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Irish Philately

THE JOURNAL OF THE IRISH PHILATELIC CIRCLE

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April



The Guinness Beer Mat stationery postcard – see page 22

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A MESSAGE FROM OUR PRESIDENT

It was suggested that I write the editorial for this issue, it being the end of an era for our journal so to speak and I am delighted to do so. This is the last issue, definitely, that will be edited by Stan Challis, so I, as President, can thank him, on behalf of the whole membership for his unstinting work to produce a journal worthy of our philatelic society. Whilst I do not have the length of continuous membership which a great many of you have, Stan has been editor for a comparatively lengthy period, nearly twelve years in fact. The journal's quality resulted in a Large Silver in New York 2016. It will be a hard act to follow but I must take this opportunity to ask that you give support to our incoming editorial team (*see next page*) by submitting articles, letters, titbits, finds, questions and queries needing answers.

UK members will be painfully aware of the recent episode when GB 'E' stamps were used (perfectly legitimately) in an attempt to pay the postage on our UK addressed journals has certainly shown myself and other UK members the poor customer service side of Royal Mail. The newsletter will include an extract of my correspondence with that body on my attempt to gain some recompense for the Circle but with little success. I have like many UK collectors stopped purchasing new issues of GB stamps some time ago. In my case it was at the millennium. The continual issue of new commemorative sets plus the Machin definitive with each yearly rate change (just the £29.80 this year including the regionals!) hits the pocket. Surely a case here to have retained the 'E' stamp? An Post, it must be said, are more conservative in their new issue policy. It is worth appreciating the sets of two and the combining of four anniversaries/events in one issue. Nor does a rate change mean a new set of definitives with the accompanying costs.

This over issuing was also brought home to me when asked to dispose of our late member Alan Kane's collection. His obituary is in the Journal. Alan's main Irish philatelic focus was with Northern Irish cancellations, slogans and ephemera. Whilst there is a good amount of interesting pre-decimal material, a significant part is of post 1980s Royal Mail Philatelic Bureau Presentation Packs, FDCs, GB Booklets (Prestige & Definitive) plus Event Postmarks., mainly those with an Irish aspect it has to be said.

I intend to finish on a positive note. In terms of our Circle as a whole we are managing, thanks in the main to Brian Warren's sterling efforts, to keep our membership steady around the 150 mark. A hard core of members are exhibiting at stamp exhibitions/shows around the world and receiving excellent results. It is therefore disappointing that the spread of the Coronavirus-19 will severely restrict their efforts at forthcoming exhibitions. I am told that ten exhibits and three literature entries have been accepted from Ireland for London 2020 and this represents the best ever total at international level. As I write this, we await news regarding any international restrictions that will be imposed across the world not just within the British Isles and especially news of the London show. But, all is not lost. The restrictions surely give us the opportunity to indulge our philatelic collections. This allows me to draw your attention to our auction (which has a significant number of Alan's collection included). Plenty to ponder over and I hope you appreciate the effort to provide some scans of the better lots. There must be something to tickle your fancy?

Rodney Greer
March 2020

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OUR NEW EDITORIAL TEAM

Irish Philately has a new editor, Robert (Bob) Benninghoff in the USA who will be assisted by Philip Kane in Galway.. Below, both write a few lines of introduction.

I am both humbled and honoured to have been appointed your new Editor of Irish Philately. My tenure will begin with the August Issue. I will be working closely with Phillip Kane, in Galway. Phil has been digitizing much of the Irish philatelic journals going back several decades. We hope to bring you *Gems from the Past* as a regular part of Irish Philately.

We are all very grateful to Stan Challis for more than a decade of stewardship as editor. Irish Philately is the adhesive that keeps the Circle glued together and I doubt that I would be writing to you today if not for Stan's time and energy and devotion to the IPC and Irish Philately.

I am an American living in New Jersey with my wife, Jean, who comes from Mallow in County Cork. My family moved to Ireland when I was 12 years old and I was privileged to complete Secondary School and University in Ireland. I attended the first STAMPA in 1972 where I met several Irish philatelic scholars and I have kept in touch with many over the years. It was in Trinity College in Dublin that I met Jean. We have been married for 45 years and have three daughters and a smattering of grandchildren. We both consider Ireland our home and travel back two / three times a year. I will bring a host of Americanized English and expressions to the task. Hopefully, somewhat mitigated by my chief proof readers (Jean and Philip).

This is *Your* journal and the vitality and energy comes from your input and articles. Why not review your collection and send me a paragraph or two and a photo or scan of cover / stamp or political label. Look at the article that I have written for this issue as a guideline. The article is a series of one paragraph reviews of various covers in my collection. We all have similar items – why not share. I also would like to hear from you and what you would like to see in the coming issues of what is your Irish Philately. Please email me at robertmb.editor@gmail.com

I need your help and assistance and thank you from
Maple Shade, New Jersey
Robert Benninghoff

My name is Philip Kane and I have been involved in Irish Stamp Collecting since my schoolboy years back in the late 70s. From then I have in and out of the hobby but most recently I have revisited the scanning that I undertook over a decade ago that

won vermeil medals for both the IPC and EPA for the digitizing of the early philatelic literature. I have served on the Committee of the IPC, am a lifelong member of the EPA and a serving Stampa Council member.

With better software and hardware now available, I have been able to rescan/edit all of those issues again, getting rid of all of the yellow pages and pen marks that were so obvious in the first scans, resulting is a far better image and attention to detail. This year there will be a new release of the IPC on USB/Download as well as The Revealer showing these changes. I have also scanned and of the Irish Stamp News Volumes 1 and 2 (with kind permission from Ian Whyte) and all of Dave Feldmann's Newsletters (again with his kind permission). More recently I have looked at getting all of Fred Dixon's Random notes scanned from 1956 as well as working very closely with Brian Warren in transforming TWTYW (*That Was The Year That Was*) into full colour from 1973 to 2006.

These are the building blocks of our hobby and what people read about as the releases, errors, varieties, postal history evolved and it is my aim to get as much material over the coming years together in order to scan it, restore and make available our history for researchers and the scholars alike.

If anybody has boxes of philatelic literature material that they are thinking of disposing of, please let me know and I can arrange to get it collected from you instead of it filling the local landfill and consigning what could be irreplaceable to dust. With the digital age well and truly here in the future others may look at this and even enhance it further for those to read and enjoy.

Philip Kane
Galway

A final line from Stan:

I am delighted that Bob and Philip have come forward to take over the task of looking after our Journal from the next issue. I know them both and admire their enthusiasm. Do please give them the help you have so willingly given me during my period of editorship, so that they may ensure we have a quality Journal, full of interest going forward. Finally, I understand that in order to reduce costs, Irish Philately, will now reduce to three issues a year in April, August and December.

Stan Challis, trapped by the virus in Guernsey !!

IRELAND AND HER VARIOUS WARS

Robert Benninghoff

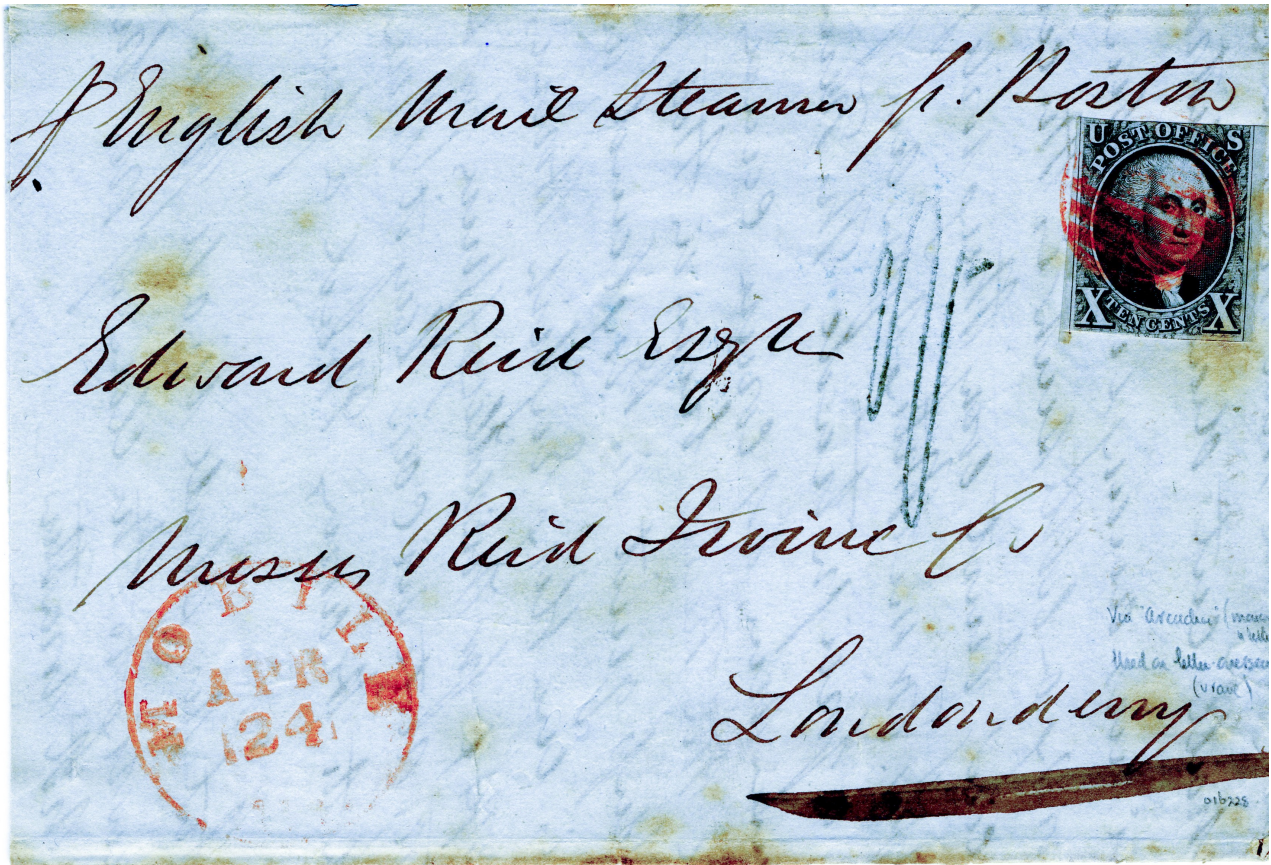


Fig 1: Mobile, Alabama to Londonderry in 1848

Some interesting covers and postcards have come my way these past few months. Let me share them with you below:-

The 1848 Young Ireland Rising and the start on the Unionist Party



fig 2: reverse of fig 1

Illustrations 1 and 2 are from a dealer in California and show a folded letter, mailed from Mobile Alabama to Londonderry, postmarked April, 24 1848. The cover was sent to Boston where it was put on the Cunard Steamer, Acadia, which sailed on 3 May and arrived in Liverpool on 16 May. The letter arrived in Derry two days later. The 10 cent George

Washington Stamp paid the over 300-mile rate from Mobile to Boston and 1/- charged to the receiver covered the US to Britain rate. The 10-cent stamp was the second stamp issued by the USA in 1847 (known, unsurprisingly, as the 1847 issue).

