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WHOLE NO. 125

JANUARY, 1977

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556

New Members

16

Members as of Nov. 30, 1976

572

President's Notes

HOLIDAY GREETINGS — I do hope that each of you had a wonderful Holiday season and in particular a joyous time celebrating the true meaning of Christmas. Am taking this opportunity to extend to all of you a most healthy and prosperous New Year.

+ + +

DUES — A reminder that dues were due on September 1st. If you have not as yet paid your dues, please do so now. Your cooperation will be most appreciated.

+ + +

NEW APPOINTMENTS — Michael M. Lenane of Birmingham, Michigan, has kindly agreed to accept the position of Secretary-Treasurer of our Association. Mike will take over the duties of Secretary effective January 1, 1977, and the duties of Treasurer on April 1, 1977.

John Blessington has kindly agreed to accept the position of Editor of *The Revealer*. John will take over the duties of editor effective with the July 1977 issue.

The new officers are both highly qualified in their respective fields, and I ask that the membership join me in giving their full hearted support to both of these gentlemen in their new undertakings.

+ + +

Jim Brady will have completed his 4th Volume as Editor of *The Revealer* with the April 1977 issue. These past four years have seen Jim bring our Journal many high awards in philatelic literature competition, at both the National and International levels.

John Blessington will have completed his 6th year as Secretary-Treasurer, perhaps a thankless job at times, but one that demands more time (especially as our organization grows), than most members may realize.

On behalf of the entire membership, a special vote of thanks and appreciation to Jim Brady and John Blessington for their countless hours of work and dedication for the benefit of EPA.

+ + +

MEMBERSHIP BROCHURE — John Blessington has recently completed an attractive 3 fold 6 page brochure that includes a title page, a brief history and description of our EPA activities along with a convenient removable membership application form. These brochures will be included with a forthcoming *Revealer*. This should prove to be most beneficial in obtaining new members.

Preston A. Pope

Secretary's Report Nov. 30, 1976

My apologies to the members for being so late in mailing out membership cards. I fell very far behind in E.P.A. work due to participation on the SESCAL committee. I'm just now (Nov. 15th) working my way through the dues payments and should be caught up soon.

Many of you included notes with your dues, almost all praising *The Revealer*. I join with you in passing these well deserved praises to Editor Jim Brady. He is doing a fine job.

Michael J. Cogan sent along word that he was celebrating his 90th birthday! Michael is a long time member and would welcome a note from any of you, particularly the old timers. . . . Michael J. Cogan, The Marion Manor Nursing Home, 130 Dorchester St., So. Boston, Mass. 02127. Surely, Mike must be our oldest member?

Of the sixteen new members the following proposed applicants, Wm.

Cover Story

The illustration used for this issue's cover depicts an early Irish mailcoach. The original picture appeared in an Irish newspaper of the late 1800's. This picture, as well as the original article that appeared with it, were part of the estate of the late John Sherman III. The original article is printed below. We think our members will find it most interesting.

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ON HER MAJESTY'S SERVICE IN IRELAND

The famous "jaunting-car" plays an important part in the economy of the Irish postal department. On hundreds of miles of road, the work of transmission is carried on chiefly by the aid of that singular vehicle, which is the delight of the natives, and the terror of all strangers who trust their bodies to it for the first time. In the capacious "well" — a kind of oblong box which lies between the "seats" on either side — a handy receptacle for post-bags is found; while the machine itself, when behind a fast horse, can bowl at a highly respectable speed along a level road. The "mail-car" differs somewhat in shape from the ordinary "side-car"; its "well" being rather broader and deeper, but it is most easily recognized at a glance by the reddish hue with which it is daubed all over. We do not remember having ever seen an Irish mail-car of this kind which seemed to have been painted within the present century. The colour has a sickly hue, as of a red that had grown pale with the gathering griefs of accumulated years, and it imparts to the vehicle an air of having seen better days, which is not lessened by the self-asserting inscription which invariably appears on the back in obtrusive yellow letters — "Royal Mail and Day Car. From — to — miles."

Our Artist's sketch was taken at a village on the road between the city of Kilkenny and the town of Thurles, in county Tipperary. No railway communication had as yet been established between these two comparatively thriving towns, which are twenty-one Irish miles apart — a distance about equal to twenty-seven English miles. The mail-car traverses the road between Kilkenny and Thurles twice daily, carrying passengers as well as mails. Besides the driver, who is skilled in balancing himself securely on the little box in front, four people can be accommodated with seats on the vehicle, at the trifling rate of two pence each per mile. The driver, who acts as mail-guard, leaves a made-up bag at each rural post-office, and receives one in return, which he deposits in the "well" of his vehicle. When the car, as happens in many places, arrives at the office during ordinary bedtime, the postmaster, roused from his couch, comes to a front window, with a long crook in his hand. The incoming mail-bag is hooked on to the crook, hauled in through the window, and retained, while the outgoing one is left with the driver by a similar process.

For his duties the rural postmaster usually receives no greater remuneration than £4 a year, out of which sum he must provide cord and sealing-wax; but, being almost invariably a shopkeeper, he undertakes those duties willingly enough for sake of the connection which the mail business may bring around him; and when, as not unfrequently is the case, he happens to be a publican, the revenue secured in this way should be a source of satisfaction both to himself and to the Excise department. Many a strange scene is witnessed at his threshold. Beggars, for instance, lie in wait for the arrival of the mail-car; not in the hope of intelligence by post, but in the expectation of open-handed passengers. Woe to the unlucky stranger who returns a harsh or uncivil answer to their oily supplications! The interrupted prayer for his weal may be suddenly lengthened into something remote from a benediction, in this wise — "May the blessing o' God folly you for ever an' ever — an' never overtake you"; or it may be supplemented by some ready sarcasm, such as — "Arrah, Judy, have you a copper at all to throw to that poor

starved creature there on the car? He wants it worse than ourselves, God help him." Let the passenger be ever so stoical, those dirty but merry mendicants will make him feel well satisfied when the car is again in motion.

But the great "sensation scene" is produced by the arrival of "an American letter." It is well known that most of the Irish poor in the United States are mindful of their kindred in the "ould Country," and frequently transmit donations of £10 or £12 to the loved ones they have left behind, very many millions having been thus passed through the post office during the last two decades. Every private epistle, besides, is sure to contain a selection of news that will be absorbingly interesting to the people of the locality from which the writer emigrated. "An American letter," therefore, excites widespread commotion. The news of its arrival spreads like wildfire, and by the time its owner comes to claim it an eager crowd will have gathered nigh the office door. Someone is pressed into service for the decipherment of the treasurer's scrawl — usually a child from the adjacent National School; and the people stand around in rapt attention, the silence being broken only by impulsive cries of joy or woe from a listener, to whom the reading may have announced the good fortune or disaster, perhaps the death, of an absent husband or lover, a brother or a son.

Feldman's Zurich Sale

by J. E. Foley

On October 29 and 30, 1976, David Feldman conducted what can only be considered a magnificent auction. The catalogue was in two volumes in the tradition of the Swiss auction houses such as Corinphila. Looking through my file of reference material, I came across Feldman's first postal auction of Feb. 10, 1967, and a mimeographed price list of his Shamrock Stamp Service of 1965. Quite a comparison. David Feldman has come a long way in the past ten years! The Zurich auction included worldwide material, but space prevents us from covering the non-Irish lots. There were 105 Irish lots that brought 79,760 Swiss francs (or approximately \$31,904, U.S.). As is the custom with the continental auctions, the buyer was charged a 10 per cent commission. With international currency values changing, we will not attempt to convert the prices to U.S. dollars. All prices noted in this article are in Swiss francs. At the time of this writing, end of November, the Swiss franc was worth approximately 40 cents U.S. Each lot had a published minimum bid, i.e. reserve. Where the lot sold at the minimum bid, "mb" is noted after the price realized. Unless otherwise stated the material is mint.

The first Irish lots were postal history and G.B. used in Ireland. An 1849 "COVE SHIP LETTER" in green on cover from Buenos Aires to London, handstruck "8" alongside brought 400fr. There were two 1d Mulready envelopes that realized 170 and 250 fr. Prices for penny blacks on cover ranged from 150 to 320 fr., depending on condition and postal markings. There were some outstanding Queen Victoria high values with a vertical pair of the £1 1884 watermarked crowns used in Belfast bringing 1,300 fr.

In the political labels, a 1 cent Fenian black on green realized 5,000 fr. (mb), a bit more than S. Allan Taylor used to charge! The overprints were popular. The Dollard inverts went for 380 fr. for the ½d and 160 fr. for the 1d in singles. A block of four of the 1d brought 550 fr. (mb). The Dollard high values in complete sheets of 40 realized 12,000 fr. The major varieties on the 10/ Dollard brought 500 fr. (mb) for the re-entry and 400 fr. (mb) for the retouch. There were blocks of 4 of the 2/6 and 5/ of the Thom 4 line high values which realized 550 fr. (mb) and 600 fr. (mb) respectively. There were a good number of the varieties of the Thom 3 line overprints. A ½d used with accent missing sold for 880 fr. A 6d with accent inserted in a marginal

(Continued on Page 1121)

The Mileage Postal Markings Of Ireland

by Edith R. Doane

The following article has been reprinted with the permission of both the author and the American Philatelic Congress. The original article, entitled "The Mileage Postal Markings of Great Britain and Ireland 1784-1839," appeared in the *American Philatelic Congress Book*, 1975.

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Something significant, interesting and different, perhaps unique in worldwide postal history of the eighteenth century, continues to surface and merit further research. For instance: in the early years of the carriage of the posts, the cost was based on two factors; distance and weight, but distance was by far the more important one. As the centuries passed, more efficient communication methods had to keep pace with increased population, improved traveling facilities and industrial expansion — but the basic argument persisted. Just how long was a "mile"; 1620 yards or 1760 yards, an inaccurate "computed" one or should it be a standard "measured" one? So it was in the British Isles where the mileage distances were not always arrived at by accurate methods and the rates charged were inaccurate as well.

This article is chiefly about the confusing and irritating aspect of the early postal mileages there which may be relatively unfamiliar to American postal historians. It took nearly 150 years of step-by-step planning before a more efficient mileage postal program was initiated about 250 years ago. It was a beginning — but many more changes were needed and adopted in the next four decades.

