



Volume
2018

Irish Philately

THE JOURNAL OF THE IRISH PHILATELIC CIRCLE

www.irishphil.com

Issue No: 4
December



Patrick Boner looks at a Island Post Office in Co Donegal on page 75

IN THIS ISSUE

Editorial	74	Cork International Exhibition 1902 - David MacDonnell	90
Rutland – a Co Donegal Island Post Office - Patrick Boner	75	Obituary – Jim Rankin	91
Westmeath – The Postal History - Anthony Hughes	78	Aer Lingus – 1961 Colour Proofs - Paul Baines	92
Eyrecourt, Co Galway - Michael Hartnett	84	Letters – 1916 Censorship, ‘The Big Block’ and Cork ‘156’ diamonds	93
The Printing of the Experimental Coils - Robert Benninghoff	87	The Irish Abroad part XVIII - Brian Warren	95

Irish Philately is published by the Editor for the Irish Philatelic Circle. Articles are the copyright of the Authors and may not be reproduced elsewhere without express permission. The views expressed herein are those of the Editor and/or the Individual Authors and are not necessarily those of the Committee of the Irish Philatelic Circle.

EDITORIAL

Each three months when one starts work on the next issue of Irish Philately, one is never quite sure how it will all work out. Certainly, one may have odd snippets left over from the previous issue and have been promised an article here and a 'bit' there. However, each issue needs me to talk to a few members and a little of the inevitable 'chasing'. This quarter, however, I have an embarrassment of riches with fine articles from Anthony Hughes on his favourite topic of Westmeath, Michael Hartnett who has been looking at another Co Galway office and new author Patrick Boner, telling us of a Post Office that most of us never knew existed close to his homeland of Burtonport in Co Donegal. And I have had other items drop into my mail box, electronically of course these days; in all, it has been easier filling this issue than for many a quarter. Splendid! and a big thank you to all contributors.

However, as I put this issue together, I recalled the request I made in the June issue following the request made at the AGM of 'What is 'job spec' for the editor'? I had but one response, see our September issue; so I am back to my own 'spec' of providing a quarterly journal with a balanced range of interesting articles plus 'points of interest' and 'news' etc. So, what do we have in this issue? Our two main articles cover Irish Postal History in the eighteenth century, long before stamps were ever thought of. No balance then! yet I hope you will agree that this issue contains a lot of interest and you find this a worthwhile read to close the year.

To say that we live a fast moving age would be an understatement. From a philatelic perspective the last twenty years or so has seen the numbers of stamps actually used drop like a stone yet with modern technology if a postal authority puts its mind to it, it can produce and put on sale a new stamp tomorrow for an event which happens today (which will of course see minimal, if any, actual postal use). Post and Go machines have merely served to accelerate this trend. How do we keep up? Is there any point? Do we actually want to keep

abreast of events? The lack of stamp usage and the flood of new issues has undoubtedly turned many a potential new collector away. There is just too much material; where does one start? Indeed, events of the past two decades have made me delighted by a decision that I took some 20 years ago – to stop collecting new material as of 31st December 1999. After all, there is plenty to be found from years past; in any case one fears who might be around in generations to come with an interest in little pieces of paper when it is easier for one to spend one's time creating absolutely nothing yet enjoyably, I assume, engaging in 'unsocial media' or 'zapping aliens' if that is your bent.

Therefore I was delighted to get a message from Brian Warren to the effect that attendance at Stampa was up around 10% this year. He also tells me that generally money was being spent and the dealers expressed 'satisfaction'. The Committee's decision to make the show 'free entry' has clearly been vindicated and the Committee is to be congratulated on all the hard work. Well done to them and what's more, there is clearly still plenty of mileage to be had in our hobby.

I enjoyed seeing so many old friends at Stampa and putting the world to its inevitable rights although able to only be there for the first two days. It is a good social occasion and many of us have, I hope, come away with 'finds'.

Thus thoughts turn to 2019. I have promised myself to get on with mounting material – it has been in those shoe boxes for far too long! What about you? If we all do it, there will be a surfeit of exhibits at Stampa next October! Go for it! Nor is it too early to make plans to be at the AGM in Belfast at the end of April. There is much to be done and all it leaves me to do, is to wish you all a Happy Christmas and good 'finds' in 2019.

Stan
14 November 2018

OUR OFFICERS

President:
Vice president:
Secretary:
Treasurer/Membership secretary
Editor and webmaster:
Auctioneer:
Irish area secretary:
Southern area secretary:
Committee:

John Greer, Dublin
Robert Benninghoff, New Jersey
Brian Warren (acting)
Brian Warren
Stan Challis, Guernsey and London
Rod Greer, Christchurch, England
John Lennon, Dublin
Peter Wood, London
D Quail and B Harmon plus those named above

johngreer1A@gmail.com
rmercer01@aol.com
brian.warren2@upcmail.ie
stan@roskelly.co.uk
rod.greer@hotmail.co.uk
johnlennon@eircom.net
peter.wood95@btinternet.com

RUTLAND – A LITTLE KNOWN ISLAND POST OFFICE (Co DONEGAL)

Patrick Boner



From the 1788 'Drury' map¹ – Arronmore (part) to the left, Rutland (centre) and Burtonport (right)

Rutland is the very English name for a remote island off the Rosses' coast in West Donegal. Renamed from its original Irish name of Inishmacadurn (Inis Mhic an Doirn). Rutland was provided with a post office in 1787 as part of an industrial scale Fishing Station development carried out by landlord, William Burton Conyngham (1733-96). By 1787, County Donegal had post offices in Ballyshannon, Letterkenny and Raphoe (these by 1729) and Donegal Town, Ramelton and Killybegs (these by 1785).

FIRST POST – *how did such a remote place get its own post office so early?*

A letter from the first Joint Postmasters², Clifden and Ponsonby, dated 25th January 1787, to the Lord Lieutenant, Charles Manners, 4th Duke of Rutland after whom Rutland Island was named, sets out the following proposal:

That a Horse Post thrice a week might be established from Killybegs [the nearest post town, 30 miles away] to Narin distant 12 miles to be continued thence to the Town of Rutland distant 18 miles and that a Post Office should be established at each of those towns for the Receipt and Distribution of Letters.

A rapid response came on 31 January from the Chief Secretary, Thomas Orde (later the 1st Baron Bolton), directing that the proposal be carried out. Rutland

had only just been established the year before and was not expected to cover its '*annual Expende of Eighty five pounds*'.

The speed of the response may be explained by the fact that the landlord (William Burton Conyngham, WBC hereafter), Lord Lieutenant (Charles Manners, the 4th Duke of Rutland) and the Joint Postmasters (Clifden, and Ponsonby) were all friends, of the same class, and drinking claret in the same clubs

The correspondence gives a first date for the establishment of both Narin and Rutland Post Offices: 1787. The first Postmaster on Rutland was a Francis (Frank) Forster, originally from near Newcastle in Northumberland, England.

WHY RUTLAND?

WBC's creation of the *North West Fishery*³, on the three islands of Inishmacadurn, Inishcoo and Edernish, came after he inherited his uncle's lands in Co. Meath and Co. Donegal in 1781. WBC was an active parliamentarian, focused on developing Ireland's fisheries. He had a personal interest: off the shores of his Donegal estates, colossal amounts of fish were being caught in the 1770s but there was no way locally of processing the quantities being caught or transporting them to markets.



William Burton Conyngham in 1780

He persuaded the Irish Parliament to provide a grant of £20,000 to match an equivalent amount he would raise against his income from tenants on his estates. *£40,000 in today's money represents well in excess of Euro10m.* With this money, in 1786, he built roads, inns, bridges and established a new town on Rutland and all the industries necessary for supporting a fishing industry: rope-making, saltworks, barrel making, a curing station etc⁴. In addition, he was able to gain support for Rutland to have a Customs House, have port status and Post Office. Rutland as a fishing station was not successful, finally collapsing as the herring disappeared in 1793. It remained as the administrative centre for the Rosses, eventually being eclipsed by Dungloe in the 1830s.

