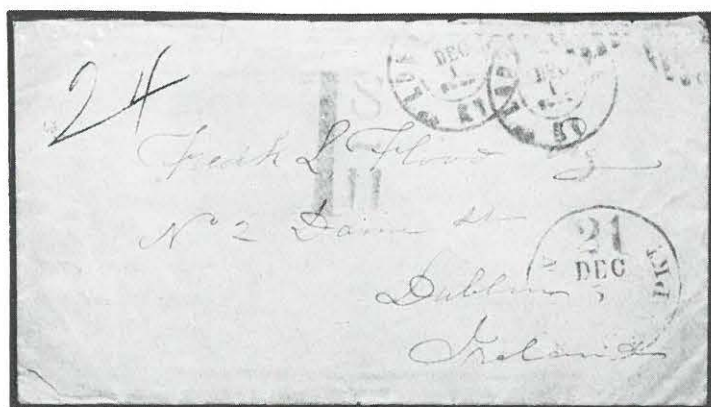


D.F. Newsletter

Vol. 2 No. 19 Summer 1975

House Journal of
DAVID FELDMAN LTD. DUBLIN



Transatlantic Ship Letters sometimes received handstruck marks showing the Ship rate on their arrival. The most frequently encountered is the "8" mark of Cove, but this "1s." mark of Dublin is comparatively scarce.

BY SUBSCRIPTION

D.F. Newsletter

Editorial

IRISH PHILATELISTS AT STAMP EXHIBITIONS

There seems little doubt in my mind that if there is one place where Irish Philately is lacking enthusiasm it is at exhibitions.

At home, Stampa, the Irish National Stamp Exhibition began in 1972 and but for a few provincial exhibitions seems to be the only in so far which attracts any interest or publicity abroad.

As for exhibitions abroad, foremost Irish collectors would usually enter a section of their collection into one or other of the British National exhibitions - Stampex or B.P.E. Attendance here is sadly waning.

There is no doubt that philately in this country is growing and without any official restrictions on the export and re-importation of your stamp collection one would expect a greater number of showings at the various Internationals.

Showing your collection at exhibitions abroad is within the whole spirit of philately and its fraternity. It is the mixing and gathering together of similar interests from all parts of the world. Think of the pleasure of discovering a stamp or postmark hitherto unknown to you hidden amongst the pages belonging to some South American collector, the chance to discuss your ten years study with another student of the same, over a cocktail and show him your collection in the morning, moreso, to win an award in front of all.

ESPANA '75

For Espana '75 this year we had two Irish entries; for Arphila '75 Paris we shall have only one collection from this country !

Philadelphia '76 will undoubtedly be one of the great exhibitions of this decade. I imagine even our fellow Irish collectors living in North America are preparing to toughen the competition for anyone with an Irish entry. Here is a great challenge and there is still good time to prepare ourselves if we begin NOW. Sending your collection with the Irish Commissioner will be simple and inexpensive. There are already organised excursion trips if you wish to participate personally. This is a good opportunity to begin. Let's at least show our hand of shamrocks !

D.F.

BOOKS

ENGLAND'S POSTAL HISTORY

By R. M. WILLCOCKS

At last the long awaited book has made its appearance. Postal Historians have anxiously looked forward to the date of publication - now it is here. R. M. Willcocks are to be congratulated on a fine production. They state in their publicity that this study of the post office and its postmarks is the first that has appeared for over twenty-five years and discuss in depth the carriage of letters over a period of 4,500 years.

What an undertaking to cover in 140,000 words and I must say the author has done a wonderful job of work on it. One would have liked more detail on some aspects, but with the limitation of 167 pages, it is understandable that this could not be achieved.

Personally I would have liked more information on Ireland particularly the Dublin Penny Posts, which is allotted one page in this book. Considering that Dr. Stafford Johnson covered this aspect so completely as far back as 35 years ago, there is no shortage of information on this subject, alas not readily available today.

