



Irish Philately

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INSIDE THIS ISSUE – BUTLERS BRIDGE, DUBLIN CASTLE,
IRISH POSTAL RATES SINCE 20 FEBRUARY 2006



*Ordinary Express cover with €5 definitive posted
at G.P.O. on first day of revised service – 20 February 2006*

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Another year has passed and some more information has come to “light”. My thanks to those who have passed on their finds. Also I omitted to include the photographs of the article submitted by Tony Best, so these are included for you information (page 8) and I also lost the author of the reply, to whom I apologise (page 10).

By the time you receive this, the annual conference will be soon upon us and I look forward to my visit to Dublin and meeting up with old friends and members. No doubt our Secretary will be including his own part which will have firm information re: venue and times, along with the dinner.

Thanks to the generous cash contribution from Bill Zellers at last year's Annual Convention, we are able to introduce an element of colour on the front and back pages of this issue.

This information and any other relevant pieces, I usually try to put up on the web page which is www.philatelic.cwc.net. Also you may email me at eddydalton@ntlworld.com

Telephone 01494 583111 in the UK.

Editor

Eddy DALTON

Butlers Bridge Post Office

Butlers Bridge Post Office was started as a Penny Post Office in September 1835 (after unsuccessful applications in 1831 and 1833). A Post Boy who already was taking the mail from Cavan to Belturbet on foot conveyed the Mailbag from Cavan Town Post Office. A receiver of letters was established at Butlers Bridge (postmaster) on a salary of £5.00.0d per year. This arrangement was again reviewed in December 1836 but allowed to continue despite a small loss in revenue to the Post Office, it did not pay its way until 1838.



A John Reilly is given as the Postmaster in the 1840s and 1850s. Peter Reilly is cited as Postmaster in 1870. The Dublin to Enniskillen Mail Coach passed through Butlers Bridge from the 1790s to the 1850s, when the Railways started taking the mail. From about 1810 to 1830 the Mail Coach Route was Cavan to Belturbet via Butlers Bridge then to Wattle Bridge and Lisnaskea en route to Enniskillen but a change of route occurred in 1830/31 whereby Belturbet was by-passed, to reduce the mail coach mileage. It was Cavan to Butlers Bridge, Cloverhill, Wattle Bridge, Lisnaskea, Enniskillen, this saved 3½ miles (Irish) on this route.

The Bridge at this village was the cause of some considerable trouble over the River Annlee which is quite wide and fast flowing. "The Treasury in Ireland, in 1816 had to advance the sum of £ 1,551.13.0d for building a stone bridge in lieu of Butlers Bridge for the Mail Coach Road Cavan to Enniskillen" (source Page 424 Hoc Report XII 1829). There is also a document in the British Library in London M23 (72) S.M. 812, which gives an account of the taking of Butlers Bridge and the demolishing of Cavan Town, with the particulars of defeating the Irish Forces at these places, in a letter from an officer stationed at Belturbet, to a person of quality in London, dated 29th March 1690.

"Sir"

"Yesterday at 4 in the afternoon Colonel Walsely sent out a party under the command of Lieutenant Colonel Eckling and Major Billing, consisting of 100 Kirks, 80 Carlson, 120 Earls, and 130 Enniskilling foot (Soldiers) with about 300 Horse and Dragoon's. With orders to march to Cavan, and to burn whatever houses that remained unburned there, and if the opportunity served to take the Fort". They were to march about 16 miles to get a pass, and the horse and Dragoons to carry the foot (soldiers) over a great river in the night. Major Price was ordered with 200 horse, and 50 of Colonel Earls foot (soldiers) more to march this morning to a Bridge called Butlers Bridge, where the enemy had a guard of a Captain and ensign with 40 men, well and strongly fortified, and the River very broad, risky and deep and difficult to go over, but this pass was in the right road, and but 7 miles that way to Cavan. This he was to force, and to leave the foot (soldiers) there, and to secure if for the retreat of the party from Cavan, and to go on with the horse to them at Cavan, which was performed with all the bravery and success that could be wished for. The Captain with his 50 played so hotly on the enemy in their works, that the horse passed the ford, with only 5 men wounded. As soon as the first horse got on the bank on the enemies side, they flung down their arms, and trusted to their heels, which our men seeing, some mounted behind the troopers, others that had not that patience, bounced through, and took the Captain, Bryan Kelly, his ensign, and 17 of his men, as prisoners and killed in the woods most of the rest. I myself told 9 dead at several places,

