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Pan American Airways 1939 Survey Flight



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PRESIDENT'S MESSAGE

by David J. Brennan



It was good to go back to Dublin for STAMPA since I was unable to attend last year. I realized on the trip back home one of the intangible benefits of the EPA is the many friendships cultivated through our common interest in Irish philately. Had many handshakes with fellow philatelists we only see once a year, but feel they are very close friends.

Joe Foley, Barney Clancy, Joe Godfrey and his wife Anne, and myself attended from the United States. Charles J.G. Verge from Ontario was in attendance from Canada and several others from the

U.K. and the continent helped enhance our joint meeting of the FAI, IPC, and the EPA. Dr. Joachim Schaaf chaired the joint meeting and I presented to Uwe Netzs, the Vincent A. Linnell award for the best article in the last volume of *The Revealer* for "Cancellations on Irish Official Mail from 1840." Following the presentation, I gave a talk on my Railway Letter Stamp collection and passed around pages from my exhibit. My talk was followed by Otto Jung who gave an excellent presentation of "The International Reply Coupons of Ireland" who left us copies of his talk for our individual libraries.

As usual, the STAMPA bourse proved to be an excellent means of "disposing of disposal income!" Augmented by a fine auction by

(continued on next page)

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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.

ISSUE DEADLINES Summer - 1 June • Fall - 1 September • Winter - 1 December • Spring - 1 March

Ian Whyte the evening of the first day of STAMPA, it would be the unusual collector who failed to find something to bring back from Dublin for his collection.

Joe Foley, Jury Chairman, along with Finbar O'Mahony, and Uwe Netzsch judged the exhibits. One of our own, Ronny Vogt, received the David Feldman Trophy which is STAMPA's grand award; the William Kane Trophy for the best exhibit in Aerophilately; the EPA medal for the best Irish exhibit; and a gold medal with felicitations for his exhibit "Irish Transatlantic Pioneer Airmails." Ronny was kind enough to give me a colored copy of his exhibit for our library which I will forward to Peter Bugg for our reference exhibit file. I urge all of you who have an exhibit to send a copy of same to Peter.

Other outstanding Irish exhibits were Otto Jung's "Irish Postal Stationery Stamped to Order" and Ivan Edmondson's "Railway Letter Stamps: Ireland 1891-1920." Both of these displays received gold medals and EPA certificates.

Brian Warren received a Vermeil for his Carrickfergus Castle issues and Charles J. G. Verge also received a Vermeil for his display of "Thomas D'Arcy McGee: Canada's 5c from the 1922 Historical Series." Charles also had an article in the STAMPA program on this interesting stamp honoring a Canadian born in Ireland.

Earning a silver was H. J. Kumpf for "The Movement for Irish Independence" and a silver bronze to Ray How for "Post Office packet Service Between GB and Ireland." Hope we didn't miss anyone.

A shining light in the noncompetitive area was the EPA single frame exhibit put together by our new historian Michael Connelly.

The banquet was excellent and well attended. Great craic was had by all. We will be looking forward to seeing many of our members from across the pond in Boxborough next spring.

Plans are underway for an additional celebration of our 50th anniversary at STAMPA 2000. Newly elected EPA director Mike Burrington is sorting out the details and has the situation well in hand. EPA treasurer Barney Clancy is planning an Irish tour to coincide with STAMPA. Watch the Revealer for further information.

As we enter a new millennium, let us each in our own way offer thanks for all the blessings we have received in the past and pray for a lasting peace in Northern Ireland.

May you and your families have a Merry and Healthy Holiday and a prosperous New Year. Beannachtaí agus sonas um Nollaig agus Athbhliain faoi naise. ♣

SECRETARY'S REPORT

New Members

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

- #2567 M. Burton Hopkins, Jr., 20 Scottie Lane, Newcastle, DE 19720, bhop@earthlink.net.
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- #2569 Richard C. O'Brien, 94 Stowcroft Road, Arlington, MA 02474-2242.
- #2570 Michael E. Connolly, 1 Lamoureux Blvd., North Smithfield, RI 02896.
- #2571 Paddy J. Smithers, 113 The Dale, Belgard Heights, Dublin 24, Ireland.

Changes of Address

- #F0908 Thomas P. McCabe, 256 N Walnut St, Ridgewood, NJ 07450-2629.
- #2526 Kevin Dromgoole, 325 NW County Ct, McMinnville, OR 97128-9782.
- #2483 Albert T. O'Connell, 4322D Plaza Vis, Sierra Vista, AZ 85635-4337.
- #2104 Brock Covington, P.O. Box 720, Glen Echo, MD 20812.
- #2437 A.H. Chadwick, 6 Colville Ct, Kanata, ON, Canada K2K 1B1.
- #1529 Dr. Timothy F. Harrington, 227 Hunters Ln, Williamsville, NY 14221.
- #2546 Declan A. Gush, P.O. Box 606, Badplaas, Mpumalanga 1190 So Africa.
- #0676 Finbar Collins, Barlymount East, Aghadoe Killarney, Co Kerry Ireland.

Reinstatements

- #2386 Timothy Sharon, 9727 Willylyn, Charlotte, NC 28914.

Resignations

- #2550 Rani V. Palo, Canada
- #2264 Dianne Anderson, Pennsylvania

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| #1355 | Rev. James F Barry | stcath@jersey.net |
| #2490 | Richard B. Carithers | bcarit6375@msm.com |
| #2476 | Hans Bergdolt | Hans.Bergdolt@gmx.de |
| #2445 | John M. Broderick Sr. | seanruad@world.std.com |

Deceased

- #2420 George J. Reynolds, New York
- #1572 Robert Jones, Massachuttes
- #0307 Thomas Reddin, Wisconsin

Membership Status

Membership as of August 31, 1999 558

New Members	5
Resignations	2
Reinstatements	1
Deceased	3

Membership as of August 31, 1999 559 ♣

JOB OPPORTUNITY

After many years of service, Patrick McNally, *The Revealer* Back Issues manager, has resigned. Job requirements are to receive and account for 24 boxes of back issues and 200 additional copies for each year hence; to reply to members' requests for back issues. Please contact Dave Brennan, President, at address on masthead.

Memories of Pearse Street Sorting Office

by Joe Dunne

When I became a postman in 1941 at the age of eighteen, the Sorting and Postmen's Offices were located in Pearse Street, beside Westland Row railway station. Only a decade or two before, these premises had been a warehouse or bonded store, and adaptation had been achieved simply by installing sorting benches, without bothering much about structural alterations. An unhealthy place to work in, it was ventilated by means of air blown down on the staff by overhead apparatus located randomly here and there. If this was intended to prevent the dust from settling, then it succeeded very well. Natural lighting was poor - such as managed to filter through dirt-encrusted skylight windows. Rain dripped down in winter from a leaky roof to which the OPW repeatedly applied a tar-like sealing compound which sometimes melted in summer and leaked through instead.

Dust was a noticeable factor, generated by the constant shifting of paper, letters large and small on high sorting divisions, the packets and folded newspapers in wooden barrows in the centre of the very knotty wooden floor, but chiefly exuded by the rough, jute mail bags forever being tossed about the place. Everything was man-handled then.

Considering that TB was fairly prevalent in Ireland at that time, it is nothing short of a miracle that many more postal workers didn't contract the disease. As it was, its incidence was high enough to justify the special concessions allowed to personnel off sick from that cause. These unhealthy indoor working conditions, the frequent wettings sustained by outdoor staff, and the long, irregular working hours, were factors ideally suited to the spread of TB.

