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# Irish Philately

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THE JOURNAL OF THE IRISH PHILATELIC CIRCLE

**INSIDE THIS ISSUE – COUNTY NOTES – CARLOW, MORE SEA HORSE  
DISCOVERIES, WITHDRAWN SHIP LETTER AND EVEN MORE ANSWERS**



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I must admit that at one period during the past year, it look very bleak in terms of material for the Journal and I was seriously considering not publishing one of the quarterly Journal's. As you well know this was not the case due to members responding to pleas for material, also I have obtained permission to re-produce other articles from other philatelic sources.

On a more pleasant note, I am pleased that queries are being made by members and in most cases there is a response to these. Thus the Journal is functioning and you the members are receiving information; which is the object of the Journal.

By the time you read this I shall have been in Dublin for the AGM and hopefully met up with many of you – at the same time – asking for more articles or information for the Journal. It is because I get a lot of pleasure from producing and editing the Journal that I do so but should there be a member who would like to take this position, as Editor on, by all means come forward and let one of the Committee know. One never knows whether "new blood" will be successful.

A special supplement featuring "Proposed Irish Free State High Values" by Douglas N. Muir, curator, Philately at the British Postal Museum and Archive is published separately with this issue and is funded from our "Publication Fund". You will also note a new masthead. The intention is to change the stamps illustrated on the top of the page at the beginning of each year.

Finally, Stan Challis has asked that I include a brief note of thanks to those members who were at the IPC annual meeting in Dublin and kindly sponsored him on his 40 mile walk around Guernsey on 10 June. The walk included over 3,800 steps on the cliff paths (of which 2,266 were 'up'). Stan tells me that he completed the walk in just over 14 hours and raised nearly £750. He is very grateful to all those who supported him.

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

Telephone: 01494 583111 in the UK.

Editor

**Eddy DALTON**

## A "Post Paid Withdrawn Ship Letter" of Dublin"

The Royal Act 54 George 3, c169 of 10 October 1814 enacted that "Persons who may be desirous of forwarding their letters themselves, may do so, by any vessel not being a packet-boat, upon payment of one third of the packet rate, and having the postage so paid marked upon them by an officer of the Post Office in London, or at the outport post offices".

This scheme was confirmed by the Post Office Directorate of 1815. It was an attempt to prevent outward ship letters by-passing the Post Office.

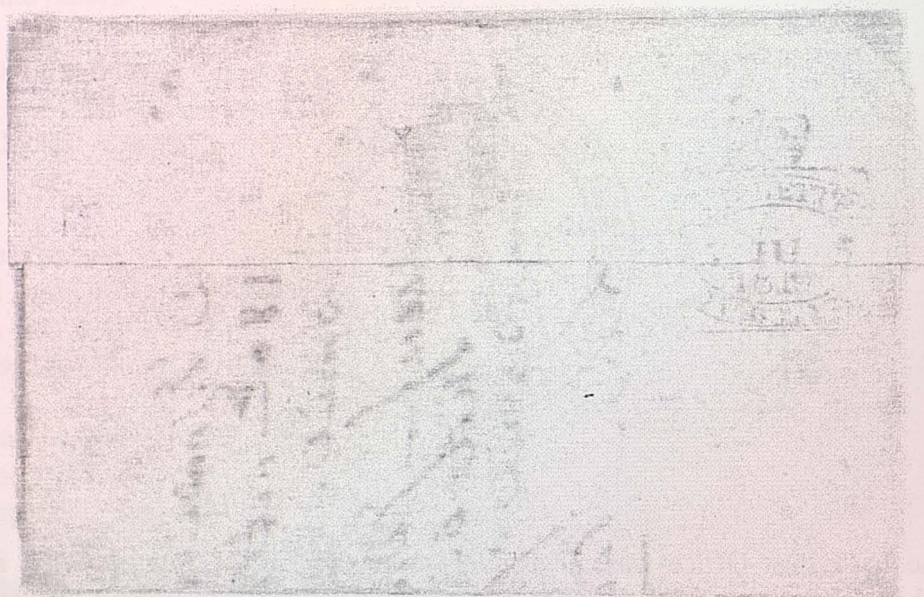
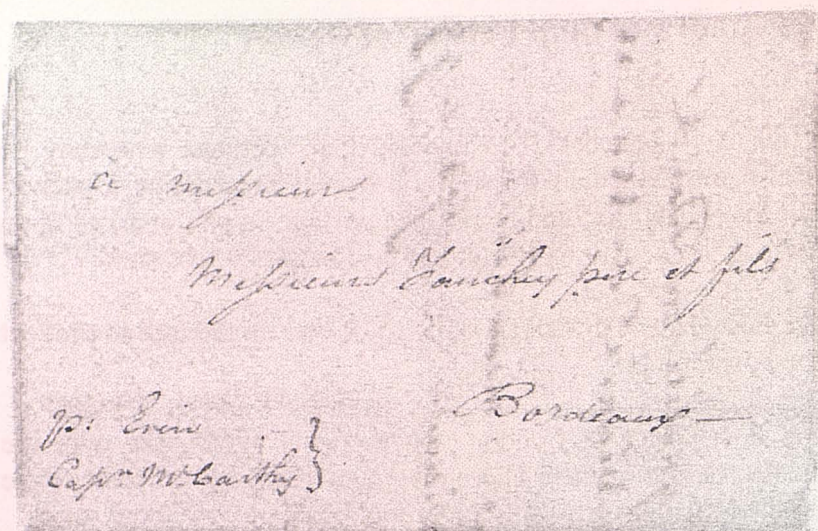
To mark such letters the General Post Office of London issued special postmarks with the mention "Post Paid Ship Letter / date / outport name". These marks are recorded for most of the British harbours and are similar to the following displayed Liverpool mark.



