

The Revealer

QUARTERLY JOURNAL OF THE ÉIRE PHILATELIC ASSOCIATION



ISSN 0484-6125

Vol. 45, No. 3

Whole Number 201

GEIMHREADH - Winter 1995

HARRISON COILS



MORE ON MULREADIES

Table of Contents

Mileage Marks: A Critical Review – PART III...	40-43	A Review Of The Harrison Rolls	
The 2d (And Other) Coils	44	For Use In Ireland, 1922-1925	46-52
More On Mulreadies & Other Curiosities	45-46	Singapore '95	54-55
		A Curious 6d Letter Card	56

THE REVEALER

ISSN 0484-6125

Published quarterly by the Éire Philatelic Association: Membership dues are as follows: U.S. (\$12.00); Canada/Mexico (\$15.00); all other countries (\$20.00).

Address Changes: Send address changes to the Publisher, Patrick J. Ryan, Sr. P.O. Box 2757, Universal City, TX, USA 78148

STAFF

Editor/Publisher/Distributor: Patrick J. Ryan, Sr.
P.O. Box 2757, Universal City, TX, USA 78148
(210) 658-9235

Assistant Editor: Robert J. Joyce
14302 Oak Shadow, San Antonio, TX, USA 78232

Associate Editor: Anthony Finn
19 Kennington Rd., Templeogue, Dublin 6W, Ireland

Advertising Manager: John L. McManus
100 Pamola Park, Millinocket, ME, USA 04462

THE REVEALER Back Issues: Patrick McNally
P.O. Box 12143, Alcott Sta., Denver, CO, USA 80212

OFFICERS AND DIRECTORS**Officers**

President: Charles J. G. Verge
P.O. Box 2788, Postal Station 'D', Ottawa,
Ontario, Canada K1P 5W8

Vice President, North America: David J. Brennan
221 Claremont Rd., Bernardsville, NJ, USA 07924

Vice President, Europe: Anthony Finn
19 Kennington Rd., Templeogue, Dublin 6W, Ireland

Secretary/Chapter Coordinator: Michael J. Conway
74 Woodside Circle, Fairfield, CT, USA 06430

Treasurer: William A. O'Connor
P.O. Box 1437, Fallbrook, CA, USA 92088

Immediate Past President: Robert E. Moskowitz
1634 East Baltimore St., Baltimore, MD, USA 21231

Editor/Publisher/Distributor: THE REVEALER:
Patrick J. Ryan, Sr., P.O. Box 2757, Universal City,
TX, USA 78148

Governor Emeritus

Bill Hickey Neil Stack

Directors

Honorary Chairman of the Board: Col. B.B. Zellers

James Maher	Richard McBride
Otto Jung	George Ryan
Robert J. Joyce	Ian Whyte

Auction & Trading Post Manager: Joseph E. Foley
P.O. Box 183, Riva, MD, USA 21140-0183

Special Offers: Richard J. McBride
153 Orchid Road, Meriden, CT, USA 06450

Librarian: Peter E. Bugg
5 Forest St., Franklin, MA, USA 02038

Historian: Garvin F. Lohman
1543 Sacramento St. Apt #3, San Francisco, CA, USA 94109

Publicity:

Youth/School Program Manager:

APS Representative: Joseph E. Foley
P.O. Box 183, Riva, MD, USA 21140-0183

Issue Deadlines

Summer - 1 June	Fall - 1 September
Winter - 1 December	Spring - 1 March

PRESIDENT'S MESSAGE

Well, I'm back as your President for another two-year term. Thanks for the support of the 65 or so people who voted. Why is this so low a participation rate? Is it because there is just an unopposed slate of candidates or is it because members just don't want to bother? What's the problem? Please let me know; it might help your Board to direct the EPA in a different direction. Feedback is appreciated, positive or negative.

Our auctioneer, Joe Foley, has done yeoman's service for the EPA in a very labour intensive job and we should help make his work easier. I encourage you to read the auction rules, which accompany each auction list, to ensure that you aren't surprised when you receive your lots. I am particularly referring to rule #2 relating to the description of lots. If, like me, you bid frequently, you might still want to have a re-read of the rules to refresh your memory on the do's and don'ts of the EPA's auction.

(Continued on next page)

CHAPTER COORDINATORS**Commodore John Barry Chapter**

Members reside in NJ, NY, PA
Coordinator: David J. Brennan,
PO Box 704, Benardsville, NJ 07924

Connecticut Chapter

Members reside in CT and Western MA
Coordinator: Michael J. Conway,
74 Woodside Circle, Fairfield CT 06430

James Hoban Chapter

Members reside in MD, VA, DC
Coordinator: Robert E. Moskowitz,
1634 E. Baltimore St., Baltimore, MD 21231

John McCormack Chapter

Members reside in the greater Boston area
Coordinator: Peter E. Bugg,
5 Forest St., Franklin, MA 02038

Lone Star Chapter

Members reside in Central TX
Coordinator: William P. McNally, Jr.,
5034 Casa Oro, San Antonio, TX 78233

Northern California Chapter (NORCAL)

Members reside in Northern CA
No Coordinator, write to Mr. Conway

Rhode Island Chapter

No Coordinator, write to Mr. Conway

Southern California Chapter (SOCAL)

Members reside in Southern CA
Coordinator: William A. O'Connor,
PO Box 1437, Fallbrook, CA 92088

The Association Secretary will write the appropriate coordinator when a new member joins the Association and provide the coordinator with the name and address of the new member. The role of the coordinator is to contact the new member, welcome the member to the Association and invite the member to join the local chapter.

Our indefatigable V.-P., Dave Brennan, and his cohort, Joe Foley once again survived another trip to STAMPA '95 in Ireland. I'm sure there will be a report elsewhere in *The Revealer*. I just want to say thanks to both of them for so ably representing the EPA. Congratulations as well to Brian Warren who was presented with the EPA's 1994 Linnell Award by Dave while over there, and to Karl Winklemann of New Jersey (via Dublin) who won most of the STAMPA awards with his "Postal Isolation of Ireland during WWII".



STAMPSHOW '95, St-Louis, MO, August 24-27, 1995.

Although there were no Irish exhibits, and I didn't see much Irish material for my collections at the dealer's tables, we did hold an EPA meeting and I did attend the APS Chapters' lunch on your behalf. There were eight people in attendance including our Director Jim Maher. Most of the meeting was a free-flowing discussion on the EPA, its role and mandate. Many ideas came out of the meeting which will be put into effect shortly or will be submitted to your Board of Directors for consideration.



SINGAPORE '95, Singapore, September 1-10, 1995. It was fun. It is a beautiful garden city and it's warm and humid. Philatelically, it was the highlight of 1995, the only World Stamp Exhibition for this year. I met old friends Pat and Dan Walker and met new ones Michael and Pauline Kelly (the Irish Commissioner) and Pat Carolan, An Post's Manager of Philatelic Services. There's some photos and a short report elsewhere in *The Revealer*.



Irish Philatelic Literature I. Last issue (Vol. 45, No. 2, Fall 1995, Whole number 200) I wrote an article asking for help in completing the John Blessington Memorial Library's holdings of Fred Dixon's *Random Notes*. I am pleased to say that with the help of the doyen of Irish Philately, Bill Kane, of Ireland and Dr. Otto Hellwig in Australia, this project will come to a successful

(See "MESSAGE" on page 43)

Treasurer's Update/Fall 1995

Thank you to all the membership for the fast pace in which dues have been arriving. If you have still not paid for 1995/96, please do so before the advent of Christmas. Enclosed is the second list of members who have been most generous in providing a donation in addition to their dues subscription. The number of members who have donated for this year is eighty-eight.

William E. Brewer, James L. Burns, James Carey, Lawrence E. Corr, Gerald M. Craig, Peter J. Cussen Jr., Thamas J. Durkin Jr, Daniel and Anne Galvin, Louis M. Gray, Patrick J. Holmes, Gordon Hott, Anthony J. Hughes, Christine and Mike Jolly, Hugh F. Kennedy, Paddy J. Lineen, Thomas P. McCabe, Francis and Jessica McGuire, John J. McGuire, James McNamara, Arthur R. Monahan, William J. O'Donnell Jr., Bill O'Connor, Richard A. Patrick, Alan F. Pearse, Eugene A. Prindle, V. N. M. Rao, James F. Reardon Jr., Thomas F. Reddin, Bernard F. Ryder, Joseph M. Savage, Robert F. Schmidt, John B. Sharkey, John L. Thoma, James P. Walsh, John W. Walsh, and Arthur Zeff.



SECRETARY'S REPORT

New Members

New members are accepted subject to no objections received within 45 days of publication.

- #2470 Arthur J. Walsh, 7426 So. Jackson Ct., Littleton, CO 80122
- #2471 David A. Ringold, 83 Lexington St., Hamden, CT 06514
- #2472 Philip J. Egan, 1147 Chapelton Place, Oakville, Ontario, Canada, L6M 2B1
- #2473 John V. Geraghty, 77 Townsend Road, Wanaque, NJ 07465
- #2474 Paul J. Hopkins, 5171 Derek Drive, San Jose, CA 95136-3308
- #2475 Abraham Siegel, P O Box 6603, Long Island City, NY 11106-9998
- #2476 Hans Bergdolt, Krumpsterstr. 10, Muenchen, Germany, D-81543
- #2477 Allen P. Blacker, 4080 Mason Drive, Hoffman Estates, IL 60195
- #2478 Edward J. Wynne, Jr., P O Box 993, 91 Bridge Road, Ross, CA 94957
- #2479 Dr. Joachim Schaaf, Postfach 101401, Darmstadt, Germany, D-64214

Reinstatements

- #2139 Larry A. Campbell, #19 David Drive, Fairview Heights, IL 62208-3714
- #2277 Finbar O Mahony, Fokestone House, 44 Terenure Road East, Rathgar, Dublin, 6, Ireland

Resignations

- | | | | |
|-------|-----------------------|-------|----------------------------|
| #2327 | Richard Armor | #2265 | Howard L. Lucas |
| #2029 | Lawrence Flanagan | #717 | Thomas Dolerty |
| #1182 | David Proctor | #2017 | John P O'Meara |
| #0813 | Brian Thomson | #1609 | Charles E. Welsh |
| #2431 | Anastassios Anastahas | #425 | Very Rev Cannon J. Cunnane |
| #2414 | Allan Sachs | | |
| #2336 | Mary Summerville | | |

Deceased

- #0409 Dr. Edward T. Donnelly, Leominster, MA 01453
- #2368 Charles D. Haggin, Kent WA 98031
- #2353 Daniel J McAdams, New York NY 10165

