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**Your editor mulls the relative scarcity of Penny Blacks used in Ireland
Is he right? – see ‘From the Editor’s Desk’ on page 42**

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EDITORIAL

Welcome to our summer issue! I enjoyed my recent visit to Belfast to the AGM catching up with many members and likewise again when at David MacDonnell's recent auction, on which Erinman reports elsewhere in this issue.

Needless to say at such gatherings one gets involved in a variety of conversations. In fact, I have got involved, with minor variations, in the same conversation on at least three occasions recently. The question was simply 'How rare is rare?'. With basic stamps it is actually fairly easy. Often we know the number printed and even if looking at something of which only a few examples are known it is generally just a matter of watching the auctions and being brave. Ignoring varieties, booklets etc, I suppose the 2d coil, imperforate at sides and the Thom 'Rialtas' 10/- overprint are the key Irish stamps. The former is very difficult mint but armed with the cheque book is easy enough to hunt down a used example, several coming on the market each year. Thus, it becomes a question of how far to stretch the wallet to achieve that basic collection for neither stamp is 'rare' in the sense of an 'unobtainable' British Guiana 1c or a Blue Mauritius. Varieties are different and those that want a specialised collection must grab them when they can and I guess it is still possible that unknown varieties are still lurking out there.... perhaps?

Postal history is different. One often looks at exhibits and the owner has proudly recorded 'only known example'; 'only two recorded etc'. I can find myself smiling and sometimes ask myself the obvious question: 'Recorded by whom?'. Perhaps there is a book on the subject but how much of the available material has the author actually been able to record? Probably only what has been reported to him or he has seen either at auction or elsewhere.

The truth is that, even if someone was writing from Ireland to, say, Mongolia in the 1880s, nothing will be available to us unless the material has been kept.

The search must be without end for we never know what might still be lurking in somebody's attic, although as the years roll by, one must assume that an ever higher percentage of what still exists from the period to, say, 1900 has reached the market. The supply is becoming more and more finite thereby enabling us to better determine what is 'rare'.

So what is 'rare'? What is rare to one collector is not always 'rare' to another and there are other considerations. If material is in poor condition does one really want it? Is it 'important'? (that is another word that we could debate at some point). By way of example: pre-stamp material from Ireland to India can be found from with relative ease but items in displayable condition are actually quite 'scarce' and I was delighted to acquire such an item in David's recent auction. Yet, 'scarce' is not 'rare' in the only one or two known sense. Hence, I have come to the conclusion that I prefer the word 'unusual' and I want my collection to contain some 'unusual' items. Value becomes unimportant, I am merely looking for the sort of 'unusual' material that one does not often find – those pieces that one should grab when one has the opportunity.

And why did I like the item I bought in the auction so much? It was clean enough. It started at Moville, Co Donegal in 1839 went via Bombay, received a lovely Dacca backstamp and was redirected into Assam. Anybody who has witnessed the Bangladesh climate will know that it is all but impossible without air conditioning for paperwork to survive any length of time. It was nice and 'unusual'.

So much for my ramblings. I still do not know what 'rare', 'scarce', 'important' really mean beyond that I like 'unusual' items. Keep up the debate, keep looking and have a good summer.

Stan
3 June 2019

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An Post Rebrands

Brian Warren



An Post officially unveiled a new pared-back logo and teal-based colour scheme in February 2019. The main difference between the old logo and the new one – which will cost €5 million to deploy over three years – is the absence of An Post's iconic “wavy lines”, which represented the old (*their words !!!*) cancellation marks. The previous logo which was introduced with the establishment of An Post in 1984 is being replaced with a “Mobius” circle and new stylised font aimed at representing “ongoing change and connectedness” at An Post. Personally I do not like it. There was no need for a change and the lighter green colour is awful.

Within weeks, most post office external signage in my area of South Dublin had been changed. To date, they have concentrated on the external post office signage. I include photos of Dundrum P.O., Dublin 14 before and after the change. Note the dropping of “*Oifig an Phoist*”. I have only seen one vehicle with the new branding and I have not yet seen any change to postbox collection plate notices which incorporate the

logo. However, I did catch in February the filming outside the GPO in Dublin of part of an advertisement for television around the new branding. It included a small cycle van as pictured which they hope to use going forward for all parcel deliveries in Dublin.

The first philatelic change was a new booklet issued in April 2015 and the “Great Songs” FDC both of which include the new logo. In due course, we should see a change to the “A” envelope and the leaders on the €50 and €100 definitive rolls as they also incorporate the An Post logo.

An Post also recently announced their results for 2018. Turnover was up 7% to €897 million and operating profit increased to €41.2 million from €8.4 million in 2017. The profit for the year was €25.2 million as compared to €37.3 million. The 2017 figure was higher reflecting once-off property disposals in that year.

THE 1929 O'CONNELL ISSUE VARIETIES AND FLAWS – Iben Olsen

The first commemorative stamps issued by Ireland on the 22nd June 1929 comprised a set of three stamps - 2d, 3d and 9d - to mark the Centenary of the Emancipation of Catholics and depicted a portrait of Daniel O'Connell. Hibernian Catalogue C1, C2, C3. I use Hibernian for all catalogue references.

Over the years, there has been much focus on the Catholic Emancipation Centenary set, specifically in a co-ordinated article by Graeme Murray in our September 2008 issue and in different articles in both *The Revealer* (published by EPA in the USA) and *Die Harfe* (published by FAI in Germany). Where applicable I refer to individual references in those three journals.

Brief particulars are as follows: the stamps were designed by Leo Whelan and were based on an engraving by William Holl, based in turn on a painting by Thomas Carrick made in 1844. Watermark is 'SE'; Perforated 15x14. Printing was at Dublin Castle in sheets of 240 stamps in two panes of 120 (12x10).

I have over many years, collected a number of different varieties, errors, flaws and suchlike to be found on the O'Connell set. I commence by looking at the 2d value. Three of the varieties are listed in the Hibernian catalogue as C1a, C1b and C1c but a little searching will reveal many more.

I start by looking at the colour of the stamp, which the catalogue lists as 'pearl green'.



Light Green

Yellow Green

Dark Green

This stamp has been reported in at least three clearly defined shades. Above, I show a selection of the three commonest shades, three of each showing the variations which exist. (*The Revealer* 09/1962 Supp. 8 and *IPC* 1/82 No. 1).

As noted, 'Hibernian' lists three varieties: C1a 'Retouch', C1b 'Pen behind Ear' and C1c 'Bullet hole'. I have found many others but do not know how consistent they all are throughout the printing. For reference purposes I shall number those as flaws 1, 2 and 3. I begin with those three.



C1a Retouch Type 1 (Row 15/12 N/C) This variety was caused a day or two before printing by a workman dropping a tool on it – breaking the frame and the jubilee lines. Since it would require about two weeks for a fresh plate to be made in London, hasty repairs were made by retouching the plate, possibly done by a jeweller in Dublin. The retouched variety was used for the first printing but was shortly thereafter replaced. (The Revealers 01/1958 No. 42 and 09/1962 Supp. 8). (*Flaw 1*)



C1a Retouch Type II (Row 15/12 N/C) Further varieties can be found on stamps from the same sheet position: a break in frame of value tablet (centre) and white spots on O'Connell (right) - (*Flaws 1a and 1b*)



C1b Pen behind ear (Row 4/12); this is a particularly distinct variety (*Flaw 2*)



C1c Bullet hole (Row 12/11); lower left in block above (*Flaw 3*).

This and the two shown above are the three flaws that are recorded in the Hibernian catalogue.



C1 Broken tail on '2' in 1829 (*Flaws 4 and 4a*)

In The Revealer 01/1958 No42 under 'Other Varieties - Broken tail on the figure 2' is mentioned by James Couch as a constant variety (but is not pictured). I show two variants of this flaw above, the one with the break at the right of the foot of the two and the other with a partial break.



