



Volume

1997

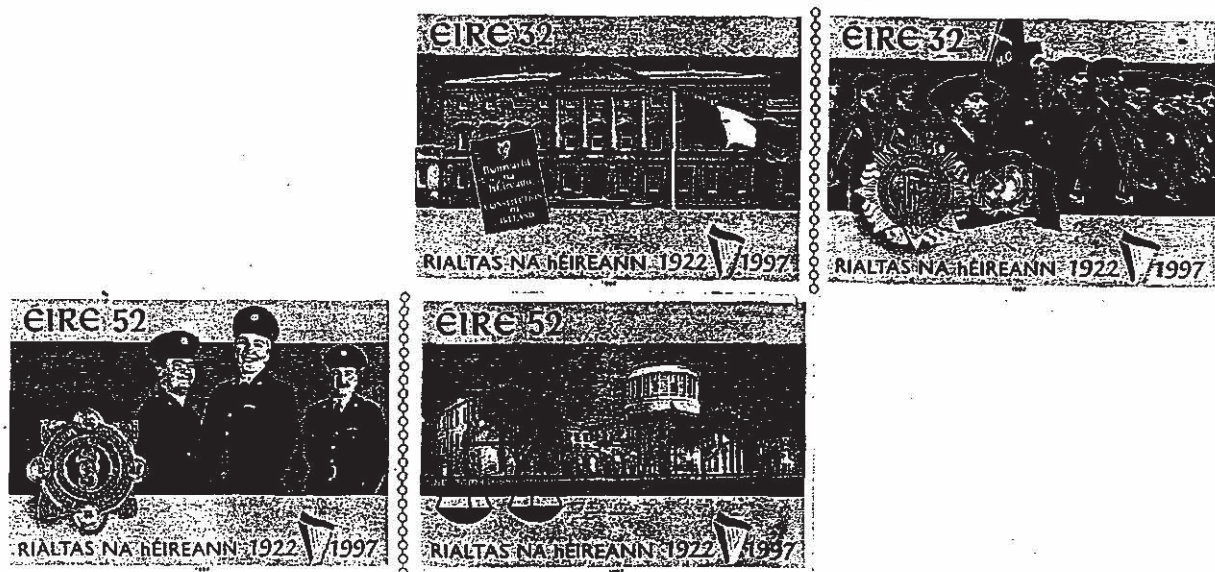
Issue No

2 / JUNE

Irish Philately

THE JOURNAL OF THE IRISH PHILATELIC CIRCLE

INSIDE THIS ISSUE - 1996 NORTHERN IRELAND REVIEW, MORE ON MILEAGE MARKS AND FURTHER RANDOM JOTTINGS FROM SENEX!



THE FOUR VALUES (above, top) RELEASED BY AN POST ON FEBRUARY 18th COMMEMORATING THE 75th ANNIVERSARY OF THE IRISH STATE. THE OVERALL SET WILL BE RELEASED IN FOUR PHASES; THE ABOVE CELEBRATES DEMOCRACY AND STATE INSTITUTIONS. TWO COMMEMORATIVE HANDSTAMPS WITH AN IRISH INTEREST FROM ROYAL MAIL (BELOW) - 82nd ANNIVERSARY OF THE SINKING OF THE LUSITANIA (left) AND AN OSCAR WILDE CENTENARY (right).

IRISH PHILATELIC CIRCLE

- Editor - Colm Murphy
11 The Mariners, Valletta Way, The Esplanade,
Rochester, Kent ME1 1FB
- President - Keith Jamieson
- Vice-Presidents - Michael Priestley
Jacques Renollaud
Paul Appleby
- Secretary - Peter Wood
- Treasurer - George Etoe
- PRO - Edward Margiotta
- Auctioneer - Paddy Smithers
- Committee - Frans Hermse, Jan Kershaw, Finbar O`Mahony,
Edward Margiotta, Frank McDonald and William Moore
- Publications` Committee - Keith Jamieson, George Etoe, Frans Hermse,
Finbar O`Mahony and Patrick Williams
- Regional Secretaries - John Lennon (Ireland)
Edward Margiotta (Southern England)
Dr Victor Hale (Northern England)

December 1997 - Issue 2/97

LETTERS		page 27
NEWS & VIEWS		page 27
1996 NORTHERN IRELAND REVIEW	Alan Kane	pages 28/32
MILEAGE MARKS	Hugh McGoldrick	pages 33/42
RANDOM JOTTINGS	Senex	pages 43/44
GIANT`S CAUSEWAY	Rev Jim Stothers	pages 45/46
CURIOUS HANDSTAMP	Tim Stephens	pages 46
£1 CARRICKFERGUS RE-INGRAVED	Alan Kane	pages 47/48
EARLY POST TOWNS IN ULSTER	AW Graham	page 48

LETTERS TO THE EDITOR

Sir,

LATE MAIL

With regard to Tim Stephens' letter on LATE MAIL (IP, September 1995, 3/95), I think that he may have fallen, into a trap that we have all experienced - confusing LATE MAIL with LATE FEE. The LATE MAIL cachet was applied to letters that went by the evening (or overnight) dispatch as opposed to the day dispatch. The LATE FEE cachet was quite another thing. This enabled the sender to post a letter (at a premium, or extra fee) after the normal evening collection was closed.

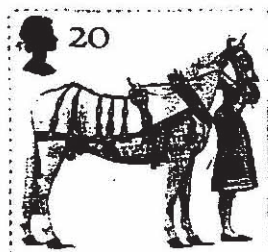
I am not quite certain whether it has ever been definitely established what exactly the code letter represented, but almost certainly it corresponded to the time of dispatch. Thus, for Belfast, there was probably an evening - A - and an overnight - B dispatch. The marking is known in both red and black, although red was the usual colour. The circular type of Belfast LATE was supplanted by the straight line type sometime in the 1840s - again, I do not believe an exact date - or year - has been established.

Cyril Dulin, Geneva.

NEWS AND VIEWS

The next few weeks sees a wide range of material being issued for the Irish philatelist. The *EUROPA* set will be issued this month and July sees the arrival of issues for *LIGHTHOUSES*, *KATE O'BRIEN*, *DANIEL O'CONNELL* and *METHODISM*. What with new definitives, philatelic show souvenirs, booklets and the 75th Anniversary of the State issue (s) there is much material flowing from An Post this year.

Royal Mail appears to be following this trend of over-kill; from the Irish angle there is already, this year, issues for *St Columba* and *Bram Stoker/Dracula*. In July the *ALL THE QUEEN'S HORSES* issue includes the 20p St Patrick. Handstamps continue to abound with further for *St Columba* and *Stoker/Dracula*. These are illustrated below as are others of Irish interest on the front cover of this issue of the *JOURNAL* - *Oscar Wilde* and the *Lusitania*; unusual commemorations to say the least!



IP



27



June 1997

1996 NORTHERN IRELAND REVIEW

Alan Kane

- Apologies to Alan and to members; this article should have been included in the March issue of the *JOURNAL*. Alan's review of the philatelic scene in Northern Ireland completes the year - 1996 in this case - from the Irish philatelic angle. -

Slogan Cancellations

1996 was a very hectic year for the collectors of slogans with a lot of surprises thrown in to catch people out. The Royal Mail's *BRITISH POSTMARK BULLETIN* announced fifteen different slogans and three of these were reused later in the year. Three of the slogans -

ADVISE IS OFTEN THE BEST MEDICINE,
ROYAL MAIL 0345 740 740 CUSTOMER SERVICES and
YOUTH SERVICE WEEK

were only used at Belfast. The rest had general use throughout the United Kingdom.

