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Edited by

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EDITORIAL

I really am grateful to those who have put pen to paper and submitted articles for publication, it some time since the file was so full, long may it continue.

Next issue I shall be publishing 'That Was The Year That Was' by our good friends Eddie FitzGerald and Brian Warren. As usual, it is most complete and tells us all that has happened in 1979 as far as Irish Philatelic matters are concerned.

See you at the AGM in London in May!

O.M. Richards

"Irish Philately"

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I.P.

- 1 -

March 1980

Letters to the Editor:-

Dear Sir,

REGISTERED MAIL IN IRELAND 1824-31

Bill Kane's article (IP Dec 1979) unfortunately overlooks some important features of the postal regulations of the period. Firstly, an 1814 Act (54 Geo III cap 119) ordained that Irish letters passing through Dublin should be charged according to the total distance travelled. Thus the single rate for the letter from Parsonstown to Bagnalstown became 10d. Another regulation was that any letter with more than one enclosure but weighing under 1 oz was charged treble postage. So that Parsonstown to Bagnalstown letter was charged $3 \times 10d = 2s\ 6d$. Similarly, the Dunmore to Ashford letter cost $3 \times 11d = 2s\ 9d$. I happen to have the companion letter to this, passing through Dublin on 26 February and containing the first halves of banknotes for £15.

For letters crossing the Irish Sea there are problems. However, from 1826 the distance charged for was the total land distance. So Fermoy to Stirling would have been 1s 3d single rate and Cork to Edinburgh the same, plus the Packet Fees. My reading of the examples given is that the Fermoy postmaster charged twice 1s 3d forgetting the Packet Fee but the Cork man correctly included $2 \times 2d$.

The Scottish Wheel Tax is a minor complication. It must be remembered that the $\frac{1}{2}d$ was charged on each letter carried by a vehicle with more than two wheels. The $\frac{1}{2}d$ was usually charged in prepayment, anticipating that there would be a four-wheeler, but in other cases the "Addl $\frac{1}{2}d$ " was applied only after the letter had reached Scotland.

Reverting to the main theme it appears that no fee was charged for the registration of letters during the period.

IS THIS A DISCOVERY ?

The "PAID at Ballymena" handstamp illustrated by Rev Davey is a typical bankers' marking used normally for endorsing cheques and other forms of payment. It is obviously possible that the Ballymena postmaster borrowed the handstamp in that busy period at the beginning of 1840 but it is more likely that it was applied in the bank on outgoing prepaid letters. The "PAID IN WEXFORD" illustrated by Alcock and Holland is probably in the same category.

Yours faithfully,

FE Dixon

Dear Sir,

FIJI 2d PLATE PROOF ON SE PAPER

Examples have been known for some time of the 2d plate proofs (imperforate) in greyish slate of the KGV keyplate printed by De la Rue but on SE watermarked paper.

There is a note in SG Part I in the Fiji listing to the effect that this was a trial printing. I cannot recall reading much about the subject; perhaps someone can enlighten me? Perhaps DLR were at that time (?1922) fulfilling an order for

the Crown Agents for Fiji Keyplates and were asked as a matter of urgency to provide a sample of the effect of typographed stamps on SE paper? If so, by whom? The Irish Government or the paper makers or the makers of the dandy roll?

Examples have been rare, until recently. My interest was revived in seeing and reading about pairs and blocks recently on offer. Several dealers had them at BPE in London in November 1979. Enquiries revealed that they emanated from the Charles Nissen Stock purchased by Stanley Gibbons in the late 1970s. It seems that probably a sheet was in the stock. Asking prices fluctuated wildly; the fact is that they are nowhere near as rare as hitherto. Nevertheless they grace any collection of Irish or Fiji adhesives.

Does anyone know how many were in the Nissen Stock?

Yours faithfully,

Patrick Williams

Dear Sir,

I was gratified to read the December 1979 edition of "Irish Philately" containing three letters with references to my previous letter. As I read it the score is two to one in my favour.

In reply to Mr P Williams, I can only say that in my many years in business, I have not come across too many people practising "rough and tumble and dubious ethics" in the market place in which I have been. It should be apparent to all concerned that in a Society such as IPC it is unrealistic to try and separate members who are in the Stamp Trade and members who are not. It will not make one 'iota' of difference what notepaper bids are written on, nor how they are subsequently paid for. If anyone in the Circle would think differently they are living in a dream world. The only method open to the Circle is to ban membership to all dealers and this again is impossible. No, members who do not like the actions of certain dealers must learn to accept them as a fact of life.

Now to a totally, or is it, unrelated point. As previously mentioned, certain 'difficult' bidders have returned lots purchased in the Auction to the Auctioneer. I calculated that when this devastating fact was released upon the membership of IPC members would see that only five lots had been returned in the last Auction No 70. Yes you've guessed, I returned all five lots. Ladies and Gentlemen, may I ask you, would you buy stamps described as mint unmounted when, in fact, they were not? When you had found that you had would you not return them? Am I being difficult or is it too much to expect any Auction to ensure correct descriptions of its lots?

May I finally say thank you Mr Dixon and Mr Wilkinson and wish All, yes all, members everywhere a Happy New Year for 1980 even if it is slightly late in the year to do so by the time this gets into print.

Yours faithfully,

HE Staal

Dear Sir,

In reply to two queries raised in the September issue of Irish Philately, I would like to make the following comments:-

DATES OF ISSUE OF THE 1968/69 £SD GERL DEFINITIVES The dates as quoted by Peter O'Brien of 14 October 1968 (2d 8d 2/6 and 10/-) and 9 June 1969 ($\frac{1}{2}$ d 1d 3d and 7d) are correct. The dates quoted from the David Feldman catalogue are incorrect. The same incorrect dates are quoted in the Hibernian Specialised Catalogue in both the first and second editions. It appears that catalogue editors copy each others mistakes!!