C1 Row 20/x Dot under eye (*Flaw 5*)



C1 Row 1/x Dot over eye (*Flaw 6*)

C 1 Row 2/x Green 'retouch' on forehead (*Flaw 7*)



C1 Row 19/x Green dot on cheek and green dots in circle frame (*Flaws 8 and 8a*)



C1 Stroke in E (*Flaw 9*)



C1 Break in '9' (*Flaw 10*)



C1 Break in frame under '2' (*Flaw 11*)



C1 Bullet hole in collar (*Flaw 12*)



C1 Two dots in NE corner (*Flaw 13*)

In addition to the 13 flaws shown above, I have located some 20 further lesser flaws that can be found on this stamp. I have also located several on the 3d value, which I hope to show in a further issue of 'IP'. This set provides great opportunities for finding varieties and I would welcome readers searching their own examples and telling our editor as to what they have found.

HOLYWOOD SHIP LETTER



Members will recall Malcolm Ray-Smith's series on Ireland's Ship Letter markings in our March to September 2011 issues with further summaries appearing in March and September 2012. One Ship Letter mark that could not be shown at the time was that of Holywood, Co Down. Malcolm has written to me: 'My most recent acquisition for Ireland is a HOLYWOOD / 84 boxed mileage mark with a scroll type SHIP LETTER which I presume was applied at Dublin on its way to an addressee in London. I believe that two examples are known.' I might query Malcolm's suggestion that the mark was applied in Dublin in that the colour of the ink used to apply the mark appears the same as used for the boxed mileage mark. I believe the scrolled SHIP LETTER marks are *known* from a number of offices. Who can tell us more?? - Ed.

GARAGE FINDS

Barry Cousins



fig 1

Hunting for Irish stamps in a dealer's garage in San Jose, California uncovers some interesting finds. The first discoveries were early Queen Victoria GB stamps used in Ireland. The subject matters in this article are beyond my normal remit in terms of knowledge so I will attempt to describe my finds in layman's terms.

Fig 1 (above) displays a block neatly used 1/- QV stamps (Stanley Gibbons 211). Fig 2 (below) shows a 6d QV stamp with SG reference 208, which like the block above shows the postmark of Glenties dated JA 13 (18)93. Glenties is a small town in the west of Co Donegal. Fig 3 (below) shows a 1/- QV stamp (SG 211) with a fine Dundalk cancellation for April 12, 1893.



fig 2



fig 3



fig 4

Fig 4 above shows a block of seven of the same 1/- stamp used at Durrow, a small town in the south east corner of Co Laois.

It is a pity that these stamps have all lost some colour in soaking off; this appears to be a particular problem with the green 1/- value and care must be

taken with such material. I did, however, out of curiosity pose a question on the web with regard to the use of GB stamps in Ireland. Whilst I cannot vouch for the accuracy of the response I got, 'Used multiples of QV stamps are rare, used in Ireland are impossible', if accurate, these blocks may well be collectable!



fig 5



fig 6

After more rummaging, I came across bundles of postal stationery which, once again, is outside my level of expertise. In the store were many boxes of registered envelopes of all sizes from the smallest size F to size K in unused packs and several fine used examples. Two used examples are shown above. Fig 5 shows a registered letter, size F (136 x 80mm), posted 9 January 1935 from Dublin to Fresno, California with a 5d embossed stamp plus a 1 1/2d 'map' definitive. In addition to the oval Baile Átha Cliath cancellations there are three seals on the reverse. Fig 6 dated 13 April 1956 shows a 9d (3d postage and 6d registration fee) envelope size G (157 x 94mm) used from Ballymullen (Baile an Mhuilinn) to an address in Lisburn, Co Antrim. In all there are two Baile An Mhuilinn cancels on the front, with one more on the reverse and also a fine Traighli, Claraithe (Tralee, Registered) mark. Tralee is Ballymullen's head office.

If any readers would like a referral to the garage owner, please feel free to contact me, via the Ed.

AMERICANS AT QUEENSTOWN

Editor – with help from Peter Wood, Heinz-Jürgen Kumpf and Paul Baines



fig 1 – 'not at Aghada'

Members may recall that in the September 2018 issue, I included a little note suggesting that the subject of US naval activities at Queenstown in World War 1 had the makings of an article. Little did I know that I was danger of walking into a minefield.

Some years ago, I acquired the cover above (fig 1), which fell into my category of 'unusual' without really knowing what it was and there it stayed in the shoe box until Peter Wood sent me a bundle of scans suggesting I might like to use them in 'IP'. His scans included two with US Censor marks which intrigued me. The stamped cover below (fig2) has a Queenstown postmark with an unclear 1918 date and is sent to a US Military hospital in France having been censored by 'US Naval Forces' – an

ordinary looking cover but one which clearly has a story to tell. Peter's other cover (fig 3 on the next page) has received a different U.S. Naval Forces censor mark, the sender giving his location as 'US Naval force, European Waters'. This item is dated May 1918.

As so often happens to postal historians, my curiosity having been aroused, I set to work. I had been aware that US forces had, after the US entered the war, come to Britain in 1917-18 but had not thought of them coming to Ireland. Here is 'proof' and why was it thought that Mr Kenneth Cole the QM (Quartermaster) had been at Aghada, a quiet hamlet on the banks of Cork Harbour. What might he have been doing there? It turns out he had been one of many US 'visitors' at the time.

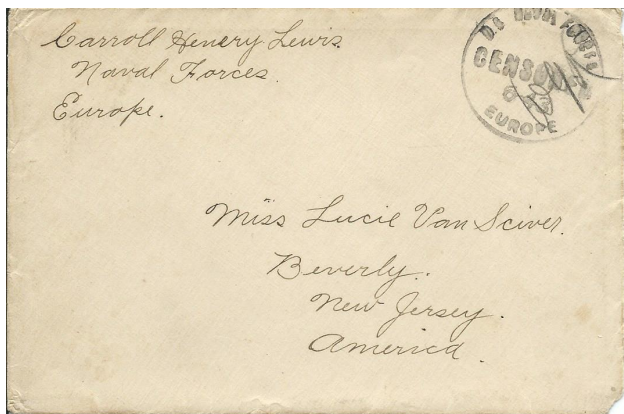
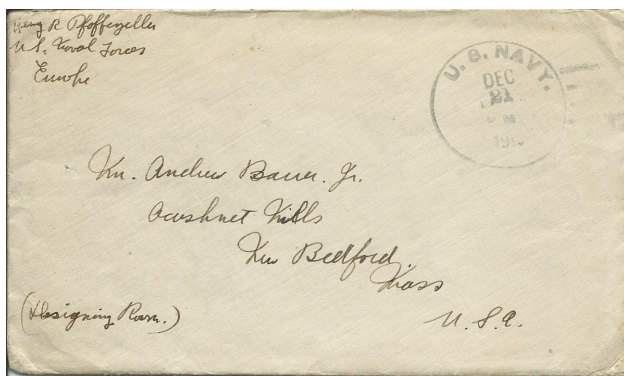


fig 2 – postmarked Queenstown



fig 3

Paul Baines then chipped in with scans of two covers both which he saw many years ago on e-bay. Sadly his scans were not fit to show here. They have postmarks reading 'USN Air Sta, Queenstown, Ireland'. Both covers are addressed to Arlington, Massachusetts, the sender giving his address as 'US Naval Forces, Europe'. He also sent scans of two further covers (figs 4 and 5) both of which had the original content with plenty to keep the censor amused; however neither appears to have been opened en route, one not even receiving the censor's mark although the unreadable date might be December 1918 by which date censorship may well have come to an end.



figs 4 and 5

I should, of course, have consulted Heinz-Jürgen (HJ) Kumpf's 'Military Postal History of Ireland' published by FAI in Germany. HJ has kindly agreed that I should quote freely from his work in this note.

He covers the subject on pages 267-274, which tell us that there was a lot more US military activity in Ireland in 1917 to early 1919 than most of us will know about. Needless to say, any member wanting in depth information needs a copy of the book, which I believe is still available from FAI.

