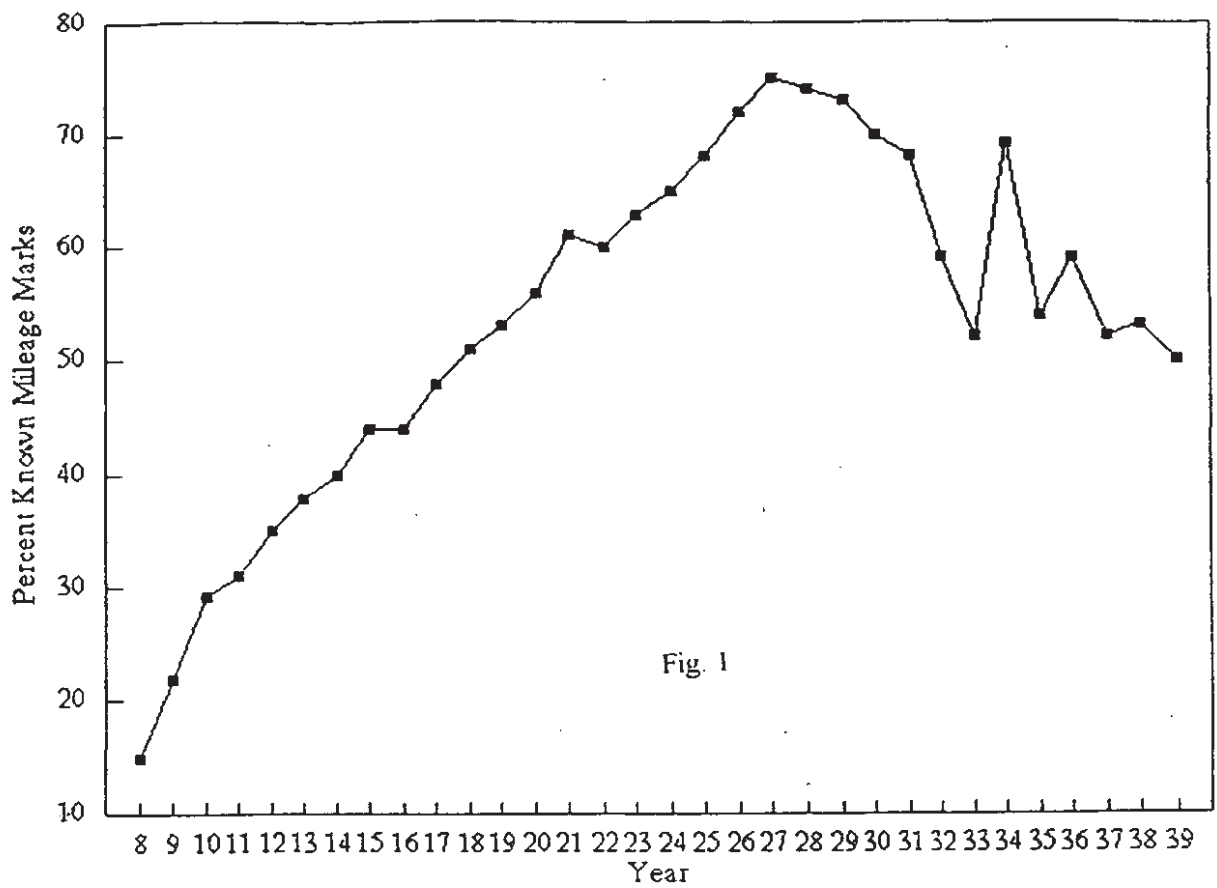


Fig. 1 - percent known mileage marks compared with number of post towns

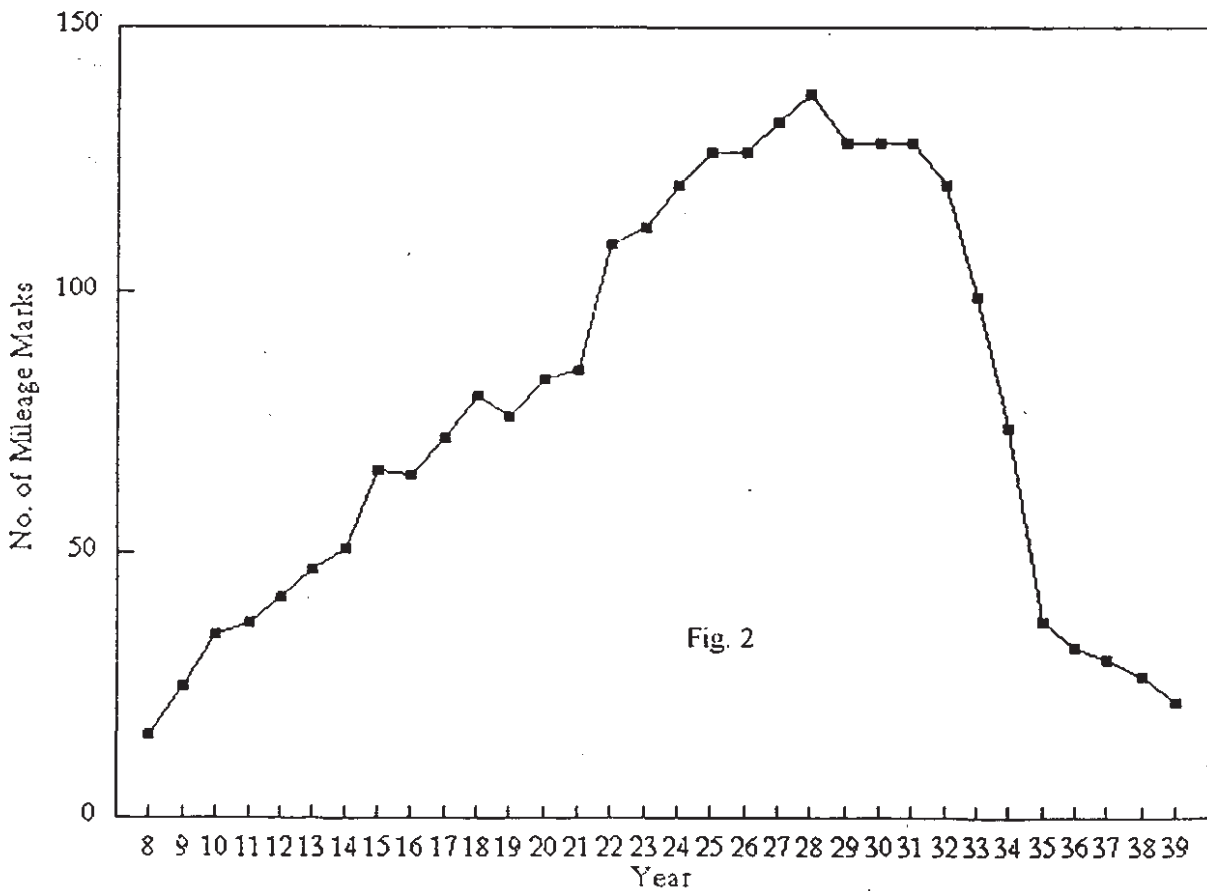


Fig. 2 - number of mileage marks equal to directory mileage

the late 1820s the number had increased considerably. Again, caution is necessary in interpretation, for as seen from Fig. 1 the number of mileage marks known for the earlier period is low.

What is needed is a combination of the two and this is shown in Fig. 3 where the percentage of known markings showing equality with the directories is given. Thus in real terms, equality is about 1 in 3 for the early period and rises to about 1 in 2 for the late 1820s. Apparently then there appears to have been a conscious effort to equate the mileage marks to the directory entries up to about 1831. After this date the percentage equality dives, but by then the mileage marks, per se, had ceased to have their earlier significance.