SPECIAL FDC POSTMARK FOR WORLD CROSS COUNTRY/ROWLAND HILL/EUROPEAN PARLIAMENT
The two individual postmarks intended for use on the original date of issue of 23 March 1979 were NOT used and only the combined postmark as illustrated was used on the actual date of issue of 20 August 1979.

Yours faithfully,

Brian Warren

Dear Sir,

AIRMAIL STAMPS OVERPRINTED 'SPECIMEN'

Quite a stir was caused within the last couple of years by the appearance of hitherto unrecorded SPECIMEN overprints on the first Irish airmail stamps.

Will members who have information on the subject please write to the Editor now or do we have to wait for rumour and supposition to run riot for decades about these curiosities?

Where did they come from? Why have they only now appeared? If they are confined to the values issued in 1948 and 1949 why is this so? How many were released to the trade?

To start the ball rolling. Stephen Walter offered at auction on 18 January 1980:-

Lot 2801	1p x 5 3p x 6 6p x 18 1/- x 6	Est. £2000
Lot 2802	1p 3p 6p (twice) 1/- all in blocks of 6	Est. £2000
Lot 2803	The same four values in blocks of 4	Est. £1400

So there are quite a number here alone - 35 + 30 + 16 - total 81 specimen stamps. Blocks of 6 or 4 have been sold to collectors to my knowledge and examples have appeared not infrequently in the auction lists of several dealers. Rather strangely, they have not yet appeared in the listings of SG Part 1, Feldman or Hibernian Catalogues. Is it because of their pedigree?

Yours faithfully,

Patrick Williams

THE ERIN - GO - BRAGH (IRELAND FOR EVER) STAGE COACH

by T.S. Telfer

From the early 1600s until the 1850s, Portpatrick in the South West of Scotland and Donaghadee in Co Down, Ireland, served as the main ports for communications between the two countries. Other routes to Ireland from the mainland existed but the short sea passage of 21 miles was attractive to travellers, legal and otherwise, and for the movement of troops, livestock and cargo. Portpatrick might even have been used as a landing place for that Patron Saint - PATRICIUS - leaving a footprint on the rocks?

A Mail route was firmly established in 1642 by the employment of a John McCaig as Postmaster at Portpatrick, the terminal of the two Post Roads, one from Edinburgh via Dumfries and the other from London via Carlisle, thus linking the capitals of Scotland and England with Dublin in Ireland. During the years which followed, unrest in both Scotland and Ireland brought many interruptions and re-establishments of the service between Portpatrick and Donaghadee, besides the difficulties encountered in the maintenance of the supply of sailing ships and mail packet boats and of the considerable work entailed in making a natural harbour at the Scottish terminal safe from the SW winds and gales.

By 1791 improvements had been made to the harbour facilities on both sides of the North Channel by the Engineers, John Smeaton and the Rennies, senior and junior, four vessels were available to transport travellers and mail, and with the acceptance of John Palmer's plans for the carrying of mail, coaches went regularly from Dublin to Donaghadee and from London and Edinburgh to Portpatrick. During the years which followed, with the building and surfacing of roads by Thomas Telford and John Macadam, the development of steam paddle ships and further extensions of the harbours, from being a village, Portpatrick almost became a 'town' with important sea, road and eventually rail communications to all places in Great Britain, as well as to Ireland through its links with Donaghadee.

During this era lived a man who, like John Palmer of Bath, was to influence the stage and mail coach business in Scotland, Ireland and Northern England. That man was John Croall of Edinburgh who was born in 1791 and died in 1870 leaving a business which to this day is still in existence.

At the age of 18, he bought an old barge on the Forth-Clyde canal, fitted wheels to it and ran it as a coach out of Stirling and in four years made a fortune which enabled him to secure a Government contract to supply waggon and mail carts for duties at Portpatrick. About the year 1815 he set up business to design, build and run coaches out of Edinburgh. Being fast and lighter than others, the Croall coach was an ideal vehicle to carry HM's Mails, which the Postmaster General recognised by awarding John Croall the contract for the whole of Scotland. The business developed and extended into the North of England, as well as into the Irish trade.

It has been said that this latter trade was so successful that he was attacked by a mob in Dublin, incensed by the idea that a Scot should be 'taking the bread out of poor Irishmen's mouths', that he was advised never to visit Ireland, and never did!! There can be little doubt that one reason for Croall's success was due to his golden rule:-

"Never to pay any man twice; and to see that every man paid once".



The 1830s were the coaching hey-day and amongst Croall's "Couriers", "Chevy Chase" and "Peveril of the Peak" to England, "Royal Union" and "Kingdom of Fife", the "Marquis of Hastings" to Ayr, to mention but a few, the pride of them all was for a time the ERIN - go - BRAGH coach.

Handsomely painted in green with intertwined badges of Shamrock and Thistle, with four inside and ten on top and luggage stowed in the boot, it travelled from Edinburgh to Dublin in two days - 280 miles including a sea crossing - and was the longest direct coach travel in the British Isles, longer by some twenty miles than the previously held record of the London to Holyhead mail coach. In 1831 the proprietors of the "Ireland for Ever" coach hoped to meet with general support and patronage from "the Gentlemen, Merchants and Travellers of Edinburgh and Dublin".

In our imagination, perhaps we might join them in Edinburgh on the inaugural run on 1 November 1831 and taste the 'joys' of coach travel in those far-off days!

