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# Irish Philately

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## INSIDE THIS ISSUE

SINGLE PRIVATE CHOPS OF IRELAND, AT THE AUCTIONS,  
LATE MAIL, MAIL COACHES AND POST ROADS OF IRELAND, AGM PHOTOS



*"Come to Ulster For Your Holidays" cachet on cover posted in Belfast on 3rd November 1936*

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Dear Members

To hand is my second journal as stand-in editor. Special thanks to member Hugh McGoldrick who generously sent what must be a lifetime work on Post Riding & Mail Coaches. Over 300 A4 pages. I have condensed the Post Riding section for this issue and hope to do similar with the Mail Coach section for the June issue.

Thanks also to the other contributors including Peter Wood and Eddie Dalton and again to Brian Warren. Please keep sending in contributions. There can never be too many !. Only one member has written with queries..... answer(s) in June. You will note that it is not necessary to provide articles running to several pages (although they will always be welcome). Short items displaying unusual covers, usages, postmarks etc. help to provide interest and diversification – we want to provide something of interest for everybody in the Circle. Any articles for the next issue can be sent either by e-mail to [patrick.smithers@ntlworld.ie](mailto:patrick.smithers@ntlworld.ie) or by post to 113 The Dale, Belgard Heights, Dublin 24. Ireland.

Included as a supplement with this issue is Brian Warren's annual "That Was The Year That Was 2007". In order to utilise the facility of colour on the front and back pages, a number of illustrations are now grouped on the back cover. Brian first took over this annual listing from me in 1977 ! In the initial years, the article was written jointly with the help of his mentor, the late Eddie FitzGerald. Little did he realise that he would be continuing to produce it some 30+ years later.

Finally, with my auctioneer hat on, there are some choice items for sale from members in the current auction, offered at very reasonable reserves. It's unlikely you'll find cheaper elsewhere. Take a look and send in a bid.

**Paddy Smithers – Acting Editor**

# Single Private Chops of Ireland

by Peter Wood

*This article first appeared in "Cinderella Philatelist"*

I write in response to the article "Single Advertising Chops" by Edy Pockelé, edited by Peter Rogers in the January 2005 issue of *"Cinderella Philatelist"* (Vol. 45 No. 1)

This involves handstruck markings, separate from obliterating or franking device, applied to the back or front of covers for an advertising purpose other than by the postal authorities. Although not being labels they are closely allied to the advertising status that many Cinderella labels possess and so the author considers them "worthy of inclusion in the broad field of Cinderella philately." We may suspect that most other members do not agree with him as there appears to have been no published response to date!

I collect such items from Ireland or with an Irish connection and I cast my net more widely than simply advertising, even when advertising is defined to include propaganda. Perhaps first a word of what I do not include! Nothing applied by a Post Office, no Governmental or military cachets to signify free or Official mail and no Censorship as these find a home in Postal History. (however all such self-imposed rules require bending occasionally!)



Fig. 2

Fig. 1

Fig. 3

My earliest example is in 1855 and has been struck on the inside flap of an envelope posted from Dungannon to Downpatrick. It is of a "Bookseller & Newsagent" so might suit a thematic collector of those subjects (Fig. 1).

The late Victorian era saw a great increase in the amount of holiday tourism to Ireland and when combined with the new hobby of postcard collecting gave rise to a distinct class of marking. (Figs. 2 - 5) "Wilkie & Son, Tourist agents, Cork" - 1908(?), "Glebe Hotel, Lakes of Killarney" - 1932, "Come to Ulster for your holidays" - 1936 (*see also front cover*), "White's Hotel, Wexford" - 1953 (*see also back cover*). The marking of the "Cable station, Co. Kerry" - 1923 is possibly to a fellow postcard collector as it has the postage stamp on the picture side (Fig. 6).



Fig. 4



Fig. 5



Fig. 6



Fig. 7

Also falling into the holiday souvenir category is the mark of the “Larne and Stranraer Mail steamer - Posted off Rathlin Isle” - 1912 (Fig. 7).



Fig. 8



Fig. 9

The late nineteenth and early twentieth century saw labels and cachets used at Church fetes and bazaars throughout the British Isles and I have a couple of Irish examples: “St. Peters Bazaar” , used Mallow, 20 October 1908 and “Palestine in Dublin, open daily to 3<sup>rd</sup> June” used Dublin 1905(?) (Figs. 8 and 9).

The James Joyce short story “Araby” concerns just such a bazaar in Dublin, which has been identified by his biographer, Richard Ellmann, as taking place at the Royal Dublin Society, Ballsbridge between the 14<sup>th</sup> and 19<sup>th</sup> May 1894, in aid of Jervis Street Hospital. For those with a ‘Philately in Literature’ interest, also in that story is mentioned the character Mrs Mercer who “collected used stamps for some pious purpose” i.e. For sale to collectors to raise funds, the most likely purpose being support of the foreign missions.



Fig. 10

As a tribute to Queen Victoria’s last Royal Visit of 1900 the “Old established “ Rare Seed & Bulb Depot, of Cork used a very attractive and ornate “By Appointment.....” Chop. – 1902 ( Fig. 10).



Fig. 11

Staying with a royal flavour we have “His Majesty’s Yacht Victoria & Albert” used on the *Kingstown Harbour* picture side of a card posted by the royal chef from Kingstown to his son in Balham, London in 1904 (Fig. 11).