Changes of Address

- #1063 William E Brewer, 18 Pheasant Rdg, Paradise CA 95969
- #2275 William P Shea, 50 Goodman Dr, Middletown CT 06457-1954
- #2310 James P Mullaney, 1482 Samuel Dr, Wall Township NJ 07719
- #2452 Christopher Link, 89 MacDonald Rd., Coventry, England CV2 5FE
- #2377 Joseph Bowler, 322 Third Ave NE, Minneapolis, MN 55413
- #1895 Alan A. MacGregor, 3321 N Camino Los Brazos, Tucson AZ 85750
- #1634 Kathleen G. Elam, 514 Gaston Dr., Spartanburg, SC 29307
- #0992 Terry Fleshman, 713 S. Mallard St., Las Vegas, NV 89107
- #2386 Timothy Sharon, P.O. Box 765, La Cañada, CA 91012-0765
- #2246 J.P. Robertson, 12 Lisa Ct., Downsland Rd., Basingsyoke, Hants, England RG21 8TU
- #1106 William V. Donlon, 541 Surrey Close, Palm Harbor, FL 34683
- #2309 Theresa L. Young, 7054 Woods West Dr., Flushing MI 48433
- #2348 Walter L. Wasserman, 12044 Quilting Ln., Boca Raton, FL 33428
- #2242 Christine Jolly, P.O. Box 387, Central Valley, NY 10917
- #2152 Mike Jolly, P.O. Box 387, Central Valley, NY 10917
- #2275 Maj William P Shea, 50 Goodman Dr., Middletown CT 06457-1954
- #2143 E. A. Nixon, 51 McBain Ave., Toronto, ON, Canada M4P 2S6

Membership Status

Membership as of August 26, 1995

626

New Members	10
Reinstatements	2
Resignations	12
Deceased	2

Membership as of November 25, 1995

624



Mileage Marks: A Critical Review

Part III

by C. I. Dulin

In this part of the review an attempt will be made to ascertain the differences between directory mileages and known mileage marks in terms of rates charged. In essence, it would have made no particular difference whether one or the other was chosen provided the rate involved was the same. However, it could be of some consequence if, for example, a directory mileage indicated one rate and the mileage mark another. As far as I can ascertain, this problem has been assiduously avoided in all the articles devoted to mileage markings that I have noted. Moreover, it is some importance as whether the directory or the mileage mark was taken as the determining factor for letter charges. Again, I have seen nothing definitive on this aspect.

Part of the problem is obviously concerned with the rates as laid down by various Post Office Acts. But even here some were ambiguous and had to be clarified by subsequent Post Office notices. The late Fred Dixon made an attempt to summarise Irish Postal rates (Die Irischen Postgebühren vor 1840 - Irish Postal Rates before 1840 - published by the FAI Schriftenreihe Band 7) but this was far from satisfactory ignoring, as it did, references to the specific Acts involved and their exact dates.

For the period under consideration here (that is 1808 to 1839) there were a number of postal rate changes and rather than give them all together, it may be simpler, and more digestible, to consider them separately. Additionally, although most acts were concerned with single, double and treble letters as well by weight when above one ounce, only the basic single letter rates will be examined in what follows. Invariably a double letter was twice the single rate and the treble letter thrice the single rate. The rates by weight were not that simple, but for the purpose of this exercise, will not be covered here.

1808 to 1810.

Essentially, the rates for this period were established by an April 5, 1805 act (45 George III, c21) and were to last until the relevant subsequent act of June 26, 1810. They are among the simplest to consider with only five categories of distance involved:

Distance	Rate (Single Letter)
Up to 15 miles	3d
15 to 30 miles	4d
30 to 50 miles	5d
50 to 80 miles	6d
Over 80 miles	7d

A slight problem with these and subsequent rates is whether the distance bands were inclusive. That is, here for example, the 3d rate was up to 15 miles, but was the next band 15 to up to 30 miles or 15 to 30 miles inclusive? Occasionally this is not clear, but in any case will be considered as the data is analysed. In this, and in subsequent sections, Dir refers to the Directory mileage and MM to the mileage mark where

known (otherwise?) for the period. The rates shown for specific offices are those given in the directories.

Up to 15 miles: Rate should have 3d. Exceptions noted are:

Dir MM	Dir MM
15 ? Balbriggan	3d 14 ? Blessington (Dir 14 MM ?)
15 16 Naas	3d

15 to 30 miles: Rate should have been 4d. Exceptions noted are:

Dir MM	Dir MM
30 ? Kinnegad	4d 29 ? Collon
30 ? Monasterevan	4d 29 ? Edenderry

30 to 50 miles: Rate should have been 5d. Exceptions noted are:

Dir MM	Dir MM
50 48 Ballymore	5d 45 ? Castlecomer
50 51 Newry	6d 44 ? Kilbeggan

50 to 80 miles: Rate should have been 6d. Exceptions noted are:

Dir MM	Dir MM
80 ? Belfast	6d 68 ? Ballyconnell
80 ? Castleblakeney	7d 77 ? Carrick-on-Shannon
80 80 Strangford	6d 75 ? Carrick-on-Suir
	77 98 Cashel
	78 ? Fethard, Tip
	78 ? Kilconnell
	76 89 ? Portumna
	76 ? Stewartstown
	70 82 Thurles

Greater than 80 miles: Rate should have been 7d. Exceptions noted are:

Dir MM
89 92 Ballaghaderreen
86 ? Newport, Tip

Conclusions:

- (i) Border Mileages: It is apparent that the directory "border" mileages (that is those spanning two rate ranges) tend to show that the "up to" a given mileage was more often "up to and including". The exceptions are Newry and Castleblakeney where the border directory mileages of 50 and 80 lifted them into the next rate category. The Mileage Marks are not a great help since so many are unknown for this period. That of Strangford (MM=Dir at 80) would tend to agree with the "up to and including thesis". However, as opposed to this, the MMs of Ballymore, Naas and Newry clearly put them in the correct rate category, suggesting that the mileage was the determining factor rather than the directory mileage.
- (ii) Other Mileages: The exceptions noted above show, in general, that where the mileage marks are known, then they explain the discrepancies. Mitigating against this conclusion is an office such as

Ballagherreen where discrepancy exists for both directory and mileage mark. Again, more mileage markings for the period are needed before any firm conclusion can be reached. The exceptionally low rate for Ballyconnell would suggest that something is much amiss with the directory either for mileage or quoted rate (see below). The Portumna mileage mark may be dubious.

1810-1813.

The rates for the next period were determined by an Act of June 26, 1810 (50 George III, c74) and were to be operative until mid 1813. In terms of tariffs, the same distance groups were maintained, but an extra 1d was added to the previous rates in all categories. Thus the single letter rate table would be:

Distance	Rate (Single Letter)
Up to 15 miles	4d
15 to 30 miles	5d
30 to 50 miles	6d
50 to 80 miles	7d
Over 80 miles	8d

Up to 15 miles: Rate should be 4d. Exceptions noted are:

Dir MM	Dir MM
15 ? Balbriggan 4d	14 ? Blessington 4d
15 16 Naas 4d	

15 to 30 miles: Rate should have been 5d. Exceptions noted are:

Dir MM	Dir MM
30 ? Kinnegad 5d	29 ? Baltinglass 6d
30 ? Monasterevan 5d	29 ? Collon 4d
	29 ? Edenderry 6d

30 to 50 miles: Rate should have been 6d. Exceptions noted are:

Dir MM	Dir MM
50 48 Ballymore 6d	45 ? Castlecomer 7d
50 ? Ballyragget 7d	31 ? Dunleer 5d
50 51 Newry 7d	44 Kilbeggan 7d

50 to 80 miles: Rate should have been 7d. Exceptions noted are:

Dir MM	Dir MM
80 80 Belfast (1813) 7d	68 ? Ballyglass 8d
80 ? Castleblakeney 8d	77 ? Carrick-on-Shannon 8d
80 ? Golden 8d	75 ? Carrick-on-Suir 8d
80 80 Strangford 7d	77 98 Cashel 8d
	78 ? Crumlin 8d
	78 90 Fethard, Tip 8d
	78 ? Kilconnell 8d
	51 ? Goresbridge 6d
	76 ? Portumna 8d
	76 ? Stewartstown 8d
	70 82 Thurles 8d

Greater than 80 miles: Rate should have been 8d. Only a single exception noted:

Dir MM
86 ? Newport, Tip 7d

Conclusions:

(i) Border Mileages: As may be seen, the directory "border" mileages are largely the same as for the 1808-1810 period, apart from the addition of Golden. It suggests that even though there was an additional 1d rate change, little else had altered (including the anomalies). Again the mileage marks, where known, tend to iron out, but do not entirely eliminate, the deviations. The Belfast mileage mark is that from 1813 (strangely the earliest year known for that Office).

ii) Other Mileages: The exceptions noted are, again, principally those of the previous period with one or two additions, but with correction of Ballyconnell (at 7d, the correct rate) and Ballaghaderreen (at 8d). Both of these corrections were in rate only, not in directory mileage. In general, the exceptions are all 1d too high except for Goresbridge which, nominally, is 1d below the correct rate. There is no known mileage mark for Portumna for this period. Again, lack of mileage mark data makes definitive conclusions on whether directory mileage or mileage mark was the dominant feature for rate determination hazardous.

1813-1814.

A new Act (53 George III, c58) brought a series of changes that, although primarily concerned with distance brackets, effectively raised the postal rates. There is also an element of contention as to what the new rates actually applied to in terms of mail. Thus far, we have considered only the rates between offices and Dublin since the mileage marks were supposed to represent these. In fact, up to this time, rates between any two offices were nominally based on the distance between them - up to a point. The country was actually divided into three regions corresponding to the three principal post roads that existed at the time. If a letter passed between one region and another, then the rate was based on the summation of their respective distances from Dublin. While this is usually true, there are many exceptions and indeed the study of the cross posts, bye letters, and way letters is one that is scarcely touched. Given its complexity, it is easy to see why. As far as the 1813 Act is concerned, there is, fortunately, little doubt that the rates regarding mail specifically to and from Dublin were as follows:

Distance	Rate (Single Letter)
Up to 10 miles	2d
10 to 20 miles	3d
20 to 30 miles	4d
30 to 40 miles	5d
40 to 50 miles	6d

Distance	Rate (Single Letter)
50 to 60 miles	7d
60 to 80 miles	8d
80 to 100 miles	9d
Over 100 miles	10d

Because of the increasing number of distance categories, it may be simpler, at this stage, to divide the analysis into the "border" mileages and then, the exceptions within the categories.