HJ tells us that there were five US Air stations in Ireland: Baldonnell, Collinstown, Dublin, Gormanstown and Tallaght (although perhaps 'Collinstown' and 'Dublin' may have been the same location?), plus five US Navy bases at Aghada (Queenstown), Ferrybank (Wexford), Whiddy Island, Lough Foyle and Berehaven. The navy bases also included US Naval Air Stations. There was also an 'Airship Base' at Ballyquirke, Killeagh, Co Cork, which although completed was never operational.

HJ has also been good enough to send me a scan of the postmark which Paul Baines had previously reported to me (fig 6 below) and a cover from 'US Destroyer Forces' (fig 7). It can be seen that the postmark reads '.....Queenstown Ireland' and is clearly a must for any collection of Irish postmarks. The cover, which must be relatively unusual addressed into Britain, appears to have been double censored by rubber stamp but was not opened.



fig 6 – 'Queenstown Ireland'



fig 7

There is clearly a lot more to study and this brief note has barely scratched the surface. It will, I hope, nevertheless, give members an idea as to what to look for. My thanks to Peter, Paul and HJ. Ed.

WESTMEATH POSTAL HISTORY 1803-1831

Anthony Hughes

The Irish Post Office during the time of Edward Lees c1803 - 1831

Continued from the March issue:

Edward Lees officially became secretary of the Irish Post Office at the age of twenty-eight on the death of his father, John, in 1811. However due to John's ill health since 1803, he had been the de facto secretary of the Irish Post Office. He oversaw much expansion and growth in both the network and number of Post towns. The Mail Coach system was extended and improved. A new purpose built GPO, the first in these islands was constructed on Sackville Street (Dublin). Steam Packet ships were introduced between Ireland and Britain, though he had little input into this. Yet, it was also a time of corruption and nepotism.

Edward began working as his father's assistant in the Post Office in 1801 at the age of eighteen. Ten years later in 1811, he officially and seemingly automatically, succeeded his father as secretary. For the first year after he entered the Post Office, he worked in various departments including the inland and sorting branches at the Dublin office. In 1802 he spent several months in Belfast working under the supervision of postmaster Thomas Whinnery, one of John Lees's most valued spies. The following year he returned to Dublin and alongside his father took on the position of joint secretary of the Post Office, who had been appointed by letter patent on 25 March 1801. Like his father, Edward treated the Post Office almost as a family business. He employed relations and friends, paying them exorbitant wages often disguised as expenses, he moved his mistress into the GPO and provided his brother, Harcourt, with an office at public expense, in the building. However, unlike his father, he had to contend with an unprecedented level of scrutiny from Westminster as he sought to manage the Post Office in Ireland in the post-Union era.

In his years at the GPO, between 1803 and 1830 the number of Post Towns grew from 285 to 429, an increase of 144; of these, six of the additions were in Westmeath. Killucan became a Post Town in 1807 as did Ballynacargy in 1808, Rathowen and Tyrrellspass in 1811, Drumcree in 1820 and Rochfortbridge in 1829. By 1830 Westmeath had a total of fourteen Post Towns.

Why Drumcree, not much more than a minor cross roads with few houses, became a Post Town is typical of many 'offices' throughout the country.

The answer lies in the fact that this was the home of the Smyth family, two of whose members sat as MPs in the Westminster Parliament, William (1801-05) and Robert (1824-26). a situation that was not untypical.

After the Act of Union in 1800 when the Irish Parliament was abolished, the Irish Post Office became answerable to the Westminster Parliament. It was this Parliament that set the postage rates for Ireland. Between 1800 and 1815 there were no less than four rare increases or band changes - in 1805, 1810, 1813 and 1814. In 1805 there was just four bands. By 1814 there were 14. The need for revenue to help finance the Napoleonic wars was the main reason for so many rate increases.

It is interesting to note how the rates between Westmeath Post Towns and Dublin were affected by the rate changes between 1805 and 1814.

	<i>Miles to Dublin</i>	<i>1805</i>	<i>1810</i>	<i>1813</i>	<i>1814</i>
<i>Athlone</i>	<i>59</i>	<i>6d</i>	<i>7d</i>	<i>7d</i>	<i>8d</i>
<i>Ballymore</i>	<i>50</i>	<i>5d</i>	<i>6d</i>	<i>7d</i>	<i>8d</i>
<i>Ballynacargy</i>	<i>45</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>7d</i>
<i>Castlepollard</i>	<i>47</i>	<i>5d</i>	<i>6d</i>	<i>6d</i>	<i>7d</i>
<i>C.T.Delvin</i>	<i>34</i>	<i>5d</i>	<i>6d</i>	<i>5d</i>	<i>6d</i>
<i>Drumcree</i>	<i>36</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>6d</i>
<i>Kilbeggan</i>	<i>44</i>	<i>6d</i>	<i>6d</i>	<i>6d</i>	<i>6d</i>
<i>Killucan</i>	<i>28</i>	<i>4d</i>	<i>5d</i>	<i>5d</i>	<i>5d</i>
<i>Kinnegad</i>	<i>30</i>	<i>4d</i>	<i>5d</i>	<i>4d</i>	<i>5d</i>
<i>Moate</i>	<i>52</i>	<i>6d</i>	<i>7d</i>	<i>7d</i>	<i>7d</i>
<i>Mullingar</i>	<i>38</i>	<i>5d</i>	<i>6d</i>	<i>5d</i>	<i>6d</i>
<i>Rathowen</i>	<i>48</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>7d</i>
<i>Rochfortbridge</i>	<i>38</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>6d</i>
<i>Tyrrellspass</i>	<i>40</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>6d</i>

Table showing the rates for a single sheet between Westmeath's post towns and Dublin using Irish miles taken from Watson's directories for the various years.

One major improvement that occurred under Lees was the re-establishing and extension of the Mail Coach network. The Mail Coach network had been badly affected by the 1798 rebellion to the extent that only four routes were operating in 1800: Dublin to Belfast, Dublin to Cork, Dublin to Limerick and Dublin to Athlone. There was also a Mail Coach operating between Belfast and Donaghadee. Details can be found in the Post Office Circulation Map issued at the time.



Fig 1: 1814 from Athlone to Essex, paid at the 1d rate applying to Soldiers Letters; an example of an item carried through Westmeath on the revised route via Moate

In 1805 William Larkin produced a map of the mail routes in Ireland including the Mail Coach routes. This map illustrated nine Mail Coaches leaving Dublin each day. Their destinations were Belfast, Londonderry, Enniskillen, Sligo, Galway, Limerick, Cork, Waterford and Wexford. One very important feature of note on this map was an arrival and departure time for each stop along the route. The Mail Coach guard carried a carriage clock (Stephen Ferguson illustrates one in his book *The Post Office in Ireland an Illustrated History* (Kildare 2016) p. 66). This clock was set according to the clock in the GPO and the author believes that this was the first evidence of uniform time throughout Ireland. The need for uniform time is often credited to the railways but it is suggested this map proves the Mail Coach should receive the credit.

For Westmeath, the important change was the re-routing of the Galway Mail Coach. Instead of running via Mullingar and Ballymore to Athlone, it now ran via Kilbeggan and Moate to Athlone (fig 1 above). However the new route to Sligo went through Mullingar and on to Longford before crossing the River Shannon at Carrick on Shannon.

A later version of Larkin's 1805 map, in the Ulster Museum shows the original printing plate was re-engraved sometime between 1816 and 1820, it is thought Larkin died in 1819 or 1820. Towns that became Post Towns between 1808 and 1816 were engraved on this second printing. One example being Emyvale, Co. Monaghan, this town becoming a Post Town in 1816. On the other hand, Drumcree Co. Westmeath, which became a Post Town in 1820, was later added to the Belfast map by hand. Another feature was the addition of new Mail Coach routes that began operating after 1805, including those between Waterford and Cork and between

Tralee and Limerick. Another addition to the map is the inclusion of many lighthouses around the coast. The two maps taken together are evidence of a fast developing and ever widening postal network. The maps illustrates that Connemara had not yet been penetrated by the postal network. Clifden, some 50 miles west of Galway did not become a Post Town until 1821.