Public transport was restricted to the hours of 7.30 am to 9.30 pm daily because of wartime fuel shortages, but of course postal staffs' working hours were not geared to those hours. Early attendances started at 5.00 and 5.30 am, while those on evening duties didn't knock off until 11.00 pm and midnight. A special concession of 6.30 am attendance was introduced *pro tem* to allow the men (no women staff then) to have a hot breakfast before coming on duty, since the domestic gas supply wasn't turned on until 6 o'clock. This concession was suspended in mid-December at the start of the Christmas pressure. The delivery staff protested, however, and backed by their Union (POWU), decided to ignore the suspension. Each man was fined £10, and as this was more than a double week's pay (three weeks' pay for those lower down the increment scale), it was deducted by installments.

There was a roaring "trade" in posting newspapers to the UK where large numbers of our population were working in munitions factories, if they weren't in the armed forces. It was not that our exiles were smitten by hunger for news of home, but rather by hunger of a different kind. At least a pound of rashes was enclosed in every newspaper, to which a penny stamp was affixed, this being the newsprint postage rate at the time. Apparently the public's thinking was that to affix the postage appropriate to the weight would only draw attention to the fact that the newspaper contained contraband, as if anyone could possi-

bly be fooled. A PO Clerk, acting for the Customs, confiscated the meat, but this was only token action, as no serious attempt was made to stop the "export".

As the war wore on, bicycles became less common on the streets because spare parts were unobtainable. Even rubber patches couldn't be bought to repair a simple puncture in tyres and tubes (plastic was not yet invented). So more and more postal workers joined the ranks of those obliged to walk to work in all weathers. Living in Drimnagh, as I did, this meant a walk of about four and a half miles. Add to that three hours further walking on deliveries twice a day and I hardly noticed an aggregate of 28 miles or so per day, six days a week. There was no half-day, never mind a five-day week. Before the concession referred to was granted, and when it ceased after the war, I often had to leave home at four in the morning to walk to work in blinding blizzards, for some winters of the forties are still remembered, (and are on record), for their severity. Ask Granddad about the winter of 1947.

One had to be on time for duty regardless of weather conditions - there was only a three minute "grace" allowed for late attendance. That was the rule, and "rules is rules", and could not be governed by the whims of the weather. A fine was imposed for being late, the "late" was recorded on one's record, and a bad record, easily acquired on "split" duties requiring two or three attendances a day, stood against a man being considered for promotion for instance, or one seeking permission to sit a Civil Service examination, or indeed, in the granting of any concession whatever. However wet and frozen a postman might be on arriving for work, he had soon to face the rain or snow again for a further three-hour walk on his delivery round.

As I wasn't senior enough to have a permanent duty, I worked mostly the unpopular late evening (indoor) duties, 3.25 to 11.00pm. or 4.34 to midnight. Note the precise starting times - not half three or half four. My mornings were spent in the public library on Emmet Road, Inchicore, where I sated my appetite for reading: biographies, travel, poetry, novels, all were grist to my mill. At night, tired and often drenched getting home, I listened to the war news on radio into the small hours. On certain nights when reception was clearer, it was possible to get Lord Haw-Haw on the 31 metre band. I still remember his sneering tones as he persistently asked night after night over a week or so "Where is *The Ark Royal*?" (one of the prestigious ships of the British Navy sunk at the time).

For supper, I had shell cocoa brewed from the shells of the cocoa bean, (the powdered cocoa being in short supply), although it wasn't as scarce as tea, which was rationed. At the outset of war, or "the emergency" as it was known in Ireland, the tea ration was announced at two ounces per head per week, which shocked the nation. But almost at once, the Department of Supplies, having done their sums again, amended the ration to half an ounce per person per week. There was uproar in the papers, but it made no difference. Some things disappeared from the shops altogether, like bananas, and coffee. As to the latter, a substitute appeared, a kind of distant cousin of coffee, called "Coff O' Era", which was drunk only by those desperate enough. My shell cocoa was brewed on "the glimmer", i.e. the residue of gas remaining in the pipes after the gas was switched off at source for rationing purposes. The danger in this was that when the

residue petered out it was easy to forget to turn off the gas tap. If that happened gas surged into the house when it came back on again at 6 o'clock, a time when most households were still asleep. Several fatalities occurred. And so, "emergency legislation" was passed in the Dáil, which gave a gas inspector, or "Glimmerman", special powers to enter one's home without a warrant, and anyone found using the glimmer was prosecuted and heavily fined. A hot gas hob was accepted as evidence by the courts that an offence had been committed.

Progress of the war was a common topic of conversation, especially in the canteen. Many of the older postmen and sorters had fought in the Great War (1914-1918), and as a result, were now amateur strategists on whose every word we young fellows hung with rapt attention. The canteen was a Nissen hut, inside were large tables (covered with oil-cloth) haphazardly positioned. Lucy, the canteen lady, accepted your items for cooking - rashers, sausages etc. - with your name and the time of your break pencilled on the paper bag. Cooking cost a penny, and tea was two pence a mug. We bought our own 'sandwiches' of black bread and butter. The canteen tea was poured from a huge boiler kept simmering all day long on slow heat, which was what gave it a flavour all its own. The story went that someone once sent a sample of tea to the public analyst and got it back with a label attached saying "This horse is no longer fit for work".

In the forty minutes allowed for meal break, one could play cards while dining, play chess, or discuss a variety of topics from the war news to horse-racing, depending on where one chose to sit. Goosey Lynch once gave a twenty minute dissertation on "*How to Recognise TB Meat in a Butcher's Window*". We believed him because his father, he claimed, had been a butcher for years! As for home-grown generals and politicians, sure they were everywhere. By common consent however, religion as a topic seemed to be avoided, probably because there was a sprinkling of Protestants among those present. The information that so-and-so was a Protestant usually passed around in almost reverential whispers. Protestants were respected - being different from us made them special I suppose. I remember years later, in the Telephone Branch, we had a Protestant in our section, and we were always careful to break for silent prayer when the Angelus bell rang at noon - to show good example. When the poor chap died years later, we felt a sense of grief that he had been an R.C. all along.

Christmas in Pearse Street Sorting Office had a special excitement about it, largely because the place was stuffed to bursting with mails, bags of English and foreign mail stacked to the ceiling in places and it was a matter of pride that when the last delivery went out on Christmas Eve, not a single item was left behind. Extra staff, known as "Christmas Hands," were hired early in December, both for sorting and delivery work. Overtime was plentiful, and a twelve-hour stint was obligatory, but could be extended at will. I remember working twice round the clock without any ill effects, having alerted my mother beforehand to "expect me when you see me".

Most of the supervising staff were disliked, some even intensely, the latter for the strictness of their supervision, seen as personal and vindictive. Almost stop-watch timing of one's natural relief and meal break for example was hardly conducive to good staff relations. Some inspectors had nicknames, uncompli-

mentary needless to say. One was called "Tojo", for his resemblance to the wartime Japanese Prime Minister of that name, and another was known as Hitler, because of his autocratic manner rather than any physical resemblance to the dictator. But despite the strong code of discipline and poor management-staff relations, great friendship and *esprit de corps* existed among the rank and file sorters and postmen. The former grade was known as "Postman Grade A", distinguishable by their yellow dust coats. All maintained personal interest and pride in their work, hence the aim to dispatch mails strictly on time, and to clear out everything on Christmas Eve, the only day in the year when the office was empty of mail.

My outdoor delivery experience wasn't great, confined as it was to short term duties as a substitute for "the regular man" on sick leave. Most deliveries were done on foot, only a certain few routes had official bikes supplied. One route I delivered for a few weeks from James's St. District Office began at Kilmainham Cross and finished in Bluebell, then a tiny hamlet or townland consisting of a few terraces of small cottages and a couple of factories (Nugget shoe polish and Killeen paper mills). When I finished my deliveries this May morning, I leant my official bike against a low wall, meaning to look out from The High Road across the valley and the unbroken view of Crumlin village in the distance, when my attention was attracted from directly below by scintillating lights which I discovered were reflections of the dawn sunlight off granite tombstones in Bluebell Cemetery, of the existence of which I was until that moment unaware. The reason for that, I supposed, was that no one of any renown reposed there, most of those being buried in Glasnevin or Arbour Hill: our patriots, statesmen, writers and the like. And yet! . . . I found myself thinking along the lines which Thomas Gray must surely have followed when in the churchyard he wrote his famous *elegy*, and which by coincidence, I had stumbled upon for the first time in the library only the week before. At that moment, I, too, might be looking down upon some flower "born to blush unseen", or perhaps "Some mute inglorious Milton" or "Some Cromwell guiltless of his country's blood" . . . I was young and impressionable.