Border Mileages:			
Dir	MM		
10	10	Bray	2d
10	?	Celbridge	3d
20		None	
30	?	Kinnegad	4d
30	?	Monasterevan	5d
40	40	Dundlak	6d
40	?	Maryborough	6d
40	?	Tyrell's Pass	6d
50	?	Ballymore	7d
50	?	Ballyragget	8d
50	51	Newry	7d
60	?	Banbridge	8d
60	60	Enniscorthy	8d
60	?	Johnstown	8d
60	?	Scrubby	8d
(No mileage mark known for any period)			
80	80	Belfast	9d
80	84	Castleblakeney	9d
80	80	Golden	9d
80	?	Strangford	9d
100	?	Garvagh	10d
100	100	Portglenone	10d

As may be seen, the border directory mileages and, where known, the mileage mark distances indicate an overall clear indication that the "border" mileage was taken as the "mileage and over", rather than the "mileage and under". There are a couple of exceptions to this. One is Bray where both the directory and mileage mark indicate a 3d rate rather than a 2d; Kinnegad would seem to have been 5d rather than 4d and Ballyragget, which at 8d, puts it squarely in the 60 to 80 mile bracket rather than the 50 to 60 at 7d. This Ballyragget rate appears to have been a directory error in rate rather than distance, for certainly later it was to show the correct rate with the directory mileage remaining unaltered for some time. However, it is noticeable that there were relatively fewer anomalies on "border mileages" under the new Act than hitherto. This is more than could be said for mileages falling within the distance brackets.

Mileage Rate exceptions:

Up to 10 miles: No exceptions. All correctly rated

10 to 20 miles. Rate should be 3d

	Dir	MM	Rate
Blessington	14	?	4d
Maynooth	11	?	5d
Summerhill	19	?	4d

20 to 30 miles. Rate should be 4d

	Dir	MM	Rate
Athboy	29	?	5d
Baltinglass	29	?	6d
Edenderry	29	32	5d
Killucan	28	?	5d
Rathangan	28	28	5d
Slane	24	?	5d

30 to 40 miles. Rate should be 5d

	Dir	MM	Rate
Athy	32	41	6d
Castledermot	34	34	7d
Hacketstown	33	?	6d
Phillipstown	39	?	6d
Tullow	38	46	6d

40 to 50 miles. Rate should be 6d

	Dir	MM	Rate
Abbeyleix	48	?	7d
Ballinakill	48	?	8d
Castlecomer	45	?	7d
Clara	49	49	4d
Rathowen	48	?	7d

50 to 60 miles. Rate should be 7d

	Dir	MM	Rate
Broadway	57	80	8d
Durrow	52	?	8d
Granard	52	?	8d
Rathdowney	59	?	8d
Rostrevor	53	58	8d

60 to 80 miles. Rate should be 8d

	Dir	MM	Rate
Ballyglass	77	?	10d
Banagher	67	77	9d
Carrick-on-Suir	75	78	9d
Cashel	77	?	9d
Clogher	77	?	9d
Crossdoney	66	?	7d
Crumlin	78	?	9d
Elphin	76	75	9d
Enniskillen	79	79	9d
Eyrecoort	72	81	9d
Fethard, Tip	78	90	9d
Fivemiletown	78	?	9d
Florence Court	75	?	9d
Glenavy	77	?	9d
Kilkeel	65	?	9d
Killeshandra	61	?	9d
Killynaule	73	75	9d
Mount Talbot	76	?	9d
Passage	70	?	10d
Portumna	76	?	9d
Stewartstown	76	?	9d
Tandragee	61	63	7d

80 to 100 miles. Rate should have been 9d

	Dir	MM	Rate
Ballymena	93	?	10d
Cappoquin	98	126	10d
Dromahair	98	?	10d

	Dir	MM	Rate
Dromore West	97	111	10d
Dungiven	99	?	10d
Dunmore	91	?	10d
Kilrea	99	?	10d
Loughrea	87	87	4d
Manorhamilton	94	91	10d
Monivea	89	?	10d
Oranmore	98	?	10d
Pallasgreen	96	?	10d
Portaferry	81	101	10d
Tipperary	86	108	10d
Toomebridge	97	?	10d

Over 100 miles. Rate should have been 10d

	Dir	MM	Rate
Dungarvan	117	124	9d
Passage West	130	129	9d
Tarbert	124	?	8d

Apart from what be called exceptions, there are some obvious errors shown up by the tabulation. Loughrea at 4d is a directory error that was corrected in the next edition, but Clara at 6d also seemingly an error, was not corrected for some time.

Examination of mileage marks, where known, irons out many of the exceptions noted, but certainly not all, and there are too many that do not conform to a simple rule that the mileage mark is more accurate than the directories. Perhaps the greatest surprise is how many exceptions exist. Their sheer number would seem to exclude transcription errors by the directory compilers from what are supposed to be official Post Office listings.

Perhaps it may be as well to terminate this part here, for the next changes in 1814, were even more extensive and will occupy a great deal of space. Meanwhile, it had been the intention to make a summary at the end of the article series concerning the various pieces of data that have come to light and, additionally, to provide more detailed notes of the various corrections that are needed, both for directory and mileage mark information. However, judging from the interest that the previous articles have generated in way of correspondence, it is perhaps more appropriate to interject some of them here.

Firstly, from Brian Wallas in England, has come some very useful information, indeed including the most exciting. He has sent data on no less than three more "missing" mileage marks. These are:

Myshall 56	1923 in Brown
Shinrone 63	1830 in Black (with a further report of another, undated, in green)
Tempo 75	1827 & 1836 both in Red

He also added some further data in terms of years for known mileage marks.

Harald Frank in Germany, has noted the confusion on the whereabouts of Newmarket. This was given as Co. Kilkenny in the summary of "missing" mileage marks and was derived from the Watson directory of the period. He notes, quite correctly, that later the location was changed to Co. Cork. Actually, this was going to be one of the corrections to be made at the end of the article series, but is perhaps better treated here. The Watson directories carried the location of

this Post Town as Co. Kilkenny from the start of the period (i.e. 1808) up to 1822. In that year, there were many directory errors corrected. The British Post Office directories, however, had always (i.e. from 1801) located Newmarket in Co. Cork. Of this, there is no question, even if other places named Newmarket existed. The rates and distances all tie in nicely and confirm that the Watson directories were in error.

Another correction, or rather note, is that concerning the mysterious Roche/40 mileage mark. This has now been confirmed as being an English and not an Irish marking. It is for Rochford in Essex and confirms that it has nothing to do with Rochfortbridge in Ireland. ♣

A Book Review

by Patrick J. Ryan, Sr.

The Rare Coil, Compiled by Joseph E. Foley. Several months ago, and over a period of time, you will recall that a controversy arose in *The Revealer* concerning the genuineness of the rare Irish coil. It was brought to a conclusion by Joe Foley with his discovery and examination of some hitherto undiscovered documents held by An Post Postal Archives.

Mr. Foley has pulled together all information that is presently known about the subject, and has published and documented it in one place.

The Rare Coil contains 76 pages and is divided into five sections. There is a short introduction which outlines the reasons for the publication and the history of the current controversy. In the second section, he attacks the question of genuineness with a chronological review of the articles published in *The Revealer*. Next, he provides copies of the documents obtained from the An Post Postal Archives. Next, there is a compendium of three articles outlining the background of the rare coil; specifically, articles by Gerard Brady, Russell Jackson and John J. Blessington. He concludes with his notes and conclusions, based upon the information previously presented, together with fully documented footnotes. This work brings together a plethora of published information on the rare coil into one work which will greatly assist any collector thinking of moving into this area of Irish Philately.

A copy of this work has been placed into the EPA Library and interested collectors may obtain a copy of the work by sending \$12.00 + postage to Joseph E. Foley, PO Box 183, Riva, MD 21140-0183. ♣

Message

(continued from page 39)

conclusion. By early next Spring, our holdings should be complete. Thanks to others who have written, including James Reardon of Connecticut.

Future EPA Meetings I. Don't forget we have two major meetings scheduled for 1996. Our Annual General Meeting will be held in conjunction with BALPEX '96, August 31-September 2, 1996, Marriott's Hunt Valley Inn in Baltimore, Maryland. Three former EPA Presidents are in charge of BALPEX and our Convention. Joe Foley is the Show's General Chairman, Pat Walker is responsible for exhibits and judges and Bob Moskowitz

(See "MESSAGE" on page 44)

The 2d (and other) Coils

by C. I. Dulin

As noted in a previous communication, archive data exists relating to the experimental coil stamps of the 1930s. Given here are the more pertinent details relating to them. All the plates for the experimental coil stamps were made by the Royal Mint in England.

The first experimental coil stamp was the 1d map perf 15 x imperf with a single perforation hole near to the top of the stamp on both sides (SG 72a Scott 87a). Why this configuration was chosen is still unknown, but it certainly must have caused a problem in manufacture for the first plate made was considered as incorrect and a second, which apparently was used, had to be made. This was with a fairly restricted 15 set plate (presumably 3 x 5). Made early in March 1933, the issue date was March 28, 1933.

This initial vertical coil did not prove successful and a further five plates were ordered.

The first plate was for a 1/2 d (sword) imperf x perf 14; the second was for a 2d (map), also imperf x perf 14. Both were 15 set plates, again, presumably, 3 x 5. Both of these plates were used for issued horizontal coils and are known in the catalogues as SG 71a Scott 91 and SG 74a Scott 92 respectively. Made in late September 1933, the stamps were issued on October 30, 1933.

The remaining three plates were perf 15 x imperf for the 1/2 d (sword), 1d (map) and 2d (map) values. Unlike the earlier 1d coil, this 1d plate was in a 12 plate set (possibly 3 x 4 but more probably 4 x 3) as were the other two values. All, of course, were for horizontal coils. These plates, too, were made in late September 1933 and issued on October 30, 1933.

What is so intriguing about this data is that while the 1d (SG 72c Scott 87) was issued by the Irish Post Office and (now we know) a number of 2d (SG 74b Scott 68b) coils were made and apparently issued, there is the surprising existence of a plate for a 1/2d stamp that either was never issued or has yet to be discovered.

Of course, there remains a great deal to be resolved, and at this stage, one can only speculate on answers to several questions that the data has raised.

Perhaps the most important is how the plates were actually used. Were they actually employed on a 12 set or 15 set basis? From warrant data, we know that it was possible for the Irish Post Office to order very few rolls at any one time from the Stamping Department, and usage of a small plate would be compatible with this. Even the accepted number of rolls issued for the 1d extra perf stamp (30) would also fit in with this view. On the other hand, it is certainly more tempting to observe that both plate sets are, conveniently, sub-multiples of the 240 stamp post office sheets that were normal at the time. Given that the coils were produced in continuous rolls, this sheet notion has much less relevance. And, again, this would raise a further question of why such a small sub-unit would have been made in the first place. It is also important to note that whether the plates were flat or curved (rotary) remains to be resolved.