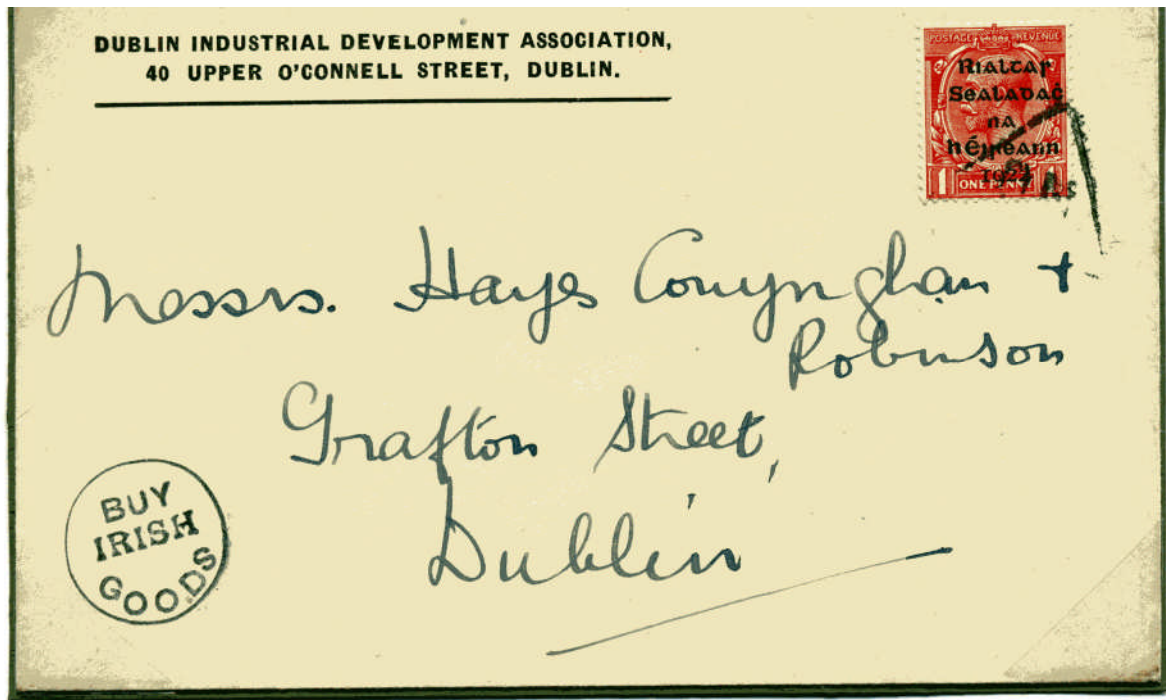


Fig. 12



Fig. 13

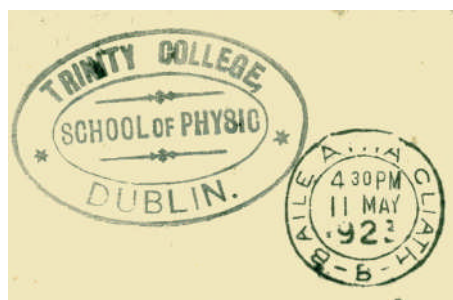


Fig. 14



Fig. 15

Undated but soon after independence, as the Telegraphic cancel used is still “DN” rather than the “BAC” soon to be introduced by the newly independent Post Office, the cachet “Buy Irish Goods” appears on an envelope of the “Dublin Industrial Development Association” (Figs. 12 and 13). Many can be described simply as “senders marks” and I show two such “Trinity College, School of Physic” and “Lord Granard” (Figs. 14 and 15).



Fig. 16



Fig. 17

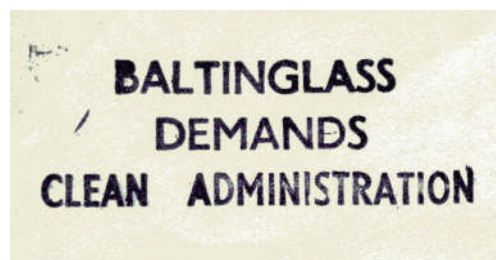


Fig. 18

This is perhaps the place to mention the Irish legation in Madrid and the French consulate in Dublin. (Figs. 16 and 17)

An interesting story lies behind the propaganda cachet “Baltinglass Demands Clean Administration” - 1951. (Fig. 18 and back cover). The name of the County Wicklow village, ‘Baltinglass’, is a part of Irish political folklore. Jim Everett, Minister for Posts and Telegraphs, evicted a middle-aged postmistress from her Post Office, appointing one of his supporters in her place. There were protest marches, leaflets and telegraph poles were cut down. Eventually she got her job back, although the Minister did not resign. The incident is regarded as a contributory factor in the defeat of the coalition government in the 1951 election. A full account appears in “Tales for the Telling - True life stories of Irish Scandals” by Padraic O’Farrell, Cork (ISBN 1-898256-16-0). ( Incidentally one of the other ‘Scandals’ is about Paul Singer and Shanahan’s Stamp Auctions - but that really is another story !)



Fig. 19



A recent example (applied in 1996) is a cachet, or rather cachets as there were versions in several languages, which one used to be able to apply at the oldest pillar-box in Ireland which was in the National Museum. (Fig. 19).

The search continues.

## Mail Coach & Post Roads of Ireland

*by Hugh McGoldrick*

### Part 1...Post Riding

In January **1583**, a proclamation was issued from Westminster relating to the post in England and Scotland..... every Postmaster for the service of the packet shall have 3 horses ready in his stable, 3 good and strong leather bags, 3 horns and to keep books to register names, number of horses, commissions to riders, to report monthly etc. Not having found a similar proclamation relating to Ireland, I am sure all the same rules as above applied.

By **1635** a proclamation indicated that postage be charged by distance e.g. if above 140 miles, 6d charge applied. From that time it was evident that letters could be prepaid by indicating the distance they had to travel. By **1656**, "an Act for the Settling of the Postage of England, Scotland and Ireland" was passed. The 8 page Act was published in 1657. This Act established the first rates of postage in Ireland.....to or from Ireland, for every single letter, 6d to Dublin and if further than 40 miles from Dublin an additional 4d.

Between **1635 and 1640** the Inland Office was established in London and in 1642 the foreign Office was established in London by a Mr. Withering. On 30 November **1689**, another proclamation was issued in Dublin by James II.... the Postmaster General of Ireland has complained of abuses in Riding Post, in opening of letters and mails, and quartering of soldiers. No Postmaster is obliged to furnish horses, except on a warrant signed by the Duke of Tyrconnell or a Sec if leaving Dublin. If coming to Dublin on an Order from a Governor showing the person in Bearing dispatches, all persons Riding Post to pay 3d per mile per horse to keep the post road. To leave the horses at the end of the Post, the Post mails not to be opened, no soldiers to be quartered on a Postmaster unless he keeps an inn, none of his Forage to be pressed. Officers (Army) to assist all postmasters in the execution of their duty.

A further Proclamation from Dublin issued in Feb **1690** for the protection of the Post stated ..... no officer or soldier to be quartered on the Postmaster or his Deputies, the Masters of the Paquet Boats or anyone employed by them, no one to press their horse or detain their forage. They are to be provided if necessary with horses and forage, they and their servants are exempt from Juries, Inquest, Musters, or any Public employment which will hinder their work.

The next Proclamation issued in Dublin on 30 Aug **1709** by the Lord Lieutenant General and Governors General of Ireland read as follows.....on the complaint of the Deputy Postmaster, it is ordered that no person is to open the Queen's ( Anne ) mails or post bags, or take hence any Post-Letters till they are duly delivered into the Post Offices. The above Proclamations are cited only as an example to show that Post Riding was the form of transport used from early times in Ireland to take the mails from Dublin to all parts of the country up to the introduction of the first mail coach in **1789**. It also shows that Post Offices and Postmasters to run them were in existence and a well established system was in place.