Although the Irish Post Office was independent from the 2nd of August 1784, it might be anticipated that this scheme also applied to outward ship letters from Ireland. In fact the Royal Act 55 George 3, c103 effective from 5th July 1815, "an Act to regulate the Postage of Ship Letters to and from Ireland", confirmed its application:

"§ III: And be it further enacted, that it shall be lawful for His Majesty's said Postmasters-General of Ireland and their Deputies; to receive Letters and Packets directed to Places within His Majesty's Dominions (other than Great Britain) ... from any Person who may bring the same to any Post Office in Ireland, and to affix upon each letter **such Stamp, mark of postage, or Designation, as the said Postmasters General in their Discretion shall think proper and order**; and thereupon to demand and receive ... a Rate of Postage of One Third of Part of the Rates and Duties payable by law... if the same were conveyed by Packet-boats; ... and upon payment Thereof, to return such Letters to the Person bringing the same; and that it shall and may be lawful for such Person to forward such letters to the Places to which they may be directed, by any Ships or Vessels that he may think proper, not being a Packet-boat;"

§ VIII of this Act: "it further enacted that if any Person ... shall send any letter ... without such official mark thereon ... shall forfeit and pay the sum of Five Pounds for every letter ... "



The above displayed letter from Dublin to Bordeaux is dated 4 June 1819 and is marked SHIP LETTER / 5 JUN 5 / 1819 / DUBLIN in accordance with the Royal Act 55 George 3, c103 mentioned. But no charge has been inscribed and the mark is not a Paid mark.

So far it is known, no Packet Line existed between Dublin and Bordeaux; hence, the **One Third of the Packet Rate** could not apply. However, there was a heavy commercial traffic by cargos and private ships.

Which situation faced the Postmaster when the letter was presented to him? The usual route to France was via London and Calais which would have led to a postage to be paid in the U.K. of 2sh 3d (Dublin-London 1/. + Howth-Holyhead 2d + Menai bridge 1d + reduction -2d + London-Calais 1/2) + 20 decimes postage due in France (from London 10 decimes / Calais-Bordeaux 10 decimes).

Travelling by private ship would have been lawful before 1815, but the **One Penny Ship letter Rate** in force from 1st August 1784 (23 & 24 George 3, c17) **was repealed** in the same above mentioned Royal Act 55 George 3, c103. Consequently, **no charge** could be levied on such a letter when the sender wished to let it travelling by a known-from-him private ship. This situation lasted to 21st August 1835, when the Royal Act 5 & 6 William 4, c25 enacted a uniform 8d rate on outward ship letters.

#### References:

- United Kingdom Letter Rates 1635 to 1900. Colin TABEART
- For the Port and Carriage of Letters 1570 to 1840. David ROBINSON
- The mentioned Royal Acts

Jacques RENOLLAUD

I had not anticipated making more discoveries so soon after **Discovering Seahorses** had been published. Realistically, I suppose it was inevitable that additional plates that were used for Overprints or varieties that I had not seen myself, were to reveal themselves. And so it turned out to be. But it came as something of a surprise to discover 2 new Plates with Irish overprints, a distinctive flaw on the Re-engraved and to learn that 'Ribbed Paper' on Bradbury stamps was in use earlier than I had previously recorded.

## New Plates

In MacDonnell Whyte's latest auction (April), evidence has emerged of two new 2s 6d plates, bearing Irish overprints, that I had not encountered before; one carrying a Thom Saorstat 3 line overprint (Plate -/1 Left State 3), the other Saorstat Narrow (Plate 6/8 Right).

Page 237. Add **L** to 2s 6d column against Plate -/1 State 3 for Thom Saorstat. Add **& R** to same column against Plate 6/8, for Saorstat (Narrow).

## Earlier Use of Ribbed Paper

A few months ago, I found a couple of used Bradbury stamps on 'ribbed' paper. Their 'Ribbed Paper' datestamps confirmed this variety was in circulation a few months earlier than stated in the book.

Page 36, 'Ribbed paper' - sixth line should read **"Both were in circulation from mid-1921"**.

## Frame line

From the Baillie Collection, I spotted an example of a frame line re-entry on a Description 2s 6d Bradbury from Plate 3/5 Left (State 2) row 3/1. This is one I had not seen before, having relied on Major General Sir Leonard Atkinson's terse description for its entry in the book. A more detailed description is shown below.

Page 144 Left - State 2 R3/1 **Top outer from left of central dot to above trident and either side of ring 5. Right outer and inner from base of shield, downwards.**

Somehow, the frame line descriptions given to 2s 6d Plate -/1 Left (State 1) for R3/2 and 3/3 got transposed.. What had been attributed to Row 3/2 should be credited to R3/3 and visa versa.

Page 103 Plate -/1 Left (State 1). **Transpose descriptions for R3/2 to R3/3 and for R3/3 to R3/2.**

