

**Background:** In the 17<sup>th</sup> Century letters in Ireland were carried by Merchants and traders and the Act of Parliament in 1657 formalised the administration of a postal system in Ireland under the jurisdiction of the British Post Office. From 1784 to 1831 the Irish Post Office was independent of the British Post Office, and it had a series of 8 different Irish rates. Thereafter the Irish system was aligned with the British system.

**Aim:** The exhibit outlines the historical use of Merchant letters in the 17<sup>th</sup> Century and introduces the various handstamps and cancellations that were used. It charts the introduction of each of the eight different Irish Rates used in the Independent Period with examples of use from each period. The last rate reflects the introduction of the Unified Period in 1827 and after this it outlines the introduction of the 1839 Postal reform Period with the Uniform 4d period and Uniform Penny Post. From 1840 it exhibits examples of the adhesive stamps used on Irish mail and the increased use of markings used in areas where postage adhesives were not available. It looks at overseas mail and presents examples of the Transatlantic and European routes.

**Conventions:** Each sheet has a header outlining the different period of the postal system. Items of interest are marked in **bold font** within this header reflecting limited numbers of use, earliest or latest recorded use. The reader should note the significance of these items highlighted in the text. Postal markings and rates are discussed in the description of the main items within the exhibit.

**Structure:** The exhibit is arranged generally in chronological order as each rate was introduced. Frame 1 shows the Forerunner period with Merchant letters and the Early Postal system from 1657-1784. Frame 2 introduces the first four rates of the Independent Post Period while Frame 3 extends this through to the sixth Irish Rate. Frame 4 extends this further to the eighth Irish rate while Frame 5 shows the Irish Penny Posts, the Unified Post Period, the 4d post, Uniform Penny Post and Introduction of the adhesives. Some provincial post offices did not have access to adhesives and mail was still being sent inscribed "*post paid*" from these offices with associated hand stamps and postal markings. It includes examples of the Transatlantic and European Mail.

### **Bibliography & Sources:**

Cooke, CJ, Irish Postal History, sixteenth Century to 1935, self published 1935

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Feldman, David, Great Philatelic Collections, Ireland Postal History 1591-1865 formed by Des Quail FRPSL, Geneva, 2019.

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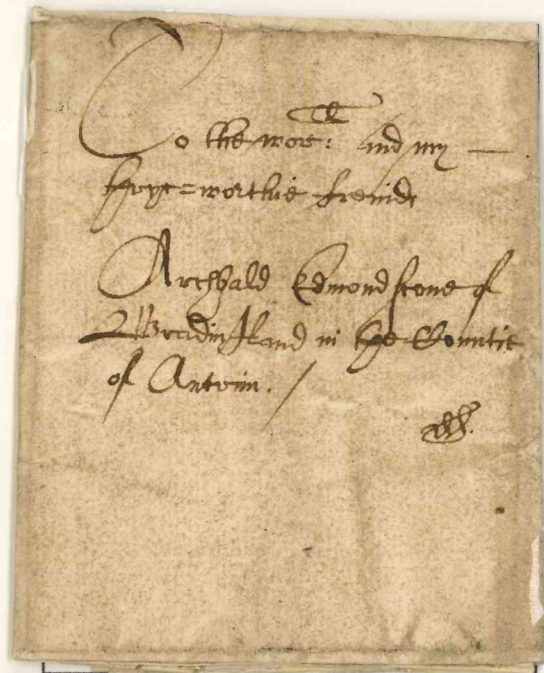
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In 1600 Ireland was in the possession of both Gaelic and Old English Lords, the latter dominating the lowlands to the east, south and parts of the west. Elsewhere the native Irish held onto their historic traditions and were subject to independent chiefs and Irish law. There was no formal postal system and letter, although not common, were carried by friends and private carriers. Only after the battle of Kinsale and the Flight of the Earls did communication really start.

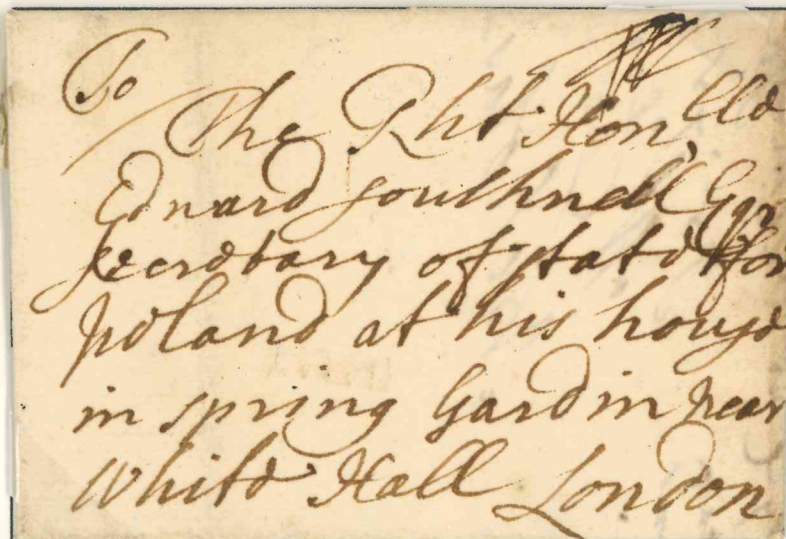


These early letters had no postal markings and both merchants and landowners made their own arrangements to have letters delivered. These private carriers were called intelligencers.

The example to the left dated 16<sup>th</sup> Jan 1629 is a private letter from John Rainalds, in the east and Killough, Co. Down to Archibald Osmond, County of Antrim and is an early example of private communication letters in Ireland.

The June 1657 Act was set up by Cromwell to take control of the private postal systems and stated that it was an Act "for settling the postage of England, Scotland and Ireland". It stated that "There shall be one generall Post Office One Officer stiled Postmaster Generall of England and Comptroller of the Post Office.; He shall have the sending of all Letters & Pacquets." In the first instance this was John Thurlow, the Secretary of State being replaced from 1660-1663 by Colonel Henry Bishop who introduced postal markings. The Act further set out that "No other person shall set up or imploy any Foot-Posts, Horse-Posts or Pacquet-Boats." Making it illegal to operate a private post. By 1660 charges had been set out as 2d under 40 miles and 4d above 40 miles for a single sheet.

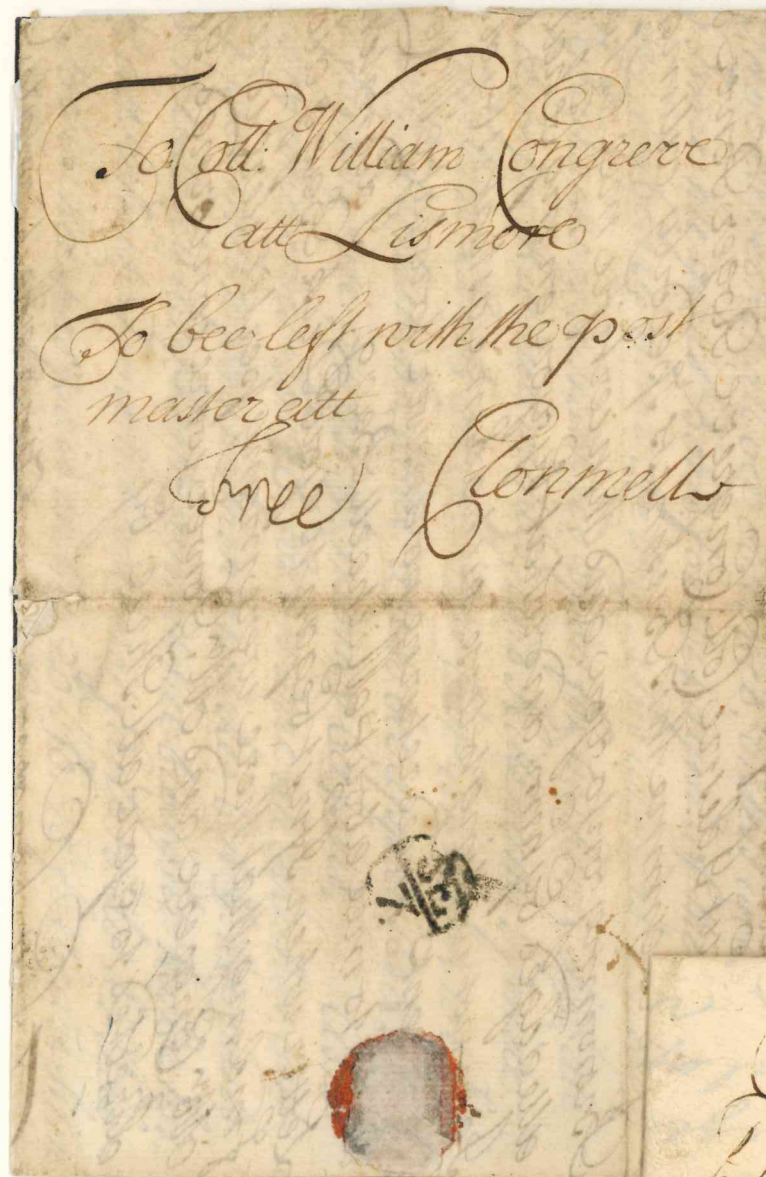
This 1717 Entire from Hollymount to the Rt Hon Edward Southwell, Secretary of State for Ireland, Whitehall London, shows a superb albino D-PAT town name stamp for Downpatrick where he also had a house. It appears to be sent Free.





Although there were attempts from 1635 onwards to secure a monopoly of carriage of letters the general post office was never complete until the 1657 Act. Originally common carriers were allowed to carry letters on their goods wagons, so long as they did not arrange special letter services. After many court cases the 1711 Post Office Act limited this to letters associated with the actual goods on the wagons and carried without charge. The official posts started after 1635.

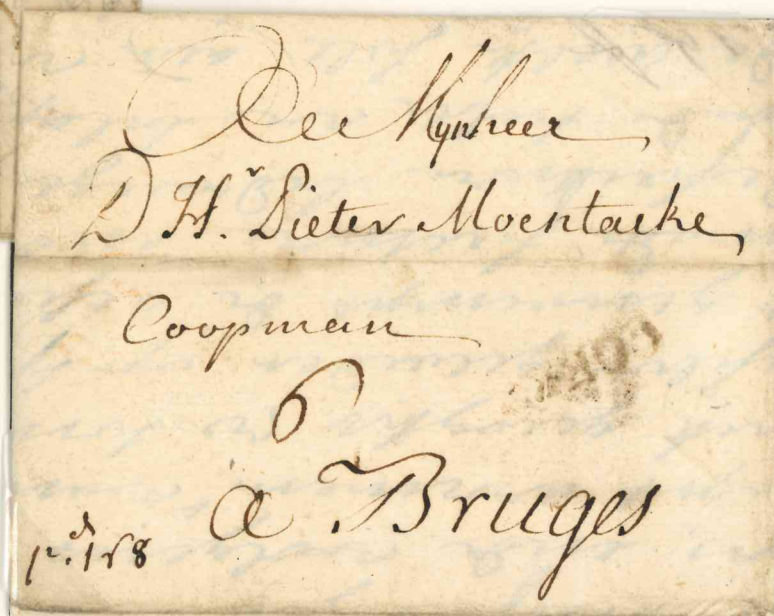
| 9 June 1657 Act                  | Rate                                         | Valid to 1 <sup>st</sup> Jun 1711      |
|----------------------------------|----------------------------------------------|----------------------------------------|
| Below 40 miles<br>Above 40 Miles | 2d Single, 4d Double<br>4d Single, 8d Double | Packets 8d Ounce<br>Packets 1s0d Ounce |



1696, September 1<sup>st</sup>, entire to William Congreve and his fellow estate commissioners and agents "variously Digby Foulke, Roger Power, and Richard Bagge". The letter is from 3<sup>rd</sup> Earl of Cork and Burlington and has been manually inscribed *Free* in manuscript due to his position in office. Cork to Waterford, above 40 miles, 4d rate would have applied. The only dispatch mark is a BISHOP MARK for SE/7. The front carries an early instructional mark "To be left with the postmaster at Connell"

Rates for crossing the Irish Sea by way of Milford and Waterford were set by way of Ordinance of the Interregnum from September 1654 through to 1787 with a 6d rate applied between London and Ireland. By way of example is this entire letter dated with the dual calendar for 6<sup>th</sup> Jan 1711/12, from Cork to Bruges in Belgium by Waterford to Milford. The first manuscript rate applied in Cork covered the packet rate of 6d to London.

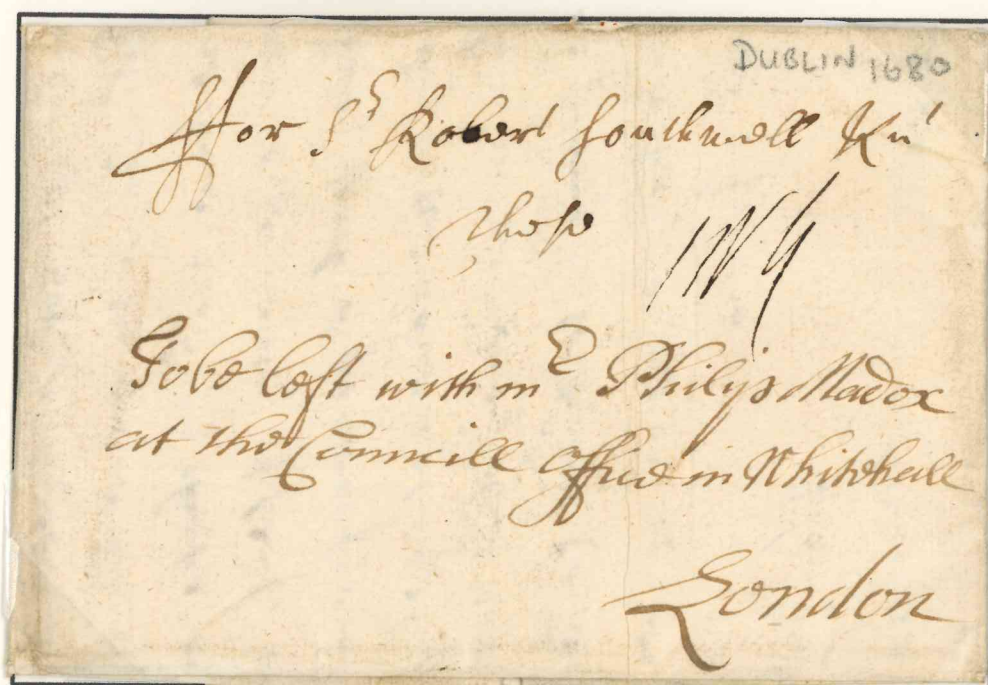
The letter is from Merchant Peter Montach to Bruges. Cork to Waterford, above 40 miles rate, 4d, Ireland to London Packet Rate, 6d (As marked in manuscript). London to Harwich, below 80 miles, 2d single, Harwich to Bruges, Antwerp and all other parts of Flanders 8d single, giving a total of 1/8 as **Prepaid**. The only dispatch mark is a **CORK** cancel 18x5mm in black, transit time unknown





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| 1660 Act (12 Char II, c35)         | Rate                                | Over 1 Ounce |
|------------------------------------|-------------------------------------|--------------|
| Dublin to London<br>Double, treble | 6d Single<br>1/- Double, 1/6 Treble | 2/-<br>2/-   |



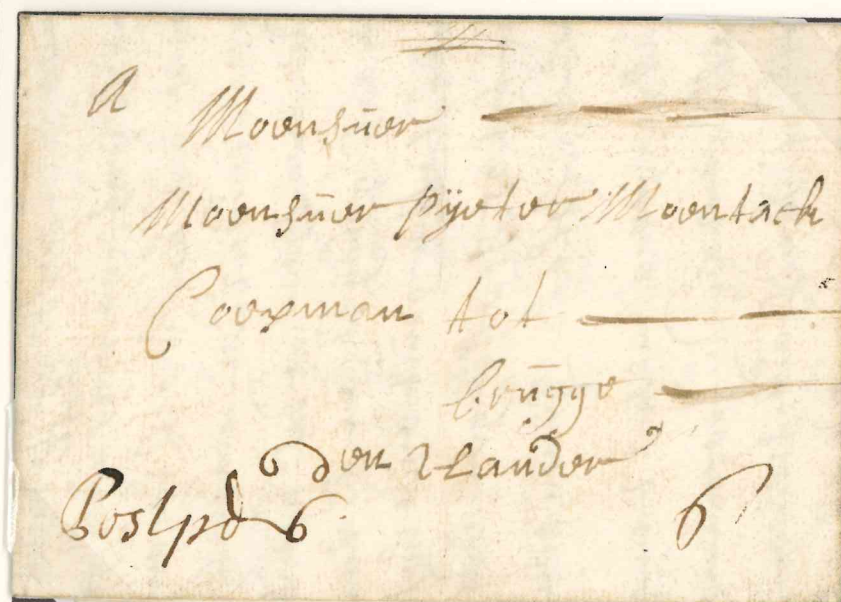
**1680/81** dated with a dual calendar for 22<sup>nd</sup> March (25<sup>th</sup> March being Lady Day or the start of the old Julian Calendar New Year).

Entire Letter from James Tisdall in Dublin to Sir Robert Southwell "to be left at the Cornmill Office in Whitehall" and rated Treble "ING" (eighteen pence), with small London **Bishopmark MR/30** on flap. A good early multiple rate letter. (Ex D. Quail, 2020)

Rate: From 1 Jun 1657 through to 1 Jun 1711 and again on to 5 Jan 1797

London to Dublin: 6d single sheet

Dublin to Belgium, **1711** Entire Letter written in Flemish "Dublijn den 4 ijuly 1711" from Cornelus Strublens to the Merchant Peter Montach "tot Brugge via d London", prepaid to London with Post Pd 6d on face, showing a further "6" (Stuyvers) payable from England to Bruges. A clean early letter. (Ex MCDW, 2019)

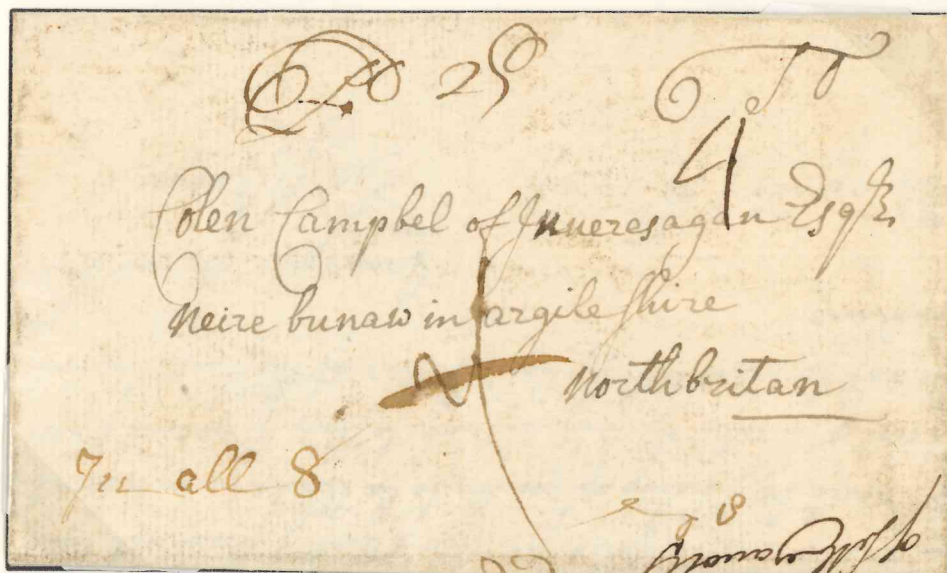




The 1711 Act of June 1<sup>st</sup> (9. Anne, c 10) changed the rates for some letters with charges in British currency, and distance measured in British miles.

| From 1 June 1711                 | Rate within Ireland                                                          | Valid to 10 <sup>th</sup> Oct 1765     |
|----------------------------------|------------------------------------------------------------------------------|----------------------------------------|
| Below 40 miles<br>Above 40 Miles | 2d Single, 4d Double, 6d Treble<br><b>4d Single</b> , 8d Double, 1s0d Treble | Packets 8d Ounce<br>Packets 1s4d Ounce |

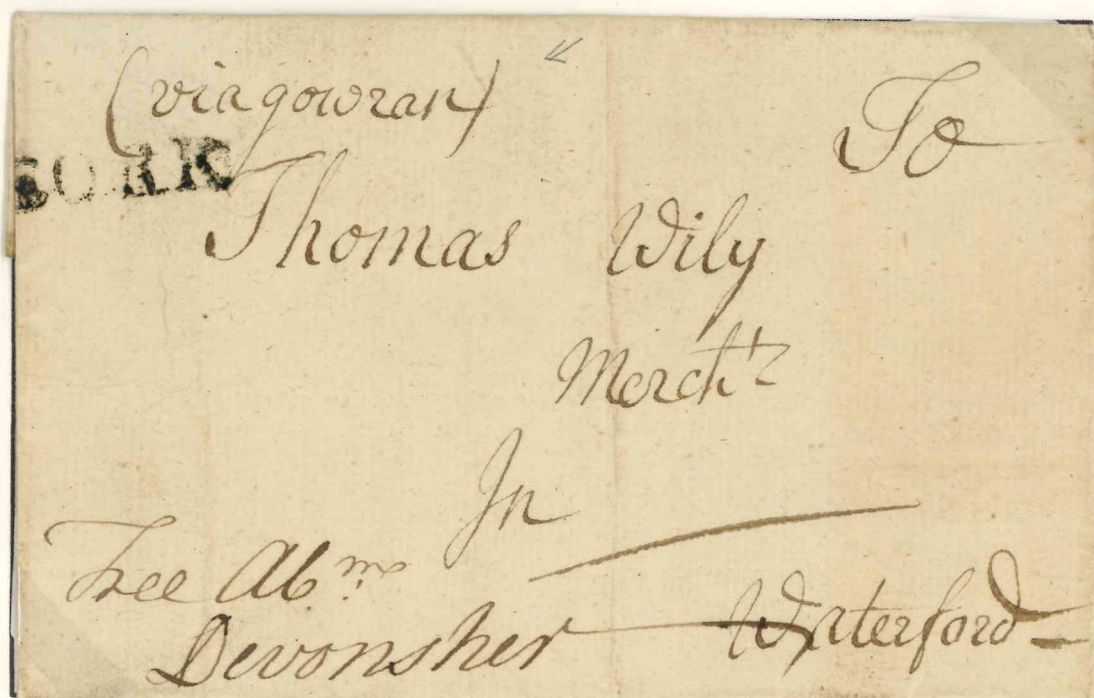
The 1711 Act also set the Scottish inland rate for a single letter at 2d, to 50 miles, 3d from 50 to 80 and 4d, above 80 miles. It also set the Port Patrick to Donaghadee rate at 2d, a packet route that had operated intermittently from as early as 1642, but regular sailings did not commence until after 1711 and use of the service was rare until 1765.



Entire letter from Dublin to Bonawe by Donaghadee to Port Patrick Packet. The first manuscript rate applied in Dublin covered the packet since the 1711 Act required this to be prepaid. The final rate of 4d was in addition to the previous 8d as prior to 1784 letters passing through Glasgow and Edinburgh show two separate rates, to and from the cities. A summary of the markings is indicated below, Donaghadee to Port Patrick Packet Rate 2d, (Pd 2d)

Dublin to Donaghadee, 120 miles 4d (Irish Rate), Port Patrick to Glasgow, 96 miles +4d = 8d "In all 8", Glasgow to Bonawe, 88 miles at 4d, Total payable on delivery, 4d + 8d = 1/-.

1764 letter from Cork to Waterford, endorsed on the face with an unusual post road instruction "via Gowran" and endorsed "Free Al. Devonsher". The front carries a strike of the **CORK** (30x7mm) straight line. If endorsed via Gowran which was 52 miles from Dublin, this is an early example of cross post. The letter left at Carlow and continued south to Waterford rather than travelling to Dublin, resulting in c68 miles less of a journey.





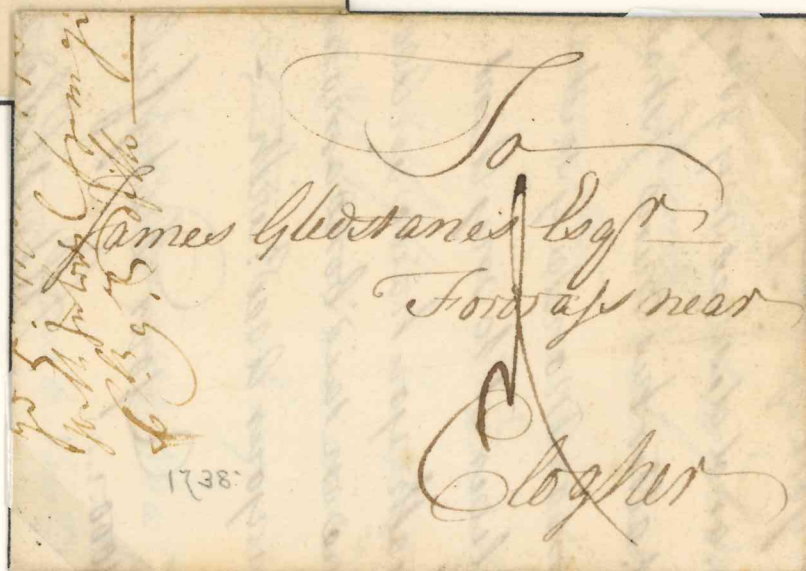
Henry Bishop was Postmaster General (June 1660 to April 1663), at the London Chief Office and he dealt with charges of delays in the post, he claimed:-

"A stamp is invented, that is putt upon every letter shewing the day of the moneth that every letter comes to this office, so that no letter Carrier may dare to detain a letter from post to post ; which, before, was usual." These marks were used in Ireland in different sizes.

24<sup>th</sup> October 1749 entire from Dublin to Lord Durrow by Athy. The contents discuss a poll for representatives of the city in a forthcoming election. The entire was sent **Free** being addressed to Lord Durrow.

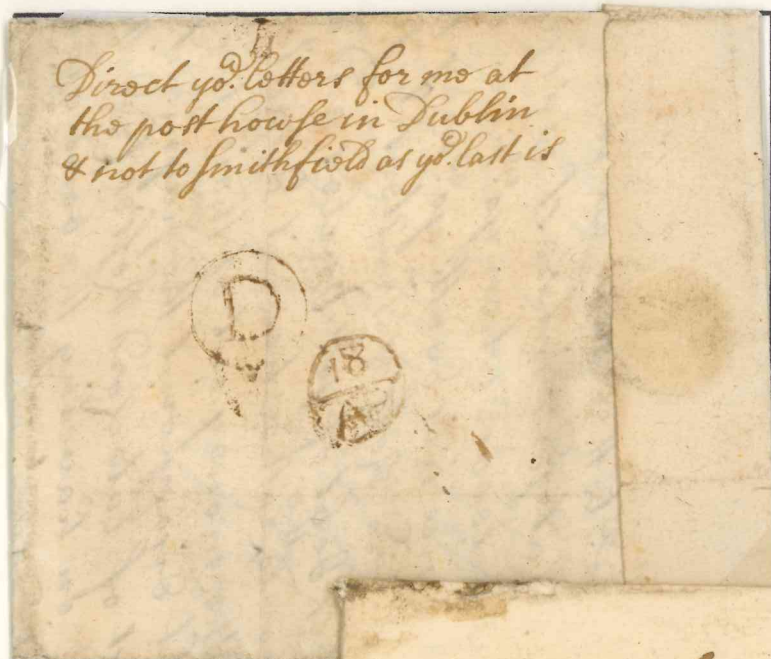
1711 Irish Rate, above 40 miles, Dublin to Athy was 4d but the entire was sent free. The reverse carries a strike of the 20mm DUBLIN Bishopmark for O.C/ 24. The large type Bishop mark was introduced in 1746 and remained in use until 1795.

1738 Entire sent on 10<sup>th</sup> March by Albert Gladstone to his brother James at Clogher. The reverse carries a strike of the 14mm Dublin Bishop Mark for MR/10.





During the early period of the General Post Dublin had distinctive handstamps on letters posted in the capital. The D in a circle (15mm) handstamp was in use from 1717 to 1719 and was the forerunner to the DUBLIN name handstamp which was in use from 1720 to 1750's.



1717 (April 11<sup>th</sup>) letter from Dublin to William Guidott (MP 1708-1741) at his chambers in Lincoln's Inn, London, rated 6 and showing a Dublin D enclosed in a circle. The reverse carries a strike of the London Bishop 18/AP at 13mm in diameter.

The letter is endorsed "*Direct you letters for me at the post house in Dublin and not to Smithfield as you last is*".

1756, 26<sup>th</sup> August, entire to Frederick French, at the pump room, Bath. Showing the larger DUBLIN town name (33x6mm) and a Bishop Mark for 2 / SE (15mm) with the note "from Chester"

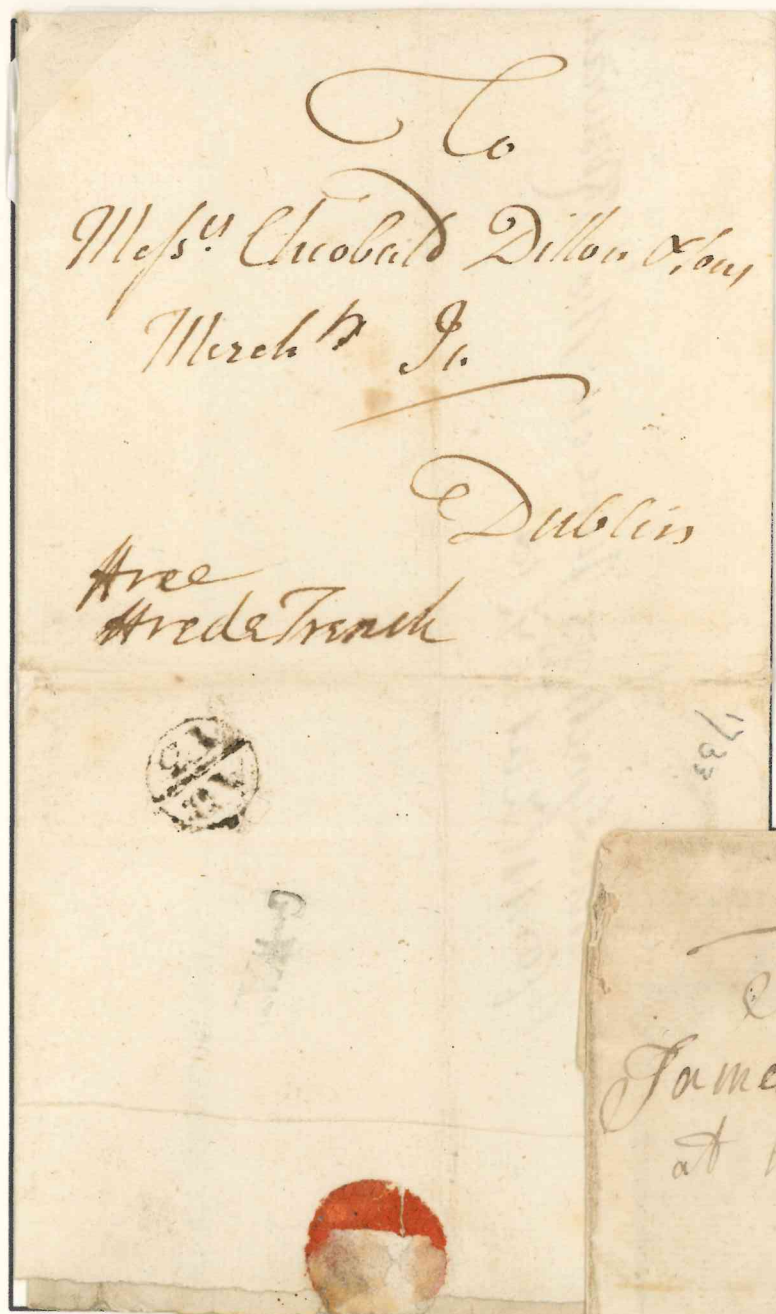


1735, 10th February entire Dublin to Bristol via Dublin to Holyhead Packet and then via London to Bristol. Endorsed on rear with the first type smaller straight line 'DUBLIN' (26 x4 mm) and a London Bishopmark for February 18th, both struck in black. Originally rated '6' at Dublin, for the normal Dublin to London 'All-in' rate of 6d. On arrival in London, this was crossed out and replaced by 'In all 10' for the extra 122 miles from London to Bristol.