In Aug **1784**, the Post Office in Ireland, through an act of Parliament passed in the Irish House of Commons in Dublin, became independent from London with its own Joint Postmaster Generals in Dublin. A part of this act. George III 23 24, states .....and be it enacted, that if a Collector or Receiver, Ferryman or any other person whatsoever appointed or instructed or employed to take or receive the toll or rates at any Turnpike gate, or Bar erected upon any highway, Bridges or Post Roads or at any Ferry, or any person who has or shall have the care of the gate of any walled town, or the custody of the Keyes of such gate, shall demand and take any toll or rate from the

coachman, Post Boy, Express Boy, or Rider shall allow them to pass without delay. The ferryman to convey them by ferry within one hour. Gatekeeper of a walled town to allow them to pass within a quarter on one hour after demand made aloud or all face a penalty of 20 shillings fine for obstructing his Majesty's Mail.

All mails that passed through the GPO in Dublin , whether internal or off the Packet Boats, was sorted and placed in Post bags ready to be sent to the various Post Towns. Postmasters of the larger towns contracted with the post office, to carry the mail anything from 10 to 100 miles using Post Boys on horse back, some as young as 12 to 14 years of age, at a rate of 2d to 3d per Irish mile. The Post Boys were paid a pittance.

There were also contractors in the city of Dublin who supplied the Post office with horses and riders to ride the first stage from Dublin. A contractor rode 6 times weekly to and from Dublin to Kilcullen and was paid £123/15/0 in **1784** ( £156/10/0 in **1787**). The postmaster in Kilcullen , Thomas Bently, rode 6 times weekly to and from Kilcullen to Castledermot and was paid £64 in **1784** and £20 for office duties. In **1787** he was paid £67/10/0 and £25. The Postmistress of Carlow, Elizabeth Airy, or her Post Boy /Rider, rode 6 times to/from Castledermot and likewise to/from Carlow to Gowran. From here Patrick Cuthbert Postmaster of Gowran rode 6 times weekly to Ross. From Ross, George Brehan, Postmaster, rode 6 times weekly to Waterford and once weekly to Wexford. The above example covers the route from Dublin to Waterford and Wexford.

William Shaw Postmaster of Kilkenny collected the mail from Gowran 6 times weekly and rode to Clonmel 6 times weekly. Thomas Shaw, Postmaster of Clonmel rode 6 times weekly to Tallow and twice weekly to Carrick-on-Suir. Page Clarke, Postmaster of Tallow rode 6 times weekly to Cork. This covers the Dublin to Cork route via Gowran , a distance of 127.2 miles. The route was changed within a year reducing the distance to 122.6 miles by Post Riding.

Other Postmasters, like Richard Clarke of Portarlinton rode to Kilcullen 3 time weekly to collect mail from that post town. George Webb, Postmaster Maryborough, likewise rode 3 times weekly from Kilcullen.

In Aug **1784**, two Post Riding Surveyors were appointed on salaries of £50 each pa plus an allowance of 10/6 per day when employed outside Dublin. George Webb was First Riding Surveyor and Robert Johnston was Second R S. Their duties were to ensure that the Post Riders were punctual in collecting and delivering mail. Also to supervise the postmasters of the various Post Towns and receiving houses. That mail bags were made up and ready for collection complete with time bills and not causing delays. Also to instruct the postmasters of their duties in their offices, keep records and make monthly payments to the GPO. To replace Postmasters when frauds were committed or on their death. Also they supervised the Mail Coaches when they were introduced in **1789**.

A list of 160 post towns ( not shown here ) shows the Salaries paid to the Deputy Postmasters throughout Ireland .... For Post Riding ..£4831.... For Office Duties.. £3,079/10/0      Total  
£7,910/10/0

Thus the postmasters were paid the above sums for post riding and office duties, vital cogs in the wheels of a countrywide network that received mail all the way from Dublin via each other and in turned passed it on to their nearest neighbouring Post office en route to Cork, Belfast, Sligo, Wexford, Waterford etc covering the entire island of Ireland.

Before **1784** there existed a Post of 1,2 or 3 times a week in various towns and villages, where the postmaster was obliged to ride , collect and dispatch the mail from his Post Town to the next nearest Post Town. The system appears to have been relaxed and not properly regulated from the **1700's** onwards. Lack of punctuality and haphazard arrangements caused serious delays with the result that the Irish House of Commons voted to take control from London and started to manage the postal system within Ireland.

In Aug **1784**, with its own GPO in Dublin, Postmaster General, Treasurer, Secretary etc. vast changes were made every year to improve the Post Riding system. From as early as the **1720/30's**, the country was divided into 3 great roads, The Great North Road, the Great West or Connaught Road and the Munster Road (South Road ).

The Munster Road was from Dublin was the entire South of Ireland , drawing a line from Dublin, SW to Limerick. The Connaught Road was N of the Munster road to Cavan and from Cavan to Burtonport in Co. Donegal. The Great North Road was N again of the Cavan/Burtonport line to the whole NE of Ireland. Belfast was not the main destination but Donaghadee in Co. Down where the mail packets from Scotland were delivered.

Tables showing the level of Post Riding that was required to accommodate the Great Roads are included. c. 35 foolscap pages of them. Examples.....

#### The Munster Road **1760 and 1784/85**

Dublin to Naas                      15.4 miles

Naas to Kilcullen                  5.4 miles = 21 miles

John O'Neill & Walter Flynn contractors to the Post Office, to Post ride the first stage from GPO to Kilcullen.

Kilcullen 21 miles      + 8.4 miles to Ballitore      = 29.4 miles

Ballitore to Castledermot 4.3 miles      = 33.7 miles

Postmaster of Kilcullen to Post ride 6 days a week to/from Castledermot via Ballitore

Castledermot              33.7 miles + 5.1 miles to Carlow = 39 miles

Carlow to Leighlinbridge 6 miles                      = 45 miles

Leighlinbridge to Gowran 7 miles                      = 52 miles

Postmaster of Carlow to Post ride to/from Castledermot 6 times a week and also 6 times a week to Gowran via Leighlinbridge.

ETC.