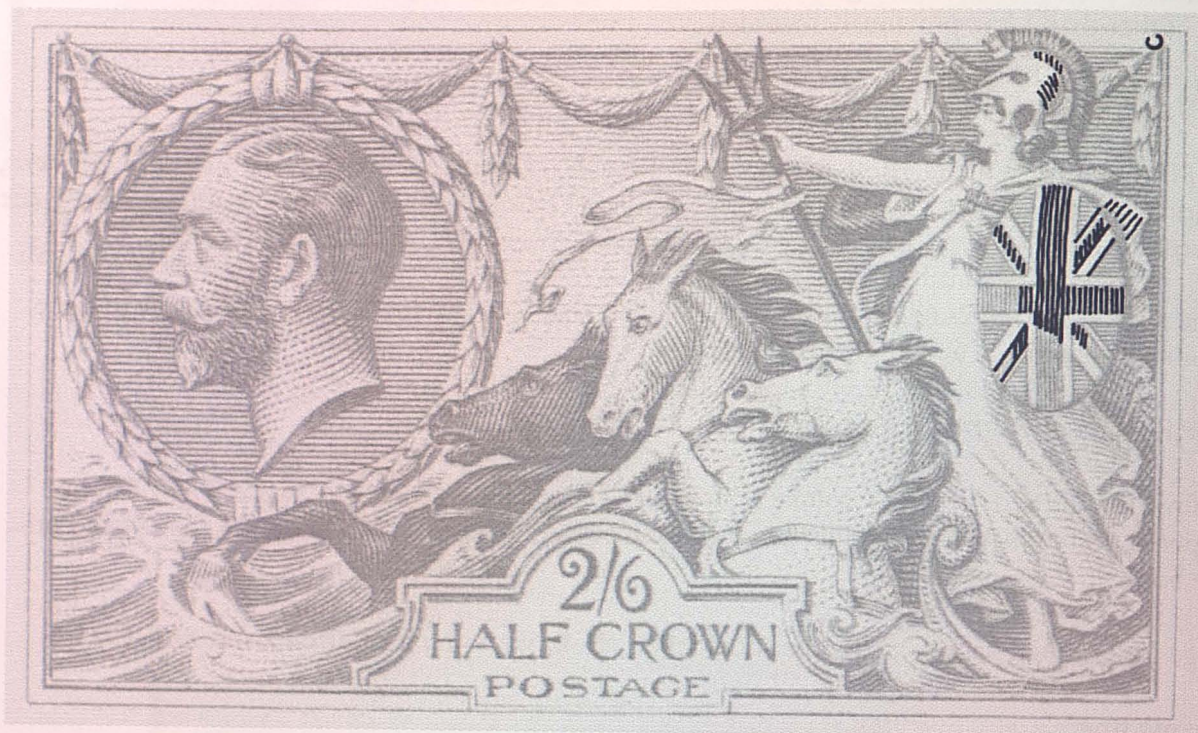
## Omission

With the listing of the Bradbury Official Plate Numbers, I inadvertently omitted to include, that the 5s Plate 5/6 came in two states.

Page 59 5s Official Plate Nos. should read Plate 5/6 **L States 1 & 2**  
**R States 1 & 2**

## Modifications to Minor Varieties

There are also some minor modifications to the illustrations of two Minor Bradbury varieties. A 2s 6d from Plate 2/4 Right (State 1), where the doubling in the shield of St. George's & St. Patrick's Crosses is more extensive than previously realised. And a 5s from Plate 3/4 Left, where the doubling involves the left outer and inner frame lines as well.



Page 124 Plate 2/4 Right (State 1)  
R7/2 (No. 26) Minor



Page 190 Plate 3/4 – Left  
Row 1/1 (No. 1) Minor

## 10s Bradbury Plate 4/9 Right

For the first time, I have just seen a bottom right corner copy of the Bradbury 10s Plate 4/9 Right to enable the measurements to its trimline to be recorded. My thanks for this go to Barry Fitzgerald of Embassy Philatelists.

Page 221, Delete NR, insert for trimline **16.5**; distance from stamp **20.5 New Frame-Line Extension**

Until now, these scarce examples have only been found on Waterlow & Layton and De La Rue stamps. All of them, I suspect, were printing flaws created by the inter-leaving paper dragging surplus wet ink by always extending the line(s) to the left of the stamp (see pages 76 & 81). However, those found on Bradbury stamps are genuine re-entries, probably created by a burin used to strengthen a weakened frame line. These were very minor extensions, and are to be found projecting both to the left and right of the stamp.

It was not until Alan Grant of Rushstamps showed me a long extension to the top frame line on a 10s stamp, that I realised one existed on the Re-engraved issue. And, we even know its plate position (Plate 14325 R1/3).



On close examination, it can be seen that the wet ink has been inadvertently dragged to the left, just like those found on the earlier Seahorse printings, and, no doubt, caused by an encounter with interleaving sheet or some other obstruction.

This is another flaw to add to the small number found on the Re-engraved issue.

Page 225 **VARIETIES** 10s - Printing flaw, frame line extension (Plate 14325 R1/3 No. 3).

### Any New Discoveries?

Hopefully, the book has encouraged many to re-examine their Seahorse collections, and I would be most interested to hear from collectors and dealers of any new discoveries they may have found or ones I had previously overlooked.

**Bryan KEARSLEY**

## ANSWERING THE PLEA

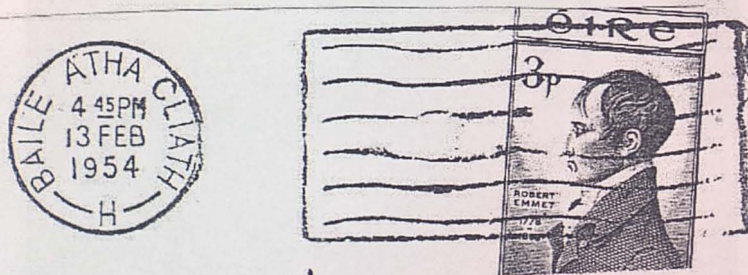
I read the articles published in the Journal and I think what a jolly good thing that these experts pass on the research and knowledge to us poor foot soldiers in this Society. When people like me have a great difficulty sorting out our own problems even when we have access to reasonable sources of reference plus years of trying to get to grips with the finer points of one's hobby. If when surrounded by covers, books, papers and sometimes stamps the conclusions raised seem half baked; you then ask yourself could they be published? Well, why not, the notes may help some other poor foot soldier on the road to enlightenment.

One reason I have stirred myself to produce something for the Journal, is our Editor's plea for material. He is a man we should support and he is complaining that contributors are declining and there is a dearth of material. What he wants is the postman complaining of the heavy and numerous deliveries to "Chez Nous". So to the article.

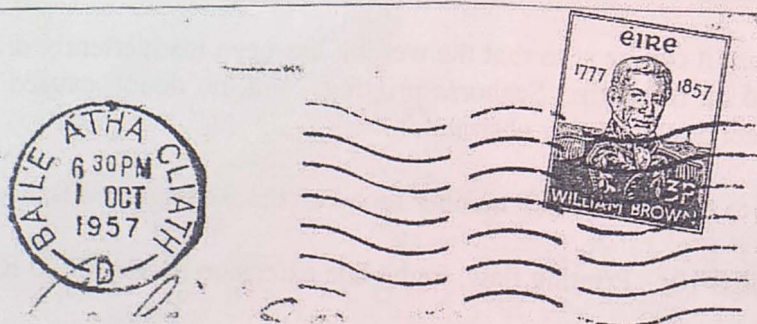
### BLANK DIES OF CANCELLING MACHINES

As a collector of Dublin slogans (on cover if possible), I find that increasingly over the years more machine cancels have a bit where the slogans appeared remaining blank. The first question I ask is why? If thousands and thousands of cancels appear with slogans, why don't they just continue with a new slogan, where the other left off? Are they blank for a reason? Is it only for special mail? These are all rhetorical questions, to which I have no answers. I am always afraid when I do ask the question, that someone will reply with "Did you not see Smith's book of 1934" or "Jones article in the Journal in 1973". Leaving me feeling the complete idiot!