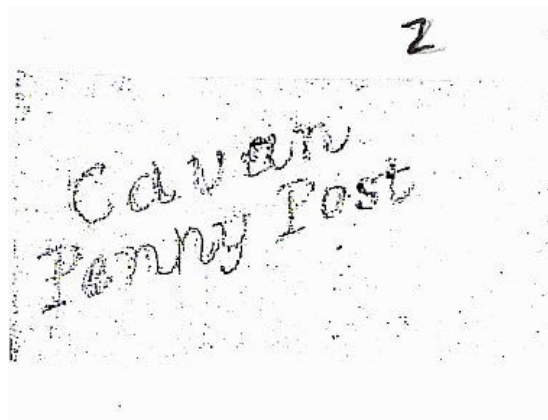
when the horse were gone we demolished their fortifications; (I only say we, not that I was in the action) but at daylight Colonel Wosley and I went out that way volunteering to see how things went, and hearing pretty hot firing, hastened thither; and found them upon the pursuit, according to my judgement, the pass might have been defended with 40 stout men; many days against 400 men. Colonel Wosley thanked them for their behaviour, and gave them a guinea, and I gave them 10/- to encourage their work to demolish the enemy's works (fortifications?) which before we had done by about 1 o'clock, the Cavan party come thither, who had burned all the houses, left the last time, except the Town Hall, and one house and the church. With the loss of 6 men, and about as many wounded; of the first ensign Nelland of Colonel Kirks regiment, who was much lamented, and about 60 of the enemy killed, they all kept the fort and the houses, firing out at the windows, which were walled up to small loop-holes. The first alarm the town had, was from the party at Butlers Bridge, else our party, had not been long passing the River, and the guide, it being very dark, missed the way. Hindered an hour, or two, they had been at the town by daylight, as designed, and had taken the Brigadier Wahupps in his bed in the town, and most of the rest; but having the alarm from Butlers Bridge, prepared them, and Wahupp was gone to the fort.

This I have given you all the particulars I know of in this action, in which all of every regiment behaved themselves with great bravery and readiness, one Wilkinson of Peppeys Company was killed, and one Goakings shot through the hand at the Bridge. No more but my humble service to all my friends; all the officers present, present you their humble service, as in particular manner amongst them, pray accept that of - Sir your most obliged servant, The Cavan Detachment out of Colonel Earls Regiment.

Captain Sorton - Captain Goakin, Captain Meering, Lieutenant Borne, Lieutenant Winnie, Ensign Hemming and Lee.

A Sergeant out of every company, beginning with the Colonels, and a Corporal out of each of the rest, 3 Drums, all the Grenadiers with shells, 12 men out of each full company, and 8 out of each of the rest.

The detachment out of Colonel Earls Regiment to march at 6 in the morning for Butlers Bridge, Captain Abington, Lieutenant Ramsey, Ensign Williams, 3 Sergeants, 3 Corporals, One Drum and 50 men.



Butlers Bridge would have got its name from the Butler family local gentry who owned land in the area. The village therefore has a long history and the strategic position of the Bridge serves as the main reason for its origin, it never was large enough to become a Post Town because of its close proximity to Cavan Town, and the ideal situation arose when the Penny Post system of postage was introduced in the 1830s to open its own Post Office. It remained under Cavan Post Office until 1862, when it was transferred to Belturbet and served daily

from there, this came into effect due to the railways carrying the mail, the mail for Cavan now arriving via Clones. So wherever possible the Post Office strove to abolish the mail carts, and horse posts, and instead using the cheaper option of a Post Boy on foot walking from Belturbet to Butlers Bridge Post Office.