The book which is cloth bound with a page size of 10" x 7½" and printed on excellent paper, has 24 pages of illustrations and some hundreds throughout the text. Chapter headings are: Early letters, 1635-1660, The Restoration Post Office, London's Local Post, Cross and By-Posts, Provincial Town Stamps, The Franking System, Palmer and the Mail Coaches, London 1794 and later, Provincial Local Delivery, Instructional Stamps, The Reforms of 1839-1840 and adhesive stamps, and Maritime Postal History (by Alan Robertson) with three Appendices.

All this written in a most readable style, quite an achievement - congratulations. The book is obtainable from most Philatelic Literature Dealers or from H. J. Varnham, 21 Tranquil Vale, Blackheath, London, SE3 0BU, England. Price £7.50. Available in North America \$20.00 from S. W. Shelton, 45 Wynford Heights Crescent, Apt. 509, Don Mills 403, Ontario, Canada.

MILFORD HAVEN TO WATERFORD PACKET ROUTE.



Recently I made a purchase of a Postal History collection and when reading the contents of the letters, I came across three items with a bearing on the above subject.

The first one, dated at Waterford on the 5th June 1819 was signed by a Mr. George P. Ridgway and was addressed to Henry McDougall Esqre., Harcourt Street, Dublin, the postal rate of 2/3 was raised in manuscript.

The contents as follows:-

I can have no doubt but it must be known to thee, that since the removal of the Packett established from Passage to Dunmore pier, the Postmaster General have imposed an additional tax of two pence on our English letters. Being member of a Committee appointed by the Chamber of Commerce of this city to make enquiry how far the Gen. P. Office have the right to demand such addition, I am deputed to address thee. We have had communications with the P.M. General some months since respecting the increase, and they submitted a case to Counsel for opinion, how far it was legal to add the twopence both in Dublin and Waterford, the opinion was decisive against the legality yet the impost was continued. Some of our members being in Dublin shortly after, stated to the P.O. Secretary; that altho' the clause in the Act might warrant the enforcement in Dublin, from Howth being outside the harbour, that in their estimation it should not be collected here, as Dunmore is within the Harbour of Waterford. On this point Ed. Lees promised to take the ---- (INDECIPHERABLE) of the Attorney General and to inform us the result; we understand the former has been done, but the latter has never been complied with, and report says that the opinion was decisive as to the illegality of the change.

The Act on which we claim our right of exemption is the Mileage Act, 54 Geo. 3, Chap. 119, Sect. 1 and the Post masters Genl. say that they ground their charge on the same; the clause is as follows: - "That all letters and Packetts directed from any place in Ireland to any port or ports in Sreat Britain etc. shall be charged and paid for bheir postage and conveyance within Ireland, from or to Dublin, Waterford, or Donaghadee, or any other Port where Packett Boats for the conveyance of letters to and from Ireland may be established etc.

This clause we consider as expressly negating any charge for inland conveyance of letters addressed to or from Great Britain by Dublin, Waterford, or Donaghadee and we request thy opinion hereon; with thy advice as to the mode of proceeding in the most summary way to terminate the difference as we are anxious to have the matter brought to a speedy decision.

Please address to John Harris - V. Pres. Chamber of Commerce I claim excuse for enclosing B. Notes of our town instead of those of the B. of Ireland, as I dont at present happen to have Guins. of the latter.

I remain very respectfully,
Thine etc. etc. etc.
Geo. P. Ridgway.

The second letter is dated 22nd May 1821 and is from Mr. Samuel Starbuck of Milford and addressed to Edward Courtenay, Merchant, Waterford. The entire is endorsed "Post Paid" and "P3" M/S in Red.