In order to be able to trace the routes taken by mail a number of towns had various handstamps initially with abbreviated letters and later with the full town name added at a uniform height.



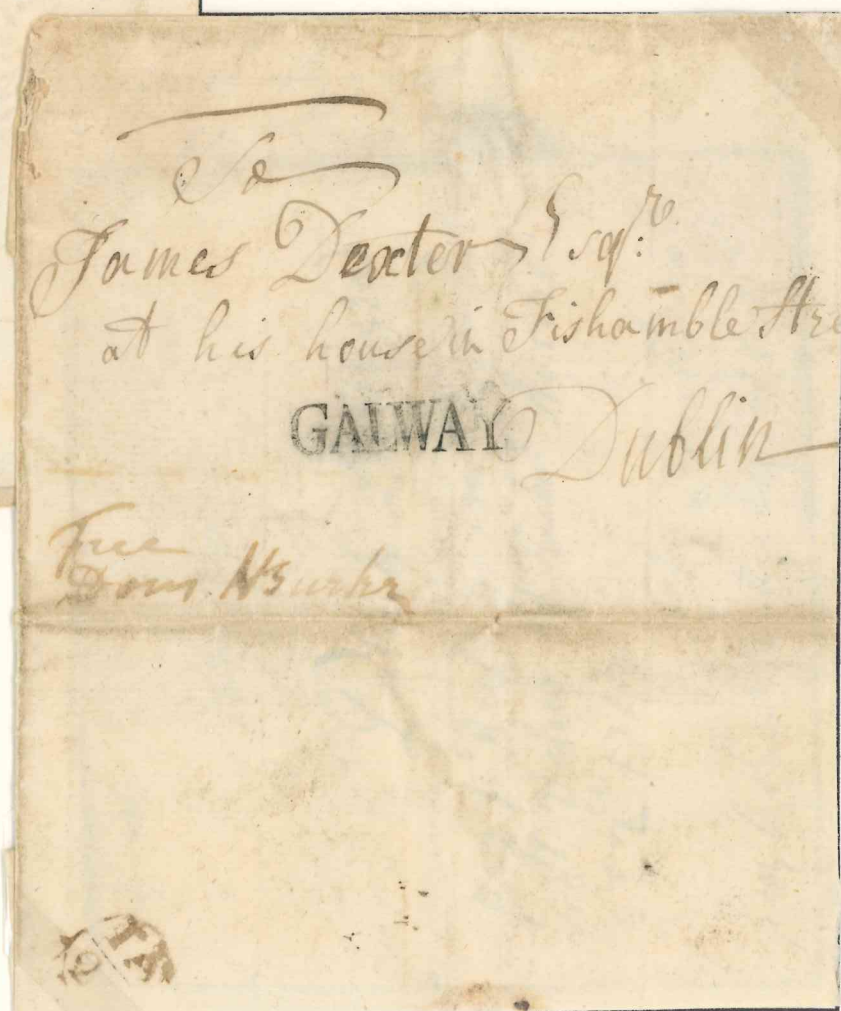
The 1747 entire from Thomas Fletcher in Galway to James Dexter, Fishamble Street, Dublin concerns financial matters and is inscribed "Free" in the bottom left.

The front carries a clear strike of the **GALWAY** town name (29x7mm) and the back a part Bishop Mark(14mm) with code IA/2\_ for January 1747.

Entire from Thomas Kirwan at "Gallway" to Dublin inscribed *Free / Fredk. Trench* at lower left.

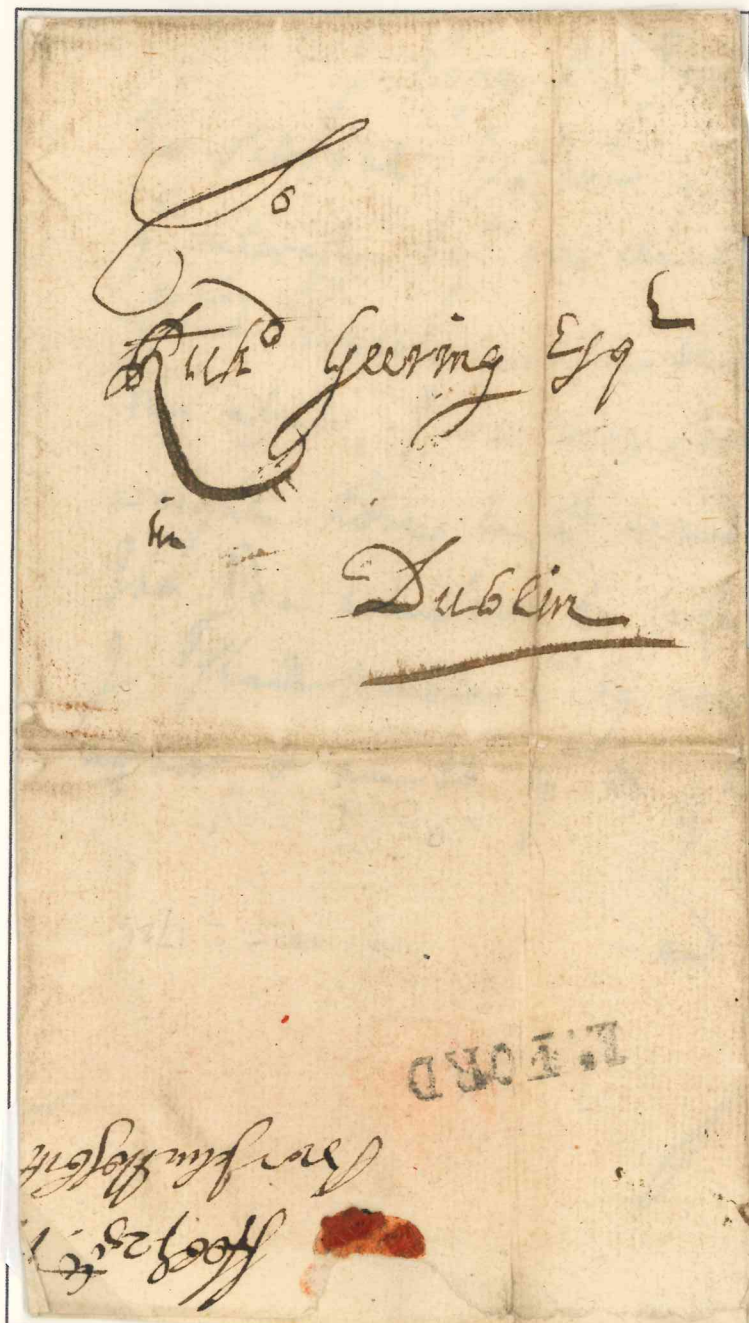
The rear carries a strike of the abbreviated **G-Way** town name in black and an **AP 13** Bishop Mark. Frederick Trench was the eldest son of Frederick Trench, son in law of Richard Warburton, a Member of Parliament for Ballyshannon. Trench was appointed High Sheriff of County Galway in 1703 and colonel of the Galway Militia. He sat for Galway County in the Irish House of Commons from 1715 until his death in 1752.

The entire would have been sent from Galway to Dublin over a distance of 104 miles. The cost for a distance of over 40 miles in 1733 was 4d for a single letter but was sent free.



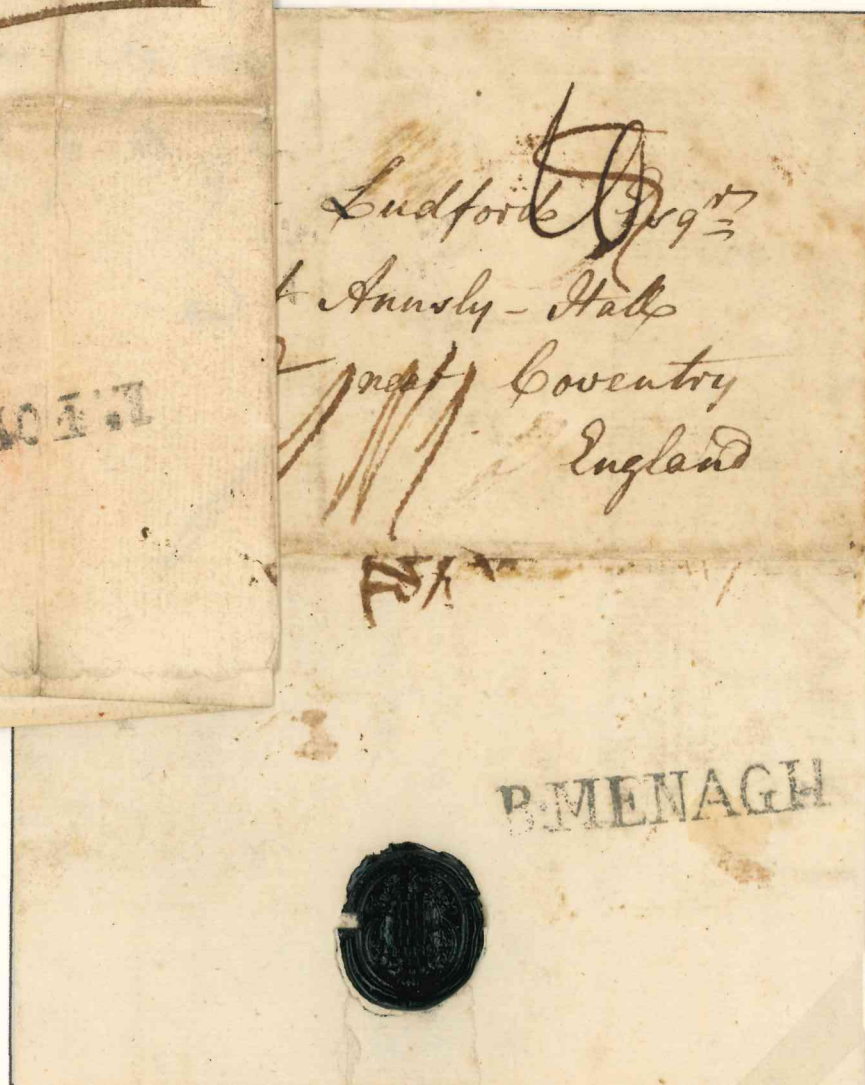


The Contraction of town name stamps was related to cost as the abbreviated name used less letters. The Longford reduction to L'FORD reduced the cost by c30% and the reduction of BALLYMENA resulted in a c20% reduction.



1726 entire to Dublin written on 25<sup>th</sup> February and backstamped with a 14mm small Bishop Mark of FE 27. The entire to Richard Goering Esquire is simply addressed Dublin and is backstamped with an abbreviated L'FORD town name stamp (29x6mm).

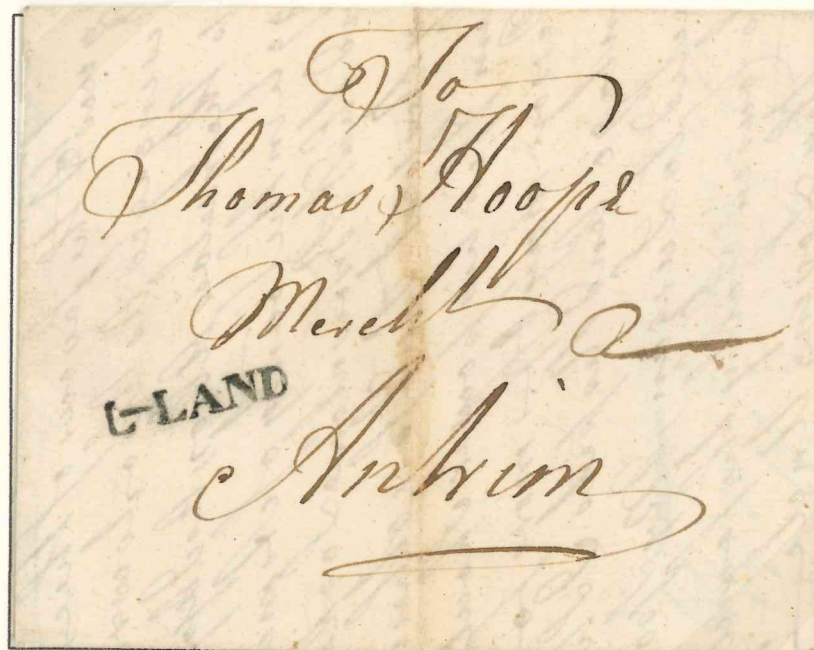
The entire is posted under the Queen Anne Postal act of 1 Jun 1711 Rate, Longford - Dublin, 62 miles (Above 40 miles) was charged a flat rate of 4d as indicated in manuscript on the top right of the entire.



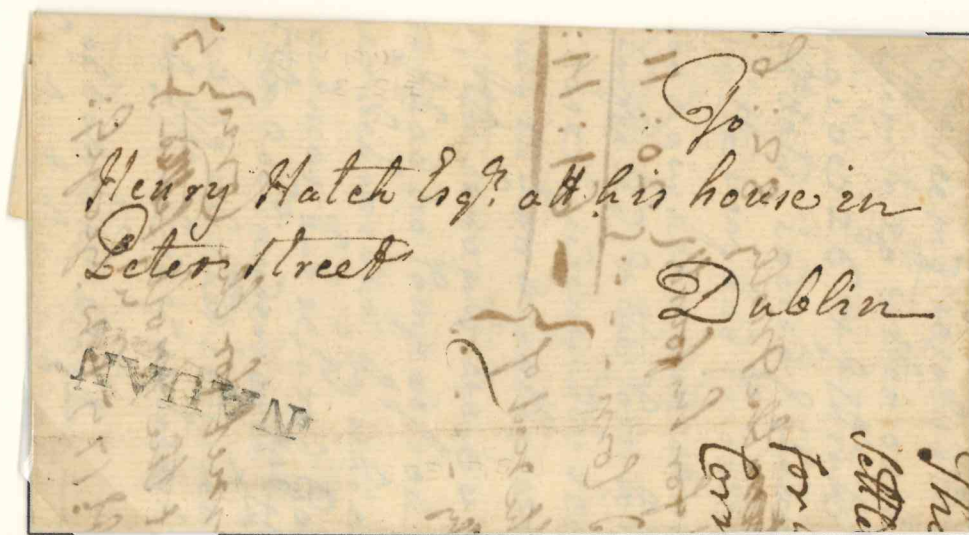
1761 Entire Letter from Ballymena to Coventry showing an abbreviated B'MENAGH Town Namestamp and Black Seal with a 21mm bishop mark on the reverse.



The use of name stamps sometimes generated unusual town names.



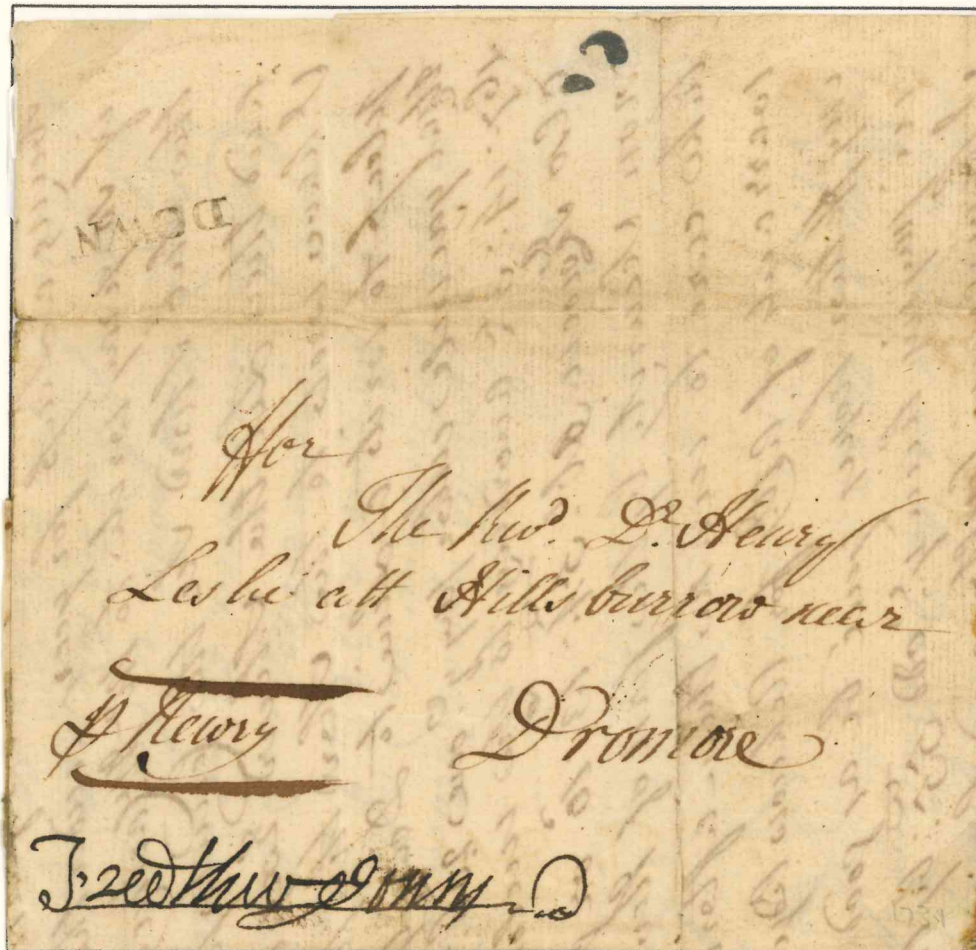
1760 (7<sup>th</sup> May) letter from James Hoops at Moyallen to Antrim rated 2 single and showing a contracted Loughbrickland town name to **L-LAND**. This resulted in an approximate one third reduction in the cost of the hand stamp.



1754 (December 26<sup>th</sup>), Entire Letter from Thomas Barry to Henry Hatch at his house in Peter Street, Dublin being an account of the sale of corn and oats at the Monday Market and the allocation of the profits towards the rent of the farm. The front shoes the Navan town name stamp with a U instead of a V showing **NAUAN**. The reverse carries a 20mm Dublin Bishop mark for **DE/27**.



Town name handstamps changed over time as they were lost and replaced. The replacement was not always the same and the examples below show the two different handstamps for Down.



1731, February 23<sup>rd</sup>, entire from John Caddell to the Rev Dr Henry Leslie at Hillsborough near Dromore concerning the sale of goods including cattle which were "secured by the Castlewellan men".

The reverse carries a strike of the **DOWN** town name stamp (20x4mm). It was endorsed "Free" and sent such.

1774 (May 2<sup>nd</sup>) Entire Letter from Downpatrick to London showing a **DOWN** provincial town name stamp (32x8mm). Sent **FREE** to the MP Colonel James Grant showing a circular **FREE** of London while the reverse carries a 21mm Dublin Bishop mark for M.Y/2 and a 17mm London mark for 11/MA.

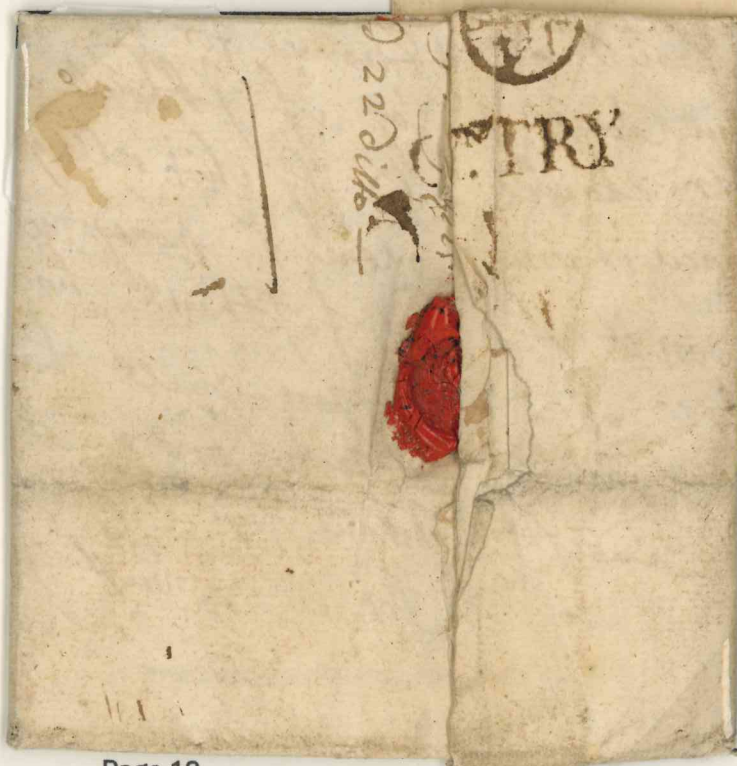
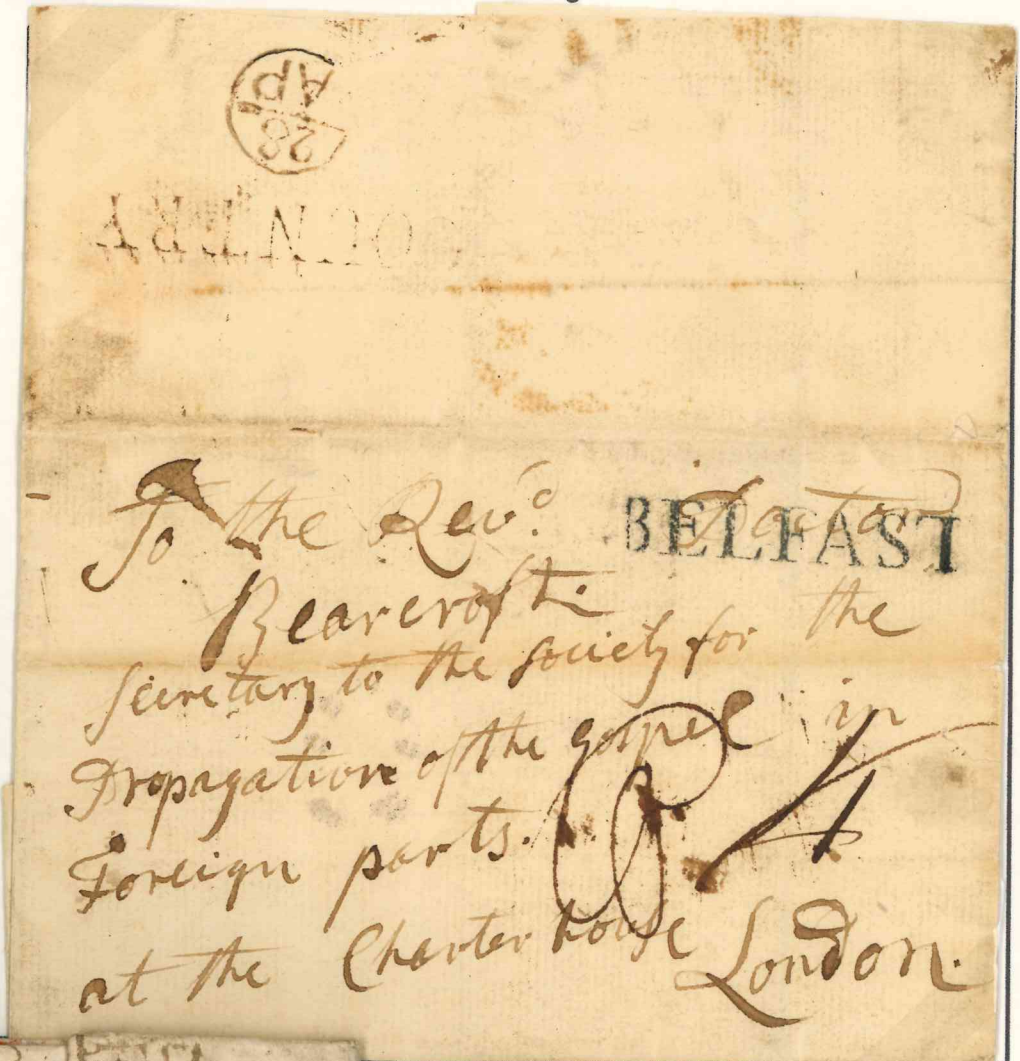




Between 1721-1781 a mark appeared on letters travelling from the provinces of Ireland through Dublin to London. These letters had to pay two separate charges for carriages to and from Dublin and remained in use until 1814. Most examples show a Bishop mark denoting the date of arrival there. Two types of mark were used, the first an abbreviated **C<sup>N</sup>TRY** and a full **COUNTRY** marking.

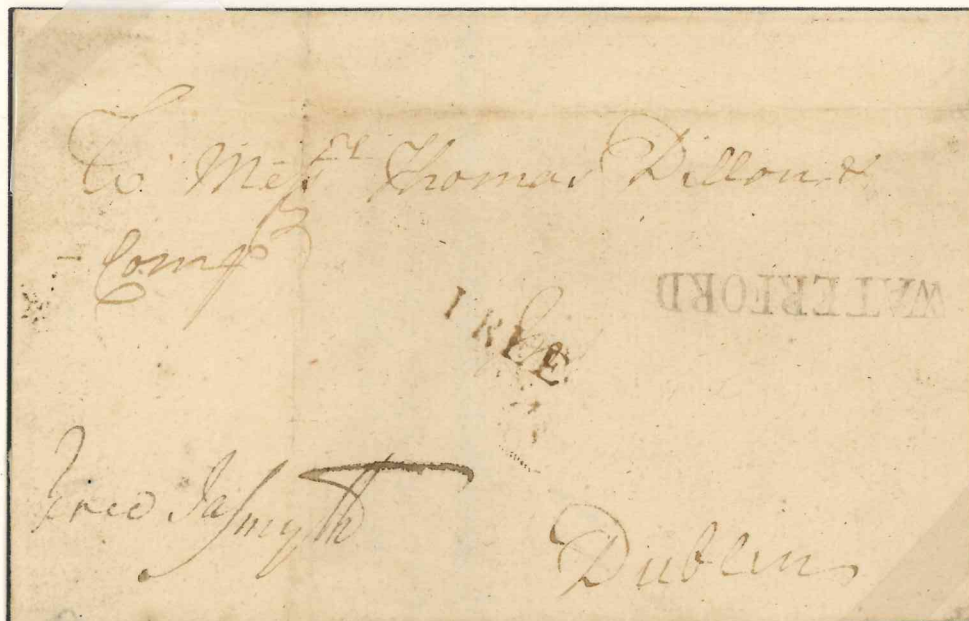
1760, October 2<sup>nd</sup>,  
wrapper from New York to  
the Reverend Barcroft,  
"Society for the  
propagation of the Gospel  
in foreign parts", London,  
landed at or near Belfast,  
showing a **BELFAST**  
townname, on the reverse  
a black **COUNTRY** with a  
16mm **28/AP** Bishopmark.

Below: 1725, 30<sup>th</sup> April  
double entire from Castle  
Lough (Cork) to London  
double showing an  
abbreviated **C<sup>N</sup>TRY**. Rated  
**IN8** for all in Irish double  
rate Cork to Dublin, then  
cancelled and rerated 10d  
single rate for 4d+6d  
crossing as for the above  
entire.



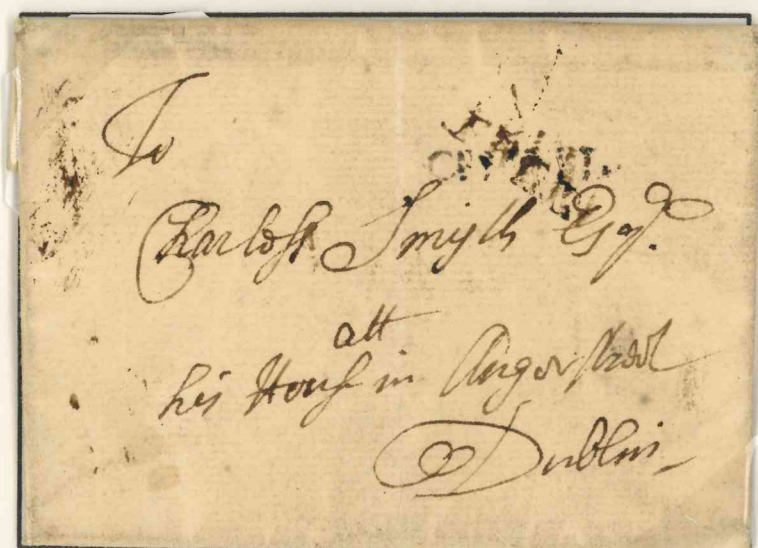
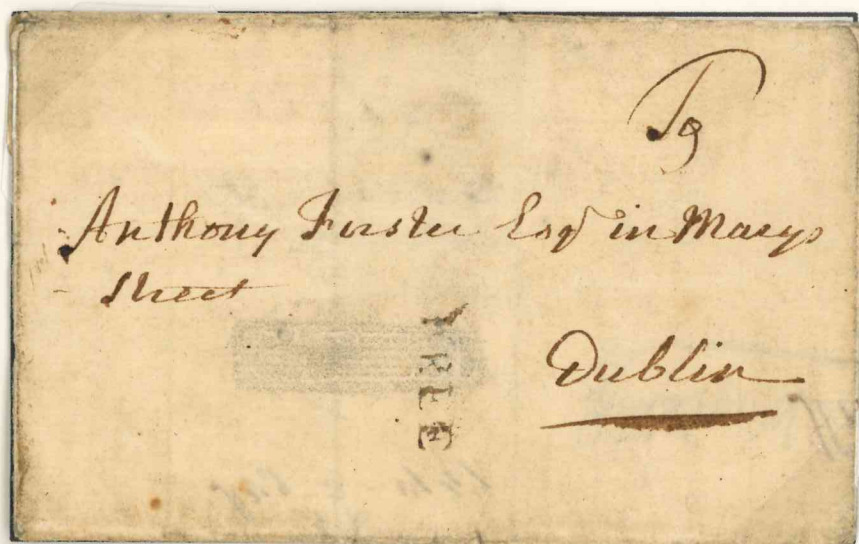


A standard type FREE hand stamp was introduced in 1721 and remained in use until c1756. During the mid-18<sup>th</sup> century many provincial towns had no ink for the handstamp and improvised by using a heavy albino impression on the letter.



1746, (April 9<sup>th</sup>) entire from **WATERFORD** (39x6mm) to Dublin with straight line **FREE** (19x5mm). The 1711-1765 Irish rate for a distance of above 40 miles would have been 4d but sent Free. The reverse carries a strike of the Dublin Bishop Mark **AP/11**, this being the first year of use. Transit Time 3 days.