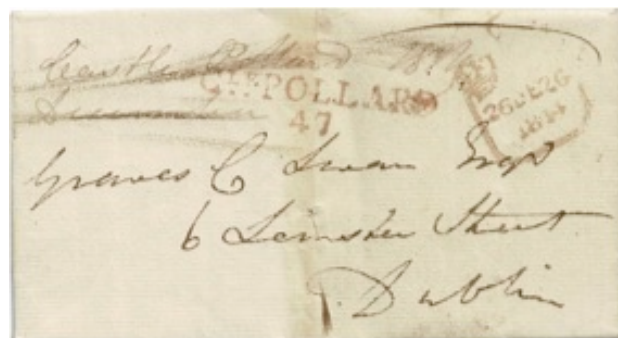


Fig 2: Castlepollard to Graves C Swan in December 1814. Postage cost should have been 7d but this was carried FREE, Swan being the Treasurer of the Post Office; whether or not the letter was on official Post Office business is not known!

The mail coach service was printed each year in Watson's Almanack. That for 1809 provides detail of the Royal Mail coaches: Cork Night, Galway (via Moate), Limerick, Limerick to Cork, Cork Day, return coach from Limerick, Waterford, Northern (to Donaghadee) Enniskillen and Londonderry but not the Sligo via Mullingar. The item shown above (fig 2) would have passed on to the Galway or Sligo coach at Kinnegad. It should be noted here that a post coach is not a mail coach and had nothing to do with the Post Office. They were so called because they were the most common coaches seen on the post roads in England and the term actually pre dates the Mail Coaches.

It was under the stewardship of Edward Lees that the new GPO in Sackville Street was built. When it opened in 1818 it was the first purpose built Post Office building in the British Isles. London's St Martin's Le Grand was not begun until 1825 and opening in 1829.

Another important innovation during Edward Lees time in charge was the introduction of Post Office steam packets in 1821. These revolutionised mail transport across the Irish Sea, making the crossing safer and no longer reliant on the weather conditions. The result there was a major acceleration in the speed at which the mails travelled. Between 1801 and early 1830s travel time for mail carried between the Dublin and London was reduced from an uncertain number of days and possibly weeks to a reliable thirty-six hours and seventeen minutes. Only rarely after the introduction of steam would weather prevent the packets from sailing, and the travel time between Dublin and Holyhead was reduced to just seven and a half hours. (Previously it took anything from fifteen hours, when wind conditions were good, to days and sometimes weeks when weather conditions were bad.)

All was not as it seemed; while the above improvements were taking place, much was rotten at the core. The office in Dublin was badly mismanaged, nepotism was rife and much money was going astray. There were three damning parliamentary reports into the Irish Post Office, 1810, 1817 and 1829.

The first inkling of how bad the Lees' management of the Post Office since the mid-1780s was came in the *Ninth report of the commissioners appointed to enquire into the fees, gratuities, perquisites, and emoluments, which are or have been lately received in certain public offices in Ireland.....* and its supplement in 1810. Its damning findings in respect of John Lees's management have already been discussed in the previous chapter. It is striking that in the medium term, this hard-hitting report had little impact within the Post Office in Ireland. This was in sharp contrast with the fallout from the 1829 report. Why this was so? There were a number of contributory factors. Britain was preoccupied with war again France and it seems the Westminster parliament had no desire to tackle problems in the management of the Irish Post Office. Furthermore, two new Postmasters General had been appointed in 1807, Charles Henry St John O'Neill, first Earl O'Neill and Richard Le Poer Trench, second Earl of Clancarty (later first Marquess of Heusden) and it may have been hoped that their planned reforms would work. Unfortunately, Trench's term of office

was short-lived: he had left by 1809 and his departure ended any attempt at reform. Edward, who had been acting secretary for less than six years when the *Ninth report* was released, appeared to be doing a very good job. The mail coach network was being rebuilt; the provincial network of post-towns was growing fast; the Dublin Penny Post network, which has been in decline, was expanding and improving.

John Lees was created a baronet, in 1804, for services to the state, principally espionage. Much of the infrastructure of his espionage ring which relied upon Post Office personnel was still in place a decade later. One of most important spies, Thomas Whinnery was still postmaster in Belfast: he would remain so for many years to come, as did several others. That infrastructure was needed. Robert Emmet's attempt at a rising a few years earlier (1803) was still fresh in the minds of contemporaries, as indeed was the 1798 rebellion. The French war was still ongoing and Napoleon was at the height of his power. For these reasons the Westminster Parliament was reluctant to interfere with the Post Office in Ireland, which was fulfilling its espionage function at a time when Britain was vulnerable to attack from France via Ireland.

In 1817 a second report concerning the Irish Post Office was produced. Unlike the 1810 and 1829 reports, this was not specifically about the Post Office; rather, it was a small part of a much larger ongoing report titled *The fifth report of the commissioners for auditing Public Accounts in Ireland* which examined how public money in general was being gathered and spent in Ireland.

This report was very critical of the expenses and lack of financial records. In particular Edward claimed £3,556 15s 6d cost for surveyors, £428 for locks and keys, £2,947 law fees on top of £100 salary. These are only a few of the faults listed. Another concern was the amount of monies owed by provincial Postmasters. In total £18,787 was due. In Westmeath alone £570 was owed by eight serving Postmasters. This was in addition to £865 owed by deceased or retired Postmasters in the county.

Very little change for the Post Office resulted from this report, possibly because the 'news' was buried in a much larger one concerning the public accounts in Ireland and it seems other departments were in more need of reform than the Post Office.

The last inquiry into the Irish Post Office resulted in the publication of the *Nineteenth report of the commissioners of inquiry into the collection and management of the revenue arising in Ireland and*

Great Britain. Even though the examination began in 1824, it took nearly five years to complete and its recommendations were not published until 1829. The report was thorough in its examination of the Irish Post Office and even more revealing and damning than the previous two.

The *Nineteenth report* recommended changes in every department and urged that practises be brought into line with those in London. At the upper echelons it laid bare the animosity that existed between the Earl of Rosse and Earl O'Neill who jointly held the position of Postmaster General of Ireland. The *Nineteenth report* was the epitaph or death knell of the independent Irish Post Office.

An example of the difficulties that were arising in the Post Office in Ireland is revealed in the list of monies owed by the different Post Masters in Mullingar. At this time all provincial postmasters were to send monies owed to Dublin monthly and clear their books. However this was often not done and many postmasters ran up enormous debts.



Fig 3 1815 Killucan to Dublin, post paid 10d but subject to inspection (note red crowned 'D') which disclosed that the item was indeed a 'triple' resulting in a further 5d to pay on delivery – a typical example of the difficulty in ensuring that correct postage was paid, let alone collecting all that was due from postmasters.

In 1803, Thomas Shea, Mullingar's postmaster, had an outstanding debt of £129 17s 2d. The following year he owed £335 6s 5d and in 1814 it is recorded as £493 1s 7d. This was the equivalent of a year's takings. Shea was no longer postmaster by this time, having been replaced by 1809 by one Arthur Richardson. By 1817 Shea's debt had been reduced to £202 4s 1d. He died by 1818 but his debt remained on the Post Office books well into the 1830s! Richardson, Shea's replacement, was also to run up debts with the Post Office.

In fact, as late as 1836 four ex Mullingar postmasters were on the Post Office books as owing in excess of £500. The late Thomas Shea's debt

£151 had been on the books since 1808 and the Post Office was perusing the guarantors, Gustavus Rochfort and William Graham. H. Lang owed £83, A Brook £282 and Thomas Heron £20. all this from an office with takings of c£500 p.a. in the 1820s!

