



750th Anniversary of Ballintubber Abbey.

The design of the stamp, depicting the interior of the Abbey, is based on a lithograph taken from George Wilkinson's *Practical Geology and Ancient Architecture of Ireland* which was published in 1845 by John Murray, London, and William Curry and Co., Dublin.

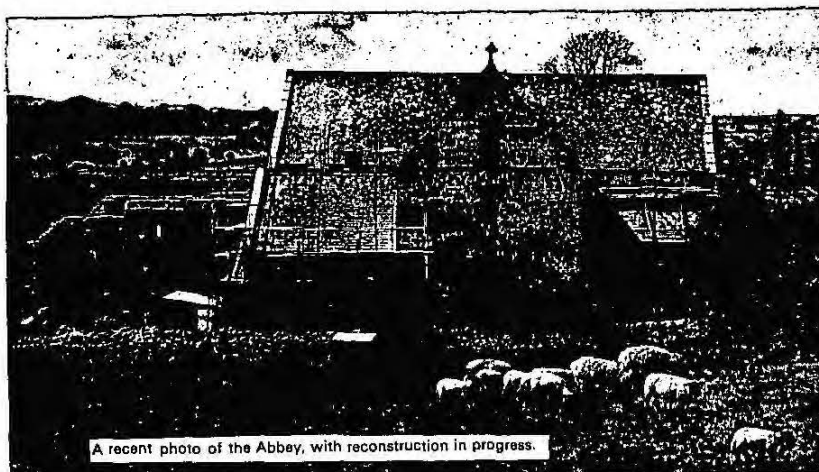
5d., colour, sepia (25 million)

1s., colour, black (2½ million).

Ireland issued a very fine commemorative for the 750th anniversary of Ballintubber Abbey on November 8th, 1966. On Nov. 9th, William Kane of Dublin reported to us that he had found two flaws or varieties on the issue which we report herewith.

The first consists of a small mark between the design and the stamp (shown above). It is found in the top left hand pane, 5th stamp down.

The second is a break in the cross hatching of the dividing gutter under the 3rd row, counting from the left. We appreciate the receipt of this information for the benefit of our members.



(Both Values)



Row 1

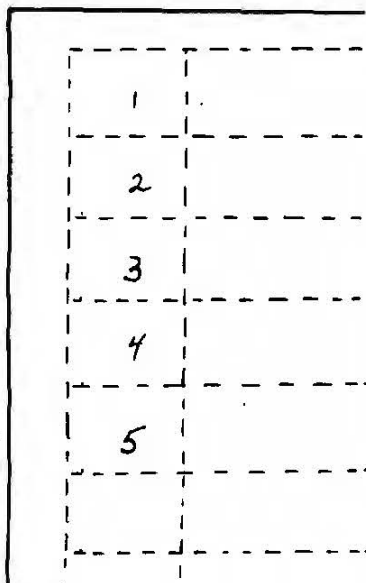
Row 2

Row 3 (break)

There are many references in the ancient annals to the year 1216 as the year of the foundation of Ballintubber Abbey but the circumstances are shrouded in legend. The most generally accepted is that it was built by Cathal O'Connor, the natural son of King Turloch. Before he ascended the throne he was in flight from the vengeance of Turloch's queen. When he ascended the throne, he ordered the abbey built in appreciation for the kindness he had received there.

The most glorious chapter in its history occurred after the partial destruction in 1653. The monastic buildings and cloisters were laid in ruin and the timber roof was consumed in the holocaust but the stone-vaulted roofs of the chancel where the altar stood remained intact and the congregation continued to hear Mass on the grass-covered ground.

Page 643



Location of the Flaw

# **Eire Philatelic Association**

(INTERNATIONAL)



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back copies: 40¢ (members) 50¢ (non-  
members) plus postage.

## **SECRETARY'S REPORT**

The efforts of a number of our members has resulted in such a large group of new members that we are listing them on page 646.

- # 411 Harry Hayes, 18 Field Hill  
Batley, York, England (renewal)
- # 123 Joseph W. Curran, 1288 Pineview  
Drive, Vermillion, Ohio 44089  
(renewal)
- # 314 A Houston Barnett (deceased  
August 8, 1966)

## **MEREDITH'S: THE POSTAGE STAMPS OF IRELAND AVAILABLE TO E.P.A. MEMBERS**

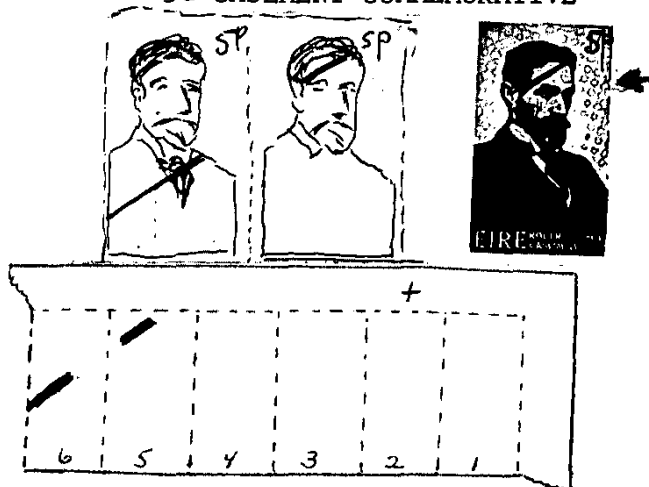
A photostat of the fourth edition of Meredith's valuable reference work has been donated to the EPA. This work contains much on the subject of the overprints. EPA members in good standing may borrow the book for a period of two weeks by sending 25¢ to cover postage and handling to Gil Roberts, 1716 West Alpine, Stockton, California. 95204.

ARE YOUR DUES PAID FOR 1966-67. A  
PROMPT REMITTANCE WILL SAVE POSTAGE &  
INSURE THE CONTINUANCE OF REVEALER  
PUBLICATION

## **FLAWS AND VARIETIES**

By William Kane

### **5d CASEMENT COMMEMORATIVE**



Top right hand side of pane, counting inwards - stamps 5 & 6 :

Stamp 5. Mark across the forehead.  
Stamp 6. Mark commences at Casement's left shoulder, through the tie and finishes at right arm.

This flaw was constant from the first day of issue until, a second printing was issued mid October 1966 when the flaw was corrected.