- 6 am We climb on top, muffled against any wintry weather with memory of the disaster which befell the Dumfries-Edinburgh mail coach in the snowstorm of February causing the deaths of two mail men, and set off from Croall's office in a westerly direction down Princes Street.
- 8 am A stop is made at West Calder for breakfast, after which a long haul brings us to the crossing of the Glasgow-Carlisle section of the main highway South to London which, some years earlier, had been reconstructed and improved by Thomas Telford, and pass through Stonehouse.
- 11 am There is a fourth change of horses at Stra'ven (Strathaven) and a distance of 44 miles has been covered.
- 12 noon Through Darvel and on to a welcome stop for lunch at Kilmarnock.
- 1.30 pm Leaving Kilmarnock, the next stage is on the Glasgow-Ayr road, a very busy one with some three stage coaches every hour besides the many carriers carts, postchaises and private carriages.
- 3 pm Crossing the Auld Brig o' Ayr - so narrow that one coach only can cross at a time - we arrive on time at the Crown Hotel, Ayr, a seaport township of congested and narrow streets, well known by that Scottish poet Robert Burns. Heading South through Alloway we pass Burns' Cottage and crossing the River Doon near the Auld Brig climb a steep twisting road to bring us to Maybole in just over an hour. From here the road curves down to the sea at Turnberry - is that a golfer on his way to the 19th? - and follows the coastline from which there are views of Ailsa Craig (Paddy's Milestone), Isle of Arran and the Mull of Kintyre, all the way to Girvan and beyond.
- 7 pm Having covered 111 miles of journey, arrive at Ballantrae and then cross the River Stinchar over another narrow bridge. The next stage takes us through Glen App, a dark wooded and rough road much favoured by thieves and robbers, and climbs some 600 feet above Loch Ryan with a very steep descent to Cairnryan. Half the population here is itinerant Irish which perhaps explains the fact that there are some nine inns on this 7 miles stretch of road towards Innermessan and Stranraer.
- 9 pm Along a sandy shore road which brings us to Stranraer which, since 1617, has the status of Royal Burgh but is little more than a small market town with safe harbour facilities at the head of Loch Ryan. A short stop is made at the Grapes Hotel before proceeding uphill on a rough road over the moorland and summit of Cairnpat to Portpatrick.

10.15 pm The road drops down through a narrow valley and the lights of the 'Port' suddenly appear, as well as a goodly number of the inhabitants to see us arrive and to help us - for a fee - to our overnight stop at Gordon's Hotel, after our 136 miles journey. The Mail coach from Carlisle and Dumfries has also arrived and we exchange notes about coaches with other travellers.

6 am Morning dawns, but we have little time to view the old church built during 1622-29 by Sir Hugh Montgomery, as we are led to the harbour where about 100 men are working to repair the piers. Two Royal Mail packets are alongside, the steam driven paddle steamers 'Arrow' and 'Fury', on one of which the Erin-go-Bragh coach has been stowed on deck with other sundry cargo and the Scotch and English mails being sent to Ireland. We climb aboard to join a motley number of passengers and after much 'paddling to-and-fro', the steamer heads out of the narrow harbour to face the 21 miles short sea passage from Portpatrick to Donaghadee. A steward invites us to breakfast, for we had none at Gordon's Hotel, but alas, we pass both it and the Copeland Isles when nearing Ireland. Donaghadee harbour has been a haven for ships ever since the early 1600s when Sir Hugh Montgomery owned the lands around Portpatrick and also the lands on the Ards peninsula. A quay was rebuilt during the 1780s by the then landlord, Daniel Delacherois, but by the 1820s, with the coming of steam packets, the Rennies, father and son, undertook the work of building a new and improved harbour with stone brought from the Moelfre quarries of Anglesey in North Wales.

8.30 am Entering the harbour is easy as our ship slides alongside a clean and recently constructed South pier for passengers to land on Irish soil, not all that different from the one they have left behind. Whilst waiting for the Erin-go-Bragh coach to be unloaded, waiting also are some Royal Mails in red and black colours with Irish Harps emblazoned on the side panels. These are soon loaded and set off, pursued by the Erin-go-Bragh which, with much blasting and blowing of horns, manages to pass them to be first to reach Newtownards, one of King James' Plantation towns granted to Sir Hugh Montgomery.

10 am By the end of the next stage the coach arrives in Belfast; a large market town with a developing shipbuilding industry, and stop for ten minutes at the Royal Hotel in the centre of town before again setting off South on the Dublin Road for Lisburn, then another Plantation town, the tree-lined and charming Hillsborough.

Noon A welcome stop is made at Dromore for lunch after which we set off for Banbridge, then the bustling town of Newry where we cross a canal connecting Lough Neagh with the sea, and on to Dundalk.

6 pm The afternoon run brings us to Drogheda, the 'Bridge of the Ford' on the River Boyne, a harbour town still bearing the scars of the civil wars of the 1600s; as night falls we head for Balbriggan, a small prosperous manufacturing town, and then on to the ancient village of Swords.

10 pm Dublin is reached as the Erin-go-Bragh coach draws into Upper Sackville Street, a wide thoroughfare with an impressive General Post Office building opened in 1818, and we alight at the Waterford Hotel, somewhat tired and weary after our 280 miles journey in 40 hours.

AND SO TO BED - much more comfortable than last night!!!

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Statistical Account: Parish of Portpatrick - Rev McKenzie - Pub: 1791.
Stage Coach to John O'Groats - Leslie Gardiner - Pub: 1961.
The Short Sea Route - Fraser Machaffie - Pub: 1975.
Historic Buildings, Donaghadee & Portpatrick - Ulster Heritage Society - Pub: 1978.