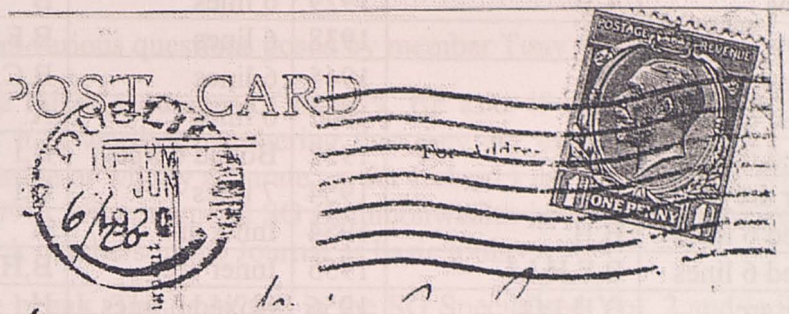
So far my research has identified the following Dublin cancelling machine types, mostly I think Hey-Dolphin.



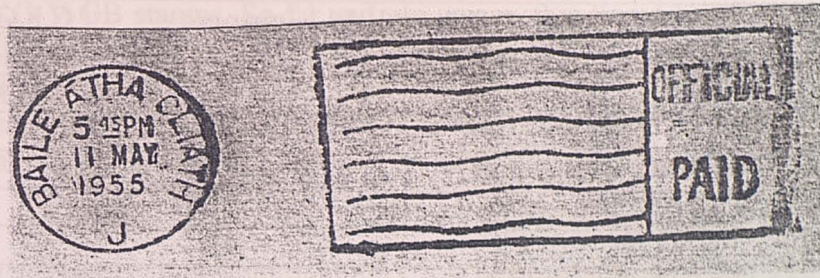
1. Boxed with six wavy lines



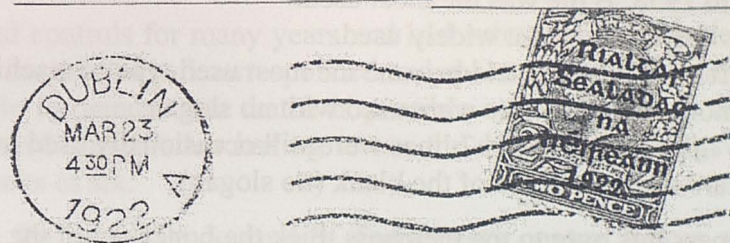
2. Inner arc. Seven wavy lines



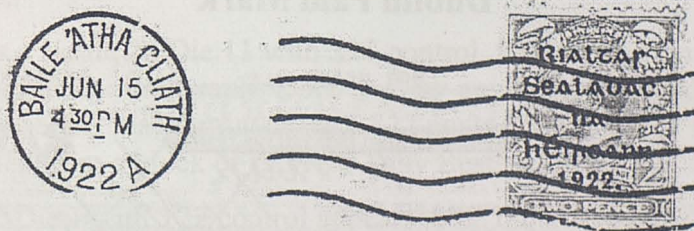
3. Seven wavy lines



4. Official Paid



5. Five wavy lines (Dublin)



6. Five wavy lines

The list that follows is a preliminary list, there could well be; in my ignorance far more. The year is given first, then the type as per the illustrations 1 to 6, followed by the letters identifying the various dies I have in my collection. The dies I have examined appear mainly on internal and English envelopes, although I have Dutch, German, USA and Monaco as well. There appears to be no distinction between business and private mail.

|      |               |               |      |               |           |
|------|---------------|---------------|------|---------------|-----------|
| 1922 | 5 lines       | A,B           | 1929 | 6 lines       | B         |
| 1937 | 6 lines       | F             | 1938 | 6 lines       | B,F,C     |
| 1944 | 6 lines       | F             | 1945 | 6 lines       | B,C,F     |
| 1945 | Boxed 6 lines | B             | 1947 | 6 lines       | A         |
| 1949 | Boxed 6 lines | I             | 1952 | Boxed 6 lines | B,I       |
| 1953 | Inner arc     | H,L           | 1954 | 7 lines       | B,I       |
| 1954 | Boxed 6 lines | B,H           | 1954 | Inner arc     | H         |
| 1955 | Boxed 6 lines | B,F,H,I,J     | 1955 | Inner arc     | B,H       |
| 1956 | Inner arc     | B,H,I,O       | 1956 | Boxed 6 lines | H         |
| 1957 | Inner arc     | A,B,H         | 1958 | Inner arc     | B,D,H     |
| 1960 | Inner arc     | G,J           | 1961 | Inner arc     | B,F,G,H,K |
| 1962 | Inner arc     | F,H           | 1963 | Inner arc     | D,H,K,T   |
| 1964 | 7 lines       | B,D,H         | 1964 | Inner arc     | C,F,G,H,I |
| 1964 | Boxed 6 lines | H             | 1965 | Boxed 6 lines | C,G,H,L   |
| 1965 | 7 lines       | F             | 1966 | Inner arc     | A,D,J,K   |
| 1967 | Inner arc     | B,D,H,I,L,S,X |      |               |           |
| 1968 | Inner arc     | F,G,L,O,P,X,Z |      |               |           |
| 1969 | Boxed 6 lines | A,D,G,H,Y     |      |               |           |
| 1969 | 7 lines       | T             |      |               |           |
| 1978 | Inner arc     | C,H,J,K,Q,T,Z |      |               |           |
| 1971 | Boxes 6 lines | Z             |      |               |           |

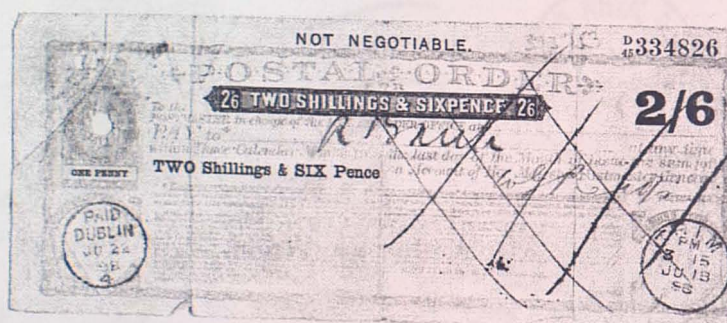
Information drawn from this listing:

1. In the years to 1958, B die was the most used.
2. Letter H was the second most widely used.
3. Inner arc started about 1953 and became the most used type of machine cancel.
4. After 1961 more and more dies were used with no slogan.
5. The boxed 6 lines and unboxed 7 lines were still occasionally used in later years.
6. The early years show little use of the blank (no slogan).