FIRST POSTMARKS

We are very fortunate in that in recent years, a cache of letters sent from Rutland was found in a house in Co. Sligo. A man researching his ancestry came on a huge collection of correspondence dating from the early 18th century, amongst which were circa fifty letters between his great great great-grandparents written over 13 months in 1787 and 1788. The correspondence is between Eliza Liddell, governess to the family of Robert Corbet, WBC's overseer of the Rutland project, and Edmund Cobb Hurry, a ship's captain from a wealthy trading family from Great Yarmouth, in East Anglia. Edmund arrived on his ship, *The Fly*, and stayed five weeks, they fell in love and promised to write to each other. Letters with RUTLAND postmarks begin on 27 July 1787 and end on 17 October, when the family returned to Dublin – not quite three months. Destinations were: Elsinore, in Denmark (4); Derwindia, Courland in modern day Latvia (1); and Great Yarmouth, Norfolk (3). Edmund's letters back to Inishcoo have also survived but without the postmarks.



One of the first letters was sent on 3 August 1787 (date of Dublin 'Bishop mark') by Eliza from Rutland to Derwindia, Courland, showing the RUTLAND straight-line postmark with no mileage number underneath. Postage, paid by the sender, is 1/10d, the rate for mail to north eastern Europe

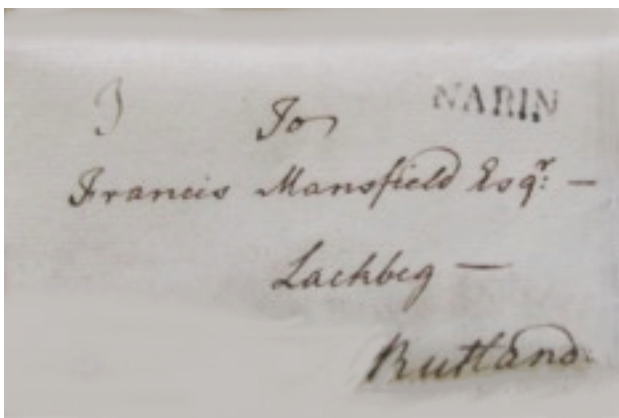


October 1787 – Rutland to Elsinore, Denmark

Edmund's trading took him all over Northern Europe including the Baltic, leaving Eliza fretting about when she would receive the next letter. Eliza meanwhile wrote long, reflective letters, of many sheets, perhaps looking to get the best value out of the 1/10d postal charge (equivalent to roughly Euros20-30 today - more when relative purchasing power is considered). At the bottom of the previous page, I show an example from October 1787 from Rutland to Elsinore, in Denmark.



1787 Rutland to Great Yarmouth charged at 2/6d



6 June 1795 - rare amongst the Conyngham Papers⁵ correspondence is this early Narin posted letter, perhaps the earliest extant item from this office.

In the next column I show a letter to the Marquess of Conyngham, a Peer of the Realm which shows a red FREE postmark; MPs and Peers were entitled to free postage.



A Rutland letter from 1819, 32 years after the post office was set up. Rutland now has a mileage mark '153' denoting the distance to Dublin in Irish Miles.

Rutland kept its post office until c1830 (precise date not yet determined) when it was moved a mile away to the mainland, at Burtonport. Narin, set up as a mere staging post town for Rutland in 1787, still has its post office. Nearby, Dungloe, then but a small village was expanded by WBC to become the market town for Rutland and is now the capital of the Rosses with a thriving post office. As I write, Burtonport post office is under threat of closure at the end of January 2019, as a part of An Post's Closure programme, which aims to close 159 offices nationwide.

Notes:

1. The map to which I refer is the 'Plan of the Road of Arran and Harbour of Rutland' 1788, by Captain William O'Brien Drury.
2. The Postal Museum, London (and National Archives, Dublin) has on microfilm the 'Irish Post Office Letter Copy Book' with records from 1784, the foundation of the Irish Post office, to 1831.
3. 'William Burton Conyngham and the North West Fishery of the Eighteenth Century' article by James Kelly in the Journal of the Royal Society of Antiquities of Ireland' Vol 115 (1985) pp64-85.
4. Saunders' News-Letter 26 July 1786.
5. The Conyngham Papers, Collection List No53 (MSS 35,339-35, 434) held in Manuscript Archive in Kildare Street, Dublin.

In conclusion I must thanks to my nephew Manus Tymms for research at the Postal Museum, London and also to Stephen Ferguson, Assistant Secretary, An Post for information provided.

'Love on Inishcoo 1787 - A Donegal Romance' by Martin Sheppard was published by Troubador Books of Leicester in July 2018. It contains a detailed history of the islands of Rutland and Inishcoo plus transcripts of all the 50 letters sent in 1787-88 between Eliza Liddell and Edmund Cobb. Copies can be obtained via Patrick Boner at cnaimhsi@gmail.com.

WESTMEATH – THE POSTAL HISTORY – PART 1

Anthony Hughes

WESTMEATH a county in central Ireland reflects very well how the Post Office in Ireland developed as a whole. This article, the first of a series, will by studying the mail routes and the variety of postmarks used in the various offices throughout the county trace the growth of the Post Office in Westmeath. It will also take a general look at how the Post Office developed in Ireland as a whole. To save space, footnotes have not been used but in a later and more detailed publication on the development of the Post Office in Ireland, which I hope to produce, detailed footnotes with sources will be shown.

There are arguable four distinct periods of development of the Post Office in Ireland, the early period 1638 to 1703, the eighteenth century from 1703 until 1784. 1784 to 1831; the time of the independent Irish Post Office, this was also the time of the Lees father and son John and Edward. The next period could be said to last from 1831 to Irish Independence in 1921, during which time the British and Irish Post Offices were reunited.

The county of Westmeath was established in 1556 when Henry VIII divided the old Gaelic kingdom of Mí in two, making Mullingar as the county town of the western half. The other large town is Athlone, which was an important crossing point over the Shannon and gateway to the west.

The other main towns in the County are Moate, Ballynacargy, Kilbeggan, Killucan, Rochfortbridge and Rathowen.

The earliest record of a regular and officially organised post through Westmeath was during the Lord deputyship of Mountjoy (1600-1603) when during the Nine Year War against Ulster's Great O'Neill a regular post was organised to Athlone.

This was a purely a military post but it would have carried the private letters of high ranking officials as did the other recorded military post that ran from Kinsale via Cork to Dublin at this time, however these posts ceased in December 1602. How long it had been operating is not recorded.

The credit for setting up the inland public post in Ireland must go to Evan Vaughan. He arrived in Ireland in 1638 and set about organising a provincial network of Post towns and routes. Little evidence survives of this network. From what evidence that does survive we know that the merchants of Dublin were very satisfied with it.

This was the eve of the 1641 rebellion, which was followed by the Confederation Wars, Civil Wars in England, Cromwell's visit to Ireland and finally the Cromwellian settlement.

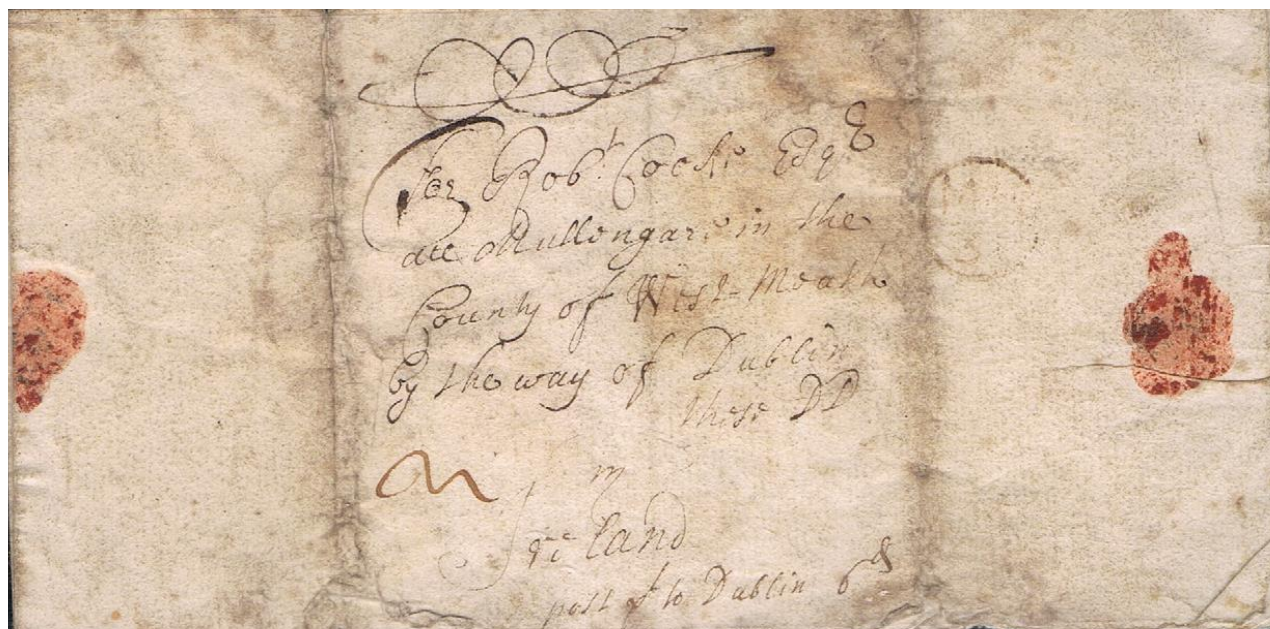


Fig 1: 1681 letter to Robt. Cooke Esq at Mullingar in the County of West-Meath by way of Dublin the letter was pre paid to Dublin Post paid to Dublin 6d to Dublin. Applied London Bishop Mark MA / 31 (weak strike on right). This was the rate, 6d, set by Cromwell's Parliament in 1657. After the restoration of the monarchy, in 1660, the Act 12 Charles II, c35 confirmed this rate.