For a short period, I delivered Harcourt St. area, remembered only for the fact that it was reckoned one of the hardest routes to "set in" or prepare for delivery, because Harcourt St. then consisted almost entirely of hotels, not one of which included a street number in its address. But my most interesting delivery experience was in the months when I was Ships' Postman. A complimentary copy of a daily newspaper was supplied to the duty, and in which I read the ships expected in Dublin every day. But to deliver ships' mail in port it was a case of "first find your ship". This meant searching along George's and Sir John Rogerson's Quays on the south of the Liffey, then cycling to Butt Bridge, and to Custom House Quay, The North Wall and Alexander Wharf on the other side. Before long, I made the acquaintance of the Liffey ferryman who, for a special rate of a penny each way, ferried me and my official bike across the river from Ringsend in a small outboard motor-boat.

Two foreign cargo ships happened to be in Dublin when their countries went to war and were interned at the port "for the duration". One was Russian, The Katherina; berthed on the South Quays; the other, an Italian ship berthed at the extremity of

Alexander Road. This was much the larger vessel, and being without ballast, sat very high on the water. Viewing it from the quay-side was like looking up to the top of Nelson's Pillar from its base. I had to shout up as loud as I could until a man's head appeared silhouetted against the sky, then I moved clear while a rope ladder was thrown down. This I climbed, perspiring from fear, holding on for dear life with both hands, my letter between my teeth. The ship was named *Marie Geronomitch*, a strange name for an Italian vessel I thought. When Italy sued for separate peace after the fall of Mussolini, the Irish Government purchased this vessel for the semi-state company, Irish Shipping Limited., who renamed it the *Irish Cedar* and added it to their fleet. All that company's vessels were named after trees, *poplar, plane, oak, pine and elm*. I well remember the *Irish Pine* disappearing with all hands during the war. What happened was never ascertained, whether she had been torpedoed, struck a mine, or floundered. Every ship had the Irish flag painted fore and aft, on her sides as well, and large enough to be visible for miles, so if that ship was torpedoed it could only have been a deliberate act. A good friend of mine, Paddy Sheehan, perished in her.

Where the Italian ship was berthed was some distance beyond the Nissen-like structure which housed *The Maritime Inscription*, by which our Naval Service was known at that time. It was located there, according to a popular comedian of The Queen's Theatre, so that any U-boat periscope going up the river could be spotted at an early stage. Because of its location it was also said that one would not be accepted in the Irish navy unless one had a bicycle. Dubliners then, as now, tended to mock authority in any form.

The mammoth task which faced the Post Office and which commenced in the early forties is not realised or appreciated today. Great credit is due for the way it rose to the challenge of expanding its services down the years in pace with the growth of the city, and to a degree entirely unforeseen by the man in the street. The Postal service, because of its nature, had of necessity to be available to new areas from day one, even as they were in the process of coming into existence, unlike other public services, buses and telephones for instance, which were provided often long after new housing areas were established. Dublin was much smaller of course. Except for (the then) small suburbs like Rathmines, Rathgar and Terenure, the bulk of the city lay more or less between the two canals, Royal and Grand. The North Circular Road was also a boundary road. Cabra was added to the north side commencing in 1941, Drimnagh and "North Crumlin" to the south. Kimmage was slightly earlier. Sprawling suburbs such as Ballyfermot, Walkinstown, Darndale and Donaghmede didn't exist as such, but were place-names or townlands. For example, the exact location of Ballyfermot was hard to pin-point; some said it was at Bannon's public house standing in isolation beside the seventh lock on the Grand Canal. All around were fields stretching to Chapelizod, not visible from the lock even on a fine day. The vista was broken only by some ruins, said to be those of the "*House by the Churchyard*" which featured in J. Sheridan Le Fanu's famous story. A main road in Ballyfermot has been called after the author.

Finglas, Tallaght, and Clondalkin, each now housing a population as large as some of our Provincial cities, were tiny villages with small Sub-Post Offices similar to those found in any

village. (Friends of mine went on a fortnight's holiday every year to their "country cousins" in Raheny, a village long since swallowed up by the city). A post-war building boom resulted in vast housing developments being constructed in those areas and also in Whitehall, Santry, Mount Merrion, Dundrum, Churchtown, and Walkinstown, all of which had to receive postal services even while in the course of construction. That this gigantic achievement was smoothly and successfully accomplished is a great compliment to the Post Office staff of the time.

Most of my Postal Worker friends of that era have passed to their reward, but I take great comfort in knowing that when I was privileged to work amongst them, I was deeply appreciative of their value both as friends and companions. It isn't a case of time adding lustre to the past. No, I realised my good fortune at the time. I learned a great deal from their example. As a young man, they helped form my character, they instilled a sense of responsibility and respect for duty that endured throughout my long service. They lived hard lives. It was certainly not the wages, nor was it glamour or adventure that attracted them to the job, but rather the satisfaction of working in the public service to which they dedicated themselves whole-heartedly. I said all those years ago that the Post Office workers could not have come together by chance; they must have been specially hand-picked by a discerning Providence, a Superior Being. In saying that, I suppose I'm paying a compliment to myself too. Well, why not?

[This article was first published in "*Dublin Historical Record*", Autumn 1996 (vol. XLIX, no. 2), published by the Old Dublin Society.]



Letter to the Editor

Dear Editor:

While attending STAMPA in Dublin I was shocked to read an obituary for Cmdt Peter Young (1950-1999) in the November 13 edition of *The Irish Times*. Peter was not a philatelist, but was well known to those of us who were interested in Irish military mail, the Curragh Camp or censored mail. He was single-handedly responsible for rescuing the Irish Military Archives from pillage. Many covers currently housed in our collections had been "liberated" from these archives and put on sale before Peter put a stop to it in 1982 when he took over the responsibility for a renewed archives section. In developing the Military Archives, he insisted upon ensuring the widest accessibility possible to the archives, encouraging visitors from all walks of life to visit and consult the files. Over the years, his professional stature grew in Ireland and outside its boundaries. For example, he was a frequent speaker at international gatherings and acted as the liaison officer for the Defence Forces with the makers of the movies *Braveheart* and *Michael Collins*. I will miss his helpfulness, his professionalism, his good humor and his boundless energy.

Charles J. G. Verge



The Post Offices at Crossabeg and Kyle, Co. Wexford

by Maurice Barrett and John Foley

(This article originally appeared in "Crossabeg Na Crosa Beaga The Parish and Its People", 1998, Vol. 1 which was published by the Comradh Parish Committee as part of the County Wexford 1798 Rising Bicentennial celebrations.)

Kyle post office

Kyle post office (WEX 076) was opened as a Penny Post office to both Wexford and Enniscorthy on 13th March 1832. This date may, however, be the date of approval of opening and not the date of actually opening its door for business. It was officially closed one-hundred and nine years later on 20th October 1941, when its business was transferred to Crossabeg post office.