*to be continued*

### 1948 - Dublin Stamp Society - 2008

The Dublin Stamp Society celebrates its Diamond Jubilee this year having been founded in 1948. A special exhibit of souvenirs and memorabilia from the Society's records will be on display at Stampania 2008, which will be held in the RDS Ballsbridge, Dublin 4 (Anglesea Road entrance) on Sunday 6th April 2008. A special souvenir, cover and postmark will be available. The cover and postmark will mark the 60th Anniversary of the Society.

## **At the Auctions**

*Compiled by Paddy Smithers*

### ***Unmounted Mint Overprints***

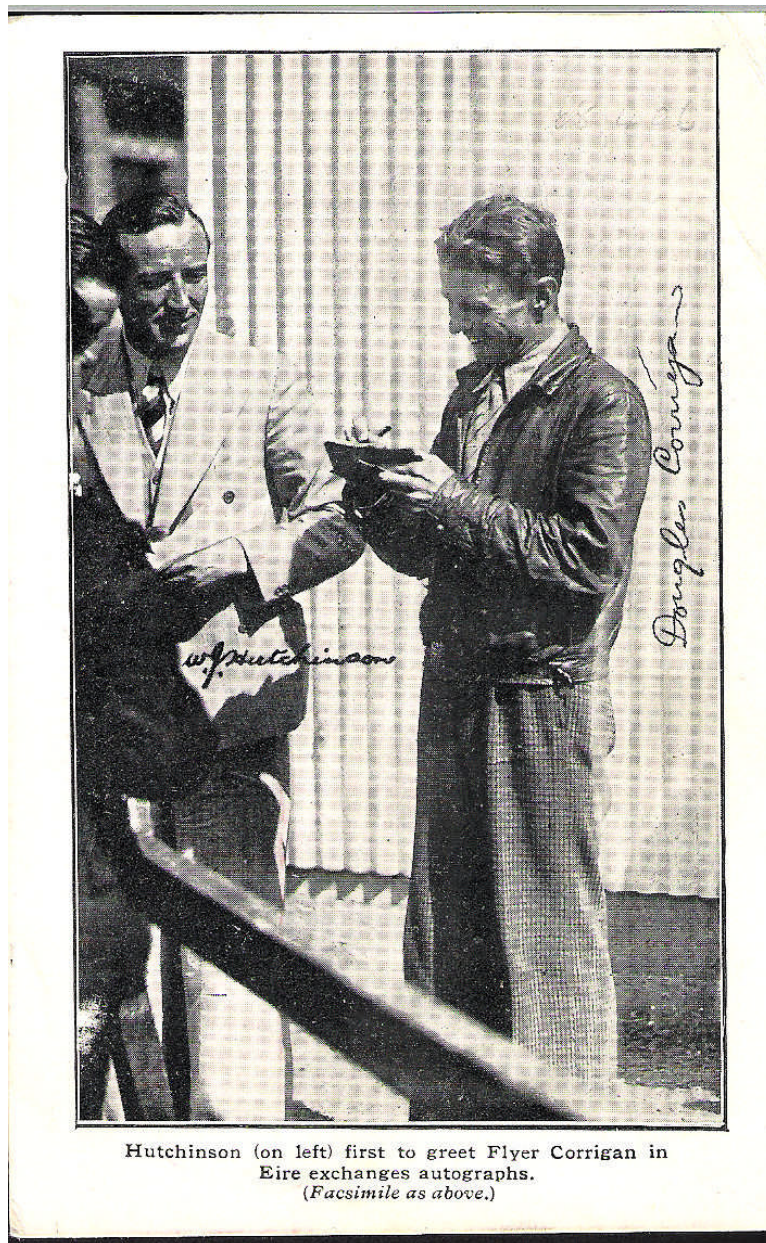
***Auctioneer's commission NOT included***

|                    |                                                   | <b>Realised</b> | <b>Estimate</b> | <b>Hib Cat.</b> |
|--------------------|---------------------------------------------------|-----------------|-----------------|-----------------|
|                    |                                                   | <b>€</b>        | <b>€</b>        | <b>€</b>        |
| <b>1T</b>          | Dollard 5-line Set of 8                           | 50              | 75              | 46              |
| <b>T10a</b>        | Dollard 5-line 4d Carmine                         | 60              | 80              | 60              |
| <b>T11a</b>        | Ditto 9d carmine<br>sheet margin control S22 perf | 100             | 135             | 135             |
| <b>3T</b>          | Dollard 4-line - Set of 3                         | 350             | 700             | 370             |
| <b>5T</b>          | Harrison 5-line coils - Set of 5                  | 45              | 75              | 85              |
| <b>6T</b>          | Thom 5-line Set of 14 all marginal                | 140             | 220             | 170             |
| <b>7T</b>          | Thom 4-line - Set of 3 odd minor spot             | 2,200           | 3750            | 2,300           |
| <b>8T</b>          | Thom 5-line - Set of 5                            | 60              | 90              | 58              |
| <b>9T</b>          | T47 – 58 Thom 3-line - Set of 12                  | 75              | 120             | 100             |
|                    | T59/61 Thom 3- line - Set of 3                    | 325             | 640             | 360             |
| <b>11T</b>         | 1925 Narrow date - Set of 3                       | 300             | 420             | 310             |
| <b>13T</b>         | 1927 Wide date - Set of 3                         | 335             | 675             | 487             |
| <b>14T</b>         | 1935 Waterlow - Set of 3                          | 650             | 1,250           | 850             |
| <b>Total</b>       | <b>Low values</b>                                 | <b>530</b>      | <b>795</b>      | <b>654</b>      |
| <b>Total</b>       | <b>High values</b>                                | <b>4,160</b>    | <b>7,435</b>    | <b>4,677</b>    |
| <b>Grand total</b> |                                                   | <b>4,690</b>    | <b>8,230</b>    | <b>5,331</b>    |