### **INDEX TO BE PUBLISHED**

The Philatelic Literature Association, whose President is EPA member, Daniel W. Voors is planning to publish in its March 1967 issue of "Philatelic Literature Review" an index to the "Revealer" as well as an Irish Stamp Bibliography. We are hoping that we can make arrangements to have this made available to our members.

### **AREA MEETING SCHEDULED**

The E.P.A. members will hold an informal meeting in connection with the WESTPEX Stamp Exhibit in San Francisco on Sunday, May 14th, 1967 at 1:30 P.M. at the Jack Tar Hotel. Area members are asked to contact our Secretary, Gil Roberts so that a program can be arranged.

### **ITEMS OF INTEREST**

Wish to trade Irish commemorative stamps 1960 to date. U.S. material extensive. Write for particulars. M. J. Fennessy, Juneau Wisconsin 53039.  
212 1/2 East Oak Street

# EASTER RISING FIRST DAY COVERS SERVICED AT IRISH POST OFFICES

By Michael Leonard

## Types of Cachet Used

A = Open End

B = Boxed

Lá a Chéad Eisiúna  
First Day of Issue

Lá a Chéad Eisiúna  
First Day of Issue.

Twenty-nine of the thirty-eight post offices listed were servicing "First Day of Issue" covers for the first time. The nine post offices which have previously provided "First Day of Issue" cachets are as follows (#): G.P. O. Dublin 1, St. Andrew Street P.O. Dublin, Cork, Dun Laoghaire, Galway, Limerick, Sligo, Waterford, and Wexford.

Drogheda was the only office with violet ink for the "First Day of Issue" cachet, all the other towns used black ink.

A complete series of 38 covers should be very rare since one town, Longford, records only 26 covers serviced on day of issue.

Dublin, of course, heads the "score chart" with a total of 34,438 covers serviced from a grand total of 57,120 for the entire country.

My thanks to the Philatelic Section of the G.P.O. Dublin for their great assistance with my researches.

| Post Office        | Postmark (Gaelic)          | Cachet Type | Color  | No. of Covers |
|--------------------|----------------------------|-------------|--------|---------------|
| AN UAIMH           | AN UAIMH 1.                | B           | Black  | 271           |
| ATHLONE            | ÁTH LUAIN 2.               | B           | Black  | 493           |
| BALLINA            | BÉAL ÁTHA AN FHEADHA 3.    | B           | Black  | 180           |
| BANTRY             | BEANNTRAIGHE               | B           | Black  | 150           |
| BIRR               | BIORRA                     | B           | Black  | 205           |
| CARLOW             | CEATHARLACH 3.             | B           | Black  | 200           |
| CARRICK-ON-SHANNON | CARA DROMA RÚISG           | B           | Black  | 125           |
| CAVAN              | CABHÁN                     | B           | Black  | 185           |
| CLAREMORRIS        | CLÁR CHLOINNE MHUIRIS      | B           | Black  | 142           |
| CLONMEL            | CLUAIN MEALA 2.            | B           | Black  | 400           |
| CORK #             | CORCAIGH                   | B           | Black  | 8,070         |
| DONEGAL            | DÚN NA nGALL               | B           | Black  | 211           |
| DROGHEDA           | DROICHEAD ÁTHA 1.          | B           | Violet | 480           |
| DUNDALK            | DÚN DEALGAN                | B           | Black  | 520           |
| DUN LAOGHAIRE #    | DÚN LAOGHAIRE 3.           | A           | Black  | 2,052         |
| ENNIS              | INIS 2.                    | B           | Black  | 165           |
| ENNISCORTHY        | INIS COIRTHE 3.            | B           | Black  | 184           |
| GALWAY #           | GAILLIMH                   | A           | Black  | 1,435         |
| KILKENNY           | CILL CHOINNIGH 1.          | B           | Black  | 85            |
| KILLARNEY          | CILL ÁIRNE 1.              | B           | Black  | 240           |
| LETTERKENNY        | LEITIR CEANAINN            | B           | Black  | 150           |
| LIMERICK #         | LUIMNEACH 5.               | A           | Black  | 2,141         |
| LONGFORD           | LONGPHORT 1.               | B           | Black  | 26            |
| MALLOW             | MALA 4.                    | B           | Black  | 291           |
| MONAGHAN           | MUINEACHÁN                 | B           | Black  | 132           |
| MULLINGAR          | MUILEANN CEARR 3.          | B           | Black  | 307           |
| NAAS               | NAS 2.                     | B           | Black  | 318           |
| PORT LAOISE        | PORTLAOISE 3.              | B           | Black  | 145           |
| ROSCOMMON          | ROS COMÁIN                 | B           | Black  | 81            |
| SLIGO #            | SLIGEACH                   | B           | Black  | 653           |
| THURLES            | DURLAS ÉILE                | B           | Black  | 220           |
| TRALEE             | TRAIGHLÍ                   | B           | Black  | 307           |
| WATERFORD #        | PORT LAIRGE                | A           | Black  | 1,065         |
| WESTPORT           | CATHAIR NA MART            | B           | Black  | 225           |
| WEXFORD #          | LOCH GARMAN                | A           | Black  | 686           |
| WICKLOW            | CILL MHANTÁIN              | B           | Black  | 142           |
| G.P.O. DUBLIN #    | BAILE ÁTHA CLIATH 27, 24   | A           | Black  | 34,438        |
| ST. ANDREW ST. #   | SAN AINDRIAS A. Cliath 21. | A           | Black  |               |
| Total              |                            |             |        | 57,120        |

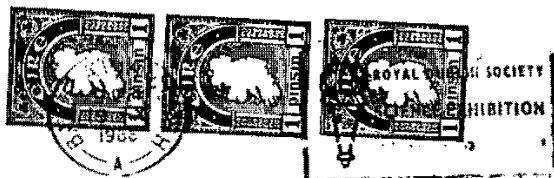


We are planning a Supplement on Irish Revenue Stamps and would appreciate help from our members.