RANDOM NOTES

by F.E. Dixon

- NEWSPAPER WRAPPER We were informed by circular that a newspaper wrapper with 5½p stamp (already obsolete) would be available on 15 August. It wasn't: new wrappers had been received but with 8p stamps. They had been sent back instead of using the obvious expedient of amending by handstamp.
- STANLEY GIBBONS CATALOGUE The 1980 edition of Part I jumps prices erratically, some now being far ahead of the Feldman catalogue, eg the 1935 (re-engraved) high values used, DF £250, SG £515: 1941 3d Commemorative used DF £6.75, SG £10. UK increases are more sensational.. Gibbons minimum for 1d black is now £125 whereas Feldman price on cover used in Ireland is only £95. Similarly, Feldman lists the £5 used in Ireland at £800 but Gibbons have it at £1250. It is obvious that speculators are pushing up the prices of the key rarities. The situation is the same as when Shanahans were active and it needs only a few of the bigger 'investors' to try to take their profit for the bubble to burst.
- LATE MAIL There are various handstruck markings with the words LATE MAIL incorporated. Hendy thought that they meant 'Night Mail' as distinct from those dispatched during the day. Other writers have accepted this but I am sceptical. I think it more likely that the marking was applied only when there was appreciable delay in a routine consignment. That would explain why some of the LATE MAIL marks are quite rare. For example, I have only just acquired my first cover with the DERRY circular datestamp surmounted by the LATE MAIL. It is of 1867, struck on the reverse of an envelope from Belfast to Newtownlimavady. Posted 1 January it was in Derry next day and reached its destination also on 2 January, unlikely if it were a night sending from Derry. This observation led me to study the other LATE MAIL covers I have: in every case the mark was applied on letters arriving or passing through; not one is on a letter posted at the place where LATE MAIL mark was applied.
- STAMP VARIETIES The first significant Irish stamp flaw of 1979 is on the 17p Rowland Hill Death Centenary, Row 9 No 9: black dot near the cuff of the statue's right sleeve. I understand that some collectors insist on getting all the corner blocks of this stamp, two for the cylinder numbers, one for the imprint and the fourth because the margin is blank!
- TIME CODE While on a short holiday with Fr Brennan I bought a quantity of postcards in Kilkenny. With them was a printed card issued by the Post Office to its telegraphers with details of the code for time. There is no doubt that it is the same as had been used in the 1890s for cancellations. Letters A to M, omitting J, represent the 12 numbers on the clock face for both the hours and the multiples of 5 minutes. The nearest minute can be coded by adding RSW or X for 123 or 4. Thus M W = 1203, F KS = 6 52 etc.
- 100 YEARS AGO Dipping into newspapers of 1879 I found a remarkable pair of cases. In October 1879, at one session, two different men, Pat Walsh and John Cashin, were each fined £10 for being drunk in charge of the Waterford - Tramore mail car, on different days.

In March of the same year the Postmaster at the Curragh got five years penal servitude for stealing from letters. He had been careful not to tamper with the officers' mail, knowing that the private soldiers would be less likely to become suspicious. He was almost due to retire with a £200 per annum pension after 33 years service.

Another big case of the 1870s was that of George Ellison, Deputy Controller of Dublin GPO, charged with abstracting £1527 in notes, gold and a cheque.

SKELETON CANCELLATIONS. It is generally accepted that the so-called 'skeletons', more properly termed 'travelling datestamps', are used as temporary expedients when the regular ones are worn out or are lost.

What was wrong with Ennis? That office used at least seven different skeletons, in December 1903, July 1904, October 1906, September 1907, April 1912, February 1919 and March 1922.

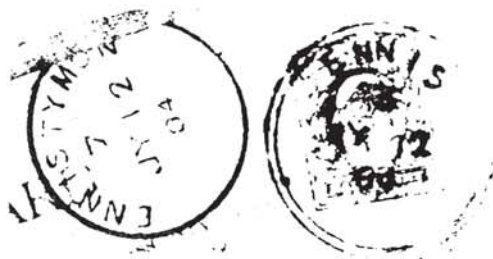
Has anyone studied the numbers identifying the skeleton sets? I have most numbers from 1 to 26 but am still missing 8, 10 and 12. The most travelled number seems to be 18 which I have for nine different places between 1905 and 1915. My earliest numbered type happens to be No 1 used at Limavady in August 1899.

What caused me to take my skeletons from their cupboard was a postcard posted Ennis July 12 1904, addressed to Ennistymon. It was delivered and re-addressed and re-posted the same day. The datestamps are skeleton 3, double rimmed, for Ennis and skeleton 7, single rimmed, for Ennistymon. (Illustrated below).

PEARSE STAMP A very poor design and hard to interpret, although we are told the female is liberty. Is she fleeing from the rapists in the GPO who have included removing her eyes with the other atrocities? Another profile can be found by inverting the stamp and inspecting the edge of the shadow below Pearse's chin. Could be that of Countess Markievitz.

CHRISTMAS STAMPS Another mess. One of the few cases where metallic ink could be forgiven but in the design, not the surround.

AUCTION PRICES At the Robson Lowe sale of 26 July 1979 the most sensational Irish prices were for two covers with the Dublin diamond framed time stamps for late-fee letters, sold at £140 and £180. I feel sure that they are the two which were in John Houston's collection.



ITS AN IRISH WORLD

by Norah Wright

POSTMARKS Postmarks will form a large and intriguing part of this collection.

DUBLIN USA Many pages can be mounted with Dublin postmarks from the USA.