The post office was almost certainly located at Kyle Cross, as it was served by the Dublin to Wexford mail-coach. This coach left Wexford town at 6:00 p.m. and would have passed through Kyle at about 6:45 p.m. to reach Enniscorthy, where it departed at 7:56 p.m. to reach Dublin city at 6:00 a.m. the following morning. The return coach left Dublin at 7:00 a.m., reached Enniscorthy at 5:04 p.m. and Wexford town at 7:00 p.m. These are 1835 timings. Mail would have been taken to Enniscorthy or Wexford for such sorting as was necessary. It is thought unlikely that there would have been more than 10 items of mail a day at that time.

By 1845, Enniscorthy was Kyle's head post office. During the early 1870's, and certainly by 1875, this was changed to Wexford. Postal maps from 1888 show Kyle as having a foot post to Wexford town – this probably dates from the change of head office to Wexford. By 1907, there was a twice-daily foot post from Castlebridge to Kyle, of which one post extended to Crossabeg, apparently returning from there to Wexford. Kyle post office issued postal orders from late 1896; however, it did not cash postal orders until Summer 1904, at which date all post offices were allowed to cash them. It never handled money orders or savings bank business, this being originally handled at Wexford and, from about 1865, Oylegate was the nearest office handling this business. Telegrams were not handled by Kyle in the years to 1937, and it is not known if they were handled subsequent to that date.

For most of the period from 1832 to 1872, it is not now known who were the postmasters at Kyle. Patrick Courtenay served as postmaster from 12th October 1872 until 30 September 1899, by which latter date he was earning £7 1s. 0d. for his work. James Nolan served from 1900 to 1905 and the postmaster from 10th February 1905 was Patrick Denis Noonan. He served there as postmaster until his death on 9th May 1941.

Thomas Walsh was one postman who operated from Kyle post office. He was responsible for the Kyle to Monmore route from the end of 1901 until he was transferred to Crossabeg post office in 1914. That delivery area required an official working week of 23-1/2 hours for which he earned 8s. 9d. a week. He returned to Kyle post office in April 1917 and worked the Kyle to Ferrycarrig delivery area with an official working week of between 23 hours and 25-1/2 hours for weekdays and an addi-

tional 3-1/2 hours on Sundays. Thomas Walsh retired as auxiliary postman in August 1938 and was succeeded by his son Jack. Jack Walsh continued on the Kyle-Crossabeg-Newcastle-The Deeps routes until Kyle post office closed in 1941. A post box was then placed at Kyle Cross for posting letters.

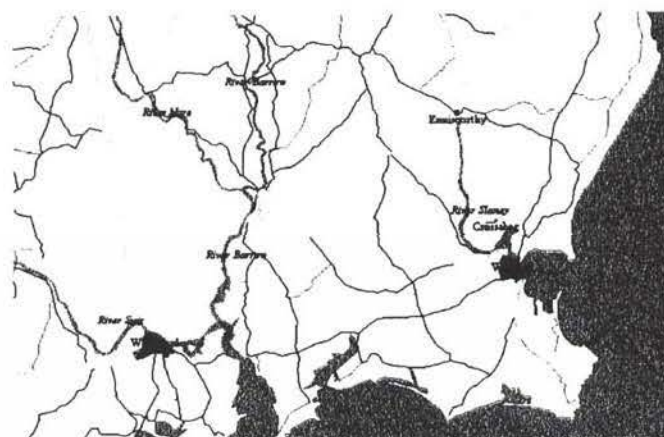
Kyle post office used at least eight, and possibly nine or more, different types of datestamps or postmarks over the years. The earliest of these was an undated straight line mark with the wording "KYLE" which was issued in 1832 or soon after, but the only recorded examples all date from 1846 to 1851. Kyle is recorded as "No 2" sub-office to Wexford (prior to 1844), but it is not known if any markings were applied to mail posted at Kyle. In any case, any marking used could have been applied at Wexford. Postage stamps would not have been cancelled at Kyle at this time, as this was then done only at head post offices. There would have been no postmark at Kyle from March 1860 until 1896, when one was needed to datestamp postal orders that Kyle started to issue in late 1896. Postage stamps would first have been cancelled at Kyle from 1905/07, when all offices were allowed to cancel mail. A circular rubber datestamp in English was first used in late 1896 or early 1897. There would probably have been about three different such English datestamps used up until 1922/27, when the wording was changed to Irish. At least five of these datestamps in Irish were used at various times – being made of rubber they did not last very long and had to be replaced every couple of years. Some of these postmarks are illustrated below along with the known dates of usage.

Kyle post office was for many years located at Kyle cross roads, which building is now unoccupied. The markings of the old shop front and the shop sign can still be seen in the now blocked up and plastered side of the house facing the main Wexford-Enniscorthy road.

Kyle, South Dakota, U.S.A. and Kyle, Saskatchewan, Canada

Kyle, South Dakota and Kyle, Saskatchewan each have post offices. Postmarks from these overseas offices are illustrated on next page.

Crossabeg post office



Map showing location of Crossabeg, Co Wexford

Crossabeg post office (WEX 045) opened in 1888/89, probably during the first half of 1889 and certainly by 30th June 1889. It was, and still is, a sub-office to Wexford. The foot posts for Crossabeg are set out in the paragraphs on Kyle post office below. Postal money orders were issued from Summer 1899, but were not cashed at Crossabeg until 1904. Mail would have been postmarked from 1905/07. Crossabeg post office was temporarily closed from 31st May 1924 to 23rd October 1941. The post office was officially designated a telephone call office on 7th May 1948, and a telegraph office opened on 17th November 1949.

It is not known who were the postmaster(s) at Crossabeg from the time of its opening to 1900. However, the postmistress from 24th December 1900 to 31st May 1924, the day on which the office was closed, was Mrs. Mary Jane Frayne. Mrs. Catherine Foley was appointed postmistress when the office re-opened on 23rd October 1941. She served until her death on 15th February 1960. The present postmistress, Mrs. Margaret (Peg) Foley, her daughter-in-law, has served since then.

One of the postmen who worked out of Crossabeg was Peter Curran. He worked on the Crossabeg to Kitestown delivery route from 1904 to 1912.

Another was Thomas Walsh, referred to under Kyle post office above, who delivered, in later years on bicycle, on the Crossabeg to Newcastle route until April 1917, when he transferred back to Kyle post office. Interestingly, his official working week was cut by 5 hours from 23-1/2 hours to 18-1/2 hours when he was issued with his bicycle in 1915.

When Crossabeg post office re-opened in October 1941, Edward (Ned) Ryan delivered on the Crossabeg to Ferrycarrig and the Crossabeg to Newcastle Lower routes.

Michael ("Bossie") Broaders took over on 6th September 1948 on the Crossabeg to Newcastle and the Crossabeg to The Deeps routes. "Bossie" retired on 7th September 1983 and was replaced by Seán Casey.

Barry Doyle replaced Seán Casey on 6th December 1985. Barry was the last postman to deliver out of Crossabeg post office. He was transferred to Wexford on 26th August 1989.

Michael (Mick) Neville delivered in the Crory-Monmore area and worked out of Castlebridge post office. He started working on 20th February 1908 at the age of 21 and worked on the Castlebridge to Wilmount, and the Castlebridge to Crossabeg routes until his retirement in 1961, after 53 years of service. He was one of the longest-serving postmen in the district. It is estimated that he travelled 84,000 miles during his career as a postman. Aidan Connors delivered for a brief spell during that period.



(i)

KYLE

(ii)



(iii)



(iv)



(v)



(vi)



(vii)

Kyle postmarks

- i) Boxed "No 2" marking similar to that which may have been used at Kyle prior to 1844.
- ii) Undated straight line mark. Used 1846 to 1851.
- iii) Rubber datestamp in English from proof books held at Post Office Archives, London, dated 22nd December 1896. No postally used examples of this postmark are known.
- iv) Rubber datestamp in Irish. Known dates of usage are from 8th October 1927 to 5th October 1929.
- v) Rubber datestamp in Irish. Known dates of usage are from 25th July 1930 to 10th October 1930.
- vi) Rubber postmark from Kyle, South Dakota, 1992.
- vii) Steel postmark from Kyle, Saskatchewan, 1994.