Regardless of size, the territorial layout of England, Scotland and Ireland was relatively similar. Since their three capitals were situated near their eastern coasts, it is readily understandable that the early major post roads ran across their territories to major ports on other coasts. Following his survey of Ireland in 1682, for the increased efficiency of the Irish Post Office, Thomas Gardiner recommended such a procedure. One post route was the Munster Road southwesterly to Waterford, with 15 post towns along the way. Another was the Ulster Road, extending north to Belfast, with 15 post towns. The third was the Connaught Road to the west through six towns before arriving at Galway. At that time there was no separating from the main road to give mail service to adjoining bye-roads. This service and that on cross roads came later.

Meanwhile, Ireland kept pace with Britain in recognizing the necessity of basing its postal rates on the distances that the mails were carried. S. William Petty had organized the first road survey of Ireland to show mileage distances in 1660. This pre-dated by 15 years the survey done in England by John Ogilby. Here, too, the distances were measured by men working under the supervision of POD surveyors, and the routes were traversed with the well-known "Waywizer." One of the earliest maps of Ireland to show distances from town-to-town as well as to Dublin, was by John Senex in 1712. This map was the chief basis for distances through the 18th century.

Quite early in the 18th century privately-printed road books began to make their appearance. (Like England, like Ireland.) These included mileage data, much of which was inaccurate apparently because the roads on the Senex map were measured by laying a straight ruler on it and ignoring the deviations in the winding roads. One of the earliest of these was *The Gentleman and Citizen's Almanack*, which was started in 1729 by John Watson and continued under successive publishers until 1844. The issue of 1735 contained a statement that the roads of Ireland, with their directions and distances from Dublin were "calculated" by John Gibson. The Taylor & Skinner road book of

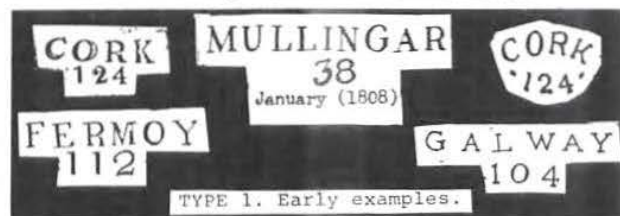
1779-80 contained much more accurate measurements. It was the first to publish distances in Irish miles from Dublin to each post town and these continued in use for many years. Still another was *The Post Chaise Companion or Travellers' Directory* and its author-publisher was W. Wilson. Its 1786 frontispiece announced that it contained "A New and Accurate Description of the direct and principle Cross Roads" and the distances of the cities, boroughs, market and sea port towns from each other.

When the mail coach system in England was being planned by John Palmer there was a desire for its extension to Ireland. However, the bad condition of the roads, as well as the problem of qualified leadership, caused many men of money to hesitate about financing its initiation there. These problems were solved by a Scottish businessman named John Anderson, who emigrated to Ireland from Glasgow in 1780, settled in Fermoy near Cork and prospered. In the 1790's, after studying how well John Palmer's mail coach plan was functioning, Anderson obtained the contract for supplying mail coaches in Ireland and spent many thousands of pounds in developing an efficient system and improving the roads. A consequence of the Act of Union unfortunately led to his bankruptcy in 1816. He may well be called the "John Palmer of Ireland," however, no evidence has surfaced to indicate that he was concerned in any way with the measurement of the roads.

The Irish Post Office had been organized under the control of the GPO in London and operated quite well. On 2 August 1784 it became a separate entity. This was no doubt coincidental with the start of the mileage program in Britain but may have had relevance to delaying the start of Ireland's program until 1808. When pages of the 1808 issue of *The Gentleman's and Citizen's Almanack* were scanned, they were found to contain "A List of Post Towns in Ireland . . ." and columns showing the postage from Dublin to each of the 314 post towns named, the number of miles each was from Dublin and the number of weekly posts each handled. Other helpful information crammed into nearly 200 of its 4½" x 7" pages listed the mail and stage coach routes, the Roads from Dublin and those to London.

One confusing phase of the mileage program was the different bases on which the distances were measured in England and Ireland. The Irish Post Office used the Irish mile of roughly 2233 yards whereas the English mile was only 1760 yards. This involved both different additional charges on mail leaving Dublin for Great Britain and lowered charges on that from Britain for delivery to inland Irish towns beyond Dublin. However, these variances had only minimal effect on the inland mileage postmarks in Ireland and none at all on those in Britain. The confusion was finally resolved as explained later.

To Hans G. Moxter goes well-deserved credit for compiling the first check-list of "IRISH 'Mileage' MARKS" published in *The Revealer*, Eire Philatelic Association, Supplement No. 45, July, 1970. His type chart has been followed here but the illustrations are chiefly from the author's collection.



TYPE 1

The timing of the start of the mileage postal markings

system in Ireland is itself interesting because it coincides with that of Scotland's type I in 1808, but there was no matching of their original formats. Here it was very similar to the British TYPE 3N and completely without framing. This format had the post town's name in one straight line with the mileage centered below. The lettering varied in height from 4mm for GALWAY 104 to 6mm for BALNACARIG 48. Incidentally, no Irish postal name appears divided into two or three lines, no matter what its length, as was done in Scotland in TYPES 3A, 5 and 6A. Here, as in England, the measuring was done from its capital city, Dublin, to each post town. The program was effective throughout Ireland and five of the initial markings in 1808 were for post towns over 100 miles away. TYPE I was the most widely and longest used of Ireland's four basic types.

The earliest known Irish mileage marking is that for MULLINGAR 38 (Courtesy of Fred E. Dixon) with inside dating of January 1808. Twenty-seven post towns are known to have used TYPE I in this initial year but three did so only temporarily. One was BALNACARIG 48 but it re-appeared much later in a revised spelling of BALLINACARGY 48 from 1831-1832. Another was LONGFORD 62 that did not resume until 1828 with a revised mileage of 58. The third was PASSAGE 80, in Wexford Co. not Cork, but not so identified. Also, twenty-five more initiated their mileage markings in 1809 and two of these suspended theirs when the year was over. Elphin resumed in 1810 with its mileage altered from 74 to 75, and ENNIS 114 re-appeared in 1816 with its mileage reduced to 112. Such changes in mileages, even though minor and due to more accurate measurements or route revisions as the years passed, were typical of many others as recorded in the Moxter listing.

One of the problems of including quite long names in the stamping devices was that of well-known repetitive and self-explanatory prefixes or suffixes, so a system of abbreviations was adopted. Some of the quite common ones appeared as:

BH for Bally or Ballin: town or enclosed place of habitation

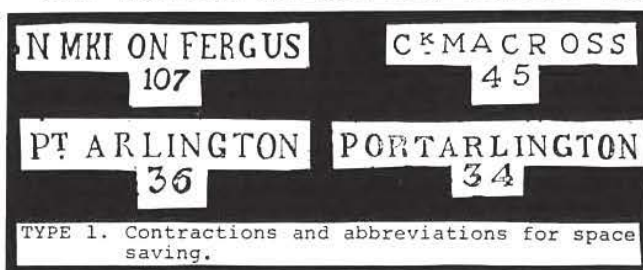
CK for Carrick: rock or stony place

KY for Kill: church or cemetery

RH for Rath: mount or entrenchment

Specimens of these are known used in BYADERIN for Ballyaderin, CKMACROSS for Carrickmacross, KYNAULE for Killynaule and RHCORMACK for Rathcormack.

Other long names were more easily identifiable when



contracted for space-saving: CLEPLLARD for Castle Pollard (and for Castle Connell cited above), also Six m BR for Six Mile Bridge and N MKT ON FERGUS was NEW MARKET ON FERGUS to every Irishman! Still another example is for PT ARLINGTON 36 in 1808. After 1817 it was suspended until 1827 when it resumed with its name in full, PORT ARLINGTON, and an altered mileage of 34. Why this was done at such a late date is confusing.

The CORK 124 marking (1812) is the only one to show a slight variation. It started out in 1808 with the normal format of TYPE I, then changed to a different one in the 1820s with the name visibly curved at the top and a very tiny arc on each side of the mileage below which continued as 124. Both were struck in red. Another, appearing to be a minor variation is that of KILBEGGAN 44, the name being very slightly arched, but that

may be a fault of the device itself. The smallest post town name was EMO with mileage of 34 or 33 between 1813 and 1838. The one with the largest dating was for PASSAGE WEST 129, down in Cork County, that survived into 1856, also notable for its rare green ink.

TYPE 2

The name and mileage arrangement is the same as that of TYPE I but with the addition of a rectangular frame around the entire marking. It was used at only nine different post towns including Down, the only one with a change in mileage, 74 miles between 1827-1828 and 71 miles between 1828-1831. Those named in Moxter's list are:

ASKEATON	113	GALWAY	104
BALLYMONEY	118	GOREY	48
CASHEL	79	HOLYWOOD	84
DOWN	74	LISBURN	73
DOWN	71	M.T. MALBAY	134

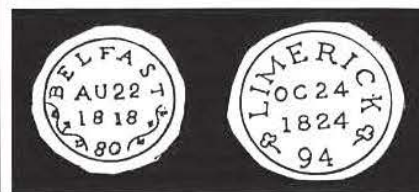
M. T. MALBAY (Milltown-Malbaw) was the first to receive one of these devices in 1809 and it was used there for the next ten years. Important, too, is the fact that it was the only type used at this location. The others didn't start until the 1820s and most served into the 1830s, as did Gorey seen here. Cashel had the shortest use of all, only in 1823. Askeaton did not join the group until 1839 — an unusually late start — but it was used through 1846. You will recall that LEEK 124 was the only other location, and in England, to use this wholly-framed mileage marking.

TYPE 3

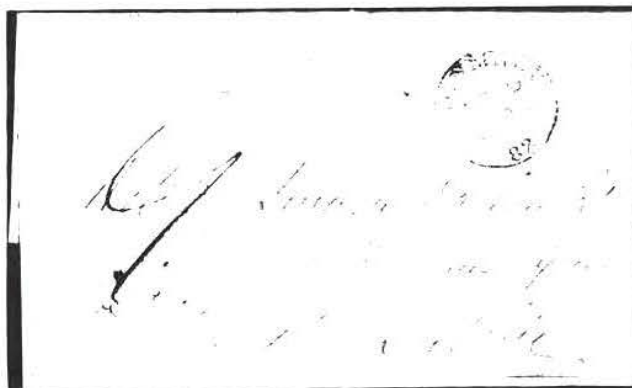
This was the first of the only two circular formats used in Ireland. It was undated and has been seen from only two post towns and for the same four-year time period from 1819. The name was completely rimmed, the mileage was in a straight line in the middle and centered below inside the rim was a starish ornament. The users were CASTLE BELLINGHAM 34 and LURGANGREEN 37. Both were in the same county of Louth and probably obtained their devices from a local engraver. Another similarity was that both reverted to TYPE I abbreviated design after intervals of several years.