Like last year, only Belfast was announced as using the new design of the CHRISTMAS slogan. So again I wrote to all the sorting office managers asking for an example of their Christmas slogan on my stamped addressed envelope. Only DUNGANNON did not reply and I have not seen any examples of their Christmas posting. BANGOR sent theirs back with a POSTCODE ENQUIRY LINE slogan and the manager from NEWRY wrote to tell me they no longer perform outward sorting and their stamp-cancelling machine is only used for back-stamping mis-sorts and does not have a Christmas slogan.

LONDONDERRY had at least two examples of the new slogan. ANTRIM used the very old A HAPPY CHRISTMAS THE POST OFFICE whilst the rest used the HAPPY CHRISTMAS PLEASE POST EARLY slogan which has been around for a number of years.

I believe that a number of towns only cancel mail that is to be delivered in their own area. Looking to the future I would think that there will probably be just one of maybe two sorting centres with cancelling facilities for the whole of Northern Ireland - BELFAST and LONDONDERRY.

My thanks to fellow *IRISH PHILATELIC CIRCLE* members and to the *BRITISH POSTMARK BULLETIN* for help with this article.

The listing is as follows -

1] January 2nd to March 3rd, 1996

HAVE A BREAK NESTLE KIT KAT

Only used at Belfast - new design from the previous year.

- 2] January 8th to January 27th, 1996
ADVICE IS OFTEN THE BEST MEDICINE DHSS
Used at Belfast - same slogan as November, 1995.
- 3] January 29th to February 10th, 1996
KEEP IT SECRET SEND A CARD FOR VALENTINE`S DAY
Used at Belfast.
- 4] February 19th to March 3rd, 1996
WALT DISNEY WORLD INSTANT WIN AT THE POST OFFICE
Used at Belfast - unannounced.
- 5] March 4th to March 17th, 1996
MOTHERS DAY MUM`S CARD IS MORE SPECIAL BY POST
Used at Belfast.
- 6] March 4th to April 7th, 1996
60 YEARS OF THE NESTLE QUALITY STREET 1936-1996
Used at Belfast; this is a new design from the 1995 slogan.
- 7] March 18th to March 24th, 1996
WALT DISNEY WORLD INSTANT WIN AT THE POST OFFICE
Used at Belfast - repeat campaign.
- 8] March 25th to April 7th, 1996
SEND A LITTLE HAPPINESS POST A CARD THIS EASTER
Used at Belfast.
- 9] April 29th to May 19th, 1996
9 MAY EUROPE DAY
Used at Belfast.
- 10] June 3rd to June 16th, 1996
SEND A LITTLE HAPPINESS POST DAD A CARD THIS FATHERS DAY
Used at Belfast.
- 11] June 17th to July 7th, 1996
PLEASE REMEMBER NEW POSTAGE RATES FROM 8 JULY
Used at Belfast.
- 12] August 5th to September 1st, 1996
TRAVELODGE UK WIDE RESERVATIONS CALL FREE 0800 850 950
Used at BELFAST.

13] September 2nd to November 3rd, 1996

HAVE A BREAK NESTLE KIT KAT

Used at Belfast - repeat campaign.

14] September 2nd, 1996 onwards

ROYAL MAIL 0345 740 740 CUSTOMER SERVICES

Only used at Belfast.

15] September 16th to September 28th, 1996

SEND A CARD FOR GRANDPARENTS DAY 28th SEPTEMBER

Used at Belfast.

16] October 28th to November 19th, 1996

YOUTH SERVICE WEEK 4-10 NOVEMBER 1996 CONTACT 0123 643882

Used at Belfast.

17] October 28th to December 29th, 1996

60 YEARS OF NESTLE QUALITY STREET 1936-1996

Used at Belfast.

18] December 2nd to December 22nd, 1996

A CARD MAKES EVERYONE`S CHRISTMAS

Used at Belfast - announced. Used also at Londonderry unannounced.

This slogan was still in use at Belfast on January 2nd, 1997.

The following is a list of slogans and their dates of use at Belfast seen by me; there could be others that were not announced.

a] POST CODE ENQUIRY LINE - January 2nd, January 20th, February 16th, May 14th, September 9th and December 3rd.

b] QUALITY STREET (old design) - January 2nd.

c] KIT KAT - March 8th and March 18th.

d] WALT DISNEY - April 4th. Used in the standard position.

e] BUSINESS SERVICES - April 10th and November 17th.

f] QUALITY STREET - April 16th and April 22nd.

g] NEED A POSTCODE - June 14th, July 21st, November 12th and December 2nd.

h] NEW POSTAGE RATES - July 15th, July 22nd and August 7th.

i] BRITISH PHILATELIC BULLETIN - September 19th.

j] KIT KAT (old design) - September 30th, October 14th and November 2nd.

All Belfast slogans are in the transposed position - that is the slogan to the left, except on the one occasion mentioned earlier. The rest of the

towns in the province use their slogans in the standard position - the slogan to the right of the town die.

From the examples I have seen the POSTCODE ENQUIRY LINE slogan was used everywhere except Enniskillen, PASS ON YOUR POSTCODE, Londonderry, WAVY LINES and Omagh BE PROPERLY ADDRESSED POSTCODE IT.

Illustrations -



fig 1 & 13



fig 2



fig 3



fig 4 & 7



fig 5



fig 6 & 17

Send a little
happiness
POST A CARD
THIS EASTER

fig 8



fig 9

Send a little
happiness
POST DAD A CARD
THIS FATHER'S DAY

fig 10

Please Remember
NEW POSTAGE
RATES
FROM 8 JULY

fig 11



fig 12

Royal Mail
0345 740 740
Customer Services

fig 14

**Send a Card for
GRANDPARENTS'
DAY
28th September**

fig 15



fig 16

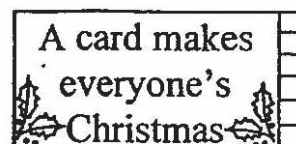
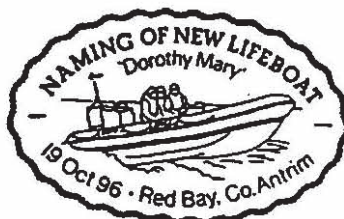
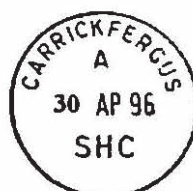
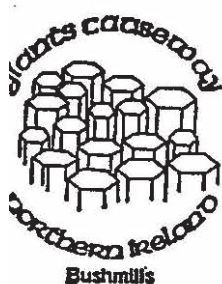


fig 18

1996 Special Handstamps

1996 saw the use of eight commemorative/special handstamps for use in Northern Ireland -

- 1] The first on March 17th was 1996 £1 FOR NORTHERN IRELAND at Limavady for the issue of a new one pound coin by the Royal Mint.
- 2 & 3] BELFAST AND CARRICKFERGUS SHC handstamps were issued on April 30th for collectors who want an operational style hand-stamp or a cancellation for fine used stamps.
- 4] May 31st saw the issue of a tourist souvenir handstamp from GIANTS CAUSEWAY BUSHMILLS.
- 5] A month later was NORTHERN IRELAND ONE POUND COIN CARRICKFERGUS on June 22nd.
- 6] Only six days later a handstamp was used for WILDLIFE TRUST STRANGFORD COUNTY DOWN on June 28th.
- 7] With the introduction of the new country stamps a FIRST DAY OF ISSUE BELFAST handstamp was used on July 23rd.
- 8] Finally on October 19th there was NAMING OF A NEW LIFEBOAT DOROTHY MARY from Red Bay, County Antrim.