During this period whatever fledging system Vaughan had begun collapsed and at some stage Vaughan went to Britain and was involved in the Civil War on the Royalist side at the behest of the Earl of Ormond.

The Cromwellian Parliament, in an Act of 1657, first brought the Post Office under the control of Parliament. This act also set the rates for the carriage of letters in Ireland thus:

	Single	Double	Over 1 oz
Under 40 miles	2d.	4d.	8d. per oz
Over 40 miles	4d.	8d.	12 per oz

The act also set the rates between London and Dublin at 6d a single sheet, double for a two sheet letter and so on. These rates would indicate a letter between Mullingar and Dublin cost 2d, between Athlone and Dublin 4d. However evidence suggests letters between Mullingar and Dublin were rated at 4d. In 1660 Charles II confirmed these rates with the Act 12 Charles II, c35 [Eng] 1660.

It was at the request of the Cromwellian government of Ireland that Vaughan returned to Ireland and re-established the postal network. In his 1655 report to John Thurloe (to whom the post office was farmed) is the first surviving list of Irish provincial post towns. These were on the main post roads to Ulster, Munster and Connaught. The Connaught road ran through Westmeath and Athlone was listed as one of the towns on it. Vaughan's account of the Connaught road in 1659 includes Mullingar. This report tells us that Richard Wilson carried the post from Maynooth to Mullingar for an annual salary of £38-0-0. John Ellis was paid £42-0-0 annually to carry the mail from Mullingar to Athlone. In Athlone the post employed two men. Thomas Hudlosion, for a salary of £24-0-0, carried the mail to Boyle and John Coevls to Roscommon his salary was £30-0-0. At this time the mail ran twice a week. Vaughan disappears from the records in 1663.

After Vaughan's departure the Post Office in Ireland went into decline. By 1667 one George Warburton was operating the Post Office in Dublin he would continue in the office in one form or another until 1703.

It was during Warburton time in office that the Bishop marks were introduced to Ireland. They were first used in use in London since 1661. The earliest record of an Irish Bishop mark is in 1670. These marks showed the date a letter passed through the office but not the year.

Although the Post Office in Ireland throughout the 1670s and 1680s suffered from neglect and evidence strongly suggests that it was badly managed, nevertheless it continued to grow. The second of two reports produced by Thomas Gardiner, Irish Philately

Controller of the Inland Office in Post Office in London reveals that by the early 1680s there were fifty-seven post-towns in Ireland – an increase of twelve since Vaughan's 1659 list.

Gardner's report indicates that there was no paid postal official in Mullingar and a bag was just dropped there, most likely at a local tavern. This report seems to indicate that the Shannon was crossed at Lanesborough and not Athlone. In Athlone one John Noble was employed by the Post Office to ride 20 mill miles for a salary of £32. None of the eleven new Post Towns listed were in Westmeath.



Fig 2: 1689 Dublin to Longford, though addressed to Longford this letter had to be collected at Mullingar as Longford did not become a post town until 1720. The letter is rated at 4d for over 40 miles

However by the 1689 there must have been a post official of some description in Mullingar, as suggested by *fig 2* above. By 1699 a Town Name handstamp was in use, *fig 3* (next page). This is the second known use of such a handstamp in Ireland the earliest being Strabane (see: Alan Kane's article in Irish Philately June 2017: Catherlough [Carlow] has also been reported for ?1698/99). These handstamps were introduced in order to assist the Clarkes of Road in Dublin calculate the cost of a letter.

The arrival of Isaac Manley in 1703 as secretary of the Post Office in Ireland brought about much needed reforms. Isaac was a son of John Manley, an interesting and colourful character. John had been the first farmer of the post under the Commonwealth. He had acquired the farm for the sum £10,000, was an MP in Westminster and held strong and extreme religious and political views.



Fig 3: 1699 letter Mullingar / Dublin. The second known usage of an Irish Town name mark is applied to this letter, also a Dublin Bishop mark, April 28. 4d was the charge for over 40 miles

Isaac was an acquaintance of Dean Swift and a card playing partner of Esther Johnson who was the subject of *Swifts letters to Stella*, whom Swift is secretly said to have married. There is much evidence that Manley was opening letters. There were complaints from the Irish living in London and Swift was constantly complaining about his letters being interfered with. In fact one letter written to Swift by a friend actually addresses the Post Office official in a postscript asking him what happened to a previous letter. Manley was amply rewarded for such services, the two constituencies he represented in the Irish Parliament were controlled by important political figures, Downpatrick 1705-13 controlled by Edward Southwell secretary of state for Ireland, and Newtown Limavady 1715-35 which was controlled by 'Speaker Connelly'. Information was vital to both these men.

As secretary he brought about rapid growth in the number of Post Towns in Ireland. There had been little or no growth since Gardner's report in 1682. A list published by John Knapp in *An almanack: or, Diary astronomical, meteorological, astrological,*

for the year of our lord, 1725 (Dublin, 1725), p. 19 indicates that there was 77 Post Towns in Ireland, including two new ones in Westmeath, Ballymore and Kilbeggan. By the time of Manley's death in 1738 there were 119 Irish Post Towns.

Manley was succeeded by Marmaduke Wyvill, of whom very little is known: he held the position for sixteen years from 1738 to 1754. A year after Wyvill's death, Sir Thomas Prendergast was appointed to the office and although he served for only five years until his death in 1760, his term proved eventful, fraught with an 'industrial' dispute. Thereafter, Sir William Henry Fortescue was post master from 1761 until the introduction of the independent Irish Post Office in 1784. It was during Fortescue's that the Dublin Penny post was instigated. Throughout the 45 years when Wyvill, Prendergast and Fortescue were secretaries the number of Post Towns only increased by 26 to 145, a small number when compared with the 88 during Manley's 36 years; it was slow progress indeed.

In Westmeath Moate in 1759, under the name of Moatagrenoge, became a Post Town, bringing the total number of Post Towns (ie: Post Offices for each office was 'Head Office') in Westmeath to five by 1784. I show, below, a table showing the growth in the number of such towns in Ireland.

Year	Source	Number of Post Towns
1659	Vaughan's 1659	46
1682	Gardner	57
1725	Knapp Almanack	54
1727	Knapp Almanack	77
1739	Watsons Almanack	119
1784	Watsons Almanac	145

Table: the growth in Post Towns in Ireland 1759-84

If the growth of post towns was slow the frequency of the running of the mails did improve. It was during Fortescue's term in office that some improvements took place, most notably increased frequency of the running of the mails on both land and sea. In Vaughan's time the mails on the Connaught road ran twice a week. In 1725 it arrived in Dublin on Mondays and Fridays and left on Wednesday and Saturday. The Munster and Northern roads had a three day a week service. Sometime between 1765 and 1769 the service on the Connaught road was increased to three times a week leaving Dublin on Tuesday Thursday and Saturday. The other two roads had a six day service.

POSTMARKS: Between their introduction in the late 1600s and their phasing out beginning in 1808, seven towns in Westmeath are recorded as having used at least one Town Name mark. None are yet recorded used in Moate however it most likely one was in use just not yet seen by author.

Similarly the author has not seen any Town Name marks of Kilbeggan or Ballymore pre 1784. The earliest record of one for Ballymore is 1785 and it may have been in use for some time before that. With the editor's leave, I will look at these in a later article. I will, however, in this article detail the marks recorded for Mullingar and Athlone prior to 1807 (see table at bottom of this page and top of following page).