Another point of interest is comparison of the plate issue dates with the earliest known dates of usage of these coil stamps.

From what has been published, the earliest date of the 1d extra perf stamp was around April 1933 (MacDonnell-Whyte "Stamps of Ireland": Gibbons is content with simply 1933). This, if the published data is correct, is an amazingly (almost unbelievable) speedy Post Office issue compared with the plate issue date of March 28, 1933.

For the other 1d coil (perf 15 x imperf) stamp, the earliest recorded issue date is around July 1934, and this is more in accord with the plate issue date of October 1933.

The 1/2 d (imperf x perf 14, the one known to have been issued) the earliest date of November 1934 is also in accord with plate issue date although one wonders, in this case, why its introduction took so long.

Similarly the 2d horizontal coil (imperf x perf 14) also has an earliest recorded date of November 1934, and the same comment would apply here as it does to the horizontal 1/2 coil stamp.

As to the (infamous!) 2d perf 15 x imperf, the earliest date is sometime in 1934 (oddly enough the MacDonnell-Whyte catalogue gives 1935). Again, in fair accord with the plate issue date given, the mystery surrounding its introduction.

Obviously, all of these coil stamps (which, I hope can all agree, were experimental) were for use in either vending or dispensing machines. The Irish Post Office was generally rather careful with its expenditure in those days and there must have been a solid purpose in ordering the coil plates that they did. What this specific purpose was (other than the coils were intended for use in machines) remains to be discovered. The answer most probably lies with the nature of the coil machines, and on this, there is a dearth of solid, reliable data. It does seem probable from what we know of the stamps, and the machines, thus far, that the experiment was not particularly successful. Again, somewhere there lurks an archive file which would provide the answer. Would that someone could unearth it.

Message

(continued from page 43)

is our Convention Chairman. Please think about exhibiting and attending and, paraphrasing Joe Foley, *...we should be able to paint the place green and "jars" all around.* There will be more about our Convention in the next issue.

Future EPA Meetings II. Our second 1996 meeting will be at the World Philatelic Exhibition in Toronto, CAPEX '96. The Organizing Committee has informed us that the meeting is scheduled for June 16, 1996 at 11 a.m. in the Metro Toronto Convention Centre. It's a perfect time because it is the Awards weekend and we will be able to congratulate our winning colleagues or commiserate with them if they feel they have been underscored by the judges. I'm looking forward for a large turnout of EPA members, particularly Canadian and the northern part of the US. We will have a program of activities for you at the time. If you want more information about CAPEX '96 (incl. accommodation) please feel free to contact Andrew Parr, General Manager, CAPEX '96, P.O. Box 204, Station 'Q', Toronto, ON M5T 2M1 or by FAX at (416) 482-8182.

John Pedneault, one of our New York members spent Nov. (See "MESSAGE" on page 52)

More On Mulreadies & Other Curiosities

by C. I. Dulin

In a previous article in the *Revealer* (Vol 44 No. 3 Winter 1994), Southgate's caricature of the Mulready envelope (No. 4 in the series) was described. Whether by serendipity or idle chance, I have come across an interesting association of that envelope as well as some others that may be of interest.



Fig. 1

The first (see Fig. 1), and more intriguing, is of a Southgate No. 4 imitation (believed to have been done by Spooner, or, less likely, Deraedemaeker) that has been reduced to a front, gummed to thin card and sent to London (Twickenham) as a printed matter card from Tristan da Cunha. The cancellation is cachet Type VII on a 1/2d Saorstat stamp and in manuscript there is a pencilled annotation "Rcd. 10.2.48". There is no message on the reverse (which, I suppose would have made it a postcard and so subject to a 1d rate). Apparently mail from Tristan da Cunha could be paid with any sort of stamp provided it was of the correct rate. All this changed when the island issued its own stamps in 1952 (the St. Helena overprints).



Fig. 2

The next (see Fig. 2) is a Mulready facsimile that was contrived by W. Ward, a stamp dealer, who specialised in Irish material (and often inaccurate articles in the philatelic press)

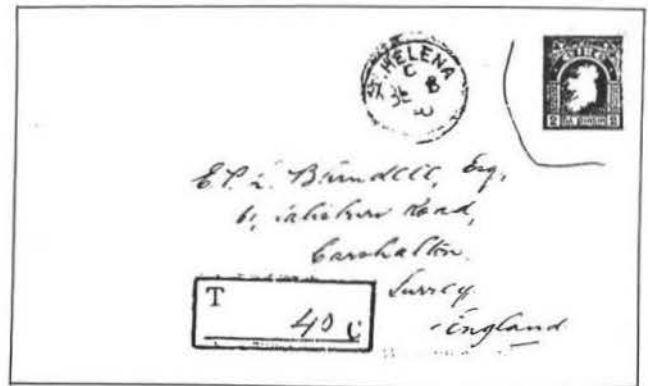


Fig. 3

during the 1920s and 1930s. There is no question of deception, for the inscription at the bottom of the envelope reads "These Facsimile MULREADY Envelopes may be obtained from W. Ward, Lorne Street, Lytham, Lancs at 6d and 1/- per packet". How many were in a packet is not stated. The envelope was sent by Ward to himself from Green Island Station, Co. Antrim on September 1, 1923. Obviously there must have been quite a number of these used, and it would be interesting to learn if a reader has seen any others. Knowing Mr. Ward's activities, he doubtless used them with Irish overprints as well.

The Southgate imitation was purchased in the States, and, a few months later in the U.K., at a small stamp bourse, I jokingly asked a dealer if he had any Irish material used in Tristan da Cunha. His reply floored me. "No, but I have one from St. Helena". This philatelic concoction is shown in Fig. 3. Apparently a 2d Irish definitive was applied. It was marked as non-acceptable with a pencilled frame and sent from St. Helena to England on December 6, 1940. Possibly there is a philatelic joke here, for, of course, the 2d map definitive was issued on December 6, 1922. There is a cachet with a tax marking with a 40c to pay. This was apparently not collected. Why the tax marking is in cents rather than the island's British type currency i.e. d (pence) I cannot say. Mail of this type was often routed via South Africa, but again, if this did go by that route, the currency at that time was also in pence rather than cents. Whoever had the envelope must have researched it, for in pencilled manuscript at the base it reads "S. S. Llanstephen



Fig. 4

Castle". The Battle of the Atlantic had begun and perhaps to avoid U-boats the ship would have gone by a circuitous route.

Any thoughts or comments on this envelope would be appreciated.

Life being what it is, I was not altogether surprised when I found the envelope illustrated in Fig. 4 in a dealer's box in London shortly after. This is from Tristan da Cunha with a cachet Type X dated April 14, 1950, and bears a 2d Father Matthew stamp cancelled with a very nice double ringed Cape Town Paquebot of April 22, 1950. It is addressed to England.

Perhaps the catalogues will one day have a section entitled Ireland Used Abroad. ♣

A Review of the Harrison Rolls for use in Ireland, 1922 - 1925.

by William P. Fletcher

The aim of this article is to survey the two issues of Harrison Coil stamps with emphasis on the production, usage, roll leaders and the various types of the coil joins.

HISTORICAL

Rolls of stamps were necessary for the recently invented stamp affixing machines for sticking stamps on commercial correspondence, and the early coin fed stamp vending machines pioneered by Mrs. Kermode. These early experimental rolls from 1907 were privately made by joining strips of stamps by hand that had been separated from Post Office sheets. By 1912, the Post Office was involved, and Automatic Stamp Vending Machines were installed working on the principle of "a penny in the slot". In the first place, special plates were not prepared to print stamps in long strips and Harrison, the printers, produced rolls for the Post Office by joining ordinary sheets of stamps together, a portion of the margin being used to join the sheets, then separating them with mechanical slitters vertically and winding the rolls on to a core with the correct hole to fit a particular type of vending or affixing machine. These were initially all vertical rolls (lengthwise delivery) and rolls were made for both top end and bottom end delivery. The join is on to the top of the stamp by joining to the sheet margin below a stamp. The mechanical slitters often produced a characteristic straight edge along the slit edge giving the typical coil stamp appearance. If badly adjusted, the slit could produce a stamp with the slit away from the perforation.

Later, horizontal rolls (sideways delivery) were produced in the same manner with the joins using the left hand margin of the sheet and the delivery was left side first. Here, the join is onto the right hand side of the stamp in coil joins.

Rolls were produced using the 1/2d, 1d, 1 1/2d and 2d values in small rolls of 480 or 500 stamps, and large rolls of 960, 1000 and later 1920 stamps. Joins can be found with the stamp joined tête bêche and with the 2d dies 1 and 2 joined. The Post Office charged a premium on top of the value of the stamps for rolls; initially it was 1d premium for a small roll, and 2d premium for the large rolls. This was doubled, and by 1922, a roll of 480 1d stamps sold for £2 0s 2d; a premium of 2d over face value and 4d premium for the 1000 stamp rolls.

By the time of the First World War, three stamp affixing machine manufacturers had cornered the market. The English company of The International Stamping Machine Co.

marketed the FIXO machine. The POKO machine was German-produced and the front runner was MULTIPOST, an American machine marketed by the Merkhams Trading Company. All affixing machines cut the stamps from the rolls and would give parallel top and bottom margins, often with mutilated stamps worthless to collectors.



Fig. 1. GB 1913 Coil stamp miscut by affixing machine

Figure 1 shows the scarce GB 1d King George V stamp on multiple watermark paper from an early GPO coil. The different affixing machines each produced a characteristic cut, but by the 1922-23 period, the cutting was more accurate and more or less along the perforation. The object of the stamp affixing machine was to speed the rate of stamp sticking on commercial correspondence. MULTIPOST advertised (Fig. 2) that their machine affixed stamps ten times quicker than by hand.