MILEAGE MARKS

Hugh McGoldrick

In a recent series of articles by Cyril Dulin in *IRISH PHILATELY* entitled *MILEAGE MARKS A CRITICAL REVIEW*, Parts 1 to V, on the use of Mileage Marks in Ireland, from their inception in 1808 until their demise in the 1830s, it referred to the several changes in mileage to various Post Towns over the period mentioned.

This, in some cases, could be attributed to new sections of road being constructed, more direct not circuitous routes being used, hills cut away, new bridges built and so. By far the most logical answer for the changes in mileage to a majority of Post Towns, was the periodic changes in routing, as effected by the Post Office Riding Surveyors (Post Office supervisors), over the 20 odd years mentioned, the low mileage quoted in the Directories, were for Post Riding by direct route.

From 1789, when the first Mail Coach in Ireland from Dublin to Cork started, and through the 1790s, as more Mail Coach routes were being started and set into operation, nearly all of the Mail Coach contractors complained continually to the Post Office and to the Government, of the bad state of the roads in Ireland which their Mail Coaches travelled on. Roads were too narrow in places for passing other road users or when meeting returning Mail Coaches. There were dangerous ditches to the sides of the roads, hills were too steep for heavy coaches to climb and water lying on the roads. On one section of road by the Shannon near Limerick a man with a gauge pole had to travel in front of the Mail Coach to check the depth of flooding on the road before the coach ventured any further.

So, as a result of the continuous petitioning aforementioned, the Government proposed, in 1805, an amendment to a Bill already passed in the Irish Parliament for the repair of the Post Roads. It was 'The Irish Post Road Bill' (George III, IC43; Hansard, March 27th, 1805). Part of the Act reads as follows -

'for the repair of the Post Roads passed in the Parliament of Ireland in the 32nd year of the King, the object of the amendment was that the Postmasters maybe enabled to send the mails by Mail Coaches or otherwise, with greater safety and expedition, than could be done at present. From the poor state of many of the public roads in Ireland, which by the Bill should be repaired and altered, where the public convenience and advantage made it necessary, surveyors must be sent to examine and measure the ground wherever improvement has to be made'.

Survey was to be supervised by the then Postmaster Generals in Ireland, who had the task of finding surveyors and engineers and an overseer to carry out this huge task. All Post Road surveys in Ireland between 1805 to 1831 were under the supervision of the Post Master Generals and paid.

for by the Post Office. The costs of the repairs under the Post Road Act was undertaken by the Grand Juries appointed in each county in Ireland and paid for by all the counties that the Mail Coaches and Post Roads passed through. A tax of 4d an acre was levied on all farmers for this purpose and in Dublin a house tax was charged to all house owners for the repair of roads leading from Dublin.

So in July 1805, a Major Alexander Taylor was appointed Heading or Head Surveyor on the Management of the Post Road Survey. He had a salary of 500 guineas a year in addition to travelling expenses of 2/- a mile. In August, 1805, he appointed William Larkin, William Duncan, Sir Charles Cooke and a Mr Nimmo to assist him in the survey. They were paid four guineas a mile for the design, survey, maps and estimates of the repairs required to the Post Roads. This was exclusive of the Barony Maps for the Assizes and Grand Juries in every county.

Major Taylor came to Ireland from Scotland in 1793 as a military engineer on military service. He had left the army by 1805 and was managing part of the Dublin to Limerick Mail Coach road, Dublin to Naas and Kilcullen by Turnpike Trust. Also in August, 1805, the Irish Post Office, who had two Riding Surveyors from 1784 - George Webb and Robert Johnston, appointed a further three Riding Surveyors, Thomas Heron, William Featherston and William Eden Lees. Lees' father, John, was at that time Secretary to the Irish Post Office. They were appointed with salaries of £100 per annum with 10/6 per day travelling expenses. Their duties included the instruction and regulating the conduct of the Postmasters and to observe the conduct of the Mail Coach guards and Post Riders. They also had the power to establish new foot Posts or suggest new cross or by-posts to the Secretary of the General Post Office, for the speedy expedition of the mails in their respective districts, to which they were assigned to.

It is obvious that the Post Road Surveyors' main priority was first the Mail Coach Roads from Dublin to all the leading cities and towns in Ireland; Dublin to Cork, to Belfast, Sligo, Derry, Enniskillen, Galway and Limerick. The cross and by-post roads were to follow. The Post Roads Act was further amended in 1806 and 1812 making necessary the compulsory purchase of land from powerful landowners who were not willing to co-operate or part with land for road building and alignment.

We now reach the years 1807/1808 when Lord Clancarty, appointed Postmaster General with Lord O'Neill on May 13th, 1807, is busy reforming the various departments within the Irish Post Office. I believe he was the man responsible for starting the mileage rate of Posting in 1808. He had all the information from the Post Road Surveyors and the Post Riding Surveyors at hand, roads repaired, suggested routings etc.

The Mileage Rate of Posting was a proposal for the General Post Riding of the entire island comprising of the Cross posts in order to reach every

town and village in Ireland. It was started in 1808 with the aim to take the most direct routes possible to serve all Post towns with expedition. The Mail Coaches at the time were travelling at a very slow rate - 4 miles per hour. The Dublin to Belfast run of 80 miles took 20 hours to complete; Dublin to Cork took 30/32 hours. Towns and villages further en route from these cities were taking up to 2 to 3 days to receive their mail. The plan appears to have been made to use the Mail Coaches to strategic points; the Post Riders would meet the Mail Coaches from whence they would take the most direct route to serve as many Post Towns as possible on the way. At this point if we stop and look at the North of Ireland, to say serve the Post Towns of (A) Portaferry, (B) Coleraine and (C) Ballycastle.