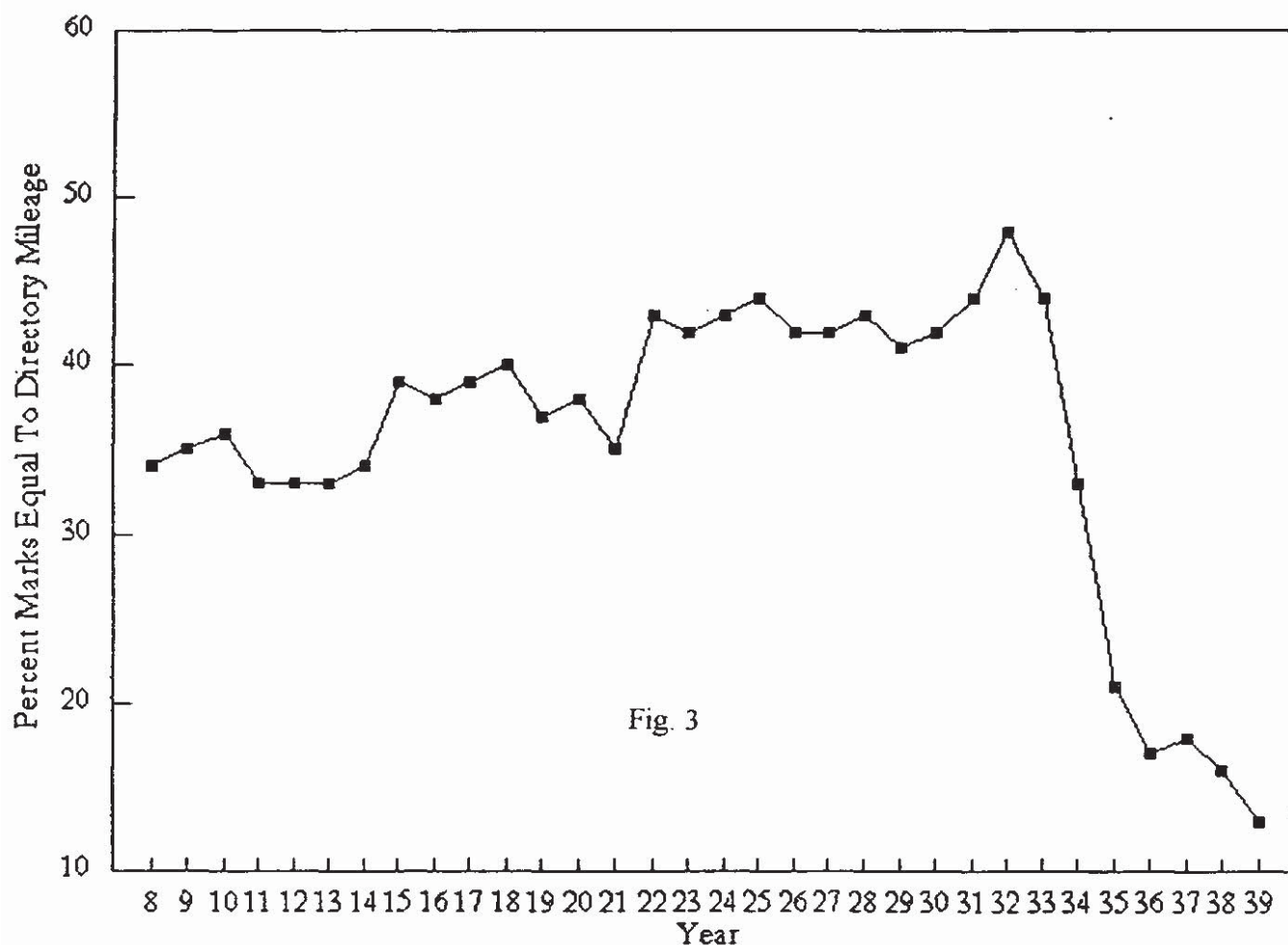


Fig. 3 - percent known mileage marks equal to directory mileage

MILEAGE MARK HAND-STAMP VARIATIONS:

An adjunct to the mileage mark equality to directory mileages is the variation in the different mileages in the hand-stamps of a given office during the 1808 to 1839 period. In terms of what has been recorded, these are (at least to the author) somewhat surprising.