As already noted Mullingar was one of the first towns recorded having used a Town Name mark in April 1699; between that date and 1784 at least six such marks are recorded and another four between

1784 and 1807. The earliest known use of a Town Name mark in Athlone is 1727.

It was common from the 1710s to the 1750s to shorten names as much as possible. Athlone became A-LONE and M:GAR for Mullingar. Scarcity of material makes it almost impossible to study a continuous run of letters, from any one provincial town during the 1700s hence many of the dates given are for one year only. It is likely other Town Name marks exist for Athlone. Surprisingly despite many years searching, the author has not seen any items from Athlone for the thirteen years from 1737 to 1750.

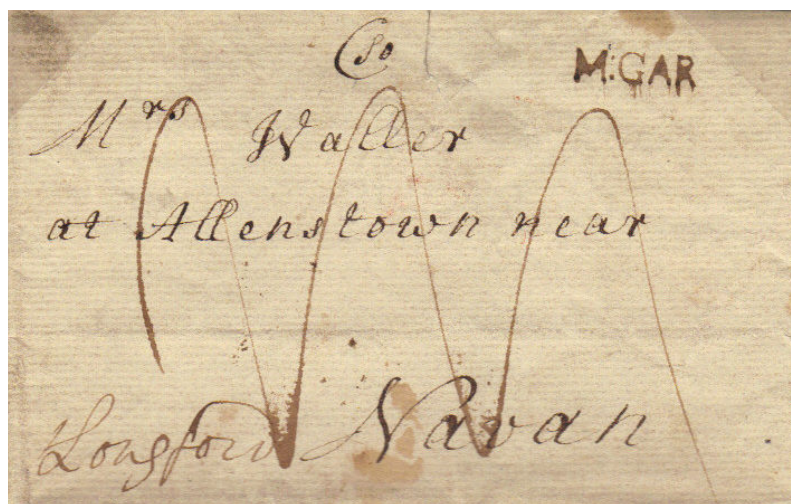


Fig 4: 1754 letter from Mullingar to Navan. The letter was from W. Smith to Mrs Waller in connection with the death of her son, a young soldier. Lord Longford franked the letter (in contravention of regulations). If not franked the letter would have been expensive as it included a second sheet, the charge being 4d Mullingar to Dublin and another 4d Dublin to Navan making a total of 8d. Postmarks are the Mullingar Town

Name mark (M:GAR) and the large type Dublin Bishop mark, which I show above right. The Town Name mark used on this letter was the fourth used in Mullingar.

Table of Mullingar Town Name stamps:-

Town Name / Mullingar 1 (<i>see fig 3</i>) Size: 57mm / 5mm Feature: MVLLINGAR spelled with V instead of U Earliest 1669 Latest 1702 Colour: black	Town Name / Mullingar 2 Size: 48mm / 7mm Feature: MVLLINGAR spelled with a V instead of U also inverted N Earliest 1705 Latest Colour: Black
Town Name / Mullingar 3 Size: 21mm / 5mm Feature: abbreviated to M*GAR with single dot between M and G Earliest 1720 Latest 1749 Colour: Black	Town Name / Mullingar 4 (<i>see fig 4</i>) Size: 18mm / 5mm Feature: abbreviated to M:GAR with two dots between M and G Earliest 1754 Latest Colour: black
Town Name / Mullingar 5 (<i>see fig 5</i>) Size: 52mm / 8mm Feature: very large letters used in the spelling of MULLINGAR Earliest 1762 Latest Colour: black	Town Name / Mullingar 6 Size: 54mm / 5mm Feature: Earliest 1787 Latest 1789 Colour: black

Town Name / Mullingar 7 Size: 37mm / 4mm Earliest 1793 Latest Colour: black	Town Name / Mullingar 8 Size: 47mm / 5mm Earliest 1794 Latest 1800 Colour: black
Town Name / Mullingar /9 Size: 31mm/5mm and 15mm/5mm (overall 12mm high) Feature: name split to two lines MULLIN / GAR Earliest 1804 Latest 1806 Colour: black	Town Name / Mullingar Size: 51mm / 5mm Feature: Earliest 1807 Latest Colour: black

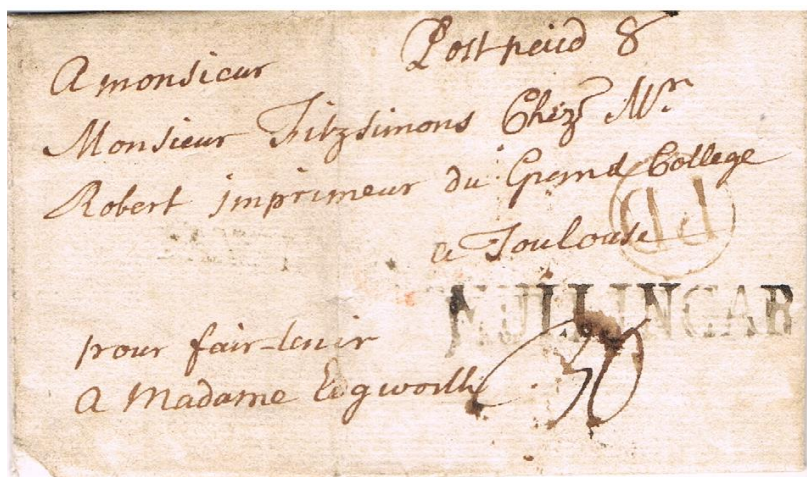


Fig 5: 1763 Mullingar to Toulouse France. The letter was pre paid all the way to the British channel
Mullingar / Dublin.....2d
Dublin / London6d
Pre paid total 8d (to London only; a further 2d was due from London to the Channel port Dover).

Channel and French postage 30 sols paid by Monsieur Fitzsimons

Marks include Mullingar Town name mark (number 5) London PD (paid destination) and London Bishop mark on reverse.

ATHLONE: No Athlone Town Name mark has come to light used before 1727. It is likely that one was in use before this date. Despite my searches there are long gaps in the record. In total only six different Town Name marks from Athlone have been seen used prior to 1808.



Fig 6a: The Dublin Bishop Mark

Fig 6: 1761 Athlone / Dublin rated 4d over 40 miles with large type Town name mark. In Dublin a large Bishop mark, above, was applied dated January 2. Note: I instead of J this was normal in Bishop marks at this time.

Table of Athlone Town name stamps:-

Town Name / Athlone 1 Size; 25mm 5mm Feature: abbreviated to A-LONE Earliest 1727 Latest 1737 Colour: black	Town Name / Athlone 2 Size; 55mm / 6mm Feature: Earliest 1750 Latest Colour: black
--	---

Town Name / Athlone (<i>see fig 6</i>) Size; 47mm / 6mm Feature: Earliest 1761 Latest 1795 Colour: black	Town Name / Athlone 4 Size; 37mm / 4mm Feature: Earliest 1791 Latest Colour: black
Town Name / Athlone 5 Size (to be confirmed) Feature: Earliest 1797 Latest Colour: black	Town Name / Athlone 6 Size; 40mm / 5mm Feature: 1801 Earliest 1807 Latest Colour: black

Just prior to or just after the Post Office in Ireland became independent in 1784 a survey of its annual costs was carried out. The overheads for the Post Office that year were £15,027 17s 8d. Below is an extract of the section concerning Westmeath (British Postal Museum and Archive, POST 15/154, Irish Post Office letter copy book (on microfilm M.F.A. – 43-Post Office film 1).