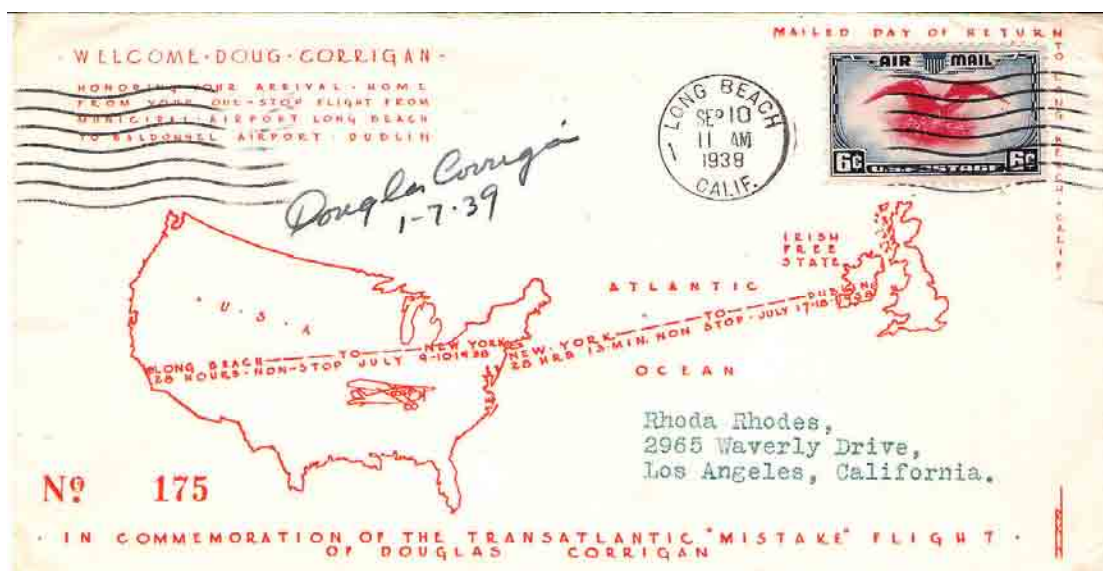
## One Way Corrigan

*by Eddy Dalton*

Douglas P. Corrigan flew from Long Beach, California to New York and after resting for a week “mistakenly” flew from New York to Dublin. At the time he denied the charges of deliberately flying across the Atlantic but many years later did admit that he did it on purpose because the authorities would not give their consent for the flight.



As you can see from the front of the Journal, Douglas P. Corrigan obviously came to a commercial agreement with Huchinson! There are various cards relating to this subject also there is an American Commemorative Cover (they are numbered, so obviously limited but to what extent?). Purists might say that this is nothing to do with Irish Philately but I for one would not agree and I know our present President has many items that are “connected to Ireland”.

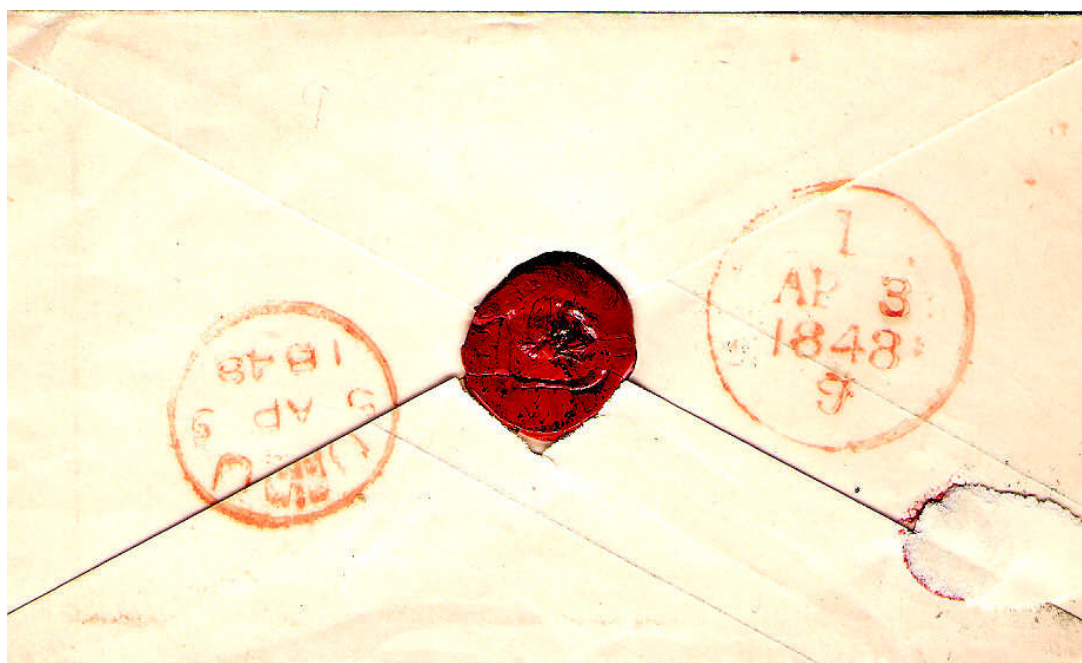


This is but one aspect which could be extended on this subject into many areas.

## THE STRANGE CANCELLATION MARK

*by Eddy Dalton*

Some time ago I wrote about this strange mark, which was incorporated in the Dublin Diamond cancellation. Whether it is an Italic *F* or a *G*, I am not sure but like most strange markings or cancellations that occur in or on philatelic items, they can lead to a lot of research.



Until I have sufficient time to go through my collection, this example is the only one I have but I have no doubt that many more exists. So I am not advocating a scarce item, only one that is not normal hence the title of this article.

In 1959 the Irish Post Office issued two stamps showing a portrait of Arthur Guinness. .

## Who was Arthur Guinness?

*by Paddy Smithers*



Arthur's father, Richard Guinness was land steward to Dr. Price, Archbishop of Cashel. Arthur was born in 1825 near Celbridge, Co. Kildare and Dr. Price became his godfather. In 1761 he married Olivia Whitmore in St Mary's Church, Mary St in Dublin (now a very nice restaurant) and had 21 children, 10 of whom survived into adulthood. He spent his last years at Beaumont, his country home (site of the present day Beaumont Hospital) and died in 1803. He is buried in Oughter Ard in Co Kildare.

With a £100 bequeathed to him by Dr Price, Arthur, along with a younger brother, opened an ale brewery in Leixlip, Co. Kildare. In December 1759 a determined young Arthur, signed a lease for 9,000 years at £45 per annum on a dilapidated and ill-equipped brewery sited on a small strip of land on Dublin's James's Street. Mark Rainsford's Ale Brewery (a street beside the brewery bears his name today) had been on the market for 10 years and nobody had shown any interest in it. The Street was already festooned with similar small breweries, all attracted to this spot by a good supply of water.

Arthur's newly acquired brewery was no more than average. But Arthur was about to change all of that. He was 34 years old. He knew that the products of this teeming, almost domestic, industry were highly unsatisfactory. Trade fell off badly when import regulations which favoured the London Porter breweries, were prolonged. At that time, beer was almost unknown in rural Ireland where whiskey, gin and poteen were the alcoholic drinks most readily available.