Now I am happy to pass this over to the members. Pick the bones out of the input and let the Editor know of any added information to the above. I apologise for my lack of knowledge in general.

SENEX

### Dublin Paid Mark



I write in response to the query about a Dublin Paid Mark, from Stan Challis in the June '05 Journal. Please see my illustration (reduced in size) of a Postal Order, with what appears to be the same mark. My theory is therefore that the correct use of this handstamp, was in the Postal Order Section but might occasionally been used in error for postal business. In local offices this kind of incorrect accidental use as a cancellation did happen, especially with handstamps, including the letters "TO", which were intended for Telegraph business.

Peter WOOD

## The 2d Die 11 Frame Break and Controls

Some comments on various questions posed by member Tony Best.

In Vol. 2005/3 he raises a number of matters. He asks if he is using the wrong catalogues. Probably not, but it is worth remembering that they are essentially dealers' price lists. None therefore is exhaustive or wholly accurate; so for Ireland I use MacDonnell Whyte (although the latest edition is 1991), Hibernian and SG Commonwealth in addition to the Feldman Handbook and, of course, back numbers of the Journal as basic tools.

**2d Die 11 Frame break.** This is N20 d in the SG Specialised Vol. 2. and is illustrated there. It was indeed the late Cyril Dulin who first reported this flaw on the GB stamp printed from Plate 3. The editor's note in the JIP Vol. 1 No.2 (Oct. '73) which puzzled Tony Best in fact refers to 'The Postage Stamps of Great Britain' Vol. 4 by Beaumont and Stanton - still essential reading for students of KG V GB stamps. So far as I am aware, this frame break has never been found with control S22 either overprinted or un-overprinted. I do not know the authority for Hibernian's listing of Die 1 (not 11) T28 b of 'breaks under PENCE various'. Perhaps someone would like to enquire of the Hibernian catalogue editor. Surface printed stamps are prone to show slight breaks in the inking and without at least two examples of any flaw, care must be exercised.

**Controls.** These are purely for accounting purposes. For example, S22 and T22 indicate that any sheets carrying these controls were printed in 1922. The change of letter in any given year occurred at the end of the first quarter. (Which explains why S21 and S22 occur). The control plug was inserted in the plate on each occasion before the plate was put to press and then removed when it was returned to store.

Dr. Dulin researched controls for many years and had substantially completed a monograph on this topic at time of his death I had corresponded and spoken with him for many years about this subject. He was able to demonstrate that it is possible in most cases to identify the GB plate from the single control stamp rather having to use the marginal markings which are generally found in control blocks of six.

The illustrations in the March/06 Journal of Tony Best's control pieces are interesting. Fig.2 shows the tapering lower part of the rule at 20th left. This confirms it as GB Plate 3. Damage to the left serif of the T is denoted as Printing B by Dulin. The single control T22 illustrated in Fig. 1 is Printing A from Plate 3. Here the control slopes down to the right and extends under the jubilee line of R20/2.

Fig. 1 also illustrates a single 2d Die 11 with S22 control. I have not seen a similar control nor is it recorded in Dulin's draft monograph. Does it show any defects, e.g. dent in letter S or blunt corner in either 2? The GB plates printed with S22 control were plates 1, 2, 3, and 6. The first three can be identified from a block of six. Has Tony Best such a block?

The strip of three of Die 1 with T22 control appears to be the Thom Feb (black) with setting 2 of the overprint and, by a process of elimination, possibly GB plate 15 or 19. In the absence of a block of six with the same control characteristics it is impossible to be precise.

Distinguishing black from blue-black without scientific aids requires good light, adequate material and much practice. Comparing a Thom stamp which can only be blue-black (e.g. 3d) with several 2d may help with what is often a difficult task.

Finally in Vol. 2004/2 at page 16 he asks for information on the Skeffington family. This is the family name of the Viscount Masserene (cr. 1660). The present Viscount is the 14th to hold the title. Reference books in any public library should reveal further information.