EIRE PHILATELIC ASSOCIATION WELCOMES THE FOLLOWING NEW MEMBERS:

- |                                                                                      |                                                                                             |
|--------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|
| # 430 Richard A. Sullivan, Rt. 2, Box 103k-2, Oakley, Calif. 94561                   | # 450 Marc L. Schwartz, B-1 Jefferson 950 North Pleasant St., Amherst, Massachusetts. 01002 |
| # 431 L. Paul Azcuenaga, 727 North 200 East, Bountiful, Utah 84010                   | # 451 Michael H. Begnal, 5260 - 17th Ave., N.E., Seattle, Washington 98105                  |
| # 432 Michael Joseph Fennessy, 212 1/2 E. Oak Street, Juneau, Wisconsin 53039        | # 452 Daniel I. Murphy, 1020 Suburban Station Bldg., Philadelphia, Pennsylvania. 19103      |
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| # 437 Lawrence R. Clements, 3921 Mission St. Apt. #4, San Francisco, California      | # 457 Miss Gertrude L. Cowling, 31400 Pine Tree Road, Cleveland, Ohio 44124                 |
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| # 439 A/l/c Robert G. McAvoy, Hd APOC CMR Box 2167, Eglin AFB, Florida 32542         | # 459 Thomas G. Cunniffe, 1107 Fifth Ave., East Northport, N.Y. 11731                       |
| # 440 James J. Doheny, 86 E. Randolph Street, Room 404, Chicago, Illinois. 60601     | # 460 E. P. Brewer, 1241 E. Mission Street, Fallbrook, California 92028                     |
| # 441 Charles E. McMahon, 77 Green St., Lynn, Massachusetts 01902                    | # 461 Charles E. Murphy, One Middlemay Circle, Forest Hills, N.Y. 11375                     |
| # 442 Charles B. Uber, Box 35, U.S. Naval Air Station, Point Mugu, California. 93041 | # 462 Robert B. Mun, 2269A Hualali Place, Honolulu, Hawaii 96819                            |
| # 443 Donald F. Neville, 722 Ten Eyck Ave., Lyndhurst, New Jersey. 07071             | # 463 Mrs. E. R. Summerfield, 2411 Lake Shore Road, Burlington, Ontario, Canada.            |
| # 444 Rev. Allan W. Moss, 4320 - 33rd Ave., S., Minneapolis, Minnesota. 55406        | # 464 Charles Pickett, Box 156 Arverne, New York. 11692                                     |
| # 445 J. Richard Fay, Pine Hill Road, East Norwalk, Connecticut 06855                | # 465 George P. Kervern, 5207 Liberty Ave., North Bergen, New Jersey                        |
| # 446 Clarence D. Patterson, 18 North Illinois St., Hobart, Indiana 46342            | # 466 Dan O'Herlihy, 29 Malibu Colony, Malibu, California 90265                             |
| # 447 Rev. Ray J. De Corte, 685 York Road, Warminster, Pennsylvania 18974            | # 467 Mrs. John P. Pennington 180 Dakota Ave. Apt 61 Santa Cruz, California 95060           |
| # 448 John W. Walsh, 41 Butler Road, Quincy, Massachusetts 02169                     | # 468 L. W. Morrissey P.O.Box 742 Plainfield, New Jersey 07061                              |
| # 449 Joseph P. Morris, 220 East 12th St. Apt. 1-B, New York, N.Y. 10003.            |                                                                                             |





# IRELAND

## HISTORICAL FIRST FLIGHT

### AIR COVERS



Supplement No. 29

ÉIRE PHILATELIC ASSOCIATION

January, 1967

#### FIRST FLIGHT - BELFAST TO LIVERPOOL 1924

The first official mail flight between Ireland and England took place on the 2nd of May 1924. The airmail fee was 1/2d per two ounces or fraction thereof, in addition to the regular postage. The only mail accepted initially for this service was outgoing from Belfast to Liverpool.

On May 2, 1924, the pilot, Sir A.J. Cobham left Malone Aerodrome, Belfast at 6:22 a.m. and arrived at Aintree Aerodrome slightly over two hours later. Although no special markings were applied, some covers have a violet cachet in two lines: "FIRST AIRMAIL - BELFAST TO LIVERPOOL."

The flights were continued on May 3, 5, 6, 7, 8, 12, 15, 16, 17, 23, 24, 26, 28, 29 and June 2 when they were discontinued.

#### SECOND EXPERIMENTAL FLIGHT 1928

This Liverpool and Belfast experimental mail service resumed on September 24, 1928 and continued for two weeks until October 4, 1928 but bad weather interfered with the schedule. The cover illustrated at the right has a rectangular cachet:

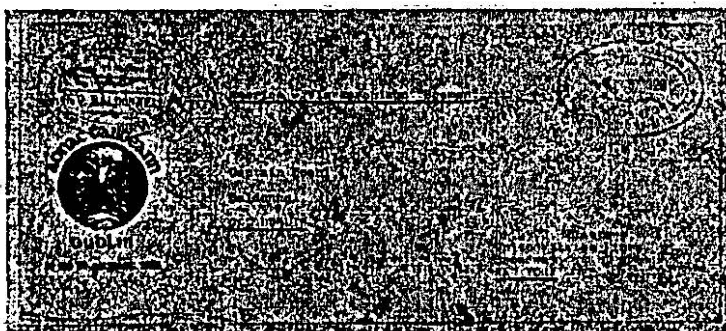
"1st England-Ireland-Service / Liverpool Civic Week" with a superimposed two line: "By Flying Boat / Belfast-Liverpool".

#### "BREMEN" FLIGHT 1928



No official mail was carried on the first East-West flight of the Atlantic Ocean in 1928 by the "Bremen". A few covers were carried by favor of the personnel of the flight (one of which is illustrated at the right).

The flight was made by Baron Guenther von Huenfeld of the German Luft Hansa. The pilot of the flight was Captain Hermann Koehl, and James Fitzmaurice, a captain of the Irish Air Force, was co-pilot. The Plane, the "Bremen" left Baldonnell Airdrome, in Ireland, on April 12, 1928. After a flight of 36 1/2 hours, the aviators became hopelessly lost on the fog-bound coast of Labrador. Finally they found a rift in the fog and made a crash landing on Greenly Island.