(A) Mail for Portaferry would be put on the Dublin to Belfast Mail Coach to Newry which was 50 miles and 2 furlongs from Dublin. There are, of course, 8 furlongs to the mile. All mileage started from Dublin and was accumulated every step of the way to whatever Post Town. With the mail the Post Rider rode from Newry (50 $\frac{2}{8}$) to Rathfreland (7 miles and 2 furlongs - 57 $\frac{4}{8}$ miles) to Castlewellan (8 miles - 65 $\frac{4}{8}$ miles) to Downpatrick (9 miles - 74 $\frac{4}{8}$ miles). Then six miles to Strangford, giving a total of 80 $\frac{4}{8}$ miles. A boatman then takes mail across the bay to Portaferry. This gives a final total of 81 miles from Dublin. The boatman was paid £10 per year by the Post Office for this service. Kilcubben was in turn served - by Post Office or otherwise - from Portaferry some seven miles distant, making it 88 miles. By 1812/1815 it was 101 miles to Portaferry because of a change of routing; we still take the Dublin to Belfast Mail Coach to Dromore which was 66 miles distant from Dublin - from there a Post Rider rides to Ballinahinch, 74 miles, to Saintfield, 78 miles, to Cumber, 84 miles, to Newtownards, 87 $\frac{4}{8}$ through Greyabbey and Kilcubben and finally Portaferry at 101 miles; or serve back from Belfast (80 miles) eight miles to Newtownards, 88 miles. There were two different mileages quoted for N.T.ARDS - 87 and 88 miles). The reason being was because of the different routes the mail was served from. N.T.ARDS to Kilcubben, seven miles = 95 miles, then seven to Portaferry (66 $\frac{4}{8}$) - making it 102 miles exactly.

(B) to serve Coleraine; take the Dublin/Belfast Mail Coach to Dundalk, 40 miles; then a Post Rider starts his journey from there to Armagh - 62 $\frac{6}{8}$ (63 miles - via Newtown Hamilton) from Armagh to Blackwaterstown (66 miles) to Dungannon (73 miles) - to Stewartstown (77 miles) to Moneymore (83 miles), Maghera (92 miles). Garvagh, 100 miles, to Coleraine, 108 $\frac{1}{2}$ (109 miles). Branch from Coleraine to Bushmills 115 miles.

(C) to serve Ballycastle by Post Rider, again use the Dublin to Belfast Mail Coach to Banbridge (60 miles), to Lurgan (67 miles), to Ballinderry (73 $\frac{3}{8}$ miles - now Ballinderry Lower), to Crumlin (78 miles - branch between

those two to Glenevy [76 miles]), to Antrim (84 $\frac{1}{8}$ miles), to Ballymena (93 $\frac{4}{8}$ miles), to Clogh (99 $\frac{4}{8}$ miles/100 miles), to Ballycastle (113 $\frac{6}{8}$ miles/114 miles - branch at Clogh to Newtownglens [now Cashendall] - 109 $\frac{2}{8}$ miles). Branch from Antrim, 84 $\frac{1}{8}$ miles, to Randalstown, 88 miles, to Portglenone, 97. Branch from Ballymena, 93 $\frac{4}{8}$, to Ballymoney (108), 107 $\frac{4}{8}$.

And now you ask - how much is this costing?

When the first year's results of the costs of the Mileage rate of posting was released in November, 1809, it was a shocking additional expense of £4,671 -2s-2d. Lord Clancarty suddenly resigned as joint PostMaster General; was this the reason? It does look as if there is a connection. Lord Rosse was appointed in his place - again working with Lord O'Neill. Lord Rosse came from the Treasury Department with a background of good accountability for every pound spent or saved in that Department. He would have set out to reduce the deficit by whatever means necessary; starting at Dublin there would be a spot-check on the expense of the Post Riders going from the City to say a forty or fifty mile radius to towns and villages.

In particular the connection to whatever Lord, Government Minister, MP, Landed Gentry or similar as the Irish Post Office from the time of the Act of Union in 1800 always pandered to this class in society - as they were forever complaining to the Lord Lieutenant that their mail was special or urgent. As an example we start with Slane, County Meath; 24 miles from Dublin by Post Rider using the most direct route. Dublin to Finglas Bridge, to Red Lion, through Pass if you can, to Chapel Midway, through Greenoge, to Killmanhill Cross, to Blacklyon (19 miles) then via Greenhill into Slane, 24 miles. Take the Post Rider off this route by putting the mail for Slane into the Enniskillen Mail Coach to Navan. This was Dublin to Dunshaughlin, 14 miles, then 95 $\frac{8}{8}$ miles to Navan = 235 $\frac{8}{8}$ miles; from here, Crosspost to Slane, 66 $\frac{8}{8}$ miles = 303 $\frac{8}{8}$ miles, or use the Dublin, Belfast or Derry Mail Coaches via Drogheda. This was Dublin to Swords, 7 miles; then 83 $\frac{8}{8}$ miles to Ballbriggan = 153 $\frac{8}{8}$ miles; then 81 $\frac{8}{8}$ miles to Drogheda = 234 $\frac{8}{8}$ miles (24); then Crosspost, 66 $\frac{8}{8}$ miles to Slane = 302 $\frac{8}{8}$ miles. Note that it was 22 miles to Drogheda by Post Rider, Dublin to Naul 14 miles, Naul to Drogheda 8 miles = 22 miles).

We now look at ATHY 32 (A), (C) and 41 miles (B).

(A) was by the Dublin to Ballyraggett Post Road; the Post Rider travelled Dublin to Naas, 156 $\frac{8}{8}$ miles, then 54 $\frac{8}{8}$ miles to Kilcullen = 212 $\frac{8}{8}$ miles. Another 111 $\frac{8}{8}$ miles to Athy - 323 $\frac{8}{8}$ miles. Then direct to Castlecomer, 126 $\frac{8}{8}$ miles = 451 $\frac{8}{8}$ miles. Terminating at Ballyraggett, 45 $\frac{8}{8}$ miles further = 495 $\frac{8}{8}$ miles (50). By 1830 Castlecomer was 492 $\frac{8}{8}$; served 10 miles from Carlow, 392 $\frac{8}{8}$ miles. Ballyraggett was 536 $\frac{8}{8}$ miles which was 44 $\frac{8}{8}$ from Castlecomer on that changed routing - Castlecomer was also served from Leighlinbridge 451 $\frac{8}{8}$ making it 55 miles.

(B) using the Dublin to Cork Mail Coach; Cashell; Dublin to Rathcoole, 8 miles; to Naas, $76/8$ miles = $156/8$ miles; to Kilcullen, $54/8$ miles = $217/8$ miles; to Ballytore, $63/8$ miles = $285/8$ miles; to Castledermott, $52/8$ miles = $337/8$ miles; then by Crosspost to Athy $72/8$ miles = $411/8$ miles.

(C) it reverted back to 32 miles when the Dublin to Cork Mid-Day Mail Coach was started in 1812; the route used was the same as laid out in (A). In the 19th Report to the Irish Post Office, page 435, appendix 96, in Lord Rosse's evidence of the 11th of August, 1823, he stated that 'the second Mail Coach contract to Cork, the Mid-Day mail, was very expensive. It was costing £3,400 per year with only about 20 letters being carried on it'. He stated that the contract was signed in 1812 for 21 years by Lord O'Neill - come back Lord Clancarty your miscalculation on the mileage rate of posting 1808/1809 is now forgiven!

Next we look at the different mileages to Blessington, Baltinglass and Hacketstown showing how changing routes changed their mileages - to serve these towns by direct. The Post Rider leaves Dublin by Tallagh; 7 miles plus 7 miles to Blessington; 29 miles to Hacketstown, $324/8$ miles, to Tullow, $384/8$ miles, to Clongall, $454/8$, terminating in NewtownBarry, 48 miles ($474/8$ miles). To replace the Post Rider use the Dublin to Waterford (or Cork) Mail Coach; to Naas, $156/8$ miles, then by foot post or horse post, branch $62/8$ miles to Blessington = 22 miles; stay on the Mail Coach to Kilcullen, Ballytore and Castledermott, $337/8$ miles; from there Crosspost $62/8$ miles to Baltinglass = $401/8$ miles (47). To serve Tallow; branch from Carlow, $392/8$ miles + $72/8$ miles to Tullow = $464/8$ miles (46), then 7 miles to Clongall = $534/8$ miles (53); terminating in NewtownBarry at $554/8$ miles (55).