The letter reads as follows:

Esteemed Friend

I have long thought whether Steam Packets might not be advantageously employed between this and Waterford, but have feared the roughness of the sea in the winter might prove an almost unsurmountable objection, though lately the Captn. of an American ship (now in the Liverpool trade) put in here, he told me he commanded a Steam Packet between New York and Charlestown, South Carolina near three years, and from his experience and what he knew of this channel, he was confident they would do well here, that I am now desirous this neighbourhood should exert itself to obtain the establishment and propose that we send a petition to the Officers of the General Post Office to that effect, and being informed of the Petition from the Waterford Merchants, I take the liberty to ask the favour of them if admissable to send me a copy of it previously to ours being drafted.

I am they Sincere Friend,
Saml. Starbuck.

The third of the items was a copy of two letters, the first letter being dated 20th July 1824, and is from the General Post Office and addressed to Thomas Cuthbert Esq. Chairman of the Committee of Merchants, Cork.

The text as follows: -

Sir,

I have received, and laid before My Lord the Postmaster General your further letter of the 7th instant upon the improvement of the communication with the South of Ireland via Milford - and I beg to inform you that no one of the points alluded to in your letter has escaped the attention and consideration of his Lordship -

With regard to the transfer of the Steam Packets, recently employed at Milford, to the Holyhead Station; I am to explain that the arrangement was meant to be of a temporary nature; and that two of the Vessels now employed at Milford are of equal power with those for which they have been exchanged and the other two are not greatly inferior - and as a proof that My Lord is not unmindful of the importance of the correspondence passing by way of Milford, and that the fears of the Committee of Merchants are unfounded, in respect to any intention of abandoning that line of road, I have the satisfaction to acquaint you, for the information of the committee, that his Lordship has been unexpectedly enabled to accelerate the speed of the Mail Coach, which will now arrive at Milford, at an earlier hour than heretofore and depart considerably later -

By this regulation the PostMaster General anticipates that the desirable object of a day passage between Milford and Dunmore will be effected both ways; as the Packet will not be obliged to start from the latter place until 5 o'clock in the morning -

A full communication has been made to the Irish Post Office of this new regulation, that it may judge how far the correspondence of Waterford and Cork can be accelerated by its means -

This is all that can be done at present, until it can be seen what will be the result of the new Survey of the roads in South Wales; but in any view of the case My Lord the Post Master General could not have found himself justified in detaining the important correspondence from the West of England, and the lower line of South Wales with Ireland; as suggested by the Committee for 24 hours in order to effect a delivery of the London Mail only at Cork, at an earlier hour than it now is -

I have the honor to be

Sir,

Your very obedient

humble Servant,

F. Freeling

Secretary.

Then follows the reply to the above : -

Headed Cork 24th July 1824

Addressed to Sir Edward S. Lees.

Sir,

I am directed to acknowledge the honor of your letter of the 12th instant, and to renew the application heretofore made for a despatch of the Mail Coach from Waterford for Cork in the Evening, instead of delaying it as at present 'till the Morning, and thereby causing the very unaccountable waste of 12 to 14 hours. An arrangement such as we seek is now more called for than before, as by a letter just received from Mr. Freeling, we learn that the acceleration which we contemplated as practicable in the speed of the Mail Coach to Milford has actually taken place on our representation and that everything which is possible to effect for the present has been done at the other side of the Channel. - We trust therefore that their Lordships the Postmasters General of Ireland will not longer delay the consideration of our reasonable entreaty, as we had looked with confidence for a change at Waterford at the same moment that it was effected on the Milford route. -

The Committee were perfectly aware when they wrote you last that proposals for conveying the Mail from Waterford to Dunmore were advertised for - but they hope that their Lordships under the new circumstances of the Correspondence would advertise rather than contract - to be concluded on a certain day under securities etc. as usual.

I have the honor etc.

Thos. Cuthbert.

Chairman

Committee of Merchants

Cork.

The above letters has awakened an interest in the Milford Haven - Waterford Route and I would be most grateful to anyone who could supply further information to what I now subscribe.