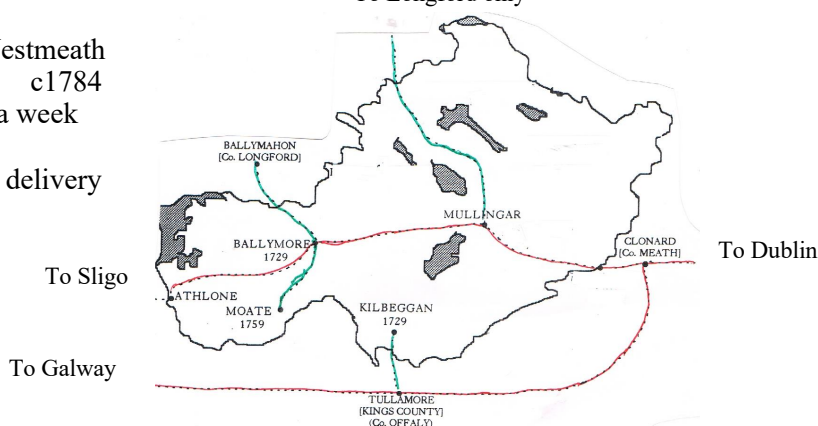
		From Clonard to Sligo							
	Miles	3 Posts	£	s	d	£	s	d	
Clonard [Co. Meath]	26	<u>John Cusack</u> to ride weekly to Kilcock also once weekly to Philipstown and once weekly to Mullingar Salary for Office Duty	18	1	1				
			11	3	4				
			10	6	8				
			6	-	-	46	-	-	
Mullingar	12 ^{3/8}	<u>Thomas Shea</u> to ride twice weekly to Clonard Salary for Office Duty	20	-	-				
			15	-	-	35	-	-	
Ballimore	11 ^{6/8}	<u>Henry Cunningham</u> to ride thrice weekly to Mullingar Salary for Office Duty	30	-	-				
			5	-	-	35	-	-	
Athlone	11 ^{2/8}	<u>Matthew Stanton</u> to ride thrice weekly to Ballimore Also twice to Roscommon Salary for Office Duty	30	-	-				
			23	-	-				
			14	-	-	67	-	-	
		From Tullamore to Kilbeggan							
		3 Posts							
Kilbeggan	5 ^{6/8}	<u>John Faulkner</u> to ride thrice weekly to Tullamore Office Duty included				12	-	-	
		Ballymore to Ballymahon							
		2 Posts							
Ballymahon [Longford]	8	<u>Sarah Hall</u> Foot Post twice weekly to Ballymore Office Duty included				8	-	-	
		Ballymore to Moate							
		3 Posts							
Moate	6	<u>Nathaniel Russell</u> to ride thrice weekly to Ballymore to be paid by Subscription							
		Athlone to Castlebar							
		2 Posts							
Ballinasloe [Galway]	12 ^{1/8}	<u>John O'Brien</u> to ride twice weekly to Athlone Office Duty included				22	-	-	

To Longford only

Postal Map of Westmeath
c1784

Red = three day a week
delivery

Green = two day delivery



EYRECOURT , Co GALWAY – A CHRONOLOGY

Michael Hartnett

Eyrecourt is a village on the Killimor (7m) to Banagher (6m) road. It was founded by John Eyre, an Englishman who came to Ireland with Cromwell. He was 'granted' 10,500 acres of land in SE Galway in return for his support of Cromwell (one has to applaud Cromwell's generosity!). He built his castle (now a ruin) at Eyrecourt in 1660. Two of Eyre's descendants served as Postmasters – John Eyre as P.M. of Galway (1826 -1829) and Mary Eyre as P.M. of Eyrecourt (1849-1856). Eyrecourt was formerly a place of some importance, as shown by the opening of a post office as early as 1729. Never on a railway or a major road, and although something of a local centre in the past, the village has seen little building in recent years and in consequence, the population has fallen substantially. The 2016 census gives it as 252 (292 in 2006).

The Post Office, situated on the Main Street was opened between 1726 and 1729 and is shown on the list of offices due for closure given in the September 2018 issue of Irish Philately. I must express my thanks to the current (?outgoing) Postmistress Annette Lyons for her help in compiling this 'chronology'.

As I have remarked in a previous article, it is often more difficult to get information about smaller offices than it is to build a picture of the larger offices. Accordingly, I would be very grateful if any of our members could provide more information about Eyrecourt P.O., or correct any errors I may have made here.

- 1729: (by) Opened
- 1784: (by) Post Town
- 1786: Single letter rate – 6d. (to Dublin)
- 1788: Single letter rate – 4d.
 - Distance from Dublin -71 miles.
 - Mail dispatched to Dublin each Tue; Thurs & Sat.
 - Mail arrives from Dublin each Mon; Wed & Fri
- 1798: P.M. – Ann Usher
- 1824: P.M. – Catherine Usher.
 - Distance from Dublin – 101 miles
 - Dublin mail arrives at 11.30 a.m; dispatched at 1.15 p.m.
 - Portumna mail arrives at 11.00 a.m; dispatched at 11.30 a.m.
- 1835: Penny Post to Lawrencetown: Population 1789
- 1838: do to Trilliman
- 1840: do to Kylemore
- 1844: List 216 (withdrawn by 1857)
- 1849: P.M. – Mary Eyre
 - Mail from Dublin arrives at 8.35 a.m; dispatched at 4.10 p.m.
- 1856: P.M. – Patrick Mahon
 - Dublin mail arrives at 4.00 a.m. and 8 p.m; dispatched at 4.10 p.m. and 8.10 p.m
 - Mail from Portumna, Kilimor etc. arrives at 7.30 p.m; dispatched at 4.50 a.m.
- 1857: (by) Post Town – Ballinasloe
 - (by) Money Order Office
 - Dublin Mail arrives at 10 a.m; dispatched at 8.00 p.m.
- 1870: P.M. – Patrick Mahon
 - Dublin mail dispatched at 10.00 a.m.
 - Mail to all parts dispatched at 10.00 p.m.
- 1874: Numeral 216 restored (per official list but probably c1869)
- 1883: (by) Telegraph Office
- 1923: 'Dun an Ochtá'
- 1931: Population – 403
- 1951: 'Dun an Ochtá, Beal Atha Sluaighe' (in Post Office Guide)
- 1954: P.M. Mary Lyons
- 1988: P.M. Annette Lyons.
- 2006: Population – 292.
- 2018: P.M. Annette Lyons (in office for 30 years).

As I have done previously in this occasional series on County Galway offices, I conclude showing a selection of the office's postmarks.



1750 with tiny E.COVRT (sic) at top left, charged the 4d 'Beyond the Pale' rate



1843 paid to Dublin showing both the PAID and unrimmed dated marks of EYRECOURT



1774 EYRECOURT to London at 10d. The mark appears to have read EYRECOURD initially!



Diamond 216 numeral mark used to Ballinasloe in 1846 - the diamond had been withdrawn by 1857



1825 EYRECOURT/ 81 mileage mark, to Dublin, charged initially at 1/6d (the double rate) but increased to 2/3d when inspected (note 'C' crown)



Diamond 216 reintroduced, thin figures c1870 on 1d red plate 140 and wider figures, thicker bars, c1872



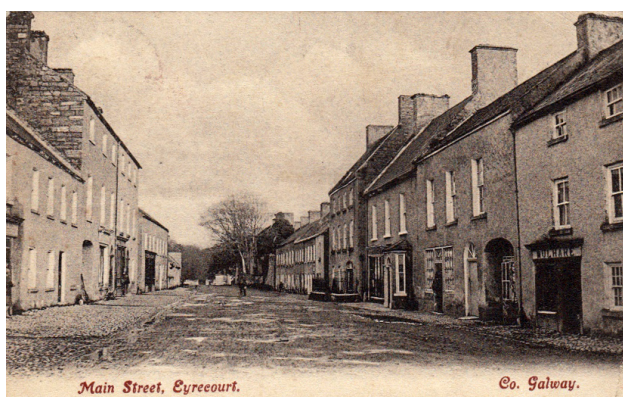
EYRECOURT undated circular mark in use January 1840 just a few days after the rate had reduced to 1d



1894, 216 diamond used to cancel 1d lilac, the 216 mark is probably that used c1872 above but very worn by this date; this is the latest date recorded for a numeral postmark from Eyrecourt

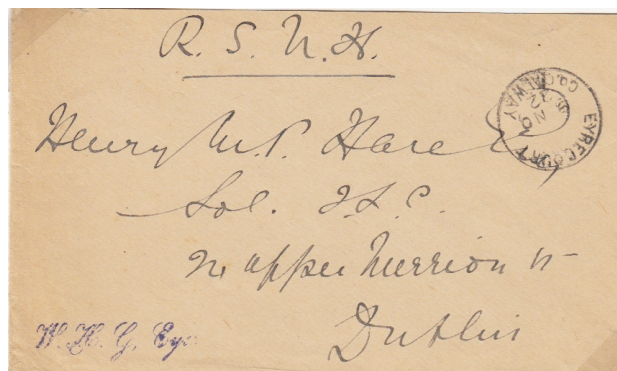


1896 EYRECOURT circular mark on a parcel label, the stamp cancelled at Ballinasloe (the Head Office); Eyrecourt used at least similar marks as a backstamp during the Victorian years; the above mark has been seen cancelling stamps from 1900



1908 EYRECOURT S.O./ Co GALWAY to a Miss Eyre at Bath; (SO = Sub Office - Eyrecourt was to remain a Post Town until the early 1950s); it is interesting to note that flowers were sent by post, suggesting a milder climate at Eyrecourt than in the West of England? The reverse of the card shows Main Street, Eyrecourt and must date from about 1905 – a ‘Lawrence’ card. Did one of the properties on the card serve as the Post Office?