Now a look at Manorchamilton with four different mileages, A - 91, B - 114, C - 102 and D - 94.

(A - 91) by Post Rider; Dublin to Trim [1], $224/8$ miles via Blackbull Crossroads; to Athboy [2], $284/8$ (29) through Crossakeel [2], 36, to Oldcastle [3], 41 miles through Dalys Bridge now Mount Nugent [3], 46. to Ballinagh (Ballanagh), $544/8$ through Croosdoney [4], 56 to Killeshandra [4], 61 then via Kildallan Chapel (Crossroads there, branch

[1] Trim was later 25 miles; Dublin to Kilcock, $144/8$ miles, then $54/8$ miles to Summerhill = $20 + 5$ miles to Trim = 25 miles.

[2] Crossakeel and Athboy were both later served back from Kells which was $307/8$ miles from Dublin 1826/1830 making Crossakeel $357/8$ (36) and Athboy $375/8$ (38) miles.

[3] Oldcastle was served from Virginia, $402/8$ miles, making it $456/8$ (46) then to Mount Nugent, $506/8$ (late 1820s).

[4] Croosdoney was served back from Cavan $54 + 43/8$ miles making it $583/8$ miles. ($593/8$ miles when Cavan's mileage was changed to 55 explained later on). Then $46/8$ miles from Croosdoney to Killeshandra making it $631/8$ miles. ($641/8$ when Cavan's mileage changed to 55).

to Ballyconnell, 67 $\frac{4}{8}$ miles) bypassing Bawnboy, 69 to Swanlinbar, 74 miles then around the base of the Quilca Mountains to Florence Court, 78, through (Laragay) Blacklion, 81 to Manorhamilton - 91 miles.

(B - 114) Dublin to Sligo Mail Coach - 103 miles (103 $\frac{6}{8}$), then 11 miles by Branch post (be it either Horse or Foot Post) to Manorhamilton - 114 $\frac{6}{8}$ miles (114).

(C - 102) Dublin to Enniskillen Mail Coach to Enniskillen at 79 $\frac{1}{8}$ miles, then by Branch Post to Manorhamilton via Blackham, 232 $\frac{8}{8}$ miles = 1023 $\frac{8}{8}$ miles.

(D - 94) because of the frequent robberies on the Dublin to Sligo Mail Coach, on the section from Boyle to Sligo, it was decided after consultation with the Earl of Enniskillen (Florencecourt House) that the Manorhamilton Mail should be sent at that time; 1809 to 12/14 on the Dublin to Enniskillen Mail Coach to Belturbet [1], 61 miles, then Crossposted to Florencecourt and Blacklion to Manorhamilton making it 94 miles.

[1] the Belturbet milegae changed to 65 miles because the Dublin/Enniskillen Mail Coach was re-directed - explained later - to bypass Beturbet; it was Cavan to Butlersbridge through Cloverhill and Wattlebridge to Lisnaskea Between Cloverhill and Wattlebridge is Gammons Crossroads; mail was taken off here for Belturbet making it 65 miles. (Belturbet then served Ballyconnell at 681 $\frac{8}{8}$ miles and Swanlinbar 755 $\frac{8}{8}$ (76).

There are three known mileage marks to Enniskilen - A; 79 miles, B; 82 miles and C; 80 miles.

(A - 79) this can be explained as follows -

Dublin to Dunshaughlin	14 miles = 14
Dunshaughlin to Navan	96 $\frac{8}{8}$ miles = 236 $\frac{8}{8}$
Navan to Kells	77 $\frac{8}{8}$ miles = 315 $\frac{8}{8}$
Kells to Virginia	9 miles = 405 $\frac{8}{8}$
Virginia to Cavan	133 $\frac{8}{8}$ miles = 54
Cavan to Lisnaskea	162 $\frac{8}{8}$ miles = 707 $\frac{8}{8}$
Lisnaskea to Enniskillen	82 $\frac{8}{8}$ miles = 791 $\frac{8}{8}$

(B - 82) was

Dublin to Dunshaughlin	14 miles = 14
Dunshaughlin to Navan	96 $\frac{8}{8}$ = 236 $\frac{8}{8}$
Navan to Kells	77 $\frac{8}{8}$ miles = 315 $\frac{8}{8}$
Kells to Virginia	9 = 405 $\frac{8}{8}$
Virginia to Cavan	133 $\frac{8}{8}$ = 54
Cavan to Belturbet	71 $\frac{8}{8}$ - 611 $\frac{8}{8}$ (via Butlersbridge)
Belturbet to Lisnaskea	12 = 731 $\frac{8}{8}$
Lisnaskea to Enniskillen	87 $\frac{8}{8}$ = 82 mile

(C - 80) the Dublin to Enniskillen Mail Coach road was re-measured which

in turn changed mileages for some of the Post Towns on its route - note Cavan was now 55 miles.

Dublin to Clonee	$71/8 = 71/8$
Clonee to Dunshaughlin	$65/8 = 136/8$
Dunshaughlin to Navan	$93/8 = 23$
Navan to Kells	$77/8 = 307/8$
Kells to Virginia	$93/8 = 402/8$
Virginia to Cavan	$146/8 = 55$
Cavan to Lisnaskea	$163/8 = 713/8$
Lisnaskea to Enniskillen	$91/8 = 804/8$

The three changes in mileage to Enniskillen from Dublin by Mail Coach also caused changes to the Post Towns that were served by Branch Posts from this line of Mail Coach Road as follows -

at Lavy Strand a Post Rider met the Mail Coach and took the mail to Stradone, 49 miles, then to Cootehill making it 58 miles (when Enniskillen was 79 miles) but after the measurement, Stradone became $501/8$ - Cootehill $591/8$. When Cavan was 54 miles, Clones was served from there $133/8$ via Ballyhaise (old roads do not take modern roads or mileages) making it $673/8$ miles or when Cavan became 55 miles, Clones in turn became $683/8$ miles; then 4 miles to Newbliss = $723/8$ ($713/8$ miles when Cavan was 54). Clones was also 61 miles when served by Post Rider from Dublin; Dublin to Navan, $236/8$ miles, Navan to Nobber, $96/8$ miles = $334/8$, then $53/8$ miles to Kingscourt = $397/8$ miles, to Sherlock, $57/8$ miles = $446/8$ and to Cootehill, 8 miles = $526/8$ miles. Then via Drum and terminating at Clones at $615/8$ miles. Nobber remained at 33 miles - it was always served from Navan, 12. Kingscourt changed from $397/8$ to $484/8$ miles because it was served from a different direction - from Carrickmacross, 44 miles - it was $484/8$ miles. One should note that Carrickmacross changed to $454/8$ miles so there could be a mileage mark of 50 miles for it.