Dublin Arkansas
 Dublin Alaska
 Dublin Bucks Co
 Dublin California
 Dublin GA
 Dublin Iowa
 Dublin Md
 Dublin NH
 Dublin Ohio
 Dublin Pa
 Dublin Texas
 Bourke

	Dublin VA	Dublin Virginia	
<u>AUSTRALIA</u>	Lismore	Maryborough	
<u>BERMUDA Is</u>	Ireland		
<u>CANADA</u>	Killarney	Killaloe	
<u>FALKLAND Is</u>	Shackleton		
<u>NEW ZEALAND</u>	Queenstown	Shannon	Rathgar Road
<u>ST VINCENT</u>	Kingstown		
<u>SOUTH AFRICA</u>	Donnybrook	Seapoint	
<u>USA</u>	Antrim NH	Ardmore Okla	Belfast Maine
	Bantry N Dakota	Ennis KY	Erin Tennessee
	Flannagan Ill	Galway NY	Ireland Ind
	Killarney Fla	Kearney NJ	Londonderry NH
	Limerick Ill	Londonderry VT	Londonderry Ohio
	Murphy	Limerick ME	Lee Mass
	Waterford	Saint Patrick MO	Shamrock Texas

SHIP POSTMARKS AND CACHETS

Many ships have Irish names and covers can be found with their names and cancellations. For example USS The Sullivans (illustrated) and USS McGinty.

Covers bearing Irish stamps can be found with Maritime mail cancellation and ship cachets from various parts of the UK.



EXHIBITIONS

1908 - 1909

The Franco-British Exhibition which opened in the White City in London in 1908 contained an Irish village called Ballymaclinton. This village was spread over 10 acres and contained a post office. Postmark illustrated above.



1925

Wembley Exhibition. I have covers used at the 1925 Wembley Exhibition with Irish overprinted stamps and no surcharge raised. One cover is used on the first day of the 1925 Exhibition and bears the special handstamp as well as the slogan cancelling an Irish overprinted stamp.



AIRPORTS

Two postmarks often seen are the Kennedy and O'Hara airports.

Now friends it is over to you. This article will start you off and give you some ideas but will leave you plenty of room for development. Afterall, you do not want to run along a set track; half the fun is thinking out a new path to explore and finding new items to fit into it. I am sure that you will derive great enjoyment from this pursuit. Perhaps you will let me know of your findings and the byeways you explored. Good hunting friends.

ANOTHER PERFIN IDENTIFIED

by Norah Wright



B.T/D.

This perfin appears on a long range of our stamps. It is punctured on the stamps of GB used in Ireland and continued on the overprints, definitives and the commemoratives into the 1940s.

It was obvious for many years which firm this perfin represented but there was no definite proof. A few weeks ago, when sorting through a box of covers, I came across this perfin on an old receipt of 1920 with the firm's name.

BT/D 13.7/11 5 Brown Thomas & Co Dublin.

* * * * *

SKELETONS

by H. Frank

Supplement to the article of Dr de Burca in Irish Philately June 1979.

Co CARLOW

ST MULLINS (English spelling) 30 mm 23 AUG 1922 (is TIGH MOLING).

Co CAVAN

BAILE AN AODHAIRE (BALLYNARRY) closed 1965 31 mm 28 DEC 1935.
34 mm 3 OCT 1942.

BÉAL ÁTHA (NA) nEACH (BALLINAGH) 31 mm 8 NO 1976 'NA' is missing.

COR-LIOS MÓR (CORLESMORE) 31 mm 22 NOV 1938.

CROS-AR-LOCH (CROSSLOUGH) Head Office is CEANANNAS in Co Meath.
30 mm 14 MAY 1937.

Co CLARE

CROSS (AN CHROIS) 30 mm ... DEC 1922.

BÉAL AN CHLOGA (BELL HARBOUR) Head Office is GALWAY 33 mm 15 MAR 1948.

CAOIDHEARN (QUERRIN) 34 mm 3 JAN 1948.

CILL BHEATHACH (KILBAHA) 34 mm 19 NOV 1947.

CILL MHUIRE MHIC MHATHGHAMHNA (KILMURRY MC MAHON) 33 mm 2 FEB 1948.

CNOC AN LOCHA (KNOCKALOUGH) 34 mm 30 JULY 1947.

CRANNACH (CRANNY) 34 - 35 mm 23 DEC 1947.

CREAGACH (CRAGGACH) Head Office is Galway 33 - 34 mm 25 NOV 1947.

CREATLAIGH (CRATLOE) ? 34 mm ... MAR 194...

CÚIL MHIÍN (COOLMEEN) 35 mm 26 SEP 1947.

DROICHEAD NA MUILTE (MAURICE'S MILL) 34 mm 5 APR 1948.

LEACHT ÚI CHONCHUBHAIR (LAHINCH) 31 mm 14 JU 1954 with star above.

LIOS DAOIN (LISDEEN) 34 mm 28 JULY 1948.

MAGH SHEASTA (MOYASTA) 34 mm 16 MCH 1948 in violet.

TULACH CROINN (TULLYERINE) closed ? 31 mm 2 AUG 1947.