It was by an Act of 1787 (27 Geo III Cap 9) that the Post Office Packet Service was established on April 1st, between Milford Haven and Waterford. Strange to say while Waterford is stated as being the Irish terminus, it was at Dunmore East which is located about 11 miles from Waterford that the port of arrival was finally established.

It was not until 1824 that we had a Steam Packet on this service, in that year the Paddle Steamer Packet "ALADDIN" and some of her sister ships were transferred from Holyhead to Milford Haven, and the old sailing packets were withdrawn from the service.

With the larger boats on the service it was necessary to improve landing facilities and this led to the building of a massive pier and breakwater at Dunmore East.

Similarly Milford Haven was only established as the port of arrival after 1790. The Packet had hitherto gone to Haverford west before it was finally agreed that the Packet's destination should be Milford. In the early days Haverfordwest was considered as the commercial centre of Pembrokeshire. It was situated on the northern extremity of Milford Haven. Haverford west was a Post Town as far back as 1600 due to its position on the road to Milford. It had a Mail Coach Service from 1787.

On the Irish side charges were assessed from Dunmore East - prior to 1840 instructions were given to the effect that the Mileage Reference Tables should be used by the Postmasters for the computation of mileage on letters going by the Milford haven route to be charged from Dunmore rather than Waterford.

The stature of the route was such that it is recorded that between 1793 and 1839 a total of 29 vessels were employed as Post Office Packets on this route. In 1824 Steam Paddle or screw vessels were first introduced. 14 such vessels were employed.

Due to the fact that the "Milford Route" was by far the shortest route between the Southern parts of Ireland and England, one would have thought that it should have been a busy and prosperous venture. Such was not the case.

The roads to Milford became so bad that by 1835 the Roads Commissions had so many complaints that it was suggested that a special fund be instituted for the purpose of maintaining the coach roads to Milford. The money to be raised partly by a levy on goods and mail carried along the route.

Francis Freeling, Secretary to the Post Office did not take kindly to this suggestion, and strongly objected that such a levy should be put on the mail. In a minute dated 28th February 1836, he stated:

"It appears to me that this Bill provides very clearly for an imposition of certain minimum rates of postage upon all letters transmitted via Milford and Waterford in addition to the existing rates, and that the application of the monies to these routes is to be confined solely to the purpose of the County of Pembroke under the direction of the Lords of the Treasury..... in improving the Road to Hobb's Point from which the Packets are to depart ..."

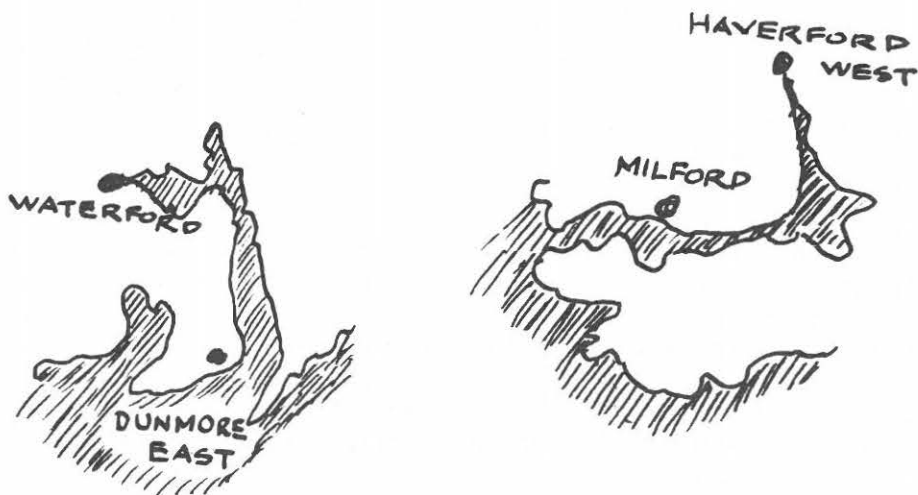
In spite of all protests the Bill became law on the 21st June 1836 and the following day a Circular was sent to all Postmasters.