Cootehill could have a mileage mark also of 68 miles. This is because in the late 1820s/1830/1831 it was served from Ballybay, 8 miles, making it $683/8$ (Ballybay $603/8$). Back to the Enniskillen/Dublin Mail Coach Road from Lisnaskea (when it was $703/8$ miles); it was $35/8$ miles to Brookboro making it $737/8$, so it could be 73 or 74 miles. A further $44/8$ miles to Fivemiletown making it $783/8$ (78).

From Enniskillen itself, the Post Towns of Irvinestown, $874/8$ (Lowthestown), Kesh, 90 (Kish) and Pettigo Post Office were served via the east side of Lough Erne. When Enniskillen was $791/8$, but when it became $804/8$, it added another $13/8$ miles to Irvinestown making it $877/8$ (89) miles.

From Enniskillen on the west side of Lough Erne a Post Rider rode to Churchill, 88 miles, Belleek, 97, Ballyshanon, 101; to Ballintra, $1054/8$, to Donegall Town, 111. From here branch to Mount Charles, 114, via Inver to Killybegs, $1236/8$ (123). Onwards to Ardara, 130 miles, to Nairn, 134

(now Portnoo) and terminating at Rutland Island at $1536/8$ miles. Any of the above mileages could have increased by 3 or more miles because of the different mileages to Enniskillen.

Derry was another Post Town with different mileages - A;112, B;113, C;115, D;118 and E;119.

(A - 112) Mail Coach Road Dublin to Drogheda $235/8$

Drogheda to Collon	$56/8 = 293/8$
Collon to Ardee	$51/8 = 344/8$
Ardee to Castleblaney	$17 = 514/8$
Castleblaney to Castleshane	$77/8 = 593/8$
Castleshane to Monaghan	$31/8 = 624/8$
Monaghan to Emyvale	$4 = 664/8$
Emyvale to Augher	$85/8 = 751/8$
Augher to Omagh	$122/8 = 873/8$
Omagh to Newtownstewart	$7 = 943/8$
Newtownstewart to Strabane	$55/8 = 100$
Strabane to Lifford	$6/8 = 1006/8$
Lifford to St Johnstown	$62/8 = 107$
St Johnstown to Derry	$51/8 = 1121/8$

Then mileage to Derry changed to 113 with a different route taken -

(B - 113)

Dublin to Swords	7
Swords to Balbriggan	$83/8 = 153/8$
Balbriggan to Drogheda	$81/8 = 234/8$
Drogheda to Collon	$55/8 = 291/8$
Collon to Ardee	$54/8 = 345/8$
Ardee to Tallanstown	$17/8 = 364/8$
Tallanstown to Carrickmacross	$74/8 = 44$
Carrickmacross to Castleblaney	$81/8 = 521/8$
Castleblaney to Monaghan	$11 = 631/8$
Monaghan to Emyvale	$44/8 = 675/8$
Emyvale to Augnacloy	$4 = 717/8$
Augnacloy to Ballygawley	$32/8 = 751/8$
Ballygawley to Omagh	$125/8 = 875/8$
Omagh to Newtownstewart	$7 = 945/8$
Newtownstewart to Strabane	$72/8 = 1017/8$
Strabane to Derry	$113/8 = 1132/8$ miles

When Derry was 113 miles it was $92/8$ miles, to Buncrana $1224/8$, then $94/8$ miles to Carn (Carndonagh) - 132 miles.

Back from Strabane to Lifford, $1025/8$, to Raphoe, $1076/8$ (108), to Letterkenny, 6 miles - $1136/8$ (113), to Kilmacreenan, $1174/8$ terminating at Dunfanaghy at $1314/8$ miles (131).

(C - 115) Post Riding from Dundalk to Derry, later changed from Newry to Derry.

Dublin to Dundalk by the Belfast Mail Coach - 40 miles

Dundalk to Armagh	624/8 (63)
Armagh to Dungannon	73
Dungannon to Cookstown	84
Cookstown to Dungiven	99 - over the Sperrin Mountains
Dungiven to Derry	115

(D - 118) In 1816 the Dublin/Derry Mail Coach road was re-surveyed by the Post Office Surveyors using the same route as (B) with a new mileage of 1146/8 (115). The Mail Coach contractor for this time was unhappy with this survey so he employed an independent surveyor - a Mr Greggs to survey it on his behalf in 1820. The mileage was found to be 1184/8 miles. Lord Rosse agree with this figure.

Dublin to Drogheda	234/8 miles
Drogheda to Collon	62/8 = 296/8
Collon to Ardee	46/8 = 344/8
Ardee to Carricmacross	11 = 454/8
Carrickmacross to Castleblaney	92/8 = 546/8
Castleblaney to Monaghan	11 = 656/8
Monaghan to Emyvale	56/8 = 714/8
Emyvale to Augnacloy	4 = 754/8
Augnacloy to Ballygawley	3 = 784/8
Ballygawley to Omagh	13 = 914/8
Omagh to Newtownstewart	76/8 = 992/8
Newtownstewart to Strabane	76/8 = 1072/8
Strabane to Derry	114/8 = 1184/8

Only two of the Post Towns on this route had a knock on effect of the new extra mileages added to their original quoted mileages; Newtownstewart 94 to 99 and Monaghan, 63 to 65. Why Augnacloy, Emyvale, Omagh and Strabane never upgraded their mileages is a good question! Buncrana served from Derry jumped 5 miles - 1224/8 to 1294/8. Carn could have went from 132 to 137 miles but Limavady served from Derry when it was 1126/8 + 125/8 miles = 1246/8 (124) should have had a change of mileage mark to 131 miles (1184/8 + 125/8 = 1311/8) - from Newtownlimavady add 75/8 miles to Dungiven = 1386/8 (139)?

I can account for the mileage to Newtownlimavady being 137 miles; by using the Mail Coach that went from Belfast to Derry which started on April 5th, 1809 until 1816; it was Belfast 80 miles (mileage starts at Belfast - 80 miles from Dublin) -

Belfast to Antrim	132/8 = 932/8 (93)
Antrim to Randalstown	4 = 972/8 (97)
Randalstown to Ballymena	72/8 = 1044/8
Ballymena to Ballymoney	144/8 = 119
Ballymoney to Coleraine	64/8 = 1254/8
Coleraine to Newtownlimavady	114/8 = 137
Newtownlimavady to Derry	125/8 = 1495/8

Newtownlimavady had a Post Riding mileage of 106 miles. It was achieved by using the Post Rider's mileage as explained at (E) - Dundalk to Dungiven, 99 miles + $75/8$ miles to Newtownlimavady = $1065/8$ (106).

In 1832 the mileage to Derry changed once again to $1154/8$ miles; again a new route caused the reduction from $1184/8$ to $1154/8$ miles. It was Dublin to Ashbourne to Slane, then as normal by its old route as at (D). For the first time in over 30 years, the Dublin/Derry Mail Coach was to now bypass Drogheda; the change should have taken place up to 15 years earlier. In 1808 about seven miles of new Mail Coach road was laid between Dublin and Slane comencing at Finglas.