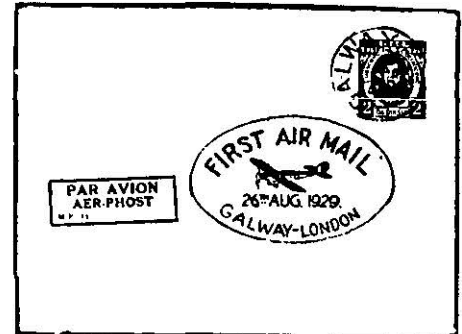
## FIRST GALWAY—LONDON FLIGHT, 1929

With the arrival of the North German Lloyd steamship "KARLSRUHE" at Galway from New York on 26th August 1929, about 21 pounds of U. S. mail, together with about 7 pounds of mail posted on board with the Seapost cancellation were transferred ashore. It is said that there were about 2000 U. S. letters and about 1000 posted aboard the Karlsruhe. This mail together with 5,026 covers (5 bags = 68 pounds) postmarked in Galway and bearing a cachet supplied by the Galway Chamber of Commerce were transferred to a Vickers-Vixen airplane at Oranmore Aerodrome, Galway.

The plane, piloted by Colonel Charles Russell, who was formerly Chief of the Irish Free State Air Force and Flight Officer J. Summers, test pilot for Vickers Aviation, Ltd., the builders of the plane, left Galway, Ireland at 7:30 a.m. and arrived at Croyden Aerodrome, near London at 11:35 a.m. after making fuel stops at Baldonnel (Dublin) and Sea-land, near Liverpool.

Four different postmarks were used at Galway for this flight: (a) "Gaillimh 26.viii.29"; (b) "Galway 26 Au. 29"; (c) machine cancellation "Gaillimh. 7.15 p.m. 24 Aug. 29"; (d) machine cancellation "Gaillimh 26 Aug. 29". Both these machine cancellations also had the slogan "Buy Irish Goods".

Mail from Ireland is also known with the postmark BAILE ATHA CLIATH machine cancel with "Buy Irish Goods" slogan.



## J. A. MOLLISON SOLO FLIGHT - DUBLIN TO NEW YORK 1932

The 18th August 1932 flight by J. A. Mollison from Dublin to New York carried some mail and made use of the privately overprinted 1/- definitive stamp. (see Supplement No. 21).

## GALWAY—BERLIN FIRST AIR MAIL

The following notice appeared in the Galway Post office on October 19th, 1932:

**GALWAY—BERLIN  
AIR-MAIL.**

A mail will be despatched to Berlin by aeroplane at 6-30 a.m. on Saturday the 22nd inst.

The inclusive fee is 6d. per oz. Letters insufficiently prepaid will not be forwarded by air-mail.

Latest time for posting is Midnight, Friday 21st inst.

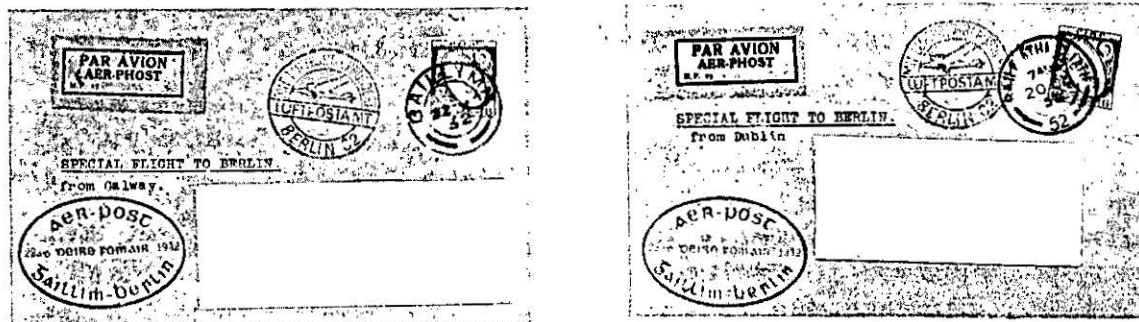
**N.B.—MAXIMUM WEIGHT, 1 oz.**      GAILLIM, 19th October, 1932.

Since the advance notice was short, a small amount of mail was carried on the flight. Only 1,015 letters were sent from Galway. A special green cachet appeared on all mail but that sent from Dublin bearing the same cachet was in a paler shade of ink. The covers on arrival received at Berlin on the front a red circular LUFTPOSTAMPT cancellation and a backstamp "Berlin C. 22.10.32".

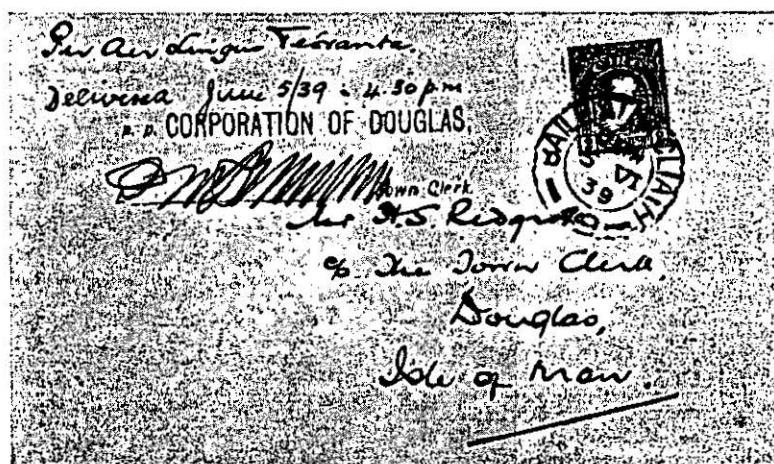
At 6:33 a.m. on October 22, 1932, Mr. O. E. Armstrong took off in a Fox-Moth plane from Oranmore Aerodrome (Galway) with the mail and two passengers. He arrived at Baldonnel Aerodrome (Dublin) at 7:27 a.m. The mail was then transferred together with the Dublin mail to a Royal Dutch Air Liner and at 8 a.m., this plane piloted by Colonel Russell and fourteen passengers took off from Baldonnel for Croyden. Arriving at Croyden at 10:55 a.m., the plane was refueled and left there forty-five minutes later. A stop was made at Rotter-

dam sometime after 1 p.m. and left again at 1:45 p.m. for Berlin. A final landing at Berlin was made at 4:30 p.m. ( 5:30 p.m. German time).

The return flight was made on the following day, leaving Berlin at 5:47 a.m. and landing again in Ireland at 4 p.m.