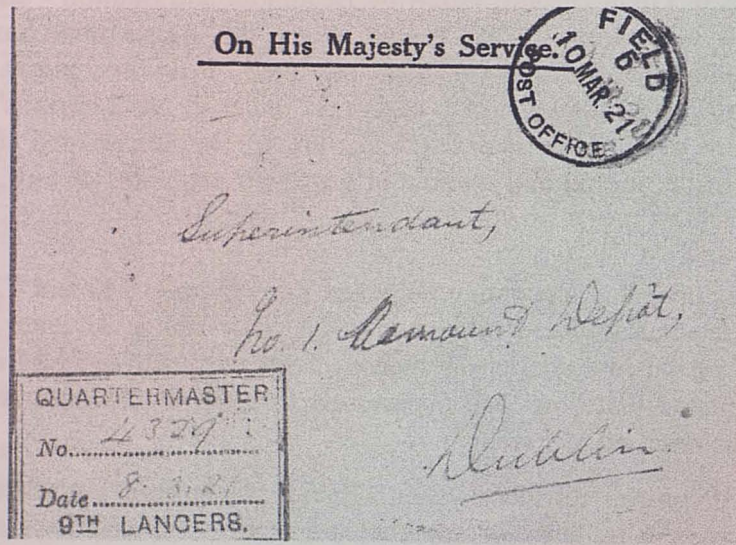
Patrick WILLIAMS

## New to the Record?

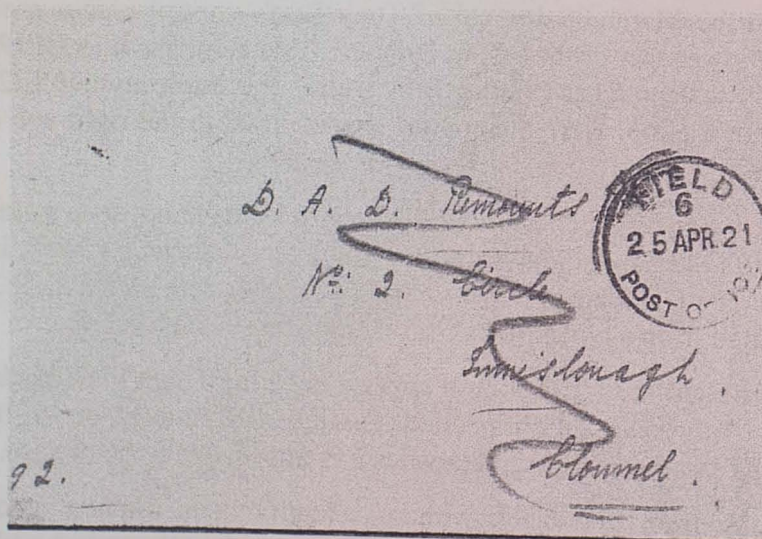
A recent revisiting of the wonderful book "Ireland's Transition" by Dr. Cyril Dulin has lead me to think that I may have acquired a couple of postmarks that have not yet been recorded in use.

In Chapter 13, "Military Mail" he shows examples (figure 46) of six rubber handstamps for F.P.O.5 through to F.P.O.10, from the G.P.O. Achieves in London. For F.P.O.s 5 and 6, it is stated that although both are listed, neither has been recorded.

The book states that F.P.O. 5 was started at Athlone in March 1921 and moved to Ballykinler in February 1922. My example therefore is an earlier use, as it is dated 10 MAR 21. There is the certifying cachet of the Quartermaster of the 9<sup>th</sup> Lancers.



For F.P.O. 6, it states that there are allusions to it being in Galway and closing in February 1922. My example simply evidences a use date of 25 APR 21.



I should stress that I have not researched the literature of British Military mail and so would be interested to hear if other examples, of these handstamps have surfaced since 1922, when Cyril's book appeared.

Peter WOOD

## Letter to the Editor

Dear Editor,

In the past my quest for Irish postmarks and good slogans on cover led me to postcard fairs. When I started at the fairs prices were fairly cheap but alas now, like good philatelic material, prices have escalated. I did get hooked eventually on collecting postcards and now have two loves.

Postcard collecting here in England has boomed and there are greater attendances at fairs (more so than stamp fairs) and the internet shows many wants and sellers. My local stamp society has closed and other

societies have falling numbers. If you go to a postcard fair you have a choice of many dealers whereas at stamp fairs only a few sell your field of collecting.

What brought this to mind was an article in 'Postcard Monthly' about how the Royal Philatelic Society in London had held a postcards only exhibition which reportedly left 'hardened' philatelists impressed. The report goes on to say there is a close affinity between collectors of stamps and postcards: linked by postal stationery, postmarks, postal markings and also subject matter.

I am not the only member of the I.P.S. who either goes to postcard fairs or is a collector. I have met a few at them. In the 'Postcard Monthly' there is a smiling picture of George Etoe being congratulated for being the winner of two trophies and two cups at the Red Rose Postcard Society competitions. Congrats George.

I know of one local philatelic society that now is a joint society that caters for both hobbies. Is this the future? Come out of the closet.

**SENEX**

**SNIPPET:** The date for Stampex for this year, is confirmed as Friday 13 October till Sunday 16 October, at the RDS, Ballsbridge as usual.

**SNIPPET – A PLEA FROM A MEMEBER:** With regard to P.O. Labels and Forms, what does the reference "O.E." signify? Some examples over the years are:-

O.E. 78 – Airmail label

O.E. 1 – Air letter

O.E. 500 – International Waybill

The same reference occurs on British Post Office forms so the term appears to have originated in Britain. Any answers please to the editor and/or to Peter Wood at:-

peter.wood95@btinternet.com

## COUNTY NOTES – CARLOW

*Remaining illustrations are grouped together on the back page.*

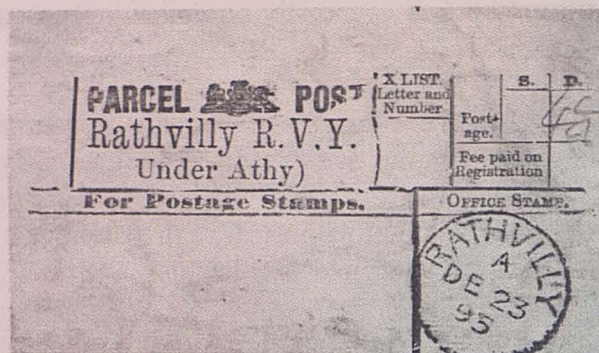


fig 29  
see page 31

As some members will know, over 20+ years collecting it has been my lot to build up a somewhat unwieldy collection of the postmarks of Ireland. I am gradually getting these mounted to enable the 'postmark history' of individual offices to be traced. Obviously I am much stronger in some areas than others although I have had the benefit of acquiring much of Dr Stafford Johnson's postmark collection mainly collected around 1930 when he was perhaps the only serious collector of such material.

Feeling it might be of interest to some members I have decided to provide some 'county notes' for each county as I sort out the material I have accumulated. Starting with Co Carlow largely because it is a small county and will give the opportunity to put all that is worth writing on a few sheets (Cork would require an entire issue and more!). I will work alphabetically through the county and endeavour not to repeat what has been written elsewhere. The illustrations are scans from my collection unless otherwise noted and come exactly as the marks are struck in real life.

### COUNTY CARLOW

#### Ardattin

Used a mark inscribed in lower case in 1930 (fig 1).