Beacuse of lack of funds by the County Meath Grand Jury, it was halted and lay dormant for several years until a Mr Gorges of Kilbrea, County Meath, appealed to the Bourne Brothers, Frederick and Richard. They were Mail Coach contractors in Ireland for several lines of road. Funds were sought to finish the stretch of road to Slane. £5,000 was advanced in consideration of a sceond toll gate being placed on it and the tolls assigned to them for 31 years.

The certificate of completion was given in 1816. When the Ashbourne to Drogheda road was completed and the milestones erected the Drogheda Road was two miles shorter than by Swords - the roads in this vicinity having been surveyed by Richard Bourne!

The Bourne Brothers not only had two toll gates on it, but Frederick had built an Inn for the Mail Coach to breakfast and rest at Ashbourne. The town was called after him after he built a further inn there and then a third when he bought land that only bore a cowshed!

(E -119) this was by using the Newry to Dungannon Mail Coach, then via Cookstown, Dungiven, Clady and onto Derry - I am open to correction here!

Newry to Markethill was	$505/8$	+ 10 miles	= $605/8$
Markethill to Armagh	$55/8$	=	$662/8$
Armagh to Moy	$52/8$	=	$714/8$
Moy to Dungannon	$46/8$	=	$762/8$
Dungannon to Cookstown	$96/8$	=	86 - by Horse Post
Cookstown to Dungiven	$176/8$	=	$1036/8$ - by Horse Post
Dungiven to Clady	$85/8$	=	$1123/8$
Clady to Derry	7	=	$1193/8$

Before this Coach from Newry to Dungannon which was started in April, 1811, a Post Rider left Newry via the same route as the Mail Coach to Dungannon; then onto Omagh, Strabane and terminated in Derry.

By this route it was 120 miles - that is Dublin to Newry $505/8$ miles + 70 to Derry.

By taking the reader on various route changes, that were made in the North of Ireland to several Post Towns, I have demonstrated a very humble explanation of the Mileage Mark changes for these Post Towns.

RANDOM JOTTINGS

Senex

In the normal way, sub Post-Offices received their bulk mail from their District Offices, but the **RAILWAY SUB OFFICES** - R.S.O's. - received their bulk mail from Travelling Post Offices. The catch pole collected the bag of mail as the train whizzed past and I assume the same thing happened in reverse with the train collecting outgoing mail.

These sub-offices provide a nice area for the collection of the distinctive circular date stamp with words R.S.O. incorporated with the town name and the county name.



RATHFARNHAM R.S.O. / Co. DUBLIN

Mr A.M. Goodbody of the Railway Philatelic Group published a booklet in 1983 on the R.S.Os. of Great Britain. This contains a comprehensive listing of the Irish R.S.Os. Of the 463 towns listed in their respective counties, only 169 are recorded by Goodbody as seen. He also gives the earliest and latest dates of use. The towns listed all had their own duplex cancels earlier - Corfin 159 and Kilworth 286 - but presumably from 1900 or thereabouts these were replaced by the R.S.O. date stamps which continued for five or more years until these were also replaced. The replacements show either S.O. (Sub Office) or single town stamps. The difference between Goodbody's list of 463 towns and the 169 towns recorded provides the question of whether the 'missing' hand stamps contained the R.S.O. legend. Thus the added question is whether the 169 number is constant or will further examples augment the number of hand stamps known.

This may appear to be one of those difficult areas where there is little material but it does not appear to be as difficult as the other date stamps with R.S.O. in the make up. In Mackay's *SUB OFFICE RUBBER DATE STAMPS OF IRELAND* mention is made of two other types of date stamps. It is understood that these climax date stamps were meant for use on postal orders and similar. I have still to see one. Possible they were bound to be used or misused on post; they appear to be sub offices of the R.S.Os. and two are illustrated on the next page -



SPANISH POINT / MILTOWN MALBAY R.S.O.
R.S.O.

LISTULLYCURRAN / DROMORE

The **OVERPRINTS** continue to provide items of interest. An extract from *STAMP COLLECTING*, May 20th, 1922, page 184, is as follows. From *OUR IRISH LETTER* -

`Here is a good story which is perfectly true. A certain Dublin gentleman, in order to use up two 1d English stamps - un-overprinted - typed across them the words `Rialtas Seladac na H`Eireann` and affixed them to an envelope which he duly posted.

The recipient of the letter, which was surcharged 4d, returned the envelope to the sender. The latter went to the GPO and complained of the surcharge, in view of the fact he had complied with the instructions of the Post Office, viz "That on and after April 1st, 1922, only stamps overprinted `Rialtas` etc would be allowed to defray postage", or words to that effect. In due course the G.P.O. gave a refund of 4d.`.

On the topic of the Overprints the same publication of May 6th, 1922, contains the following on page 134 -

`C.S. Almond of Donnybrook offers all 19 overprints issued to date - (1/2d to 10/-) for £1.6.9.`.

A month earlier, the April 8th issue of *STAMP COLLECTING* mentioned, on page 19, that -

`Mr Michael O`Donnell of Rathmines informs us that he has a block of six of the 1 1/2d value Control Q21; the third stamp of the 19th row being apparently sulphuretted`.

My dictionary gives the meaning of sulphuretted as `impregnated with sulphur` - does the writer mean yellow tinged?!

GIANT`S CAUSEWAY

Rev Jim Stothers

Last year a new Post Office facility was opened at the Giant`s Causeway. In all there are two pictorial hand stamps, one in use at the Post Office there, and a self-inking date stamp associated with the Giants Causeway.

PICTORIAL HANDSTAMPS

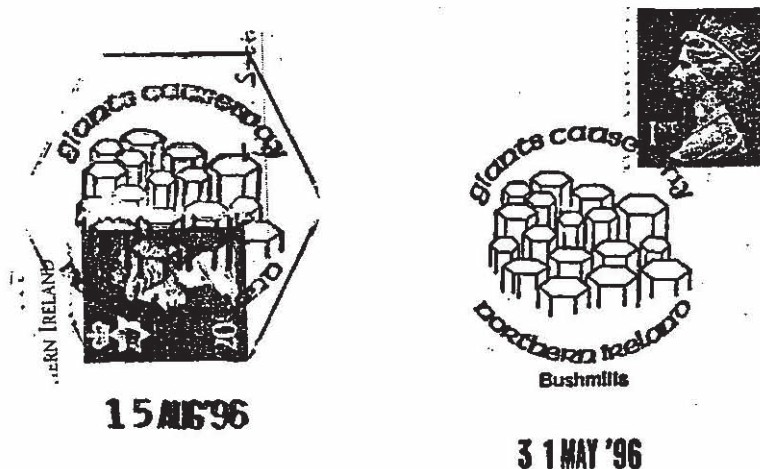
As mentioned there are two in total -

1] one is in rubber, framed with a hexagon - reflecting the shape of the Giant`s Causeway. This is applied to items posted in a box under the counter at the Post Office which is situated inside the Visitor`s Centre and has the same opening hours.

2] the other handstamp is similar but is applied at Glasgow to items sent there for handstamping.

There are some slight difference in the design.

The column nearest the `a` of Giants has a clear gap between it and the column to the `south-east` of it in the metal version but no gap in the rubber handstamp. The distance from the outer `G` in `Giants` to that of the `y` in Causeway is 28 and 29mm respectively. The differences of course may just be due to the different materials. Both examples leave out the apostrophe, thus GIANTS not GIANT`S.