"Irish letters to and from Ireland via Milford and Waterford charged an additional halfpenny, Single and one penny, Double, etc. "

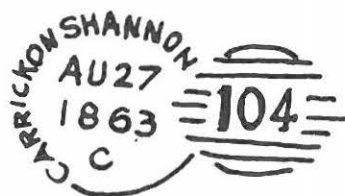
The charge was applied in manuscript I have never seen an instance where a handstamp was employed. Covers with the additional $\frac{1}{2}$ d used on the Milford route are scarce, since on the advent of the Uniform Fourpenny rate which came into operation on 5th December 1939, the additional $\frac{1}{2}$ d charge ceased. This rate only enjoyed a life span of $3\frac{1}{2}$ years. One of the reasons for the rarity of letters

showing the additional $\frac{1}{2}$ d of the Milford route was that many letters were diverted to travel via Dublin. One should remember that no special Post Office handstamps were issued for use on this route. Letters carried by this service are recognisable by the Waterford transit datestamp and the absence of the Dublin backstamp, also by the postal charges in manuscript on the front of the letter, which differs in amounts from those carried on the other Irish Sea mail packet routes. Eventually the Irish mail station was transferred to Holyhead, regrettably i have not been able to trace the date when the Milford Haven to Waterford Packet route ceased.

BILL KANE



LETTERS TO THE EDITOR



Dear Editor,

Thank you for the Newsletter just received. I was interested to see the comment on the Carrick Spoon, but unfortunately both of you miss the important point. It does not really matter what we call it, but what is it? Is it generally agreed firstly that it cannot possibly be a peculiar strike of the normal I type? Neither of you actually say so, but anyway I will start by saying that although I examined it under difficult conditions I had no doubt this must be a new handstamp. As the normal I is known in January 1865 it cannot be this one recut, it cannot be the recorded E type, and I do not think a peculiar strike could have omitted the two more lines below.

I'm sure it was not intended to be a third type, but its quite possible that when they were recutting it in March '57 they made a mistake, altering only the side bars and leaving the others untouched; when they were told about this, they made a new stamp and Carrick was told to use this only in an emergency. Your correspondent must remember the date of use may not have any bearing at all on its date of manufacture.

I agree we should not call it type E (B), as all these were new stamps made and intended to be in this way. It must be a new type - we could say H for Hybrid or M for Mystery, but unless more are found it is hardly worth coining a type letter. Are strikes of the I type clearer after August 1863 than they were before? Two I have here in mid 1862 are practically unreadable, but I have not enough to judge if it is a gradual worsening, then improved by recutting to some extent at this time. It still may not be very good, but is it better?

I was also interested in your article on cross posts, and Bianconi; I had not seen this statement of his before. It is most useful confirmation of what I said in my book just published, about the appalling administrative state of the Irish Office before England took over the running again (pages 119/120) in 1832 - what is the betting that Lees was taking a large cut from the Postmasters if the P.O. was paying more than twice the proper sum. It is what one would expect, and 'The Lords' would not know about it. It is also interesting to confirm how efficient the Duke of Richmond was, and by implication Lord Althorp, the Chancellor of the Exchequer.

Yours truly,
Martin Willcocks..

Dear Editor,

On p.7 of your Spring 1975 issue you invite comments on the 1863 Carrick-on-Shannon "spoon".

Any collector of cancellations would recognise at once that it is a poor impression, or an impression of a worn handstamp. The outline of the bars within the oval (the part least exposed to wear) is adequate evidence that it is the Irish type.

Regarding the Maltese Cross cancels on page 8, it is apparent that every post town had a cross canceller, but the vast majority were of the standard type, indistinguishable from each other and therefore not providing scope for study. The few listed in the handbooks are there because they are non-standard. Certainly there is scope for research, notably in the varieties of cross used in Dublin, their special features and their dates of use.