Two things are interesting about this mailing. This is only the third recorded cover mailed to Ireland using the US 1847 issue stamps and until recently was unrecorded by the US Classics Society (*note 1*).

The second area of interest is that the letter was written by the brother of Edward Reid (the recipient) and asks about various revolutionary activities in Ireland. The letter also discusses the Irish Famine.

The summer of 1848 saw the outbreak of the Young Ireland Rising. One of the participants was John Mitchell, the son of a Prominent Ulster Presbyterian Minister. In 1840 John Mitchell began writing anti British articles for the pro-nationalist newspaper, ***The Nation*** and in 1848 he founded his own newspaper ***The United Irishmen***. Mitchell was found guilty of Sedition and Treason for '*Inciting Rebellion against Her Majesty's Government*' and sentenced to 14 years transportation to Tasmania (*note 2*). Did Edward Reid and his brother know the

Mitchell family? Were they for or against an independent Ireland? And what was the nature of the business of Reid Irvine Co., (the address of the cover)? Clearly more research is needed and hopefully material for a follow up article.

Ireland: One Island - Two Countries - Dual Loyalties and Cultures

The next two items are a folded letter and postcard purchased from a Danish dealer at Stockholmia in June 2019.



fig 3: from Derry/Londonderry, a city with a long history of dual personalities and names. The cover was postmarked **Derry**, Nov 26 1869 to Genova Italy with a Registered at **Londonderry** handstamp and an arrival backstamp of 30 Nov 69. 4d paid the postage to Italy, 4d paid the foreign registration fee and 8d paid triple compensation Insurance for a total of 1/4d in postage.

The letter mentions that a cheque was enclosed, hence the need for registration (note 3).



fig 4: a possible flag for **all Ireland**, by combining both British and Irish Emblems.

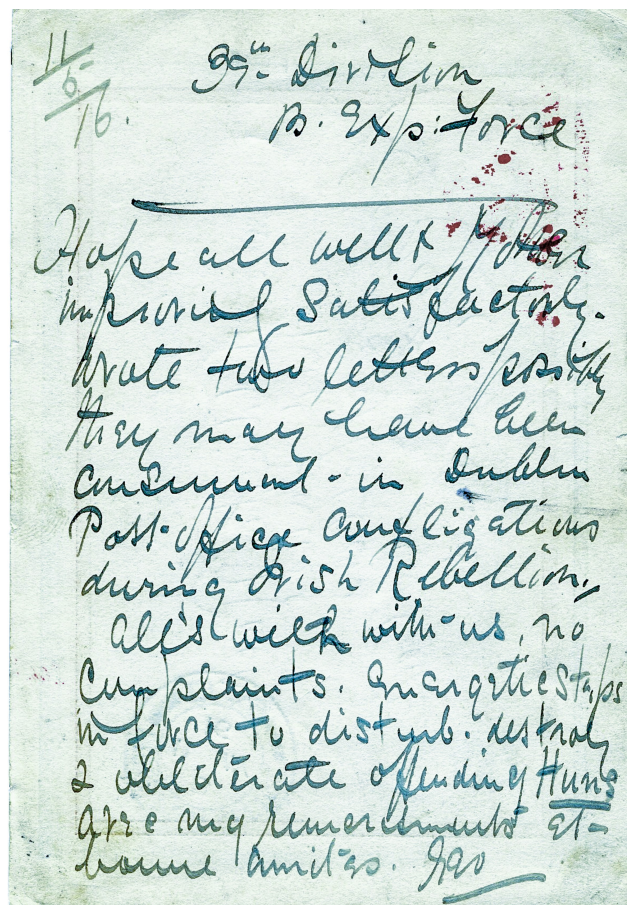
This postcard also shows the Old Irish Parliament Building (across the street from Trinity College) which is currently owned by the Bank of Ireland. There was talk of moving Dail Eireann back into the building in 1922 but the Provisional Government of

Ireland could not afford to purchase the building (note 4). The card was mailed from Dublin to England on 21 August 1908.

The Great War, The Royal Munster Fusiliers, and Letters and POW Cards to Mallow.

I recently acquired several World War I cards and letters addressed to my wife, Jean's hometown of Mallow, County Cork.

The Easter Rebellion and the disruption of mail from the Western Front



figs 5 and 6 above: A letter card from a soldier on the Western Front to Mrs. Riddington Rache at Red House, Mallow. The soldier is serving in 39th Division British Expeditionary Force and the card is postmarked 11 May 1916 FPO D39. The division

was formed in the English Midlands and after training and home service, it was deployed to the Western Front in early 1916 and fought in the Battle of the Somme.

The soldier states that he 'wrote two letters - possibly they may have been consumed in Dublin Post Office conflagrations during Irish Rebellion'. Image the distress of soldiers fighting in the trenches to learn that their mail was destroyed by a Rebellion back home.

POW Parcel Confirmation addressed to Mallow

The next three items are Parcel Confirmation postcards from three soldiers in the **Royal Munster Fusiliers** held at POWs in various camps in Germany. The Red Cross had made arrangements with the Germans to enable families in Britain and Ireland know that the POWs were receiving parcels sent from home. The three cards are all addressed to Mrs Longfield, Waterloo, Mallow, County Cork, Ireland. It was custom to address mail from POW camps on the front to the Lady of the Estate who would then distribute the mail to the families working on or near the estate (note 5).



figs 7 and 8 above: a POW card from Sergeant Major McEvoy dated 4 November 1916 and postmarked Soltau camp (Hanover) on 15 November. The Sergeant Major was part of C Company, 2nd Battalion that had covered the British retreat from Etreaux (Belgium) on the 27th of

August 1914. He and the remnants of his company were captured late in the day after running out of ammunition and subsequently held as POWs for over four years (note 6).

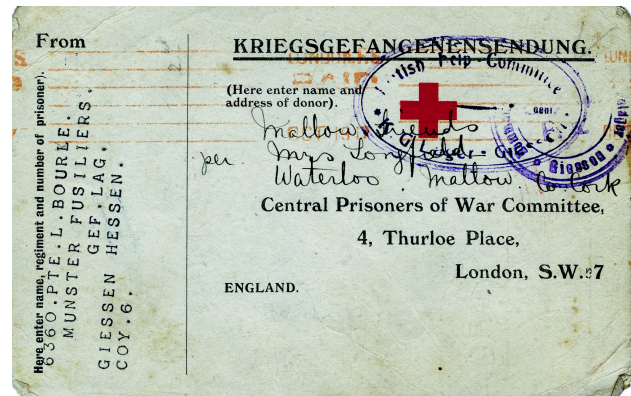


Fig 9: a British Red Cross postcard from Private L Bourke of the Munster Fusiliers, held at Giessen camp and dated 10 September 1917, reached London on 10 October 1917. Another card (not illustrated) is from Lt. Daniel Duggan held at the ironically named Munster Camp in Westfalen, Germany. The Card is dated 11 June 1917, acknowledging a parcel received on 21 April 1917. The card arrived in London on 1 August 1917.

I purchased these cards from various dealers and auction houses during this year and I find it very interesting that they are all addressed to Mallow. I have not found any other material sent to Mallow in past years and I would be grateful for news from members of any mail from the Great War period sent to Mallow.

I plan to do some additional research on these soldiers during my next trip to Ireland and possibly a follow up article

The Irish War for Independence Continues - May 1922

During August 2019, I was doing research in the Irish National Archives and read through the daily minutes of the Provisional Government of Ireland. I came across concerns by the Government about border clashes in 'North East Ulster' with frequent mention of the towns of Pettigo and Belleek. The Border between Northern Ireland (County Fermanagh) and Southern Ireland (County Donegal) runs through both communities. It appears that the IRA and some 2000 British Army Troops fought a series of battles during May and June 1922 across the border, ending only when the British Army brought in artillery (note 7). The British Army Occupied Pettigo and the Irish side of Belleek for most of June 1922.

The IRA planned to use this remote area as a staging barracks to bring relief to the Irish Nationalists in Belfast and Derry that were ‘under attack’ from Unionists. The British Prime Minister Lloyd George ordered the army to put down this ‘Rebel Activity with extreme urgency’ (note 8).

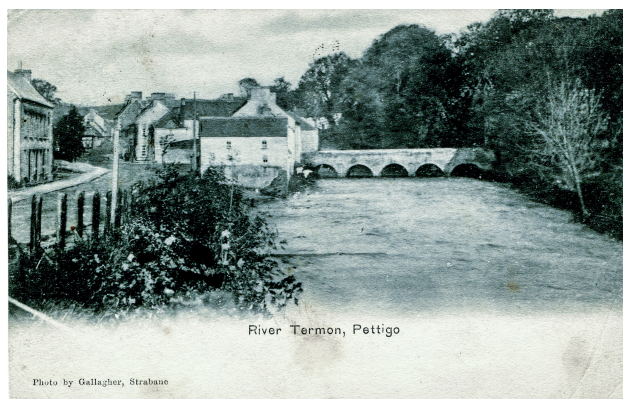


fig 10: the River Termon forms the Border at Pettigo



fig 11: Pettigo Station c1908

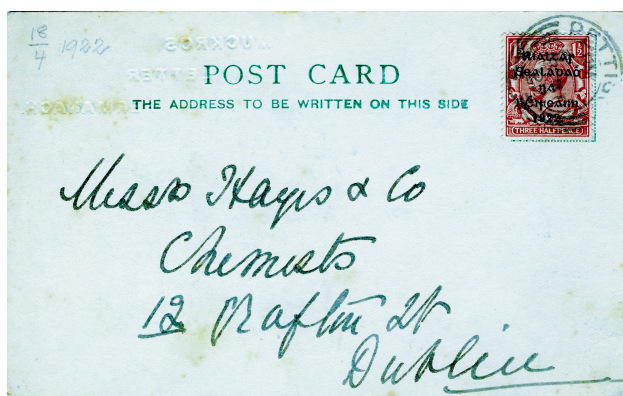


fig 12: Pettigo to Dublin – April 1922

Figs 10 and 11 above are postcards from Pettigo. The first showing a view of the town, is postmarked 6 Aug 1905 to Dublin, with a note ‘This is a very pretty place’. The buildings on the right are in what is now Northern Ireland. The second postcard, postmarked 1910, shows just how split this little place is to this day. The old station was just in what is now the Republic of Ireland as are the buildings at the left of the card but right of the bridge there is a significant part of the village, sufficiently large for the British Post Office to establish their own post

office known as Tullyhommon, Co Fermanagh, which was in operation by late 1922 and not closed until 2008 (note 9).