This changed again in 1882 when the mail was despatched from Cavan by Mail Cart en route to Belturbet, Butlers Bridge complained in 1886 that their mid-day mail which they received and dispatched via the Belturbet Mail Cart was threatened, and duly engaged the help of their local MP Joseph Biggar to raise the matter with the Postmaster General in the house of Commons in London, the Post Office proposed a Post Boy to walk from Cavan to Butlers Bridge on a yearly salary of £ 10.6.9d and to discontinue the Mail Cart which was costing £88 per annum. In 1882 rural posts to Cloverhill, Redhills were established, in 1889 - A branch Post to Derridis was established, after Derridis was refused a sub Post Office of its own.

In 1903 Butlers Bridge was offered a telephone extension under guarantee and in the same year they were allowed to sell Money Orders, which again were offered under guarantee.

By 1910 a cycle was provided by the Post Office to the Postman/Post Boy taking the letters from Cavan to Butlers Bridge.



Mrs M. Fitzpatrick was Postmistress in 1882 but lost her position in 1901, which resulted in the appointment of B.Fitzpatrick - as Postmaster. P. Markey was appointed on 5th November 1912 with Mary Jane Markey succeeding the following year - 1913 to the 7th November 1919. Mary Ellen Lane acting Postmistress 18/11/1919 to 2/1/1920, then appointed on 3/1/1920 to 23/5/1955. Seamus Lane appointed Postmaster 24/5/1955 to the 24/2/1981 and finally Mrs Anna Farrel temporary 25/2/1981 to 15/5/1981, and appointed Postmistress on 16/5/1981 until the present day.



Postmasters and Postmistress's appointments from 1912 were supplied by Jimmy Fay of An Post in Cavan Post Office, whose help and assistance was very much appreciated.

Hugh McGOLDRICK

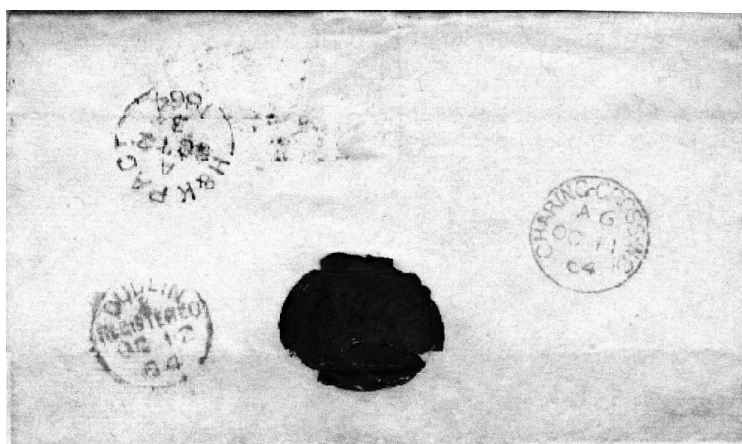
New Find

I have recently taken possession of a 1864 wrapper sent from London to Dublin, via the Holyhead & Kingstown Packet, franked with 5d adhesives. The wrapper is endorsed in manuscript with the word Registered and also a London Registered oval cancellation, in red on the front, with the reverse having a small circular transit stamp of Charing-Cross also in red. Both of which are dated 11th October. The item travelled to Dublin via the H & K Packet service and received the appropriate mark dated 12th October.

Noting unusual so far but upon checking the arrival mark of Dublin, I noticed the word “Registered” had been placed horizontally above the date, instead of where is usually found, curved around the base of the cancellation.



The small circular Registered cancellations were introduced in London and Edinburgh during the mid 1880s but so far I have not been able to trace any evidence of this type for Dublin, before 1870. These cancellations usually show the letters WO (Window Office), RLO (Registered Letter Office) or PLO (Public Letter Office), with Registered at the base.



A & H also state “we have not seen any Dublin examples of this type before 1870”. I have also checked through the back issues of IPC Journal, provided by the kind offices of Michael Priestley and can find no trace of such a cancellation. In fact there appears to be a general lack of information on Registered Mail to and from Ireland. This has led me to start putting together some notes for a future article on the Registered marks and cancellations. Having searched many references and drawn a blank with this one, I would be grateful if anyone can shed some more light on this variety and would be pleased to hear from you.