In 1815 Castletown Delvin's postmaster, George Carey owed £35 4s 6d. He was dismissed; M Shervington, in Tyrrellspass owed £6 15s 0½d and Ballymore's John Ously was in debt to the amount of £11 5s 7d. He was replaced by H Clemenger who did no better and by the end of the following year, 1816, had run up a debt of £288 15s 3d. Ously also had outstanding depths in relation to stamp duties he collected on behalf of the revenue commissioners. The 'Post Paid' on the letter by no means ensured funds reached the right destination.

The bad management, corruption and nepotism within the Post Office which was exposed by the *Nineteenth report* was playing into the hands of the Westminster Parliament. After 1800 there had been a slow but concerted effort to integrate the two Kingdoms, Ireland and the United Kingdom. Prior to the Act of Union the Kingdom of Ireland had its own tax system, militia, Post Office, customs and currency, under the control of the Irish Parliament. These various departments were slowly being amalgamated with their British counterparts. Hence on the 6th of January 1826 the English currency and mile were to replace Irish ones (*Irish mile* = 1.27 *English miles*; *1 shilling English* = 13 *Irish pence*).

This would have had consequences for the Irish Post Office. The list of post Towns published in Watson's Almanack of 1826 showed a drop of 1d in the rate for a single sheet letter to Dublin for every Post Town in the country. For example the cost of a letter between Mullingar and Dublin dropped from 6d to 5d while the mileage shown was 48 English. Previously it was shown as 39 Irish. Watson's 1828 Almanack continued to use English miles but the 1d was restored, it stated Mullingar was 48 miles from Dublin and a letter cost 6d. The 'lost' 1d was restored, rates increasing following the passing of Act 7&8 Geo IV, c78. All very confusing and many examples of incorrectly charged items are found. By 1832 the authorities seem to have abandoned the use of English miles as by this year Irish miles were used in the first official Post Office Directory.

In conclusion, I must note my appreciation to the late Jim Rankin for providing copies of Larkin's re-engraved map, which for some years hung in the Ulster Museum. I always looked forward to and enjoyed meeting Jim at Stampa each year.

to be continued

€10 Definitive Booklet of 2014-15 - Discovery of A New Printing

Brian Warren



Ashton-Potter printing (above) and Cartor printing (below)



Recently, I had an enquiry from Rein Bakhuizen van den Brink, a collector in the Netherlands in relation to the €10 booklet (10 x €1 Fireworks Anemone) first released in 2014. He had noted what appeared to be two printings of the €1 booklet stamp. I together with fellow IPC member Paul Baines had a look through our collections and I also purchased one of the €10 booklets from the current stock in the philatelic bureau.

Members may recall that back in 2015, the bureau announced the release of a reprint by Cartor Security Printers of the €6.80 national rate booklet also issued in 2014. This was announced in the 01/2015 issue of "The Collector" and reported by me in my *"That Was The Year That Was"* article for 2015. Although, not announced at the time, it appears that Cartor also reprinted the €10 booklet as current bureau stocks match the changes recorded on the €6.80 booklet.

First on the back cover of the booklet the Customer Service Number 1850 57 58 59 was altered to (01) 705 7600. The individual stamps have the same perforation size but the tips of the perforations on the Cartor printing are more pointed when compared to the earlier Ashton-Potter printing (see illustration).

The third difference is the yellow phosphor is far brighter on the Cartor booklets. In both cases, there are gaps in the phosphor between individual stamps.

I also understand from the Dutch collector that the phosphor screen is 315dpi on the Ashton-Potter (AP) printing whereas it is 250dpi on the Cartor (C) stamp. In addition, the angle of the screen is 45° (AP) as compared to 15° (C). I cannot confirm these measurements as I neither have the equipment nor eyesight to verify same!

THE IRISH IMPLEMENTATION - from Kingstown to Dún Laoghaire

John Lorenzen

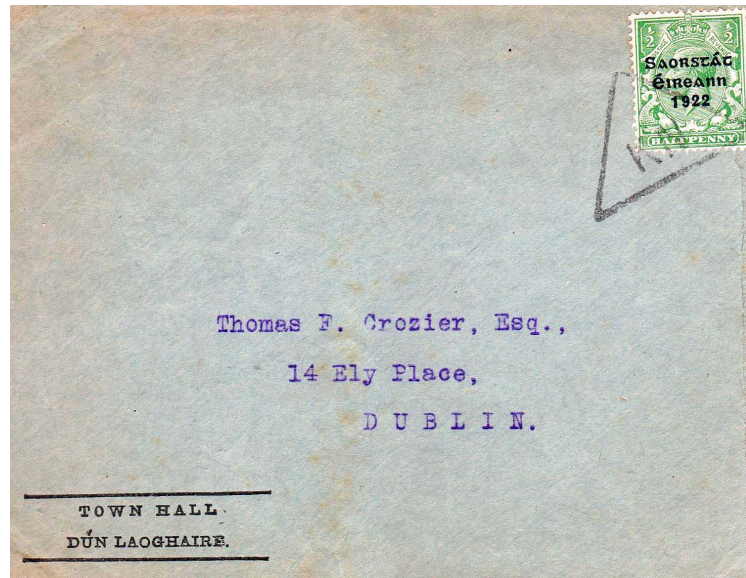


fig 1 – from Dún Laoghaire Town Hall c1923

Dún Laoghaire, until 1821 Dunleary, is situated about 12 km (7 miles) south of Dublin on the shore of Dublin Bay. Until recently it was the main passenger ferry port for Britain. Earlier, the town was called Dunleary. In 1821 King George IV visited the port area, where a new port was under construction. The King gave his permission to change the old town name to Kingstown.

In 1920 the town name was changed again, to the former name Dunleary but now in the Irish Gaelic spelling version – Dún Laoghaire. According to the British Telegraph Code Index, KN was the triangular cancellation handstamp for the town up to 1920. Expectedly, the name change should have brought the DLO triangular cancellation into service. This type of cancellation had been brought into use in 1892 for use on ‘typewritten circulars’ sent at the printed paper rate.

The cover from Town Hall, Dún Laoghaire (*fig 1*) is affixed with a ½d 3-Line Saorstát overprint, issued December 18, 1922, and cancelled with the **KN** handstamp. Despite the telegraph code was changed from KN to DLO, in accordance with the name change of the town and post office in 1920, the old KN was still in use some 3 years after recurring to its old postal name. However, this slow implementation is also the case for many other stamps that were replaced as a result of the change to Gaelic as the official language in March 1922.

The lower cover – weak triangle **DLO** (*fig 2*) dated 1939 sent from the Golf Club, Dún Laoghaire to Blackrock, re-directed thence to London, thence to Poste Restante, Monte Carlo. As no additional postage fee was paid from London to Monte Carlo, the cover has suffered a postage due of 30 Centimes.



fig 2 – from Dún Laoghaire to London to Monte Carlo

FROM THE EDITOR'S DESK

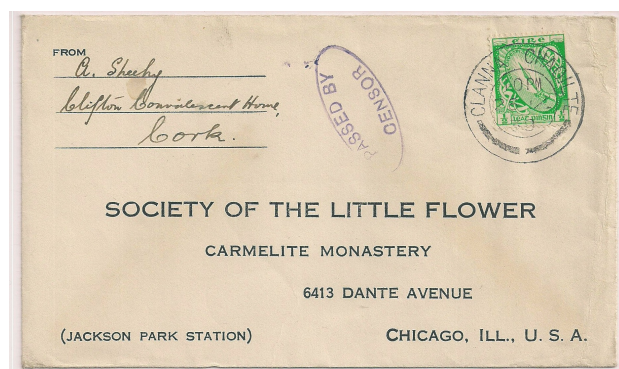
THE 1925 BELFAST FLIGHTS

As a follow up to John Lennon's article in the March giving the background to the Belfast airmail flights of 1924-5, Ronny Vogt has sent me two scans which I reproduce below. Both stamped at 3½d (1½d postage and 2d airmail fee), and posted at Cardiff on 2 March 1925, the upper item was routed on the first experimental flight from Carlisle, via Stranraer, to Belfast and the lower item was put onto the same flight at Stranraer. Ronny comments that very few mails were carried on this first flight and indeed an extra 2d to save perhaps only 2 hours does seem a lot. My thanks, as ever, Ronny.