In spite of this and the poor quality of beer available in larger centres like Dublin, it was recognised, paradoxically, that brewing - although constantly under threat from imports - was probably the most prosperous of the very few industries in Ireland at that time. In addition to ales, Arthur Guinness brewed a beer relatively new to Ireland that contained roasted barley which gave it a characteristically dark colour. This brew became known as "porter" so named because of its popularity with the porters and stevedores of Covent Garden and Billingsgate in London. "Porter" had been developed in London some years earlier and was imported into Dublin to the detriment of local brews. Arthur Guinness finally had to choose between porter or the traditional Dublin Ales.

Deciding to tackle the English at their own game, Arthur tried his hand at porter. He brewed the deep, rich beverage so well that he eventually ousted all imports from the Irish market, captured a share of the English trade and revolutionised the brewing industry.

The word Stout was added in the early 1820's. An "extra stout porter" was a stronger and more full bodied variety. "Stout" evolved as a noun in its own right, as did the family name of Guinness. In 1825 GUINNESS Stout was available abroad and by 1838, GUINNESS St. James's Gate Brewery was the largest in Ireland. In 1881, the annual production of GUINNESS brewed had surpassed one million barrels a year and by 1914, St. James's Gate was the worlds largest brewery.

Today, Arthur Guinness would have been proud of St. James's Gate. No longer the largest, GUINNESS is now brewed in 35 other countries around the world, but all these overseas brews must contain a flavoured extract brewed at St. James's Gate. So the very special brewing skills of Arthur's brewery, remain at the heart of every one of the 10 million pints of GUINNESS enjoyed every day across the world. (I reckon I've contributed about 20,000 pints to the figure....so far!!!).

"Tradition is the past; the new stouts and porter will define our future – roasted and dark. Ours is the work of genius. I have made my mark".

It's not known if he actually cited these words but they make a fitting epitaph to Uncle Arthur.

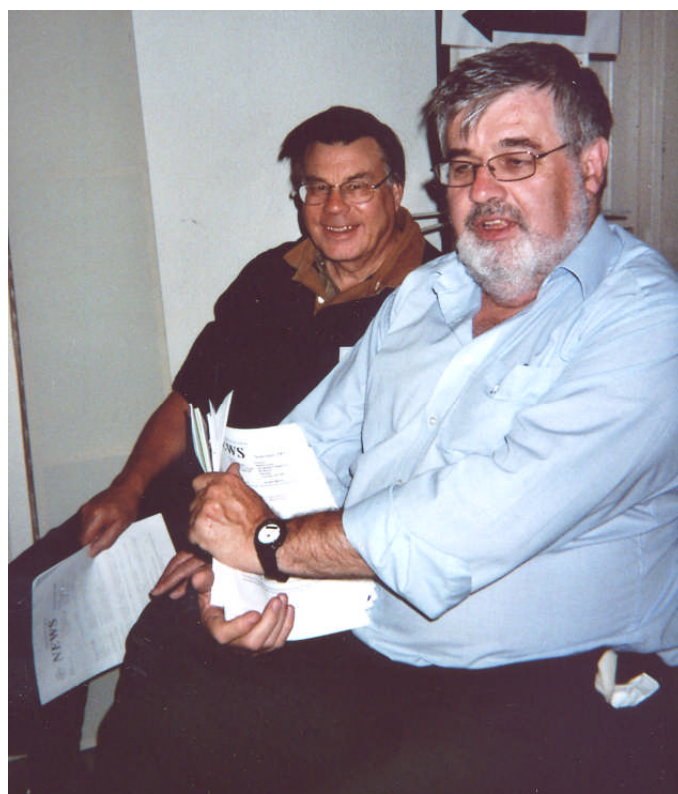
If you have the opportunity, visit the Guinness Storehouse Visitors Centre. As well as enjoying one of the finest pints in the city, the panoramic view of Dublin city from the Gravity Bar is stunning.

As well as the stamps issued by the PO, the Guinness company sent a FDC, postmarked James's Street PO, containing the two stamps in a presentation folder to each shareholder.

### IPC AGM AT STAMPA 2007



Incoming President Frans Hermes (left) after receiving his chain of office from outgoing President, Peter Wood.



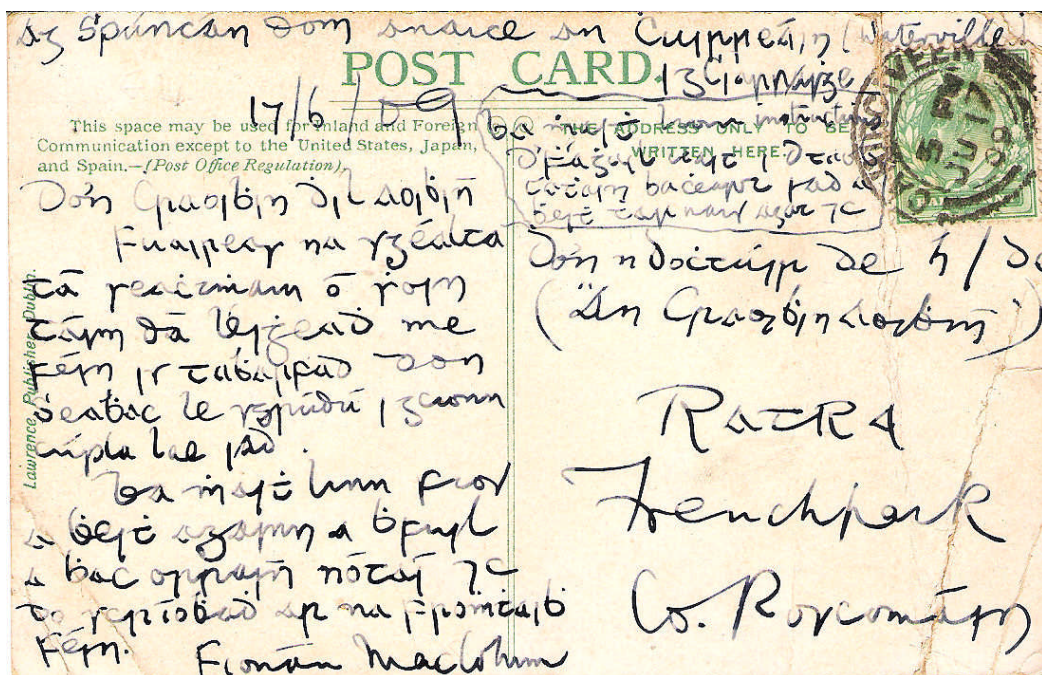
Stan Challis (our new editor- in-waiting – he needs your articles now!) and Tony Cassidy (right).