Type 3



Type 4



TYPE 4. This dated circular format—the last in the Irish mileage series—was more efficient for the handling of heavy mail at large post towns.

TYPE 4

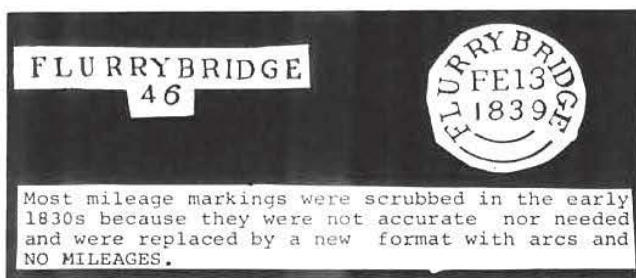
Only four of the larger post offices, three of them in port towns, used circular dated markings classified in TYPE 4. Each was fully rimmed with its mileage inside at the bottom, some with and some without ornaments and struck in both black and red. In each case a TYPE I had preceded the initiation of this circular format.

BELFAST 80 had two small periods of use; that between 1818-1820 was the smaller 25mm size with a shamrock spray on each side of the mileage; the other was 29mm and used between 1825-1829, with arcs replacing the sprays. CLONMELL was 27mm and shows a 96 mileage with no ornaments in its first year 1821 but when its usage was resumed from 1823-1825, it had a sizable reduction in mileage to 82. LIMERICK appears in two sizes, 28 and 30mm, and three varieties of ornaments between 1822-1828, all retaining the same 94 mileage. WATERFORD was both the largest in size, 35mm, and had the longest period of use from 1818-1829, when it returned to TYPE I until 1840 which it had used prior to switching to TYPE 4. All but Clonmell were port towns east, west and south of Dublin whereas Clonmell was on an important mail coach road connecting Waterford with Limerick.

SUMMARY

You will recall that the mileage markings in England were soon discontinued by most post towns if found to be inaccurate when the 1760-yard statute-mile measurement was re-confirmed by the Act of 1825. Then arose the problem of how to get Ireland to accept this new lowered measurement that would result in higher rates between post towns and Dublin. Furthermore, there were three main packet routes from England and Scotland to Ireland and these involved two different postal rates, if for delivery in Ireland beyond Dublin. Britain solved this confusion by an Act of Parliament in 1827, and from that time all distances in Great Britain and Ireland have been measured in statute miles.

Immediately following this act the Post Office issued "An Alphabetical List of the Post Towns in Ireland with the Postage of a Single Letter to Each from . . ." An original copy of such a list is in hand but, unfortunately, it is too faded and blurred for presentation here. On the other hand a clear reproduction of all its data is contained in *Great Britain, Post Roads, Post Towns, Postal Rates 1635-1839*. The name of "Barnsley," up in York north of London, had been inserted in manuscript following the word "from." Appended to the listing of 427 inland post towns of Ireland, excluding Dublin, were columns of mileage distances and rates to Dublin via the port towns of Howth near Dublin, Donaghadee near Belfast on the north, and to Dunmore near Waterford south of Dublin. Another table gave directions for calculating the added distances and rates from Dublin inland to meet the new statute requirement.



In spite of this temporary confusion, it appears that those Irish mileage markings that remained in use were not revised to meet the new standard, with one possible exception. This was for Athy that shows a few alterations in its mileages during the related period, yet these might have been due to re-measure-

ments. The better solution was found to be that of scrubbing the mileages, as was done in England, and this was done in many cases. A straight-line name in TYPE I assumed its pre-mileage style in a few cases; in others a circular dated format with single or double arcs below and no mileages replaced the TYPE I format. These and their several varieties provided a far more efficient postmarking service for many years.

On 10 January 1840 Uniform Penny Postage replaced the rate-per-mileage basis and became effective between all inland post towns in the United Kingdom and Ireland.

Meanwhile, the Irish Post Office had been amalgamated with the English Post Office in 1831 but there was no restriction on the extended use of its mileage markings even as late as 1856 by means of a penny postage stamp!

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For the most part, those books and articles published within the last 40 years have been the most helpful because they have been reflecting the importance of more concentrated postal history research in the specialized area of mileage markings in the meanwhile. Several of these articles, both by private authors and by town and county local societies all over Great Britain and Ireland have appeared in the bi-monthly bulletins of the Postal History Society.

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Feldman's Zurich Sale

(Continued from Page 1118)

block of 4 brought 400 fr. (mb).

In the later issues, a booklet pane of 3 plus 3 labels of the 1d map stamp watermarked SE went for 210 fr., and a used copy of the rare 2d coil brought 1,100 fr. There were two railway letter stamps on cover that brought 450 and 440 fr.

This was a sale that was remarkable for the type of material offered. If my arithmetic is right, the average selling price was about \$300 per lot.

This is an auction catalog well worth saving. Possibly one could be obtained from David Feldman, and we hope to have one in the E.P.A. library shortly.

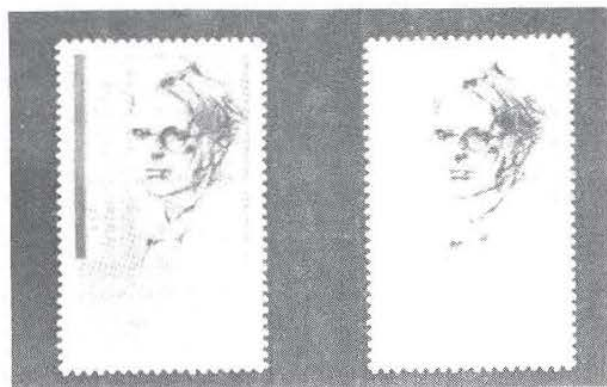
More Information On The Missing Color Varieties

by S. J. Klineciewicz

It was recently reported to me that an article appeared in the current *Revealer* regarding an error of colour on the U.S. Bicentenary miniature sheet of Ireland.

The first error of colour to become known in the Irish Philatelic scene appeared on the 1965 issue of William Butler Yeats. This error consisted of a missing bar from the top left hand corner of the stamp, running parallel to the inscription "William Butler Yeats." The missing colour, brown, appears rather startling when compared next to a normal copy.

It is interesting to note that only two copies of this error have come to light so far. One of the two errors was distributed to America at the time of issue by the Philatelic Service of the Department of Posts and Telegraphs. It can therefore be assumed that the remaining 59 errors were sold to philatelists with a credit account at the Department. If any E.P.A. members had their sets obtained in this fashion, at the time of issue, I feel it would be worth while checking up their collections. Hopefully, a lucky subscriber may make a delightful find at this late stage.



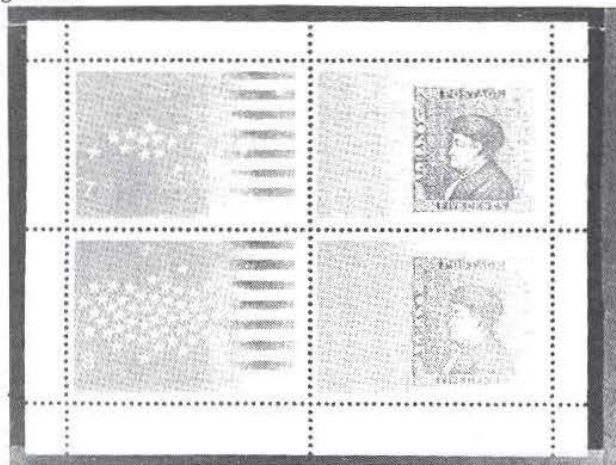
Illustrated here is a photo of the Yeats 1/5 error, with a copy of the normal stamp on the left.

Regarding the errors of the U.S. Bicentenary, the colour error refers to the silver. On the miniature sheet of 9p and 15p values are completely missing the inscription "Eire" and denominations etc. On the 7p and 8p values, this refers, but as the denomination figures are not printed in silver, the general appearance can be misleading and escape the eye at a quick glance. This is obvious as I will explain later.

The number of miniature sheets containing the error now totals 6. These were purchased in the following places. **Dublin City.** A fortunate collector purchased 20 of the sheetlets in the main G.P.O. and as he was packing them in his case, he noticed pencilled initials on the top sheet. This annoyed him, as would any stamp collector, and he proceeded to return to the counter to replace it. While waiting his turn at the counter, he observed the initials and it was only then that it became obvious to him that there appeared to be something wrong. This initialed sheet turned out to contain the error of colour "missing silver." After further examination of his remaining sheets a second copy appeared. Excited with his find, he decided to purchase 100 further miniature sheets. After cashing a cheque in a nearby locality, he obtained his batch of sheets and found the third sheet which he possessed.

His first reaction was to contact the Hibernian Stamp

Company for observations as to the possible value. The errors were verified through the usual channels and cleared as being genuine.



The initials "H.D." pencilled on one of the sheets also turned out to be genuine and paved the way for public news.

Killarney, Co. Kerry. A collector purchased 10 Presentation Packs in addition to his normal requirements of mint sets. After reading the front page headline in the *Cork Examiner* on July 6th, he checked his purchases, and found one of the errors in a Presentation Pack.

Dublin City. A well known local collector discovered the error in his collection after his neighbor called to show him the daily newspaper "Irish Independent."

Cork City. Once again, due to the publicity, Mr. Padraig Burke, a chiropodist, checked his 20 or so First Day Covers and found one of the errors cancelled in the center of the sheet. Better still, it was on a "Hibernian" cover which was purchased prior to issue at a leading store in Cork.

All of this information now accounts for 5 mint examples and 1 on First Day Cover. As soon as the finds were announced by the Hibernian Stamp Company, all stocks were examined by the authorities and it is believed that further errors were found and returned to be destroyed.

The miniature sheets were printed in larger sheets of 9 and then cut. It is therefore calculated that only 9 miniatures could have existed with the error or alternatively multiples of 9.

As already reported, a sheet of 100 of the 15p. value was discovered in Co. Galway with error of missing silver.

In addition to all of these errors, we can confirm that at least 2 complete sheets of the 7p value have been used through the post in Cork. The sheets were purchased by a company mailing its regular monthly accounts but the error was discovered by one of the recipients who then attempted to locate further copies used on the company's mail at the time. The individual finally recovered a total of 3 errors from the 200 — all of which are on the original part brown envelopes and dated with a clear Cork meter cancellation.

Other reports of the 7p error have come to us from Roscarbery, Co. Cork, Limerick, Wexford and Galway but none of these are yet confirmed. It is believed that these discoveries were recipients of the statements that the company in Cork used.