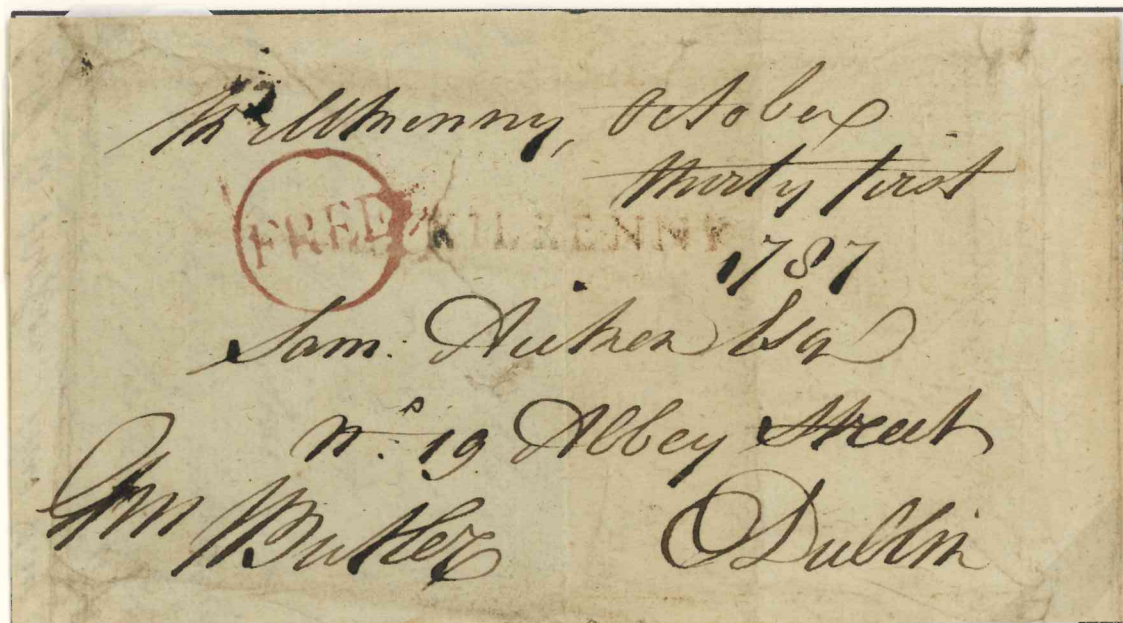
1747 (August 3<sup>rd</sup>) entire letter to Anthony Foster Esq, in Marys Street, Dublin showing on the face an Albino strike of **CASHELL** (31x6mm) partly overstruck by a small (17x4mm) black **FREE** handstamp. The reverse carries a 20mm A.U/5 Dublin Bishop Mark. 1711-1765 Irish rate for a distance of above 40 miles would have been 4d but sent Free. Transit Time was 3 days.



1756 (January 26<sup>th</sup>) entire from Clonmel to Dublin with a front strike of the abbreviated Clonmel town name **C<sup>N</sup> MEL**. This is overstruck with a Dublin **FREE** (21x5mm) in black. The reverse carries a Bishop Mark with a dot for JA 27<sup>th</sup>. I:A 27.



The initial FREE handstamps were straight line marks, but later Dublin introduced the FREE in a circle. Wilcocks record this in use from 1783-1795 in Ireland whereas the London Free in a circle is recorded in use from 1765 and remained in use until c1788.



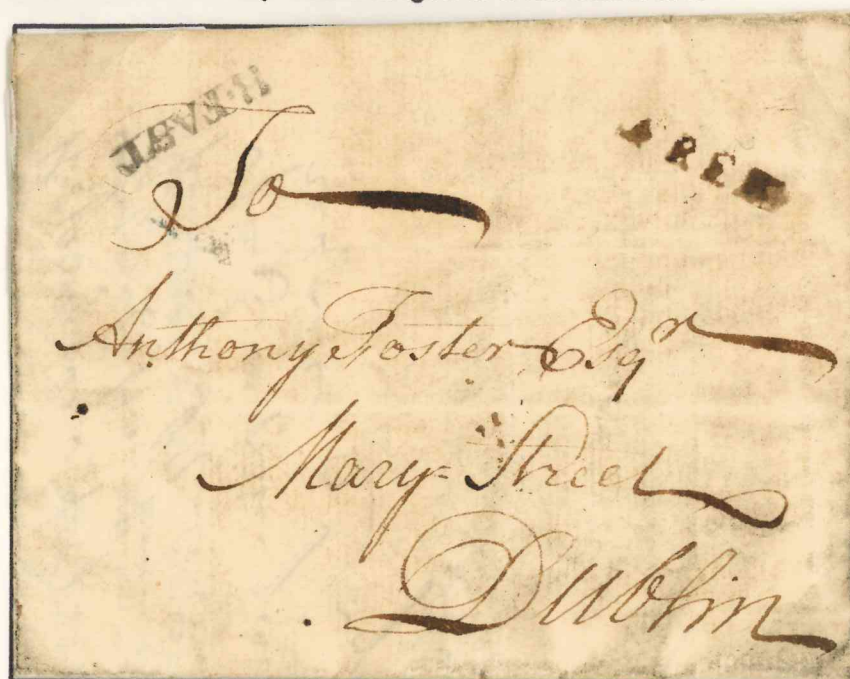
1787 (November 1<sup>st</sup>) Free entire to Samuel Aiken, Abbey St, Dublin with a light red 40x6mm **KILKENNY** town name stamp on the face and a good 22mm circular framed DUBLIN **FREE** in a circle. The reverse carries a large type 22mm "NO/3" Dublin Bishop mark.



1765 (September 30<sup>th</sup>) to Mrs Lester, Summer Hill, near Dublin, with most probably a **FREE** in a circle (22mm) Circle with **S. 30 M** for the morning post of 30<sup>th</sup> September.



Belfast had its own abbreviated town name stamp, and it has been recorded used with a FREE marking. In later years the abbreviated name stamp was changed to a full BELFAST.



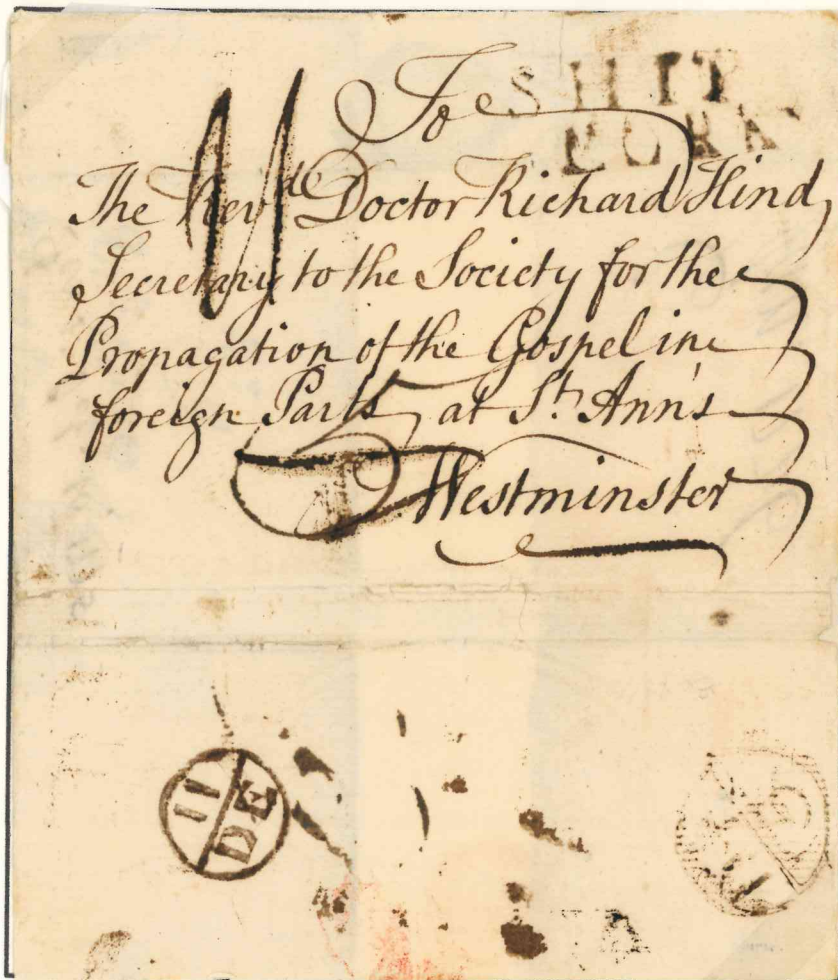
1743 (February 28<sup>th</sup>) entire letter from Belfast to Anthony Foster in Dublin showing on the front the abbreviated **B-FAST** and **FREE** in black. The reverse carries a strike of a 15mm Dublin Bishop mark **MR/2**. This type of **FREE** was in use between 1721-1754.



1779 (July 9<sup>th</sup>) entire letter from John Campbell at Belfast to his father Duncan Campbell in Scotland. The letter shows, unusually in black, the straight-line **BELFAST** (39x5mm) and is sent via Donaghadee. Originally rated 1d, deleted, 3 deleted, 4 deleted, and finally 2/7d.



The term Ship Letter is given to those letters where the captain's gratuity of 1d per letter is included in the rate. Inward letters were to be handed in at the port of arrival.



1775 (October 10<sup>th</sup>) wrapper from Newcastle Pennsylvania to London via Cork and Dublin by private sailing ship rated 5 to indicate the 1d Captain's gratuity + 4d Cork to Dublin over 40 miles rate. It was rerated 11d when composite 6d Dublin to London rate was added to the 5d.

The front carries a strike of **SHIP / CORK**, and the reverse carries a 21mm Dublin Bishop **DE/5** and a 17mm Bishop mark for **11/DE**.

1774 (August 13<sup>th</sup>) letter sent from New York to London showing the small distinctive **SHIP** handstamp of Belfast used in conjunction with the abbreviated **B.<sup>1</sup>FAST** town name stamp. The letter endorsed **per praux Plenty via Liverpool**, being landed at an outport of Belfast Lough and rated 3 (1d ship letter rate + 2d double to Belfast).

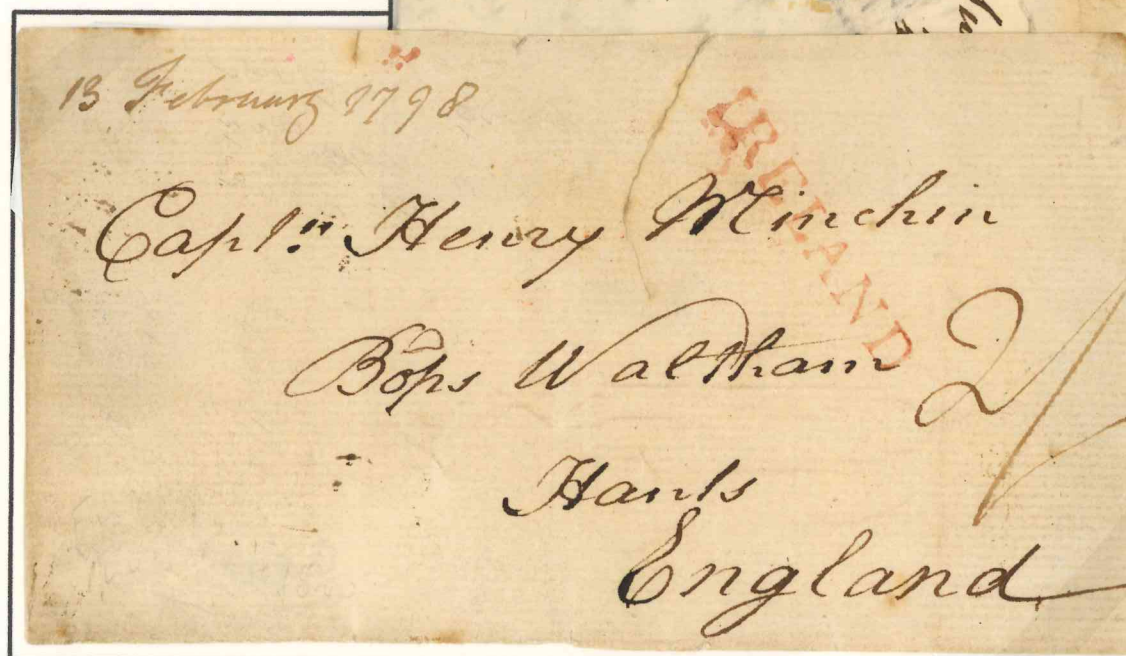


The letter is rated 1/11d (Belfast to Donaghadee 2d + 2d packet + 6d internal Portpatrick to London = 10d x 2 double = 1/8 + 3d = 1/11). This is one of the 5 Belfast **SHIP** handstamps yet recorded.



The Act of 1<sup>st</sup> August 1784 (Irish Act 23/24 George III c17) established the Independent Irish Post Office. With letters passing back and forward to Great Britain and Ireland each country was to receive its portion of the postage charge. To monitor the letters arriving in Britain the Irish Post Office applied an **IRELAND** handstamp and a similar stamp was used in red ink in London to postage paid mail from Ireland. The earliest recorded handstamp dates from August 1784.

1784, (September 8<sup>th</sup>)  
entire from **CORK**  
(22mm) to London. On  
the reverse is a strike of  
the 22mm Irish Bishop  
Mark **SE/10** beside an  
18mm English type  
Bishop Mark for **17/SE**.  
The front carries a strike  
of the straight-line  
**IRELAND** in dull red  
probably applied in  
London. The 1784-1797  
Irish Rate, above 40  
miles 4d, plus all in  
English Rate 1711-1797  
Dublin to London, 6d,  
results in a total charge  
of 10d.



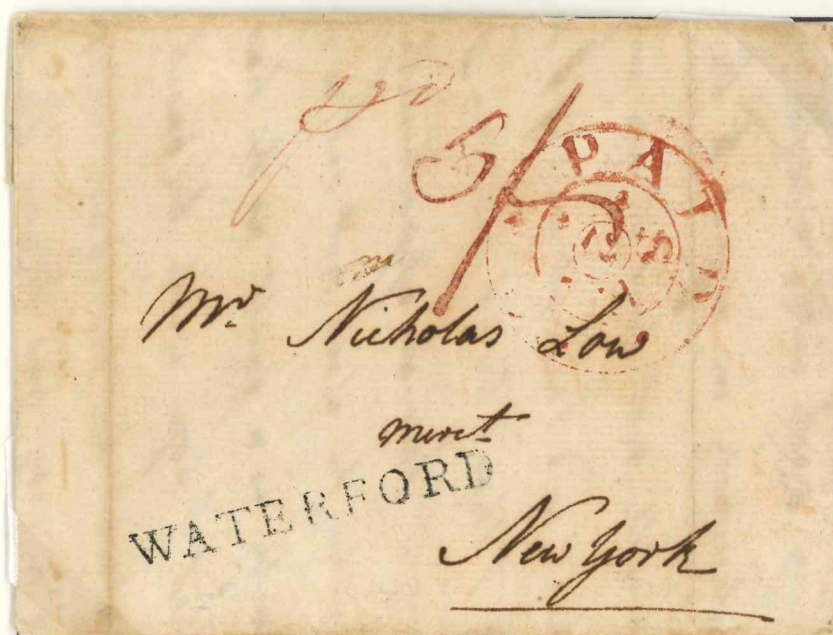
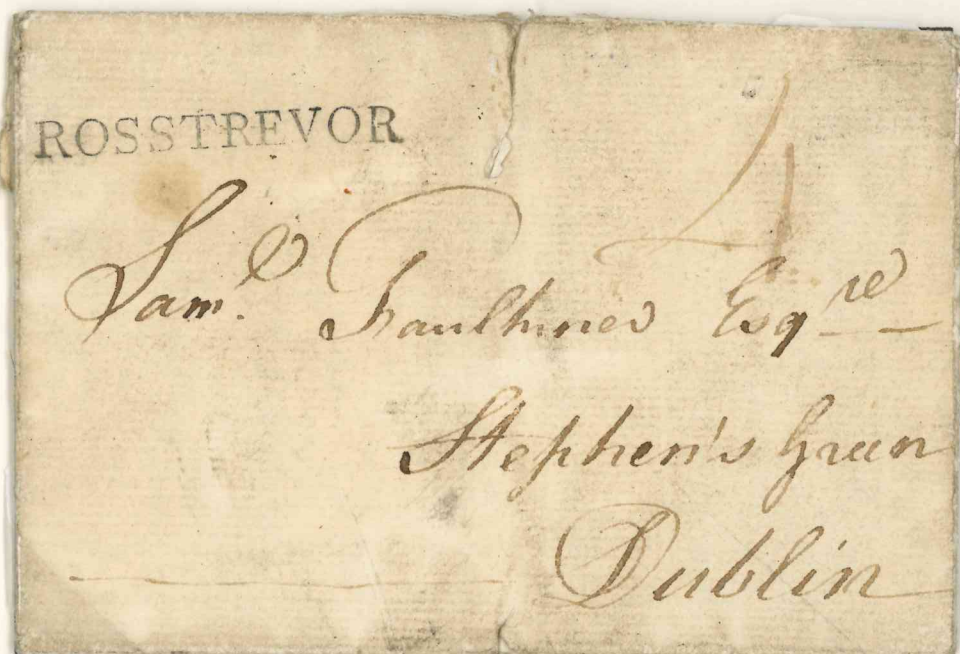
1798, February 13<sup>th</sup>,  
to Hants, England,  
with red **IRELAND**  
(42x6mm). Rated at  
2/-.



The 1<sup>st</sup> August 1784 ACT: 23 724 George III, (i) c17, was "an Act for establishing a Post Office within this Kingdom" which included the Irish mail. The initial inland rates are as set out below.

| From 1 Aug 1784 to 25 <sup>th</sup> Mar 1797 | Rate within Ireland               |
|----------------------------------------------|-----------------------------------|
| Below 15 miles                               | 2d Single, 4d Double, 6d Treble   |
| 15 to 30 miles                               | 3d Single, 6d Double, 9d Treble   |
| above 30 miles                               | 4d Single, 8d Double, 1s0d Treble |

1790, January 25<sup>th</sup>, entire from Robt. Ross Rowan at Mulloghmon near Rathfriland to Stephens Green, Dublin charged '4' single outside Pale rate, showing on the face a clear **ROSSTREVOR** in black. The reverse carries a strike of the large 22mm Dublin Bishop mark **JA/27**.



1793, August 20<sup>th</sup>, letter from Waterford to Nicholas Law in New York, written by his siter Gertrude Wallace. The front carries a straight-line **WATERFORD**, and a London Double circle **PAID** mark in red and a manuscript *2B 5/-*.

The Waterford to Milford Haven Packet Charge (6d), + Milford Haven to London, 253 miles, at +6d for over 150 miles, + London to New York, Transatlantic packet charge, 1/-, giving a total of 2/6d for single and doubled to 5/-.

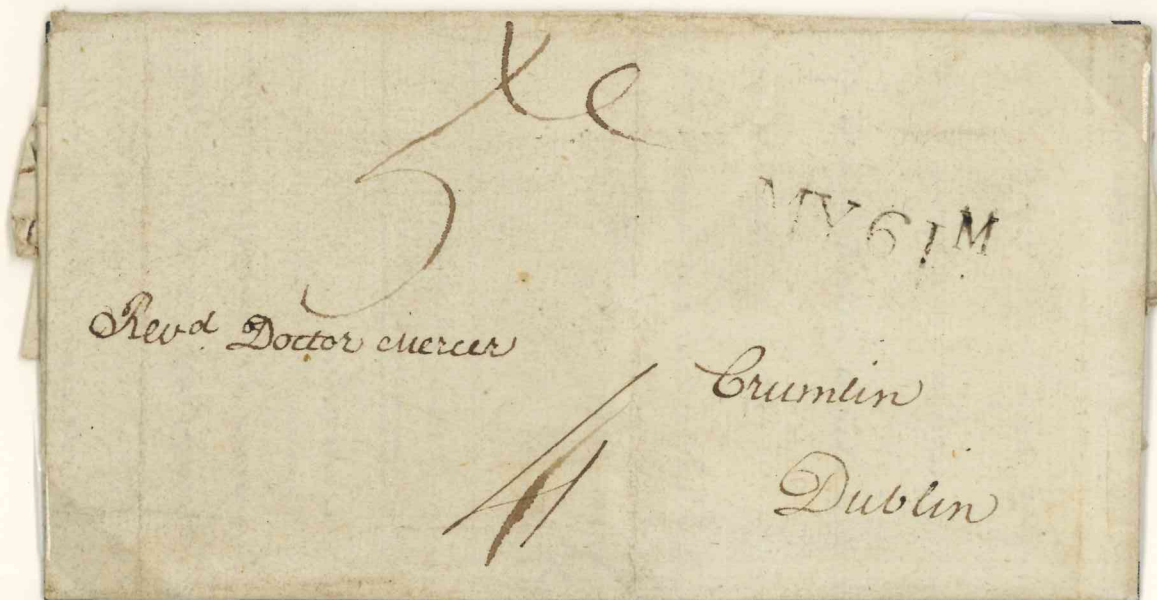


Independent Post Office Period  
1784-1797 First Irish Rate

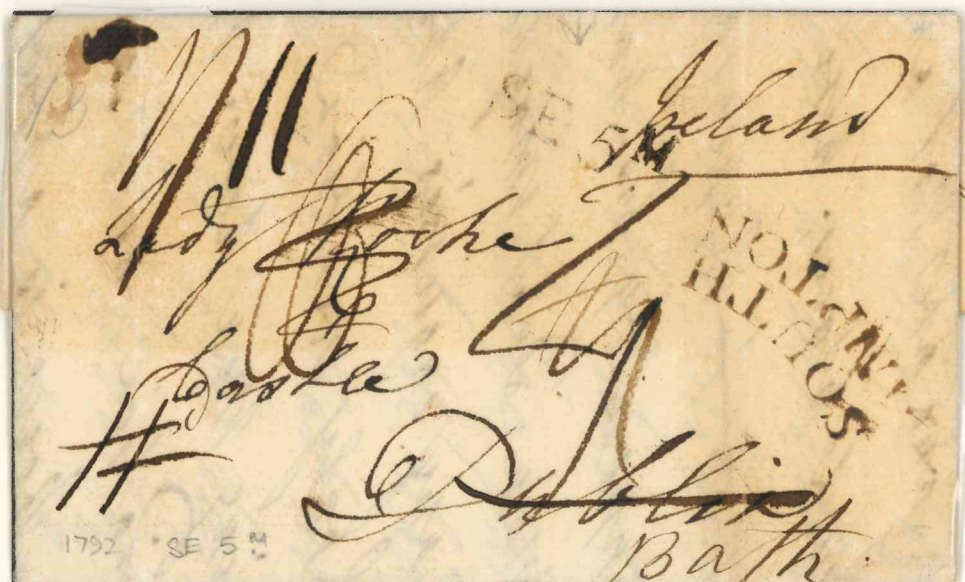
1791 Morning Duty, MY16<sup>M</sup> Dublin Penny Post  
1792 Redirected Mail / SE 5<sup>M</sup> Morning Duty

Dublin operated the first official Penny Post under the 1765 Act, although there had been a semi-official penny delivery of local letters before that. The initial charges were a penny prepaid, plus a penny on delivery unless the letter travelled entirely within the inner city area.

| From 11 Oct 1773 to 1810                                             | Town to                                  | Country to                                        |
|----------------------------------------------------------------------|------------------------------------------|---------------------------------------------------|
| Circa 15 miles in the city<br>Circa 15 to 30 miles<br>above 30 miles | 1d City<br>1d+1d Outer<br>free Gen. Post | 1d (+1d) City<br>1d (+1d) Outer<br>free Gen. Post |



1791, May 14<sup>th</sup>, entire from Richard Eustace Revd Doctor Mercer, Dublin initially charged '4' single but uprated to 5d to account for the Dublin Penny Post. The front carries a strike of **MY16<sup>M</sup>** of the morning Dublin Penny Post, with the '16' being misplaced. The reverse carries a 22mm Dublin Bishop Mark for **MY/16**.



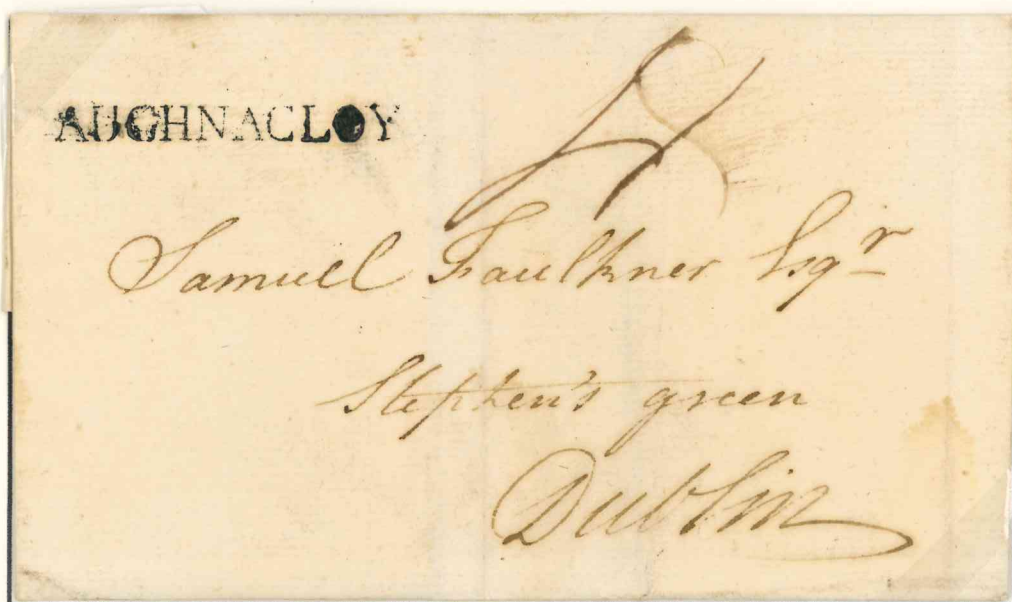
1792, August 31<sup>st</sup>, entire from Southampton to Dublin, redirected to Bath. The front carries a two line strike for **SOUTH / HAMPTON** and on the reverse a 22mm Dublin Bishop Mark for **SE/5**. The entire is initially rated at 4d for the English journey, then uprated to 11d to take account of the ship packet crossing and travel to Dublin, then rerated twice to 1/- to include the Dublin Penny Post and then to 1/11d to account for redirection to Bath. The front carries **SE 5<sup>M</sup>** for the morning duty of the Dublin Penny Post.



Independent Post Office Period  
1784-1797 First Irish Rate

1792 Aughnacloy, 4d rate  
1795 Bursakane, Double Rate, Inspector

| From 1 Aug 1784 to 25 <sup>th</sup> Mar 1797       | Rate within Ireland                                                                                            |
|----------------------------------------------------|----------------------------------------------------------------------------------------------------------------|
| Below 15 miles<br>15 to 30 miles<br>above 30 miles | 2d Single, 4d Double, 6d Treble<br>3d Single, 6d Double, 9d Treble<br><b>4d Single, 8d Double, 1s0d Treble</b> |



1792, January 26<sup>th</sup>. Letter from Aughnacloy to Stephens Green, Dublin rated 4 and showing an **AUGHNACLOY** town name in black. The reverse carries a strike of the larger 22mm Dublin Bishop Mark JA/27.

1795, July 2<sup>nd</sup>, from Bursakane to Abbey Street, Dublin showing a town name **BURSAKANE** and in manuscript 4, the independent rate for over 30 miles. The letter was contrary to regulations and was struck with a **CROWN G/R** inspectors mark in black and rerated to 8d for a double letter.





| From 1 Aug 1784 to 25 <sup>th</sup> Mar 1797 | Rate within Ireland               |
|----------------------------------------------|-----------------------------------|
| Below 15 miles                               | 2d Single, 4d Double, 6d Treble   |
| 15 to 30 miles                               | 3d Single, 6d Double, 9d Treble   |
| above 30 miles                               | 4d Single, 8d Double, 1s0d Treble |



1793, April 15<sup>th</sup>, entire from Patrick Agnew at Larne to Charles Stewart, Writer to the Signet, Edinburgh. The Society of Writers to His Majesty's Signet is a prestigious association of Scottish Solicitors based in Edinburgh originally responsible for the use of the Kings Signet. The front carries a clear strike in Blue of the **LARNE** town name (32x5mm).

The entire is directed in the bottom left as *via P. Patrick* to use the Donaghadee to Port Patrick Packet service. The original rating of 3d covered Larne to Belfast but was uprated to 10d to cover the Donaghadee packet, 2d, and route to Edinburgh, British Rate 133 miles, so 80-150 mile rate at 5d. Total 10d. The reverse carries a 20mm Bishop Mark in red for **AP/19**.

1791, April 11<sup>th</sup>, entire from Robert Campbell at Newtown Limavady, sent to Samuel Faulkner at Stephens Green, Dublin and rated 4d for over 30 mile rate. The front shows the unusual, abbreviated **N-LUADY** abbreviated town name with a U for V in Limavady. The reverse carries a black 22mm Dublin Bishop mark for AP/ 13.





Independent Post Office Period  
1784-1797 First Irish Rate

1787 Dromore, 4d Post Paid Rate  
1786 Galway Scroll, 8d Rate

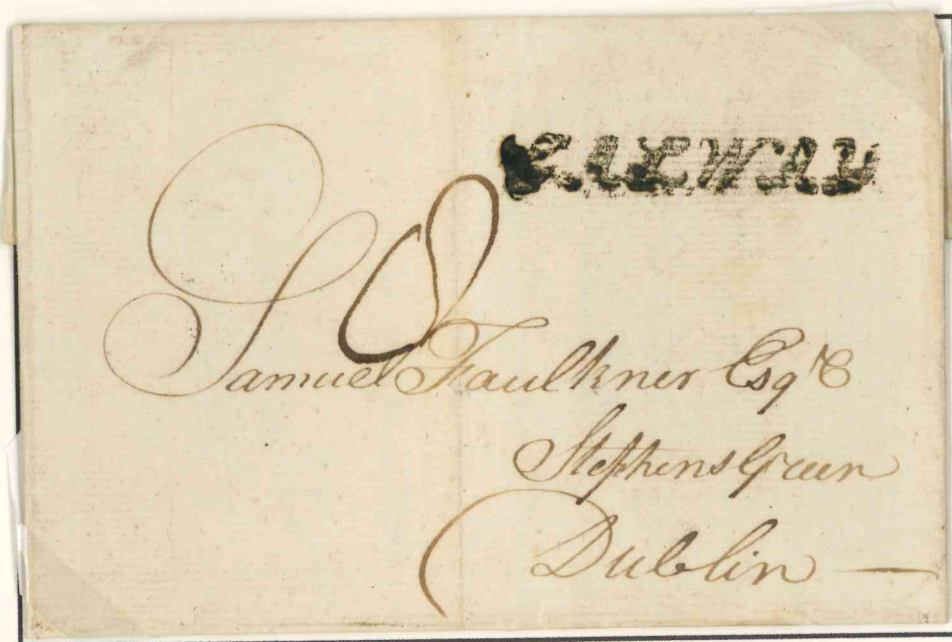
| From 1 Aug 1784 to 25 <sup>th</sup> Mar 1797 | Rate within Ireland               |
|----------------------------------------------|-----------------------------------|
| Below 15 miles                               | 2d Single, 4d Double, 6d Treble   |
| 15 to 30 miles                               | 3d Single, 6d Double, 9d Treble   |
| above 30 miles                               | 4d Single, 8d Double, 1s0d Treble |



1787, February 26<sup>th</sup>, letter from Dromore to Dublin showing a red straight-line town name **DROMORE** (48x7mm) and inscribed "Post pd 4d". This is reinforced with a 23mm red circular **POST / PAID / D** of Dublin.