Co CORK

ACHADH DÚIN (AGHADOWN) 32 mm 22 APR 1940.
CASTLETOWN KINNEIGH ENNISKEEN (English spelling but double 'E' instead of 'EA')
(BAILE CHAISLEAIN CHINN EICH)
30 mm 8 MAY 1923.
RIVERSTOWN (English spelling) (BAILE RÓISÍN) closed between APR 1925 and
MARCH 1926. 30 mm 2 OCT 1922.
BAILE UÍ BHUAIG (BALLYVOIGE) closed since 6 MAY 1964 changed to
CILL NA MARTRA 33 mm 9 JNE 1938.
CARRAIG AN IME (CARRIGANIMMY) 34 mm 8 APR 1950.
CARRAIG RUACHÁIN (CARRIGROHANE) 34 mm 5 MAY 1951.
A rather worn datestamp. Shows two lines
in the midst, similar to Swiss datestamps.
(We call it in Germany Brückenstempel).
CEANN SÁILE (KINSALE) 30 mm 3 SP 1974. Date fully distorted;
to 10 SP 1974.
KINSALE PAID (English spelling) in red 29 mm 24 SP 1975.
KNOCKANEVIN (CNOCÁN AOIBHINN) (English spelling) 30 mm 24 MAR 1922.
CROSAIRE AN MHUILINN (ROCKMILLS) Closed ? 34 mm 22 DEC 1949 to1952.
DOMHNACH MÓR (DONOUGHMORE) 30 mm 13.3.1975. Date distorted.
DRUIM EACH (DROMAGH) 36 - 38 mm 4 MCH 1952.
DÚNARAILL (DONERAILE) 31 mm 11 AP 1973.
WHITEGATE (GEATA BÁN) (English spelling) 33 - 34 mm 17 .?. 1922.
Badly worn datestamp.
LÉIM LÁRA (LEMLARA) 34 mm 20 AUG .?. 1941?
TIGH NUA AN DÁ PHOTA (NEW TWOPOTHOUSE) 34 mm 25 OCT 1951 to 12 NOV 1951.

There is one more skeleton on cover, place name illegible, well legible MACROOM
and Co CORK and date of 8 JAN 23. (May be something like BALLINGEARY or
BALLINAGREE?).

Co DONEGAL

BRUIGHEANTA (BREENAGH) 34 mm 27 MAY 1948.
BUNDORAN (BUN DOBHRAÍN) (English spelling) 36 mm 10 AU 1922.
CRAOÍLOCH (CREESLOUGH) 30 mm 3 ... 1969 to 27 MR 1971.
AN FAL CHARRACH (FALCARRAGH) 31 mm 6 JU 1976.
RANN NA FEIRSDE (RANAFAST) 34 mm 20 JLY 1945.
RÁTHBHOTH (RAPHOE) 30 mm 6 JLY 1973.

Co DUBLIN

BLANCHARDSTOWN (BAILE LUINDIN) (English spelling) 30mm 13 JY 1972 (!).
The GPO/Dublin told me that the original stamp
was stolen! They did not tell me the period
of use of the skeleton.

MULL ACH ÍDE (MALAHIDE) 31 mm 30 DE 1975 4 mm between MULL and ACH (!).
BAILE ÁTHA CLIATH (DUBLIN) 33 mm 23 .?. 51(?). The date is reversed (!).
A badly worn datestamp, hard to decipher.

RETURNED LETTER SECTION DUBLIN (English spelling) 37 mm 27 JUN 1978
in violet.

BAILE ÁTHA CLIATH I (DUBLIN I) 30 mm 2 MY 1978.

Co GALWAY

ÁTH DIOMÁIN (ATTYMON) 34 mm 11 JUN 1937.

BALLYCRISSANE (BAILE CROSÁN) (English spelling) 30 mm 3 MAY 1922.

BAILE CROSÁN (Irish spelling) 30 mm 17 OCT 1939.

DALYSTOWN LOUGHREA (BAILE UÍ DHALAIGH) (English spelling) Closed 1924.
32 mm 29 MAY 1922.

BÉAL ÁTHA NA SLUAIGHE (BALLINASLOE) 30 - 31 mm 14.7.1953.
Month in Arabic figures.

CALTRA (CEALLTRACH NA PAILISE) (English spelling) 30 mm 27 MRCH 1922 -
28 APR 1922.

DOIRÍN (DERREEN) Closed (date closed not known but probably after 28.VII.54)
33 mm 8 Aug 1939.

PORTUMNA (PORT OMNA) (English spelling) 36 mm 8 JU 1922.

ROSSMORE (ROS MOR) (English spelling) 31 mm 16 MAY 1922.

Co KERRY

TRALÍ (TRALEE) 30 mm 4 AU 1971 month in letters.
5.10.1971 month in Arabic figures.

INCH ASCAUL (AN INSE) (English spelling) 36 mm 21 DE 1949
(See Dr de Burca's date of 5 DE 1949!).

KILLARNEY (CILL AIRNE) (English spelling) 34 mm 27 DE 1922.

CILL ORGLAN (KILLORGLIN) 30 mm 23 DE 1971 date distorted.

FAITHCHE (FAHA) 34 mm 14 SEP 1950.

Co KILDARE

BAILE CHOILPHIN (COLBINSTOWN) Head Office in Co Wicklow. 34 mm 18 JUN 1942.

CILL CHOICE (KILCOCK) 30 mm 23 MR 1976 to 18 MR 1977.

CILL DAINGIN (KILDANGAN) 33 - 34 mm 12 SEP 1947.

CROCHTA NA GRÉINE (SUNCROFT) 32 - 34 mm 14 DE 1942 - 9 APR 1946.

ALLENWOOD (FIODH ALMHAINÉ) (English spelling) 30 mm 15 Nov 1922.

Co KILKENNY

CALAINN (CALLAN) 31 mm 20 DE 1965.

Co LAOIS

ABBEYLEIX (MAINISTIR LAOISE) (English spelling) 34 mm 10 MY 1922.

SEANCHUA (SHANAHOE) 35 mm 15 MAR 1950. Rather smeared over.