#### Bagenalstown

Was a Head Office until 30 June 1918. Skeletons noted in 1912, 1918, 1921, 1922, 1925 (Muine Bheag/ Co Carlow), 1927 (Muine Bheag), 1935 and 1957. The 1921 skeleton reads 14 Ju/5.15pm/21, an unusual way of showing the time! (fig 2). From 1925 to 1927 a double ring handstamp (my type DR3) inscribed Muine Bheag/ - Co Carlow – was in use; part Irish and part English language datestamp (fig 3). A Universal machine was introduced in 1986. Until at least 13 Nov 1986 it was inscribed Muine Bheag (Muine Bheag by December 1987) (fig 4).

#### Bagenalstown Station

I have a Bagenalstown/ Railway mark for 1894, not seen elsewhere (fig 5).

#### Ballon

A double ring skeleton was used 1935/36.

### Ballymurphy

A relatively unusual style of rubber is found between 1924 and 1934, in English, brought into use after 1922 (fig 6) although that in itself is not particularly rare.

### Bennekerry

A hard mark to find although I do have a skeleton used in 1962.

### Bilboa

Another tough mark. I have rubbers dated 1930 and 1931 both showing the county as Laoighis. The hamlet is right on the border and a visit is needed to ascertain if the office did in fact shift county at any point.

### Borris

I have a cover dated 2 My 1923 with the stamps cancelled by the mail bag seal (fig 7). Otherwise there is little of note from this small town.



fig 10



fig 11



fig 12

### Carlow

A datestamp reading Carlow/ M.O.O (Money Order Office) has been noted cancelling stamps between 1897 and 1916 and is assumed to have been in regular counter use. I have recorded skeletons in 1918/19, 1921 (fig 8), 1922, 1924, 1925, 1926(2 different), 1927, 1928 and 1936. All are different. The initial Irish spelling of the sorting office datestamp 'Ceatharloch' has been recorded in this journal. The same spelling is also found in a single ring mark (fig 9) assumed intended for counter use. Both appear to have been withdrawn by the end of 1922. Carlow was one of the offices supplied with English language datestamps in 1994 when the SID datestamps were introduced (fig 10). I also show a rather nice Parcel mark incorporating the aspirant rather than using the letter 'H', this used in 1929 (fig 11)

### Carlow town sub offices

They offer little of note although I do show the mark of Carlow Station, an example of which was supplied to Dr Johnson in 1930 (fig 12).

### Clonegal

Was under Ferns from 1854 and then Enniscorthy (both Co Wexford) from 1922. Of note is a mileage mark with the town name 'Clonegall' with 2 'L's (1830). A numeral cancellation was issued immediately after the main list was completed in 1844 (451), implying it was left off that original list. This has been seen struck in blue. The English language datestamp introduced c1900 remained in use until at least October 1956 (figs 13 and 13a); a long period of use but by no means unique.

### Clonmore

Used at least 7 different rubber marks between 1922 and 1952 one of which was a skeleton in 1931 (fig 14).

### Corrie's Cross

This offices lies at a rural cross roads with hardly another building in sight but is not especially rare. It was another office to use a lower case rubber datestamp between 1922 and at least 1924 (fig 15). Three other rubber cancellations between 1933 and 1938 were used with violet/ purple ink.

### Fenagh

I have a poor example (not meriting illustration) of an unusual mark inscribed continuously around the rim Fenagh Bagenalstown for ?1894.

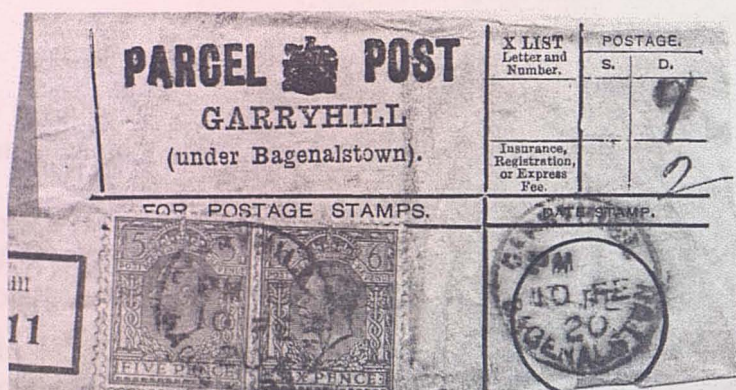


fig 16 – also shown on front cover



fig 17

### Garryhill

I have seen a dozen or more fragments of parcel labels from this office between c1908 and 1920. Whether there was a large user here or merely one correspondence saved we shall probably never know (fig 16); note the PM slug in the postmark. In common with many other offices several different rubber datestamps were used in the years to c1952. That used in March 1932 was severely mis-shapen (fig 17).



fig 18

### Glynn

This office closed in 1918, so a skeleton inscribed Gleann Co Cheatharlach dated 3 JA 1953 (fig 18) is somewhat of a mystery. When I passed through the hamlet in 2004 I was surprised to find that St Mullins post office had reopened here earlier that year (having closed at St Mullins 2 miles away in 1998).

### Grangeford

Merits no comment beyond noting its relative scarcity.



fig 19



fig 20



fig 21

### Hacketstown

Opened in 1797 as a head office, before being transferred successively to the control of Baltinglass, Newbridge, Co Kildare (1854-56), Athy, Naas (1922-1960) and finally Carlow. I have a poor example of a townstamp for 1804 inscribed HACKETS•T<sup>N</sup> and handstamp used in 1900 showing the county as Wicklow (fig 19). Skeletons are noted for 1923 and 1963 (this in English). By October 1923 the datestamp read (in error) HAGASTUN. This has been recorded elsewhere and survived until November 1924 (fig 20). A new English language mark was then put into use (fig 21), and remained in service until December 1936.



fig 22



fig 23

The Irish name was changed from Baile an Droichid to Baile Haiceid in 1977 although the registration label read Baile an Droichid as late as 1991 (fig 22).

### Kilbride

Is noted in violet in 1934 and again in 1948 (a rubber datestamp).

### Kildavin

Used a rubber skeleton in April 1941 (fig 23).

### Killedmond

Appears to have used only two postmarks (one in each language) between 1898 and closure in 1966. I could find no trace of the former office on a visit in 2004.

### Killerig Cross

Was another office to use a rubber skeleton (in 1931) and a rubber datestamp is noted used in violet in 1948.