1786, November 28<sup>th</sup>, letter from Galway to Dublin, prepaid double "8" with a clear strike of the unique script **GALWAY** town name in black. This type is unique to Galway and was used between 1773-1786. This is the as yet latest known usage of the script name as it was replaced with a normal Galway in 1787.

The reverse carries a strike of the 22mm Dublin Bishop Mark DE/1.



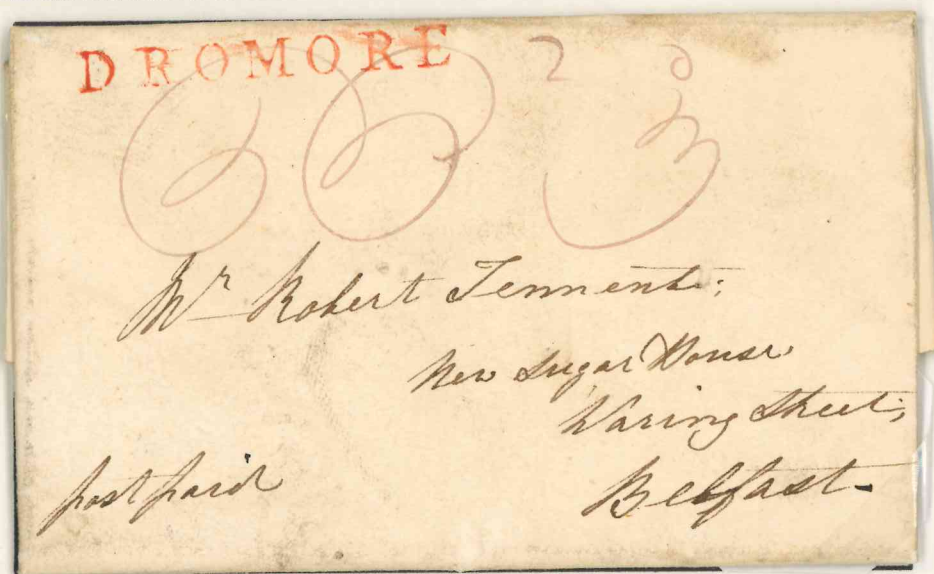


The 25<sup>th</sup> March 1797 ACT: 37 George III, (i) c11set new inland rates within Ireland as outlined below.

| From 25 Mar 1797 to 5 <sup>th</sup><br>Apr 1805 | Rate within Ireland                 |
|-------------------------------------------------|-------------------------------------|
| Below 15 miles                                  | 2d Single, 4d Double, 6d Treble     |
| 15 to 30 miles                                  | 3d Single, 6d Double, 9d Treble     |
| 30 to 50 miles                                  | 4d Single, 8d Double, 1s0d Treble   |
| 50 to 80 miles                                  | 5d single, 10d Double, 1s3d Treble  |
| above 80 miles                                  | 6d single, 1s0d Double, 1s6d Treble |

1803, March 30<sup>th</sup>, entire from Dromore to Belfast with a strike in red of the **DROMORE** town name (49x5mm). The entire is rated **Pd 3d**, being the 15-30 miles rate within Ireland and marked as *Post Paid*.

Below: 1801 entire from Robert Tennent to Fort George carrying a clear strike of the **BELFAST** scroll in red. Robert outlines having arrived in Donaghadee, completed business and is now heading to London.



The entire was initially rated at 2d (15 miles Belfast to Donaghadee). The journey from Portpatrick to Fort George via Inverness, (GB 230 to 300 miles) rate of 10d, totalling 1/-, which commenced on the 5<sup>th</sup> April 1801, this being the first week of mail being charged for the total distance travelled in GB rather than via London. It has been rerated at 1/-. To this would have been added the packet crossing from Donaghadee to Portpatrick at 2d and therefore if it travelled this route, it would have incurred a total charge of 1/2d, it has not.

It travelled via Dublin, (BISHOP MARK for AP 11) at 6d, and via Dublin to Holyhead (2d Packet). The rate is then somewhat confusing. Holyhead to Fort George 594 miles, +13d=1/9d. However, the entire is rated at 1/4d. The only way this can be reached is if the postmaster calculated the total journey in Ireland and GB at 594+94 Irish miles to 686 miles and rated it at the GB rates at 10d for 300 miles and 1d for each extra 100 miles which gives a land rate of 10+4+ 2d packet =1/4d. **An error**, but possibly due to this being the first week of the total mileage rate in GB under the 41 George III c7 Act.



1803, October 22<sup>nd</sup>, entire from Robert Weir Dublin to Boyle and redirected to Ballymote. The correspondence relates to the purchase of land at Springfield. The entire is addressed *by Park*, to Boyle. On arrival at Boyle, it is redirected to Ballymote which is only 13 miles from Boyle.



The front is inscribed "Missent to" **BOYLE** (25x5mm) in black. The reverse carries an 18mm single ring Dublin receiver for OC / 22 / 1803.

Originally rated at 6d to cover the above 80 miles rate from Dublin to Boyle, this was cancelled, redirected to Ballymote, 13 miles away, and rerated, again at 6d for the above 80 miles rate. So, it received no additional charge.

1802, December 1<sup>st</sup>, entire from Harrogate to Dublin outlines the confusion that could arise when rates were not applied correctly. Initially it was charged as a double letter; then for the first redirection charged as a single letter; then uprated, possibly at Holyhead, to a full double letter; then inspected again and re-rated as a single letter at Dublin; and finally forwarded to the Post Office at Tuam without any further charge – presumably, the Post Office officials must have felt that enough errors had already been made. The reverse carries a Dublin receiver **DE/7/1802**.

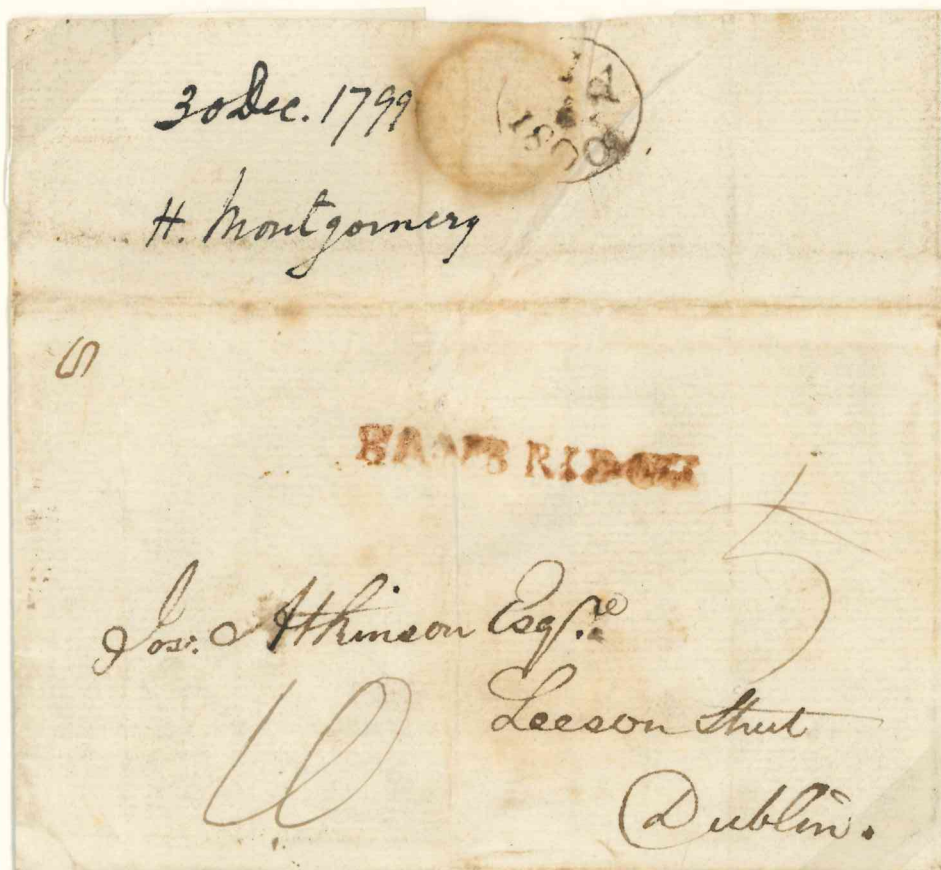
The rating would have been as follows:

Harrogate to Doncaster, 44 miles, **double** rate at 10d, + Doncaster to Holyhead, 202 miles, single rate at 9d, + Holyhead to Dublin packet, single rate +2d, revised to a total of 1/9d, then revised to a **single** rate, -5d to 1/4d.





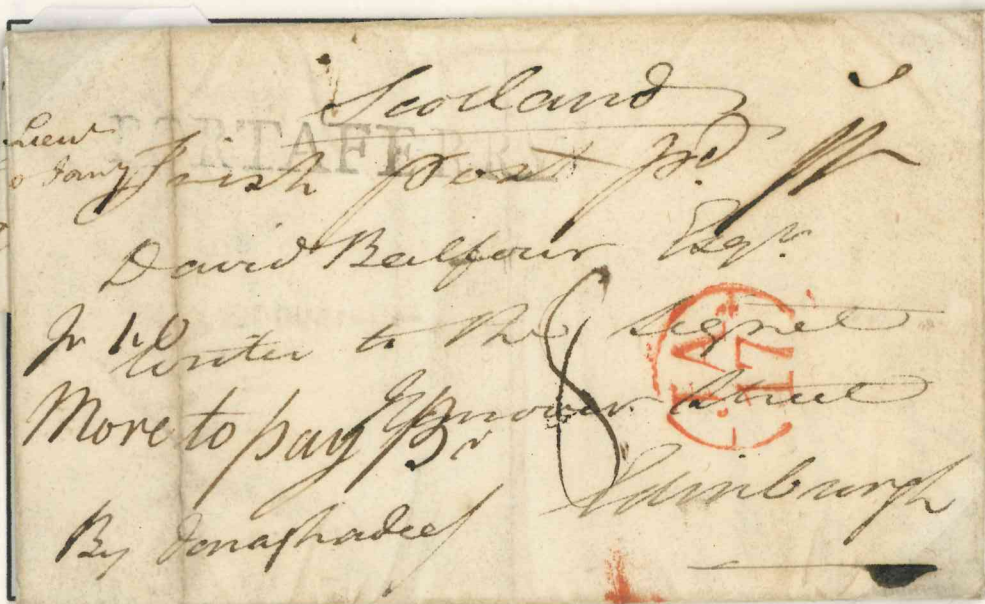
Irish town names were produced in different sizes as is evident from these two different names used in the first weeks of 1800.



1799, December 30<sup>th</sup>, entire from Banbridge to Leeson Street, Dublin with a **BANBRIDGE** (45x5mm) town name in red. The reverse carries a strike of the circular Dublin receiver for JA/2/1800 in black. Initially the entire was rated at 5d to cover the 50 to 80 mile rate but was rerated as a double letter to 10d.

1800, January 11<sup>th</sup>, entire from John Linklater stationed at Downpatrick, a private soldier in the North Lowland Regiment, to Edinburgh, Scotland. The letter was routed "By Donaghadee" and shows on the front "Irish post Pd 1/-" and "More to Pay 1/3". The route from Downpatrick involves a short ferry crossing from Strangford to Portaferry.

The front carries a rare straight line **PORTAFERRY** town name (60x7mm) in black and it also carries a red 21mm Dublin Bishop Mark for JA / 17 of which the centre dividing line is not continuous.





Independent Post Office Period  
1805-1810 Third Irish Rate

1808 Ballymena, 4d rate  
1806 Missent to Drogheda

The 1805 Act (45 Geo III c.21) introduced the third Irish rate at increased charges as outlined below.

| From 5 Apr 1805 to 26 <sup>th</sup><br>Jun 1810                                        | Rate within Ireland                                                                                                                                                                                     |
|----------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Below 15 miles<br>15 to 30 miles<br>30 to 50 miles<br>50 to 80 miles<br>above 80 miles | 3d Single, 6d Double, 9d Treble<br><b>4d Single</b> , 8d Double, 1/- Treble<br>5d Single, 10d Double, 1s3d Treble<br>6d Single, 1s0d Double, 1s6d Treble<br><b>7d Single</b> , 1s2d Double, 1s9d Treble |

1808, October, Part entire from Ballymena to William Tennent, Belfast, who was an Ulster Presbyterian banker and member of the Society of the United Irishmen. Struck on the front with a straight line seriffed **BALLYMENA** town name (44x6mm).

The Undated name stamp for Ballymena is **unrecorded by Frank & Stange**. Total 4d postage, for 15 to 30 miles, as shown in manuscript on the front.



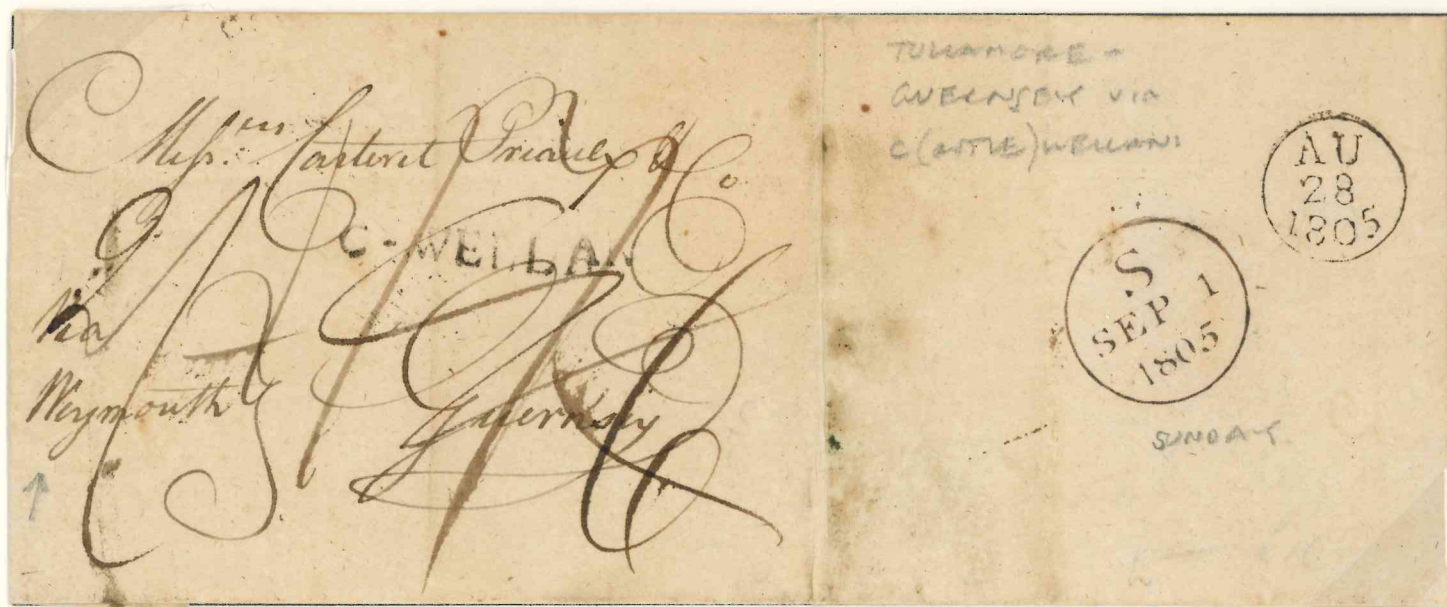
1806, September 7<sup>th</sup>, entire from Mr Clinton at Carrickmacross to George Johnston in Ballyshannon rated on the front at **5d** which only covered the initial 20 miles Carrickmacross to Drogheda, this has been cancelled and remarked with the correct rate of **7d** to cover the total distance of 77 miles.

Entire is struck on the reverse in black with an abbreviated Carrickmacross straight line town name **C<sup>K</sup> MACROSS** (45x4.5mm).

It was sent via Drogheda and is struck on the front with "**Missent to DROGHEDA**" using the seriffed straight line town name in red for **DROGHEDA** (48x7mm).



1807, September 9<sup>th</sup>, entire from Anne Blackiston to Lancaster, England struck on the reverse with a Bishop Mark for SE/9. The front carries in black a 22mm single ring of the Dublin **POST PAID D** accompanied with a red tomb shaped receiver for **A / PAID / SEP 12 / 1807**. On the front is the **GR Transport Office** mark for Prisoners of War in the Napoleonic War. The letter outlines the concerns of prisoners and difficulties with the French language.



1805, August 26<sup>th</sup>, outer wrapper from Tullymore near Newcastle to Guernsey carrying on the front the contracted namestamp **C-WELLAN** in black (40x5mm). The front is endorsed *Via Weymouth*. The rear flap is endorsed with a Dublin receiver **AU 28 1805** and a London Sunday mark for 1<sup>st</sup> September. The cover has been initially rated at 6d, cancelled and then rerated several times to cover the charges as follows:

|                                                    |             |
|----------------------------------------------------|-------------|
| Irish 1805 Rate, Castlewellan to Dublin, 65 miles, | 6d          |
| Dublin to Holyhead Packet,                         | +2d         |
| Holyhead to London (297 miles)                     | +11d = 1/7d |
| London to Weymouth (131 miles)                     | +9d = 2/4d  |
| 1805 Channel Island Packet,                        | +3d = 2/7d  |



Independent Post Office Period  
1805-1810 Third Irish Rate

1805 Missent to Boyle  
1808 Limerick, first year Mermaid receiver

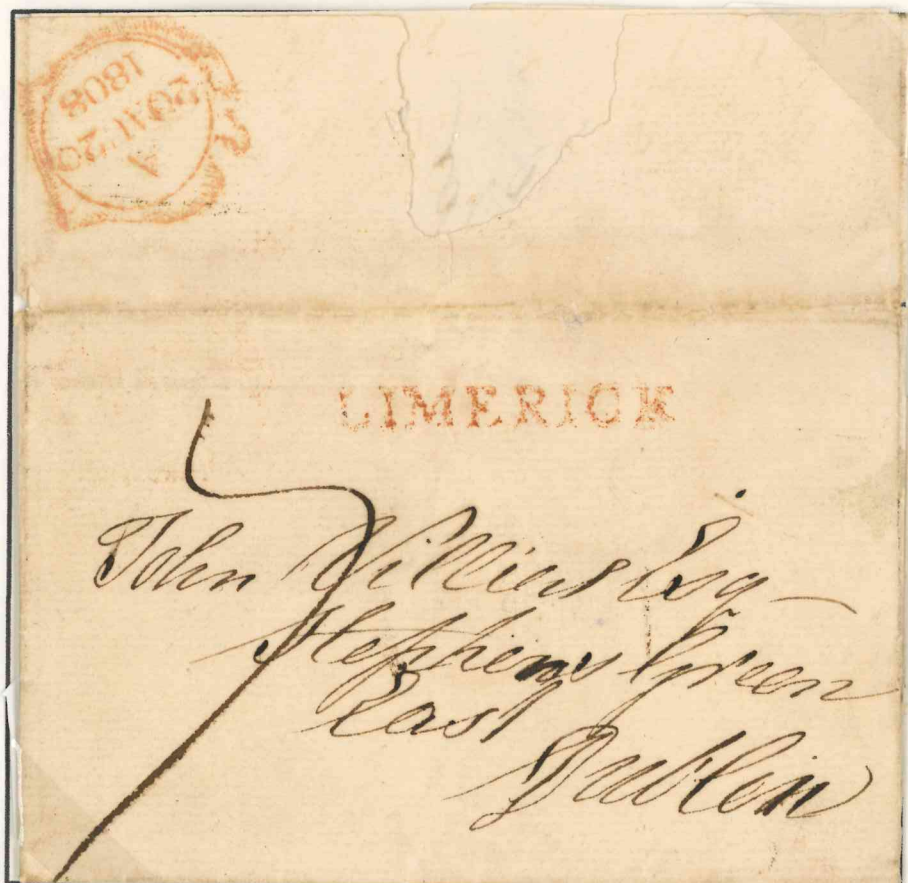
1805, September 21<sup>st</sup>, entire from Streamstown to Robert King Duke at Boyle, County Sligo. It has been redirected with "*try Ballymote*" and shows on the front a strike of **BOYLE** in black preceded by "*Missent to*" alongside, light part strike of **TULLAMORE**.



1805 rate for Streamstown to Boyle, 79 miles at 6d. The redirection to Ballymote in Sligo would have been above the 80 miles distance and should have been rerated to 7d.

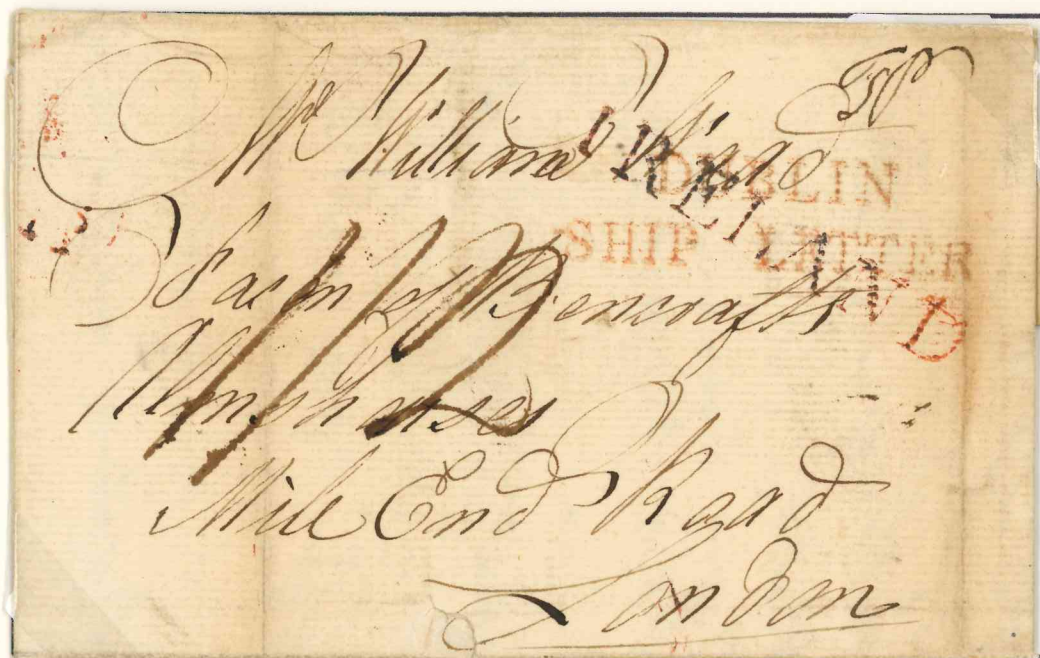
The Mermaid hand stamp is named thus due to its similarity with the figure of Hibernia and that of a mermaid. It is peculiar only to Ireland, being applied to mail arriving at Dublin, and were in use from 1808 to 1814.

1808, August 18<sup>th</sup>, May 22<sup>nd</sup>, entire from Limerick to Dublin. The front is struck with a straight-line **LIMERICK** (44x4.5mm) in red and is endorsed with a manuscript 7d. The reverse carries a clear strike of the Dublin **Mermaid** for 20<sup>th</sup> August 1808. This is the first year of use of the Mermaid Receivers. 7d was the appropriate Irish Rate for Limerick to Dublin at 94 miles.





During the third postal rate period Ireland had introduced some different handstamps. The word **IRELAND** continued to be used on mail arriving from Ireland on Sundays and has only been recorded in conjunction with the London arrival handstamps **A** and **S**. There was only one 57mm **IRELAND** handstamp located at Table A.



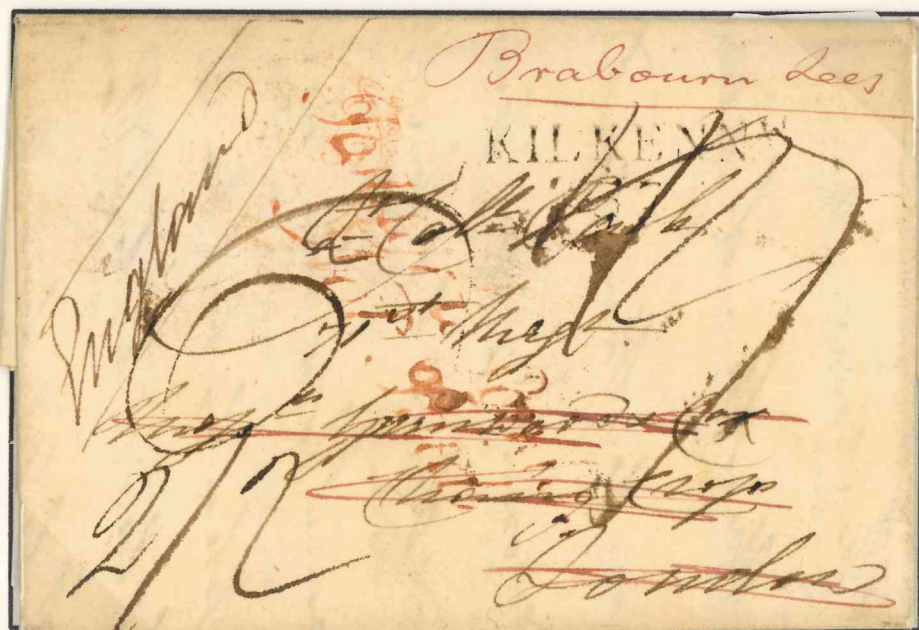
1808, May 18<sup>th</sup>, letter from Madeira to London showing a two line **DUBLIN SHIP LETTER** rated 1 1/2 and over struck by an oxidised **IRELAND** (57mm). The reverse carries a 24mm London received in red **A / MAY 28 / 1808** with the 2 reversed.

On 5<sup>th</sup> September 1808 a new route started between London and Holyhead, with a new road from Shrewsbury, through the Welsh mountains, to Capel Curig and Bangor. This significantly reduced the distance and travel time required for mail coaches to make the journey. At London, regular processing of mail from Ireland on Sundays helped to speed up communications.

1809, May 23<sup>rd</sup>, entire from Kilkenny to London, rerouted to Brabourn Lees. The front carries an early use of the **KILKENNY** 57 mileage mark in black and the red handstamp,

**"Postage To London Not Paid".**

The initial rate of 6d covered the 57 miles to Dublin, plus the 2d packet, then added was 261 miles British Rate Holyhead to London at 11d give the total of 17d then rerated to 2 1/2 to take count of the redirection from London to Brabourn Lees, 63 miles at 7d.



The reverse carries an orange **Mermaid D / 23 MY / 1809** and a red London receiver **S / MAY 28 / 1809**.



Independent Post Office Period  
1805-1810 Third Irish Rate

1805 Missent to Monaghan, **Disinfected Mail**, Napoleonic War.  
1807 Dublin – Holyhead Packet, GR Inspectors Crown

On 18th May 1803 Britain declared war on France, ending the short-lived Treaty of Amiens and sparking what became known as the War of the Third Coalition — the first Napoleonic War, which ran to 1806. This had major implications on delivery times of letters as shown here with up to two months for letters to reach Lisbon and to be smuggled from France to Portugal.



1805, November 6<sup>th</sup>, which took two months to reach Lisbon (rec 9<sup>th</sup> Jan 1806), was disinfected and is stained from the two disinfection slits. At Lisbon, the letter was sent via Falmouth, denoted by the Undated circle **FALMOUTH PACKET LRE**, to Ireland. In Ireland, the letter received some eccentric treatment being rerated from 2/8 to 3/5 and redirected from Monaghan, **misfent to MONAGHAN** to Kilcock in Co Cavan. A Dublin **POST / PAID / D** and **FREE / DUB** circular datestamps were applied in error enroute.

1805-1812 Portugal to Falmouth rate 1/5d single, Falmouth to Holyhead, 430 miles, charge scale of 1805, 1/1d, 1711-1820 Packet Rate, Holyhead to Dublin (rec 28 Jan 1806), 2d, Sub Total 2/8d Letters passing through Dublin always show a charge mark as far as that office, and this was rerated to 3/2 to cover the 62 miles from Dublin to Monaghan at 6d. Kilcock was actually only 12 miles from Dublin and was not further rerated. Actual Transit Time – 5th Nov to 28 Jan 1806 – **84 days**.

1807, August 28<sup>th</sup>, entire from Buncrana to London. Most of the letters from the North of Ireland to England, with the exception of those from the Belfast area, were sent via the Dublin to Holyhead packet route. This particular letter was sent at 7d for above 80 miles and re-rated as a double letter at Dublin with the original single letter manuscript 7d rate being cancelled by a **GR Inspector's Crown**. The reverse carries a receiver for 9<sup>th</sup> September 1807 on arrival in Dublin and shows there seems to have been a delay in processing this letter, possibly due to the Inspection.

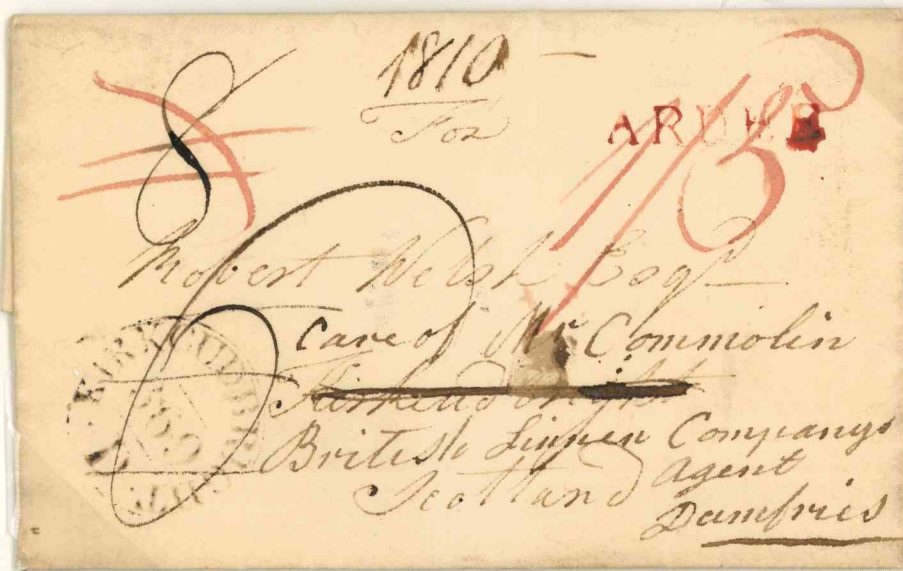
1805-1810 Irish Rate, Buncrana to Dublin, 130 miles at 7d. Re-rated as a Double Letter at Dublin +7d (1/2d), Dublin to Holyhead packet, Double Letter Rate +2x2d (1/6d), 1805-1812 British Rate, Holyhead to London, 278 miles +1/10d giving a total of 3/4d.





26<sup>th</sup> June 1810 ACT: 50 George III, c74, defined new inland rates outside Dublin are as set out below. This Act represented a further increase of 1d on each of the previous Irish mileage bands. There were no changes to the Packet Rates or the British Rates.