The final item (fig 12) was mailed from Pettigo on the 17 April 1922 to a Chemist in Dublin asking for medicines to be sent to a Mrs. W.A. Stack. The creation of the Border caused communication and shipping difficulties between Donegal and the rest of the Irish Free State for much of 1922.

My plans include further research into the Battles for Pettigo and Belleek; I hope to share the results with you!

End Notes:

- (1) U.S. Classics Society [USPCS.org](https://www.uspcs.org/resource-center/censuses/1847-cover-census/)
<https://www.uspcs.org/resource-center/censuses/1847-cover-census/>
Click on Ireland and the two recorded covers and their pedigree will be shown.
- (2) Kenna, Kevin: *All The Risings. Ireland 1014 – 1916.* Curragh Press, Blackrock, Dublin 2016, pages 119 to 133.
One of the Leaders from Wexford, Thomas Meagher was also deported to Australia. He escaped to New York where he became a General in the US Civil war as well as an important New York Political figure. Meagher was honored on an Irish stamp in June 2017.
- (3) Schaaf, Joachim and Warren, Brian *Irish Postal Rates 1839 to 2014.* Published by the FAI, Germany 2014. Page 28.
- (4) *Summary Notes from the Provisional Government of Ireland daily meetings. Feb 4 1922.* Available in the National Archives, Dublin Ireland
- (5) Waterloo house, Ballyclough, Mallow was built in 1815 and was owned by the Longfield family until 1946. Courtesy of Landed Estate Data Base, National University Galway, Ireland.
- (6) McCane, S. Captain: *History of the Royal Munster Fusiliers 1861 to 1922.* The Naval & Military Press Ltd. Uckfield, East Sussex, England 2014. Page 117 makes mention of Company Sergeant Major McEvoy’s brave run for reinforcements ‘Down a bullet swept Road shouting Come on Boys, the Irish never lost a Friday’s battle yet’. He was captured by the Germans later that evening.
- (7) *An Sionnanch Fionn: The Battle of Pettigo and Belleek, May to June 1922.* June 2015. Internet search.
- (8) *Ibid*
- (9) *Information from Ken Smith (British Postmark Society)*

WESTMEATH 1830-1840

A TIME OF REFORM and INTRODUCTION OF NEW SERVICES - Anthony Hughes

The period 1831 to 1840 was one of profound change in the evolution of the Post Office in Ireland. The amalgamation of the independent Irish Post Office with its British counterpart in 1831 heralded a succession of reforms, a new phase in the expansion and modernisation of the Post Office in Ireland. The management structure was brought into line with the British Post Office. From the public's point of view the speed at which the mails moved continually increased. The provisional network was expanded as local Penny Posts began operating. Many of these changes necessitated a new handstamp. Also as the Irish Post Office was now a branch of the British Post Office, any reforms that were introduced there automatically applied to Ireland. At the same time in Britain a campaign to reform the Post Office was gaining momentum. By 1833 demands for a cheaper and more efficient postal service were being voiced at Westminster. Robert Wallace, MP for the Scottish Greenock constituency, led the campaign for reform in Parliament. Outside of parliament in 1837 Rowland Hill became an important figure in this movement.

The 1829 Parliamentary Report exposed too many of the scandals in the Irish Post Office. As a result, two Acts were passed in parliament, unifying the British and Irish Post Offices. In March 1831 *An Act enabling His Majesty to appoint a Postmaster-general for the United Kingdom of Great Britain and Ireland* was passed this brought British and Irish Post Offices under the management of one Postmaster General, Charles Gordon-Lennox, fifth Duke of Richmond. The following year another Act, 2 Will. IV c. 15 *An Act to enable his Majesty's Postmaster General to extend the Accommodation by Post, and regulate the Privilege of Franking, in Ireland; and for other purposes relating to the Post Office*, repealed anomalies that permitted abuse of the privilege, notably the franking regulations. Now, in addition to MPs, twenty-two named high office holders such as the Lord Lieutenant and his Chief Secretary, commissioners and secretaries of certain bodies, such as the Commissioners for auditing public accounts, were afforded this privilege. This Act also legislated for the establishment of provincial Penny Posts.

Also in addition to replacing the two Irish postmasters with the English postmaster-general, several other management and operational changes were implemented. Chief among these was replacing Edward Lees as secretary with Augustus Godby, who at the time of his arrival already had thirty-five years' experience working in the Post

Office. Godby was brought over from Scotland to replace Edward Lees, Lees having taken Godby's position in Edinburgh. Godby, proved an inspired choice. During his term of office (1831-50) he reformed the Dublin office, increasing Post Office revenue from £129,108 to £144,321 by 1839. In the first 9 years of his tenure 1831 - 39 the number of post-towns increased from 428 to 691, new mail-coach routes were introduced, the cross post system was completely reorganised, and many post boys were replaced by mail cars. It was also during this period, in 1834, that the first railway between Kingstown and Dublin began to operate, carrying mail from the outset.

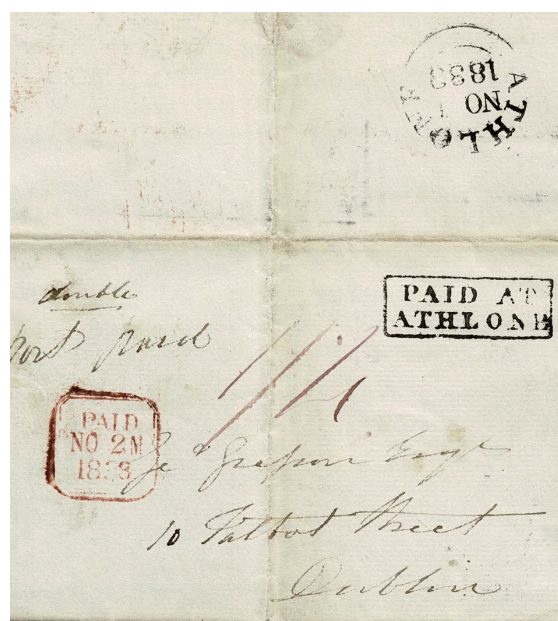


Fig 1. As the post became more reliable more letters were prepaid. As a result larger provincial offices began being issued with special handstamps that were applied to pre paid letters. Introduced at same time were the Circular Date Stamps (CDS). 1833 letter to Dublin charged 1/4 the double rate to Dublin (rates of 1814: - 8d x 2 = 16d or 1/4). This letter has stamped on it three marks an Athlone CDS a PAID AT/ATHLONE and a Dublin paid receiver.

Richmond provided Godby with a list of twenty-three improvements to be implemented immediately, together with other instructions. These included some of the sixty or so recommendations made in the *Nineteenth report* (1829). Priority was to be given to reorganising the Dublin Office. In particular, Godby was to end double jobbing by ensuring that those in receipt of a salary carried out the work they were paid to do rather than farm it out or pay someone else to do it. To compensate for the loss of income arising from this reform, Post Office

employees' wages were increased. Within three years of Godby taking office, the staff at the GPO had been reduced by fifty officers, resulting in a saving of between £5,000 and £6,000 per annum. Further evidence of Godby's efficacy in implementing the prescribed reform programme is to be found in a report by the newly appointed Postmaster-General, Earl of Lichfield, in 1835. The report states that all sixty recommendations made in the *Nineteenth report* (1829) had been carried out or were in the process of being implemented. Godby had already carried out the reforms specified by Richmond; these new recommendations included one that 'letter carriers of the General and Penny Post ... be united into one corps' – an attempt to eliminate duplication of work which stemmed from the fact that both the Dublin Penny Post and the General Post Office delivered to the same areas in Dublin. Within just eight months of Godby's appointment in March 1831, an advertisement appeared in the *Freeman's Journal* announcing a rationalisation of the city daily delivery service, reducing the deliveries from six to four. His stated reason for this reduction was that 'sometimes we were sending out 12 or 13 carriers with only three or four letters; sometimes letter-carriers had not a single letter to deliver.'

Another major ongoing abuse in the system, the misuse of the franking privilege by the lower ranks in the Post Office, was also tackled. Rules were tightened up and only certain named individuals

within the Post Office, such as the secretary, were afforded the privilege and then, only for official Post Office business.

Under the new regime financial practices were more tightly regulated. Provincial postmasters were obliged to make weekly returns and arrears were no longer tolerated as the following case illustrates. On 5 January 1829 Mullingar's postmaster, John Mc Donnell, was £127 8s. 0¾d. in arrears, with five instalments due: his situation was worse the following January when he was £190 6s. 10½d. in arrears, with eight instalments due.

In October 1831 McDonnell was replaced by Edward Gordon. By January 1836 the problem with Mullingar's payments had been resolved: Gordon's balance was £3 10s. 2d. and there were no instalments due. This case was by no means unusual. In fact, 171 of the 375 provincial postmasters were replaced between 1831 and 1834 – eighty-six dismissed outright, a clear indication of just how widespread, sweeping and ruthless the implemented changes were..

In Westmeath at least seven of the thirteen sub postmasters were replaced only three retained their positions. The other two offices had their status reduced to Sub Offices hence their postmasters were not recorded in the 1834 report. In 1835 Joseph Fallon who had only been Athlone's Postmaster for a few years was dismissed outright.