Harry LAYNE

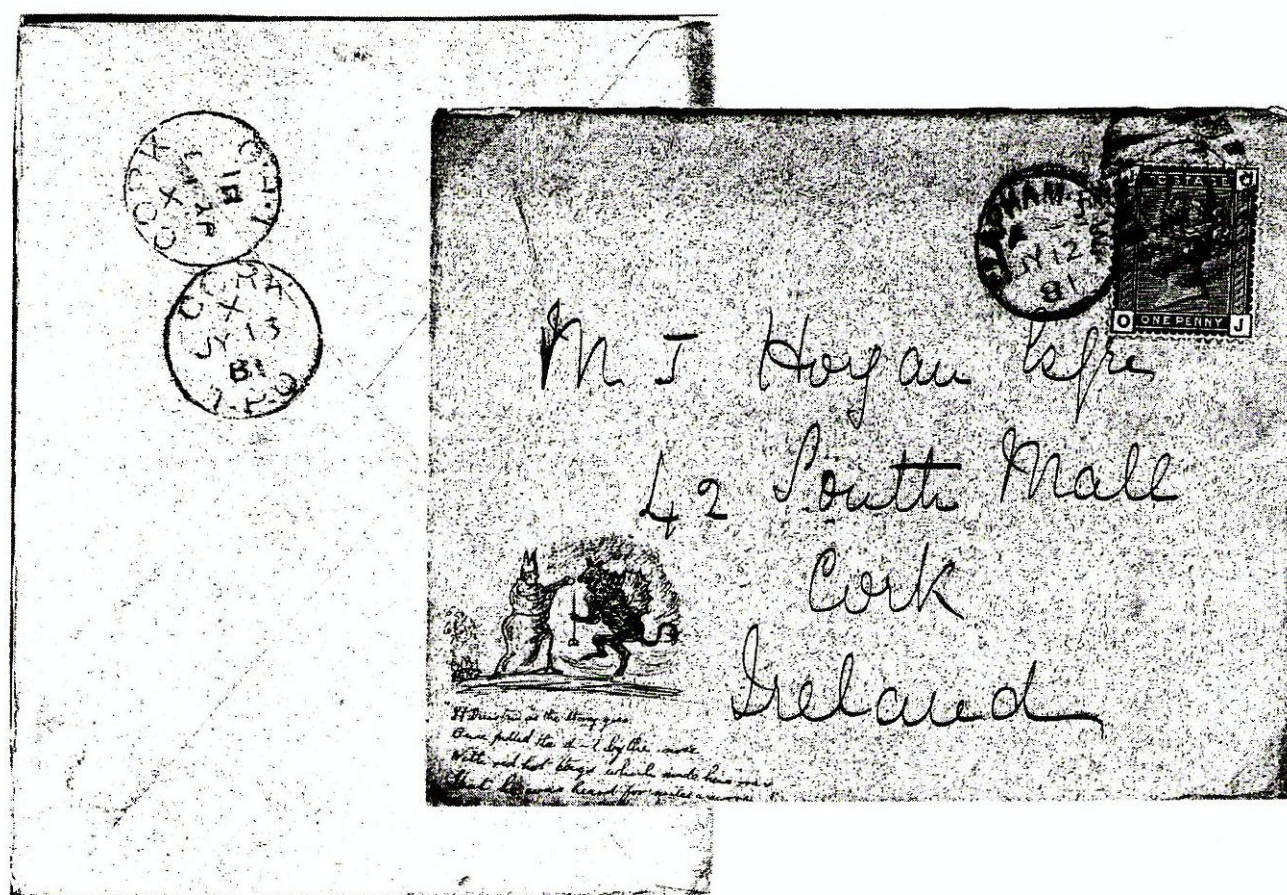
The Cork TPO

Like the majority of these CORK TPO postmarks, both of mine are struck as back-stamps. Wilson 842* on an envelope posted on May 29 1880 and the one illustrated here (Wilson 841*) posted on July 12 1881. They are both from the same correspondent, to the same address in Cork.

However on the bottom left of the address side of the latter envelope is a small sketch of a gentleman in clerical robes holding a pair of tongs. He appears to be about to grip the nose of a winged creature, supposedly the Devil. Below this sketch is the verse:

“St Dunstan, as the story goes
Once pulled the D- - l by the nose
With red hot tongs, which made him roar
That he was heard for miles a score”

What was this about? St. Dunstan, who lived from 909 – 988 AD, was Bishop of Worcester and later, Bishop of London. Subsequently Dunstan became Archbishop of Canterbury where collaborating with King Edgar, he helped to reform the Church in England. There is a story that the Archbishop, being tempted by the Devil, held him by the nose until the Devil promised to stop.