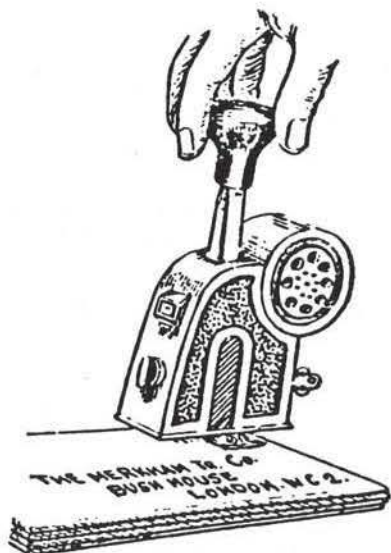
The original roll leaders (wrappers) were printed in the colour of the stamp on beige paper and later in black with paper similar to the colour of the stamp. The wrapper has, as well as details of the contents, value and the size of roll, a designated control letter specific to the type of roll, i.e. (P). The last stamp in the roll is attached to an end paper which is usually dated and, which, in its turn, is attached to the core of the roll. The colour of the end paper is not specific to the value, and the selection of the colour of the paper seems pretty haphazard. The cores of the smaller rolls were about 1.25cm, and those of the 1000 stamp rolls were about 3.25cm. The completed rolls were tied through the centre with tape and sealed with a leaden tablet upon which was impressed the Royal Monogram. This being considered necessary to prevent pilfering of stamps from the completed rolls.

The King George V low value stamps in use during the 1922-25 period were printed by Harrison. The low value stamps were printed in sheets of 240, with an interpane gutter separating the upper and lower panes, each of 120 stamps (12 x 10). This interpane gutter was the exact size of a stamp and each image contained four vertical lined pillars.

Sheets were guillotined into panes prior to joining. It is more likely that the top panes were joined to the next top pane and similarly with the lower pane. All stamps in a particular horizontal roll would have stamps from, say, the first horizontal row of the sheet. The next roll produced would have all stamps from the next row and so on, and likewise with the vertical rolls. The much sought 'PENCF Corrected' error on the 1 1/2d value is found on the Harrison 5 Line stamps; it appears on row 15, stamp 12 on some sheets. In view of the method of producing the rolls, in theory, if you find one 'PENCF Corrected' error in a roll, you will find one every 12th stamp (horizontal roll) or 10th stamp (vertical roll) in that roll!

The ordinary Harrison plates were unsuitable to print stamps in continuous coils (i.e. without joins) because of the interpane gutter. Also, the printing was sheet-fed. Early attempts to produce continuous coils by reel printing were

Multipost Stamp-Affixer



SR POSTAL MODEL.

£6 10s. 0d.

This model is the "Cash Register" of stamp-affixing machines.

It not only affixes stamps ten times as quickly as by hand, it also counts them at the same time as it affixes them by means of a "Veeder" Counter (capacity 99,999) built into the machine.

The machine also has a simple device where-by the plunger can be locked down so that the machine cannot be used by any unauthorised person.

SX POSTAL MODEL.

£6 0s. 0d.

Similar machine to the SR but without counter and special locking device.

Rolls of 1/2d., 1d., 1 1/2d., 1 1/2d. and 3d. postage stamps for use with these machines are obtainable at every Post Office throughout the Kingdom.

Guaranteed for 12 Months.

THE MERHAM TRADING CO., LTD.,
BUSH HOUSE, ALDWYCH, LONDON, W.C.2.
TELEPHONES: TEMPLE BAR 3751-52.

reels of paper of great length. Continuous coils started to appear around 1922, but only came fully in to use with the change of printers to Waterlow in 1924, when the sheet format was changed to remove the interpane gutter. For a more detailed account of early GB coils, the series of articles by G H R Homer-Woolf and Peter J Jones in *The GB Journal* (1977-78) is recommended.

Meter machines introduced by Pitney-Bowes, Universal Postal Frankers, Roneo-Neopost and other were the death knell of the stamp affixing machines. The machines were licensed by the Post Office for use by persons, businesses and organisations doing a large quantity of mailing. In UK, Pitney Bowes were authorised by the PMG in May 1922. The use of meter machines in the Irish Free State did not begin until September 1926. Iris an Phuist no 206, issued on 23 June 1926, contained instructions as to the use of these machines. They printed franks directly on the envelope and later, advertisements were added to meter marks.

In Ireland, British stamps were no longer valid from the end of March 1922. No coil stamps were therefore available, and the need to provide overprinted stamps for the Provisional Government of Ireland, and later the Irish Free State, in rolls, was soon recognised. This specialised work of coil making could not be undertaken by Dollard or Thom, and was contacted out to Harrison of London, who produced the rolls for use in Ireland with the two distinctive Harrison overprints.

	1	2	3
1	ē r	!	2 n.
2	A 9 l	e	n
3	2 r		
4	! e 9	h	
5	! r 9	9	A
6	!	e 9 r	1
7	2 2 r	r	2
8	r	e 9	e
9	A A e	2 r	r
10	e A 9	A A	9

•Not consistent.

•Plate Flaw

Fig. 2. Advertisement for MULTIPOST stamp affixing machine

Fig. 3a. Recurrent flaws found in the 5-line stereo.

halted during the First World War. This required a special plate to reel print the stamps "on the web", which is to say on

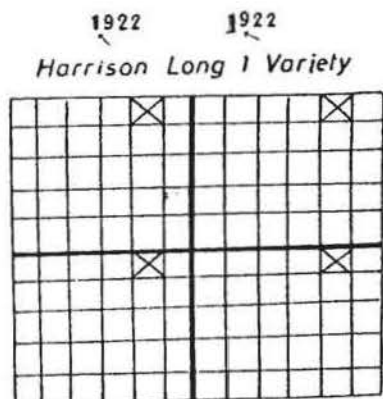


Fig. 3b. 'Long 1' variety and pane showing arrangements of 3-line stereos.

HARRISON 5 LINE 'Rialtas Sealadac' OVERPRINT - June 1922

This was the first of the two overprintings by Harrison, and both were confined to those values which were issued in coils. The overprint, in glossy black ink, is characterised by the distinctive long tail to the 'i' in Rialtas and the 'R' of Rialtas is always over the 'Se' of Sealadac. The overprint measures 15 x 17mm against the 14.5 x 16mm of the Thom printing. No blocks or sheets are available, but by careful reconstruction, Priestley¹ has shown that the printing stereo consisted of 30 clichés, three across and ten deep, repeated eight times, to form the printing plate of 240. Most clichés in the stereo of 30 can be identified by minor type flaws, and an update of Priestley's research (Fig. 3) will assist identification of the individual clichés. The 1/2d, 1d, 1 1/2d and 2d (both Die 1 and 2) values were issued and first appeared in mid June 1922. The 1 1/2d is found with the 'PENCF Corrected' error, and the 1d with the 'QNE' error. The 2d is known with watermark inverted and reversed.

HARRISON 3 LINE 'Saorstát' OVERPRINT - March 1923

The Irish Free State was established on 6 December 1922, and a change of overprint was necessary. The Harrison second overprint for the coil stamps is characterised by the foot of the 'l' of 1922 being rounded, the loop of '9' in the date being rounded and the second 'e' of Éireann being slightly raised when compared with the Thom Saorstát overprint. The ink was firstly dull black and later printings were shiny blue-black.

The well-known catalogued variety of 'long l' in date occurs on the 5th and 11th stamps of some of the horizontal strips of 12, and the 1st and 6th stamps on some of the vertical strips of ten. It follows that the printing stereo is therefore one of 30 clichés; 6 x 5; the 'long l' occurs once in each stereo of 30 on the fifth cliché on the top row and eight times in each sheet (Fig. 3). I am not aware of a positional study of this stereo that has been published. The 1/2d, 1d, 1 1/2d and 2d (Die 2 only) values were issued in early March 1923. Hopkins² reports the 2d value with inverted watermark and the 1/2d value with watermark inverted and reversed is catalogued.

Numerous minor-type flaws are recognised. These are most likely flaws on the individual clichés of the printing plate, as distinct from stereo flaws. They are not common; if they were stereo flaws, there would be found one in every thirty stamps (as the 'Long l' variety) but as plate flaws, they are one in every sheet of 240. Reasonably prominent flaws to be found are:

- Wavy line above 'RS' of Saorstát.
- Large break in '9' of date at bottom of top loop.
- Curved line over 'S' of Saorstát and void in base of first '2' of date.
- Large void in accent 'á' of Saorstát and void in bottom of 'l' of date.
- Curl to right of top serif of second 's' of Saorstát.
- Broken line above first 't' of Saorstát and crescent 3mm above 'á' of Saorstát.
- Crescent below second 's' of Saorstát and line under 'a' of Éireann.
- Break at top of 'É' of Éireann and void in accent.
- Dot over accent over 'É' of Éireann (on 'Long l' stamp)

PERFORATION OF THE GB SHEETS

To understand the reason for the different types of coil joins, it is necessary to review the perforation of the Great Britain stamps of this period. The perforation machine used a comb with an extension spur of 14 pins on the left, and a single extension pin on the right. The machine was set to perforate the single sheets from side-to-side, and produced the perforation arrangement described by Stanley Gibbons³ as type 2 if the sheets were fed left to right into the perforator, and type 2A if fed right to left. This produced sheets with the following perforation arrangements (Fig. 4):

Type 2, left feed

Bottom margin	a single extension hole ('imperf controls')
Top margin	perforated through
Left margin	imperf
Right margin	perforated through

Type 2A, right feed

Bottom margin	perforated through ('perf controls')
Top margin	a single extension hole
Left margin	perforated through
Right margin	imperf

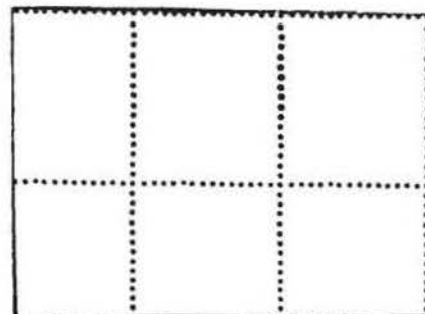
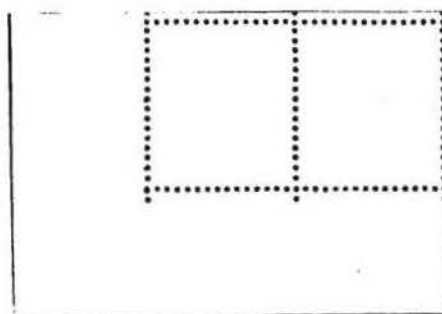


Fig. 4. Perforation type 2 (left) and 2A (right)

The machine was normally set to perforate from left to right. (To further confuse the situation, Beaumont and Stanton⁴ describe these two perforation types as type IIa and type IIb.)

THE MANUFACTURE OF THE ROLLS

Having printed, perforated and overprinted the stamps, to make rolls, Messrs. Harrison & Sons of St Martin's Lane, London WC, guillotined sheets in different ways depending on whether the stamps were destined for vertical or horizontal rolls for both the 5 and 3 line overprint issues.