When I set out as Editor 10 years ago, I wanted to feature a Post Office in each issue of ‘IP’. Michael’s Eyrecourt chronology and the items shown achieves just what I was hoping could be done. If any members can provide similar for any other offices I would be delighted to see it in our Journal - Ed



1922, endorsed RSnH – ie: ‘official’, to the Solicitor acting for the Irish Land Commission from a member of the Eyre family (note cachet - lower left)



1928/29 DUN AN OC(H)TA – the first postmarks in Irish, a skeleton used April to June 1928, left, initially replacing the English language mark, this replaced in turn by the double ring, with first recorded use on 6 July 1928



1954: an unusual piece showing both double ring postmark first used in 1928 and its replacement, a single ring mark introduced c1951 side by side. the latter, also shown used in 1974, was to remain in use for many years



1986 registered to the Galway County Council, the sole example of registered mail from the office I have been able to trace. The Eyrecourt postmark is the same as that shown above dated 1974.

THE PRINTING OF THE EXPERIMENTAL COILS

Robert Benninghoff



Fig 1 - strip attached to a Tab End showing the alignment problem and uneven trimming

One of the highlights of Stampa 2018 was the items that John Sheffield, curator of Revenue Museum brought to the show from the Museum. I was particularly interested in the various printing plates for the experimental (continuous roll) coils for the 1933 ½d and the 1940 1d issues (*see note 1 at end*). John also brought work drawings and blue prints for the coil producing machines from the Royal Mint, London, Chambon Ltd, London and the Revenue

Commission. These drawings and Blue Prints were from John's personal collection which he found in an antique map shop in London.

Armed with this new information, I am now able to illustrate the printing of the Experimental Coils based on information from other sources and that provided by John Sheffield at Stampa.



Fig 2 – the original coil printing plates

The ½d coil printing plates (*fig 2 above*) show a very difficult and inaccurate method of producing the first Irish experimental coils from 1933 to 1935 (*note 2*). The flat plates were first inked and watermarked paper was rolled over the plates producing a two x three impression (stereo) per contact (*note 3*). There were 480 stamps per coil roll and therefore the paper had to make contact with the plates 160 times per coil. This process resulted in alignment problems as shown in *Fig 1* above.

Poor alignment problems are also seen in the 2d horizontal and 1d vertical coils. Despite the poor quality of the coil rolls, these experimental coils were very popular with the business community and demand was great enough for the Revenue Commission to order new and more accurate coil manufacturing machines from Chambon Ltd, London, in 1938.

APPENDIX VI.

MACHINES FOR PRODUCTION OF POSTAGE STAMPS.

Two machines forming one unit, specially designed for the production of postage stamps in continuous rolls for sale in the vending machines of the Department of Posts and Telegraphs, were made in the London factory of a French engineering concern, Messrs. Chambon Ltd. The machines were ordered in May, 1938. One was delivered in January, 1939, and the other, the principal one, early in September, 1939. It was stipulated in the contract that Messrs. Chambon would erect the machines and leave them in running order, but the outbreak of war a few days after the delivery of the second machine prevented Messrs. Chambon from carrying out their obligations. The machines were set up by our technical staff, but the rolls of stamps produced were not entirely satisfactory and it was not considered advisable to attempt any adjustment of the detailed mechanism in the absence of the makers' expert. It was not until August, 1943, that Messrs. Chambon were in a position to send over one of their skilled men, when it was found that the machines required certain important alterations and adjustments which were carried out temporarily in our workshops by Messrs. Chambon's engineer and resulted in the production of satisfactory rolls of stamps. It was then arranged that Messrs. Chambon should supply the properly finished and permanent parts which their engineer had found necessary. Again, through pressure of war work, delivery of these parts has been delayed but it is expected that they will reach us before the end of this year.

The Department of Finance sanctioned the expenditure of £2,360 on the machines. Sums amounting to £2,114 14s. have already been paid.

Messrs. Chambon is a company of the highest reputation with whom we had very satisfactory dealings over a number of years. There is no doubt that the delay in putting the machines in order is entirely due to very difficult circumstances arising out of the war.

(Signed), T. CLEARY,

25ú Samhain, 1944.

Chairman,

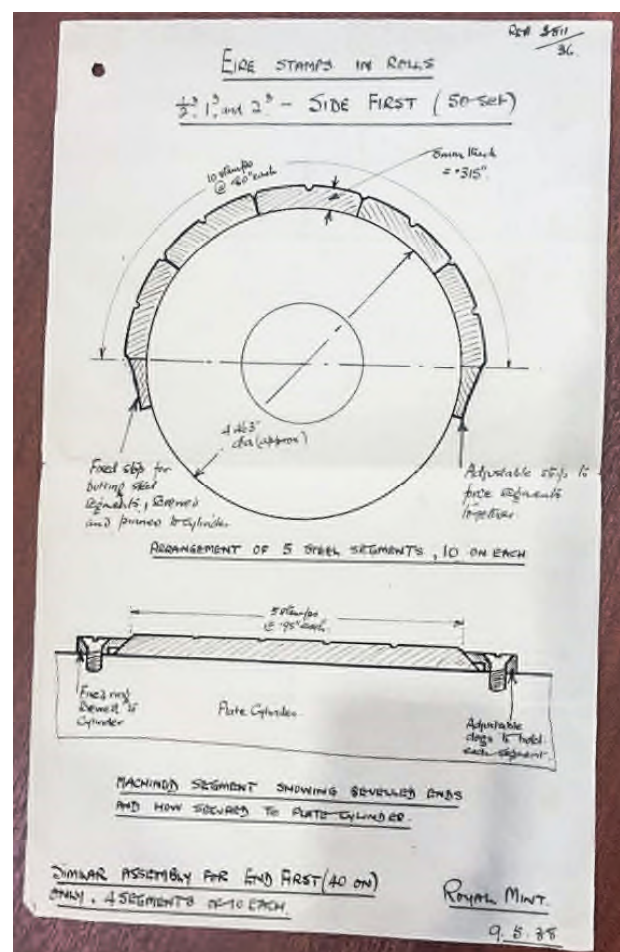
Revenue Commissioners.

Fig 3 - the Revenue Commission report to The Dail in November 1944 detailing some of the history behind the new continuous roll coil machines ordered from Chambon Ltd. in 1938. The report mentions that two machines were ordered, but does not indicate if they were for horizontal or vertical coil producing machines.



Fig 4 - the new printing plates ordered from the Royal Mint in London.

It appears that the first machine was for printing horizontal ½d and 2d as well as 1d coils (note 4). This made sense because the greatest business demand was for the ½d coils (printed matter) and 2d (letter & receipts) using horizontal dispensing Machines. Fig 5 below shows the Chambon Ltd blue prints for the horizontal manufacturing equipment and Fig 6 shows the Irish Revenue Commission August 1938 drawings for horizontal and vertical coil rolling machines. One important thing to note is the horizontal coils plates were to be 10 stamps long x 5 wide and that the earlier horizontal ½d and 2d stamps were perforated 14 (Fig 7 next column).



Figs 5 and 6



Fig 7

It appears that the new 1d vertical coil plate was delayed at the Royal Mint, possibly because new plates were also required for the 1d booklets and coils. Fig 8 shows a 1d die Proof from the Royal Mint dated 24 April 1939. This may explain why the second machine was not delivered until September 1939. There does not appear to be any explanation why the first machine delivered in January 1939 was not put into service. Perhaps the ½d, 1d and 2d horizontal coil plates from the Royal Mint were also delayed.



fig 8



Fig 9 – The late Fred Dixon discovered that obsolete Customs Entry Duty stamp sheets were used in printing trials for the 1940 coil issue.