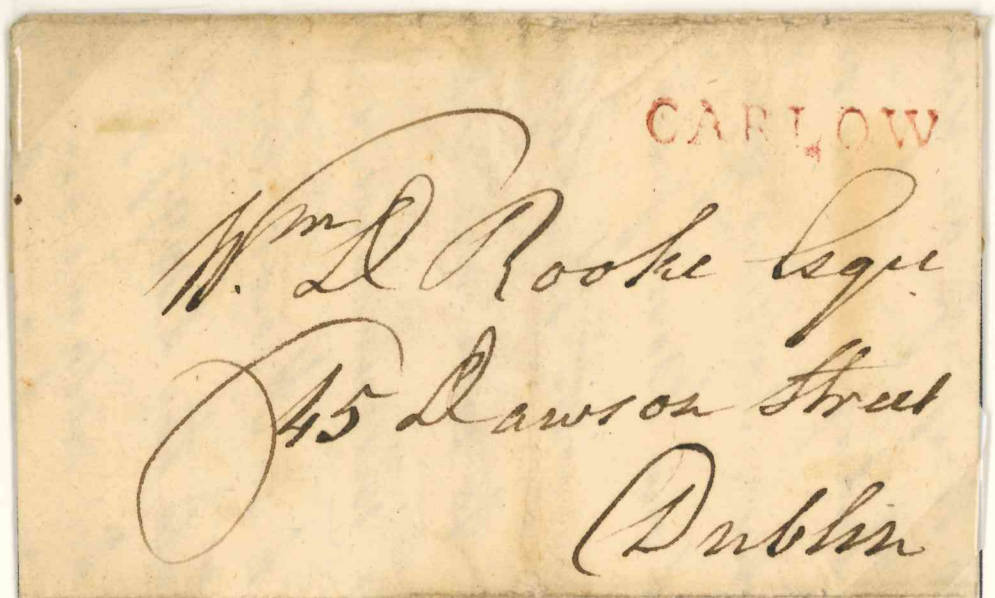
| From 26 <sup>th</sup> June 1810 to 14 <sup>th</sup> June 1813 | Rate within Ireland<br>Double & Treble rates applied |
|---------------------------------------------------------------|------------------------------------------------------|
| To and From Dublin only: Below 10 miles, 2d Single            | <b>40 to 50 miles, 6d Single,</b>                    |
| 10 to 20 miles, 3d Single                                     | 50 to 60 miles, 7d Single                            |
| 20 to 30 miles, 4d Single                                     | <b>60 to 80 miles 8d Single</b>                      |
| 30 to 40 miles, 5d Single                                     | 80 to 100 miles, 9d Single                           |
|                                                               | above 100 miles, 10d Single                          |



1810, September 10<sup>th</sup>, entire from **ARDEE** demonstrating the new rate, in red ink, at the Donaghadee Packet to show unpaid charges on forwarded letters. When the letter was redirected from Kirkcubright to Dumfries the 6d charge was shown separately, with a Kirkcubright mileage mark, and not as part of a new overall charge. Did the Post Office official think that the red ink signified a pre-paid charge, and if so, how much did the addressee actually pay? The rates are as set out below.

1810-1814 Irish Rate to Donaghadee, 8d, 1711-1820 Donaghadee to Port Patrick Packet Rate +2d, 1805-1812 British Rate to Kirkcubright +7d giving a sub total of **1/5d** in red, and then redirected to Dumfries, +6d.

1811, May 23<sup>rd</sup>, entire from Carlow to Dawson Street, Dublin bearing a strike of the **CARLOW** (39x6mm) town name in red. The communication concerns release of a bond against payments. Carlow is located 39 Irish miles from Dublin, and the rate in 1811 for 30 to 50 miles was 6d for a single sheet. The reverse is struck in red-orange with a faint Dublin **Mermaid** dated **P / 23 MY 23 / 1811**.



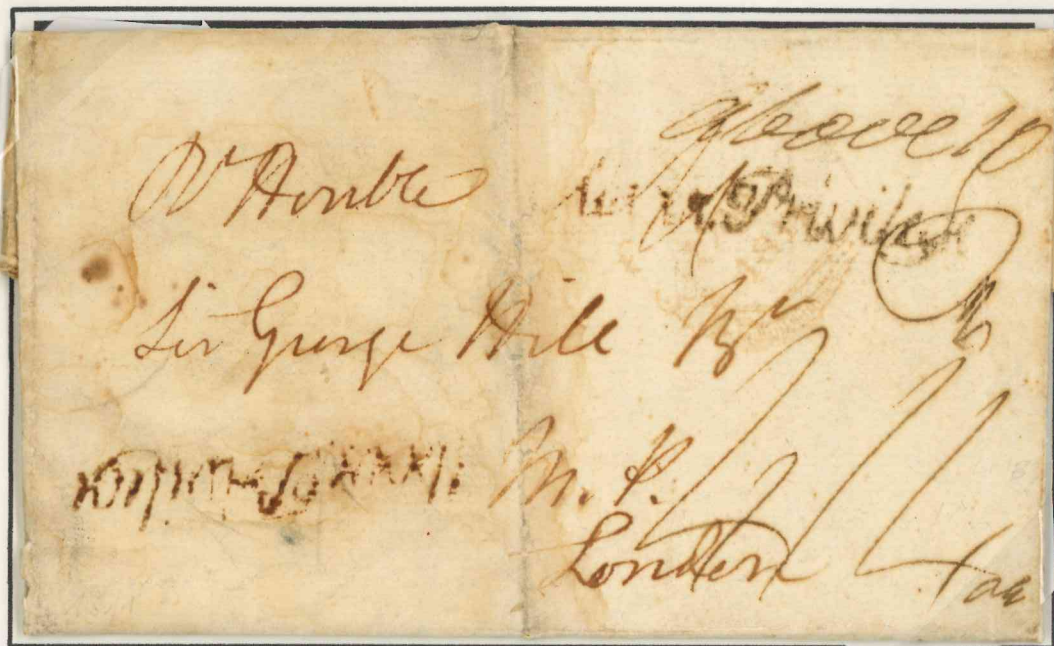


Independent Post Office Period  
1810-1813 Fourth Irish Rate

✓1811 Above Privilege, Ounce Rate  
1812 Abbreviated Magherafelt, Zig-Zag erasure

Members of Parliament were permitted to send 10 letters or receive 15 letters per day, Free of charge. On detection from the FREE Office they applied an ABOVE PRIVELEGE handstamp when this number was exceeded. M.P's were also not permitted to send letters weighing more than one ounce.

1811, May 21<sup>st</sup>, bulky entire letter from Dublin to an MP in London with a faint Mermaid Mark on front (19 MY 1811) and 2 strikes of the rare "Above Privilege" hand stamp indicating that the sender had exceeded his daily allowance of free mail. This is reinforced with hand script "above 10" in the top right corner, noting the exceedance of 10 letters per day. The rear is struck with a red evening circular receiver E 21/MY/1811.



Dublin to Holyhead Packet, 2d, plus the 1805-1812 British Rate Holyhead to London (267 miles)+11d = 1/1d for a single but the ounce rate of 3/8d = 8d packet gives a total payable of 4/4d as marked. The Zig Zag erasure was used to cancel the existing rates and was developed as a specific hand stamp. The example below shows its use during the fourth Irish Postal Rate period.

1812, January 20<sup>th</sup>, entire from Castledawson to London showing a large, abbreviated M·RAFELT name stamp in black (46x7mm). The reverse carries a Mermaid Receiver for 22<sup>nd</sup> January 1812 and a London receiver for 26<sup>th</sup> January. The entire is initially rated at 8d but this is cancelled with a Zigzag Erasure mark and re-rated at 1/9d.

Irish 1810-1813 Rate,  
Castledawson to Dublin, 90  
miles, 8d, Dublin to Holyhead  
Packet, +2d, 1805-1812  
British Rate Holyhead to  
London (297 miles) +11d =  
1/9d.





The 1810 act came into operation on 26<sup>th</sup> June but the entire below is virtually unique from Belturbet to Scotland, crossing the Irish Sea during the two different postal rates. It was posted 2 days before the end of the 1805 rates and arrived 2 days after the 1810 rates became operational. 1810, June 24<sup>th</sup>, entire carrying on the front a **BELTURBET** 61 mileage mark (51x12mm) as yet the earliest recorded example predating Moxter by 7 years.

The entire is endorsed "**By Donaghadee**" Initially rated 6d under the 1805 Act for 50-80 miles rate to Donaghadee. It was then subject to the 2d packet rate, plus 147 mile rate from Port Patrick to Haddington through Dumfries at 10d bringing the total to 18d or 1/6d. However, it has a Dublin **Mermaid** for 24<sup>th</sup> on the reverse, showing it did not go via Donaghadee, and was rerated under the 1805 rates to 2/- via the Dublin route as Belturbet to Dublin (6d at 1805 rate for 50-80 miles), plus 2d packet, plus Holyhead to London and London to Haddington at 1/4d giving the total of 2/-, as rerated.



However, this entire was delivered 2 days after the new rate and was subject to a further uprating under the 1810 rates with 1d added for the increased Irish rate. The initial Irish journey was revised at the new 7d rate for 50-80 miles, plus the 2d packet and the same 1805 British rate of 1/4d for 600-700 miles for Holyhead to London and London to Haddington, giving the total revised cost of 2/1, as rerated.



1810, July 3<sup>rd</sup>, entire from James Gilmour in Derry to the famous tartan manufacturers in STIRLINGSHIRE, concerning payment of financial matters totalling £10. The front is struck with a **GLASGOW** 3/line mileage transit and **DERRY** straight line. In manuscript the letter is directed "**via D'Dee**".

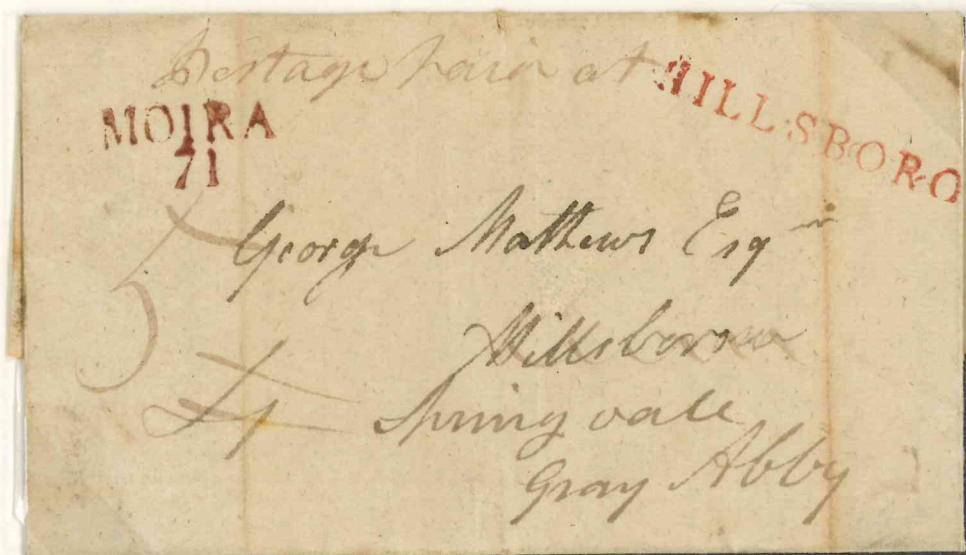
The rate for Derry to Donaghadee (80 Irish Miles by cross post), 7d, Donaghadee to Port Patrick Packet Boat, +2d, Portpatrick to Glasgow, 95 miles plus, Glasgow to Bannockburn, 25 miles, giving a total 120 Scottish miles at +9d, totalling 18d and charged double for an enclosure, rerating to 3/-.



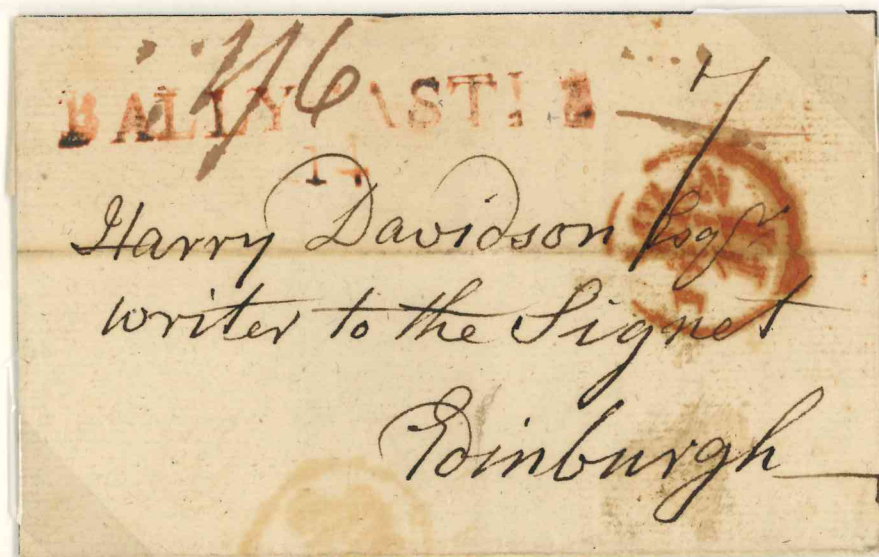
1810, December 10<sup>th</sup>, entire from Moira to Hillsborough and redirected to Grey Abbey. The receiver, George Matthews, was second in command of the Royal Downshire Regiment and a member of the Hillsborough Yeomanry. He wrote reports to Lord Downshire on the United Irishmen movement.

The front carries a strike of the **MOIRA 71** (23x11mm) mileage mark in red (Moxter only records Moira 72 1828-34 and this is the **as yet only recorded example** and is endorsed *Postage Paid at HILLSBORO*.

Initially rated for **4d** as the Irish 1810-1813 Rate, up to 15 miles but rerated **5d** for the larger distance of 15-30 miles when diverted to Springvale, Grey Abbey.



1812, March 6<sup>th</sup>, entire from Ballycastle to Harry Davison, Edinburgh endorsed with a large **BALLYCASTLE 114** (71x7mm) mileage mark in red and a Scottish receiver for **MR 11 / 1812**. The **7d** rate covered 50-80 miles and allowed for the journey to Donaghadee at the Irish Rate. It was then rerated to account for the 2d packet and 9d for the 140 miles at the British rate giving a new total of 18d or **1/6** as rerated.



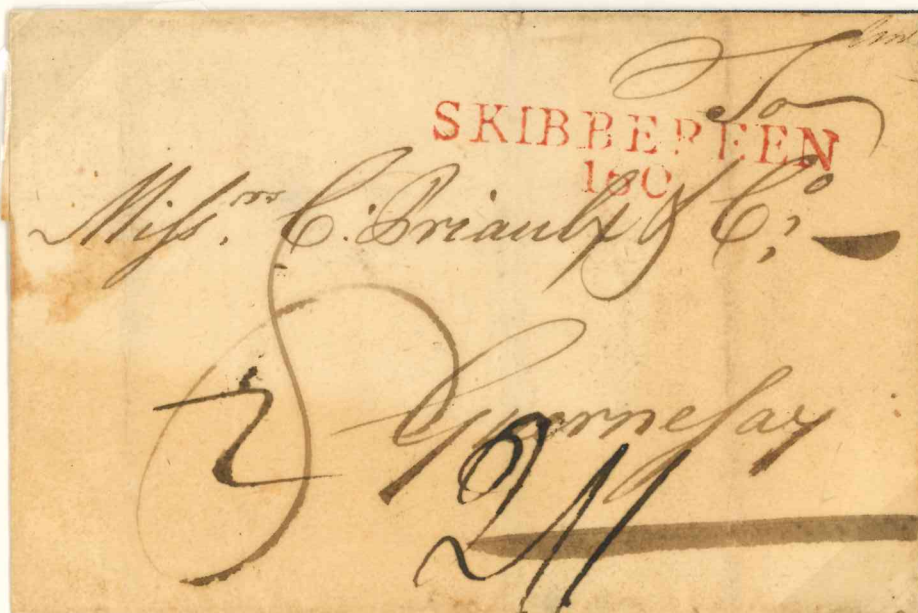
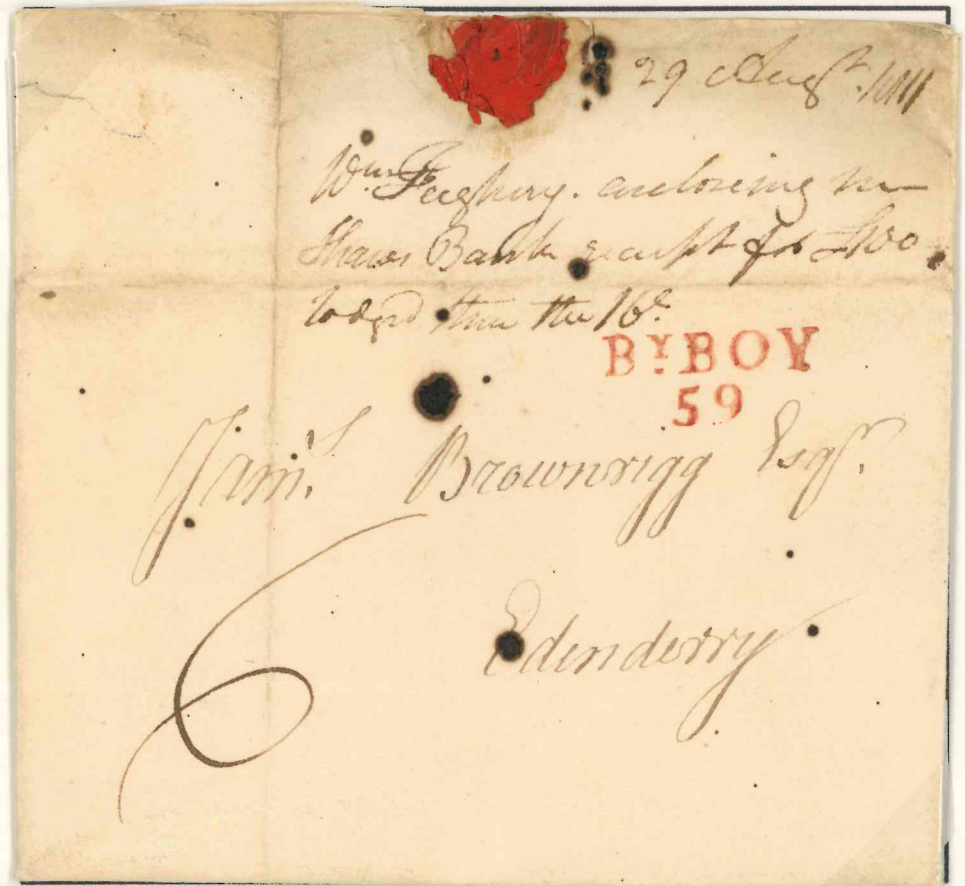


Independent Post Office Period  
1810-1813 Fourth Irish Rate

✓1811 Abbreviated B<sup>y</sup>BOY mileage  
1812 Waterford to Milford Haven, & Weymouth to Guernsey packet

1811, August 28<sup>th</sup>, the **earliest as yet recorded use** of the abbreviated B<sup>y</sup>BOY 59 mileage mark on an entire to Edenderry, County Offaly. Regarded as an improving landlord, the third Marquis of Downshire did much to improve Edenderry and immediately began his tenure by replacing the mud walled cabins on the main street by building stone and slate houses. He was helped in this regard by his agents who included John and James Brownrigg, Thomas Murray and briefly Matthew Lunge. This entire to James in 1811 includes reference to £100 of Shaws Banks Shares to cover a recent Bill.

The entire is struck with an abbreviated **B<sup>y</sup>BOY 59** mileage in red and rated for **6d** as the Irish 1810-1813 Rate, for 30-50 miles covering the 36 miles required.



1812, outer wrapper from Skibbereen to Guernsey with a strike of **SKIBBEREEN 160** (54x11mm) mileage mark in red. Initially rated at **8d** to cover the Skibbereen to Waterford journey it was then rerated to account for the **Waterford to Milford Haven packet** +2d, the Milford to Weymouth, 226 British miles, at 11d and the **packet crossing Weymouth to Guernsey** at 4d, giving a total of 25d or 2/1 as rated.



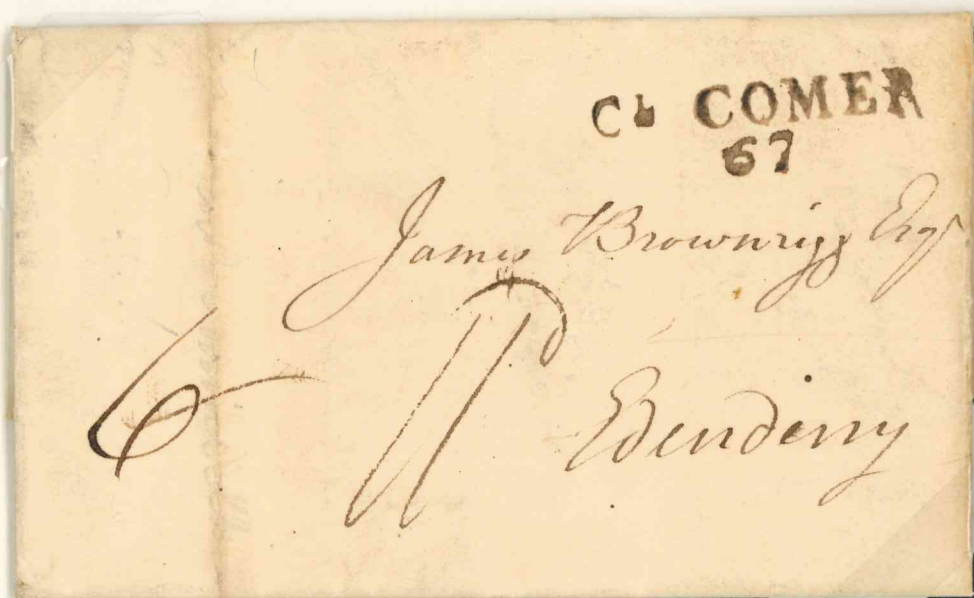
Independent Post Office Period  
14 Jun 1813-3 Aug 1814, Fifth Irish Rate

√1814 Abbreviated C<sup>L</sup>COMER 67  
1813 Fintona, 9d rate

The 1813 Act (53 Geo III c.58) introduced the fifth Irish rate with new mileage categories and a reduced rate for some distances. It was short lived, in place for just over a year and the charges are outlined below.

| From 14 <sup>th</sup> June<br>1813 to 3 <sup>rd</sup> Aug<br>1814 | Rate within Ireland<br>Double & Treble rates<br>applied | Mileage         | Rate within Ireland<br>Double & Treble rates<br>applied |
|-------------------------------------------------------------------|---------------------------------------------------------|-----------------|---------------------------------------------------------|
| Up to 10 miles                                                    | 2d Single                                               | 50 to 60 miles  | 7d Single                                               |
| 10 to 20 miles                                                    | 3d Single                                               | 60 to 80 miles  | 8d Single                                               |
| 20 to 30 miles                                                    | 4d Single                                               | 80 to 100 miles | 9d Single                                               |
| 30 to 40 miles                                                    | 5d Single                                               | above 100 miles | 10d Single                                              |
| 40 to 50 miles                                                    | 6d Single                                               |                 |                                                         |

1814, March 1<sup>st</sup>, entire from Ed Cullen to James Brownings at Edenderry on behalf of Marquis of Downshire. The front carries the as yet only recorded example for the larger abbreviated C<sup>L</sup>COMER 57 (43x13mm) mileage in black. The reverse carries a strike of the Dublin Octagonal receiver B / 4 MA 1814 showing that it travelled in and out of Dublin. Initially rated at 6d which would have covered the 57 miles to Dublin and then rerated to 11d with the additional 5d covering the 30-40 mile rate out to Edenderry.



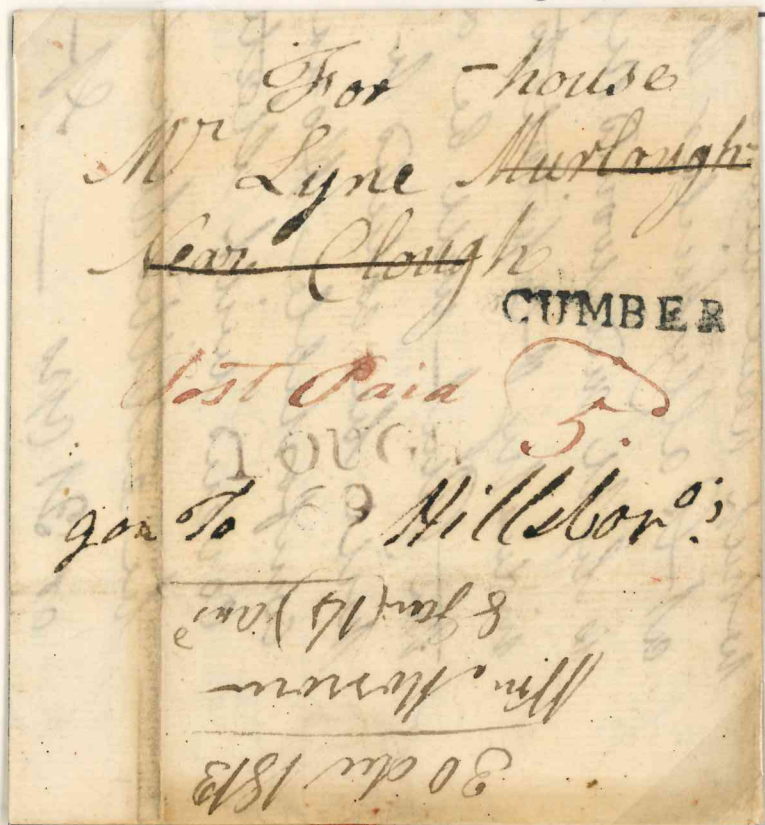
1813. November 9<sup>th</sup>, entire dated from Adam Willoughby at Fintona to Dublin concerning a debt of over 8 years and two months with a note to state that Mr Willoughby is now to see the Lord Chancellor to expediate matters. The entire is rated at "9" and received a red strike of the FINTONA town name together with a Dublin receiver for F/ 11NO11/1813 in yellow.



Some of the town name handstamps were incorrectly spelt and the example below shows CUMBER for Comber.

1813, December 30<sup>th</sup>, entire from William Morrow, Ballymaglaff, near Comber care of John McQuillan the postmaster at Comber to Mr Lyne, at Murlough, near Clough. It is then redirected to Hillsborough where Mr Lyne was a land agent for the Marquis of Downshire.

The front carried a strike of the **CUMBER** (30x4.5mm) town name and then on arrival at Clough it received a **CLOUGH 69** mileage mark as the **second earliest as yet recorded use of this mark**. It carries a manuscript *Post Paid 5d* in red being the rate for 30-40 miles. The rerouting to Hillsborough kept it within this same rate.



1813, December 29<sup>th</sup>, entire from Adam Black, Markethill also to Matthew Lyne at Murlough, Clough. The letter is addressed by Castlewellan, Clough and is subsequently redirected to Hillsborough.

The front carries a strike of the **MARKETHILL 61** (45x10mm) mileage mark in red, on arrival it was redirected with the note "**Gone to Hillsborough**" and it received a strike of the **CLOUGH 69** (37x12.5mm) mileage mark, the **as yet earliest recorded use of this mark**. The entire is initially rated at **6d** which would have been a cross post rate for the route via Castlewellan at 40-50 miles. When redirected it was charged an additional **6d** to Hillsborough with a total of **1/-**.



Independent Post Office Period  
14 Jun 1813-3 Aug 1814, Fifth Irish Rate

✓1814 Treasury Office, Free  
1814 Killyleagh, 8d rate

The phrase Takings Off (T.OFF) was used within the Post Office for the accounting calculations usually applied to incoming redirected letters when the rate was adjusted. The amount due from one Post Office was taken off the internal Post Office accounts list and the Post Office to which the letter was forwarded was responsible for collection of all the postage.



1814, January 12<sup>th</sup>, Treasury Office mark on an entire to London addressed to Earl Longford who was one of the original 28 Irish representative peers elected to the 1st Union Parliament on 2 August 1800. The letter was redirected at London to Dublin and then again to Castlepollard. The 2/- charge has been cancelled and a **FREE** datestamp for 24<sup>th</sup> January 1814 applied in red. The oval T.OFF handstamp for Dublin indicated reallocation of the post office takings.



1814, September 15<sup>th</sup>, entire from Archibald Hamilton Rowan, an Irish nationalist of the United Irishmen, who lived in Killyleagh Castle as one of his homes between 1806 and 1834 after his return from exile in America. The entire discusses excess charges for rerouting mail, is addressed to Ardee, and is struck with a **KILLYLEAGH** town name in red. Rated 8d for the 60-80 mile rate to Ardee.



Independent Post Office Period  
1814-1826, Sixth Irish Rate

1823 & 1824 Mileage Marks rated 9d  
1821 Broughshane mileage in red, 8d rate

The 1814 Act (54 Geo III c.119) introduced the six Irish rate with new mileage categories and a reduced rate for some distances. It was in place for nearly 12 years and the charges are outlined below.

| From 3 <sup>rd</sup> Aug<br>1814 to 5 <sup>th</sup> Jan<br>1826 | Rate within Ireland<br>Double & Treble rates<br>applied | Mileage              | Rate within Ireland<br>Double & Treble rates<br>applied |
|-----------------------------------------------------------------|---------------------------------------------------------|----------------------|---------------------------------------------------------|
| Up to 7 miles                                                   | 2d Single                                               | 65 to 95 miles       | <b>9d Single</b>                                        |
| 7 to 15 miles                                                   | 3d Single                                               | 95 to 120 miles      | 10d Single                                              |
| 15 to 25 miles                                                  | 4d Single                                               | 120 to 150 miles     | 11d Single                                              |
| 25 to 35 miles                                                  | 5d Single                                               | 150 to 200 miles     | 1s Single                                               |
| 35 to 45 miles                                                  | 6d Single                                               | 200 to 250 miles     | 1s 1d Single                                            |
| 45 to 55 miles                                                  | 7d Single                                               | 250-300 miles        | 1s 2d Single                                            |
| 55 to 65 miles                                                  | <b>8d Single</b>                                        | Each Extra 100 miles | +1d                                                     |

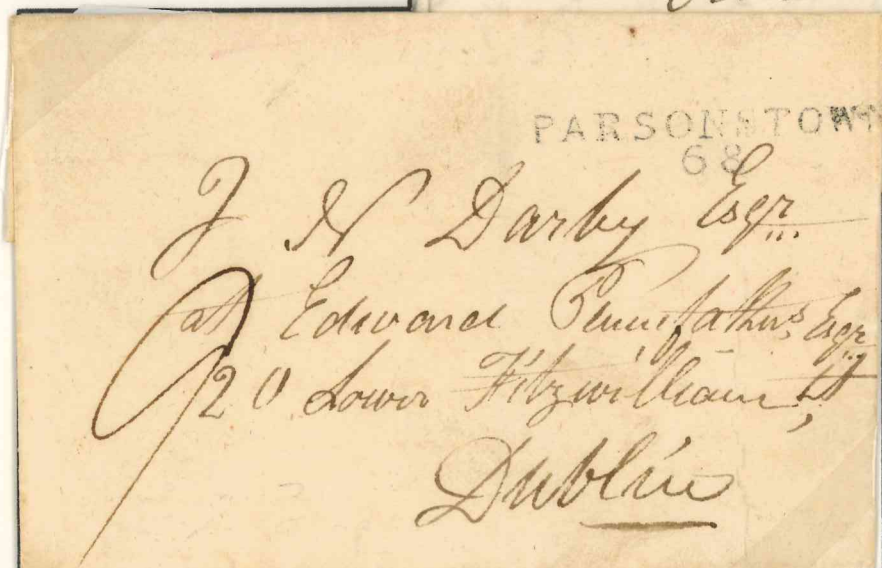


1821, May 5<sup>th</sup>, entire from Broughshane to Portaferry, with a red strike of the **BROUGHSHANE 108** mileage mark. Rated **8d** for cross post 60 miles.

1824, March 12<sup>th</sup>, entire from Antrim to Dublin, with **ANTRIM 93** mileage in red, rated at **9d** for 93 miles.