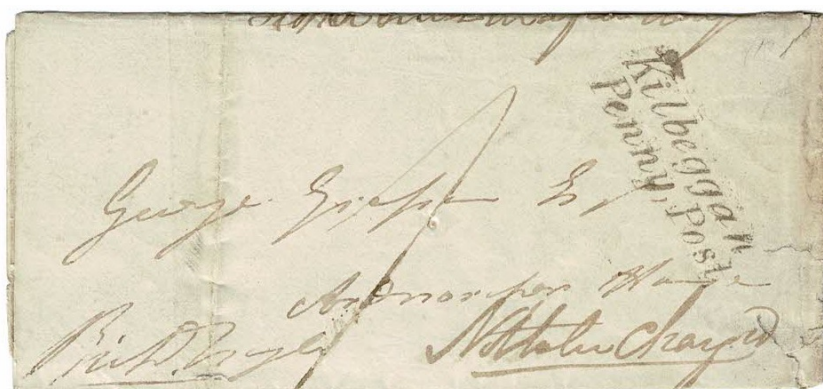


Fig 2. 1837 letter Castletown (Geoghegan) / C. T. Delvin, signed by Richard Nangle MP for Westmeath, addressed to his home Donore House (in Delvin). The letter went via the Kilbeggan penny post. Only the 1d of the penny post was charged. Instructions written on the letter 'not to be charged' referring to the general post charge. MPs privilege did not apply to the Penny Post. Kilbeggan CDS applied on back.

Godby expanded and reorganised provincial networks. Prior to his arrival there was only main offices. He introduced the concept of sub offices and Penny Post receiving houses. In total 263 new provincial offices opened between 1831 and 1841, eighty-nine offices were reduced to sub-offices and six new sub-offices were added to the network. Twenty-one offices were demoted to the status of receiving house for a local Penny Post system and 164 Penny Post receiving houses were opened. Not only did the number of offices increase the mail coach network continued to develop at a steady pace. Although in 1840 the same number of mail coaches left Dublin as in 1830, important changes were introduced in the interim. Kingstown's two daily mail coaches were replaced by the train and as the packet boat no longer used Howth, its mail coach did not run. Further afield, new mail coaches operated to New Ross, Kilkenny, and a second, a day coach, was added to the Belfast route. The number of mail coaches running on the cross post network also increased from seventeen to twenty.



Mail coach _____ Mail car _____ Horse post _____ Walk - - - - -
 PP = Penny Post receiving house

Extract from map included in *Second report from the Select Committee on Postage 1837-38*, showing the postal routes in the Midlands including the mail car route between Athlone and Longford

Other significant advances included a new service linking Waterford and Wexford. The Limerick-Ennis mail coach service which was extended onwards to Galway city in September 1831, and Galway was now connected directly to Sligo instead of via the Ballinasloe on the Dublin-Sligo route. Complementing the improved mail coach network an improved cross post network began operating. Many of the old walks and horse posts were converted to mail car routes. Many of these, especially in the south of the country, were operated by Charles Bianconi. In Westmeath he ran a new route between Athlone and Longford.

Although an Act passed in 1765 legislated for the introduction of local Penny Post systems in Britain and Ireland, these were slow in being established. The provincial Penny Posts carried letters between a post-town and outlying villages at a cost of 1d., regardless of distance. This penny was in addition to other charges the letter incurred beyond the local post-town. However, the Act of 1784 that established the Irish Post Office did not make allowance for such arrangements in Ireland. As a result, unlike in Britain, Dublin had the only Penny Post network in Ireland until the 1830s. *Table 1* below provides an extract from the *First report from the Select Committee on Postage*; 1838 HC (278) relating to the Westmeath Penny Posts.

Table 1

Post Town and Penny-Post	Date of establishment	Distance of the places from each other Miles. Fur.	Number of paid letters week beginning 15 th Jan	Number of unpaid letters beginning 15 th Jan	Gross Revenue £ s. d.	Annual Expense £ s. d.	Net revenue £ s. d.
Athboy * Clonmellon	13 May 1835	4 0	4	9	23-11-0	17-0-0	6-11-0
Athlone Glasson **	19 Jan 1832	5 0 5 0 ^A	5 ^A	25 ^A	9-2-5 16-7-7 ^A	5-0-0 0-0-0 ^A	4-2-5 16-7-7 ^A
Liscarro *	24 Aug 1833	6 4	4	9	14-0-11	5-0-0	9-0-11
Granard * Finea	6 Mar 1833	4 0	0	12	7-19-3	10-0-0	Loss
Kilbeggan Castletown	23 Apr 1836	6 0	0	1	2-7-0	4-14-0	Loss
Mullingar Multyfarnham	06 Aug 1833	6 0	5	55	2-7-0	4-14-3	Loss
Rathowen Boherquill	18 Apr 1835	4 0	0	0	1-11-5	4-3-3	Loss

* Offices outside of county ** Glasson was also a receiving house of the Ballymahon Penny Post.

^A letters that went via Ballymahon

Prior to the introduction of the official provincial Penny Posts there were at least thirty-one unofficial local delivery services in Ireland operated by local postmasters. The normal charge for the service was 1d. or ½d., depending on the distance travelled. In the case of Emyvale, County Monaghan, the cost varied from 1d. to 3d. The 1832 Act (clauses i-ix) specifically allowed for provisional Penny Posts. Even before the Act was passed, the first official Penny Post had begun operating in Waterford on 26 September 1831; its two receiving houses were Passage and Tramore. Immediately Penny Posts began to be established countrywide. *The Connaught Telegraph* reported in June 1832 that nineteen had been created in Connaught. Within four years, by 1836, 124 towns had Penny Post networks, with a total of 222 receiving houses. The largest provincial network was in Omagh which had ten receiving houses, Derry had nine, Tralee, eight, Enniskillen and Cork had seven each, while most towns had two or three many had just one. In Ireland the provincial Penny Post network gross revenue in 1836 was £4,544 13s. 1d.; expenses ran to £3,464 19s. 9d. with a net revenue of £1,079 13s. 4d.

Glasson was Westmeath's first Penny Post receiving house opening on 19th Jan 1832. It was unusual in that it was a receiving house for two head offices Athlone and Ballymahon. The office was situated on the important cross post road between Athlone and Longford. This route carried much mail from the south midlands to the north west of the country.

By 1840 six Penny Post receiving houses were operating in Westmeath. Athlone had two, Liscarrow (1832) in Co. Roscommon and Glasson (1832) in Westmeath. Multyfarnham (1833) was Mullingar's receiving house. Castletown Geoghegan (1837) was connected to Kilbeggan, Boherquill (1836) to Rathowen. Finea (1835) to Granard in Co. Longford and Clonmellon (1835) became Athboy's in Co. Meath receiving house. Boherquill was Rathowen's receiving house but it was closed by 1841. The 1838 Parliamentary Report shows it was a loss making route. The office also featured on the first Ordnance Survey map of Westmeath which dates from circa 1837.

The growth of the provincial Penny Post network facilitated the introduction of many new cross post connections. One such route in Westmeath was the afore mentioned Athlone - Longford which began operating when Charles Bianconi ran one of his 'Binies' between the two towns via Glasson and Ballymahon. Before this route was opened much mail from the north west of the midlands was routed via Kinnegad. Hence 'Turn at Kinnegad' was often written on the front of the letter to ensure that letters

did not go all the way to Dublin. This new Longford to Athlone route shortened the journey and relieved pressure on the busy Dublin office.

When Charles Bianconi was giving evidence before the 1838 Parliamentary select committee on postage, he was asked if any of his mail cars had ever been held up. He replied 'the previous week, Orangemen coming from a meeting had delayed the Athlone to Longford mail car at Ballymahon. The mail was not robbed but delayed thus missing the connection with the Dublin to Sligo mail coach. Consequently mail from Galway to Sligo was a day late'. These routes ran as far south as Thurles and north to Cavan. They connected four important mail coach roads the Dublin / Sligo, Dublin Galway, Galway and Sligo, the Dublin / Enniskillen and Dublin Limerick coach roads. Hence Kinnegad and Kilbeggan became important centres for the redistribution of mail.

It was a very sophisticated system requiring accurate timekeeping. All modes of transport available at this time were utilized by the Post Office along it, foot, horse, mail car and mail coach.

Just how sophisticated system was is revealed by examining closely the postmarks on the letter below that travelled from Ardagh to Athlone (*Fig 3 below*). The postmarks have to be studied in conjunction with *Map 1* above.

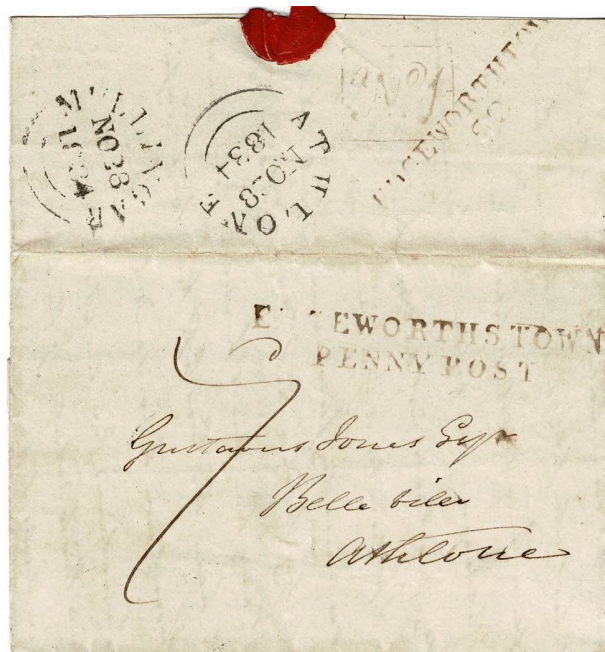


Fig. 3. Ardagh to Athlone in November 1834.

The letter was put into the post at Ardagh in Co. Longford on 27 November 1834. Ardagh was a receiving house for the Edgeworthstown Penny Post. It was carried to Edgeworthstown by foot post. There it was transferred to the Sligo-Dublin mail coach that departed at 11.00pm arriving in

Mullingar at 1.00am. There, it was put in the Athlone bag and carried by mail car to Kilbeggan where it was transferred to the Dublin-Galway mail coach that departed at 1.43pm, arriving in Athlone at 3.59pm, within twenty-four hours of its committal to the postal system.