Percentage of hand-stamps with different mileages:

Number	Percentage
1	62%
2	28%
3	9%
4	1%
5	1 only

The office showing the greatest number of mileage mark hand-stamp variations (5) during the period was LONDONDERRY, while there were four offices showing 4 different mileages (CASHEL, DUNGANNON, TUAM and WATERFORD).

That there were nearly two thirds that showed but an invariable single mileage seems to suggest that the actual mileages indicated was not overly important to the majority of offices. As will be shown in the next installment, this was certainly true as far as postal rates were concerned. On the other hand, over a third did deem it necessary to effect some change. Why this should have been is largely conjectural, but certainly it raises the question of whether English or Irish miles were part of this story. This, of course, is quite apart from the changes in the roads and their routings.

IRISH AND ENGLISH MILES:

While of some intrinsic interest, the statistics presented thus far are not terribly philatelically significant other than in overall descriptive sense. Of more import is whether the mileages indicated in the hand-stamps were in Irish or English miles. Here the directories are unequivocal, for they invariably indicated what the standard units were. For the mileage marks it often appears as a question of how long is a piece of string.

In this connection it is also necessary to try and define what is meant by a mile - English or Irish. Confining the context to the 18th and 19th centuries, the English mile was moderately constant in being defined as $69\frac{1}{2}$ miles to a degree although much later this was refined to 69.157 statute miles to a degree.

This type of definition derived from the early map makers who had divided the world into 360 degrees for cartographical purposes. The French, after the Revolution, were much more sophisticated in defining their metre although based on a similar approach.

The key problem was, of course, in attempting to measure the circumference of the world. As these measurements were refined

so was the accuracy of the computation in defining a standard unit of length.

The Irish mile was based on local units and related to the English mile. The relationship showed enormous variation according its source.

Thus the definition may be found in equivalent English miles to the degree as -

- 50 (1700),
- 50 (1712),
- $54\frac{1}{2}$ + 14 holes (1777),
- $54\frac{1}{2}$ + 34 holes (1793),
- 54 miles, 4 furlongs and 189 yards (1815),
- 54.32 (1832) and
- $54\frac{1}{2}$ (1840).

Sometimes when an Irish mile was given without a reference (that is not calculated from a degree) there were even greater variations.

In the same year 1814, two 'standard' references gave the Irish mile as 3038 English yards (Barrow) and
2200 English yards (Watkins Cyclopedia).

Continental map makers were a little better. For example, French early 19th century -

11/14 English equals one Irish (2223 yards);

Italian c.1795 -

4% of a Grado (2563 English yards).

For computational purposes in what follows the ratio of an English to an Irish mile has been taken as an approximate 1.27. Since mileage in both the directories and the hand-stamps were rounded up to integers (the only exception is the 1799 directory where distances were given to the nearest half mile, but that date is, in any case, outside the scope of mileage marks) it is felt that this is fairly reasonable.

In examining the data to hand, the ratio of directory mileage to mileage mark mileage (where known) was calculated for each year. Up to 1825 the Watson directories were in Irish miles and in English miles from 1826 to 1830 reverting to Irish miles again in 1831. The Irish directories (from 1832) were in Irish miles except for 1834 where both Irish and English were given. For computational convenience, all were converted to Irish miles.

If the ratio of mileage mark to directory mileage was 1 (or reasonably close to it) then it could be reasonably inferred that the hand-stamp was in Irish miles, If, however, the ratio was in the region of 1.27 then it was possible but not conclusive) that the hand-stamp was in English miles.

If all the known mileage marks are compared with the directory entries then an interesting pattern emerges. Between 1808 and 1821 the mileage mark ratio averaged 1.04 (the only exception was in 1808 where the ratio was 1.06). After 1821, that is between 1821 and 1839 the ratio was invariably .99 or 1.00.