(i)



(iii)



(ii)

Crossabeg postmarks

- i) Rubber datestamp in English from proof books held at Post Office Archives, London, dated 23rd August 1899. No postally used examples of this postmark are known.
- ii) Rubber datestamp in Irish. Known dates of usage extend from 12th December 1941 to 1949.
- iii) Steel datestamp in Irish. Known dates of usage are from 1956 to date.

Matt Canning replaced Mick Neville on his retirement and continued delivering on the Castlebridge-Crossabeg-Wilmount routes. On 27th August 1989, with Barry Doyle transferred to Wexford, he became a full-time postman and added Ferrycarrig-Newcastle-The Deeps route to his old route. It was at this stage that Matt Canning was issued with a delivery van by AnPost.

Road side post delivery boxes were introduced in 1989 and were placed at the entrance of addressees whose properties were some distance from the public roads. While it saves the postman a great deal of time, the social contact with the people is greatly diminished.

Three different types of postmarks are known to have been used at Crossabeg – a rubber datestamp in English, a rubber datestamp in Irish, and a steel datestamp in Irish, which latter postmark continues in use today. These postmarks are illustrated above along with the known dates of usage.

Editor's Note: You know that Texas has everything – even a city named Kyle. Kyle is located just south of Austin Texas, the state capitol, along Interstate Highway 35, which goes to San Antonio. The Kyle post office was opened January 5th, 1880 and has been in continual operation since. Below is a copy of the current postmark. Just thought you-all would like to know.



Sources:

Post office records, Wexford head post office, courtesy Ollie Power
Stan Challis, Guernsey

Local knowledge

ÉPA Election Results

Mr. Myron Hill III, Secretary of the Éire Philatelic Association, is pleased to announce the results of the election of officers recently held. Voting was extremely light due, no doubt, to all positions being unopposed.

President: David J. Brennan

Vice President–North America: Joseph E. Foley

Vice President–Europe: Anthony Hughes

Board of Directors:

United States

Peter Bugg

Peter Foote

Robert Joyce

William O'Connor

Europe

Dr. Michael Burrington

Dr. Joachim Schaaf

A hearty congratulations to you all! We hope and pray you can discharge your duties in such a way as to steer the ÉPA's ship's helm on a steady course as we enter the new millennium and the second fifty years of our existence.

Irish Mail 150 Years Ago

by Hans G. Moxter

When, in 1845, the potato harvest in Ireland failed, the country quickly headed for a great famine which lasted until 1848. During that period, one million of the Irish had perished or emigrated. In 1847 alone, almost 250,000 people died from malnutrition, and 200,000 emigrated to America and to Australia. But can we really imagine what these figures tell us? Sometimes the fate of individuals gives a better impression. One of our FAI members found the following story in the Journal of the Society of Royal Antiquaries of Ireland:

Michael Tobin was, in 1849, a postman/lettercarrier in Tipperary, Co. Tipperary, and he served on foot the route to Galbally, nine miles from Tipperary. His weekly pay was seven shillings or one guinea for three weeks. When he appeared to spend more money than his meager payment would probably allow, the police intervened and searched his home. They found banknotes and bills to the tune of about £150. The man had pilfered the letters in which emigrated Irishmen had sent money to their poor relatives back home.

When the arrest of Tobin was announced, many people claimed remittances which had been mentioned in the mail but had never arrived. The embezzled amount corresponded roughly to what the lettercarrier would have received for running his daily service of 27 kilometers or about 18 miles over a period of 8.8 years. He would have covered a distance of some 85,000 kilometers or more than 50,000 miles during that time.

Integrated Mail Processor Slogan 10

by Maurice Barrett

A new integrated mail processor slogan came into use on 1 November 1999 and is worded: Christmas Gift / Dúchas Yearly Ticket / For 62 Heritage / Sites / CALL SAVE 1850 600 601. Impressions for machine 2 dated 1 November 1999 have been seen and for machine 1 dated 2 November 1999. Dúchas is the state-owned body with responsibility for national heritage sites such as old castles, monastic sites, and interpretative centers (and, I don't know) maybe inland waterways.

The ".....Return Address....." slogan was last seen used on 31 October 1999.

PNSE '99 / AGM

by David J. Brennan

The Philadelphia National Stamp Expo '99 was a great show and the attendance proved that statement. There were many booths of good material for sale and I acquired a few choice items for my collection. The exhibits were quite exciting, however, there were only four Irish exhibits. This was most unfortunate because we had both Pat Walker, chairman, for the show and Joe Foley judging the exhibits. We have complained in the past that the judges weren't fully knowledgeable when it came

(see "AGM" on page 46)

Modern Monorail Transport

by Hans G. Moxter

Ben Akiba is claimed to have been the wise man who discovered that nothing is really new on earth because everything has already happened before. I was reminded of this rabbi when I was shown a new German postage stamp featuring a monorail train. The streamlined train, which runs at a few hundred kilometers per hour, is said to be the latest in modern industrial design and plans exist to build a monorail connection between Berlin and Hamburg, more than 250 kilometers apart. A few days later, a letter from FAI member Helmut Schmid arrived and, to my surprise, a press clipping once more confirmed Ben Akiba's theory. A French engineer had already built a monorail train in Ireland connecting Listowel and Ballybunion in Co. Kerry, a distance of about 13 kilometers, which was covered in 40 minutes, i.e. at a velocity of 20 Km/h. For 36 years, this railway line carried passengers and freight. Here is the press report and I leave it to the reader to find out if this railway ever carried any mail between 1888 and 1924. ♣

In Memory of Robert (Bob) Jones

† 1915-1999 †

I first met Bob Jones in 1982 at a stamp club meeting in Stoughton, Massachusetts. Little did I know that evening what an effect he would have on my life. Looking back through issues of *The Revealer*, I find his name starting to appear in the early 80s. At that time, Bob was laying the foundations of the Chapters of the EPA in the US. Throughout the years, I had the privilege of accompanying him on his travels to New Jersey, Connecticut and our own chapter here in the North East.

In the summer issue of *The Revealer*, Summer 1982, Bob was introduced as the new secretary of the association. He took over the duties from Joe Foley who was also the treasurer at that time. Bob retained this position through the presidencies of Bill Zellers, Patricia Walker, Gene Labiuk and myself. After six years of service, he handed over the reins to Mike Conway in the fall of 1988. Nobody could begin to estimate the number of letters Bob wrote during these years to give encouragement to people to keep the chapters active and to get involved in other ways with the running of the association.

In the fall of 1986, Bob and I took over as editors of *The Revealer* for one issue before Pat Ryan took over. I am sure that many of you do not know that Bob was the one who discovered Pat Ryan and we all know what Pat has done for *The Revealer*. Bob also made sure that he found his own replacement before he ever thought of retiring as secretary, and again we all know how Mike served the association for over ten years.

Bob will be greatly missed by his family, friends, the philatelic community in New England and to all who called him friend throughout the world. May his legacy never be forgotten.

Peter Bugg ♣

Ireland's remarkable railway



O PENED on 29th February, 1888, at a cost of £30,000, the Lartigue Monorail ran between Listowel and Ballybunion in Co. Kerry. Devised by Frenchman Alphonse Lartigue, it was the first of its kind to be built outside France.

Strange as it may seem, the train travelled on a single rail on supports about a metre high! There were thirteen passenger coaches with seats positioned down the length of each carriage. The first class seats were cushioned, the third class ones were just slatted wood. Passengers looked out of the carriage windows from their seats in the middle.

This unique railway also carried freight - but extreme care had to be taken when loading cows or sheep - as each side had to balance exactly with the other! Sand was also carried in tipping wagons from Ballybunion.