HORIZONTAL ROLLS

For horizontal rolls, the top, bottom and right hand gutters were entirely removed as were all but about 4mm of the left margin which was retained to make the coil joins. All such coil joins use the left margins to make the joins every twelve stamps; the left margin of stamp 1 in the row is attached to the right side of stamp 12. Two types of joins (Fig. 5) are identified, imperf joins from sheets with imperf left margin [type 2] or perforated joins from sheets with perforated left margins [type 2A]. This arrangement is also on the coil leader stamp which are found with either imperf or perf left margin attached to the leader paper.



Fig. 5. Margin of Horizontal Join and Leader Stamps.
Left. imperf margin. Right. perf margin.

Horizontal coil end papers are attached with the right margin of the last stamp of the roll. To produce this arrangement, sheets must have been specially guillotined, removing the top and bottom margins, all but 4mm of the left margin (for the last join) and leaving 4-4.5mm of the right margin of the sheet to attach to the end paper. Two types of end tab stamp (Fig. 6) are identified, imperf margin from sheets with imperf right margin [type 2A] or perforated margin from sheets with perforated right margins [type 2].



Fig. 6. Margin of Horizontal End Stamps.
Left. imperf margin. Right. perf margin.



Fig. 7. 2d Horizontal Coil Leader stamp with perf margin.



1/2d End stamp imperf margins with tab-paper showing number '207' and date 2/1/24

VERTICAL ROLLS

The vertical rolls are more complicated. Coil joins are necessary every ten stamps because of the interpane gutter. The sheets were divided into two panes. The top, left and right hand, and all but about 4mm of the bottom margin of each of the two panes, were removed. The top pane was joined to the next top pane, and similarly the lower pane was joined to the next lower pane. The join is made by attaching the bottom margin of row 10 to the top of the stamps in row 1 of the next pane, and similarly for the bottom pane where row 20 to attached to row 11. Joins using stamps from the top pane can occasionally be identified if more than 3.5mm of the interpane gutter is left as the top of four pillars are then visible. The interpane gutter is always perforated and, if these pillars are not visible, then it is not possible to tell whether the join is from the interpane gutter or from the perforated bottom row [type 2A] of the sheet. Joins from the bottom row perforation type 2 will have a single perforation hole (Fig. 8). The end paper is attached to the bottom margin of the last stamp in the roll and any of these perforation arrangements are found.



Fig. 8. Margin of Vertical Join Stamps and End Stamps.
Left. one perf hole. Centre. perf.
Right. perf showing part of pillars



Fig. 9. Margin of Vertical Rolls Leader Stamps.
Left. one perf hole. Centre. perf. Right. perf with pillars.

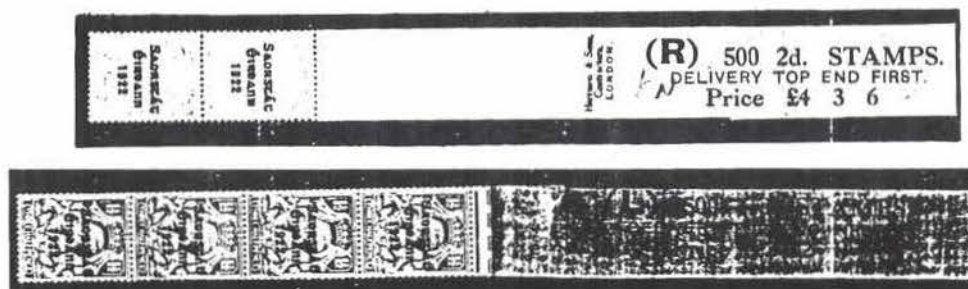


Fig. 10. Vertical coil leaders.
top. 2d. leader stamp with one perf hole margin.
bottom. 1 1/2d leader stamp with perf margin showing pillars.

Vertical coil leaders, for 'Delivery Top End First' rolls, are attached with the top margin of the first stamp of the roll. To produce this arrangement sheets must have been specially guillotined, removing the left and right margins, all but 4mm of the bottom margin (for the first join) and leaving 4-4.5mm of the top margin of the pane to attach to the leader paper. Both panes were used for the leader stamp so leaders are found with the four pillars showing, which means the first stamp in the roll was from row 11 and not row 1. Therefore, the leader stamp may be perf [with or without pillars] or imperf with a single extension hole (Fig. 9).

Vertical coil leaders, for the scarce 'Delivery Lower End First' rolls, are attached with the bottom margin of the last stamp of the roll in the format of Fig. 8.

SUMMARY OF JOINS, LEADER and END STAMPS.

These are for both the 5 line and 3 line overprint coils made by Harrison.

Horizontal Join stamps [all joins made with left sheet margin]

Two options [Fig. 5]

1. Left Margin imperf [type 2]
2. Left Margin perf [type 2A]

The Horizontal Leader stamp may be either of above options

The Horizontal End stamp [join to the right sheet margin]

Two options [Fig. 6]

1. Right Margin imperf [type 2A]
2. Right Margin perf [type 2]

Vertical Join stamps [Joins made with lower sheet margin or interpane gutter margin] Three options [Fig. 8]

joins using lower pane [may show control]

1. Lower margin one perf hole [type 2]
2. Lower margin perf* [type 2A]

joins using upper pane

3. Interpane gutter margin [always perf]*

[may exceptionally show part of the four lined pillars]

*not possible to differentiate unless interpane margin shows pillars

The Vertical End Stamp may be any of the above three options as are leader stamp for the scarce 'Delivery Lower End First' rolls.

The Vertical Leader Stamp, for the 'Delivery Top End First' rolls, is attached with top margin of pane. Three options [Fig. 9]

1. Top margin with one perf hole [type 2A]
2. Top margin perf [type 2]
3. Interpane gutter [all perf], may show part of pillars.

USAGE

The rolls were primarily produced for use in commercial stamp affixing machines. There were no stamp vending machine in Ireland until 1924.

WERE THE HARRISON COIL STAMPS EVER ISSUED IN SHEETS?

Ward⁵ suggests the possibility may exist. Dollard's works were evacuated being in the 'war zone' prior to the siege of the Four Courts and Thom of Temple Lane at one point said that they would not be able to carry on printing. Ward says that Harrison was asked to provide the 1/2d, 1d, 1 1/2d and 2d for a period (June - July) but apart from the rolls, only the 2d value was sent in sheet format. In any event Thom found themselves able to cope. Ward⁶ later said that he received a block of 15 or 18 of the 2d die 1 'all R/Se' from a correspondent in Cork. He placed them safely in his wallet but used them on correspondence! Further searching and advertisements for Harrison 5 line overprint in blocks were fruitless, and none have been recorded. However, it is well worth looking out for blocks 'all R/Se'.

ROLLS MAKE-UP

The following is a list of the rolls produced for both the 5 line and 3 line coil stamps:

Horizontal Rolls - Sideways delivery. 'Delivery Left Side First'

480 1/2d stamps.	Control (P) Price	£1 0 2
480 1d stamps.	Control (O) Price	£2 0 2
480 1 1/2d stamps.	Control (N) Price	£3 0 2
480 2d stamps.	Control (T) Price	£4 0 2

Vertical Rolls - Lengthwise delivery. 'Delivery Top End First'

500 1/2d stamps.	Control (G) Price	£1 1 0
500 1d stamps.	Control (E) Price	£2 1 10
500 1 1/2d stamps.	Control (L) Price	£3 2 8
500 2d stamps.	Control (R) Price	£4 3 6

Vertical Rolls - Lengthwise delivery. 'Delivery Lower End First'

1000 1/2d stamps.	Control (D) Price	£2 2 0
1000 1d stamps.	Control (B) Price	£4 3 8
1000 2d stamps.	Control (Q) Price	£8 7 0

The 'Delivery Lower End First' rolls are not recorded with the 3 line overprint. Additionally, 1000 rolls of 1/2d and 1d vertical rolls Control (W) and (X) for use in the Kermode



Fig. 11. Thom proof in strip of 12 all R/Se.

coin-operated machines are recorded in the literature but have not been seen. The wrapper of the rolls for use in Ireland are in the colour of the stamp, except the 1½d rolls, where the wrapper is beige and the printing is red brown.

The end papers, which are of various colours and lengths, have useful information and are usually dated. The most common colour of the end paper is green, with pale orange sometimes reported. The end paper is ungummed but stuck on top of the margin left on the last stamp of the roll. The original length is about 25cm, but most pieces seen have been shortened. Data in pencil, on either side of the end papers, shows a number with the date; the number is presumed to be the reference number of the person making the roll. In later 3 line rolls, the end paper is ungummed, unwatermarked and perforated pale yellow paper, like blank stamps, and this is handstamped in two lines on the reverse in pale green "JOINED BY DATE"

WHY WERE THE 5 LINE PRINTING ALL R/Se?

Harrison was supplied by Thom with 'working examples' in order to produce an overprint similar to that of Thom. It has been suggested that the examples sent were stamps with the variety R/Se and therefore, Harrison made their plate in this alignment. Fig 11 show a proof strip of 12 all R/Se in a format similar to that of Thom. Cliches 1 to 6 show the 's' of Rialtas over the 'a' of Sealadac. Cliches 7 to 12 show the 's' of Rialtas to left of the 'a' of Sealadac; this is similar to the Harrison format (but not exactly), but may be the basis Harrison used to make their overprinting plate.

IDENTIFICATION OF COMPLETE ROLLS

The leader paper for the Great Britain and the GB overprinted appear identical. Once the rolls were completed and sealed, how did the post office know which were GB stamps and which contained stamps overprinted for Ireland? Some of my Harrison 5 line leaders are marked with the letters 'IR' in pencil near the printer's name on the leader paper. This I thought might stand for Ireland. However, the 3 line leaders are marked with 'KN' and 'OG'. It therefore seems more likely that 'IR', 'KN' and 'OG' are the initials of the inspector or the person who produced that particular batch of the coils.

COIL REPAIRS

Breaks occasionally occurred during manufacture. When this occurred a small piece of white paper, perf 11, was used to repair the break.

NUMBER PRINTED

Ward⁶ published details of the number of rolls produced and his figures are much quoted and often used to demonstrate the rarity of some values. However, although this is probably the total printing run of the 5 line rolls, it is certainly not the total print of the 3 line rolls as Ward figures were published in June 1923 (and therefore probably collected earlier). Further rolls were produced as these coils were in use till 1925. The definitive coils started to be issued at the end of 1924. He gives the quantity printed as:



Fig. 12. End papers. [top] 2d. with pale green strip with pencil number and date; second to last stamp shows 'long I' variety. [bottom] Both sides of ½d with attached stamp sized yellow end paper stamped with 'Joined by ... Date ...'