#### DUBLIN - ISLE OF MAN EXPERIMENTAL FLIGHTS 1937-1939



In 1937, the Irish postal officials entered into a contract for the transfer of mail by air from Dublin to the Isle of Man. Many Irish folk spend their summers there and this was intended to be an experiment.

The contract was made with Aer Lingus and the first flight was made with officially flown mail on 1st July 1937 by Captain A. L. Robinson in the DeHaviland "Rapide" G-ACYR. This mail was sent from the Dublin Sorting Of-

fice at 12:15 p.m. to the Baldonnel Aerodrome. At 1:45 p.m. the plane left for Ronaldsway Aerodrome, Isle of Man, arriving at 2:45 p.m. with delivery in Douglas that same afternoon. Mail was carried in this one direction only. These flights continued until 31 August 1937 when the season ended. There are no reports of existing covers.

In 1938, the experiment was resumed beginning on 4th June and continued until 19 September. Covers are known in existence for this year. There was no official markings and covers must be identified by the Douglas backstamp.

In 1939, the service to the Isle of Man was continued commencing on the 5th of June and being suspended on the 31st August. (See photo of cover above).

#### PAN AMERICAN WORLD AIRWAYS TRANS-ATLANTIC FLIGHT 1939



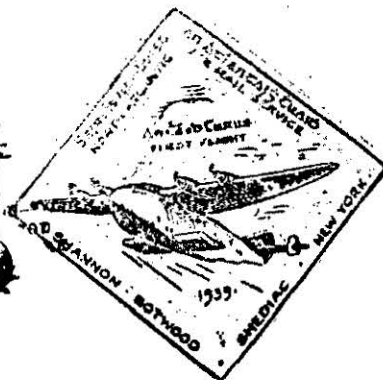
(a)



(b)



(c)



(d)



(e)

This flight left New York on June 24th and arrived at Shediac, Canada on the same day. Mail was accepted for Canada, Newfoundland, Ireland and England. The covers bear an official FAM 18 cachet in red, applied in New York (Design a).

Due to the fog, there was a three day delay at Shediac before the flight could be resumed. On June 27, the flight left Shediac with mail for Newfoundland, Ireland and England. Two different cachets were applied here to mail: that for Botwood, Newfoundland had Design (b) and that for Ireland and England had Design (c). The flight arrived at Botwood on the same day.

The flight then left Botwood, Newfoundland with mail for Ireland and England. No special cachet was applied at Botwood on mail originating there as far as we know. Upon arrival in Ireland on June 28th, the Irish mail was backstamped; the mail for England was backstamped there on June 29th.

The return flight left Southampton, England on June 30, 1939. No special cachet was applied to the mail originating there. The flight stopped at Foynes Ireland the same day and picked up the Irish mail. Covers carried on this flight were cancelled at Foynes, Limerick as early as June 24, 1939. The postmark is circular FAING - Co. LUIMNEACH 24 vi 39. Covers are also known postmarked Dublin as early as June 27 and even as late as June 30th. The Dublin postmarks reported as BAILE ATHA CLIATH 5 27 vi 39; BAILE ATHA CLIATH 2 or 5 /30 vi 39.

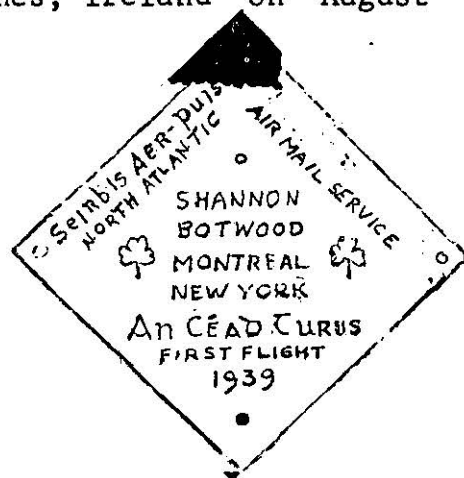
A special Irish cachet (Design d) was applied in violet to all covers originating in Ireland, addressed to Newfoundland, Canada and New York. Upon arrival at Botwood, the Newfoundland mail was backstamped (circular) BOTWOOD, NFLD July 1, 1939.

The flight left Botwood, Newfoundland on July 1, 1939 with mail for Canada and the United States with no special cachet there. On the same day, the plane stopped at Shediac, Canada with the Canadian mail, which received a circular backstamp SHEDIAC, CANADA July 1, 1939 6 p.m. Mail from Canada destined for New York received a special cachet (Design e) in black. Upon arrival in New York, the mail received a back stamp NEW YORK, N. Y. Jul 1, 1939 10 p.m.

#### IMPERIAL AIRWAYS TRANS-ATLANTIC FLIGHT 1939

The first flight of the Imperial Airways left Foynes, Ireland on August 5th, 1939. Covers were given a violet cachet in Gaelic. Stops were made at Botwood and at Montreal on August 6th with arrival in New York the same day. No cachet was applied at Montreal. The covers were backstamped New York on August 6th.

The return flight left New York on August 9-10, 1939, arriving in Montreal August 10th. No special cachet was used. All mail was officially destined for Newfoundland and overseas, none for Canada. The flight left Montreal on the 10th and arrived at Botwood the same day. Special cachets were applied to covers for each destination, at Montreal. A map and plane for Botwood; a plane over crossed maple leaf and a plane over the ship Britannica for the overseas mail. Leaving Botwood with additional mail for Ireland and England on August 10th, it arrived at Foynes on the 11th. No mail was accepted in Ireland for England.



# A Review of the Irish Controls.

Supplement No. 30

EIRE PHILATELIC ASSOCIATION

March, 1967

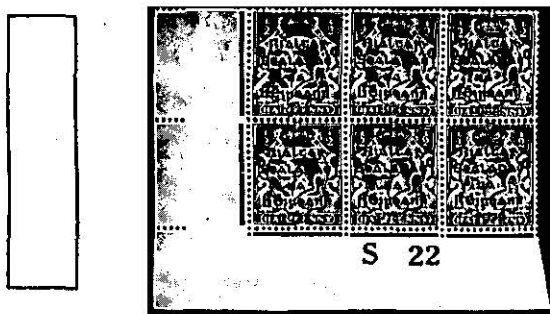
What are Controls? In Great Britain, largely for bookkeeping purposes in postal accounting, letters, figures and other key marks have been included, either as an integral part of the stamp design, or upon some portion of the margins which surround the finished sheet. The latter was the case with the stamps upon which the provisional issues of Ireland were overprinted.