Several other sheets of the 7p and 15p were discovered before being sold containing the error of missing silver and were returned to headquarters to be destroyed. It is believed that 8 sheets of the 15p were located at the G.P.O. in Cork and a single miniature sheet in Mullingar.

If there are any further details required, I will only be too pleased to assist you in any way possible.

(Continued on Page 1123)

Show and Area News

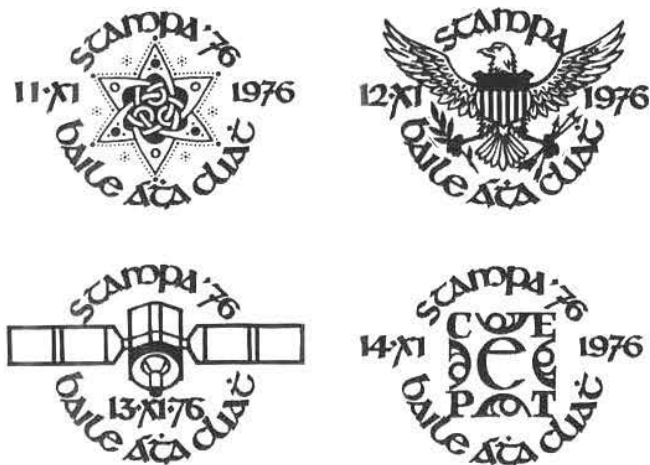
STAMPA '76 — Illustrated below are the four different cancels applied to covers posted at this year's show in Dublin. Each specially designed cancel had a special significance for each date. These designs are as follows:

November 11, "Christmas" — The postmark's design incorporates a 'Celtic' Star of David and coincides with the first day of issue of Ireland's 1976 Christmas postage stamps.

November 12, "America" — The design incorporates the American Eagle, and commemorates the Bi-Centenary of the American Declaration of Independence.

November 13, "Space" — The design incorporates a representation of "MAROTS" a satellite to be launched by the European Space Agency, which Ireland joined this year.

November 14, "Europa" — The design incorporates the letters "C.E.P.T." (European Conference of Postal and Telecommunications Administrations of which Ireland is a member).



CHICAGO PHILATELIC SOCIETY SHOW — The Irish exhibitors at this year's show did very well and the award results are as follows: James Maher (Gold), Edward Sullivan (Silver), and William Pavey, a first time exhibitor (Bronze).

NOJEX '76 — A very interesting E.P.A. meeting was held at this year's NOJEX held on November 12-14. Bruce Weinman chaired the meeting, with a lecture and slide show on Irish Flight Covers given by Jack Keough. Part of the Fred Gomme slide program was also shown by Bill McCaw. There were 11 different Irish exhibits in the Ireland Section of the competition and the awards were as follows: James Brady, Best in Section (Crystal Bowl); Bruce Weinman (Small Gold); E. T. Sullivan and John Blessington (Silver); Preston Pope, Henry Bright, and M. H. Priestley (Bronze); and Padraig O Mathuna (E.P.A. Certificate for Best Research).

FILATELIC FIESTA '76 — A special section for Ireland is offered in this year's competition to be held on February 12-13, 1977. Interested members may obtain a prospectus from Mr. B. W. Woodward, 2525 Hayward Dr., Santa Clara, Ca. 95051.

EPA TRADING POST

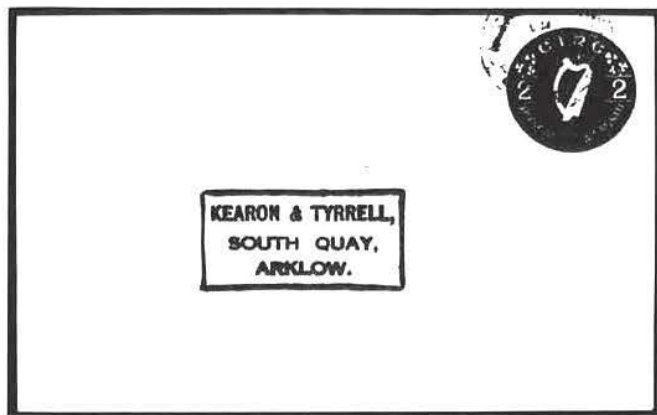
All EPA members are entitled to two free 25-word ads in the Trading Post each year. For sale and priced offers are not accepted. Only want lists and exchange ads will be accepted by the Auction Manager. The editor may be contacted regarding other types of advertising.

WANTED: Irish Covers, all types, all periods. Maj. Tom B. Moore, 7028 Meadowbrook, Hanover Park, Ill. 60103.

Postal Stationery Notes

by J. E. Foley

AIR LETTER SHEETS: Alex Gillespie has reported an early usage of the 1949 Air Letter Sheet. Revealer No. AL-7, Feldman No. PSAL 7, has been noted as issued on Sept. 20, 1949. Mr. Gillespie's example bears a Dublin slogan postmark of May 25, 1949.



POST CARDS: A stamped-to-order postcard has been submitted to us by John Smallman. The size is approximately 5 5/8" by 3 1/2". It has a 2d embossed stamp (Revealer Type II) in green. The address is impressed with a boxed rubber stamp: "KEARON & TYRRELL, / SOUTH QUAY, / ARKLOW." On the reverse (which is upside-down in relation to the obverse) is a pre-printed message in blue ink as follows: "PLEASE DELIVER . . . / GALLONS ESSO BLUE THE PERFECT / PARAFFIN AS SOON AS POSSIBLE / TO / NAME . . . / ADDRESS . . . / DATE . . ." I have one of these cards in my own collection, but with only the month showing in a poorly impressed c.d.s. Mr. Smallman's example has a portion of a slogan (alas again the date cannot be determined) which appears to be Hibernian No. SP 123 which appeared in 1963 and has been in general use.

REGISTERED ENVELOPES: In our October 1976 column (p. 1103) we noted that the 33p registered envelopes were available at Interphil at the booth of the Irish Postal Administration. These were issued on February 1, 1976 (sizes G and K) and on March 25, 1976 (for the size H). We neglected to point out that the H and K sizes were in the new format of text that does not refer to a particular minimum rate, and on a different type of paper stock without the familiar cotton scrim on the inside, but with a blue finish on the heavy paper on the side that is folded to form the inside of the envelope. The G size was on the older stock with cotton scrim and the rate refers to the minimum rate of 12p of 1973 (i.e. contemporary with the 17p envelope). Padraig O Mathuna recently informed us that the size G has been replaced now with the new type of envelope that was used on the H and K sizes. Padraig indicated that apparently most of the stock of the G size with the scrim lining was taken to Interphil and any remaining quickly used in Ireland due to an increased demand caused by the recent bank strike.

The Missing Color Varieties

(Continued from Page 1122)

Finally, I wish to add that the Hibernian Stamp Company Limited obtained all of the miniature sheets for disposal to collectors with the exception of the First Day Cover, which we may be in a position to offer for sale in 1977.

EPA AUCTION NO. 38

CLOSING DATE—APRIL 15, 1977

I can use more material for our auctions. Please send in lots and bids to: Bruce C. Weinman, P.O. Box 274, Cedar Grove, New Jersey 07009, USA.

Lot No.	Description	Reserve
1.	DF CL1, R21 imp control pr, toned, og-fine	6.00
2.	DF CL2, R21 perf margin control pr, mint NH, VF	0.50
3.	DF CL3, plate 2, S21 imp margin strip of 3, mint NH, VF	2.25
4.	DF CL5, plate 1, S22 imp margin pr, slight offset of overprint on reverse, mint NH, VF	1.50
5.	DF CL14, S21 perf margin pr, mint og, Fine	3.00
6.	DF CL16, plate 1, S21 perf margin blk of 4, mint og hinged, VF	7.50
7.	DF CL16, plate 1, S21 perf margin strip of 3, mint og, Fine	6.50
8.	DF CL17, plate 2, S22 imp margin strip of 3, mint NH, VF	4.50
9.	DF CL20, plate 1, S21 imp margin strip of 3, mint NH, VF	6.50
10.	DF CL24, plate 1, S21 imp margin strip of 3, mint og-NH, VF	12.00
11.	DF CL24, plate 1, S21 imp margin pr, mint NH, VF	11.00
12.	DF CL26, plate 1, S22 imp margin strip of 3, mint og-NH, VF	8.00
13.	Sc 8, 10d Dollard, mint HH, fine	1.75
14.	Sc 1, 2, 15, 16, 16b, 24, 24 shade, 26, 28, 44, 45, 52, 12 overprints, used, F	2.00
15.	Sc 44, 45, 46, 47, 48, 51, Saorstats, mint og-LH, Fine-VF	1.75
16.	Sc 92 creased, Sc 105 short perf & pin hole, used coils, Good	2.00
17.	Sc 85-86, IEC, blks of 4, mint NH, VF	6.50
18.	Sc 88-89, Holy Year, blks of 4, mint NH, VF	5.00
19.	Sc 1-2 var, 1/2d Dollard misplaced op: 1d Dull blk ink, mint og, VF	1.00
20.	Sc 307-09, Synge & Yeats, blks 4, mint NH, VF	2.75
21.	Sc 314-326a, 1972 issues & ss, 14 items, mint NH, VF	3.00
22.	As above in blks of 4 & ss	9.50
23.	Booklets, 1966 DF 12B, 1974 blue & green covers, 3 items, NH, VF	5.00
24.	Sc 290-304, 298A, 299A, 302A, 1st Decimals, mint NH, VF	5.75
25.	Sc 327-331, mint NH, VF	1.10
26.	Sc 327-331, EORAI, EUROPA, SCOTT, blks 4, mint NH, VF	4.60
27.	Sc 285-86, 305-06, 338, 367-68, 369-70, mint NH, VF	1.40
28.	Sc 338, 341-42, 363-64, 339-40, 365-66, 298A, 299A, 302A, 1974 blks 4, NH VF	11.50
29.	Sc 367-75, 1975 issues, blks of 4, mint NH, VF	9.00
30.	Sc 250-65, J14, 1st animals & 1/1 - due, scarce; mint NH, VF	11.00
31.	Sc 250-65, margin blks 4 (1/2p value in prs), J14 vert pr, mint NH, VF	36.00
32.	James Larkin, USA Bi-Cent, 6 values in blks 4, mint NH, VF	6.00
33.	Plunkett, Heritage, Bi-Cent ss, mint NH, VF	6.30
34.	Christmas 75, telephone blks 4 & presentation pack of Bi-Cent ss, NH	6.25
35.	Heritage, Plunkett, Christmas 75, Larkin, Tele, Bi-Cent singles, mint NH	4.25
36.	Sc 163-64, 169-70, Cons & Wadding, mint LH, F-VF	4.50
37.	Sc 130, 133-34, 151-52, mint LH, F-VF	4.50
38.	Sc 145-46, 151-52, mint LH, VF	4.00
39.	Sc 173-74, 188-89, 192-95, mint LH, F-VF	4.50
40.	Sc 177-78, 182-87, 196-97, mint H-LH, VF	4.50
41.	Sc 179-81, 190-91, mint LH, VF	3.50
42.	FFC, 3 cvs, 1939 Flights, Eire New York, Eire-Shediac, Eire-Botwood F	7.00
43.	Sc J15, J20 due varieties, 1p wmk inv, 1p wmk sideways, 7p wmk inv, all marginal singles, mint NH, F-VF	3.50
44.	DONATION LOT — as above only 1p inv with margin	—
45.	DONATION LOT — C1-C7, Airs, used good	—
46.	Sc 121-123 var, DF D30A-D32A, high vals on cream paper, mint NH, VF	22.00
47.	as above	22.00
48.	Sc 137 var, 8d defin, 2 vert mar prs, one with part perf mar, other with imperf margin, mint NH, VF	3.50
49.	Sc 259 var, DF D44a, 9d PVA gum, blk 4, mint NH, VF	2.50
50.	Sc 261 var, DF D46a, 1s PVA gum, blk 4, mint NH, VF	4.95
51.	as above	4.95
52.	another blk of the 1s with PVA gum	4.95
53.	Sc 173-74, 1960 WRY, Blks 4 & singles, mint NH, VF	3.95
54.	Sc 194-95 var, DF C88a-C89a, tower flaw in pr with norm, mint NH, VF	20.00
55.	Sc J6 var, PD6E, 1d due, tail on "U" in pr with norm, mint NH, VF	6.00
56.	Sc J7 var, 1/2d due, inking var, some letters filled in, interesting, in pair with normal, mint NH, Fine	2.50
57.	as above	2.50
58.	as above but VF	2.50
59.	Sc J8 var, PD8b, 2d due, no dot on P of Pingin, in pr, mint NH, VF	2.50
60.	Sc J10 var, 5d due, wmk inv, UL margin blk 4, mint NH, VF	3.95
61.	as above but margin single	1.00