An unusual cover, the only non-philatelic illustrated TPO cover in my collection.

(Editor's note. *All of the Cork TPO cancellations that I have seen recorded have been as back-stamps and addressed to "Mr Hoyan, 42 South Mall, Cork, Ireland". Are there any Cork TPO postmarks known to other addresses, or was Mr Hoyan someone special who warranted special consideration on the TPO?*)

Alan VIOLET

(* Travelling Post Offices of Great Britain & Ireland by H.S.Wilson. Published by the Railway Philatelic Group 1996)

(This article is reproduced by the kind permission of the Author, first published in the "TPO Journal, Winter, 2005) Editor.

Dublin Castle Cancellation

I recently bought a cancel of Dublin Castle – see below – The cancellation on this piece is dated 22 JUNE 1911.



This date is a first day of issue for these stamps. As I have not seen a cancellation of Dublin Castle before and wondered if this is a rare use of this particular cancel. I would be grateful if any other members could help me with regard to this, or provide information with regard to this cancellation and any other possible dates it may have been used. Please reply to either myself or the Editor.

Florence McCARTHY (Mr)

SNIPPET: Congratulations to Glenna Thomas who entered "Mail between Ireland and Scotland 1784-1831" in the "Thames Valley & District Philatelic Federation" competition on 16th October 2005. She won a 1st Vermeil in the Postal History 16 page category.

Philatelic Solecism

The following article appeared in The Irish Times on Saturday 31st of December 2005, along with other "1974-1975 State Papers" released under the 30 year rule.

Many years earlier, F.S. Wall writing in Gibbons Stamp Monthly April 1 1957 announced Part One 1958 Catalogue changes, including the transfer of Ireland from Part 11 to Part 1. He commented "As always, Ireland poses a separate and special problem and its sole appearance in future in Part 1 is purely because we feel that this is for the convenience of collectors. Our motives are not political!"

The moral of the story, be careful out there. Your innocent communication to your TD or MP, as the case may be, could be released to all and sundry with future State Papers.

Pat BRADY

Stamp firms defend Commonwealth listing

DEAGLÁN DE BRÉADÚN

Listing Ireland as a European rather than a Commonwealth country in a major stamp catalogue would be "a philatelic solecism", an official at the Irish Embassy in London was told in 1975.

A member of the public, Pádraig Ó Mathúna, of Cashel, Co Tipperary, had pointed out Ireland was included in the Stanley Gibbons British Commonwealth Stamp Catalogue, philatelists by appointment to Queen Elizabeth.

The matter was referred to Kenneth Thompson, press and information secretary in the London Embassy, with a note: "You might pursue gently and diplomatically, perhaps by telephone in the first instance."

Reporting back, Mr Thompson said he had spoken by phone to directors of Stanley Gibbons Publications Ltd and Harris Publications (Stamp Collecting) Limited. They told him it has been "the custom to regard Ireland as philatelically part of the British Commonwealth, particularly as Ireland was a member of that organisation until 1949.

"In the opinion of the Stanley Gibbons director to include Ireland in the European volume would not only be a philatelic solecism but would result in a sharp depression of the Irish stamp market. Both gentlemen assured me that the inclusion of Ireland in the British Commonwealth was in no way intended as a slight on our sovereignty."

Frame Break under "N"