THAT OVAL CENSOR MARK

Karl Winkelmann has sent me scans of further examples he has found of the oval censor mark 'PASSED BY CENSOR', this following from his letter in the September 2018 issue. He also tells me that he has discovered the St Vincent to Ireland cover mentioned therein in a dealer's stock offered at £325, although as he points out 'by the time you read this, it may already be sold.' This compares to the £370 (plus premium) attained by the India to Blackrock cover sold in 2018 – see the June 2018 issue. Karl has now located three other examples of this mark and I illustrate them here. I assume the fact that five are now known might have some effect on the price?



The censor mark's dimensions are: 36 mm wide x 16 mm high with 3 mm high text.

Karl concludes by providing me with a useful summary of the five known covers:-

- Posted 18 Aug - St Vincent to Dublin
- Posted 17 Sept - India to Blackrock, Co Dublin (sent by airmail)
- 26 Sept - Clonakilty to Chicago, USA
- 27 Sept - Dublin to Amsterdam, Netherlands (certified diplomatic mail)
- unreadable - Australia - Monkstown, Co Dublin (sent by airmail)

The incoming cover from India, being airmail would likely have been censored in Dublin about 10 days after posting (ie: about 27 September). The St Vincent item was sent surface and might have been expected to have taken 2-3 weeks, reaching the UK

in the first few days of September but with the outbreak of war, it could well have been delayed. As ever, without any receiving marks or backstamps all we can do is attempt an educated guess. The fact that the mark has been seen on both incoming and outgoing mail is interesting and in the absence of better information, the period of use appears to suggest a few days only in late September 1939.

SPERATI 2/- BROWN FORGERY – ‘USED IN IRELAND’



David MacDonnell has forwarded to me the scan above of a ‘Sperati’ forgery of the 1880 GB 2/- brown apparently used in Ireland with a <353> numeral cancellation as used at Newcastle West, Co Limerick. As far as is known, the genuine stamp is not known used in Ireland and had it been supplied, it would surely have never found its way to a small west Limerick office. The postmark, however, is surprisingly like a <353> diamond which I have recorded used in 1872/73.

PENNY BLACK USAGE IN IRELAND

An interesting statistic found its way to my desk recently. In 1840 at the time of issue of the 1d black, Ireland was responsible for approximately 11% of mail posted in the then United Kingdom with some 30% of the population. Thus, in theory, broadly one penny black in nine was used in Ireland. Irish ‘Blacks’ have always proportionately seemed much scarcer to me. Is that right?

Were proportionally fewer saved in Ireland? The same note proceeds to record that the survival rate of Scottish letters is high due to the ‘frugal nature’ of the Scots! Might there be some truth in this comment?

The relative absence of ‘blacks’ on cover does perhaps beg the question ‘was proportionally less stamped mail sent in Ireland – ie: more postage paid in cash?’ It has also been suggested to me that stamps were not issued to all offices. I suspect no statistic exists – does any member have any information?

1923 POSTAL ORDER

I am unsure who I have to thank for the scan below of a 6d postal order, which I have found amongst my archive. Members will recall that John Lennon covered the story of the early overprinted British postal orders in his article in our September 2017 issue. John noted that ‘In May (1923), reputedly due to public opinion, the Postal orders appeared with the King’s portrait overprinted’ It will be noted that the item below has been purchased from Westmoreland Street Branch Office on 28 April 1923 and may perhaps be a ‘first day’. Needless to say, I would welcome confirmation that this is indeed the earliest date seen of this type. I can only apologise to the member who sent it to me for not making a note as to who it was: mea culpa once again, but thank you anyway!!

(with a couple of lines to spare, it gives me the opportunity to note that in the past, members wrote to the editor. Times have changed – typically, it all arrives by e-mail with scan(s) attached and a comment like ‘What do you think of this, Stan, new to me!’ – please just keep in coming – Ed.)

NOT NEGOTIABLE. THE SENDER MUST FILL IN THE PAYEE'S NAME BEFORE PARTING WITH THE ORDER. 4 727904 17

POST ÓRDÚ ÉIREANN
To the Postmaster General

Pay to _____
the sum of **6 SIX PENCE** at the Post Office

at _____
within Three Calendar Months from the last day of the month of issue.

For Regulations—see back.

RECEIVED the above-named sum

SIGNATURE _____

Postage Stamps not exceeding three in number or 5d. In total value may be affixed in these spaces, but not elsewhere, to make up a broken amount (excluding an odd half-penny).

WESTMORELAND STREET BRANCH OFFICE 28 APR 1923

THE EDITOR'S INTERVIEW – INCOMING PRESIDENT ROD GREER

We met at the recent Belfast AGM

SC *Well Rod, where do we begin?*

RG Well Stan, actually it's Rodney; it always was when I was young but when I left Northern Ireland it suddenly became Rod and always has been since. That's when I joined Plessey...

Let's go back to the start then

I'm Ballymena born and then lived on the banks of the River Bann at Portglenone until I was ten. My mother was from Armagh; her father had worked in the post office in Belfast but during the war he had transferred to Portglenone as one of the two postmen based there. There, she was a telephonist and met my father. He was a P&T Linesman in the mid Antrim area. So perhaps the Post Office runs in the blood! When I was ten, father was promoted. It meant a move to Belfast, school there and then on to Queen's University. I finished up with a degree in Electrical Engineering graduating in 1970. By then Jennifer's and my paths had crossed – she was a nurse at nearby City Hospital. We married that same summer. I had a job lined up with Plessey, the telecommunications company, at their research centre at Taplow Court near Maidenhead in Berkshire and that is where we started our married life. Like so many others we left Ireland and our first home was a flat in Reading.

And you've been in England ever since

Certainly. Initially, I moved around a bit workwise taking several positions around the Reading area, all in my chosen field of Electrical Engineering. My big move, so as to speak, was in 1984 when I joined the Engineering Division of Metal Box at Worcester.

And I believe two daughters had arrived en route?

Yes, the family grew up at Worcester. The girls had been born in 1975 and 76. Metal Box and the girls kept me busy; life went well for a number of years until 1997 when redundancy struck. I was just on 50 and needed to keep working, so together with a few colleagues we set up a little contracting business; that was in container handling. We were all the same age, all in the same position and for a number of years all went well enough. It was a contracting business, there was no lasting value, we just went from contract to contract. And then suddenly, bingo, Metal Box changed the terms of the pension scheme and I, at the age of 60, was able to take the pension and that meant I was retired. The girls were through college and both doing well in London. I was very fortunate.



Rod Greer sporting his Chain of Office

So what next?

First a move to Christchurch. I recall the date precisely – all the eights - 8 August 2008. That has been a big success for us and we are very happy down on the South Coast – we are just five miles from Bournemouth and all its many amenities. It has been an excellent move for us and with both daughters in the UK we can see all the family reasonably easily.

And the stamps?

Ah! Yes! I got the old schoolboy album out. That was about the time I retired. I knew it was there and very glad I had kept it. I had had, like so many others, some interest as a boy. My paternal grandfather is to blame. An aunt had bought me an album and Postie Grandfather used to ask if he could have the foreign stamps for his grandson whilst on his rounds. Little did he know what he was starting! We also had a NZ connection in Portglenone and the typical schoolboy collection was forming. I'm sure most of us were the same. I stopped, like so many, around the age of fifteen; there were other interests on the horizon! They all went in the drawer but luckily I had saved them and at the age of sixty out they came initially as a retirement project. The buying of new issues did not last long and the gloss was soon off the FDCs. I found myself becoming a disciplined collector. I

joined the local philatelic society at Bournemouth, discovered the IPC.

You are certainly not alone in finding the old album. But more to the point how was it that you got involved with the IPC?

I found myself talking to people at fairs; it was very possibly our former President Des Quail who was actually responsible for getting me to join! Once I had joined, I discovered there were London meetings at which I became a regular and took the decision to get properly involved. A good decision; but it did not take me long to realise that the field was limitless. I needed to specialize!