Fig 10 above shows the 1940 'e' watermark vertical coil stamps were produced 10 stamps long x 5 wide and were perf 14. Note (and it can just be seen in this reduced illustration) that misalignments can be found every tenth stamp. The previous vertical coils were 8 x 5 wide and perf 15. The 1946 1d coils are 8 long x 5 wide and perf 15. Did the Revenue Commission produce the 1d vertical coils on the horizontal machine? This would explain the 10 x 5 stereo and gauge 14 perforation of the 1940 1d coils.

Conclusions with Questions

- The first attempts by the Revenue Commission to manufacture continuous roll coils in the early and mid 1930s was done using crude flat plates in which the paper had to be rolled over the plates. The purpose of the continuous roll coils was to reduce the time and cost of manufacturing coils pasted together from sheets of stamps (known as the Paste Up Coils).
- Business demand for continuous roll coils was great enough for the Revenue Commission to order new and more accurate machines from Chambon Ltd in early 1938. It appears that machines were ordered for both horizontal and vertical coils and were delivered in 1939.
- New Plates were ordered from the Royal Mint for ½d, 1d and 2d Horizontal coils. Were these plates delivered to the Revenue Commission and if so when? Currently there is no record of these plates being delivered nor of the plates. John Sheffield said that he rescued the plates shown at STAMPA from the scrap metal bin in Dublin Castle. Were the horizontal coil plates scrapped previous to John's rescue of the plates.
- New plates were ordered for the 1d vertical coils. These plates were delivered to the Revenue Commission because 1d coils were produced in 1940 and 1946.
- The coil machines delivered from Chambon Ltd in 1939 were not in working order. The Revenue Commission attempts to produce 1d coils from these machines were not very successful and few vertical 1d coil roll were produced. Were these vertical coils produced using the horizontal printing machines?
- Chambon Ltd did not get the coil machine to work properly until after World War II and the first production coils were finally issued in spring 1946 (note 5).

End Notes

- (1) The ½d plates in Fig 2 appear to be designed for printing booklet stamps. However, John Sheffield advised that these plates were used to produce ½d coils. Could the plates have been used for both booklets and coils and were similar plates used for the 2d horizontal coils?
- (2) The Revenue Commission Produced ½d and 2d horizontal coils and 1d and 2d vertical coils during the 'trial' period of 1933-35.
- (3) 1d horizontal continuous roll coils were not produced during the trial period.
- (4) Fig 4 shows a printing plate for an 8 stamp long x 5 stamp wide 1d vertical coil mounted on a roller and with residual red print ink. My conclusion is that this plate was used to produce the 1946 1d coils.
- (5) The postage rates changed in 1941 to 2½d for letters and 1½d for postcards. There no longer appears to have been any need for the 1d and 2d continuous rolled coils and may explain why no horizontal coils were produced.

Editor's note: I agree with the author's conclusion that the plate shown in Fig 2 must have been used for booklet production. However, I am happy that it be shown here, as it provides insight into the type of 'special unit' that must have been required for the printing of coils.

CORK INTERNATIONAL EXHIBITION 1902



David MacDonnell has forwarded me a copy of the item alongside, a homemade miniature envelope, approx 65x40mm, with the known Cork International Exhibition green vignette of 1902. However, it also has a photographic imperf 'stamp' based on the GB ½d stamp of 1887 with the centre showing a picture of perhaps one of the organisers, or maybe even S. F. Bickers, who was a dealer in Cork and editor of 'The City Philatelist'. Does any member know more? – Ed.

JIM RANKIN

A Randalstown Gentleman Born and Bred

It was with deep regret that those in philatelic circles learned of the death of their colleague and friend, Jim Rankin, at the relatively early age of sixty two. It is fitting to note and celebrate the legacy that Jim left to philately and to those of us involved in this field. He had many talents and interests, which were subsumed in, and enhanced by, his passion for philately.

As a teenager he was a keen photographer and was competent in the using the cine-camera. He combined this with his interest in local and family history – he took cine film of his grandfather working on the family farm. He also recorded his grandfather talking about life in the 1920s. In the 1970/80s he was a member of the Antrim Camera Club and enjoyed trips to Rathlin Island and other locations to take pictures which he would develop at home.

As a flying enthusiast, he joined the Ulster Aviation Society (UAS) and attended meetings regularly. He combined his interest in photography and aviation by he visiting air shows in Scotland and England to photograph certain planes and submit these into the UAS monthly. He maintained this interest throughout his life - indeed, he attended a UAS, Phantom XT 864 unveiling event on 28 April 2018.

Jim's interest in local history continued to develop throughout his life. He was a member of the Randalstown Historical Society and was Treasurer for many years until his resignation in July 2017.

He was actively involved with the society's publications: The Old Randalstown Booklet, 2001, The Old Randalstown and District Booklet, 2007 ; The Randalstown Snippets Booklet, 2014. He made a visual mark on Randalstown for he contributed to the local history displays, on view throughout the town, from his own collection.

However, Jim's greatest enthusiasm was for Philately. It united his love for collecting, for history, for the visual, for recording.



James Murray Rankin 1956-2018

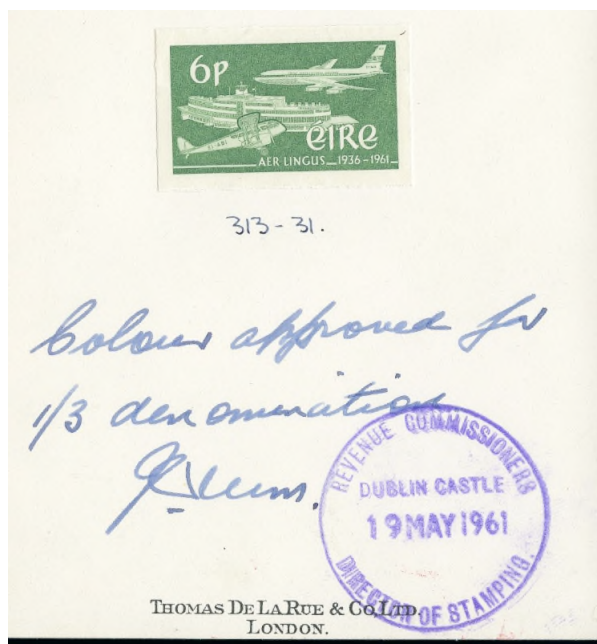
A committed member of the Northern of Ireland Philatelic Society he held the post of Secretary for many years. He embraced the opportunities computers gave for extending his collection by visiting online postal history auction sites. His particular interests were in hand-drawn illustrated envelopes and items relating to the World War 1 Shane's Park Camp. He entered many Philately/Postal Exhibitions held in Belfast and Dublin (Stampa) and in 2007 when the Northern of Ireland Philatelic Society celebrated its centenary by exhibiting at the Royal Philatelic Society London, he contributed to the display (*photographed above*). He was awarded medals at exhibitions in Dublin in 2009, 2010 and more recently 2017. One of the highlights for him was in 2017 when he and his wife, Anne, to whom we extend our sincerest condolences, attended the exhibition and the awards dinner in the Wynn's Hotel, Dublin.

Jim was elected Vice-President of the Circle in Belfast in 2017 and I know he was looking forward to serving as President from 2019. Sadly that is not to be.

In philatelic circles, Jim will be remembered for his perfectionism and generosity in sharing his knowledge. His booklet on the postmarks of Co. Antrim reflects these characteristics. He frequently updated this publication and the illustrations demonstrate his skills as a draftsman and his artistic eye. I will always remember Jim's quiet enthusiasm and unrivalled dedication to philately.

Des Quail

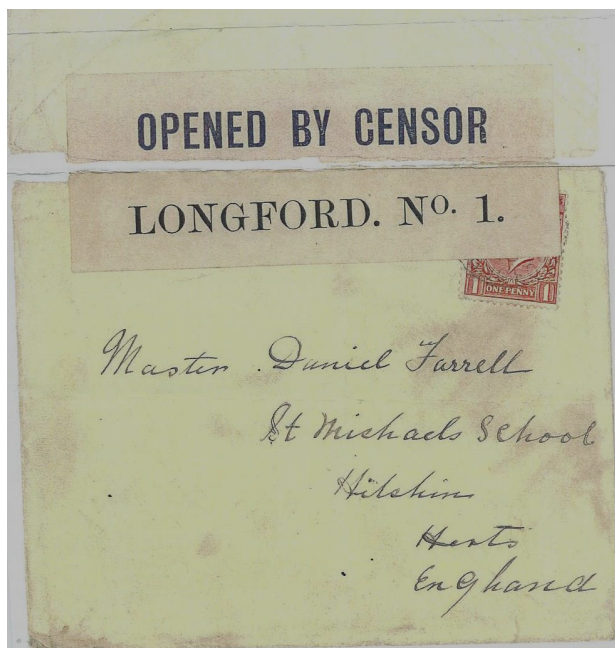
THE 1961 AER LINGUS ISSUE



Paul Baines has discovered and sent copies of the documents above which have found their way out of the Thomas de la Rue archives. I do not think these have been shown before. These show the colours on the original proofs were reversed, the 6d stamp being issued in blue and the 1/3d in green. Below I am able to show both values commercially used at the time of issue, to enable the issued colours to be compared.