In other words, up to 1821 the mileage marks, on average, were around 5% higher than the directory indication while after that date the mileage mark and the directories were virtually the same. However, while there is some note, the real value of the ratio test is in trying to determine whether some mileage marks were in English or Irish miles.

In earlier studies (principally Dr Stafford Johnson in articles appearing in the PHILATELIC ADVISER, 1938) the conclusion had been reached that of all the mileage marks known only ATHY differed in showing English miles rather than Irish in its hand-stamp. Certainly there is much to support this view, for after a few years the mileage in the hand-stamp was changed so that the mileage mark and directory miles were the same (from 41 to 32). The question to be answered was if ATHY was unique in this respect or were there other cases. Again there were surprises.

ATHY -

had a ratio of 1.28 from 1808 to 1816 and thereafter was 1.00. Thus there is a strong indication that the mileage mark in earlier years was probably in English miles. This post town is also easier than most to examine in that for whole 1808 to 1839 period the directory mileage was a constant 32, while between 1808 and 1814 there was a single mileage mark (41) and after 1816 again only a single hand-stamp was used (32). For the 1814-1816 period, both mileage marks were in use.

CASHEL -

while more complicated than ATHY, there are also strong indications that this post town also had mileage marks that, for a period, were English rather than Irish. The directory mileages were 77 (1808-1821), 79 until 1831, 85 between 1832 and 1838 reverting to 79 in 1832. Mileage marks recorded are 98 between 1808 and 1813, unknown for 1814-1815, a single 94 for 1816, 96 for 1817-1821 and an overlapping 79 between 1819 and 1832. No mileage mark is recorded after this time. In essence, there is a ratio of 1.27 between 1808 and 1813, unknown for 1814-1815, 1.22 for the solitary 1815, 1.25 for 1817-1821 and virtually 1.00 thereafter.

The implication is that certainly between 1808 and 1813 the mileage mark was English and possibly this extended up to 1821. The solitary marking quoted for 1816 (94 according to Moxter) may also be an error.

PORTAFERRY -

this was a major surprise. There has never been a suggestion

previously that the mileage mark of this post town was in English miles, but all the evidence seems to clearly point to that conclusion. The directory mileage of 81 was maintained from 1808 to 1821 and from then on was 101 until 1830 and 102 to 1839. Only one mileage mark, 101, has been recorded and this covers the span from 1812 until 1839. Thus with a ratio of 1.25 from known markings spanning the period 1812 to 1821 and then with a ratio of 1.00 or .99 after this, it is comparable to ATHY for unambiguity.

TIPPERARY -

an even greater possible revelation was Tipperary. Although not as clear cut as the others, with a ratio of 1.26 from 1808 to 1815 (directory mileage 86) and just a single mark (of 108), it is a likely candidate. Somewhat surprisingly, no mileage has been recorded for this sizable post town for the years 1816 to 1821.

Mitigating against a wholesome acceptance as an English mile candidate is the odd ratio of 1.16 for the 1822 to 1826 period when its other mileage mark of 100 was in vogue. Thereafter a ratio of 1.00 for 1826-1827, but, again oddly, no mileage mark has been recorded after these years.

There are two other possible post towns which may show English miles in their marks, but thus far there is not really enough data to be at all positive.

CAPPOQUIN -

this may be a candidate, having a ratio of 1.30 or 1.29 for the 1810 to 1815 period (directory 97 or 98, mileage mark 126). No markings are known after that date until 1823 and 1824 when the ratio appears to have been 1.18. There is a gap of known markings until 1831, but after that the ratio was 1.00. However, with the directories having four different mileages and the existence of three known mileage marks, more data is required for confirmation.

SLANE -

here there is a dearth of data for the critical period. No mileage mark is known until 1817 although the office was open from 1808. However, for the 1818 to 1821 period the ratio is about right at 1.25 (24 directory and 30 mileage mark) and then the ratio of 1.00 until 1831. No mileage mark is known after that year.