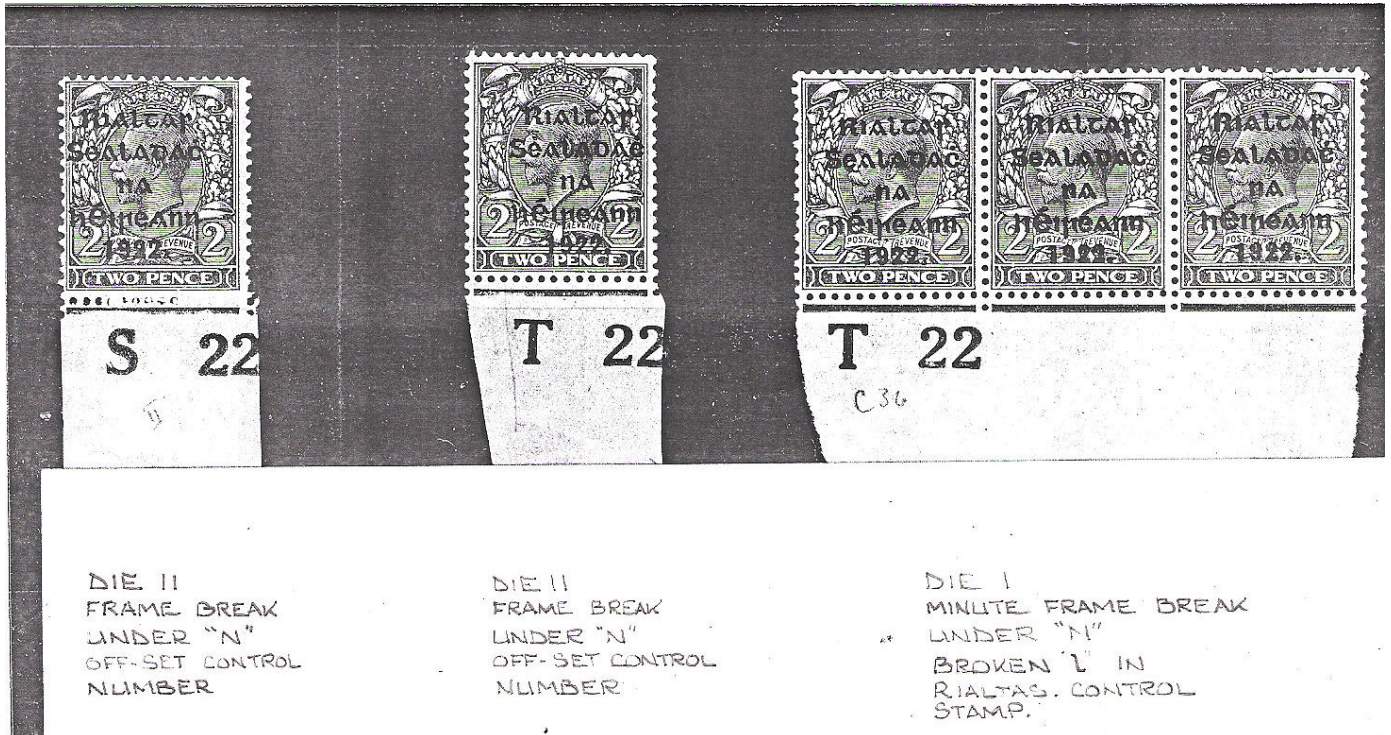


Fig. 1



Fig. 2

Tony BEST

Where to go from here

Somewhere in the past I read about a Cork Single-arc cancellation for around 1830 – but where? Having looked through my own collection of literature, then scrolling through the extensive listing provided by our Secretary, Michael Priestley – I have failed to see or find a reference to this cancellation.

What I do know is that it was used around 1830 – 1835/6 and obviously is very distinctive in its nature – see illustrations below.

I have at least 2 copies of this cancellation (not many I realise) but good enough to distinguish it but what I also have now is possibly an extension of this into a Twin-arc cancellation. This is split by the letter E – which generally denotes evening.