## GAELIC

by Eddy Dalton

This is a post card I bought in 2006 at Stampa – one of the many reasons to go there – and as you can see, it is written entirely in Gaelic. The only part of it that I can read is the date, which is corroborated by the Cahirciveen Timed Date Stamp for 17<sup>th</sup> June 1909.

Obviously one for the purists amongst you and at the same time this item could be considered to come under many different categories of Irish Philately. Irish postal history, Social history, Political, Views and General postcards to name a few.



I am given to understand that the author is one of the early Political figures at the time of the Transition in 1922.

### **Note from Brian Warren on text of postcard**

The postcard illustrated by Eddy is addressed to Dr. Douglas Hyde (1860 – 1949), distinguished Gaelic scholar and writer, founder of the Gaelic League and Ireland's first President (1938 – 1945). He was previously a Senator in the first Seanad (1922 – 1925) and again briefly in 1938 before being nominated for the Presidency. His portrait appeared on two stamps issued in 1943 to mark the 50th anniversary of the Gaelic League. The card is addressed to his home "Ratra", Frenchpark, Co. Roscommon. The sender acknowledges receipt of "the stories" a week previously and was currently reading them. Among his comments, he states that he will pass on his views in a few days.

## LATE MAIL

*by Eddy Dalton*

This item I bought for both of the obvious reasons; the “Receiving House Number” and the manuscript “Late Mail”. On further examination I discovered the two Carrick on Shannon Double-arc datestamps for 11<sup>th</sup> and 12<sup>th</sup> January – which of course confirmed the “Late Mail” designation. My point being that each and every item in your possession should be carefully examined and not taken for granted.



But further examination revealed that the Barred Numeral Cancellation was not that of Carrick on Shannon, which is number 104, the actual number is 322 from Manorhamilton as can be seen from the illustration above (clearly showing the first number as a 3).

## More News on SIDs

*by Paddy Smithers*



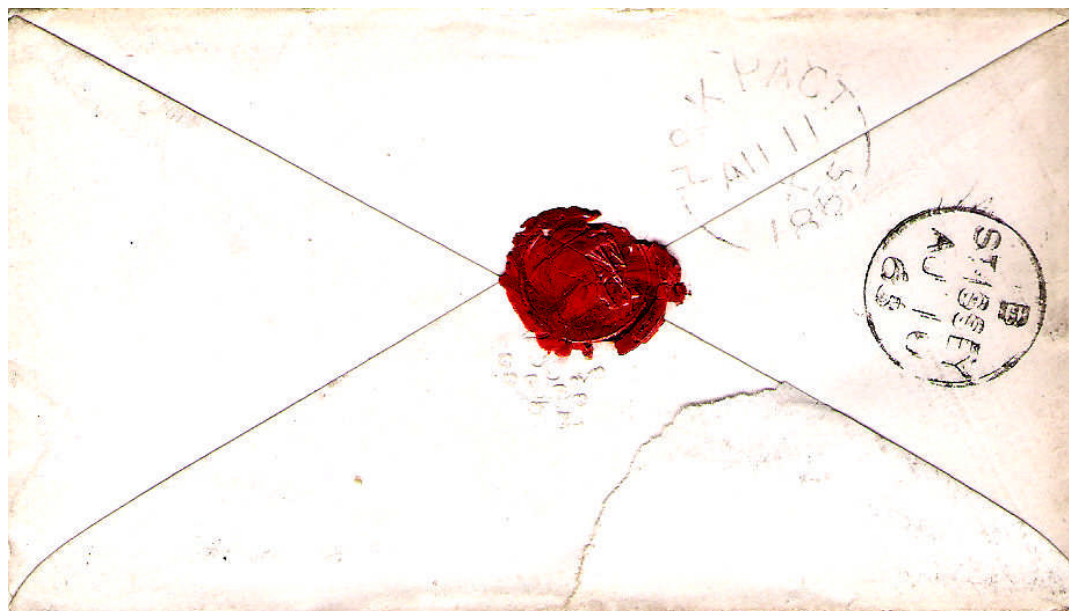
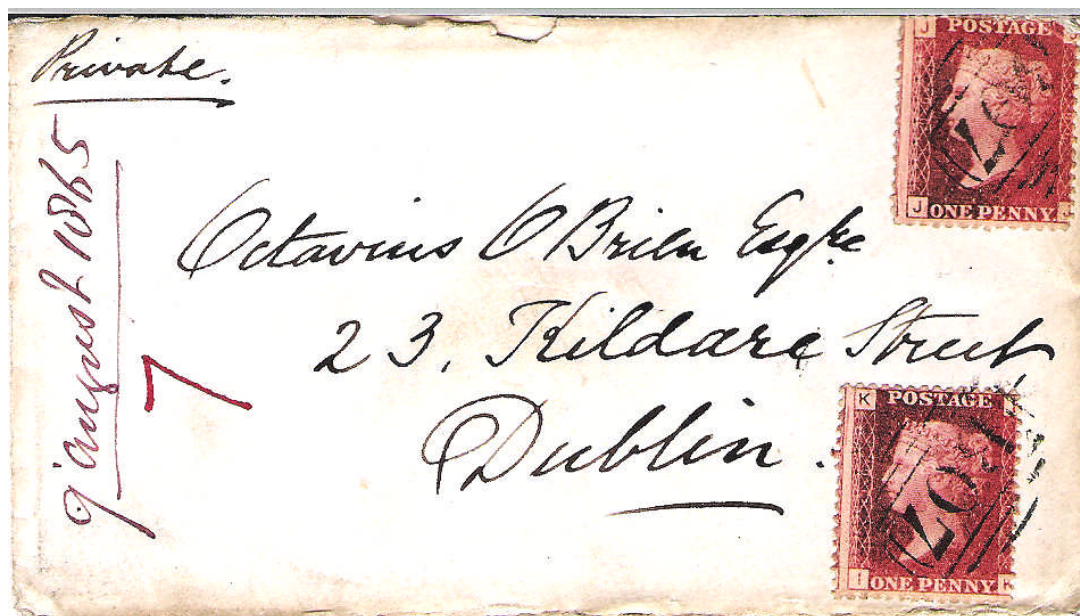
You may have noticed that SIDs come with code numbers. I have a sideline collection, far from complete. In all probability it never will be completed. If any member has some not needed or for exchanging, please email or write to me.

Tallaght PO uses seven numbers 1 to 7, see images, one for each counter window. It appears all post offices do likewise, one for each window in use.