62.	Sc J11 var, 6d due, wmk sideways and inv, a good variety, scarce, margin blk 4, mint NH, VF	8.00
63.	as above but a single	1.85
64.	Sc J12 var, PD12b, 8d due, P flaw in mar pr, mint NH, VF	11.50
65.	Sc J12 var, PD12c, 8d due, dot on s in mar pr, mint NH, VF	10.60
66.	Sc J12 var, PD12d, 8d due, inv wmk, mar single, mint NH, VF	7.25
67.	as above but not marginal	7.00

The following 22 lots are Postal Stationery, all in VF mint condition, nos. refer to David Feldman's Handbook.

68.	PSLC9, 1958 Letter Card, 3d blue	3.50
69.	as above	3.50
70.	PSW12, 1957 Wrapper, 2d green	0.90
71.	as above	0.90
72.	PSE 16, 1953 Provisional Envelope, 1/2d green & 2 1/2d brown	12.00
73.	as above	12.00
74.	PSE 17, 1954-55 Envelope, 3d blue	1.35
75.	as above	1.35
76.	PSE 18, 1962 Envelope, 4d blue	1.35
77.	as above	1.35
78.	PSPC 7, 1947 Post Card, 1 1/2d purple on off white	11.00
79.	as above	11.00
80.	PSPC 9, 1951 Post Card, 2d green on white	0.90
81.	as above	0.90
82.	PSPC 9, 1951 Post Card, 2d green on off white, paper variety	0.90
83.	as above	0.90
84.	PSPC 12, 1971 Post Card, 2 1/2p brown on white	2.95
85.	as above	2.95
86.	PSRE 36, 1962 Reg Envelope, 1/1 blue, size F	3.75
87.	as above	3.75
88.	PSRE 42, 1971 Reg Envelope, 14p green, Size G, with wrong text	1.00
89.	as above	1.00

End of Stationery Lots

90.	FDC lot, 7cvs, 6 are unaddressed, Sc 141 Mangan, 151-152 Marian Year, 153-54 Newman, 159-60 O'Crohan, 163-64 Wadding, 165-66 Clarke, 171-72 Guinness; a good lot of FDC's, well worth reserve, all with cachet	17.00
91.	FDC, Sc 141, Mangan, pr on addressed cachet cv, Fine	2.75
92.	as above but single stamp	2.50
93.	Sc 103-04, USA Constitution set on 150th ann. of John Barry's death cover, with cachet, unaddressed	2.00
94.	Lot of 300 — all off paper, most are low value commems, high cat val, few 2nd series defin, includes Sc 99 (x2), 145 (x12), 147 (x15), 149 (x30), 151 (x56), 155 (x84), 169 (x26), others, generally fine used copies	3.00
95.	Sc 153, 120 var, DF C49a 3d Barry re-entry & DF C19a broken statue, both stamps are fine used copies	1.00
96.	Christmas Seals, 1945, 1946 orange, 1947 perf, 1949 roulette, 4 items	1.25
97.	Christmas Seals, 1945 no gum, 1946 orange, 1947 roulette, 1948, 1949 roulette and 1944 TB seal	2.00
98.	Sc 26b var, Thom 5 line blue-black, scarce Die I with R/Se, mint, F-VF	6.00
99.	Sc J3, vert pair, tiny thin on one stamp, crease, mint og, good	0.75
100.	Sc J4, blk of 6, one stamp torn, a bit off center, good used	3.00

END OF SALE — HAPPY COLLECTING

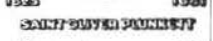
Send bids and Auction lots to: Bruce C. Weinman, P.O. Box 274, Cedar Grove, New Jersey 07009, USA.

John R. Smallman P. Eng.

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Random Notes by F. E. Dixon

BALLYMACLINTON

Although the postcards of the 1908 Franco-British Exhibition at Shepherd's Bush, London, are the commonest of the exhibition cards, those with the special cancellation of the Irish village are scarce. The same cancellation used in 1909 is scarcer, and it is quite rare used on the proper postcards, i.e. a series of Ballymaclinton cards printed for sale at the Imperial International Exhibition. The village was left standing for at least one more year, but I do not think the post office was open again.

USA BICENTENNIAL COMMEMORATIVES

Collectors are finding it difficult to find all the reported cylinder numbers. In the case of both 7p and 9p the need for 2nd cylinders seems to have been due to weak printing by the 1st.

SLOGANS

"WEXFORD FESTIVAL OPERA 25 YEARS" appeared in June.

DECIMALISATION

There were plans for introducing weighing by grams instead of ounces in July, but September arrived with no public announcement of when the change will happen or how it will alter the postal rates.

INVERTED WATERMARK

The latest (and possibly last ?) report of an Irish stamp with inverted watermark is the 7p postage due.

BEATING INFLATION

From time to time there are rumors, probably exaggerated, of fortunes made by trafficking in international reply coupons. Profits can be made! I have just cashed at 9p each British Commonwealth Reply Coupons which cost only 4p each in 1973.

PARCELS CANCELLATIONS

The Post Office has still not found the right adhesive for securing the rubber stamp to its metal base, and offices continue to use elastic bands to hold them, causing horrible defacement to the postage labels. My latest example is from Dublin, August 1976.

Once upon a time there were special rubber stamps for use on parcels posted in quantity and prepaid in cash. David Feldman used this method of posting auction catalogues, but the postmark applied was the normal rectangular bilingual Parcel Post marking with date etc. omitted!

FELDMAN AUCTION CATALOGUES

The two catalogues so treated weigh about 3 pounds and are the most sumptuous I have handled. The material on offer justifies the sumptuousity. Irish lots included the Dollard high value overprints in complete sheets! The 2d p.15ximperf. (lot 522) had a clear ANNAMOE cancellation, one we had not seen before.

CENSOR LABELS

The most up-to-date account of Irish censorship 1939-45, from the pen of John L. MacManus, began in the July issue of the Civil Censorship Study Group Bulletin (3 Law Cliff Road, Great Barr, Birmingham B42 1LP, England.)

REGISTRATION ENVELOPES

When the 33p G size envelope appeared in February I reported that the fee stated on the back was 12p. There is another variety, seen used from Wexford in August, with the fee on the back of the envelope only 10p. What was on sale in September was the third version, with the wording revised to omit mention of the fee — and with no scrim lining.

MACHINE ERRORS

Some time in July 1976 the machine had its slogan (Please Shew District Numbers . . .) inverted and had an extra time in place of the day and month: it read 4:30 PM / 1:30 AM / 1976.

R.S.O.

When did the widespread use of the Railway-Sub-Office start? What prompts the question is finding in a newspaper of 1864 an advertisement asking for tenders for the conveyance of Mails to and from Killucan Railway Station and Castlepollard.

C D S DATES

The changeover from "double" (i.e. datestamp + killer) postmarks to circular datestamp cancellations was spread over many years. Two changes I have recently ascertained are at Virginia between May 6 and June 3, 1895, and at Edgeworthstown between February 6 and March 11, 1897.

OFFICIAL PAID

The transfer to the Department of Lands to Castlebar has led to the introduction of a new Official Paid datestamp there. So far there is no Official Paid die for use with the cancelling machine: it is applying the ordinary IOCHTA (Paid) in red on the official letters.

BIBLIOGRAPHY

Postal History (Postal History Society) for Sept.-Oct. reprints the first part of an article on "The Irish Post Office 1784-1830" by John Stuttard. It appeared originally in the St. Martin-le-Grand Magazine, 1911-12 and was well researched but has no extra information unknown to modern students.

IRISH RADIO JUBILEE

All I can say in favour of the stamp designs is that Eire has its accent. Puerile designs with no suggestion of anything Irish. The very badly drawn map in the 11p should have been centered on Ireland instead of Israel. And one design should have shown a radio of 1926 and TV set of 1976, with backgrounds of Dublin GPO and the modern buildings, respectively.

HOLIDAY

A short holiday in England enabled me to attend the annual gathering of the Postal History Society at Ipswich and the big Postcard Fair in London — where I bought a few items more cheaply than current Dublin prices. One "find" was a card of "Blarney Castle" in the Irish section of the Coronation Exhibition, London 1911 — the first Irish card I have seen for that Exhibition. And I still have not seen any of the 1910 version of Ballymaclinton.

FORGERIES

At the Postal History Society meeting it was disclosed that a new forger is at work, inventing postal markings which might have existed and adding them to genuine old letters. So far there is no evidence that he has attempted Irish forgeries, but beware! Buy only from reputable dealers or through the good auctioneers.