And those special areas?

I found myself taking an interest in postmarks, something I had never thought of and of course that led me into postal history. So, now, I have fundamentally narrowed my interests down into two specific areas. I have been fascinated by Postage Due covers, the various instructional markings that one used to get and particularly those to overseas destinations bearing the 'T' Taxe markings. I am presently putting an article together with Ken Snelson in Canada who is regarded as the expert in the field. *(I am hopeful that we will see that in a future issue – Ed!)*

How is it finding material?

It is hard enough; you need not to let yourself get sidetracked but material can be found. You need to keep searching getting to as many fairs etc as possible. Often you find nothing but every so often one comes across a gem. As ever, anything out of the ordinary will get snapped up quickly. Sadly, too many dealers have stale stock, which is all too often overpriced. You need to pounce when the 'right' items are on offer! Although I collect Irish postage due material as a whole, I am specifically looking for postage due covers with the 'I' marks brought into use in Northern Ireland after 1922 – the I.5. used at Belfast etc. Some of those are really difficult to find.

And the second interest?

The postal markings and postal history of Londonderry. I really have to thank my father for that. He had always had an interest in Irish history; we used to discuss it at home. I got quite an interest as a result and I recall we discussed partition a lot. When I got collecting seriously, I discovered that pre 1922 Derry Head Post Office had had responsibility for a large part of Donegal, all up the Inishowen Peninsula and the hinterland in Donegal, so my historical interests saw me looking at both

sides of the Border. It is a fascinating city; there were the four stations; it was a North Atlantic port. I do try to limit what I collect but there is plenty of scope there especially as I am collecting from two counties and effectively two countries.

And your targets as President?

My main concern is the obvious one, namely that our membership is getting older. Attendance at the London meetings is declining. Some of the material that gets brought is such that you would not see elsewhere. The informal nature of those meetings mean that one can take ones time looking at material. I would like to make those meetings more vibrant with more attending. Distance is a problem although I enjoy travelling up from Christchurch and I am sure there are others in the UK that could make it. I always learn something at those meetings.

And generally?

It is interesting that we now have more members resident in the island of Ireland than in the UK; this is a new situation. We must make sure that we reach out to them all. Getting people interested, more involved, is hard and that has to be my prime task; we all have so many other distractions. I hope we can extend out to non IPC members in addition to our own and to achieve that I do think we must get out there and display more and tell them what is there. I am a little hesitant about doing an entire evening myself but I know that you and Peter Wood often give displays, as do several of our members in Ireland. We surely have other members who would be happy to do half an evening and it's fun doing it. The secret has to be to involve more people, both within philatelic circles and also look to non-collectors who do not know what they missing!

(To some extent we then got off subject: we went on for several minutes discussing displaying to local societies and how to make the displays more interesting. All too often local society meetings result in the same people displaying the same material to the same people and unsurprisingly as a result attendance is dropping. That is sad. We felt there is a lack of imagination in encouraging new collectors. We were getting somewhat philosophical as to where philately is heading; where will the next generation of collectors come from? Could we be encouraging the formation of regional groups in Ireland. All good thoughts but at that point we were joined by Rod's wife, Jennifer and as one does in Ireland, we adjourned to the bar for a swift pre-prandial. I concluding by thanking Rod for taking on the rôle and wished him a good two years as President of the Circle – Ed.)

AUCTION WATCH - Erinman

In their auction held in Wiesbaden on 27th March 2019, Heinrich Kohler offered for sale Part 1 of the 'Dublin' Collection, together with Part 1 of the Robert M. Benninghoff Collection of Irish coil stamps 1922-1940. All the prices realised I quote are hammer prices to which has to be added the auction house premium.

In the Forerunners section nearly all lots found buyers with the stand out item being a Henniker Heaton Universal penny postage essay, 1d rose red 'on glazed paper imperforate with large margins on 3 sides unused' with accompanying Hamilton Bowen certificate 2019 (*illustration below*). This rare item sold for Euro1,100 against an opening estimate of just Euro400.



Interest in the overprints section was mixed with many items remaining unsold. One such item was a complete sheet of Hib T48b 1d Thom overprint with missing accent on R15/12. The sheet was described as 'folded several times and parts fixed with hinges, unused original gum'. The sale estimate was an ambitious Euro5,000.

A similar variety Saorstat 1/- Hib T58b missing accent R15/12 in a right hand marginal vertical strip of 3 unused with original gum and with certificate sold at its opening bid of Euro2,500.

Another rare item, the 6d Thom blue black overprint with watermark inverted and reversed in an unused original gum left hand marginal U22 control pair with 2016 certificate sold for Euro700 against a Euro500 estimate.

Most of the Definitive 'Map' series varieties sold at or just above estimate but interest was mixed among the commemorative varieties. The stand out item in this section was Hib MS2 1976 Bicentenary of the American Declaration of Independence miniature sheet with 'missing silver' in unmounted mint condition. The item sold for a surprising Euro3,200 against the pre sale estimate of Euro2,000.

Interest was strong in both booklet panes and booklets of the first and second definitive era with nearly all items being sold.

Hib HP1 halfpenny booklet pane pf 6 unmounted mint with good perforations made Euro180 (estimate Euro100) and HP8 the rare 'e' watermark booklet advertising pane of 6 unmounted mint with good perforations sold for Euro1,900. The estimate was Euro1,500.

Noteworthy from the 1931-1938 2/- booklets on offer was Hib HB1 edition 31-1 in pristine condition which realised Euro1,900 and edition 33-1 which sold for Euro1,800, both well ahead of the Euro1,000 estimates.

Overprint coil leaders etc mostly sold at or just above estimate. However in the 'se' watermark coil leader section most items remained unsold including the die proof of the 2d 'rare coil' which at an estimate of Euro2,000 failed to find a buyer.

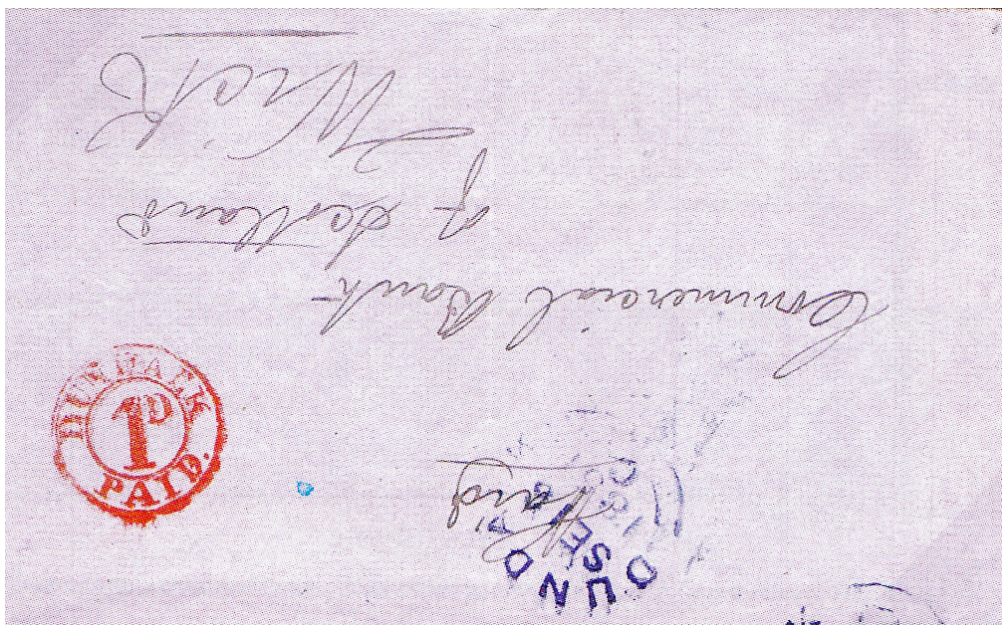
In general whilst the standard and quality of material on offer was exceptional, I suspect the prices realised were less than might have been anticipated.