At Edgeworthstown three postmarks were applied: an Edgeworthstown Penny Post mark indicating that it was carried by the Penny Post, a *N^o.1* indicating that the letter was posted at Ardagh (the latter being the number one receiving house to Edgeworthstown, the second being Ballinalee) and lastly, an Edgeworthstown mileage mark which indicated the distance from Edgeworthstown to Dublin. At Mullingar and Athlone Circular Date Stamps (CDS) were applied, indicating the date the letter passed through those offices. The CDSs were beginning to replace the Mileage marks in the busier offices at this time.

The letter reveals several features of the postal service of that time. Firstly, it shows how complex both the system and the network were. The letter was moved in four stages, using three different modes of transport. For this to work successfully and the letter to be delivered on time at each of the four Post Offices, all those involved had to work off a common time: as mentioned in the previous chapter, it was the mail coaches that provided this. The use of such an array of postmarks made it clear to the public that there was no delay on the part of the Post Office in carrying mail or if there was, it was clear where in the system this occurred. The letter illustrates just how far the Post Office had evolved by the early 1830s. Prior to Godby's arrival, the person posting this letter would have had to go to Edgeworthstown. From there, the letter would have gone to Dublin, unless turn at Kinnegad was written on cover. It would have been held overnight in Dublin before being dispatched to Athlone. The charge would have been 10*d.*, the cost of a letter travelling between 95 and 120 miles (that is, 52 from Edgeworthstown to Dublin and 59 Dublin to Athlone – a total of 111 miles). Instead it was rated at 7*d.* the rate for travelling not less than 45 or more than 55 miles.

Another cross post route that began operating between the south midlands and the north midlands ran through Kilbeggan. An indication of just how important Kilbeggan had become was the issuing of a CDS to this office in 1835, one of only three offices issued with one prior to 1840, the others being Mullingar and Athlone. The Kilbeggan cross post route operated as far south as Thurles and north to Cavan. This part of the route ran from Kells to Roscrea through Kilbeggan thus connecting the

Dublin to Galway, the Dublin to Enniskillen and the Dublin to Limerick Mail Coach roads.

Studying the below letter, Tullamore to Navan (*Fig 4*), the Mail Coach timetable printed in the Post Office Directory and the Post Office circulation map from the time illustrates just how intricate a path this item travelled.



Fig 4. 1839 letter Tullamore to Navan

The letter was consigned to the post at Tullamore on 29 April 1839, (CDS) it travelled by mail car to Kilbeggan. At Kilbeggan (CDS - April 29) it was put in the Kells bag. The bag was placed on the Galway / Dublin mail coach that had left Galway at 3.20 in the afternoon of Monday 30th arriving in Kilbeggan at 12.08 on the morning of Tuesday 30th April. Two hours twenty minutes later, at 2.27am. The bag was handed in to Kinnegad Post Office (no mark) and travelled by mail car to C. T. Delvin. From there it was walked to Athboy and then by Horse post to Kells (CDS - 30 April). There the bag was opened and the letters resorted to the Navan bag. This bag was placed on the Enniskillen / Dublin mail coach that had left Enniskillen at six in the afternoon of Tuesday 30th. Arriving in Kells at 1.20am on Wednesday the coach continued on to Navan (CDS - May 1) arriving an hour and twenty minutes later at 2.40am for collection or delivery that morning. The letter was rated at 7*d* for 45 to 55 miles. If it had gone via Dublin it would have cost 9*d.* for 65 to 95 miles. Again this letter illustrates the improvements introduced by Godby.

While these changes were taking place in Ireland, at the same time in Britain there was a call for reform and reduction in the high cost of postage. Expensive postage was seen more and more as a hindrance to business and commerce. There was an ongoing campaign, beginning in the early 1830s, to bring about reduction in the high cost of sending a letter. This campaign was led by Richard Wallace MP for the Scottish Greenock constituency. He was the founder of the campaign for the Uniform Penny Post. As a result of his agitation the government set up several committees to enquire into the workings

of the Post Office. Wallace appeared before the 1835 commission of enquiry set up to consider postal service reform. Much resistance from the higher echelons within Post Office and the Government stalled reform. However when Rowland Hill published his pamphlet *Post Office Reform its Importance and Practicability* in 1837 the campaign gathered unstoppable momentum. A parliamentary committee chaired by Wallace was formed to examine Hill's proposals. It produced three major reports within two years. Among those called to give evidence on the usefulness of a Uniform Penny Post were Charles Bianconi and two Irish Bank managers.

Daniel O'Connell, although he did not play a major role in instigating the Uniform Penny Postage, was strongly in favour of it and promised his powerful aid. He even volunteered to move for a committee on the plan. William Gladstone, the future Prime Minister, remarked that 'he [O'Connell] was one of only a handful of people to recognise its importance at the time. On a purely personal level, O'Connell stood to benefit from this cheap postage as he received 200 or so letters each day at an estimated daily cost of £10. He also realised its benefit to Irish labourers in Britain who had little contact with home due to the prohibitive cost of postage.

Wallace's committee came out strongly in favour of the introduction of a Uniform Penny Post. Hence for a short experimental time, between 5th of January 1839 and 9th 1840 a temporary uniform 4d post existed. The Uniform Penny post was introduced in the British Isles on the 10th of January.

Westmeath Postmarks 1831 – 1839

Many of these changes that took place in Ireland between 1831 and 1839 were reflected in the postmarks of the time. I have noted that three Westmeath offices received CDSs. The earliest recorded use of one in the county was at Athlone, November 1831; Mullingar followed in 1833 and Kilbeggan in 1835. All measured 27mm; serif letters were used and they were applied to all letters passing through the office. In less busier offices undated name stamps began replacing Mileage marks. These marks were only issued as the Mileage marks needed replacing, hence in some offices the Mileage marks continued to be used. Some are known well into the 1850s.

Five offices, Ballynacargy, Castlepollard, Drumcree, Moate and Rathowen replaced their mileage marks with Undated name stamps. Initially the Undated name stamps came in two forms, straight line and circular. The latter was similar to the CDS but without the date. The former resembled the old town

name marks in use before the Mileage marks. Most of these would be replaced by CDSs in the early 1840s. Castletown Delvin, Killucan, Kinnegad and Ballymore continued using their Mileage marks until 1840 when these were replaced with CDSs.



Fig. 5; Dublin / Kilbeggan, 16 Dec. 1839 with Dublin 4d handstamp and Dublin double rimmed diamond transit mark showing the Kilbeggan CDS. Thirteen Irish offices including Dublin are known to have used locally produced unique 4d handstamps, however none are known for any Westmeath office.

At the same time as the CDSs were introduced another new type of postmark, a boxed PAID Atmark was issued for use on pre paid letters. Only two offices were issued with these handstamps in Westmeath, Athlone and Mullingar.

Penny Posts. The Penny Post marks were applied to both outgoing and incoming letters at the various receiving houses to which a 'Penny Post' operated. Initially, they were applied at the head office but later evidence suggests they may have been transferred to the Penny Post offices themselves and used there. Although Athboy (Co Meath) and Granard (Co Longford) are outside the county, they are included in the listing of the Penny Posts on page 14 as their individual receiving houses, Finea and Clonmellon respectively, were in Westmeath. In Westmeath three distinct types of Penny Post handstamp are recorded. Athlone's Penny Post handstamp used large serif lettering. Those used at Mullingar and Granard were smaller with serif lettering. While those used on the Kilbeggan and Athboy Penny post used italic letters. (*Figs 6a, 6b and 6c*). No mark has yet come to light for the short lived Rathowen Penny Post. The general scarcity of Penny Post marks makes it hard to achieve the detailed research that one might wish.

ATHLONE
PENNY POST

MULLINGAR *Ath boy*
PENNYPOST *Penny Post*

Fig. 6a, b, c. The three types of Penny Post marks used in Westmeath.

Boxed Paid At. As the post became more reliable and as some institutions would not accept unpaid letters the amount of pre-paid letters increased. Hence some of the larger offices were issued with a handstamp to indicate that a letter was pre paid. Two offices in Westmeath were issued with such marks, Athlone and Mullingar. An unusual feature of Mullingar's was the cut at each end reminiscent of what was to happen to the Mullingar Maltese cross. Bill Kane records a paid mark used at Kilbeggan but this has not been seen by author.

PAID AT
MULLINGAR

Fig 7 Mullingar Boxed Paid mark

Undated namestamps (pre 1840). There were two distinct periods when Undated namestamps were issued in the 1830s and those post 1840. The first issue replaced the mileage marks in the smaller offices. Five towns in Westmeath used them in the 1830s Ballynacargy, Castlepollard, Drumcree, Moate and Rathowen. With the exception of Drumcree all these undated marks were replaced with CDSs by 1841. The Undated namestamps from this time seems to have come in two types; straight line and circular, both using serifed letters.

BALLYNACARGY

CASTLEPOLLARD

Fig 8a, b the undated namestamps of Ballynacargy, note spelling in handstamp, and Castlepollard.

Athlone

	Fig	Usage	Type / Wording	Size	Colour	Comment
2:18	1	1832 / 41	CDS # 1 ATHLONE	30 mm	Black	Serif lettering
2:19	6a	1833 / 43	Boxed Paid at PAID AT / ATHLONE	.36/13 mm	Red / black / blue	Serif lettering
2:20	9	1837 / 42	Redirected at REDIRECTED AT	58 / 6 mm	Black	Used in conjunction with Mileage mark or CDS
2:21 (41:1)	6a	1835 / 47	Penny Post ATHLONE / PENNY POST	69/13 mm	black and blue	Serif lettering

Redirected at Mullingar is known to have used such a handstamp in the late 1820s Athlone is recorded as using one in the late 1830s. The mark did not include the word Athlone and as always used in conjunction with a Mileage mark or CDS.

REDIRECTED AT

Fig 9 the redirected mark used in Athlone.

Summary of Westmeath markings in the 1830s:

Below is shown a summary of the postmarks to be found from Co Westmeath in the 1830s. The numbering system used is based on the FAI book 13 *Irish Post Offices* by Frank Stange (Munich 1990). The first tnumber is that allocated to each town. Thus Athlone is office number 2 (in Westmeath), Mullingar is 58 etc . This number is followed by the number allocated to that particular mark. These are allocated in more or less chronological order, although some types have been grouped together. There are gaps in the list of these numbers, these have not been filled as it is quiet likely that more marks will be found over time. For example there are large gaps in the 1700s when the Town name marks were in use in Athlone; surely there may be more to be found. The second column is that of the illustration, if one is shown. The third column notes the recorded period of use. The fourth shows type and wording, the wording being in bold type. The type of handstamp is sometimes followed by a number that indicates if more than one of that type was used in an office: for example, Mullingar used at least four different CDSs. The next column records colours. The final column has additional information such as type of lettering or codes recorded used in a mark. The Penny Post marks have been allocated two numbers one for the head office and one for the receiving house in brackets.