Regards,
Yours sincerely,
Fred E. Dixon.

PEN PAL REQUIRED

CANCELLATIONS

Mr. D. P. Baumann writes to say that checking through his First Day Covers of "Womens Year 1975", he found that they were all cancelled 24.3.1974 instead of 1975. This error was constant on all covers which were cancelled at the Waterford Post Office.

Miss Olga Kerr informs us that she has an F.D.C. of the Contemporary Irish Art 1974 postmarked on the 19.7.74.

Although the stamp was not issued until the 19th August 1974 !

Surely a case of the P.O. clerk failing to change the month slug in the handstamp. This happened at Kilkenny. Anyone else with similar covers ?

Mr. Orlando Del Pilar,
P.O. Box 388,
Duebradillas, Puerto Rico,
00742 U.S.A.

who is 19 years of age, and would like to correspond with an Irish Philatelist with a view to exchanging stamps.

Mr. Wilfried Germer,
Zingel 22,
3200 HILDESHEIM,
West Germany

is looking for an exchange partner in Ireland.

CONGRATULATIONS

To Mr. James Maher, of Wisconsin, U.S.A. on winning a Gold Medal at the S.P.A. Exhibition also a Gold Fruit Plate at MILCOPEX. As these Exhibitions were the first attempt at competition made by Mr. Maher, he is to be complimented indeed.

PRICES REALISED

IRELAND AT THE AUCTIONS

The same old tendencies are making themselves apparent again these days. Demand far exceeds the supply of unusual and superlative items. The high level of prices being currently maintained is in some cases quite amazing. People tell me how they used to buy Irish Ship Letters for 2/6d each - now the scarce ones sell for £200 to £300. A few unusual items have appeared lately:

<u>POSTAL HISTORY</u>		Est.	Real.
1716	E.L. showing a superb impression of the rare "tete-beche" Dublin Bishop for 24/MA (SG. 6/74)	£250	£280
1812	E. with good strike of the "mermaid" type Free in Black. (HRH 11/74)	£25	£48
1821	E. showing fancy framed "SHIP LETTER/DUBLIN" IN red, fine. (RL 11/74)	£60	£70
1838	redirected EL, with fine script "Redirected/at Cork" "TO PAY" and oval "POSTAGE/NOT PAID" (SG. 6/74)	£65	£75
1840	E.L. showing framed "LIMERICK/SHIP LETTER", fine but not complete (RL 11/74)	£100	£130
1843	E. showing fine "DUBLIN/Shipletter" in red (RL 2/75)	£40	£75
1850	Small env. showing on reverse "Army RH/Ballymoney", Ballymoney and Belfast cds, all in blue, superb (SG 6/74)	£30	£27
1856	Wrapper bearing Archer perf. 1d from Dublin to London (SG 3/74)	£30	£40
1869	Cover showing "PAID/DERRY/COL PACKET" cds in red, fine (RL 2/75)	£35	£45

GB USED IN IRELAND

1841	1d. with distinct and almost complete strike of the rare Mullingar Cross (SE 11/74)	£80	£85
1870	½d Plate 9, a fine pair cancelled at Newry, (SG 11/74)	£40	£44
1887/92	£1 Green, fine used at Wexford (RL 9/74)	£30	£36

OVERPRINTS

1922-3 2/6, mint and showing minor re-entry at right
(RL 6/74) £75 £75

1925 5/- Narrow, a mint block from right of sheet,
lower two stamps showing the slanted overprint
variety (RL 6/74) £50 £120

(References: SG - Stanley Gibbons; RL - Robson Lowe;
HRH - H. R. Harmer; 6/74 - June 1974 etc.)

Some even nicer material will have been sold by the time you read this.
Robson Lowe have a specialised Ireland sale on May 15th, and some
Irish items have been included in the Victoria Sale of GB on May 14th.
Among some of the gems are:

MAY 14th.