1823, June 7<sup>th</sup>, entire from Parsonstown to Dublin with a **PARSONSTOWN 68** mileage mark in black, Rated at **9d** for the 68 miles.

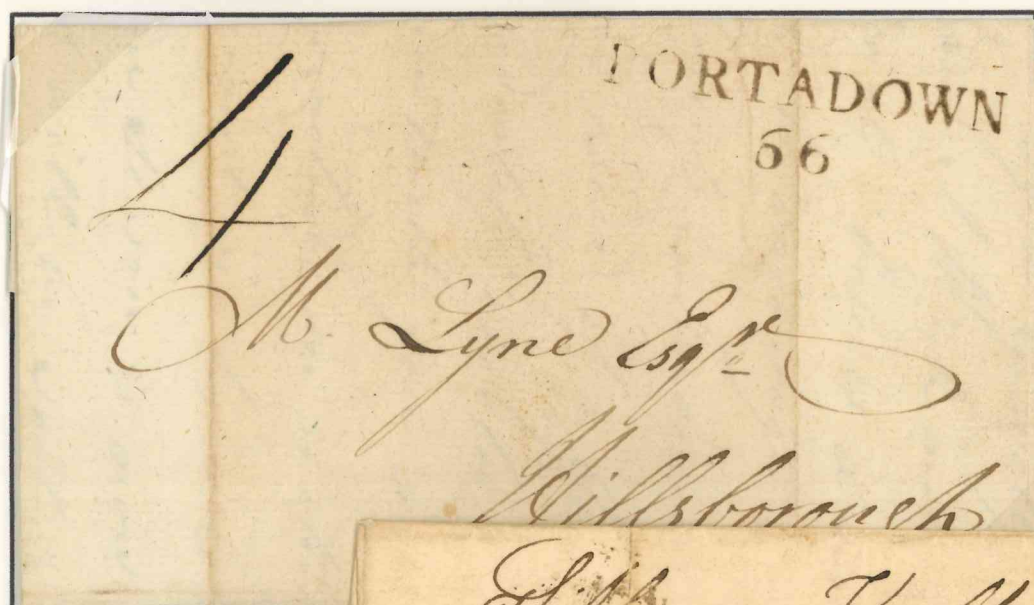




Independent Post Office Period  
1814-1826, Sixth Irish Rate

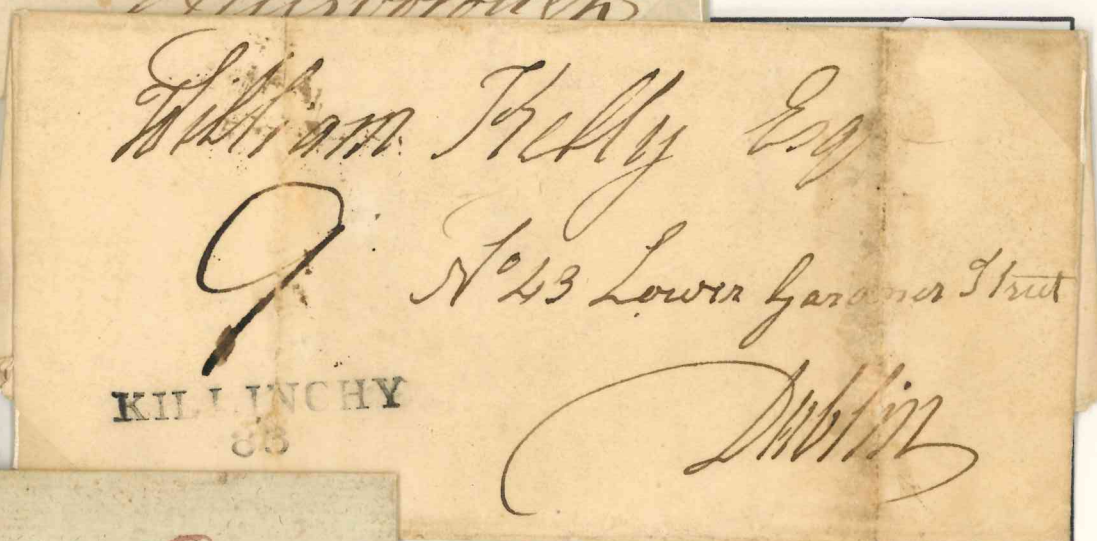
✓1815 Portadown 66, 4d rate  
1818 Killinchy & 1823 Comber, 9d rate

| From 3 <sup>rd</sup> Aug<br>1814 to 5 <sup>th</sup> Jan<br>1826 | Rate within Ireland<br>Double & Treble rates<br>applied | Mileage              | Rate within Ireland<br>Double & Treble rates<br>applied |
|-----------------------------------------------------------------|---------------------------------------------------------|----------------------|---------------------------------------------------------|
| Up to 7 miles                                                   | 2d Single                                               | 65 to 95 miles       | <b>9d Single</b>                                        |
| 7 to 15 miles                                                   | 3d Single                                               | 95 to 120 miles      | 10d Single                                              |
| 15 to 25 miles                                                  | <b>4d Single</b>                                        | 120 to 150 miles     | 11d Single                                              |
| 25 to 35 miles                                                  | 5d Single                                               | 150 to 200 miles     | 1s Single                                               |
| 35 to 45 miles                                                  | 6d Single                                               | 200 to 250 miles     | 1s 1d Single                                            |
| 45 to 55 miles                                                  | 7d Single                                               | 250-300 miles        | 1s 2d Single                                            |
| 55 to 65 miles                                                  | 8d Single                                               | Each Extra 100 miles | +1d                                                     |



1815, September 8<sup>th</sup>,  
entire from John White at  
Portadown to Matthew  
Lyne at Hillsborough with  
a black strike of the  
**PORTADOWN 66**  
mileage mark, the as yet  
earliest recorded  
example. Rated **4d** for  
cross post 22 miles.

1823, December 27<sup>th</sup>,  
*Paid 9d*, entire to  
Dublin with a strike of  
the large **COMBER**  
**87** (45x12mm)  
mileage mark in red.



1818, June 9<sup>th</sup>, entire from David Cowan at  
Ballymoran to William Kelly, Dublin with a strike  
of the **KILLINCHY 86** mileage mark in black.  
Rated **9d** for the 65 to 95 mileage rate.







1817, May 23<sup>rd</sup>, entire from Frederick McCausland to Matthew Lyne at Hillsborough with a strike of the larger **N.T.LIMY 124** (45x12mm) abbreviated Limavady town name in red. This is the **as yet earliest recorded** example. Rated 8d for cross post 55-65 miles. Many town names were remeasured depending on the changing postal routes resulting in different mileage recordings.

1822, June 29th,  
**Paid 11d**, entire to Dublin with a strike of the smaller **N.T.LIMY 137** (33x11mm) abbreviated Limavady town name in red.



1821, January 2<sup>nd</sup>, entire from Brockley Park to Dublin with a strike of the **previously unrecorded STRADBALLY 40** mileage mark in red. Rated 6d to cover the 35 to 45 mile rate.



Belfast used a distinctive circular dated mileage handstamp both with and without Fleuron's (small shamrocks).



1817, October 24<sup>th</sup>, entire from Belfast to Uxbridge with a London receiver for 29<sup>th</sup> August struck on the front with the ornamental **BELFAST 80** Mileage Mark (25mm) with shamrocks. Rated 1/11d to cover the Irish 1814 rate Belfast to Dublin, 9d, plus 2d packet rate, plus 1812 British rate Holyhead to London, 1s0d, Total 1/11d to London. On arrival at London this has been cancelled and redirected to Uxbridge, which at 18 miles falls in the 5d rate for 15 to 20 British miles.

1819, October 1<sup>st</sup>, entire from Donegal Square to Cootehill struck with a Type IV Circular **BELFAST 80** Mileage Mark (25mm).

It represents a cross post charge between Cootehill and Belfast of just over 65 Irish miles at 9d.



1822, May 29<sup>th</sup>, entire to D.C. Roose in Dublin carries a strike of the larger 28mm **BELFAST 80** mileage mark without shamrocks and covers the 9d rate from Belfast to Dublin applicable from 1814-1826.



Independent Post Office Period  
1814-1826, Sixth Irish Rate

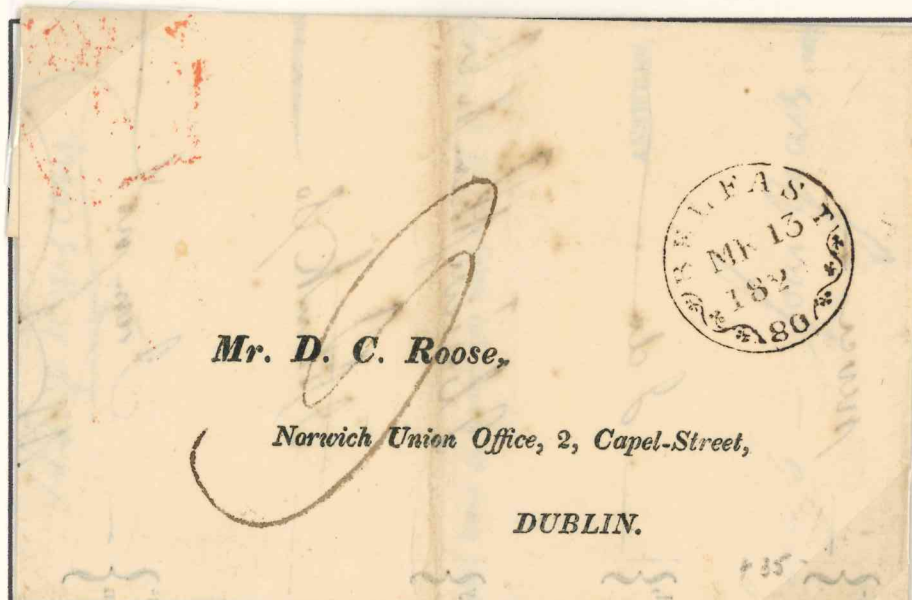
1817 Lurgangreen 37 Mileage Mark  
1824 Belfast 80, 1820 Belfast fleurons, date error

There were three different sizes of circle used in Ireland and each is indicated below. The smaller Belfast fleurons was susceptible to error and the example below is missing the year slug.



1817, August 8<sup>th</sup>, entire from Lurgangreen to Wetherby with a 32mm single ring with the name **LURGANGREEN 37** around the edge and the mileage in the centre. Originally rated **6d** for the 35 to 45 miles rate to Dublin, then uprated to **1/7d** to represent an additional 1/1d to cover the 2d packet and 11d British rate for 170 to 230 miles.

1824, December 29<sup>th</sup>, entire from Belfast to Dublin showing the second largest circular mark the 29mm with **BELFAST 80** around the edge and the date in the centre, with a dashed line each side of the 80. Rated at **9d** for the 65-95 mile rate.



1820, March 13<sup>th</sup>, entire to D.C. Roose in Dublin carries a strike of the smaller 25mm **BELFAST 80** mileage mark with shamrocks at the side, unique to Belfast. The entire is also rated **9d** rate for the Belfast to Dublin route. The year shows as **182** with the missing 0.





1822, October 30<sup>th</sup>, entire from Mr Thompson at Newry to Thomas Porter, Carrickfergus with a strike of the **NEWRY 50** (38x10mm) mileage mark in black. Rated at 6d for the 35-45 mileage rate.

1825, August 30<sup>th</sup>, entire from Moira to John Charles Lyons with a strike of the **MOIRA 72** mileage mark (28x10mm) the as yet, earliest recorded example. Rated at 4d for the 15 to 25 mile rate.



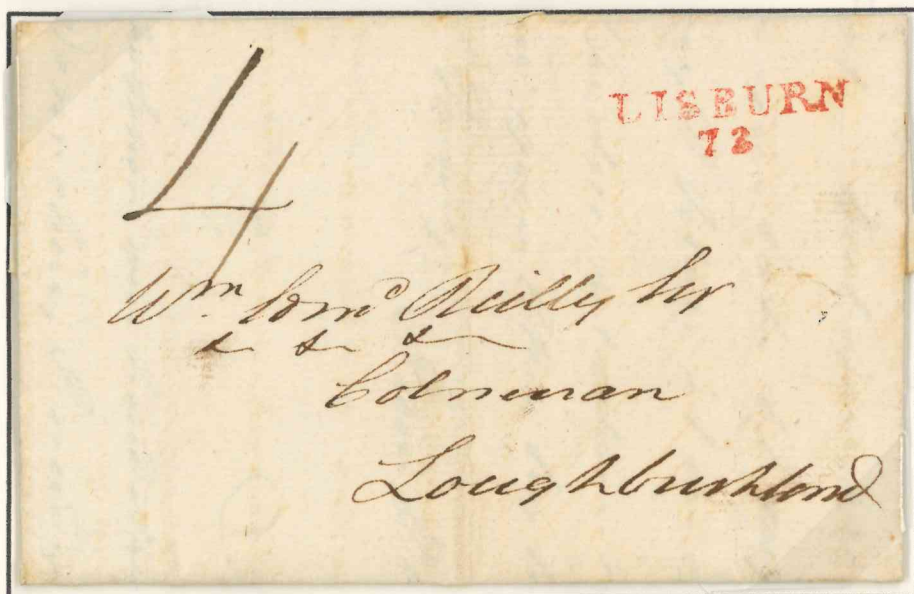
1815, August 15<sup>th</sup>, entire to Strangford with a strike of the abbreviated **N-T-ARDS 88** mileage mark in red to Strangford and initially rated at 4d. "Redirected at" **STRANGFORD 80** to Ballycastle and rerated to 6d and then to 1/2d. The Strangford mileage mark is unrecorded by Moxter.



Independent Post Office Period  
1814-1826, Sixth Irish Rate

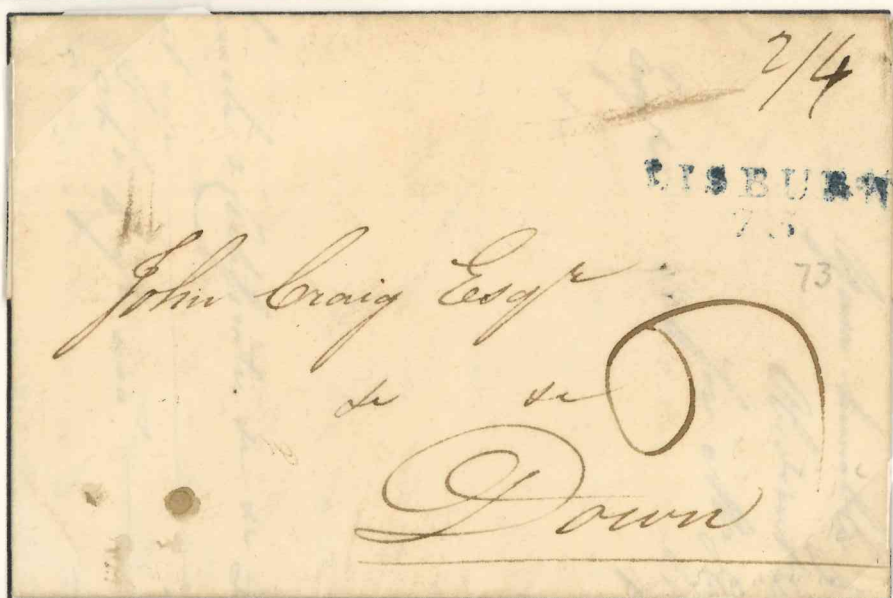
1815 & 1820 Lisburn Mileage Marks  
1825 Lisburn Boxed Mileage Mark

The mileage marks for some towns changed throughout their use. During the sixth postal rate period Lisburn used the standard straight line mark with the mileage below and by 1825 this had changed to a boxed mark.



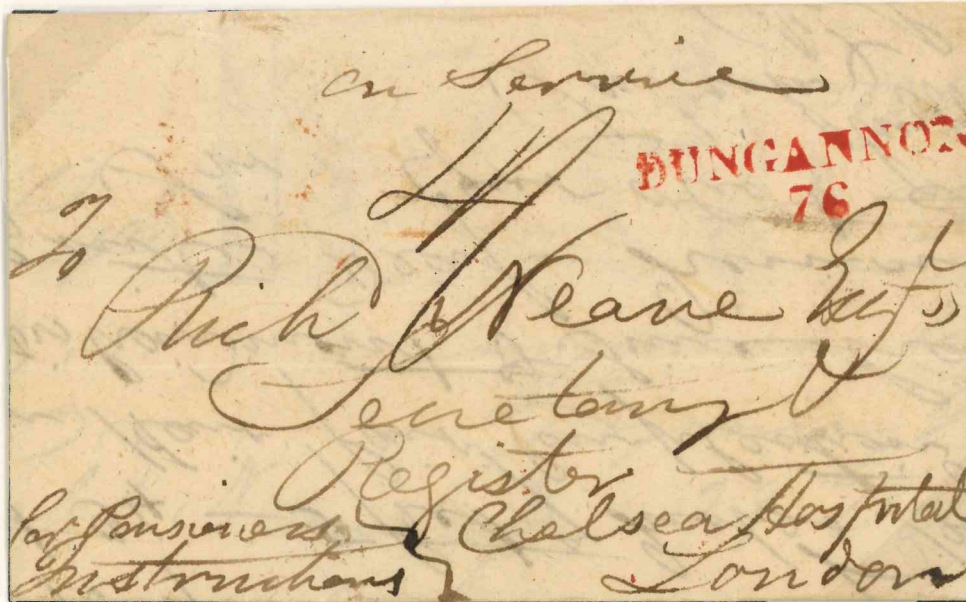
1815, October 14<sup>th</sup>, entire from Joseph Fulton to William O'Reilly at Loughbrickland struck on the front with a red **LISBURN 73** mileage (32x9mm). Rated at 4d for 15 to 25 miles.

1820, January 3<sup>rd</sup>, entire from William Farrell to John Craig at Down with a strike of the **LISBURN 73** (32x9mm). Rated at 6d for the 35-45 mile rate.



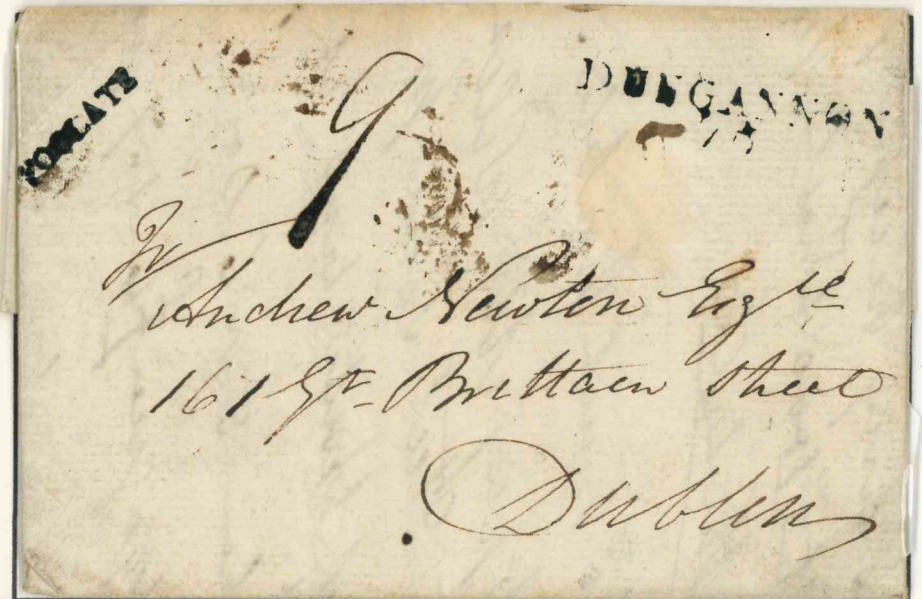
1825, March 25<sup>th</sup>, entire to Waterford with the framed **LISBURN 73** (38x12mm) in red. Rated 11d for the 120-150 mile rate.





1823, October 29<sup>th</sup>, entire from Patrick McGhee Clerk to the Court in Dungannon to Chelsea Pensioners annotated "*On Service*".

Initially rated **4d** but cancelled. The front carries a strike of the **DUNGANNON 76** mileage mark in red.



1820, January 31<sup>st</sup>, entire from Pomeroy to Andrew Newton at Dublin with a **DUNGANNON 76** mileage in black and a manuscript **9d** to cover this distance to Dublin. The top left carried an early provincial "**TOO LATE**" marking on black.



1820, December 21<sup>st</sup>, entire from William McClelland to Baron De Bar at Hillsborough with a strike of the **BANBRIDGE 60** mileage mark, in red. **Paid 3** in manuscript as the cross post rate to Hillsborough (13 miles).



Independent Post Office Period  
1814-1826, Sixth Irish Rate

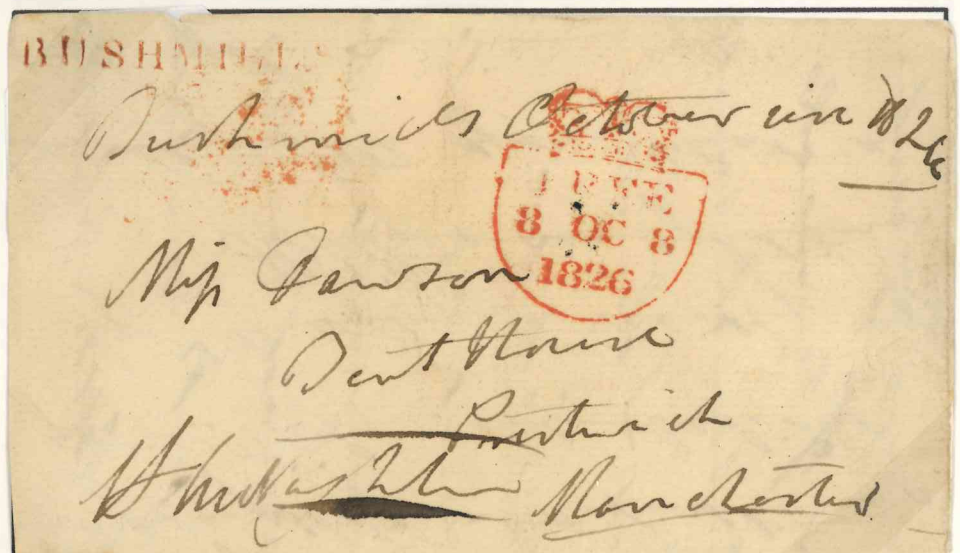
1821 & 1824 Square FREE marking and Cashel Mail Coach  
1826 Bushmills, Spade Free

Ireland introduced its own type of FREE handstamps, more square in shape than the British mark and also had a Spade shaped cancel.



1824, May 11<sup>th</sup>, entire from Portballintrae to the Board of Fisheries care of the GPO in Dublin, with a strike of the **BUSHMILLS 127** mileage mark in red and the Irish **FREE 11MY 1824**.

Ireland had introduced a **Spade type Free Marking** as demonstrated by this front to Manchester from Bushmills dated **FREE 8 OC 1826**. It also carried a **BUSHMILLS** town name in red.



1821, December 15<sup>th</sup>, entire endorsed *free* by Charles O'Hara MP to Castle Comer. As ink was not always available at provincial offices there is an albino strike of COLLONEY mileage mark together with "**MIDOUT / 15DE15 / 1820**" mark in red associated with the Cashel Mail Coach. Endorsed with a **FREE 15 DE 1820** square Irish mark in red.



1820, January 19<sup>th</sup>, entire from Donegal to Navan and redirected to Dublin with a strike of **DONEGALL 111** (33x8.5mm) mileage mark in orange. At Navan it received a strike of the **NAVAN 23** mileage mark in black before being redirected.



It is initially incorrectly rated at 8d for the 55-65 mile rate, but this should have been 9d. It was then rerated as a double letter at  $9 \times 2 = 1/6d$ . Following an inspection, it was rerated again to 9d to cover the (111-23) 88 Irish miles to Navan. It should have been rerated again to Dublin upon redirection, but this does not appear to have been done. The reverse carries an oval strike of the 8 O'Clock Clonmel mail coach for January 19<sup>th</sup>.

1820, June 19<sup>th</sup> entire letter to Harcourt Street, Dublin with a strike of the framed **GOREY 48** mileage mark in black. The reverse carries an octagonal Dublin receiver for **E / 19 JU 1824** in red.



The entire is initially rated at 1/2d for the 45-55 miles rate as a double letter but following an inspection noted by the **E Crown** in red it was rerated as a treble letter to 1/9.



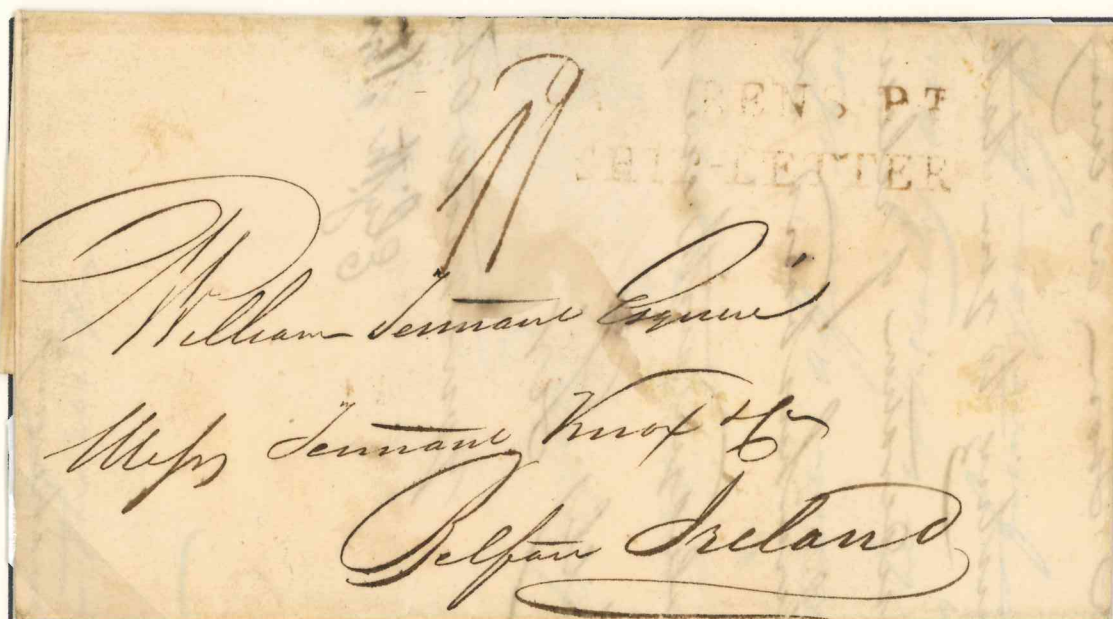
Independent Post Office Period  
1814-1826, Sixth Irish Rate

✓1822 Cove Ship Letter / A Late Mail  
✓1815 Warrens Pt Ship Letter

July 1812, George III Act allocated a West Indies rate of 1/3d for a single letter crossing plus the inland letter rate. Several Irish Ports had a two line unframed Ship Letter mark used to denote the port of arrival or departure.



1822, December 8<sup>th</sup>, entire from the West Indies to Liverpool discussing sugar and cotton harvests in the woodlands area of Guyana. The front carries the two line orange **COVE SHIP LETTER** (49x12mm) and a strike of **A LATE MAIL**. The reverse carries a hexagonal receiver **A 23JA23 1823**. Originally rated at 1/3d for the West Indies rate, then rerated for the Cove to Falmouth packet +2d, plus the Falmouth to Liverpool (352 miles) at 1/1d totalling 2/6 as shown in manuscript.



1815, one of the four as yet recorded **WARRENS PT SHIP LETTER**, with the Point abbreviated to **P<sup>T</sup>**. The entire is from the US to Belfast and charged double 5d and 1d ship totalling 11d rate to cover a minor port.



Other ports within Ireland had more ornate Ship Letter markings.



1819, February 7<sup>th</sup>, entire from British Guiana *via Demerary*, unpaid to Belfast. The front carries a strike of the **SKIBBEREEN SHIP LET<sup>R</sup>** in orange and a tablet **SHIP LETTER DUBLIN** with a superb strike of the large **1<sup>st</sup>d** handstamp of the Dublin Ship letter office. The reverse carries an octagonal receiver dated **3 MY 1819**. Rated at **3/2d**, Ex Field.



1820, January 31<sup>st</sup>, outer wrapper on 1816 watermarked paper to Belfast rated at **2/6** with a front strike of the **Ship Letter / CROWN / Derry** handstamp. (Kane 452). This type of ship letter cancel was unique to Derry. There are no other postal markings on the wrapper.



Independent Post Office Period  
1814-1826, Sixth Irish Rate

✓1821 Postage to Dublin Not Paid  
1817 abbreviated L<sup>N</sup>BRIDGE 45

Ireland had other unique markings not used in Britain.



1821, July 18<sup>th</sup>, entire from London to the GPO in Dublin endorsed *to be forwarded to Sligo*. The entire was initially rated at 1/3d to cover the British rate, London to Holyhead (298 miles) at 1s + 2d packet + Menai Bridge rate of 1d = 1/3d. It was redirected at Dublin and rerated to add the 10d rate for Dublin to Sligo to the new total of 2/1d. The front carries **one of five yet recorded** handstamps for **18 JY 18 / POSTAGE TO DUBLIN / NOT-PAID** in red.



1817, June 30<sup>th</sup>, printed matter entire sent to D. C. Roose in Dublin and on the front a strike of the abbreviated **L<sup>N</sup>BRIDGE 45** Mileage mark in black. This is the **as yet earliest recorded use** of this abbreviated mark. Initially rated at 6d for the 35 to 45 mile rate and uprated to 7d to account for the penny post charge. The reverse, as shown, carries a Dublin Penny Post strike for **P.P. OFFICE / 6. O'CLOCK EV<sup>N</sup> / 30 JU 17** in red.



Independent Post Office Period  
5 Jan 1826-5 Jul 1827, Seventh Irish Rate

✓1826 Dungannon 76 with PAID Scroll  
1826 Dublin penny Post

| From 5 <sup>th</sup> Jan 1826 to 5 <sup>th</sup> Jul 1827 | Rate within Ireland<br>Double & Treble rates applied | Mileage              | Rate within Ireland<br>Double & Treble rates applied |
|-----------------------------------------------------------|------------------------------------------------------|----------------------|------------------------------------------------------|
| Up to 7 miles                                             | 1d Single                                            | 65 to 95 miles       | <b>8d Single</b>                                     |
| 7 to 15 miles                                             | 2d Single                                            | 95 to 120 miles      | 9d Single                                            |
| 15 to 25 miles                                            | 3d Single                                            | 120 to 150 miles     | 10d Single                                           |
| 25 to 35 miles                                            | 4d Single                                            | 150 to 200 miles     | 11d Single                                           |
| 35 to 45 miles                                            | 5d Single                                            | 200 to 250 miles     | 1s Single                                            |
| 45 to 55 miles                                            | 6d Single                                            | 250-300 miles        | 1s 1d Single                                         |
| 55 to 65 miles                                            | 7d Single                                            | Each Extra 100 miles | +1d                                                  |

The Act of 6<sup>th</sup> January 1826 (6 Geo IV, c79) replaced Irish currency with that of Great Britain and the rates of the 1814 scale were reduced by 1d during the assimilation of currency.