Ballynacargy

13:3	9a	1836 / 41	Undated namestamps (cr) BALLINACARGY	27mm	Black	Circular this may be a CDS with no date
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Castlepollard

	Fig	Usage	Type / Wording	Size	Colour	
19:4	9b	1838 / 40	Undated namestamps (s/l) CASTLEOPLLARD	48 / 4mm	Black	

Drumcree

34:2		183? / 1846	Undated namestamps (s/l) DRUMCREE	37 / 4mm	Black	Serif lettering
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Kilbeggan

45:8	6	1835 / 49	CDS 1 KILBEGGAN	28 mm	Black / green / blue	Serif lettering
45:9 (21:1)		1836 / 53	Penny Post KILBEGGAN / PENNY POST	34 / 17 mm	Black / green / blue	Italic lettering

Moate

53:4		1836 / 40	Undated namestamps (s/l) MOATE	34 / 4mm	Black	Serif lettering
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Mullingar

58:20	3	1833 / 43	CDS # 1 MULLINGAR	29mm	Red / black / blue	Serif lettering
58:21	8	1835 / 43	Boxed Paid at PAID AT / MULLINGAR	39 / 11 mm	Black / red / blue	Serif lettering Around 1839 this mark had a gap at each end boxed rim
58:22 (60:1)	7b	1835 / 45	Penny Post MULLINGAR / PENNY POST	37 / 10 mm	Black / blue	Serif lettering

Rathowen

62:3		1836 / 40	Undated namestamps (s/l) RATHOWEN	45 / 3mm	Black	
62:4:9			Penny Post			A short lived Penny Post and to date no mark recorded

Penny Post Marks relating to receiving houses where head office was outside the county: Finea's head office was Granard Co. Longford; Clonmellon's head office was Athboy in Co. Meath.

		Usage	Type / Wording	Size	Colour	
(16:1)		1844	Penny Post GRANARD / PENNY POST			Serif lettering
(24:1)	7c	1835 / 43	Penny Post ATHBOY / PENNY POST			Italic lettering

This concludes my series of articles on the history of the Post Office in County Westmeath prior to the massive sea changes which took place in 1839-40 and afterwards. What happened in my home county of Westmeath was typical of what was happening throughout the 32 counties of Ireland. Weekly, then twice and three times a week horse posts became daily services operated by mail coaches to timetable. The system had developed a reliability and coverage to the point that was to form the base for the introduction of Penny Postage ready for the coming of the railways. It would be very different in the future.

DOLLARD 'BLUE' OVERPRINT PROOF APPROVED BY THE G.P.O.

Barry Cousins

In the lead up to Ireland's transition to Free State status, under the terms of the Anglo-Irish Treaty, the Dollard Printing House was awarded a contract to overprint stamps of Great Britain, for postal use by the Provisional Irish Government.

Dollard in turn sub-contracted part of their contract to Alex. Thom & Co. Ltd. This action was taken due to the tight time schedules¹, coupled with the availability of production capacity at the respective printers' facilities. Messrs Dollard Ltd., as lead contractor, were responsible for the submission of overprint proofs to the new postal authority and meeting the contractual demands of the G.P.O. Both Dollard & Thom were Dublin based printing firms.

The first overprint proof by Dollard was printed using a dark blue ink on thin whitish paper. In philatelic circles this proof is referred to as PR1.

These proofs were submitted in a part sheet format (assumption subject to validation). The printing was taken from four adjacent 3 x 5 (15 cliché) stereotypes, from overprintforme - setting 1. As a result, this part sheet, which was submitted for approval, was made up of five rows (R1 to R5), each row having twelve proofs (PF1 to PF12). A copy of the top two complete rows, is shown in fig. 1.

These two rows were subsequently sub-divided into two parts. The left-hand side consisted of proofs PF1

¹It should be noted that there was insufficient time to design and print dedicated stamps for use in Ireland before the commencement of the 'transitional period', on the 17th February 1922.

to PF6 from R1 & R2, whilst the right-hand side consisted of proofs PF7 to PF12 from R1 & R2.

The point of separation is shown by the red outline from fig. 1 and which is reproduced in fig. 2.

The right-hand part showing twelve proofs is now in the hands of the author, as is a single example with certificate, from R2/PF4, this proof position is outlined in red, see fig. 1

It is noteworthy that there is a hand-written notation on the proof block as follows: 'Approved by W. N. Jefferies, 10/2/22' and stamped 'STORES DEPT., G.P.O., ALDBOROUGH HOUSE, DUBLIN'.

It is considered most likely that the eleven unaccounted for proofs from positions PF1 to PF6, rows R1 & R2 were also split up. However this assumption cannot be confirmed, at this juncture.

As for the remaining proofs from rows R3, R4 & R5, it appears from a hand-written statement dated 27/2/23 that they were returned to Dollard.

However it is on record that a block of four blue proofs from setting 1, were sold at auction as recently as May 2019. Proofs from this particular block are back-stamped 'ORIGINAL PROOF DOLLARD 17.2.22' and initialed 'BJB' (B. J. Brennan, Dollard's Plant Manager).

These back-stamped proofs are thought to emanate from the same part sheet, which was returned to Dollard. From the author's standpoint, but subject to correction, this block is presently the only known example.

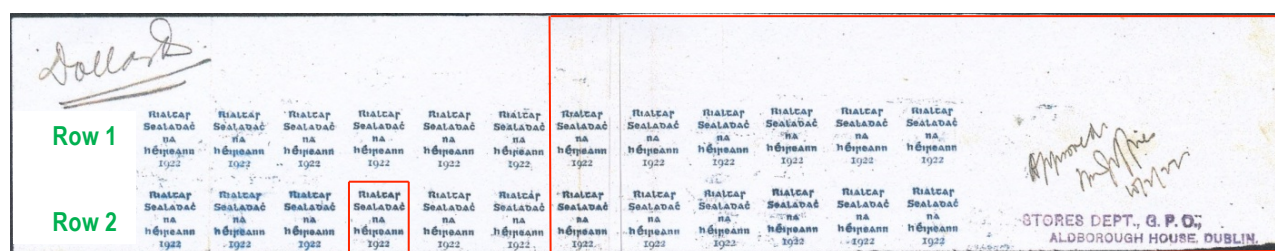


fig 1

PF1 PF2 PF3 PF4 PF5 PF6 PF7 PF8 PF9 PF10 PF11 PF12

N.T.S.

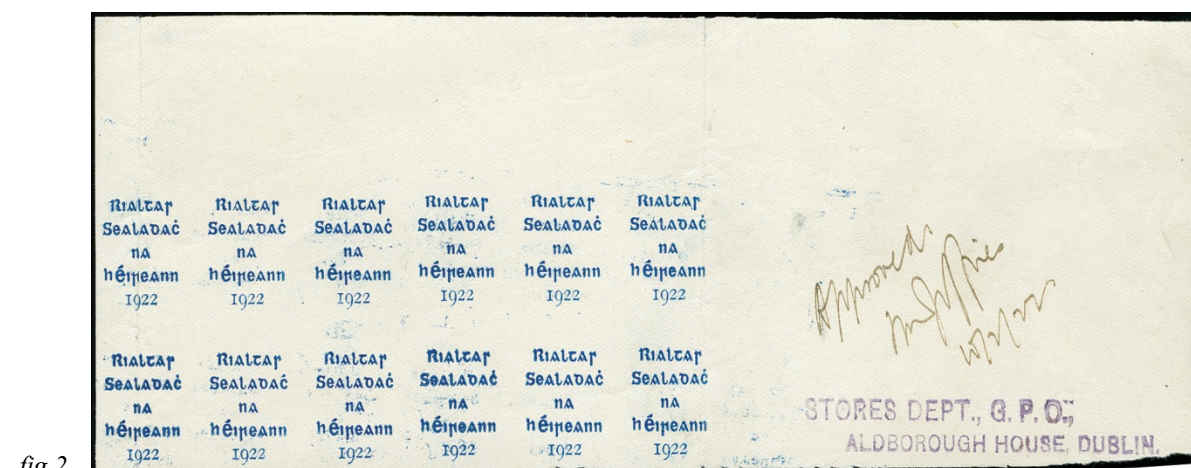


fig.2

THE TOO LATE SCROLL: Some Thoughts – Stan Challis



fig 1 – use in Red – Dublin 6 September 1830 to London (9 September)

Members will undoubtedly have seen examples of the scrolled 'TOO LATE' (*fig 1 above*) mark listed by Feldman and Kane (*Handbook of Irish Postal History*) as 'fig 132' and recorded in 'red'. They give dates of 1818 to about 1830. To add a little confusion, Feldman and Kane then show a second illustration of the mark in the section headed 'Miscellaneous Marks' as 'fig 225A' noting, as with the previous illustration, that this mark was intended to be used in conjunction with the Free Franking system. They give dates of 1836 to 1844 against this second illustration and note use in 'black', (*fig 2 below right*).

A mixed lot, I acquired some time ago included a number of these scroll marks. All are on Free fronts. It is only recently that I have attempted to sort these only to find that, with the exception of one 1822 front with the strike in red, all are dated between October 1830 and December 1832. Those dated prior to January 1831 show the scroll in red, whilst those dated after September 1831 are all struck in black. Whilst this lot does not prove continuous use between Feldman and Kane's first and second periods it does extend use of the first period to late 1832 and provide a date for the change of colour of 'during 1831'.

All are addressed to Britain and with the exception of the 1822 item, none have the Dublin 'Free' crowned mark. Feldman and Kane types 124, 126 and 127 were used in these years (perhaps a study of these is due so as to determine if the three different types indicate three different types of usage?). With the exception of one addressed to Scarborough, Yorkshire, all are addressed to London/ south east England and have received a London 'Free' crowned mark three or four days after the date

inscribed by the sender. Thus, what I have concluded, is this, certainly as applied for the years 1830 to 1832:-

1. The date endorsed by the sender should have been the same as the date of dispatch.
2. The 'Too Late' scroll was struck on Free mail to Britain posted in Dublin 'Too Late' for the connection with that day's mail boat.
3. Dublin was not happy to use a 'Crowned Free' mark on such mail but left London to make the decision as to whether the item should travel 'Free'.
4. In practise, such mail was treated as 'Free' throughout.