LETTERS TO THE EDITOR



Dear Editor,

Longford Censor

Further to your letter in the August 1999 issue of Irish Philately and subsequent listings found in 'Censorship of Mail in Ireland' by Hans Moxter, members may be interested in the above cover which has under the censor label a Newtowncashel, Longford postmark of 9 May 1916. Unlike the other covers recorded this cover is addressed to England and not within Ireland. Newtowncashel is some 15 miles from Longford.

Regrettably I can add no further information on the origins of the label.

Yours etc
Paul Baines
York

Dear Editor,

Cork numeral postmarks

Reference is made to the listing of Cork numeral cancellations in the September issue. I have noted the original 156 diamond issued in June 1844 with earliest use on 25 June. I think 23 or 24 June is likely to have been the first day.

Yours etc
Iben Olsen
Kastrup
Denmark

Dear Editor

The 'Massive Block' shown in the September issue

I think I may have the answer to the 'Massive Block' shown in the September issue of 'IP'.

I think this high postage may have been claimed by the postal authorities for 'Deficient Postage on Parcels for Abroad'.

I attach (*next page*) a copy of a form produced by the Foreign Parcels Section at 100 Amiens Street, Dublin 1 (Post Cheantar) - Form T.S. 520 sent to any postmaster of the respective place of posting where a parcel bears no trace of any stamps (or the wrong value of stamps). Note the wording 'The parcel bears no trace of any stamps having been detached. No loose stamps likely to refer can be traced.' It can be seen that the form contains gaps needed to be filled in regarding the parcel number, where it was posted and the date of posting.

The items (for there are two parcels involved) in question had been posted at Crolly, Co Donegal and stamps totaling £107.15 (21 x £5 plus lower values to make up) are affixed to the reverse and have been cancelled at Crolly.

There are no less than five signatories on the form - the 'Reporting Officer' had to sign this document as well as the 'Checking Officer'. It was then signed (presumably at Amiens Street) by 'K.A. Walsh' and sent to the postmaster at Crolly (does anyone know if the Crolly postmaster in 1987 was B.M. Fadden?) who must have contacted the sender, collected the money, affixed the stamps to the reverse and returned the form to the Head Postmaster at Letterkenny who countersigned. The form was then, I assume, sent back to Amiens Street to enable the parcels, which presumably had been held up, to be released. What subsequently happened to the forms I know not but clearly a few have 'escaped'.

I remember that this procedure was practiced by the postal authorities in the years between 1987 - 1989 but a later or earlier usage is also possible. I suggest that the 'Massive Block' shown in the September issue fits nicely into this category - the stamps are in effect a 'postage due' charge and because of the amount was surely sent to the sender of multiple parcels. I would welcome seeing the reverse of the block shown in the September issue.

Heinz-Jürgen Kumpf,
Munich
Germany

LETTERS TO THE EDITOR – Continued

the Form T.S. referred to on the previous page

2/5001 50

POST CHEANNIAR, BAILE ATHA CLIATH
(Foreign Parcels Section)
100 Amiens Street
Dublin 1

No. 15/19

230
28

Deficient Postage on Parcels for A/Road

2 Uninsured parcel serial No. 16/162 posted at Bredly
Insured

Date of posting 11-5-87

Addressee Mr Michael Ruskin Toetich Pty Ltd North Streetfield 2137 Sydney Australia

Sender (if known) Newcomen Tco Bredly Co Donegal

Weight 8 Kgs 500 gms Postage Paid £ 25.20 Deficiency £ 78.75
3 Kgs 500 gms 17.55 28.40
Total £ 107.15

Reporting Officer [Signature]

Checking Officer [Signature]

An Ceann Maistir Poist Letterkenny

The parcel, which has been forwarded, bears no trace of any stamps having been detached. No loose stamps likely to refer can be traced.

K. A. Woltsch

13/5/1987

Postage stamps to the amount of the deficiency have been affixed hereto and cancelled.

BM Fadden
Maistir Poist

Space for Postage Stamps only
no over



Read and attended to.

T.S. 520

[Signature]
Head Postmaster
Letterkenny
21-5-87

THE IRISH ABROAD - PART 18

Brian Warren



fig.1

In 1984, the second joint-issue with Ireland marked the centenary of the birth of the Irish tenor, John McCormack who was born in Athlone. He was best known for his operatic and popular song repertoires, and renowned for his diction and breath control. He was a Papal Count.

He became a naturalised American citizen but returned to Ireland later in life where he died in 1945. First day covers exist with both stamps and first day cancellations on the same cover (*fig. 1*). A pictorial Athlone postmark was also used on the 22p Irish stamp.



fig.2

Edward Joseph Flanagan was born in Roscommon, Ireland, on July 13, 1886, and moved to the United States in 1904 with aspirations for the priesthood. Eight years later, he was ordained a Catholic priest for the archdiocese of Omaha, where he embarked on a long and successful career as a humanitarian and educator.

In 1917, Father Flanagan's deep concern for needy youngsters prompted him to found Father Flanagan's Boy's Home, which evolved into the present Boys Town. For three decades, the energetic Flanagan directed Boys Town and provided troubled youths with much-needed love, understanding, and hope.

In 1986, a single 4c stamp (*fig. 2*) was issued depicting the priest. There are three recorded printings - with phosphor tagging in two shades of greyish-violet and deep greyish-blue and without phosphor tagging.



fig.3



fig. 4

Returning to the White House theme, I forgot to mention in my last article that a 4 1/2c stamp (*fig. 3*) featuring the building was issued in 1938 as part of the Presidential definitive series. The building again appeared on a 3c stamp issued in 1950 (*fig. 4*) as part of a four stamp set to mark the National Capital's Sesquicentennial.



fig. 5

In later years, a number of small format stamps were issued also showing the White House commencing with a 5c in 1963 (both phosphor tagged and untagged) followed by three 6c printings (*fig. 5*) commencing in

1968 (Giori Press), then in 1970 (Huck Press on whiter paper) and finally in 1971 (coil issue).



fig. 6

An 8c value was issued in 1971 both in sheet and coil format (fig. 6).



fig. 7

It was 1992 before it appeared again as a 29c coil (fig. 7). This stamp marked the bicentenary of the original building which was destroyed by fire in 1812. Restoration under the supervision of James Hoban was completed in 1817.



fig. 8

A larger self-adhesive stamp (fig. 8) was issued in 2000 showing the White House at night. This stamp commemorated the bicentenary of the White House as the President's Residence.



fig. 9

In 1993 a single 29c value (fig. 9) was issued featuring a stunning image of Grace Kelly.

She was an American film actress who became Princess of Monaco after marrying Prince Rainier III in April 1956.

Her father, John B. Kelly, a gold medal winner for sculling in the 1920 Olympics, earned a fortune with his bricklaying business. He was the son of Irish immigrants and stamps bearing her image are one of my exceptions to my must be "Irish-born" rule given she remained true to her Irish roots throughout her life. I will cover the various stamps issued by Monaco which show her portrait in a later issue.

She died following a traffic accident in 1982. It is believed she suffered a minor stroke while driving which caused her to lose control of the car. Her daughter Stéphanie who was also in the car survived.



fig. 10

The 1994 World Cup finals were held in the USA. A rather poorly designed set of stamps and a miniature sheet were issued to mark the event. The miniature sheet (fig. 9) included the names of the participating countries including Ireland who famously beat Italy 1-0 at Giants Stadium in the group stages before eventually losing 2-0 to The Netherlands in Orlando, Florida at the subsequent knock out round of 16.

I would not normally include stamps with just an Ireland inscription but given I am a "footie" fan this has to be included!

In the next issue, I will include the remaining American stamps with an Irish interest and then proceed to review the various stamps with an Irish connection issued by Canada.

(to be continued)