RATIO VARIATIONS:

It would be quite wrong to leave the impression that all the ratios fall into neatly categorised groupings. While over 95% of the post towns show a variation of less than plus or minus

10% compared with the ideal ratio of 1.00 for the whole 1808 to 1839 period, there are about 20 which do not. In general, there are few which show a ratio of less than 1.00 (the lowest is 0.89 for ROSCOMMON) and of the others most lie in the 1.10 to 1.20 ratio. These deviations cannot be reasonably explained by the assumption of English instead of Irish miles in the hand-stamps. Some are due to change of hand-stamp mileage at about the same time as directory mileage change, but even here there appears little to satisfactorily solve the problem as to why the deviations were, relatively, so great.

There are only two offices which lie beyond the English mile ratio (range 1.25 to 1.30). These are BROADWAY and DUNGIVEN, both of which have a 1.40 ratio for an appreciable period (1811 to 1821 and 1816 to 1821 respectively). Both revert to 'normal' ratios after 1821 (1.00 and .96). In the case of BROADWAY the directory entry is constant at 57 between 1808 and 1821 and then leaps to 81 or 80 after this. This strongly suggests that the directory entry was initially incorrect and should have been 75 not 57. Why, if this assumption is correct, the error was perpetuated for so many years is difficult to understand although when rates and mileages are examined in the next instalment some excuse may be found.

For DUNGIVEN there can be no such possibility. For the 1808 to 1821 period its directory mileage was 99 before settling at 144 (followed by other mileages 145, 138 and 129) which roughly corresponds to the mileage mark. Not only may the possibility of figure reversal be discounted, but also the possibility that it may have been confused with DUNGARVAN (at 117).

For many of the errant ratios it is probable they were due to the different routes and changes of routing taking place. For much of the early period there were three main roads leading to Dublin and when changes were made to the roads then if a given section had its mileage changed then, theoretically, there should have been a domino effect, so that all the mileages further along the route would have to be revised. In practice, it is doubtful if this occurred on a regular basis. However, by examining the data, there is no doubt whatsoever that a really major revision of mileage reporting did occur between 1821 and 1822.

There are abundant files in the archives relating to the road works that took place in Ireland during the mileage mark period. However, extracting the data and relating it to published mileages or mileage marks would be a fairly colossal undertaking. Whether it is worth doing is debatable, for at this stage much more data is needed on the mileage marks themselves especially for specific years and periods. This data can only come from collectors.

In the next part (December JOURNAL) the more important task of relating rates and mileage marks will be considered. After all, this is the crux of the mileage mark investigation.

WHATS IN A NAME?

G Etoe

Someone once said "A Rose by any other name would smell as sweet". That may well be true, but can you imagine Daniel O'Donnell singing "Clog of Tralee?"

Speaking of Tralee makes me think of Ireland. Clogs remind me of Lancashire. Where does one wear Clogs? On the feet of course. Confused? You may well be by the time you have read this article! What has this got to do with Philately? Especially Irish Philately?

Well to be quite honest I must admit, not a lot, but read on because I believe that Postal History is a continuing process. Having searched in vain for an undiscovered branch of Postal History I have decided to invent my own. It all started like this:-

Now I have been blessed with what one might call a "Peculiar" name. I find that people with peculiar names usually find it easier to ignore mis-spellings and I am no exception. I will answer to anything, so being called EBOE, ITOE, etc really does not bother me.

However a recent episode really proved too much for me to bear. I happen to reside in Lancashire a County with a history and beauty quite extraordinary.

General Post Office Dublin 1 Ireland.



George Itoe
106 Roebuck Street
Ashton on Rubble
Preston PR2 2BQ
England

The town of Preston in Lancashire is built on the banks of the river Ribble. It used to boast a thriving port, now sadly being gone, but the trade links between Ireland and Lancashire are well documented. However to get to the point of my story I have recently been corresponding with the Irish Philatelic Service and by co-incidence two letters arrived on the same day.