It would be good if members who have similar items, particularly those dated between 1833 and 1836 could confirm similar treatment to reinforce my conclusions.

But what was the reason for the change of colour during 1831? Was it because the Irish Post Office was taken over by London during 1831?



fig 2 – use in Black
Dublin 27 September 1832 to London (30 Sept.)

MAKING THE MAIL GO FASTER – Stan Challis
Part XI of an occasional series



fig 1 - a Tram Letter – internal use within Dublin c1910 (approx. 11" x 8½")

The last installment of this series was in our June 2018 issue in which I covered Railway Letters noting that I had now more or less covered all aspects of speeding up delivery in the years to 1922.

In fact, as ever, I have missed out a few bits and pieces and above (*fig 1*) I show a somewhat tatty 'Tram Letter' or to be more precise 'Tram Box' which originally contained photographs sent by the Dublin 'top' photographer La Fayette to a Lieutenant based at Portobello Barracks. The item is undated but I assume about 1910. Lafayette was well established as Dublin's top photographer and indeed a letter in our possession from the 1890s refers to a visit to Lafayette to have one's portrait taken. Despite locating several articles about the tram service itself, nothing appears to have been written about the goods they carried. I assume the Dublin United Tramways Company appointed an agent, rather like a sub post office, at key stops. Presumably one took one's package to the agent and the addressee, who may have had to be notified that the item was en route by means of a postcard, duly

collected. DUTC was clearly treated as a 'Common Carrier' and was deemed not to be infringing the Post Office monopoly hence there was no need for any postage stamp to be affixed. If any member has better knowledge I would appreciate having it. I have a note to the effect that at least one Tram Letter, of a more manageable size, remains in existence and examples of the DUTC tickets do appear on eBay from time to time.

World War one provided many problems for post office users, particularly getting items to and from foreign parts. One difficulty was the amount of time that mail could be held up by the Censor, often causing sailings to be missed. To mitigate the risk a system of Express Censorship was introduced. I do not have a record of the commencement date but am fortunate to have an Irish example from June 1917, addressed to Los Angeles, involving a 3 or 4 day train trip in the USA prior to being readdressed to a hospital. This is sadly another item that has seen better days having been ripped open on receipt (*fig 2 on the next page*). The fee for Express Censorship

was no less than 2/6d, around £20 in today's money. The Censor clearly priced this service at a level at which he ensured he did not get too many customers! I know of only one other surviving Irish example.



fig 2 – Express Censorship

The war over, thoughts turned to using the new 'flying machines' which had been developed during the war, to providing commercial passenger service and thereby the first regular air mails. The story of early Irish Air Mails has been covered by Ronny Vogt in our March 2014 to September 2017 issues and I have no wish to duplicate what he has written with far greater knowledge of the subject than I will ever portray. However, the vast majority of what Ronny showed us was of philatelic origin. Commercial usages from the early years are hard to find. Ronny tells us that the London to Paris service was up and running by the end of 1919 although somewhat unreliable and expensive at a surcharge of 2/- (per half ounce) noting that he has not seen any Irish originating item so transmitted before 1922. He also notes that a service existed from London to Brussels in 1921. The number of surviving Irish commercial air mail covers pre 1 April 1922 surely cannot exceed a dozen. Certainly, I possess no example to show you. As yet, Airmail was neither a reliable nor an economic method of making one's mail go faster.

The earliest airmail covers that most of us are likely to find are from 1923-24 and all too many of these are philatelic in origin. I am showing three examples of early airmail items which at least possibly appear to be commercial (figs 3 to 5) although I do rather suspect that at least two of them may have been sent to collectors, which, for me, is fine, so long as the rate is right and the franking is 'reasonably contemporaneous' and 'looks sensible'. (I suspect what this actually means could be a subject for discussion in a future issue of 'IP'!).

The first cover below genuinely shows an advantage that could be gained by using airmail.



fig 3 – September 1923 at 11d, Wexford to Baghdad, 2d postage and an assumed 9d air mail fee



fig 4 – November 1924, James Street, Dublin to Paris using the London - Paris air service. Miss Clancy was a 'friend' of a leading collector of the day, M Vallancey and it may well be that the 5d rate (3d postage and 2d air fee) is 'wrong'



fig 5 – March 1924 registered airmail to Malta, 2d postage, 3d registration fee and presumably a 4d air fee, or is this another philatelic abhorrence?

I would welcome your thoughts on these covers and hope our new editorial team will allow me to return to the subject of 'Making the Mail go Faster' in a future issue of Irish Philately.

OBITUARY – ERNEST ALAN KANE

(25th June 1947 – 30th January 2020)

Alan as he liked to be known was a long-standing member of our Circle. He had been a regular attendee and contributor at London area meetings for at least 35 years. Whilst he regularly attended the IPC AGMs in England, he had never travelled to Dublin. He was, however, extremely disappointed not to attend the recent Belfast AGM, but his ongoing medical treatment required him to stay close to his home in Bracknell.

Alan was born and raised in Sandhurst, Berkshire although both his parents were originally from Co Tyrone. He lived and worked in that area of the Home Counties throughout his life. As a young boy, he visited the family farm in Tyrone. At one stage, he considered becoming a farmer but limited opportunities in southern England led to employment with various local organisations, his main employment being with the Meteorological (MET) Office in Bracknell.

Alan's collecting interests were Police Mail (worldwide, stamps initially but later covers), British Army Post Office cancellations, Northern Ireland (Slogan & Machine cancels, NI postmarks with an emphasis on Co. Tyrone) and the Local Postal History (of the Hampshire, Surrey, Berkshire border areas). A man of many interests, Alan also put together an impressive postcard collection relating to the history, ceremonies and uniforms of the Irish Guards, the Royal Irish Rifles and the Royal Inniskilling Dragoons.

As well as the IPC, Alan was a very active member of both the Camberley Stamp Club and the Wokingham District Philatelic Society. His 40 years membership of the Camberley club included many stints on the committee and 2 years as Chairman. He also was on the committee at Wokingham.

Regarding our own journal Alan made regular contributions. He corresponded at very regular intervals with the recently deceased Jim Rankin especially regarding Irish Krag machine cancels. They continually updated each other with finds on the use of Krag cancels at post towns throughout NI from the 1920s to the 1960s.

Alan sold his extensive Police collection through Grosvenor in 2018. The following extract shows his depth of interest in that area:

“ My real (Police) hero is the legendary Samuel Benfield Steele (1849-1919), a Canadian who joined the militia at 14 and travelled to the Winnipeg area to deal with a problem with the indigenous Métis people and then joined the Canadian Army.



Alan taking part in a charity race in the USA

He became a Sergeant-Major in the subsequently formed Canadian Police Force (later the RCMP). He led a 1000 man army group on the Canadian US border to deal with US gun-runners who were also poaching and stealing furs. During the expedition, he built a series of forts, some of which are now cities, e.g. Fort Macleod. In the Yukon Gold Rush (1898) he was the Superintendent of Police and held the Chilkoot Pass for Canada against US land grabbers, as well as acting as magistrate, administrator and jail governor. In the Boer War, he commanded the Canadian Mounted Rifles, and (according to Canadians) remained to set up the South African Constabulary. In WW1, he was a Major-General in charge of the 2nd Canadian Overseas Division and was knighted. Sadly, just after that war he succumbed to the Spanish influenza epidemic in 1919. ”

Away from philately, Alan had a real passion for bird watching and gardening. A book has come to light, which he started as a boy and had continued to upkeep, with bird sightings and comments. He contributed to the annual RSPB bird count. He also constructed bird boxes and feeders for friends and neighbours.

Alan will be remembered for his enthusiasm, dedication and impressively regular attendance at our London meetings. His take on Irish philately will be sorely missed.

Rod Greer

Rod Greer and Peter Wood represented the Circle at Alan's funeral.

WHEN THE ADDRESS HAS MORE INTEREST THAN THE POSTMARK

Stan Challis

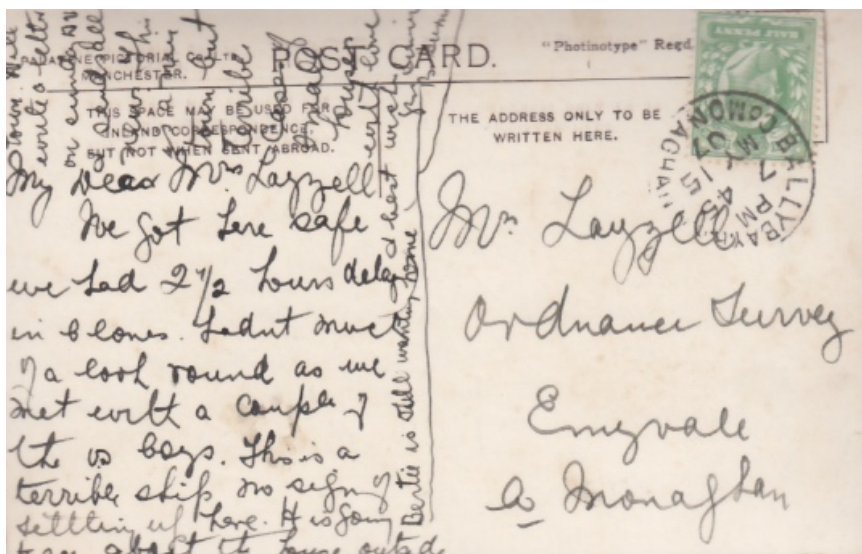


fig 1: Ballybay RSO to Mrs(?) Layzell at Emyvale – local use in Co Monaghan 1907

A recent purchase of a small group of postcards bought for the postmarks found me looking harder at some of the addresses (and thereby the addressees) than the postmarks. When examining the above item (fig 1), my first thought was that an item addressed into the Co Monaghan village of Emyvale (population c700) was unusual, but stop a moment; what was the Ordnance Survey doing at Emyvale and what was Mrs (or is it Miss?) Layzell's connection with the survey? Soon amongst the cards I had bought, I found three others that clearly came from the same original source.