FISCALS

At the Robson Lowe auction 29 Sept. bidding was slow for most of the Irish lots and less than half were sold. The artist's drawing for the Dog License stamp, however, went to £190 — nearly double valuation. An important lot was 4372, apparently

colour trials of the issued design of 6d Petty Sessions in green and blue, and the 2/6 purple. The blue is annotated "Will not suffice — It must be red or carmine."

COILS

On 25 October I noticed that none of the Dublin GPO vending machines was operational and went into the shop to buy a few 10p strips. What was issued to me were from the original 1972 coils — 2 + 1½ + 2½ + 4p.

WEXFORD FESTIVAL

The slogan cancellation advertising the 25th Wexford Festival was rarely struck clearly. The cachets for the different operas were quite neat. There was much praise for the small philatelic exhibition, mounted mainly by Rev. J. Brennan, and the Posts and Telegraphs display. At its opening the Minister for P & T again mentioned the possibility of a postal museum with its nucleus the collection now in the National Museum. But he suggested that a few of the rarest items might be sold to help finance the postal museum. Philatelists must oppose such a scheme.

STAMPA '76

Ill health prevented my seeing much of this year's STAMPA, but it was obviously the best yet — in much more suitable premises than before. I must leave it to others to provide detailed accounts.

FELDMAN ZURICH SALE, 29 OCTOBER

Some of the more sensational prices realized were £100 for an 1849 COVE SHIP LETTER, £1250 for the "Taylor-made" 1 cent Fenian, £125 for a block of four Sinn Féin labels, £90 for a pair of 1s UVF South Belfast labels, £110 each for Railway Letters with Cavan & Leitrim and Ballycastle railway stamps, £275 for 2d coil p.15ximperf used.

PRICES REALIZED EPA AUCTION NO. 36

Lot	Price	Lot	Price	Lot	Price	Lot	Price
1.	4.50	35.	NS	69.	10.50	103.	2.20
2.	WD	36.	1.50	70.	1.50	104.	2.10
3.	2.10	37.	2.45	71.	NS	105.	WD
4.	21.50	38.	1.90	72.	26.00	106.	11.00
5.	12.00	39.	NS	73.	6.25	107.	43.00
6.	6.25	40.	4.25	74.	3.25	108.	3.00
7.	7.25	41.	8.00	75.	3.25	109.	88.00
8.	7.25	42.	6.00	76.	1.10	110.	4.50
9.	6.00	43.	4.50	77.	.70	111.	6.25
10.	4.50	44.	WD	78.	3.25	112.	15.00
11.	8.00	45.	5.00	79.	2.10	113.	7.50
12.	NS	46.	1.60	80.	1.60	114.	9.75
13.	3.25	47.	3.25	81.	26.00	115.	2.00
14.	9.25	48.	2.50	82.	26.00	116.	2.00
15.	NS	49.	4.50	83.	4.75	117.	5.00
16.	NS	50.	4.75	84.	2.50	118.	WD
17.	2.50	51.	11.50	85.	NS	119.	9.50
18.	4.50	52.	5.00	86.	2.50	120.	17.50
19.	7.75	53.	30.00	87.	5.00	121.	8.00
20.	2.00	54.	6.00	88.	5.25	122.	6.00
21.	4.25	55.	6.00	89.	12.50	123.	10.50
22.	4.25	56.	5.75	90.	4.25	124.	28.00
23.	NS	57.	3.50	91.	4.25	125.	WD
24.	5.50	58.	1.50	92.	3.95	126.	22.00
25.	3.25	59.	1.10	93.	3.50	127.	61.00
26.	4.25	60.	NS	94.	3.00	128.	26.00
27.	5.25	61.	3.00	95.	5.00	129.	25.00
28.	2.75	62.	NS	96.	NS	130.	33.00
29.	3.00	63.	NS	97.	2.75	131.	29.00
30.	3.00	64.	3.00	98.	9.00	132.	30.00
31.	NS	65.	1.25	99.	5.25	133.	29.00
32.	7.75	66.	NS	100.	5.25	134.	18.00
33.	5.50	67.	3.25	101.	NS	NS — Not Sold	
34.	2.50	68.	NS	102.	7.75	WD — Withdrawn	

Irish Stamp Issues For 1977

The Minister for Posts and Telegraphs, Dr. Conor Cruise O'Brien, T.D., has announced that special Irish postage stamps will be issued on seven separate dates during 1977. In all, there will be thirteen new stamp designs in the year's programme.

The 1977 special stamps — apart from the continuing series of contemporary Irish art, Europa and Christmas stamps — will be largely devoted to the commemoration of institutions which have made an important contribution to the economic and cultural life of Ireland.

Reflecting a cultural theme, Ireland will be marking the centenary of the National Museum and of the National Library with two stamps on 4th April; the golden jubilee of the founding of the Folklore of Ireland Society will be honoured on 10th October.

Significant contributions to the economic life of Ireland will be marked by stamps for the golden jubilees of the Electricity Supply Board and of the Agricultural Credit Corporation together with a stamp for the introduction of greyhound racing to Ireland which event in 1977 will also be having its golden jubilee. These three stamps will be issued on 12th September.

Scouting is the world's largest youth movement with 15 million members in 109 countries and postage stamps on a scouting theme have been issued by many countries. The golden jubilee of the Catholic Boy Scouts of Ireland will be taking place in 1977 as will a European scout and guide conference, co-hosted by the Irish Girl Guides and the Federation of Irish Scout Associations. The year is, therefore, an appropriate one for the Irish stamps to honour the work of all scout and guide organizations in Ireland. Two stamps on this theme will be issued on 12th July.

Finally, to signify — among other things — Ireland's share in the building of Europe and the development of European culture, a stamp will be issued on 10th October, on the same day as the folklore stamp, for the 1100th anniversary of Johannes Scottus Eriugena. An Irishman of the ninth century, as a philosopher Eriugena came between Augustine and Thomas Aquinas and is honoured as perhaps the greatest Irish philosopher.

STAMP DESIGN DETAILS

Subject	Denominations
Centenary of the founding of the National Museum	
Date of Issue — 4th April	9p
Centenary of the founding of the National Library	
Date of Issue — 4th April	7p
Europa (two designs)	
Date of Issue — 13th June	9p and 11p
Scouting (two designs)	
Date of Issue — 12th July	7p and 15p
Contemporary Irish Art	
Date of Issue — 8th August	15p
Golden Jubilee of the founding of the Electricity Supply Board	
Date of Issue — 12th September	9p
Golden Jubilee of the founding of the Agricultural Credit Corporation	
Date of Issue — 12th September	11p
Golden Jubilee of the introduction of greyhound racing to Ireland	
Date of Issue — 12th September	15p
Golden Jubilee of the founding of the Folklore of Ireland Society	
Date of Issue — 10th October	9p
1100th anniversary of the death of the philosopher Johannes Scottus Eriugena	
Date of Issue — 10th October	11p
Christmas	
Date of Issue — 3rd November	7p, 9p and 15p

The dates of issue and denominations are provisional in all cases.

TRANSLATIONS FROM KOHLE'S HANDBOOK

By Dr. Herbert Munk

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Irish Free State

Translated by H. G. Zervas

INVERTED OVERPRINTS AND OTHER PRINTING VARIETIES

One sheet each of the 2d. Dies I and II, Nos. 261 and 2611, were issued in Dublin. Half of one sheet and one quarter of the other sheet came into the possession of a London dealer in August 1923, according to whose statement both sheets were purchased at a Post Office in Dublin. In spite of statements from other sources tending to support the official issuing of these two sheets, best informed opinion (Royal Society, Gibbons) is that their nonofficial character is established. They are probably printers waste brought into circulation through unofficial channels.

A number of incomplete or defective overprints were issued, however, which were caused by the presence of foreign bodies (paper scraps, etc.), turned over sheet corners, or incomplete make-ready. Of the 1/2d. value used copies are known in which the overprint line h Eireann is almost completely missing. Of the 2d. value, No. 2611, several copies exist in whose overprints a number of letters are missing completely, and in others the letters are incompletely printed. These seem to be marginal copies, also known in pairs. There is further a copy of the 2d., No. 2611, known on which the overprint shows only the 1 and . of the date line. Finally, there was in the Agnew Collection a used copy of the 2d., No. 2611, together with a 1d. stamp on a piece of cover which showed only the partly imprinted lines Rial— Seal— hE— with the third line and date missing completely.

The values 1 1/2d., 2d. (Dies I and II) and 9d. were also issued with strongly shifted overprints. Of the 1 1/2d. value there was a corner block in the Agnew Collection "four stamps with half the overprint, the missing portion printed on the margin." Of the 2d. value, both dies, and the 9d. value there is a variety showing the greater part of the date line at the top of the stamp, with the smaller part showing at the bottom. The 9d. stamps, No. 32, also occur with the Rialtas line showing partly at the top and partly at the bottom of the stamps, also with the complete Rialtas line showing at the bottom. These varieties command premiums.

The values 1d., 2d. (Die II) and 3d. are also known with off-sets of the overprint on the back. The 1d. shows also the British variety — Q for O(NE). This variety is found in row 15 subject 9 of sheets bearing the Control T22 perforated. The variety is similar to No. 149 F1 of Great Britain (see Vol. III page 762) but does not occur in the same sheet location, and is a later and weaker appearing variety. The 3d. stamps are known with inverted and inverted and reversed watermarks. The 6d. stamps are known with inverted watermarks, Control U22.

THE IRISH-REPUBLICAN LITHOGRAPHED ISSUE (20)

Prepared for issue July 1922

After the evacuation of Ireland by the British troops, the troops of the Irish-Republicans occupied the whole southern part of the island, along the approximate line Limerick-Waterford, for many months throughout the summer of 1922, so that communication between Dublin and Cork, where the I.R.A. had its headquarters, was practically cut off. As a result there shortly arose a stamp shortage, especially of the lower values, in many of the Post Offices which the officials sought to meet by various means. Many Offices rationed the most needed values, in many others letters were freed through cash payment, suitably marked, and then made up into larger packages which were then franked with stamps of higher denominations to the amount collected for the letters contained in the packages. In certain few cases, according to Renouf, the 4d. stamps were bisected for use as 2d. stamps.

During July 1922 the leaders of the Republicans, whose troops occupied the southern Counties of Cork, Waterford, Tipperary, Limerick and Kerry, with headquarters at Cork, decided to place an order for an issue of their own with the Eagle Printing Works in Cork. The series, to be produced by lithography and bearing the likeness of Pádraig Pearse, who died in 1916 for the Republican Cause, was to contain the three values 1, 2 and 6d. The lithographer of the firm, however, was unable to produce a suitable likeness, so it was necessary to go over to the simpler design as shown in the illustration. According to contract stamps of the values 1, 2 and 6d. were produced.