	5 line	3 line
1/2d	492	552
1d	1454	300
1 1/2d	118	48
2d Die I	672	
2d Die II	820	300

MISCUT JOINS WITH CONTROLS

As already stated, about 4mm of gutter was left for the coil joins, and usually slightly more for the vertical leaders. However, occasionally a longer margin was left and examples are known, in vertical joins, (which show part of the control letter and number) which in some controls are close to the marginal rule [Jubilee line]. The earliest recorded is a 5 line 1 1/2d stamp from a join showing part of the control number T 22 imperf [Fig. 13] which was in the Agnew⁷ sale. As well as the Agnew copy, O'Reilly⁸ records two additional examples; a 1 1/2d 5 line T 22 perf and a 1 1/2d 3 line U 22 perf. Field⁹ also recorded a fourth example, his 5 line 1 1/2d value which shows part of the control number T 22 imperf, similar to the Agnew stamp.

Obviously, it is worthwhile checking all vertical joins to see if part of the control number is obscured by the join.



Fig. 13. Vertical 1 1/2d 5 line coil stamp with longer gutter for coil join showing part of T 22 Imp control

FAKE COIL JOINS AND LEADERS

The unscrupulous can fake joins of the Great Britain George V stamps using material from sheets. However, this is not possible with the Harrison overprinted stamps. The Harrison 5 and 3 line stamps were never issued in sheets and, therefore, fake joins are not possible. To fake a vertical coil leader, you would require the overprinted stamps with the top gutter margin. As this is the only occasion that the Harrison stamps are found with the top margin attached, fakes are not possible. Some of the 1000 stamp coils are very scarce, and GB coils could be 'doctored' with material from the commoner Harrison overprint leader. Joins of 2d die 1 and die 2 are known; these can be faked as are repair joins which were made to repair broken coil strips. Fakes can be detected if the clipped perforation does not match.

FINALLY

Harrison 3 line rolls continued to be used until the 1/2d, 1d, 1 1/2d and the 2d values of the first permanent issue were produced in coils, both horizontal and vertically, to fill the demand for stamps in rolls. The definitive coil stamps started

to be issued towards the end of 1924. The plates for the definitive series were made by the Royal Mint in London and the printing was carried out at the new Government Castle printing plant. The sheet format is the same as that used by Harrison [two panes of 120 with a interpane gutter with the four pillars] to print the contemporary British stamps. Who made the early definitive rolls is not known. It may have been Harrison as the equipment was not available in Ireland two years earlier to produce rolls. These rolls were made up from sheets and show joins that are similar to the Harrison rolls. However, the joins are not identical in that, in general, the length of gutter left to make the joins are much longer [up to 7mm] and in the vertical rolls, the join is from the gutter above row 1 and 11 to the bottom of the 10th or 20th stamp. The slitting is often not as accurately done and appears, often, well away from the perforations. These differences lead one to postulate that these rolls were not made by Harrison, and therefore, were most likely made in Dublin.

Astute observers will note that Thom Saorstat stamps were used to produce Figures 5, 6, 8 and 9 to show the marginal permutations that exist on both Harrison issues, as it was not considered practical to mutilate joins, leaders and end stamps of the Harrison stamps to obtain these illustrations.

References

- ¹Priestley M H. The Harrison 5 Line Overprint Coil Issue. *The Revealer* 1978; 27:38-41 also [1971] 21:777-8 and [1975] 24:990-1.
- ²Hopkin A E. *The Postage Stamps of the Irish Free State*. 5th Ed. 1927
- ³Stanley Gibbons, *Great Britain Specialised Stamp Catalogue*. Vol 2.
- ⁴Beaumont K M and Stanton J B M. *The Postage Stamps of Great Britain, Part Four*. 1957
- ⁵Ward W. The Provisional Stamps of Ireland. *Stanley Gibbons Monthly Circular* Nov 1922; 4: 67-71
- ⁶Ward W. Irish Free State: The Harrison Overprints. *Stamp Collecting* 1923; 20: 323-4
- ⁷Agnew Sale. H R Harmer 26 May 1930. Lot no 101.
- ⁸O'Reilly M G. The Harrison Coils with Control Letters *The Revealer* 1963; 13: 563-566
- ⁹Field T E. Timely Topics. *The Revealer* 1963; 14: 573-574

Message

(continued from page 44)

2-5, 1995 at the Postage Stamp Mega Event in New York providing free expert opinions on the stamps of Ireland, particularly the overprinted issues. According to John, there has been a dramatic increase in Irish overprint forgeries in the last year, representing an ominous threat to the credibility and desirability of Irish philately. I have asked John, in a letter, to write an article for *The Revealer* to share his experiences of that weekend. Hope he will do so.

Irish Philatelic Literature II. Last issue, I talked about the "Ireland Study Circle" study books. Coincidences as they are, I was glad to see in the latest issue of the Irish Philatelic Circle's (IPC) newsletter, Bill Kane's *History of the Irish Philatelic Circle*. I was amazed to see, on the very first page of that History,

refers to the "Ireland Study Circle" and their 1938-39 session and reports that he had Study Book No. 4 in his possession and had seen others. This is how information is shared.

1997 is the **150th Anniversary of the mass emigration of Irish to Canada**. Canada Post and An Post have been discussing issuing stamps for the event. Canada's Grosse Isle is particularly recognized as a shrine to all those who arrived in Canada ill and incapable of caring for themselves. Grosse Isle was used as a quarantine station and has since become a memorial to all those who died crossing the Atlantic from Ireland. It is now a National Park. For many reasons – but mainly because one doesn't celebrate the disasters of another country – it is felt that it is quite inappropriate to issue a stamp for this 150th anniversary of the event or for Grosse Isle itself. Perhaps a joint issue with Ireland celebrating the achievements of the Irish in Canada might be more appropriate. Having said that, plans for any stamp issue have come to a grinding halt. I am soliciting all members' help, especially Canadian members, in lobbying the Canadian Government for such an issue. If you could drop a note to The Honourable David Dingwall, P.C., M. P., (Minister responsible for the Canada Post Corporation, House of Commons, Ottawa, Ontario, Canada K1A 0A6) in support of celebrating the Irish achievements in Canada, please do so. In addition, please send me a copy of your letter and I will ensure that the Canada Post Corporation's Stamp Advisory Committee members are copied. ♣

1996 AGM AT BALPEX

The 1996 EPA Annual General Meeting will be conducted in conjunction with BALPEX '96. This is a National "C of C" Exhibition held just outside Baltimore in Hunt Valley, Maryland.

Three past presidents of the EPA are working on BALPEX and the AGM. Bob Moskowitz is chairing the EPA AGM Committee, with the Hoban Chapter hosting the event. Joe Foley is the BALPEX General Chairman, and Pat Walker is chairing the BALPEX Committees on Entries and the Jury.

The three-day event will take place on Labor Day Weekend, August 30 - September 1, 1996. In addition to the actual open meeting and board meeting, the Hoban Chapter is planning a number of special programs, social events and side trips. There will be a hospitality suite for the EPA. If there is sufficient interest, a trip to the nearby National Postal Museum and/or the United States Naval Academy will be available. An early bird cruise on the Chesapeake Bay on board Joe Foley's MV, the *Wild Goose* is planned.

There is a rumor that the North American Vice Presi-

dent of the EPA may have a moderate supply of Gaelic Amber Colored Fluid available for a special "tasting" during the event.

The prospectus and further information will be available in January from Pat Walker, Box 99, Lisbon, MD 21765. ♣

50th Anniversary of EPA

by Michael Conway

On November 4th, yours truly met with Dave Brennan, Joe Foley, and a number of Association members at the Collectors Club to discuss plans for celebrating the 50th anniversary of the EPA. This report attempts to summarize what was discussed.

The Association plans to have two major events in the year 2000 to celebrate the 50th birthday of the EPA. In April 2000, Boxborough, Mass. will be the venue for the AGM on this side of the Atlantic. In October of the same year, STAMPA 2000, Dublin, will be the site for a similar celebration. Dave Brennan volunteered to look into the possibility of chartering a flight to Dublin. It was suggested that we begin to save our pennies.

It was reported that EPA members have suggested to An Post that a stamp commemorating the 50th anniversary of the EPA be issued in the year 2000. Postal officials agreed to give the matter some consideration. Philip Lynch, Chairman of An Post, has agreed to be the Honorary Patron of EPA 2000. It was interesting to learn that EPA members from Germany and the USA are urging their Irish colleagues to establish a postal museum in Ireland.

Dave Brennan mentioned that over the next year or two, a concise history of the association should be prepared. Also, suggested artwork for the proposed stamp will be prepared and submitted to An Post.

Finbar O'Mahony, the chair of STAMPA '95, along with Brian Warren and Michael Giffney, have agreed to act as coordinators for EPA 2000.

As announced earlier, the 1996 AGM of the EPA will be held in conjunction with BALPEX 96, Labor Day weekend 1996. Please save this date and plan to attend.

It was mentioned that Peter Bugg has agreed to chair the Boxboro 2000 event. Joe Foley has agreed to serve as General Chairman and coordinate planning for EPA 2000. ♣

LETTER TO THE EDITOR

27th Nov. 1995

Dear Editor,

I enclose a copy of a strip of embossed Irish revenues,



which may be of interest to other collectors of revenues.

The £100,000 revenue may be 'top of the range' of Irish revenues. Britain recently produced the million pound stamp.



Also enclosed is an endorsement on a letter which was recently returned to my law office. It has a certain interest.
Best Wishes,

Declan O'Connor
EPA 1624
35, Greenfield Drive,
Maynooth, Co. Kildare,
Ireland

SINGAPORE '95

by Charles J. G. Verge

Singapore '95 was held from September 1-10, 1995, in the brand new Singapore Exhibition and Convention Centre. On display were 3300 frames of the world's most beautiful stamps and covers. The Singapore Organizing Committee was very hospitable and had prepared well for the event.

A significant amount of Irish material was on display as well as several exhibits from Irish exhibitors. From Ireland came Michael Kelly and his wife Pauline and Pat Carolan. Michael was the Irish Commissioner and Pat is the Manager of Philatelic Services for An Post. Your president was on the Jury representing Canada and Pat Stilwell Walker, an exhibitor and former EPA President, was in attendance with her husband

Dan and her mother Caroline. We had a few pints and libations together, and thoroughly enjoyed our time there.

The An Post booth was crowded, and many show goers were interested in the Special Souvenir Sheets as well as purchasing stamps for their philatelic passport. The only dealer with any Irish connections was David Feldman to whom we owe many of the first modern Irish catalogues and handbooks.