Between 1888 and 1924, when the railway closed, three engines worked the line. Each engine straddled the central rail.

The journey between Listowel and Ballybunion took approximately 40 minutes.

AGM

(continued from page 45)

to Irish material and then when we do have the right conditions, we don't have the exhibits. The exhibits we had were very good and the gold went to Bob Benninghoff for his "Irish Coil Stamps 1922 to 1977". A vermeil went to Paul Wittreich for his "Censorship on Irish Mail in World War II". A new three-frame exhibit by Michael Connolly won a silver entitled "The ABCs of Irish Collecting". This exhibit had the many facets of Irish material and Mike told me that he is working on improving the exhibit for the Boxborough Show next spring. The last award was a silver for "50 Years of First Flights 1924-1974" by myself. I did benefit personally by having the chief judge critique my exhibit privately and offer some suggestions on how to improve the presentation and write-up. I guess if there were many more exhibits I would not have been as fortunate in having her help.

The AGM board meeting was held on Friday evening and went well past midnight. We reviewed the results of the two proposals that were presented to the board during the past year and the action taken by the board. Our 50th anniversary chairman, Joe Foley, gave us an update of the program for the celebration both here and in Dublin. Also, Garvin Lohman had resigned as historian to the ÉPA due to poor health and had shipped all of the records to Joe Foley who brought them to the

(see "AGM" on page 47)

Treasurer's Report

INCOME AND EXPENSES

September 1, 1998 to August 31, 1999

INCOME:

Dividends (Merrill Lynch)	\$ 451.08
Dues	5,856.50
Donations	797.28
Auction Transfers*	1,454.97
Book Receipts	33.08
Advertising Receipts	120.00
Crestar Account Interest	287.77
Foreign Dues - £392.80 @ \$1.32***	518.50
Library/Special Offers**	1,383.91
TOTAL INCOME	\$ 10,903.09

EXPENSES:

Revealer Printing (4)	\$ 4,517.00
Auction Printing (4)	334.90
Book Printing (1)	602.00
Revealer USA Mailing (4)	965.45
Revealer Misc.	306.21
Awards	121.00
Dues Notice Mailings	183.32
Supplies	146.98
Advertising	375.00
Professional Dues	15.00
AGM Expense	500.00
Revealer Foreign Mailing - F-275.08 @ \$1.32***	363.11
Foreign Account Fees - F-38.55 @ \$1.32***	50.89
Auction*	319.22
Library/Special Offers**	715.69
TOTAL EXPENSES	\$ 9,497.28

NET INCOME **\$ 1,405.81**

BALANCE SHEET

September 1, 1998 to August 31, 1999

ASSETS:

Merrill Lynch Account	\$ 32,507.24
Crestar Money Market & Checking	9,585.27
Bank of Ireland (£660.12 @ \$1.32) - 8/31/99***	871.36
Auction Bank Account*	341.80
Back Issues	1.00
Library (estimated replacement value)	5,000.00
Special Offers inventory (at retail)**	8,500.12
Library/Special Offers Bank Account**	2,158.92
TOTAL ASSETS	\$ 58,965.71

LIABILITIES:

Reserve Funds (Merrill Lynch Account)	
Trust for Life Members	
USA - 40 x \$12 x 20 years	\$ 9,600.00
Canada - 3 x \$15 x 20 years	900.00
Foreign - 14 x \$20 x 20 years	5,600.00
Reserve for Revealer (4 Issues)	8,000.00
Reserve for Book Publishing	2,500.00
TOTAL LIABILITIES	\$ 26,600.00

NET WORTH **\$ 32,365.71**

*See Auction Managers Report for Details.

**See Library/Special Offers Managers Report for Details.

***These figures are Irish Pounds, converted at \$1.32

****Updated to reflect receipt of Bank of Ireland statement - 10/10/99

Ireland Postal Stationery Survey

by Barney Clancy

An appeal to all members of IPC, FAI and EPA: If you collect the Postal Stationery of Ireland, your help is needed. No collection is too small! Only the year of issue is known for most of the Pre-Decimal Registered Envelopes of Ireland. A Survey Form has been developed in an attempt to determine the earliest date of use and relative scarcity (mint and used) of the various issues. If enough members complete the Survey, these questions may be answered. Please request the Survey Form from Barney Clancy by e-mail at: bclanz@aol.com or by mail at: P.O. Box 3036, Seminole, FL, USA 33775. Otto Jung and I will compile the results. They will be entered in a Microsoft Excel database and provided to each of the societies. It will be available as an e-mail attachment to all requestors. Individual responses will be kept confidential. Only the data supplied will be used in the report. No names will be used. Wouldn't it be nice to know that you own the earliest known date of use of an issue? ♣

Letter to the Editor

Dear Editor:

Regarding Hans Moxter's article on the Mulreadys used in Ireland (*The Revealer*, Fall 1999, Vol 49, No 2), apart from the numbers already noted, I have the following to add to his list.

1d Envelopes: Stereo A 160 Waterford to Carrick-on-Suir, June 25, 1840, Red Maltese Cross. Stereo A 181 Dublin to Loughrea, August 17, 1840, Red Maltese Cross.

1d Letter Sheet: Stereo A 66 Dublin to Cork, July 4, 1840, Boxed Paid Ms Pay 1d More, Ms 2.

Among the 1d envelopes which are described as not having been noted in Mr Moxter's listing are A136. This, of course, is the stereo number which is found on the Lord Hollard Mulready forgery (Waterford to London, August 26, 1840). I have never seen the original from which the forgery was made, but presumably it was from an envelope which bore A136 stereo designation.

C. I. Dulin
Geneva, Switzerland ♣

AGM

(continued from page 46)

meeting to turn over to me until I found a successor to Garvin. Well, as we say, sometimes "we have the luck of the Irish" and Mike Connolly offered to take over this position, so I did not have to carry the two cartons of records back home and solicit the membership for a replacement. Mike is preparing a one-frame exhibit for Stampa which traces the beginnings of the ÉPA to present.

Friday afternoon, Bob Benninghoff, gave a seminar on his "Irish Coils" and answered questions regarding some of the pages in his exhibit. Very interesting and an opportunity to closely ex-

(see "AGM" on page 50)

Pan American Airways 1939 Survey Flight

by Bill Murphy

In the early 1930's, Pan American Airways began to plan for a transatlantic air service. In May 1937, they inaugurated the first Atlantic service with trial flights between New York and Bermuda. The following month, the first commercial flight was made on this route using the flying boat *Bermuda Clipper*, a Sikorsky S-42B. In June, July and August of 1937, a total of five survey flights from New York to Shediac, New Brunswick and Botwood, Newfoundland, and across the Atlantic between Botwood and Foynes, Ireland were made using the *Clipper III*, another Sikorsky S-42B.

In March/April 1939, Pan Am made its final survey flight across the Atlantic using the flying boat *Yankee Clipper*, a Boeing B-314. On March 26, 1939, the *Yankee Clipper* under the command of Capt. Harold Gray, took off on the most important of all the survey and inspection flights. They made detailed inspections of seven international flying boat bases in six foreign countries, flying a distance of 11,017 miles in 22 days. Only 83 hours were spent in actual flight.

The 41-ton flying boat took off from its base in Baltimore and flew straight to Horta in the Azores, a distance of 2,750 miles. This flight was made in seventeen and a half hours at an average speed of 160 miles per hour. The plane was delayed for three days at Horta due the high seas. Then, on March 30th, the *Clipper* made the 1,060 mile flight to Lisbon, landing there in the River Tanguis.

The next stop was to be the French international flying boat base at Marseilles, but due to predicted strong headwinds, on April 2nd, they flew to the French base at Biscarosse, which is on the west coast of France just north of Bordeaux. Then, the next day, they flew on to Marseilles, and on April 4th the *Clipper* flew across France and the English Channel to the British flying boat base at Southampton. The crew enjoyed a week's respite in England before flying on to Ireland on April 11th. At Foynes, the crew and passengers were greeted by Prime Minister Eamon De Valera.