Toward the end of July the Eagle Printing Works delivered the stamps to the headquarters of the I.R.A. from where, however, they were not immediately sent to the main post office in Cork for distribution. The reason for this was that shortly before

or immediately following the delivery of the stamps the Republicans sent one of their followers to London for the purpose of obtaining there an issue bearing the originally planned likeness. Upon his arrival in London he was arrested and could not fulfill his mission. In the meanwhile, shortly after the delivery of the Cork lithographed issue, troops of the Irish government landed at Passage, south of Cork, and forced the Republicans to retire to Cork, nor did they make a stand in Cork, but burned their headquarters there and retreated westward. In the burning of the headquarters almost the entire lithographed issue was destroyed. Of the 6d. value a small number of sheets and parts of sheets was saved, and of the 1 and 2d. values it is estimated that at the most 2-300 copies were saved.

It is stated that a few stamps actually were used on letters from Dunmanway, in the westerly part of County Cork, to Cork. This could only be explained by the fact that Headquarters, immediately after receipt of the stamps, had dispatched a small supply to this section. To date there is nothing really reliable known regarding this.

The sheets of the 1 and 2d. values contained 120 stamps, in 10 horizontal rows of 12. The stone was laid out by means of a transfer of 6 subjects (3 x 2) whose small differences were accordingly repeated 20 times in each sheet. Both values are known imperforate as well as line perforated 11. Color of the 1d. was dull chestnut brown, and of the 2d. dull green. Price of either Perf. 11 4.— or Imperf. 5.—.

The sheets of the 6d. value also contained 120 stamps, but arranged in 12 horizontal rows of 10 in such a manner that two rows of ten were used to make up sheets of three groups of 40 stamps each, or one group of 40 and one group of 80 stamps. For this value a transfer of 4 subjects (2 x 2) was used whose 4th subject showed a break in the next to the last Gaelic letter of the top curved line. Printed in dark blue, the stamps occur imperforate and line perforate 11, the perforated stamps being found on plain as well as on laid paper. Copies on laid paper are always ungummed whereas those on plain paper are gummed. Double impressions are known on both papers, and tete beche pairs are known on plain paper. Prices for perforate 11 copies, either paper 2.50; for double impressions or tete beche commensurate premiums.

In the beginning of 1923, Jan. 6, the Republicans organized a raid, by means of flying columns, on Post Offices located in the southern part of Ireland, chiefly in Wexford County, during which large quantities of stamps were stolen. There had already been individual raids made on Post Offices prior to this time, and they were continued during the following weeks. The stolen stamps which, as a result of having become damp or wet, had lost their gum, got into unauthorized hands who, for private gain, brought them into circulation or used them for franking purposes. To this end they were regummed by the simple method of dipping them in a gum solution and drying them. As a result the stamps received a film of gum on the face, as well as having the white unprinted portions of the design take on a soiled pinkish tinge. Stamps of this character are known loose as well as on transmitted letters, particularly from County Wexford, but seem to involve solely the 1 and 2d. values of the 4th issue with the blue black overprint A2. Philatelically these stamps are known as "Republican Regummed Stamps" or "Rebel Reissue," which, however, is not entirely in accordance with the facts, see above. Strictly speaking they reflect the use of stolen stamps to the detriment of the Post Office, without political implications of any sort. Supposedly the distributors were apprehended and after conviction received long term prison sentences. It is also thought that restitution was made of a large supply of stamps amounting to several thousand pounds face value. So far as it was possible for the regular Post Offices to identify these stamps by means of the glossy gum film and the pinkish hue, they were not recognized for franking purposes and any letters bearing such stamps were subject to the postage due

penalty, (see St. Coll. Vol. XIX pages 409, 486, 652; Vol. XXIX pages 708-9; Vol. XXX page 64).

Inasmuch as after the raid many of the Post Offices in Counties Wexford and Cork were practically stripped of their supplies of stamps, for a few days letters offered at Post Offices had to be prepaid in cash. On letters prepaid in this manner postal officials applied suitable manuscript marks, or affixed the required amount of postage due stamps, which at that time could not be issued to the public. Postage due stamps so used were the British stamps, see further under heading Postage Due Stamps.

FIFTH ISSUE OF THE PROVISIONAL GOVERNMENT

Oct. 17-25, 1922

High values (engraved stamps) 2sh.6d., 5sh. and 10sh. (Great Britain Kohl Nos. 172-174) with four line glossy blue-black overprint A5. The 5sh. also known with dull black overprint A5.

Scot		Unused	Used
36	2sh.6d. grey brown (F. D. Oct. 15)	60.00	70.00
37	5sh. rose carmine, shades (F. D. Oct. 25)	60.00	75.00
38	10sh. grey blue (F. D. Oct. 25)	350.00	385.00

Regarding the distinctions between A5 and A3 (Nos. 13-15) see page 1078. A5 is printed with glossy, blue-black ink, distance between h and E of h Eireann more than ½mm. less than in A3, h of h Eireann on base line common to other letters in same line, measurements of different lines somewhat greater.

PLATE USED FOR OVERPRINTING A5

There was only one plate used for the three high values. Of its 40 subjects the following 13 had the incorrect position I R(ialtas) over Se(aladac), compare middle illustrations on page 130.

Row	1 subject	3
Row	2 subject	3
Row	3 subjects	2 and 3
Row	4 subject	3
Row	7 subject	3
Row	8 subject	1
Row	9 subjects	1, 2 and 3
Row	10 subjects	2 and 4

Premiums about 15 per cent.

There is also a variety in which the fourth line is only 20.5mm long instead of 21mm, see page 1078. No. 37 is known with offset of overprint on black.

SIXTH ISSUE OF THE PROVISIONAL GOVERNMENT

Nov. 21 (½, 1, 2d.) Dec. 4 (1½d., 1sh.)

Typographed values ½, 1, 1½, 2d. and 1sh. with five line overprint, wide spaced, Thom A6. Overprints in glossy blue-black ink. Variety of ½d. with jet black overprint.



Scott		Unused	Used
39	1/2d. green, grey green (Nov. 21)	.25	.25
39a	Jet black overprint	20.00	17.50
40	1d scarlet (Nov. 21)	.40	.40
41	1 1/2d. red brown (Dec. 4)	.90	1.50
42	2d. (Die II) orange (Nov. 21)	3.50	3.00
43	1sh. olive green (Dec. 4)	10.00	11.00

CONTROLS

Control No.	Imperf.	Perf.	Control No.	Imperf.	Perf.
U 22	1/2d. No. 39	.90	T 22	1d. No. 40	10.50
T 22	1 1/2d. No. 41	1.75	U 22		7.00
T 22	1sh. No. 43	20.00	T 22	2d. No. 42	70.00
		32.50			32.50

The Thom overprints A6 are readily distinguished from overprints A3 by the wider spacing of the letters, including date, and from the Harrison overprints A4 by the blue-black color of the overprint.

There seem to have been but a few sheets issued of the variety No. 39 a jet-black overprint.

Two plates were used for the overprint A6 distinguishable only by means of very slight subject varieties, for example: the lower left corner stamp of the sheet from Plate I shows the lower curve of the c of Sealadac flattened, whereas in Plate II it is normal; also in the lower right corner stamp in Plate I the foot of the last 2 of 1922 is broken whereas in Plate II it is not. Both plates were used for all values of this issue.

There are very few varieties in this issue. The lower left corner stamps of the 1/2d. occasionally show a raised type space in front of Rialtas, the 2d. a similar variety in front of 1922. The 1/2d. is also found with a fine black line appearing over Rialtas, and apparently only in used condition (rare!). The only real serious printing irregularity appears in a used copy of the 1/2d. in which, as the result of the presence of a foreign object, no less than four lines of the overprint are almost entirely missing. This copy was sold at auction by A. H. Thompson in London March 1926, for £4.

There is a variety of the unoverprinted 1sh. occurring in sheets, bearing the T 22 Control, eighth row ninth subject, which shows a mutilated lower bar in the E of ONE, price about \$125.00.

On Dec. 6, 1922, in other words only two days after the issuing of the latest stamps bearing the overprint of the Provisional Government, the Constitution of the Irish Free State was promulgated. Because of the technical difficulties the definite issue for the Irish Free State could not be brought to completion in time, but at least the most used value, the 2d., in map design was issued on this date (see page 152). Only a few days later, however, on Dec. 11, the same value of the British stamps appeared with the new three line overprint Saorstát Éireann (Irish Free State) 1922, and by Jan. 16, 1923, all of the remaining stamps of both the typographed and engraved values, bearing the new overprint, were placed in circulation, whereas it was not until the latter part of 1923 that the balance of the definite issue had been issued (trans. up to and including the 1sh. only, the high values were not issued until 1937). As a result we have, in common with other Handbooks and Catalogues, catalogued the issue bearing the Thom overprint A7 ahead of the definite issue of the Irish Free State, even though the 2d. of the definite issue appeared five days before the Thom A7 overprinted issue.

A second question is, should the Harrison & Sons issue bearing overprint A8, which is practically identical with the Thom overprint A7, also be catalogued ahead of the definite issue, because the Harrison issue, which covered only the four lower values, was not issued until March 7, 1923, by which time, besides the 2d. of the definite series, the 1d. and 1 1/2d. had also appeared. The Harrison overprints were, however, exactly as in

the case of the third issue of the Provisional Government, issued solely as coil stamps, whereas similar coil stamps of the definite series were not issued until toward the end of 1924. On these grounds alone we feel justified in inserting the Overprint Issue A8 (trans. Harrison & Sons) before the definite issue.

THE OVERPRINTED ISSUES
OF THE IRISH FREE STATE

Dec. 11, 1922 to May 7, 1923

The overprinted issues of the Irish Free State on British stamps were produced by just two firms, Alex. Thom in Dublin, who applied the overprint A7 to all values, typographed as well as engraved, and Harrison & Sons of London, who applied on the lower four typographed values for coil stamps the overprint A8.⁽²¹⁾ The chief difference between the two overprints is that an A7 of e of Éireann rests on an even line with the i and nn, whereas in A8 it is distinctly higher. Further the upper part of the 9 in 1922 has an upright oval shape in A7, whereas in A8 it is decidedly round, in addition the bottom of the vertical stroke of the 1 in 1922 closes straight across, forming sharp right angles with the sides of the vertical stroke in A7, whereas in A8 it is slightly rounded.