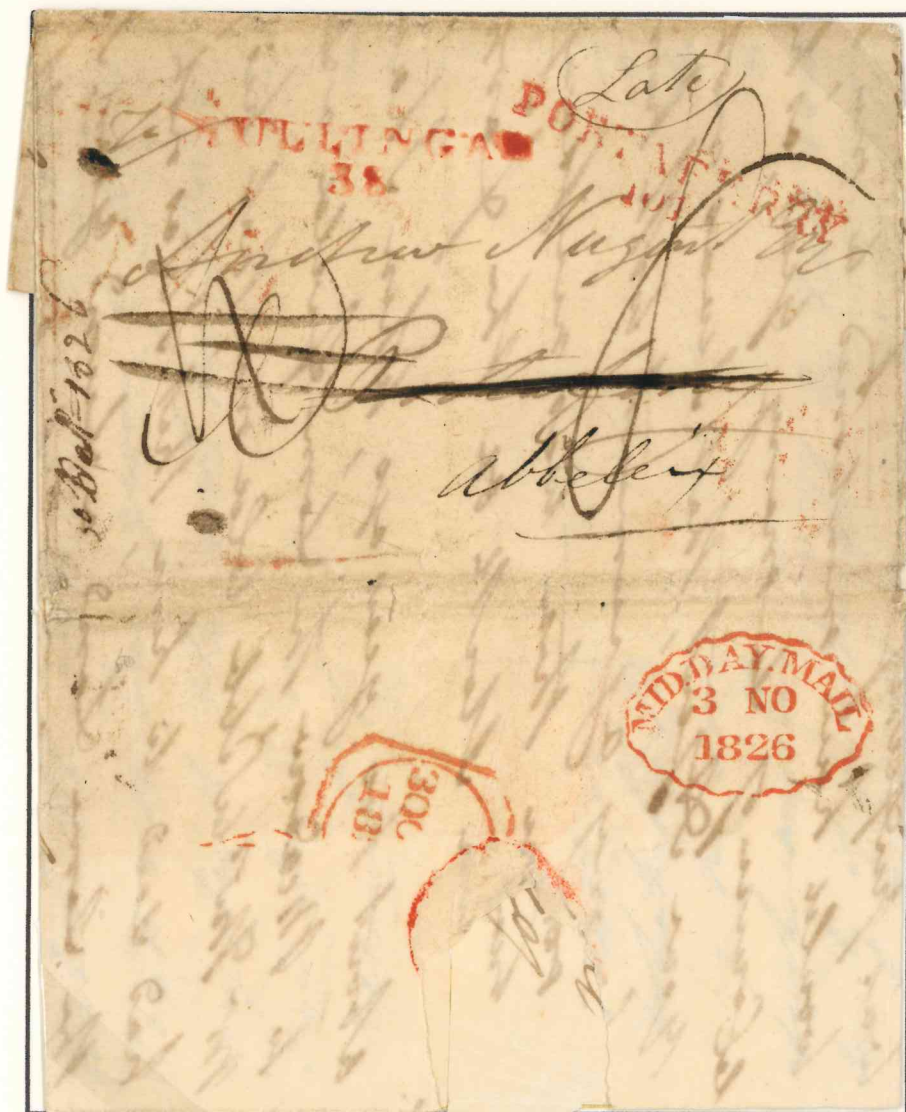
1826, February 14<sup>th</sup>, entire to 'Colage Green Dublin', showing a black **DUNGANNON 76** mileage mark (44x11.5mm) with a manuscript 8 accompanied with acknowledge by the rare **PAID scroll**. On arrival the pre-paid entire received the red Dublin octagonal **A / PAID / 14 FE 14 / 1826**.

1826, August 18<sup>th</sup>, from Hugh Fox to Ed Payne, Rynors Hill, Coombe, concerning deliveries at Ormonde Quay, with a strike of the prepaid **1d Dublin Penny Post** for travel entirely within the inner City area. The use of the Penny Post was repeated in the 1803 Irish rates Act, and again in 1837, so it remained in use during this period.



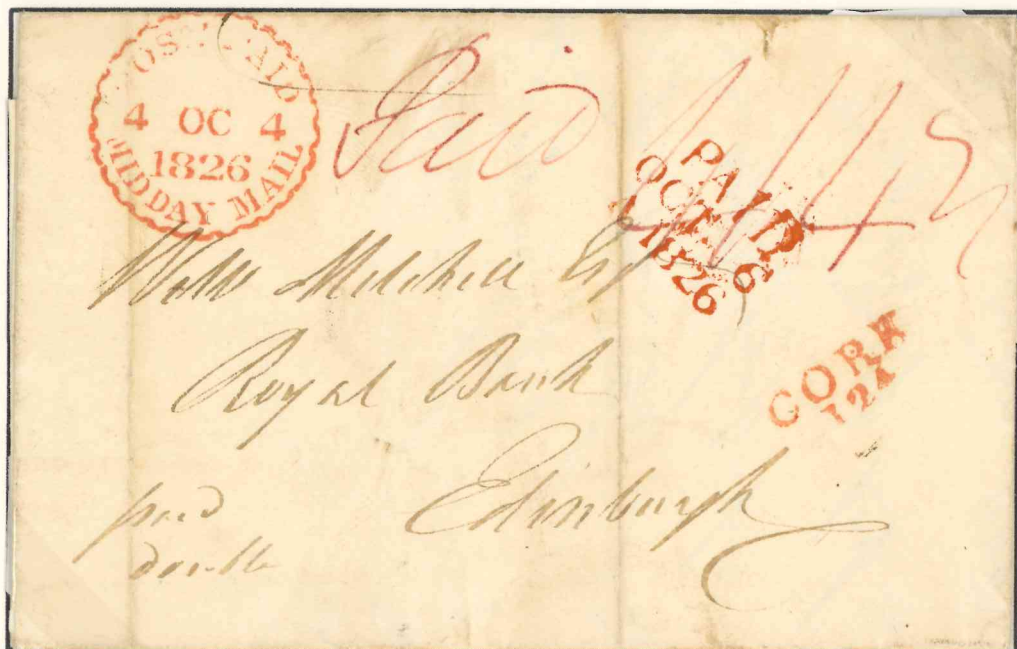


The use of mail coaches to carry the mail was annotated by the use of different mail coach markings.



1826, October 30<sup>th</sup>, entire from Mullingar to Andrew Nugent at Portaferry, rated at 10d, with a strike of the **MULLINGAR 38** (47x9mm) mileage mark and a manuscript "Late". On arrival at Portaferry, the entire was redirected to Abbeyleix and received a strike of the **PORTAFERRY 101** (47x9mm) mileage mark. On arrival it was rerated to 8d for the Mullingar to Abbeyleix route. The rear carries a red Dublin Octagonal receiver **B / 30 OC 30 / 1826** and a strike **H / 3 NO 3 / 1826**. Notable on the reverse is the scalloped **MIDDAY MAIL / 3 NO 1826** mail coach mark which was applied to unpaid mail on the Dublin to Cork mail coach.

1826, October 3<sup>rd</sup>, entire from Cork to Edinburgh noted in the bottom left "Paid Double" and accompanied with a *Paid* manuscript marking in red. It carries a **CORK 124** mileage mark in red and a circular cogged **POST PAID / MIDDAY MAIL 4 OC 4 / 1826**. On arrival it received a **PAID OCT 6 / 1826** cancel in red. Rated 4/4d as Cork – Dublin 124 miles (10d) + 324 miles to Edinburgh, 1/1d plus 3d packet = total 2/2d, doubled to 4/4d.

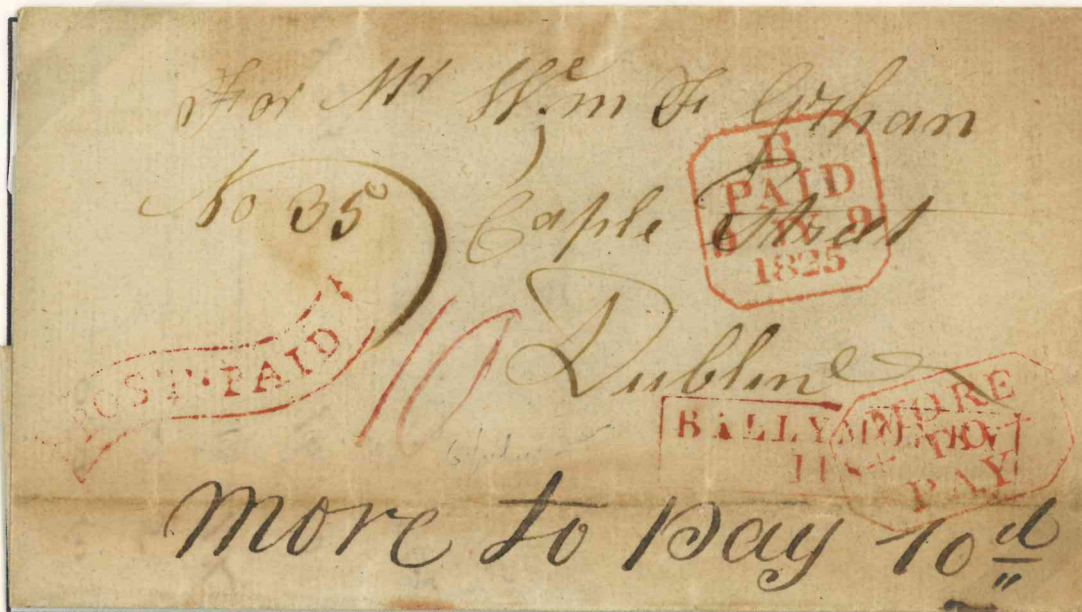




Independent Post Office Period  
1814-1826, Sixth Irish Rate

1825 Ballymoney 118, Post Paid, More To Pay  
1822 Newcastle 112 / Rifle Brigade

1825, July 5<sup>th</sup>, entire from Lodge 152 of the Masons Ballymoney to the Secretary of the Masons in Caple Street, Dublin with a red **BALLYMONEY 118** framed mileage mark and a matching scroll **POST · PAID**.

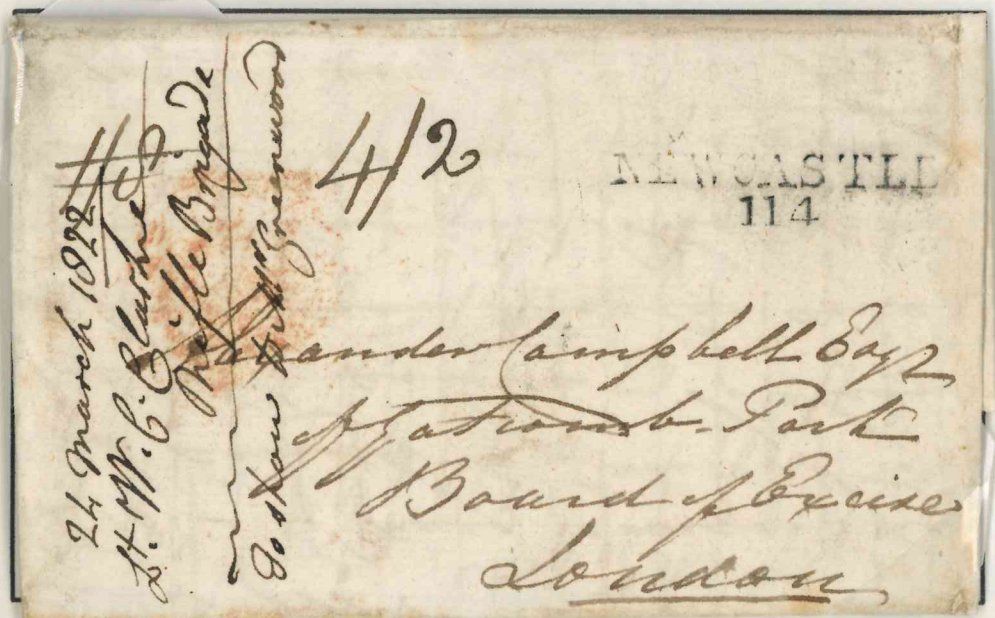


It is initially prepaid with a manuscript **10d** in red for the 90-120 mile rate but the entire has been examined and found to contain an enclosure and was endorsed "More to pay 10d" with an octagonal **MORE TO PAY** of Dublin in red.

1822, March 26<sup>th</sup>, entire letter with part of the address panel over written, from Newcastle to London, charged initially in manuscript **1/8**, deleted and manuscript **4/2** added. To the right is a **NEWCASTLE 114** mileage (43x9mm) in black. The reverse carried a Dublin receiver for 26<sup>th</sup> and a London receiver for 28<sup>th</sup>. The contents are an extremely lengthy seven page / social content from Lt. Clarke of the **Rifle Brigade** (86<sup>th</sup> Regiment) pushing it into the ounce category at **4/2**.

The 86<sup>th</sup> Foot Regiment, formed November 1793, in Shrewsbury started life as General Cuyler's Shropshire Volunteers, although it drew volunteers from all over the country, with large contingents from Lancashire, Cheshire and Yorkshire. The 86<sup>th</sup> Regt. later amalgamated with the 83<sup>rd</sup> to form the **Royal Leinster Rifles**.

In 1812 it became the Royal County Down Regiment, eventually becoming the **Royal Irish Rangers**.

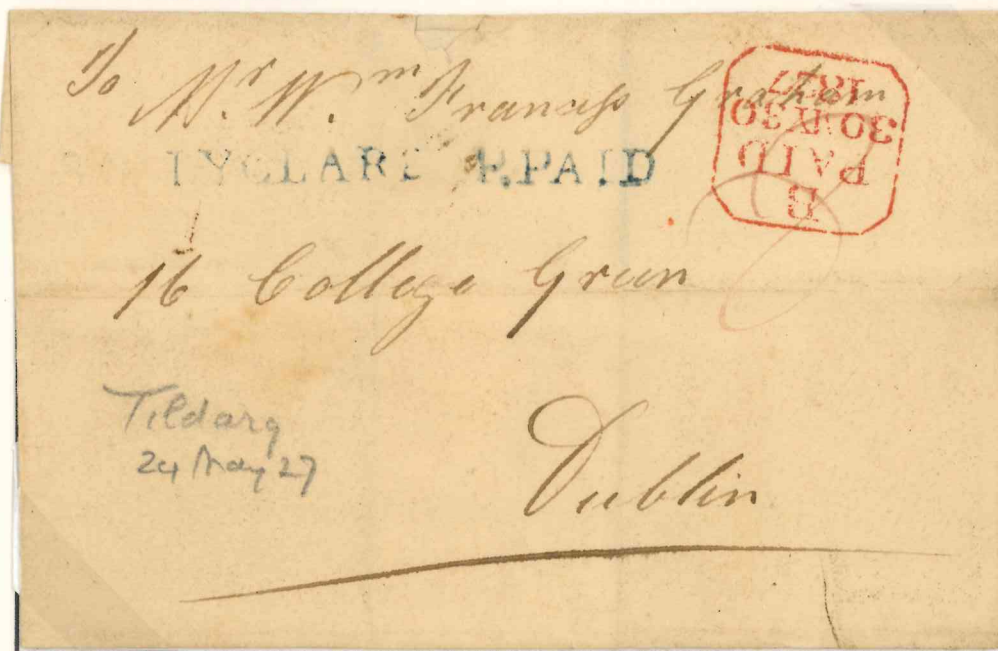




Independent Post Office Period  
5 Jan 1826-5 Jul 1827, Seventh Irish Rate

✓1827 Ballyclare P.Paid / Portglenone Post Paid  
1826 Belfast Framed P.Paid, ½d Wheel Tax

There were a number of different types of handstamps used to signify pre-paid postage use with either POST PAID or abbreviated to P.PAID.



1827, May 30<sup>th</sup>, wrapper from Ballyclare to Dublin, rated 8d, contains a blue "BALLYCLARE P. PAID" which is significantly earlier than the usage recorded by Wilcock's in use from 1840-46. Feldman & Kane do not record a town name handstamp for BALLYCLARE. On arrival in Dublin, it received the red Dublin octagonal B / PAID / 30 MY 30 / 1827.

1827, June 23<sup>rd</sup>, entire from Portglenone to Dublin, rated 9d for the 95 to 120 miles. Showing on the front the unframed POST PAID of the town accompanied with a PORTGLENONE 102 mileage mark in the same colour. On arrival it received the red Dublin octagonal for H / PAID / 23 JU 23 / 1827.



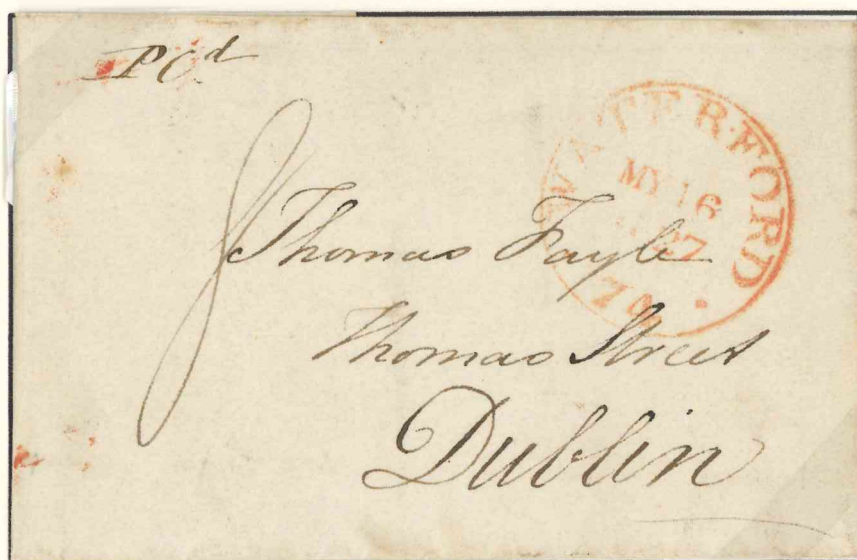
1826, December 20<sup>th</sup>, entire from Belfast to Edinburgh noted in the top in manuscript "ppp" and accompanied with a boxed P.PAID and larger BELFAST 80 mileage mark. The single (double) rate in red for prepaid was 2d (4d) to Donaghadee, the Irish rate for 162 miles was charged at 11d to Edinburgh, + 3d packet = total 1½d, (2¼) and addition of the ½d Scottish wheel tax, totalling 2⅛½d double.





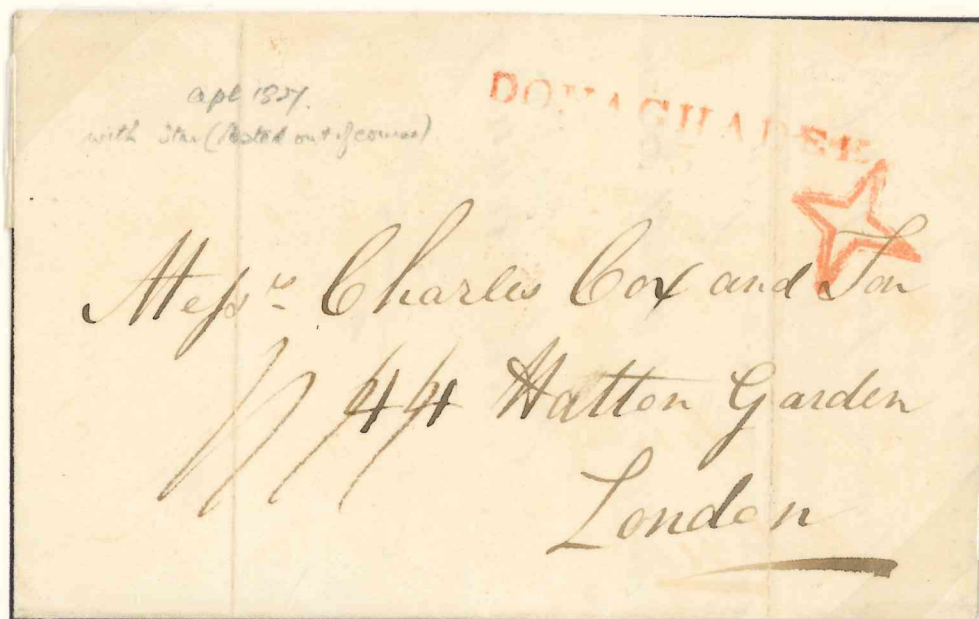
1827, January 4<sup>th</sup>, entire from Dunloy to Dublin carrying the framed **BALLYMONEY 118** and accompanying **POST-PAID** Scroll in the same colour. Rated at 9d to cover the 90-120 mile rate. On arrival in Dublin, it received the red Dublin octagonal **B / PAID / 6 JA 6 / 1827**.

1826, December 27<sup>th</sup>, wrapper from Rathfriland to College Green, Dublin with a red manuscript "*Paid*" accompanied with a **RATHFRILAND 57** mileage mark. Some of the more rural offices did not have a Paid handstamp. Rated 7d for the 55 to 65 mile rate alongside the red Dublin octagonal for **H / PAID / 29 DE 29 / 1826**.

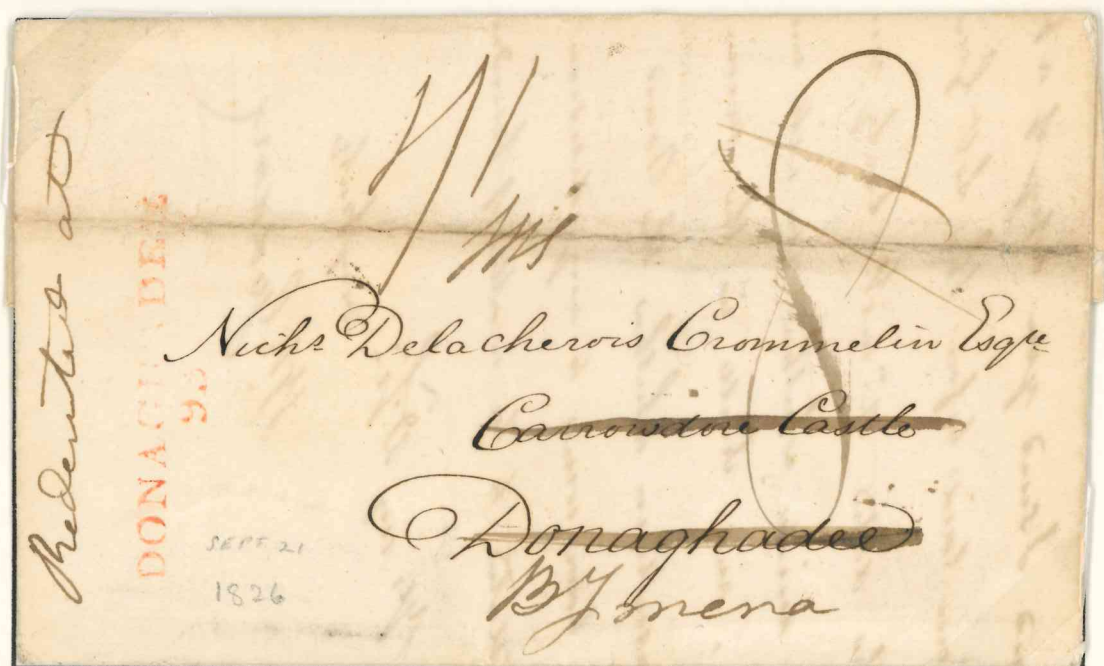


1827, May 16<sup>th</sup>, wrapper from Waterford to Dublin. At first glance this appears to have "*Pd*" in top left corner but actually says "*PO*". It was rated 8d in black manuscript for the 65 to 90 mile rate and is accompanied by the 33mm **WATERFORD 74** mileage mark in red for **MY 16 1827**.





1827, April 2<sup>nd</sup>, entire from Frederick Fanning, Donaghadee to Charles Cox & Son London with a **DONAGHADEE 93** (50x9mm) on the front showing the all in rate of 1/11d. The Inspector's Mark is presumably applied as it was either posted out of course or for a double letter inspection.



1826, September 21<sup>st</sup>, entire from Henry Joy Pottinger, Belfast, to Nicholas De la Cherois Crommelin, Carrowdore Castle, Donaghadee rated 8d (ounce rate). The cover was *redirected at* **DONAGHADEE 93** to Ballymena and following an inspection rerated to 1/1d with an "ins" in manuscript. .

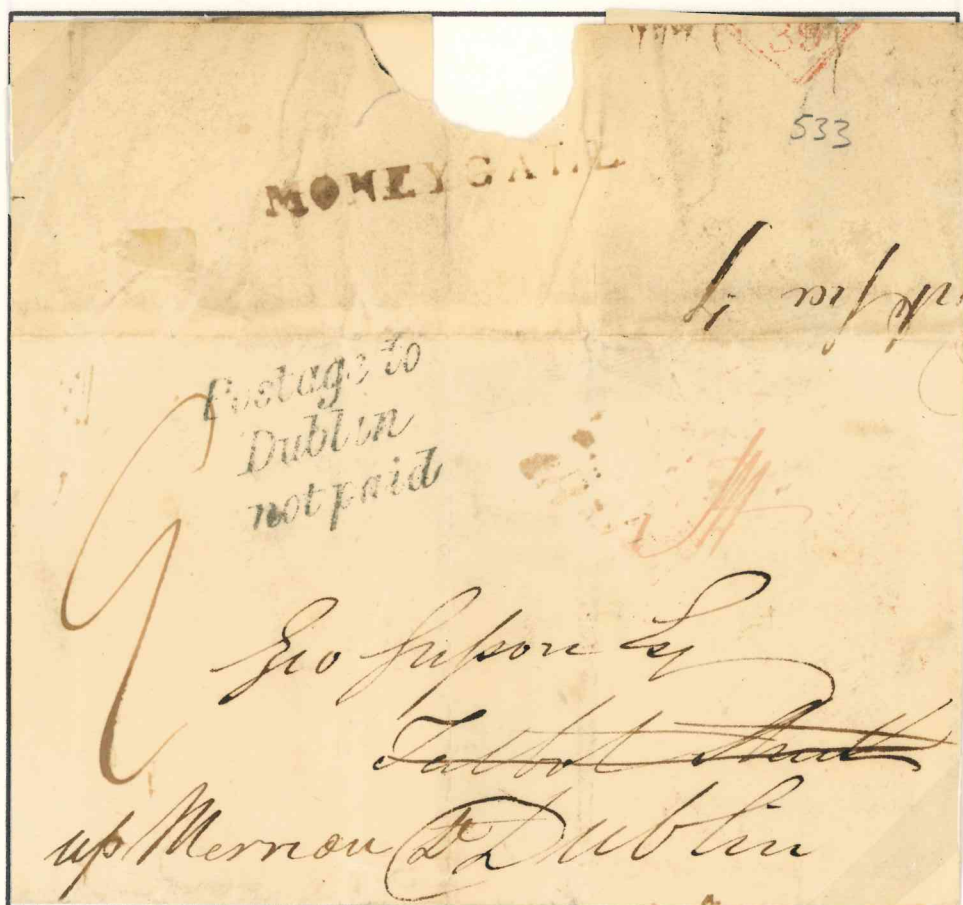




1827, January 29<sup>th</sup>, entire from Kilkenny to Dublin, redirected to Castlecomer complaining that the sender Mr Kelly did not endorse it "Kilkenny" and it was delayed as a result. It also discusses enclosing half bank notes returned to Mr Kelly, a usual form of sending cash in the 1800's. Of note is the lesser seen oval cancel of "POSTAGE TO DUBLIN NOT PAID" struck on the front in red, as well as a mileage mark for **KILKENNY 57** in a slightly different red ink. This mileage mark was in use from 1826-31. Rated at 7d for the seventh Irish Rate of 55-65 miles for the 57 miles from Kilkenny.

1839, October 1<sup>st</sup>, entire from Moneygall to Talbot Street, Dublin rated at 9d and redirected to "Up Merrion St". 9d covered the 65-90 miles rate for the Eighth Irish Rate from 1827-1839.

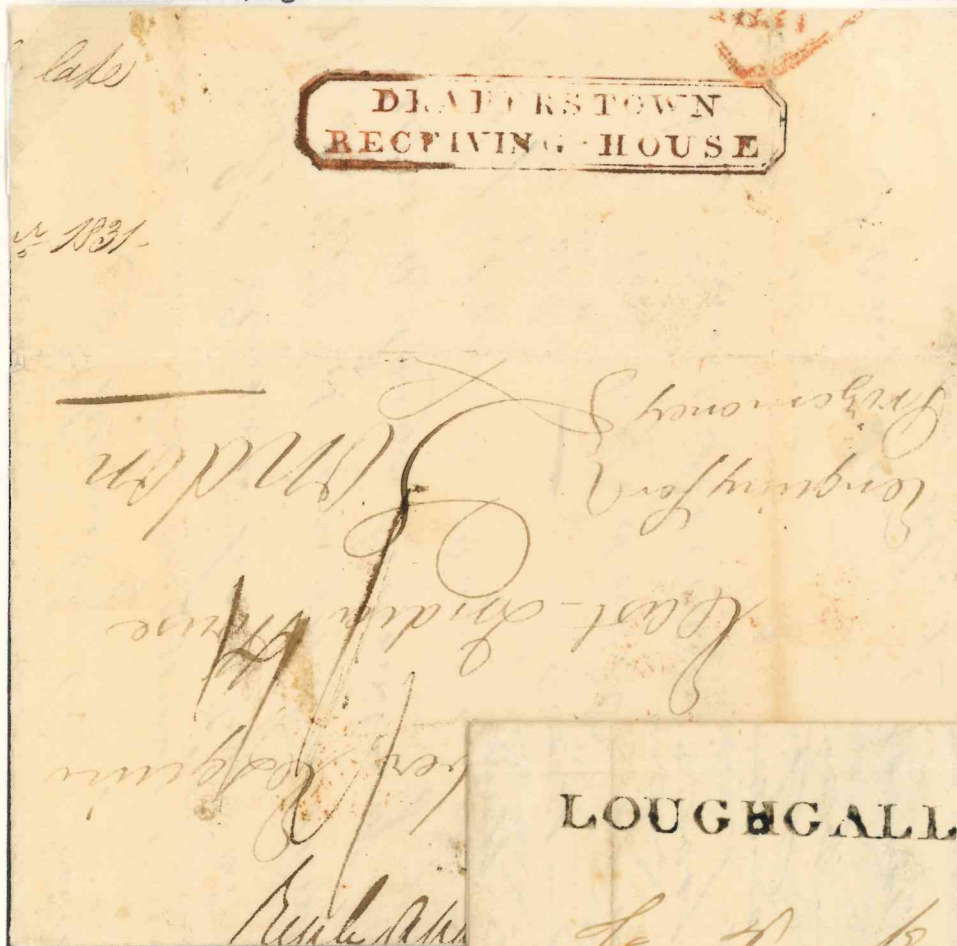
The reverse carries a strike of the **MONEYGALL** straight line in Black (148x4.5mm) while the front carries the three line "Postage to / Dublin / Not Paid".