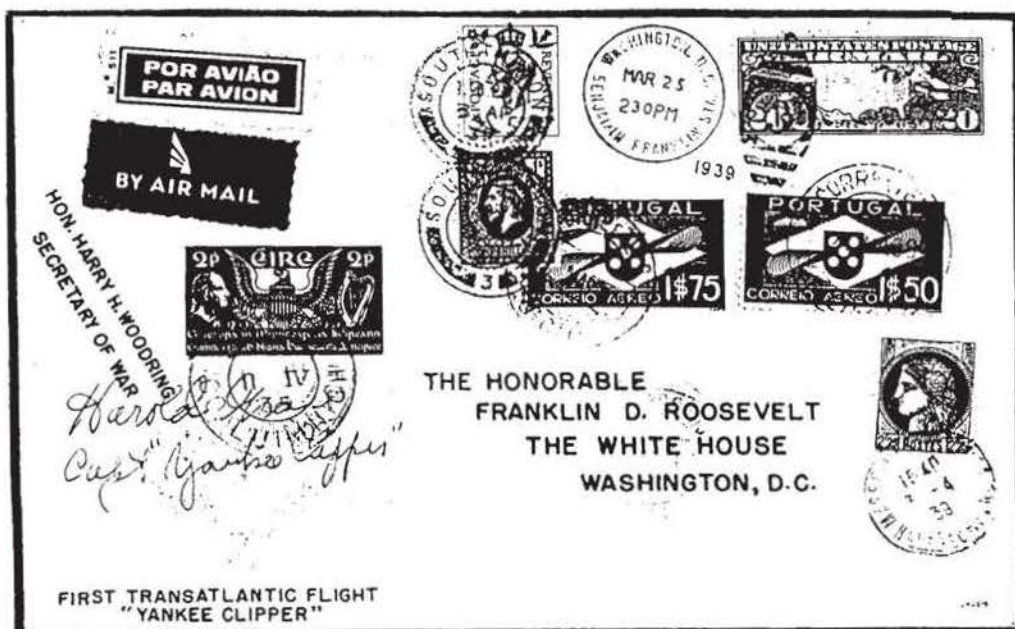
On April 12th, the return flight began with a short hop to Southampton. On April 13th, they flew from Southampton to Lisbon, and on the 14th, from Lisbon to Horta. Then on the 15th, they flew to Bermuda, a stop not made on the eastbound flight. The last leg, from Bermuda to Baltimore, was made on the morning of April 16th. The plane landed in the Baltimore

harbor at 12:41 P.M. The entire flight had been quite uneventful. There had even been a birthday party on board for Capt. Gray while flying from the Azores to Bermuda.

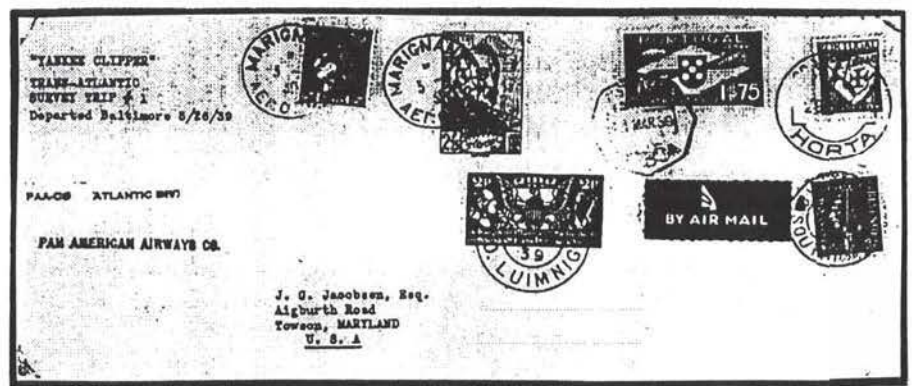
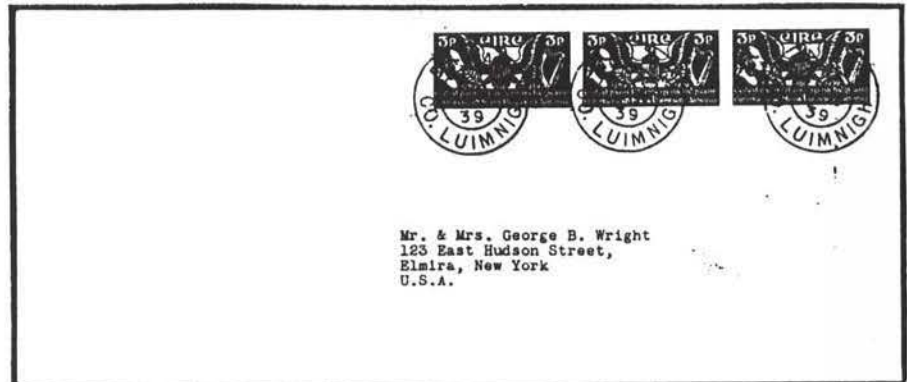
The crew and passengers on this flight were:

Captain	Harold E. Gray
1st Officer	Arthur E. LaPorte
2nd Officer	A.E. Kalkowsky
3rd Officer	J.W. Walker
Jr. Flt. Officer	Horace Brock
Jr. Flt. Officer	L.C. Lindsey
Engineering Officer	C.D. Wright
Asst. Engineering Officer	D.R. Comish
Asst. Engineering Officer	S.M. Krister
Radio Officer	A.E. Beideman
Asst. Radio Officer	R.P. Dutton
Steward	William Thaler
PAA Ops. Manager Atlantic Div.	Clarence M. Schilhauer
Boeing Airplane Co. Rep.	Edmund E. Duff Jr.
Wright Aeronautical Corp. Rep.	Arthur B. Gaylord
Civil Aeronautics Authority	E.L. Yuravish
Civil Aeronautics Authority	B.M. Jacobs
Civil Aeronautics Authority	R.G. Nichols
US Army Air Corps	Capt. Lawrence J. Carr
US Navy	Lt. Ira E. Hubbs
US Coast Guard	Cmdr. L.T. Chalker
PAA Portugal Rep. (return only)	R.C. Long

No official mail was carried on this flight. However, several covers were carried by members of the crew or by one of the



passengers. On the front page is shown a round-trip cover addressed to Franklin D. Roosevelt. This cover was posted in Washington on March 25th and again posted in the Azores, Portugal, France, England and Ireland. The cover was also backstamped at each of these locations, as well as at Washington, at the end of the trip. This cover is shown at 70% of its original size. Also shown are two other covers carried on this flight. The first is another round-trip cover. It is somewhat similar to the Roosevelt cover except it was not posted in the U.S. prior to the flight. The second one is a cover posted in Foynes, Ireland on April 11th, and carried on the return flight from Ireland to the United States. This cover has two backstamps, "Foynes Co Limerick 11 IV 39" and "Elmira N.Y. APR 19 1939." The cover is addressed to Mr. & Mrs. George B. Wright, the parents of "Chan" C.D. Wright who was the Engineering Officer on the flight. It can be assumed that Chan Wright posted this cover in Foynes and carried it back to Baltimore on the return flight. Covers also exist that were flown from Lisbon to Marseilles, Lisbon to Southampton and Lisbon to Horta. All of these covers appear to have been serviced by Chan Wright. ♣



ÉPA President Dave Brennan (right) presents the 1998 Annual Vincent A. Linnell Literature Award to Uwe Netzsch for his article which appeared in *The Revealer* Vol. 48, No. 2, "Cancelations on Irish Official Mail From 1840."



ÉPA President Dave Brennan (left) and Otto Jung discuss the latest discoveries in Irish Postal Stationery.