The Irish exhibits at Singapore were well received by the jury and were awarded the following medal levels:

- | | |
|--|--|
| GOLD and Special Prize
Pat Stilwell-Walker (USA) | Ireland: Postal History – 1661 through the 1890s
<i>Ireland's Transition</i> |
| Dr. Cyril I. Dulin
(Switzerland) | |
| LARGE VERMEIL
Finbar O'Mahony
(Ireland) | The Franking Privilege,
1652-1840 |
| VERMEIL
Anthony Hughes (Ireland) | Ireland: Westmeath Postal History and Postmarks,
1702-1922
Where is my Home? |
| Geoffrey McAuley
(Ireland) | |
| LARGE SILVER
Karl Winkelmann
(Ireland/USA) | Ireland: Postal Isolation – British Censorship of Irish Mail in World War II |
| SILVER
Oliver MacDonald
(Ireland)
Brian Warren (Ireland) | Namibia – From German Colony to Independent State
The Architecture Definitives |
| SILVER-BRONZE
John Fitzsimmons
(Ireland) | Mozart: His Life and Times |



Figure 1: Pat Stilwell-Walker and EPA President Charles Verge admiring Pat's well earned SINGAPORE '95 Gold medal at the conclusion of the Awards Banquet.



Figure 2: A Gathering of Kellys: From left to right Pauline Kelly and her husband Michael, Irish Commissioner to Singapore '95, and Dorothy Kelly, Assistant Commissioner for Australia.

STAMPA 95 AWARDS

Congratulations to the following EPA members who won awards in their respective sections at *Stampa 95 - The Irish National Stamp Exhibition*, in Dublin 20-22 October 1995.

POSTAL HISTORY

Karl Winkelmann "Ireland - Postal Isolation"

- Gold
- David Feldman Trophy for best overall exhibit
- F.E. Dixon Shield and E.P.A. medal for best Irish exhibit

Anthony Hughes "Ireland - Routes, Rates and

- Silver Postmarks 1690-1830"

Finbar O'Mahony "Merchant Mail from 1408"

- Silver

Fionbarra O'Mathuna "Postal History of

- Silver/Bronze Cork 1722-1923"

SPECIALISED SECTION

Johan Rehnberg "The 1922 High Value

- Vermeil and Irish Security Overprints of Ireland"
- Stamp Printers Trophy for best display
- of Irish postage stamps issued since 1922

Johan Rehnberg "From a British to an Irish

- Vermeil and E.P.A. Certificate Postal Administration"

G.E.R. Ithell "Meter Franking on Irish Mail"

- Silver/Bronze

THEMATIC

R.E. How Bronze "The Post and the Police"

LITERATURE

J.E. Foley Silver/Bronze "The Rare Coil"

OPEN CLASS

Brian Warren 1st Place "Architecture Definitives"

J.E. Foley 2nd Place (joint) "Visit to Ireland"

G.E.R. Ithell 4th Place "Ballymacclinton P.O."

Sets of (3) *Stampa* Exhibition cards, cancelled with the special show cancellations, are still available @ IR£1.50 per set of 3 - as long as stocks last. Include an SAE with payment made out to *Stampa*, and send to: *Stampa*, P.O. Box 2723, Phibsboro, Dublin 7.



Figure 3: Pat Carolan, the man who brings you *An Post's* Philatelic Stamps, Services and Products. Now you know what he looks like when you are dealing with him.

POSTAL HISTORY

PUBLIC AUCTION SALES:

3000 to 5000 lots of
UNITED STATES
Britain & Colonies
and General Foreign
are offered bi-monthly.

Lots sell from \$2 each
up to many thousands of \$\$\$

Over 1000 are photographed.

FREE CATALOG UPON REQUEST.

PLEASE LET US KNOW
EXACTLY WHAT YOU COLLECT.

FDC's & Topicals are also included.

PRIVATE TREATY SALES:

Specialized Collections
Large Box Lots
Dealer Stocks

We buy outright and accept consignments.

What do you have for sale?

ABRAHAM SIEGEL

P.O. BOX 6603 - IRE

Long Island City, N.Y. 11106-6603

Tel: 718-392-4855 Fax: 718-786-1341

A Curious 6d Letter-card

by C. I. Dulin

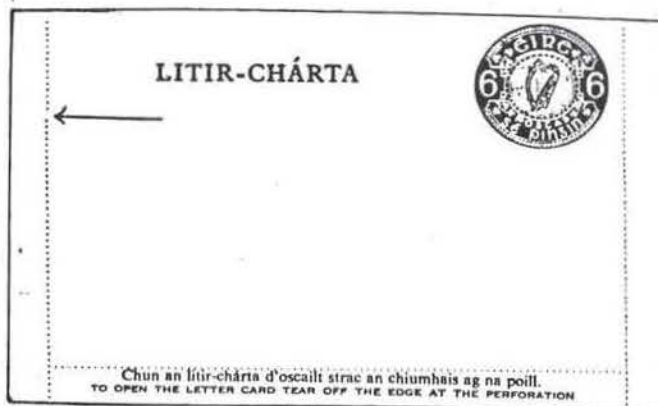
I recently came across a rather curious 6d letter-card (see illustration) which may interest some of the postal stationery enthusiasts.

As may be seen there is a missing perforation on the left side. The curiosity lies in the fact that normally there are two missing perforations (both on the left side) for this card. There is further oddity, for the letter-cards that preceded the 6d have either all perforations complete (the 3d & 4d) or two perforations missing (3d, 4d & 5d). The letter-card that followed (4p) always has two perforations missing. The card which followed the 4p (the 9p) had all its perforations intact.

The natural question that arises is how did this occur? I am no stationery specialist, but inspection shows that one hole does not seem to have been added at a later stage. Again, if a new pin was inserted in the comb (if this is the correct

technical term), why were not two inserted instead of one? Perhaps some of your readers can find an explanation.

To complete the description of the letter-card, the perfs are of the larger hole type and the flap is gummed at front. 



E.P.A. SPECIAL OFFERS

The following items may be ordered from Richard J. McBride, 153 Orchid Road, Meriden, CT 06450 U.S.A. All prices include postage and handling. Overseas add \$1.00 per item for air mail. Make all cheques and money orders payable to Richard J. McBride.

Irish Overprint Identifier — A clear plastic overlay to help sort out your overprint issues. With it is a chart giving Scott and Gibbons numbers and an article on identifying the overprints. Price \$4.50

Die Mielenstempel Der Irischen Post — (The Mileage Marks of Ireland) 1808-1839 by Hans G. Moxter. 1994 Edition. 57pp. Text in German and English. Published by FAI, the Irish Philatelic Group in Germany. Most informative and well illustrated. A complete listing of all known Irish mileage marks. Price \$6.50

Ireland - Catalogue of Perforations — compiled and edited by Richard L. Mewhinney. Published by The Perforations Club - 1994. 38 pp. punched for 3 ring binder. The catalogue is designed for use as an album as well as catalogue. Only observed Perforations are catalogued. Price \$9.00

The Adhesive Revenue Stamps of Ireland: 1858-1925 — James J. Brady's detailed study of the Irish Revenue Stamps. All are in easy-to-follow catalog form with many details. A must for the Auction. Price \$2.25

E.P.A. Rubber Stamp — The Official Seal of the Association as seen on the front of all official Society papers has been made into a rubber stamp available to our members. Dress up your envelopes and correspondence. Sold only to members at \$6.00

The Maltese Cross in Ireland — by Hans G. Moxter 1988 Edition. Published by FAI, text of the 80 page book is in both German and English. This is probably the most comprehensive review of this postmark to date. Price \$9.00.

Undated Namestamps of Ireland 1823-1860 — by William Kane. This booklet has been produced by FAI of West Germany. In English and German and records the colours, periods of usage on the various types of undated namestamps. Price \$7.00

The Post Offices and Datestamps of the County of Leitrim — Original study of Dr. Brian de Burca, updated by James T. Howley. A very informative book showing 72 illustrations of handstamps, a map and descriptions of post office locations. A very useful item for postmark and postal history buffs. Published by EPA, 23 pages. Price \$6.00

Irish Postal Rates Before 1840 — by F.E. Dixon. Produced by FAI it is in German and English. This publication lists the Irish Postal Rates from 1657 to 1840. A superb guide for Postal Historians. Price \$6.00

E.P.A. Official Pin — A handsome metal pin replica of the E.P.A. logo. Available to members only at \$1.25 each.

A Listing of Irish Postmarks in Gaelic from 1922 — by James T. Howley. Produced by the E.P.A., Irish Postmarks are listed alphabetically in Gaelic with their English translations. It is a most comprehensive Guide to postmarks available. 82pps \$6.00.

THE REVEALER INDEX — by Patrick J. Ryan, Sr. A comprehensive index of all philatelic articles appearing in THE REVEALER from the first issue through the end of 1985. Articles are listed by subject matter. Cost: US & Canada \$8.75 others: \$10.00.

Addendum 1 to THE REVEALER Index — Same as above except it covers the years 1986 thru 1990. Price \$4.00. A complete index - Basic and addendum 1 - \$12.00.

An Introduction of Irish Mileage Marks — by W. E. Davey. Published by the EPA, 1989 Edition, 22 pages. An excellent book for the beginning collector of Irish Mileage Marks. Price \$5.00.

Introduction to Irish Post Offices of County Clare, Ireland — John Mackey & Tony Cassidy. Text in German & English. Published by FAI. A study developed from the postal archives of Dublin & London. A must for the student of Postal History. 94 pp Price \$9.00.

The Dublin Spoon — 1855-57, by Dr. C. I. Dulin, a comprehensive study that should be in every Philatelic Library. A must for postal history students. Softbound 48 pages \$6.00 prepaid.

John M. Synge Souvenir Card — issued by the James Hoban Chapter for World Stamp Expo '89. This very fine card honors J. M. Synge, Irish Playwright and Poet. It is black on cream with the J. M. Synge issue of 1971 printed on the card with a history of the subject and examples of his work on both sides. Only 300 were produced. Price \$1.25.

"Die Ganzsachen Irlands" (The Postal Stationery of Ireland) — by Otto Jung, 1994 Edition. Text in German & English. Published by FAI, the Irish Philatelic Group in Germany. This latest edition is by far the most specialized and authoritative and gives a very complete listing of Irish postal stationery available. Well illustrated. Prices for mint and used in DM. Price \$14.00 postpaid.

Irish Slogan Postmarks 1818-1994 — by Uwe Netzsch, published by FAI of Germany. 116 pages. Text in both German and English. Over 300 illustrations by County, dies and type. Cost \$17.50 postpaid.