## THE "X" MARK IN THE H & K DATESTAMP

by Eddy Dalton

Much has been written about this particular cancellation, with certain facts relating to the time of its usage well confirmed. What is not known or confirmed, is the number of these items that are in existence, certainly it is in double figures.



This example is the most recent one I have purchased but I do have another. The other example is an outgoing dispatch from Dublin to Cheltenham, whereas the one above is incoming.

# Irish Postal Rates since 2<sup>nd</sup> January 2008

## (Previous rate table was effective 1<sup>st</sup> March 2007)

*by Brian Warren*

A new rates leaflet was published by An Post in January, although there was no announcement of any increase in postal rates. Most rate increases related to sundry services such as Passport Express and Redirection and MailMinder Services. The only postal rate increases related to the Express Post (as per shaded column overleaf) and in Courier rates. Other rates remain unchanged.

In my last list of published rates (see IPC Journal of March 2007), there was an error in the inland registration rates column. I incorrectly repeated the Express Post rates. The registration/insurance rates from 1<sup>st</sup> March 2007 are as set out below and remain unchanged as of January 2008..

### **Ireland (including N. Ireland)**

| Weight not over  | Letter / Postcard | Large Envelope | Packet |
|------------------|-------------------|----------------|--------|
| <b>100g</b>      | 55c <sup>1</sup>  | 95c            | €2.10  |
| <b>250g</b>      |                   | €1.30          | €2.60  |
| <b>500g</b>      |                   | €1.85          | €3.70  |
| <b>1kg</b>       |                   | €2.85          | €5.70  |
| <b>2kg (max)</b> |                   |                | €7.25  |

<sup>1</sup> A reduced 54c rate applies to meter Ceadúnas (PPI) mail – letters and postcards only.

### **Europe (including Britain)**

| Weight not over   | Letter/ Postcard | Large Envelope | Packet |
|-------------------|------------------|----------------|--------|
| <b>100g</b>       | 78c              | €1.45          | €2.60  |
| <b>250g</b>       |                  | €2.85          | €3.35  |
| <b>500g</b>       |                  | €4.15          | €4.70  |
| <b>1kg</b>        |                  |                | €7.25  |
| <b>2 kg (max)</b> |                  |                | €10.40 |

Postal tariff changes in the non-reserved area (i.e. Domestic items over 50grms or more than 2½ times the basic tariff and all international services) have increased with effect from 3 March 2008. The basic inland rate remains at 55c with the international rate increasing by 4c to 82c. A new set of tables will be published in the next issue of the Journal.

### Rest of the World

| Weight not over | Letter/ Postcard | Large Envelope | Packet |
|-----------------|------------------|----------------|--------|
| 100g            | 78c              | €1.45          | €2.60  |
| 250g            |                  | €2.85          | €3.35  |
| 500g            |                  | €4.15          | €4.70  |
| 1kg             |                  |                | €10.40 |
| 2kg (max)       |                  |                | €16.60 |

**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<br>(Letters / Large Envelopes / Packets) |                       |         |
|-----------------|-----------------------------------------------------------------|-----------------------|---------|
|                 | Registration                                                    |                       | Express |
| Weight not over | Ireland                                                         | All Other Countries   | Ireland |
| 100g            | €5.00                                                           | €4.15<br>plus postage | €5.25   |
| 250g            | €5.50                                                           |                       | €6.75   |
| 500g            | €6.50                                                           |                       | €8.00   |
| 1kg             | €9.00                                                           |                       | €10.00  |
| 2kg (max)       | €11.50                                                          |                       | €13.50  |

**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.

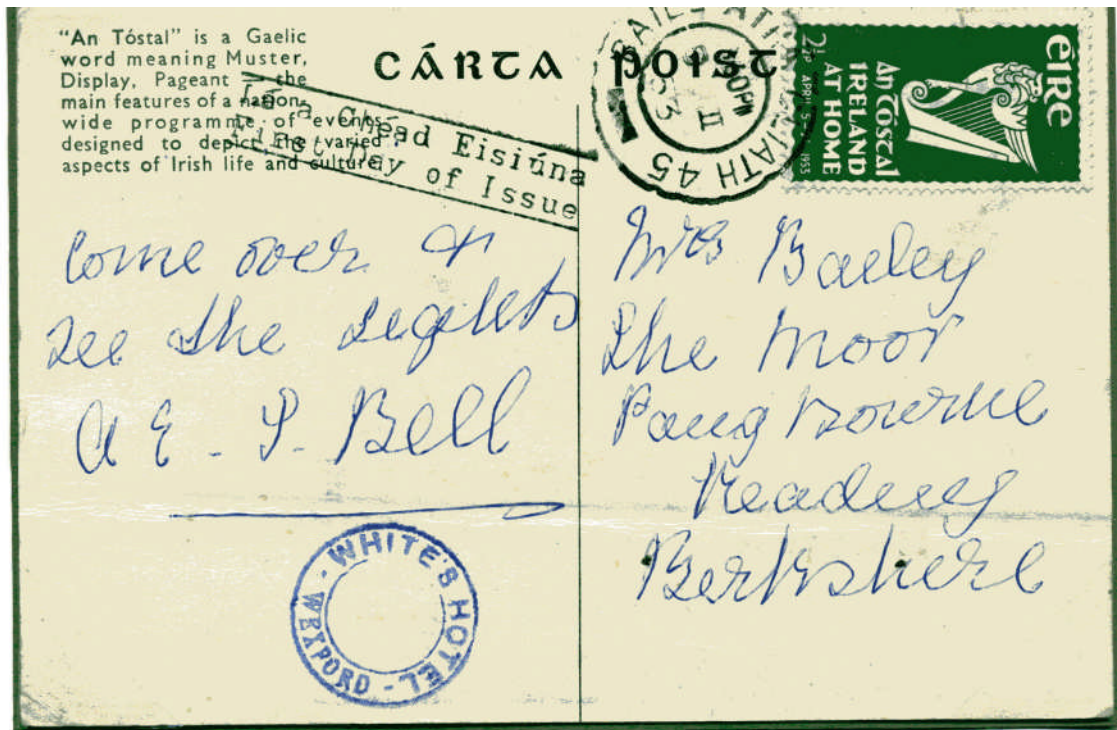
**Registration - All Other Countries (including Britain):** The compensation limit for Britain is €320, for Europe €150 and for all other countries €35.

**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. 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.

# Single Private Chops of Ireland

by Peter Wood

(see article on pages 2 to 5)



"An Tostal" first day postcard with cachet of White's Hotel, Wexford



Propaganda cachet used on cover from Baltinglass, Co. Wicklow in 1951