On all values through the 1/-, with each sheet of 240 subjects one Control (a letter combined with two figures) appears with each sheet of 240 subjects (twenty rows down by twelve across). The Control is found on the margin beneath the second stamp of the bottom row on every value except the one penny, where it is placed under the 11th stamp of the bottom row. Neither the 2/6, 5/- and 10/- overprints, nor the definitive issues, have Controls.

## PERFORATE AND IMPERFORATE MARGINS

There is an important difference in the way sheet margins are perforated. In some, perfs continue past stamps through the tabs to the edge of the sheet, called "Margin Perf". Where perfs terminate as outlines of the stamps only, without continuing on to the blank edge, the sheet is said to be "Margin Imperf". As the listings will reveal, about 80% of the overprinted sheets come both ways for each Control.

The ideal way to collect these Controls is in blocks of six or strips of three, the Control attached to the middle stamp. Valuations can be determined from Gibbon's catalogue, with the warning that such valuations are based upon the mint single stamp. The catalogue value of the extra stamps should be added for strips and blocks.



Margins Imperf.



Margins Perf.

The illustrations of the block of six of Control V-23 perf (above) is the only known block of this Control (Gibbons C-90). It was Lot 783 in the Sale of the late Thomas E. Field collection by Robson Lowe in May 1966 and a valuation of 40 Pounds was placed thereon.

THE LISTING OF THE IRISH OVERPRINT CONTROLS

(a) Dollard Printings

| Ovpt     | Scott | Gibbons | Value  | Control | Gibbons | Margins &        | Plates                      |
|----------|-------|---------|--------|---------|---------|------------------|-----------------------------|
| Color    | No.   | No.     |        | No.     | No.     | Meredith Numbers |                             |
| Black    | 1     | 1       | 1/2d   | R-21    | C-2     | I (C-3)          | P (C-4) 1                   |
|          |       |         |        | S-21    | C-4     | I (C-5)          | P (C-6) (I)1,2,3 (P)2,3     |
|          |       |         |        | S-22    | C-12    | I (C-7)          | P (C-8) 1,2,3               |
| Black    | 2     | 2       | 1d     | S-21    | C-5     | I (C-9)          | P (C-10) 1                  |
|          |       |         |        | S-22    | C-13    | I (C-11)         | P (C-12) 1,2,3              |
|          |       |         |        | T-22    | C-17    | I (C-13)         | P (C-14) 2                  |
| Black    | 3     | 3       | 2 1/2d | S-21    | C-6     | I (C-15)         | P (C-16) 1                  |
|          |       |         |        | S-22    | C-13a   | I                | P + +One copy known         |
| Black    | 4     | 5       | 3d     | S-21    | C-7     | I (C-17)         | P (C-18) 1                  |
|          |       |         |        | S-22    | C-14    | I (C-19)         | P (C-20) (I)2,3 (P) 1,2     |
| Black    | 5     | 6       | 4d     | R-21    | C-3     | I (C-21)         | 1                           |
|          |       |         |        | S-21    | C-8     | I (C-22)         | P (C-23) 1                  |
|          |       |         |        | S-22    | C-15    | I +              | P (C-24) ? +One copy known  |
| Black    | 6     | 7       | 5d     | S-21    | C-9     | I (C-25)         | P (C-26) 1                  |
|          |       |         |        | S-22    | C-16    | I (C-27)         | 1,2                         |
| Black    | 7     | 8       | 9d     | S-21    | C-10    | I (C-28)         | P (C-29) 1                  |
|          |       |         |        | S-22    | C-16a   |                  | P (C-30) 2                  |
| Black    | 8     | 9       | 10d    | Q-21    | C-1     |                  | P (C-31) 1                  |
|          |       |         |        | S-21    | C-11    | I (C-32)         | P (C-33) 1                  |
|          |       |         |        | S-22    | C-16b   |                  | P (C-34) 2                  |
| Red      | 9     | 22      | 2 1/2d | S-21    | C-19    | I (C-59)         | P (C-60) 1                  |
|          |       |         |        | S-22    | C-22    | I (C-61)         | P (C-62) 1(?)               |
| Red      | 10    | 23      | 4d     | R-21    | C-18    | I (C-63)         | P (C-64) 1                  |
|          |       |         |        | S-21    | C-20    | I (C-65)         | 1                           |
|          |       |         |        | S-22    | C-23    | I                | P 1                         |
| Carmines | 10A   | 24      | 4d     | S-22    | C-24    | I (C-70)         | P (C-71) 1                  |
| Red      | 11    |         | 9d     | S-21    | C-21    | I (C-66)         | P (C-67) 1                  |
|          |       |         |        | S-22    | C-25    | I (C-68)         | P (C-69) 2                  |
| Carmines |       |         | 9d     | S-22    |         |                  | P (C-72) ? Field copies (2) |