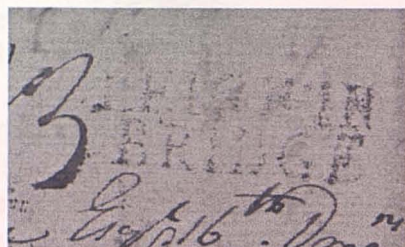


fig 24

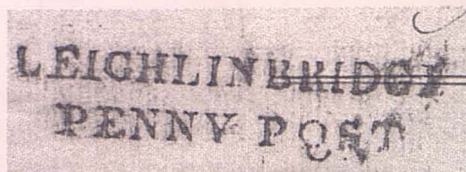


fig 25

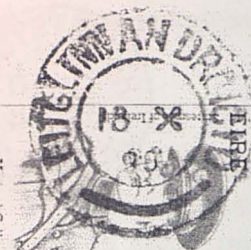


fig 26

### Leighlinbridge

A very old office established by 1729, it used a two line townname mark in 1791 – my example is poor but still worth recording as the two line townnames are uncommon in Ireland (fig 24). It operated one of the first Penny Posts (fig 25) in Ireland (to Fenagh and Myshall) starting by December 1831 (before the relevant act came into force) and remained a head office until 1865 when it was put under Bagenalstown. Skeletons are recorded for 1929 and 1930. The new mark introduced in 1929 (and presumably sent for repair in 1930) saw daily service until at least 1993 and by that time was one of the last still in use incorporating an aspirant (fig 26).

### Milford

A skeleton is reported used in 1928.

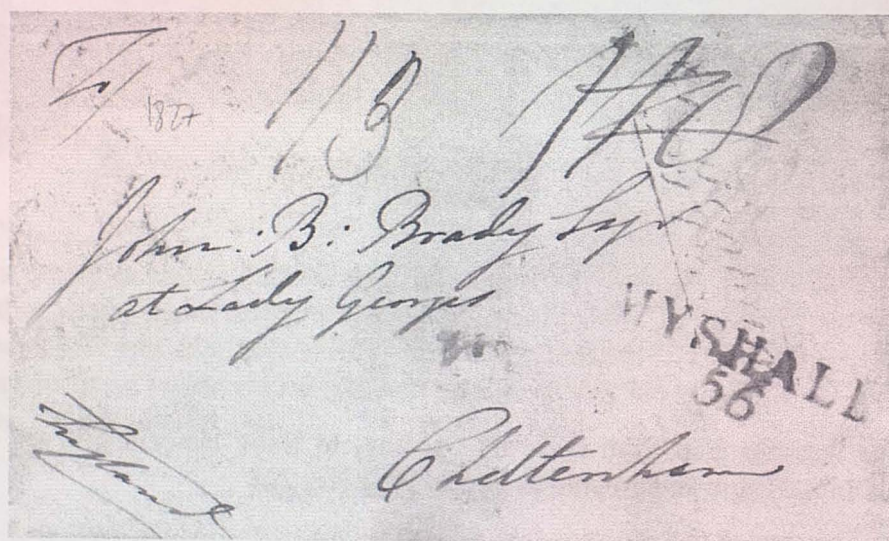


fig 27

### Myshall

I show the mileage mark (seen for 1823 and 1827) as I believe this is not recorded by Moxter (fig 27). A skeleton was used in 1926.

### Nurney

An all lower case rubber datestamp was used in 1928.

### Old Leighlin

Rubber datestamps were in use until 1951. A rubber skeleton is known for 1928. Impressions in violet are found from 1924 to 1929 and again in 1931 and 1933. One of those rubbers is unusually large with a 37mm diameter (fig 28).

### Palatine

A difficult one to find, but noted in violet in 1948 and 1950.

### Rathtoe

Another difficult mark. I have seen nothing from this office before 1954 despite it being opened in 1898.

### Rathvilly

Like Hacketstown this office had a number of head offices before being transferred to the control of Carlow in 1930. I show a parcel label of 1895 (fig 29 – illustrated on page 26).

### Royal Oak

Just a mile from Bagenalstown it is not surprising this office was closed in 1924. I do have a rubber mark used in 1922 but it will not show well in a scan.

### St Mullins

See comments re Glynn (above) which it replaced in 1918. Rubber marks were used until at least 1947 (fig 30 showing the county as Kilkenny is a typical example).

### Tobinstown

Difficult; I have seen examples for only 1930 (rubber) and 1962 (steel).

### Tullow

For a major office (HO until 1853) little of note appears to have happened. A skeleton was used in 1925 whilst the double ring English language datestamp was sent for recutting. Examples of before and after are shown (figs 31 and 31a); note the raised O in Co in the recut. Prior to 1994 only two Irish language datestamps have been noted (since introduction in 1936) a very small number for what is a relatively important office.

Not seen      Ballyhacket Cross; Graigie-na-Spidogue.

**Stan CHALLIS**

## **LATE NEWS 1:**

An Post will issue a postal stationery postcard on 3rd July 2006 to mark the opening of a new exhibition at the Foynes Flying Boat Museum. The exhibition will incorporate a full scale mock-up of a Boeing B 314 Flying Boat. The postcard will incorporate a "Postage Paid" version of the 52p stamp issued in 1998 featuring Captain Blair and a Sikorsky V-s Flying Boat. A special cancel will also be available. The card has been produced with the co-operation of the Museum and the Irish Airmail Society and will be available from the philatelic bureau.

## **LATE NEWS 2:**

A special Rosslare Paquebôt postmark will be available on 12th August in connection with the issue of the stamps issued in June to mark the centenary of the Rosslare – Fishguard sea route. The cancel refers to the The Fishguard and Rosslare Railways and Harbours Company which runs both ports. The 12th August date coincides with a weekend of celebrations in Rosslare including a steam train trip from Dublin. IPC member Philip Quigley has organised this special cancel. This cancel will also be available from the philatelic bureau.



fig 1



fig 2



fig 3



fig 4



fig 5



fig 6



fig 7



fig 8



fig 9



fig 13



fig 13a



fig 14



fig 15



fig 28



fig 30



fig 31



fig 31a