Co LEITRIM

BALLINAGLERA (BAILE NA gCLÉIREACH) (English spelling) 30 mm 4 JAN 1923

EAST BAR (BARRA THOIR) (English spelling) 30 mm 81922.
Head Office is now Sligo, this postmark shows
ENNISKILLEN (N Ireland) as Head Office on bottom.

CLOONE (CLUAIN CHONMHAICNE) (English spelling) 30 mm 25 APR 1922.

JOHNSTON'S BRIDGE (CNOC AN DROIGHNEÁIN) (English spelling) closed 1935.
30 mm 22 JUN 1922.

GARRDHA DÉAS (GARADICE) 31 mm 14 JNE 1937.

Co LIMERICK

CALATHA UÍ THREO (CASTLETROY) 30 mm 21 DEC 1945.

CARRIGKERRY (CARRAIG CHIARRAIGHE) (English spelling) 30 - 31 mm.
18 DEC 1922.

CNOC ÁINE (KNOCKAINY) 34 mm 15 DEC 1947.

GARRDHA UÍ SPOLÁIN (GARRYSPILANE) 34 - 35 mm 22 JUN 1948.

GARRYSPILANE (GARRDHA UÍ SPOLÁIN) (English spelling) 31 - 32 mm.
11 JAN 1923 the date of year 23 is reversed.

MEANUS (MIANGHUS) (English spelling) 31 mm 18 JAN 1923.

Co LONGFORD

RICHMOND HARBOUR - NEW NAME: CLONDRA (CLUAIN DEOCHRA) (English spelling)
30 mm 24 AUG 1922.

GRANARD (GRÁNÁRD) (English spelling) 34 mm 31 AU 1922.

Co MAYO

BAILE AN RÓDHBA (BALLINAROBÉ) 30 mm 7 JU 1958 with star.

BALLA (BALL ÁLUINN) (English spelling) 35 mm 21 DE 1922 and 16 JA 1923.

BALLINA (BÉAL ÁTHA AN FHEADA) (English spelling) 38 mm 28 APR 1933.

BOTH FIONÁIN (BOFEENAUN) 34 mm 10 JAN 1940.

CATHAIR NA MART (WESTPORT) 30 mm 10 FE 1955.

CREAGÁN BÁN (CREGGANBAUN) 30 mm 4 JUN 1937.

DUBH EIGE (DOOEGA) 30 - 31 mm ... JAN 1948.

DUMHACH (DOOAGH) 33 - 34 mm 8 MAY 1940.

FINNY (FIONNMHUIGH) (English spelling) 30 mm 12 JUN 1922.

Co MEATH

ATHBOY (BAILE ÁTHA BUIDHE) (English spelling) 34 - 35 mm 6 NO 1922
and 8 NO 1922.

KILCARN (CILL CHAIRNIGH) (English spelling) 30 mm 18 DEC 1922.

DRUIM RÍOGH (DRUMREE) 30 mm 21 MR 1962.

DÚN BÓINNE (DUNBOYNE) 31 mm 19 DE 1955.

Co OFFALY

CLARA (CLÁRACH) (English spelling) 35 mm 29 AU 1922.
CLÁRACH (CLARA) (Irish spelling) 31 mm 13 DE 1954
(see Dr de Burca's date of 3 NO 1954).
FAHY (FAITHCHE) (English spelling) 30 - 31 mm Sep 22 date of day omitted.

Co ROSCOMMON

BAILE MHIC URTHUILE (BALLYMACURLEY) 34 mm 31 DEC 1951.
MOUNT TALBOT (CLUAIN NA gCLOIDHE) 30 mm 30 SEP 1922.
RINN A RODÁIN (OLD NAME: KINGSLAND) 33 - 34 mm 5 MCH 1946.
TEACH SRATHAIRE (FOUR ROADS) 32 - 33 mm 14 MCH 1951.

Co SLIGO

BALLYMOTE (BAILE AN MHÓTA) (English spelling) 31 - 33 mm a badly blotted circle 10 AU 1922.
BAILE AN MHÓTA (BALLYMOTE) (Irish spelling) 31 mm 31 DE 1965.
BÉAL ÁTHA NA gCAIRRGÍNI (CASTLEBALDWIN) Head Office in ROSC:
35 mm ...JAN 1938.
DRUIM CLIABH (DRUMCLIFFE) 30 - 31 mm 10 MR 1974
IASGACH (EASKY) Head Office in MAYO 30 mm 22 JA 1953.

Co TIPPERARY

BALLINAHINCH (BAILE NA hINSE) Head Office in Limerick (English spelling)
30 - 31 mm ..0 JUN 1924.
CAPPAWHITE (CEAPACH NA bhFAOITEACH) (English spelling) 34 mm circle
2 mm thick1922 dates of day
and month omitted.
CNOC LOCHTA (KNOCKLOFTY) closing date not known 31 mm 8 SEP 1936
the date of day '8' is reversed.
DURLAS (without ÉILE) (THURLES) 30 - 31 mm 1 SP 1972 month in letters.
DURLAS ÉILE (THURLES) 30 - 31 mm 28.11.1972 month in Arabic figures.
GLEANN BÁN (GLENBANE) 34 mm 8 JAN 1948 (?).
TERRYGLAS (TÍR DHÁ GHLAS) (English spelling) 30 mm 4 1922.

Co WATERFORD

CIINN tSAILE (BEAG) (KINSALEBEG) 30 mm 10 SP 1975 and 16 OC 1976
CLUAIN FHIADH (CLONEA) Head Office in Tipperary 33 mm circle 1 mm thick
26 JNE 1941.