1841 1d. tied by a complete strike of the Maltese Cross in full
green to cover from Glenarm. £250

1854 1d. SC 16 on piece tied by Clifden cds in blue. £40

1854 Another example tied to piece by Killucan cds in red. £50

MAY 15th.

1805 E.L. showing the very rare "POST PAID/Irish/British"
h.s. very fine. £120

1840 2d. Mulready wrapper a98 used from Limerick to Dublin. £100

1862 Envelope bearing 1d red and showing oval cachet "ROYAL
VICTORIA HOTEL/CORK/POST PAID". £45

1922 Dollard $\frac{1}{2}$ d, a mint block of four with overprint inverted. £200

1922-23 1/- Accent Missing, in a vertical strip of three, mint £850

1935 2/6 to 10/- in unmounted mint corner blocks of four showing
the "flat accent" variety. £240

1929 1/6 Brown telegraph form, code "A1/SE". £45

This sale will undoubtedly be one of the highlights of 1975.
A full report will follow.

D. Mc D.

DEFINITIVE SERIES OF STAMPS

The Department of Posts and Telegraphs wishes to announce the following changes in the present definitive series of stamps:

- (i) The following definitive stamps will be withdrawn from sale at Post Offices on Wednesday 30th April 1975.

1½p, 2½p, 3½p, 7½p.

These denominations will be available from the Philatelic Section, GPO, Dublin 1, after the above date until stocks are exhausted.

- (ii) The designs of the 6p and 7p definitive stamps will be changed from the Stag design to the Dog design.

- (iii) Three new definitive stamps will be introduced as follows:

8p - Stag Design
15p - Winged Ox Design
£1 - Eagle Design

The changes at (ii) and (iii) above will be introduced later this year, probably in June 1975. The exact date will be announced later.

The usual First Day of Issue service will be available in respect of the 6p and 7p stamps in the Dog design and the 8p (Stag) 15p (Winged Ox) and £1 (Eagle) stamps. A special first day cover will also be on sale.

These five stamps which will be printed on un-watermarked paper will all be issued on the same date.

PROGRAMME OF SPECIAL POSTAGE STAMPS FOR 1975

The special and commemorative postage stamps for 1975 are:

Sub.	Issue	Denom.
1. Inter. Womens Year.	24/3/75	8p, 15p
2. (CEPT) (EUROPA)	28/4/75	7p, 9p
3. European Amateur Golf Team Champion.	26/6/75	6p, 9p
4. Contemp. Irish Art	28/7/75	15p
5. Bi-Cent. of foundation of Presentation Order of Nuns	1/9/75	5p, 7p
6. European Architectural Heritage Year	6/10/75	5p, 6p, 7p, 9p.
7. Christmas	13/11/75	5p, 7p, 10p

The dates of issue and denominations are provisional.

Special pictorial datestamps will be used to cancel all mail emanating from the Philatelic Section, GPO, Dublin 1 on the first day of issue of each new stamp in 1975.

STAMPA '75

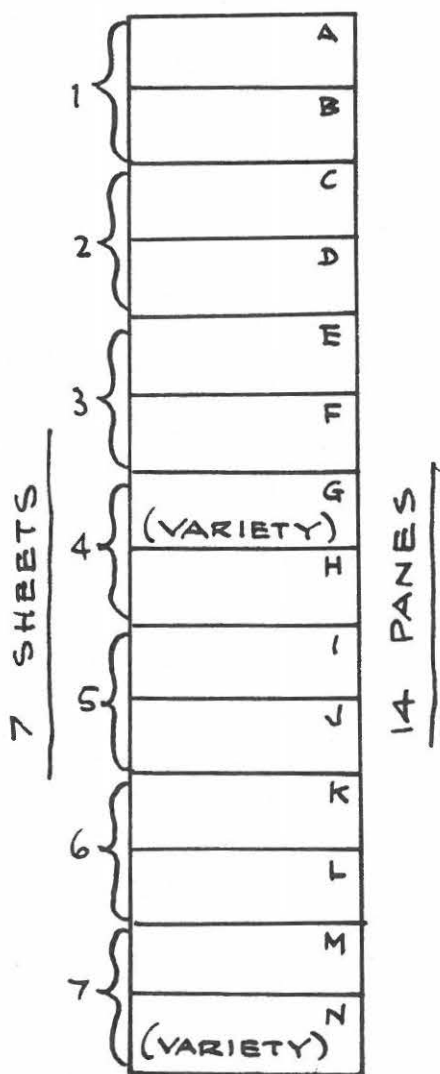
will be held in the Gresham Hotel, Dublin, Thursday to Sunday 13th to 16th November, both dates inclusive.