(b) THOM Rialtas Printings

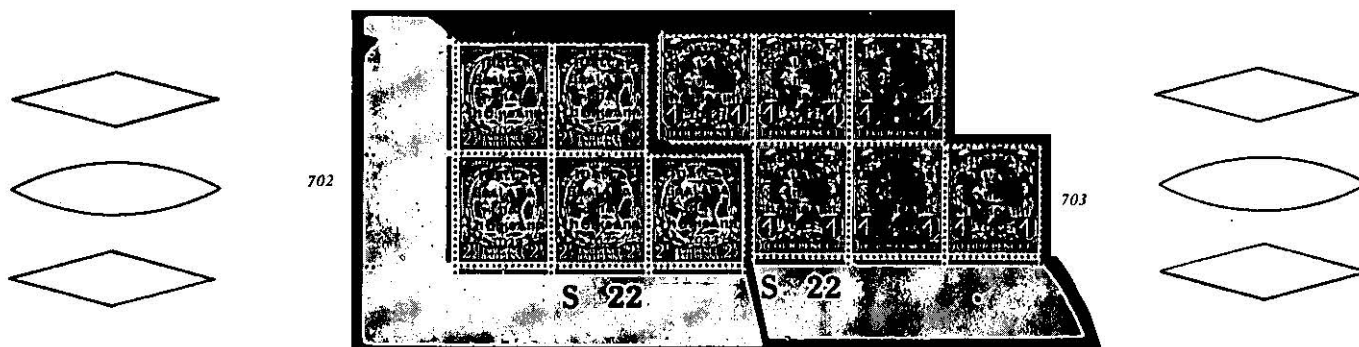
|         |     |     |        |      |       |          |                             |
|---------|-----|-----|--------|------|-------|----------|-----------------------------|
| Black   | 15  | 10  | 1 1/2d | Q-20 | C-26  | I (C-35) | P (C-36) 2,3 (chestnut)     |
|         |     |     |        | Q-21 | C-27  | I (C-37) | P (C-38) 1,2                |
|         | 15  | 11  | 1 1/2d | T-22 | C-35b | I (C-39) | P (C-40) 9 (pale red brown) |
| Black   | 16b | 12  | 2d(I)  | S-21 | C-29  | I (C-41) | P (C-42) (I)1,2 (P) 2       |
|         |     |     |        | S-22 | C-32  | I (C-43) | P (C-44) 1,2,3              |
|         |     |     |        | T-22 | C-36  | I (C-45) | P (C-46) 2                  |
| Black   | 16  | 13  | 2d(II) | S-22 | C-33  | I (C-47) | P (C-48) 1,2,3              |
|         |     |     |        | T-22 | C-37  | I (C-49) | 2                           |
| Black   | 17  | 14  | 6d     | S-21 | C-30  | I (C-51) | 1,2                         |
|         |     |     |        | T-22 | C-38  | I (C-52) | 2,3                         |
| Black   | 18  | 15  | 1/-    | R-21 | C-28  | I (C-53) | P (C-54) 1,2                |
|         |     |     |        | S-21 | C-31  | I (C-55) | P (C-56) 2                  |
|         |     |     |        | S-22 | C-34  | I (C-57) | P (C-58) (I)1,2,3 (P) 2,3   |
| Blue    | 23  | 35  | 1/2d   | T-22 | C-50  | I (C-79) | P (C-80) (I) 5,6,7,8,9,10   |
| Black   |     |     |        |      |       |          | (P) 5,6,7,8                 |
| Black   | 23a | 35a | 1/2d   | T-22 | C-35  | I (C-73) | P (C-74) (I) 5,7 (P) 5      |
| BlueBla | 24  | 36  | 1d     | S-22 | C-44  | I (C-81) | P (C-82) (I) 4,5,6,7,10     |
|         |     |     |        |      |       |          | (P) 4,5,6,7,9               |
|         |     |     |        | T-22 | C-51  | I (C-83) | P (C-84) 4,5,7,9,10         |
| Black   | 24a | 36a | 1d     | T-22 | C-35a | I (C-75) | 4                           |
| Blue -  | 25  | 30  | 1 1/2d | T-22 | C-52  | I (C-85) | P (C-86) (I) 2,3,4,5,6,8,9  |
| Black   |     |     |        |      |       |          | (P) 2,3,4,5,6,9             |