MacDonnell Whyte Ltd held their first auction of 2019 on 18 May in Dublin and as usual it contained a mass of high calibre Irish philatelic material sold to a packed room. All realisations quoted do not include the buyer's premium.

Interest in postal history remains strong with many items, exceeding estimate, some substantially. Overprints were, overall, a little mixed, many of the varieties fetching high prices. Nevertheless, I suspect some buyers got useful bargains among the lower values. Airmails were a little disappointing, whilst revenues did well. Collections were generally strong and as always seems to be the case, mixed lots attracted buyers with little unsold.

Among the interesting realisations, I note an 1822 wrapper sent from Dublin to Ballybay at the special charity rate (one penny per dozen) with the rare 'red CHARITY LETTER/POST-PAID on front, partial offset of the original pamphlet on inside' which sold for Euro925 (estimate Euro800).

Similarly, an 1841 lettersheet with no side flaps sent from Peru to Madrid and landed at Schull with 'SKIBBEREEN/Ship Letter on face, over unframed *Returned for Postage and Detained for Postage* on face' with paid 2/3d, sold for Euro675. The estimate was a realistic Euro450.



One item that caught my eye, (*shown inverted above*) selling at more than double its estimate was a clean 1851 cover to Wick with the double ring struck in red of DUNDALK/1D/PAID Uniform Penny Post. This scarce handstamp with blue Dundalk cds made a deserved Euro320 (estimate Euro120),

Featured on the inside front cover of the catalogue was a 1d lettersheet A42 used Mullingar to London, cancelled by Mullingar Maltese Cross, back stamped Mullingar NO15 1841, Dublin NO16 and London 17NO with 'central creasing and with some thinnings or tears where mounted'. This, a lovely item, the only known cover cancelled in black, sold at Euro4,300 against an estimate of Euro3,500.

In the large overprint section, a possibly unique Thom 5 line overprint on the 2d orange Die 1, error with overprint inverted (MW T17b) in a mint marginal pair with control S22 imperforate at base, with MacDonnell AIEP certificate, (*illustrated below*) went under the hammer for Euro2,100. The estimate was Euro1,500.



A very fine marginal unmounted mint example of the 1922 Thom 4 line 10/- blue black overprint (SG46 MWT41) with MacDonnell AIEP certificate made Euro1,850 (tied bids) against the pre-sale estimate of Euro1500.

Commemorative errors have not been hitting the heights recently, however an example of the 1976 US Bicentenary 7p with silver omitted in unmounted mint condition reached Euro2,400 against an estimate of Euro2,000.

The highest realisation in the Irish section of the auction was obtained by a modern rarity - the 2014 Irish Citizen Army 60c error of portrait featuring Vincent Poole instead of Captain Jack White. The stamp was POSTALLY used on a first day cover tied by AN MOTA CO NA HIARMHI (Moate) cds dated 23.1.14 addressed to Dublin. With accompanying certificate, this possibly unique postally used cover sold for Euro5,500, the estimate being a strong Euro5,000. Remarkable!

The high point of the auction however came early on. Two Chinese cover lots were to dwarf any realisation of Irish material. The first of the two lots, an 1898 cover bearing a French Indo-China stamp with two Chinese Customs postmarks addressed to London (with 'a small mixed lot of varied items in varied condition') fetched Euro19,000 after a long fight involving two telephone bidders. This was followed by the next lot of two Chinese postcards, dated 1907 and 1912 respectively (one addressed to Dublin) which went for Euro6,000. The estimates were Euro100 and Euro50 respectively. No doubt a most happy vendor, a happy auctioneer and hopefully happy buyers!

E-bay continues to disappoint altho' bargains can be found (recently, a 1930s cover to Argentina rated 5/5d with overprint 5/-, selling for \$45, attracted my attention!!) but overall there is too much dross seemingly going round in ever decreasing circles. E-bay needs to take a look at the quality (and pricing) of much of the material being offered. Enough said!

THE IRISH ABROAD - PART 20

Brian Warren

Newfoundland and Canada

I now turn to Newfoundland and Canada who also have issued a number of stamps with an Irish connection, albeit not as numerous as the U.S.A.



fig.1

Newfoundland was a separate British Dominion until it joined the Dominion of Canada in 1949. It issued a number of stamps relating to the first non-stop transatlantic flight by John Alcock and Arthur Whitten Brown in 1919. The Vickers-Vimy biplane left St. Johns, Newfoundland on 14 June and landed in the bog beside the Marconi Radio Station near Clifden on 15 June 1919.

A 15c stamp originally released in 1897 was overprinted and issued on 9 June 1919 for use on mail carried on the flight (fig. 1). There are four settings of the overprint. Covers were carried on the flight.



fig.2

In 1928 a publicity issue of fifteen stamps included a 15c stamp which featured the Vickers-Vimy aircraft.. The original issue was printed by De La Rue with a line perf. 14 x 13.75. A Perkins Bacon printing with re-engraved die was released in 1930 which is comb perf. 13.6 x 13.8 (fig. 2). Both the issues were on unwatermarked paper. A further Perkins Bacon printing appeared in 1931 which is watermarked and is also comb. perf. 13.6 x 13.8.



fig.3

In 1931, a series of airmail stamps included a 50c stamps which illustrated the Vickers-Vimy

biplane. This stamp exists with and without watermark. Imperforate and imperforate between pairs (horizontal or vertical) are also known.



fig.4

Turning to Canada, the first Irish connected issue of which I am aware also relates to the Alcock and Brown flight. The 15c stamp marked the 50th anniversary of the flight in 1969 (fig. 4).

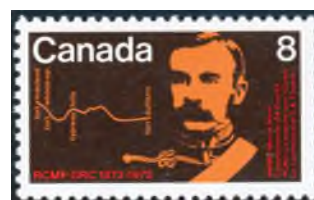


fig.5

The next issue commemorated the centenary of the founding of the Royal Canadian Mounted Police (RCMP) and was issued in 1973. The founder and first Commissioner of the North West Mounted Police (renamed RCMP in 1920) was Lieutenant-Colonel George French who was born in Roscommon in 1841. He is featured on the 8c stamp in the three stamp set (fig. 5).



fig.6

The consecration of Charles Inglis (in 1887) as the first Canadian Anglican bishop was marked in 1988 by a 37c stamp. The pastor was born in 1734 in Co. Donegal.

He was the third son of a priest, Archibald Inglis, the rector of Glencolmcille, a remote parish in southwest County Donegal. Charles emigrated to America in 1755. He is buried in the crypt of St. Paul's Church (Halifax).



fig.7

A block of four 37c stamps also issued in 1988 was on the subject "Exploration of Canada". The bottom right stamp (fig. 7) features the surveying equipment of John Palliser and a view of the prairie.

Born in Kilrossanty, Co. Waterford, John Palliser headed an 1857-61 expedition which explored the plains north of the 49th parallel and the passes through the Rockies.



fig.8

1994 marked the 125th anniversary of the T. Eaton Company. It was founded by Timothy Eaton (1834-1907) who was born in Ballymena, Northern Ireland and emigrated to Canada in 1854. The T. Eaton Company was one of the world's oldest retail chains continuously owned by the same family. A changing economic and retail environment in the late 20th century, along with mismanagement, culminated in the chain's bankruptcy in 1999.

The 43c (ordinary gum) stamp featured the founder and was issued in prestige booklet form which included a pane of 10 stamps (fig. 8).



(fig. 9)

The centenary of the publication of Bram Stoker's "Dracula" was commemorated in 1997 by the issue of a block of four stamps on the theme "The Supernatural" (fig. 9)



fig. 10



fig. 11

A further set on the subject of the RCMP was released in 1998 to mark their 125th anniversary. None of the stamps (fig 10) or the basic miniature sheet have a reference to the founder George French. However, the miniature sheet was also issued incorporating his signature (fig. 11). The basic miniature sheet was also overprinted for the exhibitions "Portugal '98" and "Italia '98".

to be continued