Now as I said before I have no objection to people mis-spelling my name, but to describe my area of Lancashire as ASHTON ON RUBBLE?? really had me crying in my Guinness.

RANDOM JOTTINGS

Senex

Living in Wembley it was, I suppose, mandatory that I attend 'Stamp 95' - the International Stamp Exhibition held at the Wembley Exhibition Centre. This was officially supported by STANLEY GIBBONS and the ROYAL MAIL.

Quite a good fair, not so many dealers as STAMPEX but some twenty or so National or 'issuing' Post Offices including An Post. There were also five expert talks a day of general interest, the same lectures being repeated on each of the four days and also a stand from the NATIONAL POSTAL MUSEUM.

Visitors on the Saturday could plainly see the difficulties in making advance bookings for a time and place. Not only was 'Stamp 95' on but the hundred yards away on the Saturday were 75,000 or so people attending the Rugby League Cup Final and a hundred yards away on the other side over the weekend were 10,000 or so people in attendance at the National Basketball Championships. Whether one came by private or public transport there were problems!

London, of course, holds many auctions every month, ranging from the International Houses like Phillips and Harpers but also many smaller general auctions. It is always interesting to go through the Irish items to see if one's own knowledge is better than the catalogues! At the large auctions recently, prices realised were usually far above estimate with items of a specialized interest at a premium.

At a recent auction at Phillips there was a small collection of bus and rail Irish parcel tickets which had an estimate of £180. The bidding opened and closed at £560 and when one adds the odds and ends on that the final paying price was £625. A good place for the seller but not the buyer!

Other auctions depend on who is in town that day - prices rising if foreign dealers or their agents are around.

At a smaller auction recently one German dealer held his card up until all other bidders were out and bought all 22 Irish items. The exchange rate for him was so beneficial that what is expensive for us is otherwise for him.

A recent acquisition of mine recently was an 1876 registered envelope - 2d embossed blue circle - used from Limerick to Dublin. One of my difficulties knowing the range that encompasses one new item - is it listed in some booklet or article. Of course the problem arises as to whether one paid a silly price for it or got a bargain. As a collector with an interest in GB used in Ireland how does one find out if the postal stationery was only sold at City post-offices or had a limited circulation.

This can be extended further to the Victorian stamp plates - were all the plates issued in Ireland? Were they easily obtainable or limited to certain post-offices? Having a reasonable guide or listing can be a two-edged sword it

may give a form around which to build a collection but it does stop the accumulation of material and knowledge by yourself tackling the subject from one's own unique point of view.

At a London fair I picked up two rather tatty wrappers - which can be cleaned to improve appearance - from Tullamore to Back Lane. Both had a two lined handstamp in red - PORTABELLO HOTEL / PENNY POST on the front.

I understand that the Hotel was a receiving house for the canal boats and post was transferred en route for delivery to Dublin. All fairly straightforward but, was the service used in reverse? Did post go to the Portabello Hotel for transfer to boats to deliver to places along the canal? Was there a temptation to by-pass the postal services and send post directly?

THE RUGBY WORLD CUP (Revisited)

C T Murphy

In the last issue of the JOURNAL (June '95 - 2/95) mention was made of the An Post issue to commemorate the 1995 Rugby World Cup hosted, of course, by South Africa.

Now that the event has been concluded, and with some satisfaction as a supporter of the 'boys in green' who enjoyed some success, a word perhaps on the 52p value. For some reason I neglected to add the background to the illustration on that particular stamp.

The 52p value shows an Australian player (in yellow) 'going to ground' - presumably in the act of scoring a 'try' as two Irish players vainly attempt to impede the impending score.

Comparing this illustration with the scene when Michael Lynagh scored the try against Ireland in the quarter-finals of the 1991 Rugby World Cup one can see clearly where the inspiration for the stamp design came from. Unfortunately that this score - in the last moments of the game - should have been the one shown! After all why not the score of Gordon Hamilton for Ireland in the same game which was voted the best 'try' of the competition?



The 52p stamp (left) and the actual moment of the 'Lynagh try'.