| Ovpt                        | Scott | Gibbons | Value   | Control | Gibbons | Margins & |           | Plates                                 |
|-----------------------------|-------|---------|---------|---------|---------|-----------|-----------|----------------------------------------|
| Color                       | No.   | No.     |         | No.     | No.     | Meredith  | Numbers   |                                        |
| Blue-Black                  | 26b   | 31      | 2d(I)   | S-22    | C-45    | I (C-87)  | P (C-88)  | 2,3,4,5                                |
|                             |       |         |         | T-22    | C-53    | I (C-89)  | P (C-90)  | (I)2,3,4,5,7<br>(P)2,3,4,5             |
| Blue-Black                  | 26    | 32      | 2d(II)  | S-22    | C-46    | I (C-91)  | P (C-92)  | (I)2,3,4<br>(P)2,4                     |
|                             |       |         |         | T-22    | C-54    | I (C-93)  | P (C-94)  | 2,3,4,5,6,7,8,<br>9,10                 |
| Carmine                     | 27    | 37      | 2 1/2d  | T-22    | C-41    | I (C-106) | P (C-107) | (I)8 (P)9                              |
| Blue-Black                  | 28    | 38      | 3d      | T-22    | C-55    | I (C-95)  | P (C-96)  | (I)2,3,4,5,6,<br>9 (P)3,5,6,8,<br>9,10 |
| DullBlack                   | 28a   | 38a     | 3d      | T-22    | C-37a   | I (C-76)  | P (C-77)  | (I)2,3 (P) 3                           |
| Carmine                     | 29    | 39      | 4d      | S-22    | C-39    |           | P (C-108) | 9                                      |
|                             |       |         |         | T-22    | C-42    | I (C-109) | P (C-110) | (I) 9 (P) 8                            |
| BlueBlack                   | 30    | 40      | 5d      | T-22    | C-56    | I (C-97)  |           | 5,6,7,8,10                             |
| BlueBlack                   | 31    | 33      | 6d      | T-22    | C-57    | I (C-98)  |           | 2,3,4                                  |
|                             |       |         |         | U-22    | C-59    | I (C-99)  |           | 5,6,8,9,10                             |
| Red                         | 32    | 41      | 9d ¶    | S-22    | C-40    | I (C-111) | P (C-112) | (I)4,8 (P)4                            |
| Red                         | 33    | 42      | 9d §    | T-22    | C-43    | I (C-113) | P (C-114) | 9                                      |
| BlueBlack                   | 34    | 43      | 10d     | S-22    | C-48    | I (C-100) | P (C-101) | (I) 9 (P) 5                            |
| DullBlack                   | 34a   | 43a     | 10d     | S-22    | C-33a   |           | P (C-78a) | 7                                      |
| BlueBlack                   | 35    | 34      | 1/-     | S-22    | C-49    | I (C-102) | P (C-103) | 2                                      |
|                             |       |         |         | T-22    | C-58    | I (C-104) | P (C-105) | 5,6,8,9                                |
| ( ¶ = agate § = sage )      |       |         |         |         |         |           |           |                                        |
| <u>Thom Wide Overprints</u> |       |         |         |         |         |           |           |                                        |
| BlueBlack                   | 39    | 47      | 1/2d    | U-22    | C-64    | I (C-115) | P (C-116) | 1,2                                    |
| DullBlack                   | 39a   | 47a     | 1/2d    | U-22    |         |           |           | 1,2                                    |
| BlueBlack                   | 40    | 48      | 1d      | T-22    | C-60    | I (C-117) |           | 1,2                                    |
|                             |       |         |         | U-22    | C-65    | I (C-118) | P (C-119) | 1,2                                    |
| BlueBlack                   | 41    | 49      | 1 1/2d  | T-22    | C-61    | I (C-120) | P (C-121) | 1,2                                    |
| BlueBlack                   | 42    | 50      | 2d(I)   | T-22    | C-62    | I (C-122) | P (C-123) | (I)1 (P)1,2                            |
| BlueBlack                   | 43    | 51      | 1/-     | T-22    | C-63    | I (C-124) | P (C-125) | (I)1,2 (P) 2                           |
| <u>Saorstat Overprints</u>  |       |         |         |         |         |           |           |                                        |
| BlueBlack                   | 44    | 52      | 1/2d    | T-22    | C-66    | I (C-126) | P (C-127) | 3,4,5                                  |
|                             |       |         |         | U-22    | C-77    | I (C-128) | P (C-129) | 1,2                                    |
|                             |       |         |         | U-23    | C-83    | I (C-130) | P (C-131) | (I)3,4 (P)3,4,<br>5                    |
| DullBlack                   | 44c   | 52c     | 1/2d    | T-22    | C-93    | I (C-171) |           | 4                                      |
|                             |       |         |         | U-23    | C-99    | I ?       | P (C-173) | (I) ? (P) 3                            |
| BlueBlack                   | 45    | 53      | 1d      | T-22    | C-67    | I (C-132) | P (C-133) | 1,2                                    |
|                             |       |         |         | U-22    | C-78    | I (C-134) | P (C-135) | 1,2                                    |
|                             |       |         |         | U-23    | C-84    | I (C-136) | P (C-137) | 3                                      |
| DullBlack                   | 45e   | 53d     | 1d      | T-22    | C-94    | I (C-174) | P (C-175) | (I) 1 (P)?                             |
|                             |       |         |         | U-23    | C-100   |           | P (C-176) | 3                                      |
| BlueBlack                   | 46    | 54      | 1 1/2d  | T-22    | C-68    | I (C-138) | P (C-139) | 1                                      |
|                             |       |         |         | U-22    | C-79    | I (C-140) | P (C-141) | 2                                      |
| DullBlack                   | 46a   | 54a     | 1 1/2d  | T-22    | C-94a   |           | P         | ?                                      |
|                             |       |         |         | U-22    | C-97    |           | P         | ?                                      |
| BlueBlack                   | 47    | 55      | 2d (II) | T-22    | C-69    | I (C-142) | P (C-143) | 1,2                                    |
| DullBlack                   | 47a   | 55a     | 2d (II) | T-22    | C-95    | I (C-177) |           | 2                                      |
| Red                         | 48    | 56      | 2 1/2d  | T-22    | C-70    | I (C-159) | P (C-160) | (I)1,3 (P)1                            |
|                             |       |         |         | U-23    | C-85    | I (C-161) | P (C-162) | 3                                      |
| BlueBlack                   | 49    | 57      | 3d      | U-22    | C-80    | I (C-144) | P (C-145) | 1,2                                    |
| DullBlack                   | 49b   | 57b     | 3d      | U-22    | C-98    | I (C-178) |           | 2                                      |

| Ovpt  | Scott | Gibbons | Value | Control | Gibbons | Margins &           | Plates           |
|-------|-------|---------|-------|---------|---------|---------------------|------------------|
| Color | No.   | No.     |       | No.     | No.     | Meredith Numbers    |                  |
| Red   | 50    | 58      | 4d    | T-22    | C-71    | P                   | ?                |
|       |       |         |       | U-22    | C-81    | I (C-164) (C-165)   | 1,3              |
|       |       |         |       | U-23    | C-86    | I                   | 3                |
|       |       |         |       | V-23    | C-91    | P (C-166)           | 3                |
| Blue  | 51    | 59      | 5d    | T-22    | C-72    | I (C-146) P (C-147) | (I)3,5, (P)2,3,5 |
| Black |       |         |       | U-23    | C-87    | I (C-148)           | 3                |
| Blue  | 52    | 60      | 6d    | U-22    | C-76    | I (C-149)           | 1,2,3,4,5        |
| Black |       |         |       | V-23    | C-90    | I (C-150) P +       | 3,4              |
|       |       |         |       | W-23    | C-92    | I (C-151)           | 3,4              |
| Dull  | 52b   | 60b     | 6d    | U-22    | C-96    | I (C-179)           | 1,2,4            |
| Black |       |         |       | V-23    | C-101   | I (C-180)           | 4                |
|       |       |         |       | W-23    | C-102   | I (C-181)           | 4                |
| Red   | 53    | 61      | 9d    | T-22    | C-73    | I (C-167) P (C-168) | (I)3 (P)1,2,3    |
|       |       |         |       | U-23    | C-88    | I (C-169) P (C-170) | 3                |
| Blue  | 54    | 62      | 10d   | T-22    | C-74    | I (C-152) P (C-153) | (I)3 (P) 1,2,3   |
| Black |       |         |       |         |         |                     |                  |
| Blue  | 55    | 63      | 1/-   | T-22    | C-75    | I (C-154)           | 2                |
| Black |       |         |       | U-22    | C-82    | I (C-155) P (C-156) | 1,2              |
|       |       |         |       | U-23    | C-89    | I (C-157) P (C-158) | 3,4              |

+ The only known copy was in the Field collection (1966)

# SOME RARE ITEMS



The 2 1/2d Dollard (S-22 Imperf) (Gibbons C-13a) and the 4d Dollard (S-22 Imperf) (Gibbons C-15) are both from the Field collection and were never before recorded. These are unpriced and are possibly unique. Valued in the Field Sale (1966) at 40 Pounds and 30 Pounds respectively.



727

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The 1 1/2d Thom Black (T-22 Imperf) (uncatalogued) and the 2d Die I Thom black (T-22 Perf) (Gibbons C-36 unpriced) are both from the Field collection. Valued in the Field Sale (1966) at 30 Pounds and 20 Pounds respectively.