Fig 1 1832



Fig 2 1833

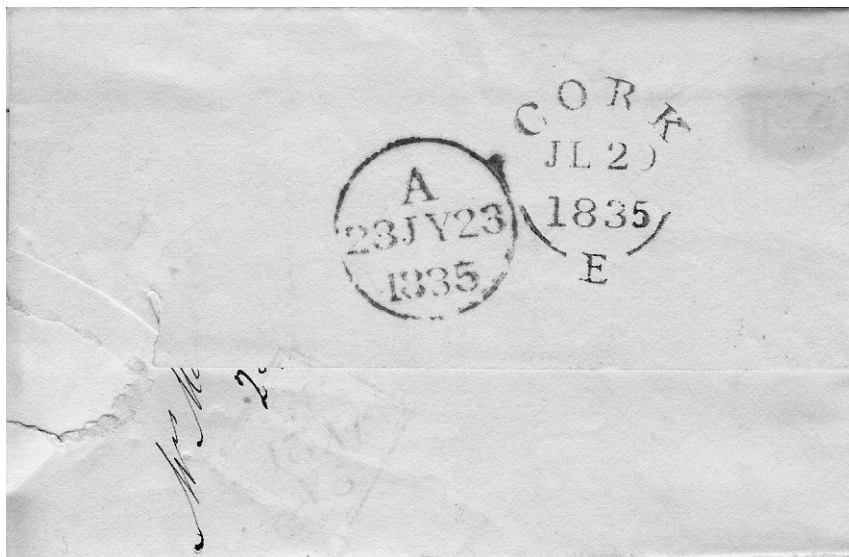


Fig 3 1835

Eddy DALTON

Reply to query

Regarding your interesting 1930 Shannon Scheme cover, I haven't encountered this form of year-only Limerick machine die before. The 1937 Constitution machine cancellation is, however, more commonly seen and the date-less die is the norm.

This Constitution Day cancellation was used for one day only in machines at Cork, Dublin, Galway, Kilkenny (Krag), Limerick, Monaghan (Krag), Tralee (Krag) and Waterford. Presumably the date was thought unnecessary in the dater die since it is shown in the canceller die (as 29-XII-1937).

Editor's apology to author

ST. PATRICK'S DAY CARD WITHDRAWN AND REPRINTED

One of the 2006 St. Patrick's Day Cards entitled "The Parade" issued on 20 February was subsequently withdrawn in early March. The card features three children waving the Irish flag – but nobody had noticed that the colour orange was next to the flagstaff instead of green i.e. the tricolour was in the incorrect order orange/white/green which is the flag of the Ivory Coast! Much embarrassment for An Post including calls to a national radio phone-in show. The card was withdrawn from both post offices and the philatelic bureau circa 8 March. A new printing with the flag colours corrected was issued a couple of days later.

At the same time the bureau also withdrew the post paid card featuring the statue in the G.P.O. of Cuchulain,. It was generally known from the time the card was issued in July 2002 that the image was printed back to front with the legendary warrior of Irish mythology facing the wrong way. To date this card has not been reprinted. The remaining five cards in this set which depict the G.P.O. and some of the events associated with the building remain on sale.

Brian WARREN

Irish Postal Rates since 20th February 2006

The basic inland rate of 48c remains unchanged but the weight limit has been reduced to 50g (from 100g). The basic inland 50g rates are subject to approval by the Commission for Communications Regulation (COMREG) who refused an increase in the standard letter rate from 48c to 60c. They did approve the two other 50g inland rates (Large Envelope and Packet) with effect from 20th March 2006. All other rates and service alterations came into effect on 20th February 2006. There has been several significant increases in the higher weight categories e.g. the 100g large envelope rate increases by 50% from 60c to 90c. A new initiative is a lower rate of 55c for inland second weight step meter mail. Economy or Surface services for overseas destinations have been abolished but it is unclear if airmail labels should continue to be used on overseas mail. There is no reference to airmail labels in any of the An Post literature although I noted that labels continue to be available at post office counters.

The other significant rate change is the abolishment of the separate set of rates for Britain with the new basic rate of 75c (previously 60c airmail to G.B.) applying to all overseas destinations (previously 65c airmail to Europe and Rest of the World).

Apart from rate increases, the registration service remains unaltered although there are some changes to the compensation limits. The former worldwide Swiftpost service has been abolished and the more recognisable term "Express" in use prior to 20 January 1992 has been re-introduced. However, the Express service is now confined to Ireland (i.e. including Northern Ireland) although a new insurance option is now available for mail to Republic of Ireland addresses.

Ireland (including N. Ireland)

Weight not over	Letter / Postcard	Large Envelope	Packet
50g until 19th March 2006	48c	60c	96c
50g from 20th March 2006	48c	90c	€2.00
100g	60c¹	90c	€2.00
250g		€1.25	€2.50
500g		€1.75	€3.50
1kg		€2.70	€5.50
2kg (max)			€7.00

¹ A reduced 55c rate applies to meter mail at the 100g weight step – letters and postcards only. A rate of 50c applies to Ceadúnas (PPI) mail for the same weight/category.