The pictorial `GLASGOW` handstamp and the rubber of the GIANT`S CAUSEWAY.

SELF-INKING DATESTAMP

The third Giant`s Causeway item is the self-inking datestamp used in the Post Office on special delivery items. There is only the one - coded A. The day the rubber handstamped item and the special delivery item were posted was August 14th - a strike day! It will be noticed that the proper date was used in the SID, but with a 2 day guaranteed delivery date. The rubber handstamp was applied on the 15th

GIANTS CAUSEWAY - self inking datestamp.



CURIOUS HANDSTAMP

Tim Stephens

I recently acquired a 1981 window envelope from Northampton with an instructional marking which may be of interest to *IPC* members. I have checked the 1981/1982 issues of *IRISH PHILATELY* and can find no reference to it.

The envelope has a Northampton meter mark of November 3rd, 1981 and originated from an institution such as a bank or credit card company. A five line cachet was struck -

THE POST OFFICE REGRETS (THAT?) / THIS ITEM HAS BEEN DELAYED (AS?) / A RESULT OF INDUSTRIAL (ACTION?) / WHICH AFFECTED THE / LIVERPOOL BELFAST FERRY.

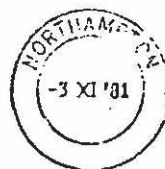
Below this is penned - in red ink - 9/12/81.

I would be interested to know where this mark was applied (I would assume Belfast) and how long it was in use.

It seems strange that industrial action affecting the Liverpool-Belfast ferry should have held up mail for over a month. It occurs to me that the mark may have been used on a specific batch of mail `holed up` during the strike.

Can anyone help?

THE POST OFFICE REGRETS
THIS ITEM HAS BEEN DELAYED
A RESULT OF INDUSTRIAL
WHICH AFFECTED THE
LIVERPOOL/BELFAST FERRY.



RECEIVED 9/12/81

£1 CARRICKFERGUS CASTLE RE-INGRAVED

Alan Kane

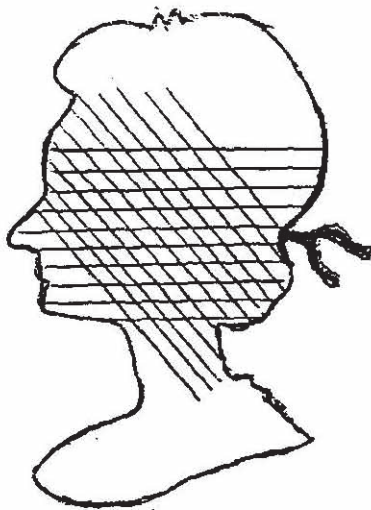
As discussed in an earlier issue of the *IPC JOURNAL*, the redesigned £1 Carrickfergus Castle stamp was issued on March 24th, 1992. The stamp was designed with two anti-forgery elements; the elliptical perforation on each side and the Queen's head printed in optically variable ink. This changes from green to gold depending on the angle it is viewed from. Phosphor was also added to the printing ink.

New plates were engraved and small differences can be seen between this stamp and the 1988 issue.

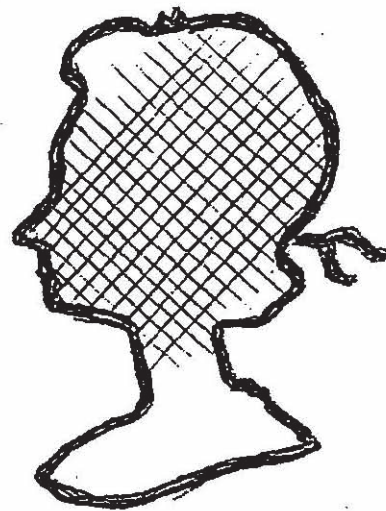
An enhanced version was issued in late 1994. It was only issued to Post Offices where previous stock was exhausted. There was no First Day of Issue, but the earliest seen is postmarked December 17th, 1994.

There are two easily identifiable differences between the two stamps; that is the crosshatching lines on the Queen's head and the windows on the second boat from the left, as shown in the illustrations below and on the following page.

This stamp was withdrawn on August 21st, but was sold to exhaustion at Post Offices.

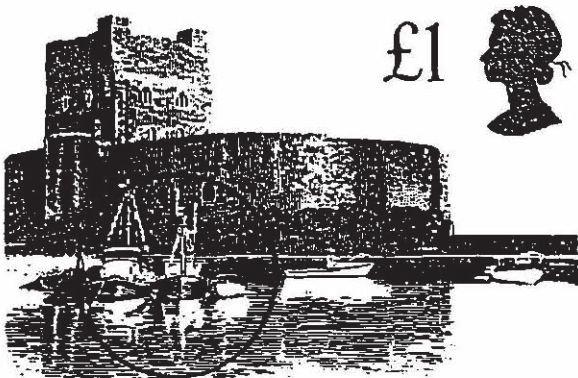


Crosshatching lines horizontal and at 60 degrees (the opposite way on right facing head)



Crosshatching at 45 degrees opposed, outline of head heavier

Feint windows
in boat



CARRICKFERGUS CASTLE

Strong windows
in boat



CARRICKFERGUS CASTLE

EARLY POST TOWNS IN ULSTER

A.W. Graham

The following extracts from contemporary newspapers. The post towns in County Down were almost certainly up and running and from April 5th, 1767, along with a major reorganisation of the mails. Government contracts such as the appointment of postmasters usually ran from the 5th of the month and April 5th was the start of the new financial year as well. The increase of the Dublin to Belfast post from a 3 day/week to a 6 day/week followed soon after on July 5th, 1768.

April 3rd, 1767 - *BELFAST NEWSLETTER*; 'the following Regulations and alterations in the Post Office Business in these parts is to take place immediately: The mail of letters for Dublin formerly left Belfast at 7 o'clock, now sets out at 3 o'clock, on Wednesday evening, the other days as formerly: Banbridge, Ballynahinch, Hillsborough, Moira and Newtown (ie Newtownards) in the county of Down, are made Post Towns: and letters from Belfast, Carrickfergus, Lisburn, Donaghadee, Newtown &c, for Antrim, Ballymena, Ballymoney, Ballycastle and Coleraine are to turn at Banbridge'.

August 2nd and 5th, 1768 - *BELFAST NEWSLETTER*; 'According to the Regulations and Establishment of a six-days post in the week, which took place on the 5th of last month, the post arrives from Dublin in the morning of every Sunday, Monday, Wednesday, Thursday, Friday & Saturday, and sets out from Belfast for Dublin at nine at Night of the same day, except Wednesday, when he sets out at three in the afternoon. The post from Donaghadee arrives at Belfast in the morning of every Sunday, Monday, Tuesday, Wednesday, Thursday and Saturday, and sets off his return to Donaghadee on the arrival of the Post from Dublin on Sunday, Monday, Wednesday, Thursday, Friday & Saturday'.

I have been working on the Post Offices of Northern Ireland from the local history angle for some time now and I would really like to hear if anyone has managed to get any correct dates for the establishment of Post Towns in the 1700s. The almanacs of the period have some serious shortcomings. The files of the *BELFAST NEWSLETTER* go back to 1738 but are in a very sorry state.