FIRST OVERPRINT ISSUE
OF THE IRISH FREE STATE

All typographed and engraved values (Great Britain Kohl Nos. 148-150, 151, II, 152-156, 158, 160, 161, 164, 172-174) with three line overprint A7 produced by Alex. Thom & Co., Dublin. Color of overprint blue-black or black, the values 2 1/2, 4 and 9d. were overprinted in red. The variety FI deals with the accent over the last a in (Saorts)a(t), (Trans. note — in the typographed values this variety occurred in Pl. I subject 180, and the variety is "accent missing." The variety "accent added by hand" is the correction of the foregoing.)



CONTROLS

Prices are for single copies with margins attached. (Trans. note — see earlier remarks regarding the desirability of collecting controls in 3x2 blocks.)

TYPOGRAPHED VALUES

Scott(22)	Unused	Used
44 1/2d. green, blue-black OP (12-18-22)	.10	.10
44a Accent over a missing	350.00	350.00
44b Accent added by hand	42.50	42.50
44c Dull black overprint	9.00	8.00
45 1d. scarlet, blue-black OP (12-18-22)	.10	.10
45a Accent over a missing. (Control T 22)		
45c Accent and t missing. (Control T 22)	1,100.00	1,200.00
45b Accent added by hand	60.00	60.00
45d Accent and t added by hand	95.00	95.00
45e Dull black overprint	3.75	3.50
46 1 1/2d. red brown, blue-black OP. (12-21-22) ..	.45	.75
46a Dull black overprint	4.50	5.50
47 2d. Die II orange, blue-black OP. (12-11-22) ..	.40	.30
47a Dull black overprint	9.00	8.00
48 2 1/2d. ultramarine, red OP. (1-6-23)	.50	.90
48a Accent over a missing	75.00	85.00
49 3d. blue violet, blue-black OP. (1-6-23)	1.30	1.60
49a Accent over a missing	100.00	90.00
49b Dull black overprint	4.00	4.00
50 4d. grey green, red OP. (1-6-23)	.90	1.20
50a Accent over a missing	70.00	80.00

51	5d. yellow brown, blue-black OP. (12-29-22)	1.00	1.50
52	6d. lilac purple, blue-black OP. (12-28-22)	.90	.75
52a	Accent added by hand	335.00	310.00
52b	Dull black overprint	7.25	5.50
53	9d. olive green, blue-black OP. (12-28-22)	1.15	1.15
53a	Accent over a missing	110.00	100.00
54	10d. turquoise blue, blue-black OP. (1-13-23)	6.25	8.25
55	1sh. olive brown, blue-black OP. (12-21-22)	3.75	3.25
55a	Accent over a missing		
55b	Accent added by hand	315.00	240.00

ENGRAVED VALUES

56	2sh.6d. chocolate brown, blue-black OP. (12-21-22)	9.00	13.00
	Double entry on British stamp. (subj. 2)		
56a	Accent over a missing. (subj. 10 & 30)	110.00	
56b	Accent reversed. (subj. 28)	140.00	
56c	Dull black OP. (not earlier than 1923)	13.50	17.50
57	5sh. rose, blue-black OP. (12-28-22)	16.00	23.00
57a	Accent over a missing. (subj. 10 & 30)	140.00	
57b	Accent reversed. (subj. 28)	180.00	
57c	Dull black overprint. (not earlier than 1923)	21.00	30.00
58	10sh. gray blue, blue-black OP. (12-28-22)	45.00	57.50
58a	Accent over a missing. (subj. 10 & 30)	700.00	
58b	Accent reversed. (subj. 28)	825.00	
58c	Dull black overprint. (not earlier than 1923)	45.00	57.50

COLORS OF INKS USED FOR OVERPRINTING

For overprinting Thom used chiefly a blue black ink, mostly glossy, and to limited extent a dull black ink. The dull black ink was used at various times, although to a comparatively limited extent, on the typographed values, which may be noted from the above mentioned Controls with black overprints and prices for same. For the engraved values the glossy blue-black ink was undoubtedly used exclusively at first. On the other hand the dull black was used later, for which reason we have listed both colors. (Trans. — of overprinting ink)

PLATES FOR OVERPRINTING
THE TYPOGRAPHED VALUES

Five plates were used for overprinting the typographed values, and were distributed as follows: the ½ and 6d. were overprinted from all five plates, 1sh. from plates I-IV, 1 and 10d. from plates I-III, 1½, 2 and 3d. from plates I and II, 5d. from plates II-IV.

Plate I. Missing and added accents

Plate I which was used for all of the values, except the 5d., was by far the most interesting, because in some of the early printings subject 180, that is, the right marginal stamp of the fifth row of the bottom pane, showed the varieties missing accent over a, and on the 1d. a and t missing also; which, in the larger portion of such sheets had the missing accent added by hand, and in the case of the 1d. the t as well. The varieties must have been corrected in the plate very shortly after having been noted. This is indicated not only by the extraordinary scarcity of both varieties, but also by the fact that they not occur in the 1½ and 2d. values, although large printings of both values were made from this plate.

The sheets in which the accent was missing, and also where it was later added, bore, for the various values, so far as is known, the following Controls:

- ½d. U 22 imperf. and perf.
- 1 d. T 22 imperf.
- 2½d. T 22 imperf.
- 3 d. U 22 perf.
- 4 d. U 22 imperf.
- 9 d. T 22 perf.

The values ½, 1d. and 1sh. are known with the accent missing as well as with the accent added by hand, whereas the values 2½, 3, 4 and 9d. are known only with the accent missing. The 6d. value, on the other hand, is known only with the accent added by hand. Even of the first three values mentioned, in very few sheets can the subsequent addition of the accent have been omitted, or

uncorrected sheets have gotten out later as printers waste, because all three values are incomparably scarcer with the accent missing than with the accent added.

(20) Compare; A. E. Hopkins: Stamps of the Irish Republican Army, The Phil. Mag. July 12, 1924 (also appears in Catalogue of Hopkins listed in the Appendix under Literature). Prof. L. W. Renouf: Stamps of the Irish Republican Army, St. Coll. June 4, 1932. W. Ward: A Famous Philatelic Hoax, St. Coll. July 2, 1932. — Translator. For more recent references, refer to indices of *The Revealer*. — Editor.

(21) Trans. — This statement should be completed by including the Govt's. printing plant, Dublin Castle, which later also applied, on the three high values, this same three-line overprint, supposedly using some of Thom's material for this purpose, as will be brought out later.

(22) Ed. Note: Scott no longer lists the dull black overprints.

Literature Notes

by J. E. Foley

The Irish Mails Question: A Review of the History of the Mail Contracts for Postal and Passenger Communication Between England and Ireland via Holyhead, author not stated, printed for the Council of the Dublin Chamber of Commerce (Dublin: John Falconer, 1894, 60 pp.).

A recent visit to the Philatelic Library in Sunnyvale yielded this interesting little pamphlet. The main theme is the dissatisfaction of the Dublin Chamber with the then current arrangements. However, there is much of interest for the Irish postal historian. The data on the ships is quite extensive as is the information on the connecting trains. There is a table showing the number of Irish and Foreign Mail Bags and number of Parcel Post Hampers carried by the Mail Packets during the years 1864, 1873, 1883 and 1893. In addition to obtaining this booklet from the Sunnyvale Library, a xerox copy may now be obtained from the E.P.A. Library.

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Irish Philately, U.K., Irish Philatelic Circle, Volume 1976, Sept. 1976, No. 3.

Dr. C. A. Ross gives a recapitulation of the postal stationery issues since decimalization. This is a comprehensive account that includes the stamped to order material. Fred Dixon contributes a listing of code letters of Dublin Post Offices from the 1953 Post Office Guide. Of interest to those who specialize in modern Irish stamps is an account of the varieties that have been reported since decimal currency was introduced. This includes two and a half pages of illustrations. Mike Richards' column on the provincial cancelling machines illustrates several recent postmarks. A combined effort by de Burca and Sedgley delves into the diamond sorting stamps of Dublin with hour times. Two customary features, Richards' "Postmark Miscellany" and Dixon's "Random Notes" complete the issue.

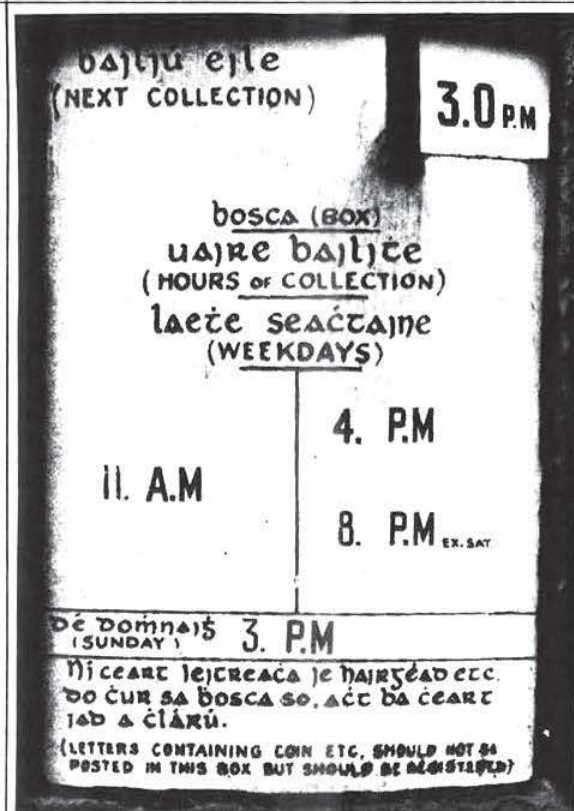
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1977 Pricelist of the Stamps of Ireland, John R. Smallman, Baddeck, Nova Scotia, Canada, B0E 1B0, 12 pp., not illustrated, price not stated.

This little publication is more than just a pricelist of run-of-the-mill Irish material. It's obvious that Mr. Smallman knows his stamps and has studied his stock. A significant number of varieties are noted and priced. The listings include Savings Stamps, Booklets & Panes, Political Labels, Literature, First Day Covers, Stationery (simplified), and a number of items of interest.

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CORRECTION: In our last column, we made what can only be considered a blunder. On page 1110 in the review of the *Hibernian Simplified Catalog of the Postage Stamps of Ireland* we stated that the managing director of Hibernian, S. J. Klineciewicz, was formerly the principal of The Cork Stamp & Coin Centre. This statement is in error. Mr. Malcolm Moss is the principal of The Cork Stamp & Coin Centre. Mr. Klineciewicz was the principal of the Cork Philatelic Service, Ltd. Our apologies to both Messrs. Moss and Klineciewicz.



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