Recent Discoveries!

by Barney Clancy

There are many excellent catalogs for the general Ireland collector or the specialist. Some good examples are:

- Ian Whyte's "Collecting Irish Stamps" published in 1994.
- The MacDonnell Whyte "Stamps of Ireland" published in 1991.
- Otto Jung's specialized catalog "Postal Stationery of Ireland" published in 1994.

As good as these catalogs are, the expanded interest in the many facets of Ireland collecting in recent years has led to the discovery of many additional unlisted items. With the lag time between catalog issues, many collectors are unaware of these new finds.

This column is an attempt to provide our members with a central point for reporting their discoveries.



Forerunners

1922 Irish Republican Army issue - L43a - 6d - Laid Paper - Perforated 11.

A top margin vertical pair with double impression and imperforate between has received MacDonnell Whyte certificate #1825.

Postage Due

1940-69 Second Issue - PD11 - 6d Plum

A top right corner block of four with inverted watermark.

Essay

Pictorial Printing Machine Co. - E106a - 1d Pale Turquoise

A sheet of 25 with margins has received MacDonnell Whyte certificate #1764. The catalog only lists sheets of 30.

Booklet

1940 Booklet - 1B - Serial number 22-40

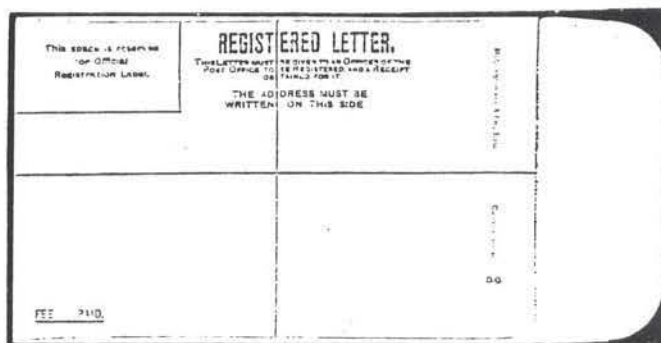
A booklet containing a copy of the advertising pane with s/e watermark. The catalog only lists this booklet as containing the advertising pane with e watermark.

Postal Stationery

1922 George V - 5d Green - Registered Envelope (Jung EU 1a)

A copy of the G size with production code DO. The catalog only lists codes EQ and FQ for the G size envelope.

I am sure these are just a "drop in the bucket" in relation to what is out there.



What have you found that is not listed in the catalogs? Why not share your finds with your fellow collectors. Please submit a copy to the publisher for inclusion in a future issue of *The Revealer*. ♣

AGM

(continued from page 47)

amine his 68b's in the display.

The general meeting was well attended with sixteen members present. We reviewed the actions of the board and Joe again gave an overview of the various activities planned for the 50th anniversary. The next AGM will be at Boxborough on May 5th to 7th, 2000. The 2001 AGM will be held in Dallas at TEXPEX on April 6th to 8th. In 2002, Balpex will host the AGM. No date or site has been selected beyond that time. Barney Clancy gave an excellent seminar on "Forerunners, Propaganda Labels & Essays of Ireland".

Saturday evening the banquet was held and awards were given to the various recipients. Bob Benninghoff won the ÉPA medal and Waterford crystal. A second Waterford crystal was won by Paul Wittreich. Bob Benninghoff had donated the Waterford crystal awards for the best Irish exhibits. Mike Connolly and myself received ÉPA certificates for our exhibits. ♣

Buying Ireland

To satisfy the demand from our shop and mail order customers Raven Stamps needs to buy Irish stamps and covers from all periods. Of special interest are the following.

Political & Propaganda: anything prior to 1950 mint or on cover.

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Definitives: All periods but of special interest would be Essays, Errors and Varieties, Watermark Variations, Gutter Pairs, Cylinder & Plate Blocks as well as pre 1971 First Day or Commercial Covers. All Booklet and Coil issues also required.

Commemoratives: All pre 1960 commemoratives in mint never hinged or fine used condition, also any Gutter Pairs, Plate and Cylinder Blocks, Varieties and Errors, Pre 1967 First Day Covers but especially pre 1940 as well as commercial mail.

Airmails: Any errors or watermark variations, Flight Covers pre 1960 and complete sets of First Day Covers.

Postage Dues: Pre 1970 sets or individual values mint never hinged or fine used, all watermark errors pre 1970, all commercial covers from any period.

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ÉIRE PHILATELIC ASSOCIATION PUBLICATIONS

The Adhesive Revenue Stamps of Ireland: 1858-1925 by James J. Brady
An award winning detailed analysis of Irish revenue stamps of the period. Profusely illustrated with catalog listings by type, bibliography, 20 pages + addenda. \$2.25 (nonmember \$3.00).

The First 55 Years of Irish Coils by Peter Bugg
A comprehensive listing of all Irish coils with a check list of all leaders and tab ends, illustrated, bibliography, 40 pages. \$8.50 (nonmember \$10.50).

Ireland, Identification of the Rialtas and Saorstát Overprints by Joseph E. Foley
Includes a clear plastic overlay with accurate reproductions of the various overprints and a reprint of an illustrated article from *The American Philatelist*. \$4.50 (nonmember \$5.75).

The Post Offices and Datestamps of the County of Leitrim by Dr. Brian de Burca, updated by James T. Howley
72 illustrations of handstamps, map, and descriptions of post office locations, 23 pages. \$6.00 (nonmember \$7.50).

A Listings of Irish Postmarks in Gaelic from 1922 by James T. Howley
Alphabetical listing in Gaelic with English translations, county earliest and latest known dates of use. Very thorough, based on Post Office Guides from 1922 on, and large scale Ordnance Maps. Spelling variations are noted. 82 pages. \$6.00 (nonmember \$7.50).

An Introduction to Irish Mileage Marks by W. E. Davey
An illustrated listing and explanation of these early markings, 22 pages. \$4.00 (nonmember \$5.00).

The Revealer Index, vol. 1, no. 1 to vol. 35, no. 3, Jan. 1951 to Winter 1985 (with addendum through 1990) by Patrick J. Ryan, Sr.
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Lists all known mail-carrying flights to and from Ireland since the Alcock & Brown 1919 trans-Atlantic flight. Background information is provided for each flight. Covers are illustrated for most flights and a valuation guide provided. 96 pages, bibliography and index. \$15.00 + \$1.25 postage (nonmember \$18.75 + \$1.25 postage).

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Presents an introduction to these markings used during World War II and a catalog listing of known Irish covers with the markings. An appendix lists covers to and from Ireland so marked. Illustrated with bibliography, 25 pages. \$3.00 (nonmember \$4.00).

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The Mileage Marks of Ireland 1808-1839, 2nd edition by Hans G. Moxter
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Irish Postal Rates Before 1840, 2nd edition by F. E. Dixon & Joachim Schaff
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OTHER PUBLICATIONS

The Dublin Spoon - 1855-57 by Cyril I. Dulin
An account of Ireland's first duplex obliterator, well organized with considerable detail, illustrated, value guide, bibliography, 48 pages. \$6.00 (nonmember \$7.50).

The Rare Coil compiled by Joseph E. Foley
Recounts the research in the Irish Post Office archives that firmly establishes the authenticity of this stamp together with background information, illustrated, 76 pages. \$12.00 (nonmember \$15.00).

Irish Booklets by Cyril I. Dulin
This is a handbook of the stamp booklets issued from 1931 to 1991 and examines in detail the many different types, including unofficial exhibition souvenir booklets, illustrated, 122 pages. \$25.00 (nonmember \$31.50).

Ireland - Catalog of Perfins compiled & edited by Richard L. Mewhinney
Punched for a 3 ring binder, this catalog can also serve as an album. Published by The Perfins Club, 38 pages. \$9.00 (nonmember \$11.25).