Co WESTMEATH

BAILE AN CHURÉIL (CORALSTOWN) 33 - 34 mm 20 DEC 1941.
MOATE (MÓTA) (English spelling) 32 mm 10 AU 1922 circle seems to be
a double or perhaps it is badly blotted.
RÁTH ARNAIDHE (RAHARNEY) 34 mm 29 JAN 1945.
RÁTH CHONNRACH (RATHCONRATH) 31 mm 26 MR 1975.

Co WEXFORD

NEUBAWN (AN BABHÚN NUA) (English spelling) 34 mm 2 SEP 1922 badly worn.
BAILE UÍ CHUIGLE (BALLYCOGLEY) 32 mm 24 1936.
PORT (NA) CILLE MÓIRE (KILMORE QUAY) 30 mm 15 OC 1971 without 'NA'.
CLOHAMON (CLOCH AMUIN) 30 - 31 mm 18 DEC 1922 circle sporadically
blotted up to 2 mm thick.
KILANERIN (COILL AN IARAINN) (English spelling) 30 mm 17 MAY 1932.

Co WICKLOW

MOYNE (AN MAIGHEAN) (English spelling) 31 mm 3 APR 1932.
TIGH NA hEILLE (TINAHELY) 29 mm 2 AU 1972 and 17 ... 1972
date of month omitted.

In my collection I have a torn piece with two 2d ovpt in five lines which shows
above SPIKE ... and below COBH. A Post Office by the name of SPIKE is not known
to me and none of my Post Office Guides, dating back to 1930, give any
information. The date is 2 22. Can you help?

Note: SPIKE ISLAND is in Cork harbour and was part of the British Naval Base
up to 1922. It may well be that the postmark mentioned above was in
use at this location at a temporary post office? ED.

* * * * *

WHAT IS THIS ?

by Ivar Mørch



This small postmark (short side 13mm, Long sides 15mm) was
applied to a postcard which I recently acquired. What I can
read from the card is:- A person named Fred posts a picture
postcard from Kandy, Ceylon, and gets his three 2 cents
stamps cancelled by a CDS inscribed ANUARADHAPURA/DE 29/0(2).
The card is taken by railway, possibly down to Colombo, which
earns it the postmark, logically inscribed RAILWAYPOSTOFFICE/
30/02. The third dated postmark is a STOCKPORT/10.15 PM/JA
17/03, signifying that the card was delivered faster than most
mail nowadays. The address is in Romiley, Cheshire, very
near Stockport. Stockport is a rather big inland town just
south of Manchester.

Somewhere the card was furnished with the above triangular mark. The person
applying it placed it very near to the original Celon cancellations which cancel
the three stamps. The word IRISH makes one think that the card was first landed in
Ireland on reaching Europe. Unfortunately, the sign, letter or whatever it is, in
the sharp corner of the triangle cannot be read. It might be the number 4. But
why, where was it landed in Ireland and where was the mark applied?

Can anyone help?

HAVE YOU SEEN THESE ?

by W. Kane

Being most interested in Postal History, no matter what period, I am always pleased when I come across something new. I am not alone in this respect, all Postal historians are continually on the lookout for new information. This is the life's blood of the hobby, also one of the greatest joys.

Recently a friend of mine, who wishes to remain anonymous, showed me part of his postal history collection and I was delighted to be able to record the following items. All new to me and, I am sure, likewise to many other collectors.

Handstamps which contain the word 'IRELAND' after the town are always collectable items. 'AGHER ENFIELD IRELAND' - this is the first of this type that I have seen.



Again, 'NORTHERN IRELAND' in a date stamp is not a common cancellation. Here is a Belfast machine cancel of 1936, well worth looking out for.



Sunday cancels deserve special attention. Illustrated below is an attractive 'SUNDAY PAID' used on St Stephens Day 1830, struck in red. The entire was posted in TULLAMORE.



Here is another interesting strike, a Diamond with the letters 'BB', used on a postcard of 1874, posted in Dublin to a local address and then redirected to another Dublin address. The first address, Upper Baggot Street, was in Ballsbridge D0 delivery area. Could this 'BB' be an abbreviation of "Balls Bridge" ?

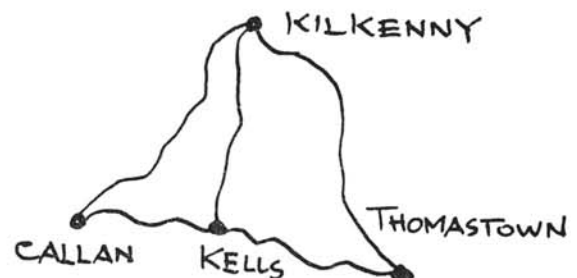


Ed. Sullivan of SKOKIE USA sent to me the tracing of the two line Receiving House mark KELLS/THOMASTOWN. This is the first time that I have seen this mark. I quote from the 4th Edition of the TRAVELLERS DIRECTORY:-

"Kells is now but a small place, though formerly a walled town of great note. It is remarkable for a priory having been founded there by Geoffrey Fitz-Robert, seneschal of Leinster, in the reign of Richard I. The prior of Kells was a Lord of Parliament and had a seat in the house of peers before the reformation".

Kells is situated approximately 7 miles from Kilkenny on the road to Carrick-on-Suir. Strange that it should come under THOMASTOWN which is on another road. Kells is much nearer to CALLAN.

KELLS
THOMASTOWN



John Keenan of Dublin showed me a Parcel Post label of 1907, with a 24 mm diameter single circle date stamp of the EXHIBITION B0 DUBLIN dated SP 14 / 07 all sans serif.

Is there nothing new ?

What a silly question to ask when speaking about Postal History-!!