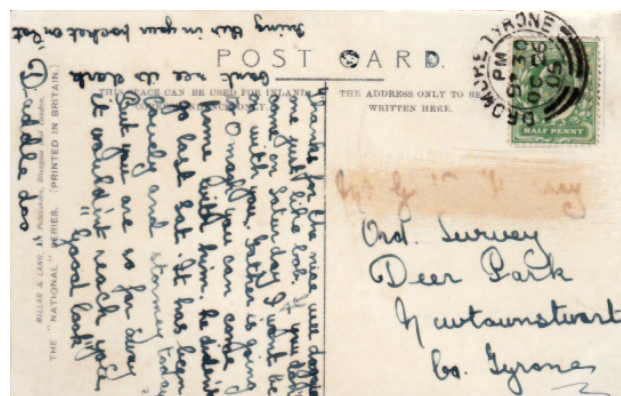


fig 3: from a different sender at Dromore to Mr Hussey



fig 2: 1905 to Miss Layzell – local use at Dromore



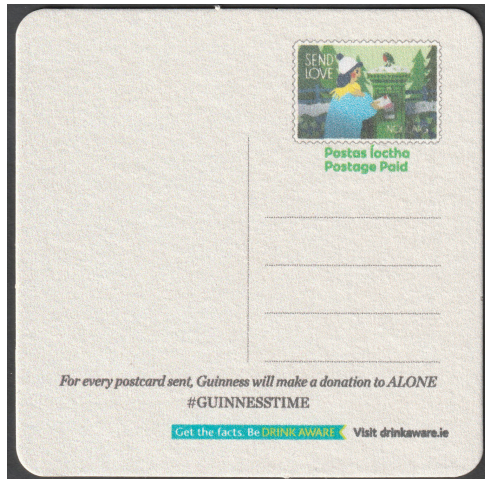
fig 4: 1905 Fintona to Miss Layzell at Sixmilecross

Figs 2 and 3 show cards addressed to a Miss Layzell and possibly a Mr Hussey both of the Ordnance Survey, located respectively at Dunmore and Newtown Stewart (all Co Tyrone), the last dated 1909. Perhaps the addressee in the top item is in fact the same Miss Layzell? The survey was clearly at work in this part of West Ulster and Miss Layzell appears to be a lady employee, perhaps unusually for that time, a lady surveyor or travelling clerk? And was there a relationship between her and the partially excised Mr Hussey?

The final card (fig 4) may give us another clue. Addressed to Miss Layzell at Sixmilecross Manse, it suggests she was the Minister's daughter. One feels there should be more to this story. One would like to know more about the size of the Ordnance Survey team and what their work comprised and what was Miss L's function. I would hope we might have a member in the area who could do some local digging and report back to us, for the internet yields no obvious clues!

THE GUINNESS BEER MAT

Brian Warren



Guinness, in collaboration with An Post, distributed a postcard type beer mat complete with imprinted Christmas stamp (*Posting Christmas Cards* design) which was valid for postage worldwide. There was no charge for the mat and they were distributed through various pubs in the Republic of Ireland. The mat was not available from the philatelic bureau or post offices. The mat is illustrated above at 66% of normal size.

In addition, An Post/Guinness indicated on social media that they were providing temporary postboxes at five locations - Toners (Baggot Street, Dublin 2), Bonobo (Church Street, Dublin 7), O'Connell's (Galway), Left Bank (Kilkenny) and J O'Connell (Skryne, Co. Meath). Toners had a box but neither Bonobo nor O'Connell's had a postbox. I was unable to confirm if boxes were installed at the other two locations. The exterior of the J. O'Connell pub in Skryne features in the annual *'White Christmas'* advertisement run by Guinness.

The box in Toners was in place for approximately a week and was taken away by Monday 23 December. Any items I posted in the box at Toners during this period to Irish addresses were all delivered on 24 December without any postmark. Guinness also indicated in their publicity that for every postcard sent they would make a donation to the charity ALONE. Presumably this was for postcards that were posted in the special boxes as you could post them in any box and, as already stated, to any location worldwide.

NEW ONLINE POSTAGE LABELS

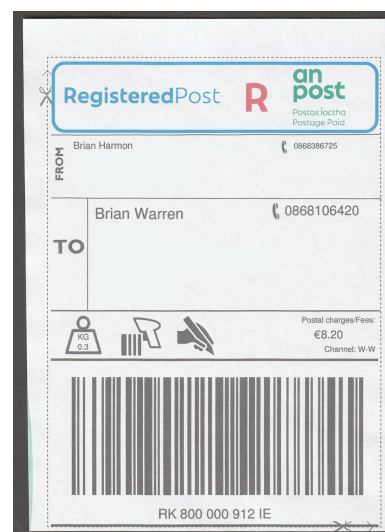
Brian Warren

In November 2019, when I received details of the changes in certain postal rates as of 8 November 2019 (*see Irish Philately - December 2019 pages 95-96*), the covering letter referred to a new click and post online service starting in November. Despite enquiries, I could find out nothing about this new service. I kept checking the An Post online site until at last I noticed a *'Buy a postage label'* service on 13 November 2019. For standard or large letters the website directs you to buy stamps via the bureau website (even for postage stamp values they do not sell!!). They are then delivered to you through the postal service in the normal manner.

However, for registered/express/express signed (if available to location) letters and for packets and parcels, it will allow you to print a label complete with addresses. You pay online and then download a postage label to print out, attach to the letter etc. and post at your local office (or alternatively, if unregistered, you can post a small packet in a postbox).

You can even save the label to your laptop/computer for later use. To date, I have not

actually presented an item at a post office but I do illustrate below (at 42% of normal size) an example of a registered label (€8.20) to an Irish address (note: the addresses have been erased).



The instructions and label are A4 in size with the label element slightly smaller than A5. I found it best to print the full document on to a sheet of 2 x A5 labels thus allowing you to easily remove the postage label element from the full sheet.

THE IRISH ABROAD - PART 22

Brian Warren

Australia



fig. 1 (left-hand stamp)

The first Australian stamp with an Irish connection was issued in September 1953. A three value set marked the 150th Anniversary of Settlement in Tasmania. One of two se-tenant 3½d values pictures Lieutenant-Governor David Collins (b. Tinakill, Co. Laois - 1756, although some sources say he was born in London). He became Governor of Van Diemens Land, now Tasmania. He laid the foundation stone of the settlement known today as Hobart.



fig. 2

In October 1786, Collins volunteered for service in the proposed penal colony of New South Wales. He sailed with what became known as the *First Fleet* of 11 ships that departed from Portsmouth, England, on 13 May 1787 to found the penal colony that became the first European settlement in Australia. A postal stationery envelope issued in October 1987 features 'First Fleet Civilians'. The imprinted stamp pictures David Collins (fig. 2).

The remainder of this article features the various Australian and Irish issues relating to the famous Eureka Stockade.

The battle of Eureka Stockade was fought on 3 December 1854 between dissident gold-miners and a Victorian Government force. The rebel miners were led by Peter Lawlor (1827-1889), a native of Raheen, Co Laois who emigrated to Australia in 1852. Thirty men were killed during the 15 minute affray.

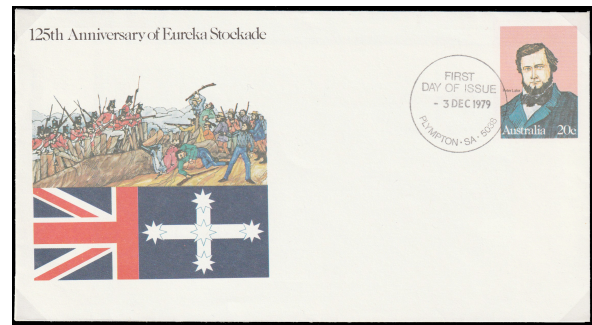


fig. 3

A postal stationery envelope was issued in December 1979 marking the 125th Anniversary of the Eureka Stockade. The 20c imprinted stamp features Peter Lawlor.

The event was controversially identified with the 'Birth of Democracy' in Australia. Lawlor was wounded but survived and was later elected to the Victorian Legislative Assembly and served for a time as Speaker.



fig. 4



fig. 5

The 150th Anniversary was commemorated in June 2004 with the issue of a set of two stamps (fig. 4), a miniature sheet (fig. 5) and a prestige booklet. The miniature sheet was also overprinted for the Queensland Stampshow in August 2004. The 50c stamp shows the war flag used by the rebels. The five eight-pointed stars represent the *Crux Australis* constellation. The flag design

has gained wider notability in Australian culture due to its adoption as a symbol of democracy, egalitarianism, and general purpose symbol of protest, mainly in relation to a variety of anti-establishment, non-conformist causes. Lawlor is shown on the \$2.45 stamp.



fig. 6



fig. 7

The prestige booklet contained four panes featuring the two stamps in various combinations - two of the panes are illustrated (figs. 6 & 7).

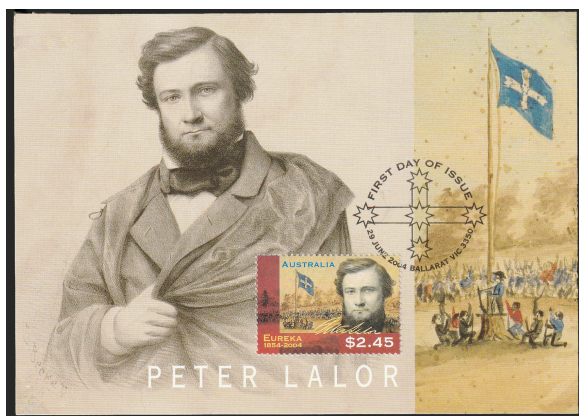


fig. 8.

A pair of postpaid postcards were also produced and could be used as maximum cards, as shown (figs. 8 and 9).



fig. 9

The first day postmark of 29 June 2004 on both cards is Ballarat, Victoria, the location of the rebellion.



fig. 10



fig. 11

Ireland issued two stamps on the same subject. The 46p stamp issued in 1988 in the "Impact of the Irish Abroad" series features a section of the mural of the Eureka Stockade painted by the Australian artist Sir Sydney Nolan (fig. 10). Sydney's parents were Australian but of Irish descent.

The 30p/38c value in a set of four stamps issued in 2001 to mark 'Irish Heritage in Australia' features Peter Lawlor (fig. 11).

to be continued