← The stamps issued on 9th September 1974 to commemorate the Centenary of the Irish Rugby Football Union, have been the subject of debate for some time now. The Post Office publicity leaflet informs us that the 3½p value was printed by Harrison & Sons Ltd. - Recess, and the 12p by a combination of recess and photogravure.

On the 3½p value an interesting 'Re-Entry' is found strange to say, not on all the sheets issued. The make up of the sheets was two panes of 50 (5 Rows of 10 stamps) with a gutter between.

The variety is located on R4.S1. Top pane on one sheet and in the same position but on the lower pane on the other sheet.



By making a study of the sheet numbers, one can come to the conclusion that the Roller consisted of 14 panes or 7 sheets of 100 stamps.

From the illustration of the suggested layout on the plate, it will be noted that the variety occurs on the 4th (top pane) and the 7th (lower pane) sheets; i.e. two varieties in every seven sheets.

Another point of interest is that the stamps issued on the 9th September were all of a pale shade of greyish green, despite being described as Dark Green by the Post Office. Later on the Dark Green shade appeared. On seeing the Dark shade ones reaction was, here is a new printing. This was confirmed by the fact that the 'Re-entry' was no longer to be found on the 'Dark Green' printing.

Another feature to be noted, is that on the 1st printing an identical sheet number was located on the left and right margins, but strange to relate the 2nd printing (Dark shade) carried two entirely different numbers on the margins. It is hard to find a reason for these numbers without any relation to each other on the same sheet, could it be for security reasons ?

The 12p Multicolour provided some nice colour shifts - more anon.

ADDITIONS

SET 96C UNMTD. USED

1974 (May 25) EUROPA

C190	5p	12p	12p
C191	7p	20p	20p

(F.D.C. 50p)

SET 96C	30p	30p
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SET 97C

1974 (June 24) BI-CENTENARY OF THE
DEATH OF OLIVER GOLDSMITH

C192	3½p	7p	7p
C193	12p	24p	24p

(F.D.C. 45p)

SET 97C	30p	30p
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SET 98C

1974 (August 19) CONTEMPORARY
IRISH ART

C194	5p	10p	10p
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(F.D.C. 20p)

SET 99C

1974 (September 9) CENTENARY OF
IRISH RUGBY FOOTBALL UNION

C195	3½p	7p	6p
C196	12p	24p	24p

(F.D.C. 45p)

SET 99C	30p	30p
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SET 100C

1974 (October 9) CENTENARY OF THE
U.P.U.

C197	5p	10p	10p
C198	7p	15p	15p

(F.D.C. 35p)

SET 100C	25p	25p
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SET 101 C

1974 (November 14) CHRISTMAS

C199	5p	10p	10p
C200	15p	30p	30p

(F.D.C. 50p)

SET 101C	40p	40p
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SET 102C

1975 (March 24) INTERNATIONAL
WOMEN'S YEAR

C201	8p	16p	16p
C202	15p	30p	30p

(F.D.C. 55p)

SET 102C	45p	45p
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SET 103C

1975 (April 28) EUROPA

C203	7p	14p	14p
C204	9p	18p	18p

(F.D.C. 45p)

SET 103C	31p	31p
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