Europe (including Britain)

Weight not over	Letter/ Postcard	Large Envelope	Packet
100g	75c	€1.40	€2.50
250g		€2.75	€3.25
500g		€4.00	€4.50
1kg			€7.00
2 kg (max)			€10.00

Rest of the World

Weight not over	Letter/ Postcard	Large Envelope	Packet
100g	75c	€1.40	€2.50
250g		€2.75	€3.25
500g		€4.00	€4.50
1kg			€10.00
2kg (max)			€16.00

Maximum dimensions of a Letter / Postcard: 235mm x 162mm x 5mm thickness (i.e. C5 size). (Also known as "POP" or Post Office Preferred Size). Above 100grms, the large envelope or packet rate applies.

Maximum dimensions of a Large Envelope: 400mm x 300mm x 25mm thickness (i.e. C4 size). (Also known as a "Flat").

Dimensions of a Packet: Items that exceed 400mm x 300mm x 25mm thickness.

REGISTRATION AND EXPRESS RATES

	All Categories of Mail (Letters / Large Envelopes / Packets)		
	Registration		Express
Weight not over	Ireland	All Other Countries	Ireland
100g	€4.50	€4.00 plus postage	€5.00
250g	€5.00		€6.50
500g	€6.00		€7.50
1kg	€8.50		€9.50
2kg (max)	€10.50		€13.00

Registration - Ireland (including N. Ireland): The fees payable are inclusive of postage and cover compensation up to a maximum of €320. Additional compensation up to €1,500 or €2,000 is available for an additional fee of €4.00 or €5.00 respectively.

Registration - All Other Countries (including Britain): The compensation limit for Britain is €320, for Europe €150 and for all other countries €35.

Express - Ireland Only: The Express service is only available within Ireland (including N. Ireland). Next working day delivery is guaranteed to Republic of Ireland addresses. There is no Express (or similar) service available to other countries as the previous Swiftpost service has been abolished. A signature and insurance option is available for an additional €2.00 which gives compensation up to a maximum of €350 (i.e. greater than the basic compensation maximum for the inland registration service). This additional insurance option is only available in respect of mail to Republic of Ireland addresses.

An illustration of an Express cover is shown on the front cover and the various labels are shown on the back page.

1

Tá an roinn seo le líonadh ag an gcustaiméir

€

--

Letter
Litir

Large Envelope
Clúdach Mór

Packet
PaicéadParcel
Beartán

2

 Stamps/Stampaí
Standard Post/Gnáthphost

Registered Post*/Post Cláraithe*

Express Post/Luasphost
(including Expresspost with signature and insurance*)/
(agus Luasphost le siniú agus le hárachas*)

Courierpost/Post Teachtair

Other/Eile

[illegible]

€	=	48
€		
€		
€		
€		
€		

*Declared value of item
*Luach dearbhaithe na mire

€	
---	--

3

Ní cheanglaítear aon dliteanas dlí le An Post i ndáil leis an admháil seo.

Léiríonn an dátstampa seo an dáta agus an oifig eisiúna.

Signature/Siniú



C25 BCR 01/06

A new type of combined receipt/certificate of posting was introduced on the same day. Previously this type of certificate of posting was only used for non Swiftpost/Registered items (now called "Standard Post"). Prior to 20 February 2006, the certificate of posting for Swiftpost and Registered items was combined with the self-adhesive label. The new form combines all services although I was not given such a receipt for the ordinary express item illustrated on the front cover. Perhaps a receipt is only mandatory for the Express service when the insurance option is taken.



(Labels shown at approx. 75% of normal size)

There are five different labels as illustrated above – Parcel Post, Express Post with Signature (i.e. insured), Express Post, Registered Post and Courier Post. All labels are self-adhesive with the bar code element applied to the reverse and the service sticker (at right) to the front of the postal item. Note the Express with insurance option does not refer to "insurance". The requirement for a signature identifies this label. Parcel and Courier services have since January 2005 (last year) been re-integrated with the remainder of the An Post services and the separate SDS division abolished. This is reflected in the co-ordinated style of all five labels. I would also expect a new type of registered envelope to be issued in due course which would incorporate the new type of registration label.

Brian WARREN