Independent Post Office Period  
Unified Period, Eighth Irish Rate

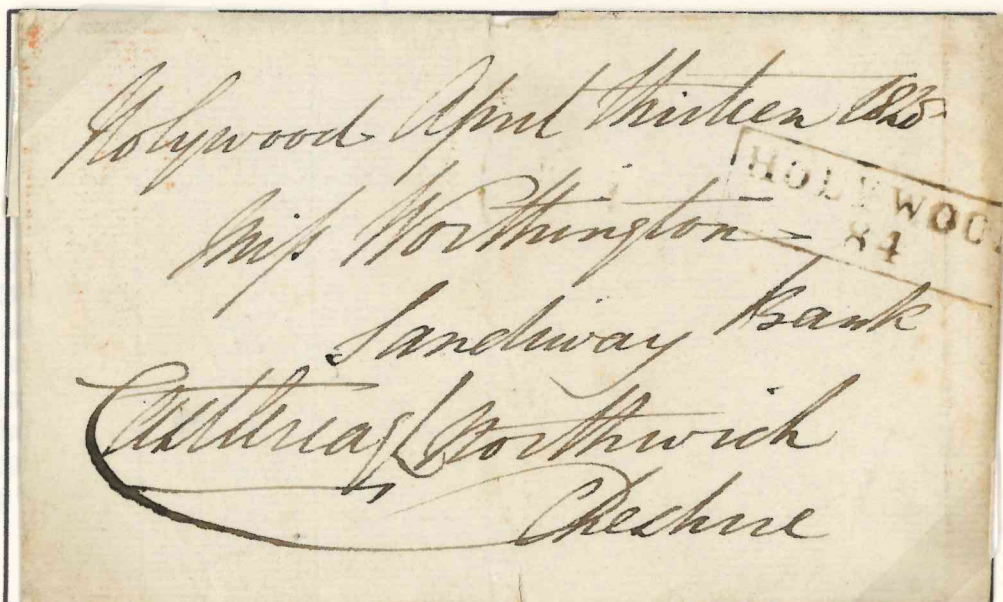
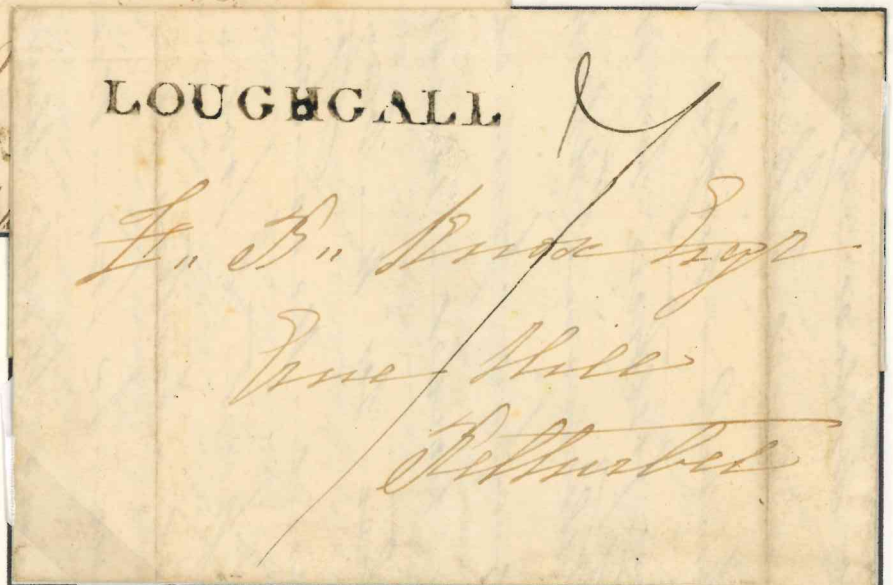
1831, Draperstown Receiving House  
1835 Loughgall, 1828 Framed Holywood



Different types of marks were used to determine the origin of letters to allow the postage rate to be calculated.

1831, November 18<sup>th</sup> entire from Draperstown to East India House endorsed "Enquiry for Prize Money" at lower left. Rated 1<sup>1</sup>/<sub>4</sub>, it shows on the front a straight line **TOBERMORE 98** mileage mark with a reverse of the double framed **DRAPERSTOWN / RECEIVING HOUSE** in red. An unusual, framed example of this lesser seen County Derry office.

1835, March 27<sup>th</sup>, outer wrapper Loughgall to Belturbet backstamped **ARMAGH / MR 27 / 1835** in blue. A clear strike of the **LOUGHGALL** name stamp on the front. Rated 7d for the 1827-39 Irish Rate 45 to 55 miles.



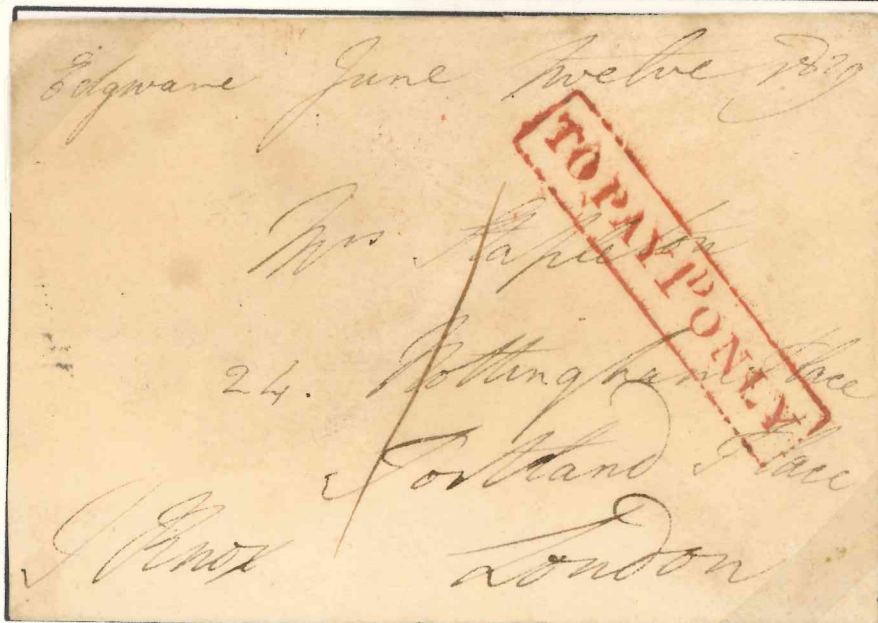
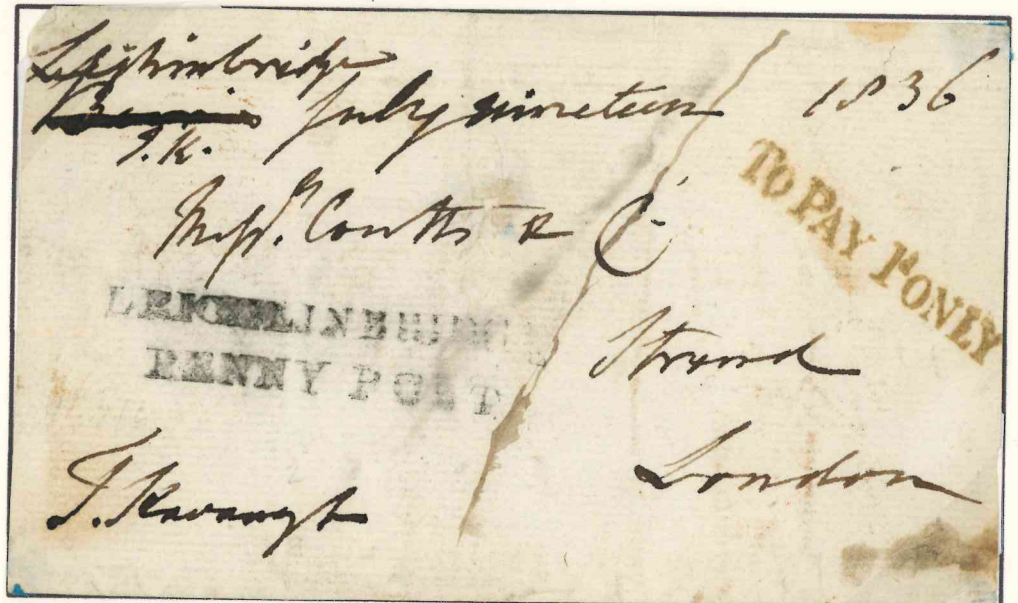
1828, April 13<sup>th</sup>, wrapper from Holywood to Cheshire with a strike of the framed **HOLYWOOD 84** mileage mark (41x13mm) in black. It is unrated and presumably passed free with the only other strike being a Dublin octagonal receiver for 1828, Ap 14.





1838, October 5<sup>th</sup>, entire letter from Greenwich office of the London Twopenny Post (handstruck 2 & red **T.P. GREENWICH** Twopenny post mark) to Blackrock, Dublin. On arrival in Dublin, it entered the **DUBLIN PENNY POST** system for delivery to Black Rock receiving a Dublin Penny Post handstamp. This denoted that in addition to the 1/5d London local and General Post charges a further 1d local delivery charge was payable.

1836, July 19<sup>th</sup>, Free to London, endorsed at lower left *J. Kavanagh* MP for Carlow, probably posted at Myshall Sub Office with **LEIGHLINBRIDGE / PENNY POST IN BLACK**. Allowed Free in the General Post but charged London Local Post with **TO PAY 1<sup>d</sup> ONLY** in red.



1829, June 12<sup>th</sup>, Free from Ulster MP *J. Knox*, as endorsed in bottom left, Member of Parliament for Dungannon, County Tyrone. Also allowed Free in the General Post but charged London Local Post with a framed **TO PAY 1<sup>d</sup> ONLY** in red.



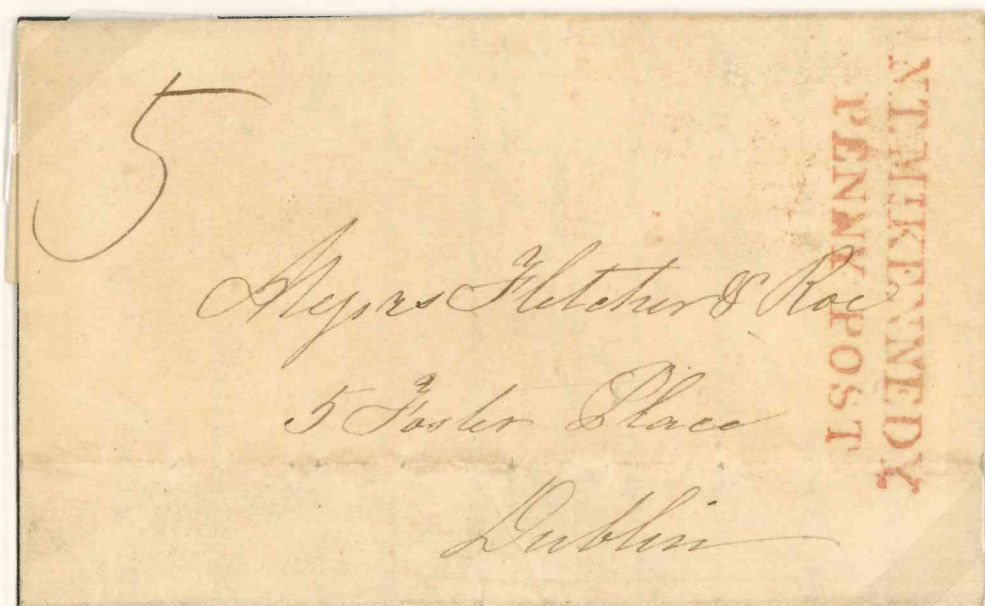
Independent Post Office Period  
Unified Period, Eighth Irish Rate

1831, Augustus Godby / Carndonagh Free  
✓1837 N.T. M<sup>T</sup> KENNEDY PENNY POST

On 6<sup>th</sup> April 1831, the independent Irish Post Office in Dublin was abolished and brought under the control of the British Postmaster General, Augustus Godby, the longest serving officer in Dublin, who reformed the salaries, employment and the Penny Post. A two line italic *Free AugGodby* handstamp was used on mail addressed to the Postmaster General.



1831, December 5<sup>th</sup>, letter from Portmore Harbour to A Godby, Esq, G.P. Office, Dublin showing the personal two line italic *Free AugGodby* with a **CARNDONAGH 152** mileage overstruck by a crowned **TO · BE DELIVER'D FREE** and a Dublin spade crowned **FREE / 7DE7 / 1831**. The letter from the Irish Commissioners of Fisheries was exempt from postage in the General Post and Dublin Penny Post.



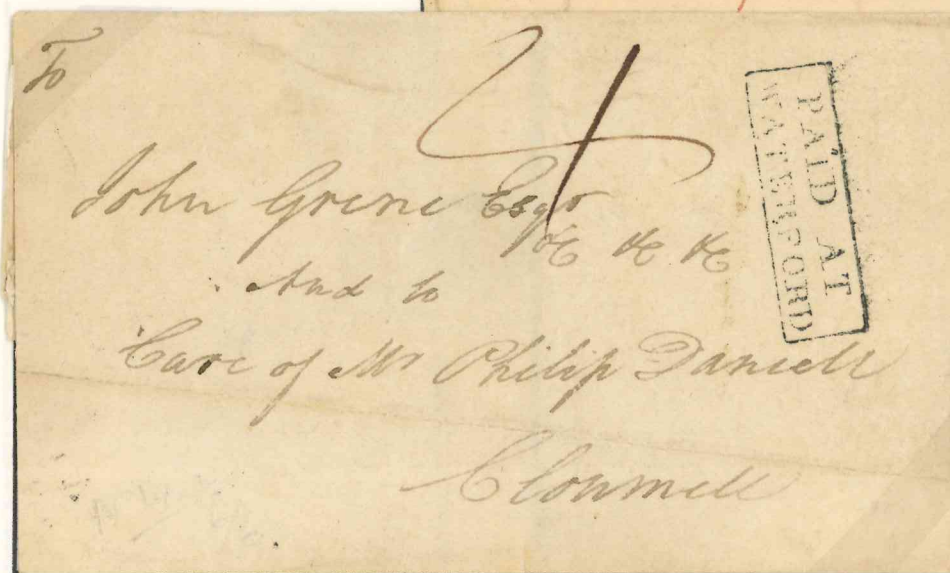
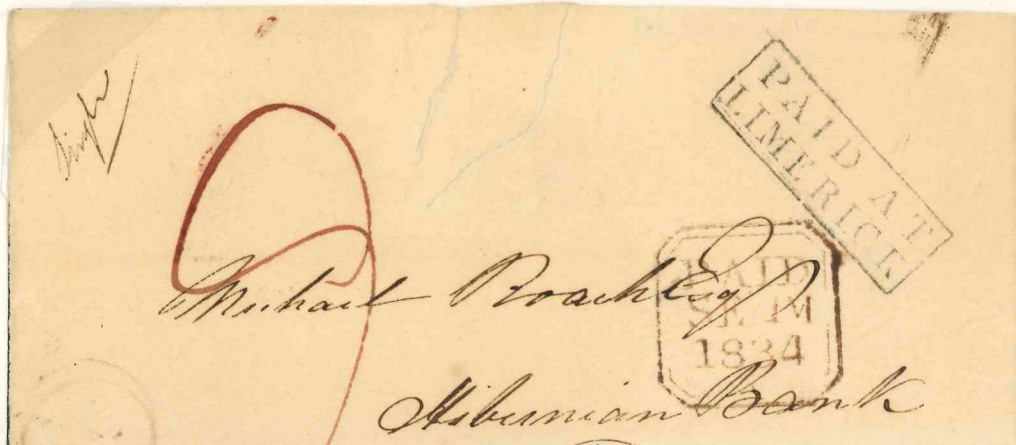
1837, October 11<sup>th</sup>, entire from Roundwood to Dublin showing a two line abbreviated **N.T. M<sup>T</sup> KENNEDY PENNY POST** of Newtownmountkenedy in red. The letter rated **5d** (1d local + 4d for the 15 to 25 mile rate). This is **one of the three as yet recorded** examples known.



Independent Post Office Period  
Unified Period, Eighth Irish Rate

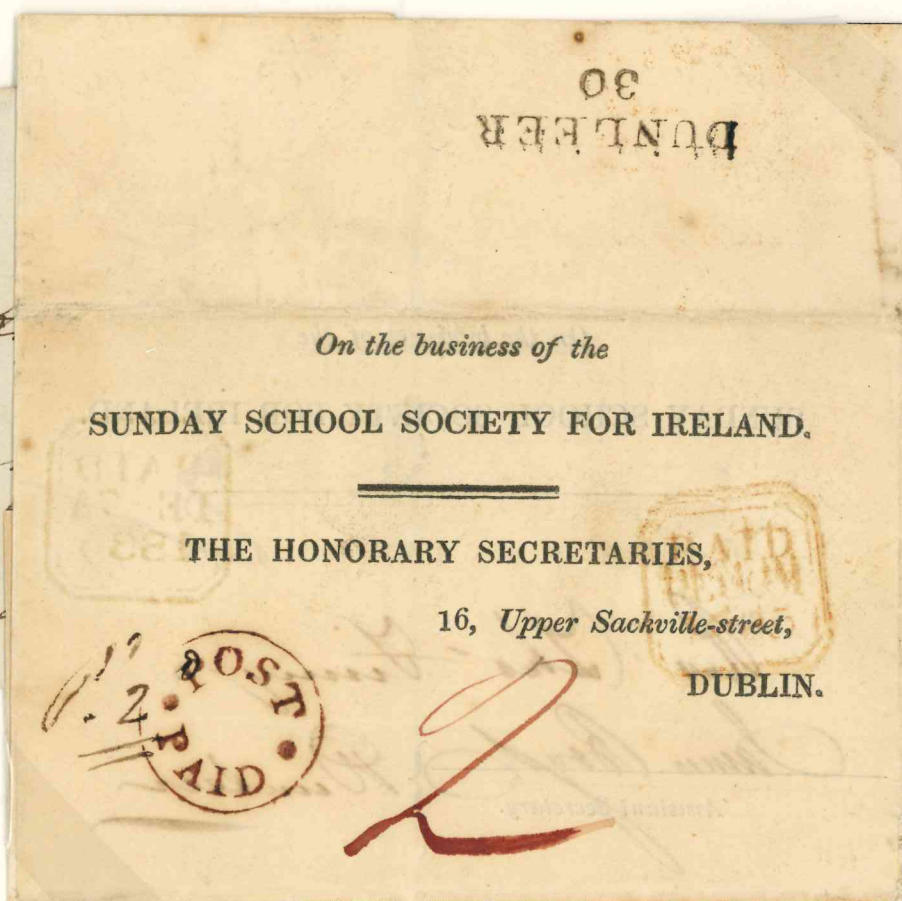
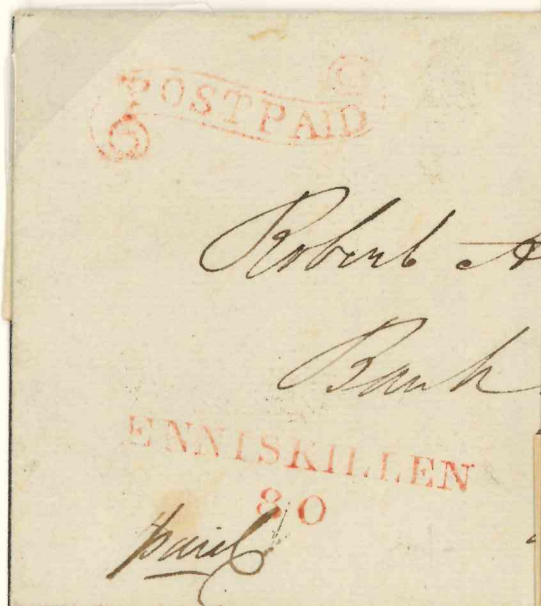
1834 Post Paid Limerick, 1837 Post Paid Waterford  
1831 Enniskillen Scroll Post Paid, 1835 Dunleer Circular Post Paid

1834, August 31<sup>st</sup> endorsed  
"Single" in the top left corner  
and "Post Paid" in the  
bottom left. This is  
acknowledged with a boxed  
"PAID AT LIMERICK" and  
an octagonal receiver in red  
for PAID / SE 1M 1834.  
Rated 9d for 65 to 90 miles.



1837, March 20<sup>th</sup>, letter from  
Waterford to Clonmel,  
backstamped with an Evening code  
double arc for WATERFORD and a  
black receiver for CLONMEL  
MR21 1837. The front carries a  
boxed PAID AT WATERFORD and  
is rated 4d in manuscript which  
would have covered 25 Irish miles.

1831, March 15<sup>th</sup>, wrapper showing  
the Enniskillen Post **Paid Scroll** in  
red (45x11.5mm).



1835, Dec 7<sup>th</sup>, entire endorsed *Pd 2*  
with the latest as yet recorded use in  
red of the **POST PAID** of Dunleer.





1835, September 1<sup>st</sup>, entire Derry to Wicklow with a framed **PAID AT DERRY** in red accompanied with an octagonal Dublin Paid mark SE 2 M 1835. Rated **2/-** for double rate 150 to 200 miles.

1838, Sep 12<sup>th</sup>, entire from Fort Lodge, Enniskillen to Laputa House near Belleek, prepaid in the Enniskillen Penny Post with red **1** and framed **Paid at Enniskillen**, transferred to the local post of Ballyshannon for delivery with **1** to pay and blue **BALLYSHANNON / PENNY POST**. Unusual carriage by two penny posts.

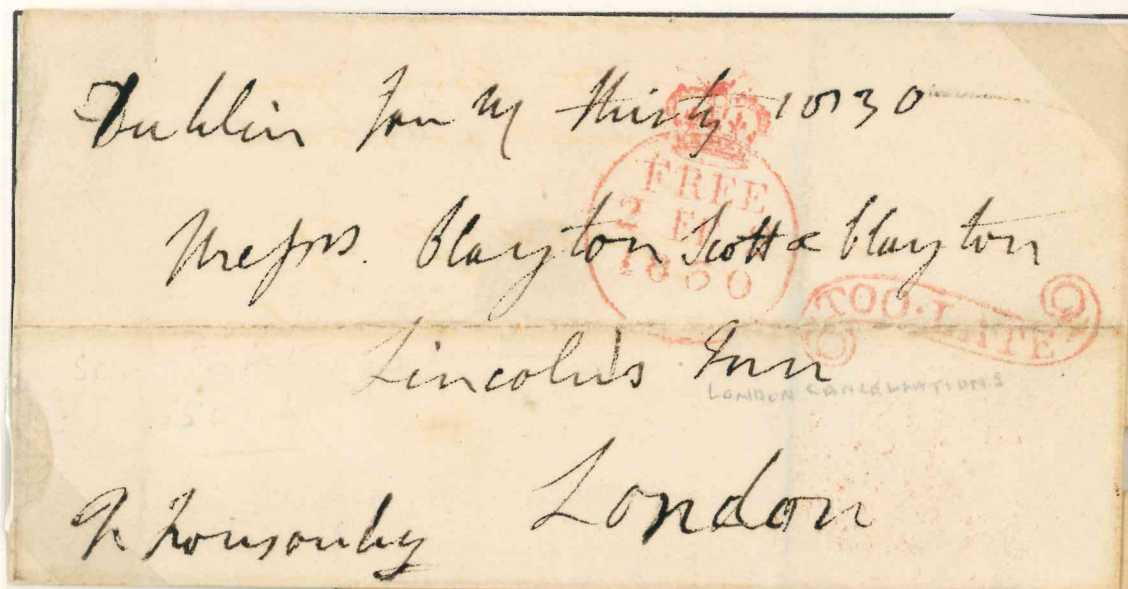


1836, September 30<sup>th</sup>, entire from Cork to Dublin prepaid with a red **11** and accompanied with a framed **PAID AT CORK** and a Dublin **PAID OC 1 1832** receiver. Rated at 11d for the 120 to 150 mile rate.



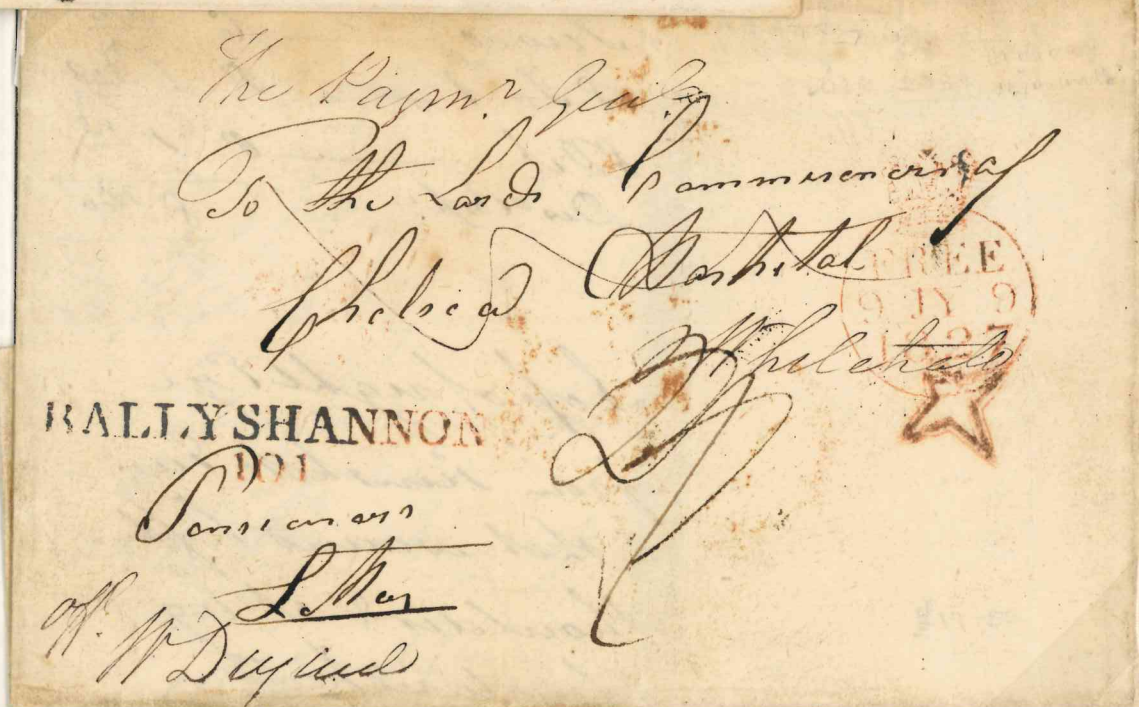
Independent Post Office Period  
Unified Period, Eighth Irish Rate

1827 Ballyshannon, first day of new rates  
1830 Free, Too late, 1839 Cove Ship Letter, ½d Wheel Tax



1830, Jan 30<sup>th</sup>, entire Dublin to London endorsed by Major Pensonby MP in lower left with a Dublin receiver for **AM / 31 JA / 1830** but it arrived too late in London and received strikes of **FREE 2 FE 1830** and a **TOO LATE** Scroll in red.

1827, July 3<sup>rd</sup>, entire from Ballyshannon to London with a Dublin receiver form **5 JY 1827** in red and two strikes of the London Penny Post marks for Westminster and Chief Offices on 7<sup>th</sup> July. Initially rated at 2/-, the older rate, crossed out and replaced with a **FREE** strike and an Inspectors Mark.

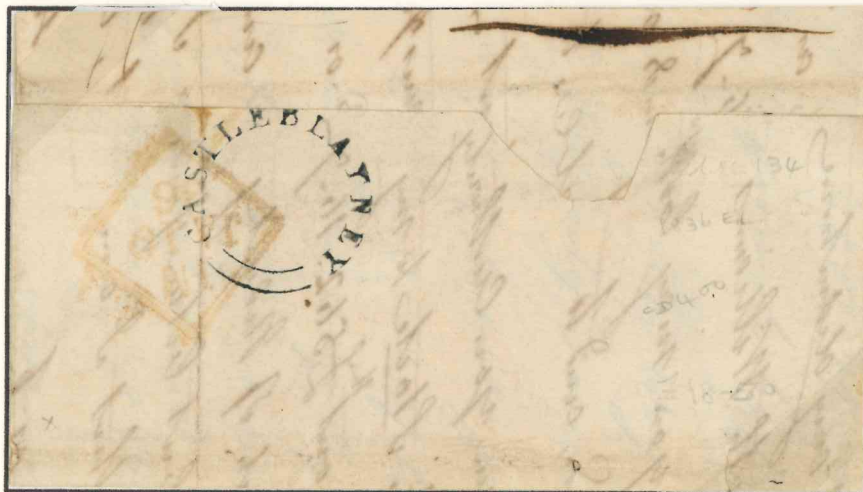


1839, October 7<sup>th</sup>, entire from Kings Cove, Newfoundland to Coldstream, Scotland, via Cove showing a two line **COVE / SHIP LETTER** (48x2mm) and a **COLDSTREAM PENNY POST** in black. The Ship Letter mark is overstruck with a ½d Scottish Wheel Tax mark. Ship Letter rate 8d + 479 miles Cove – Dublin & Holyhead – Coldstream 14d + 2d Packet + 1d Menai Bridge + 1d Conway Bridge + ½d Scottish Wheel Tax + Coldstream Penny Post 1d = 27½d.(2/3½d).



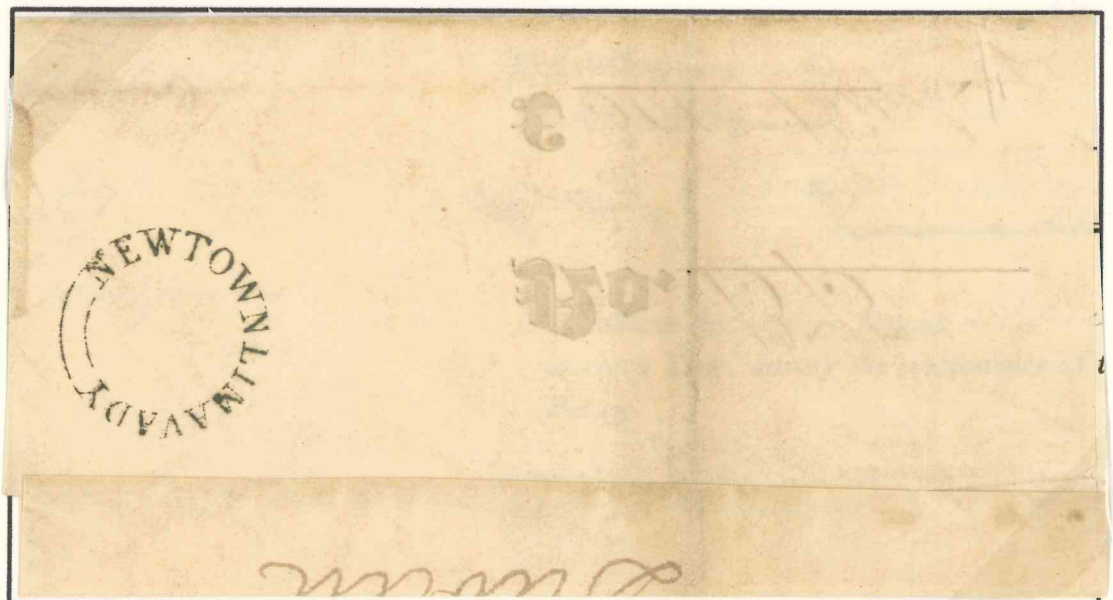
Some of the rural sub offices only received a circular name stamp with no date codes, known as undated circles.

1839, July 2<sup>nd</sup>, entire from Dublin to Andrew Nugent at Portaferry with a seriffed **PORTAFERRY** undated circle in black, previously **unrecorded by Kane**. On arrival at Portaferry it was redirected to Narrow Water at Warrenpoint. Backstamped with a Dublin diamond for **3E / JY 2 / 39** in red. and a faint strike of the double arc **DOWN / JY 2 / 39**, upon redirection a strike of the **NEWRY / JY 3 / 39** double arc and upon arrival a **WARRENPOINT / JY 4 / 39** double arc receiver.



1836, January 10<sup>th</sup>, part entire from Castleblayney to Dublin with a back strike of the **CASTLEBLAYNEY** undated circle, Kane Type 4A in black, 25mm. **One of the as yet earliest recorded examples**. Rated 7d for the for the 45-55 mile rate.

1835, June 8<sup>th</sup>, part entire from Limavady to Dublin, Prepaid and accompanied with an Octagonal Dublin Paid. The reverse carries a strike of the **NEWTOWNLIMAVADY** undated circle in black.



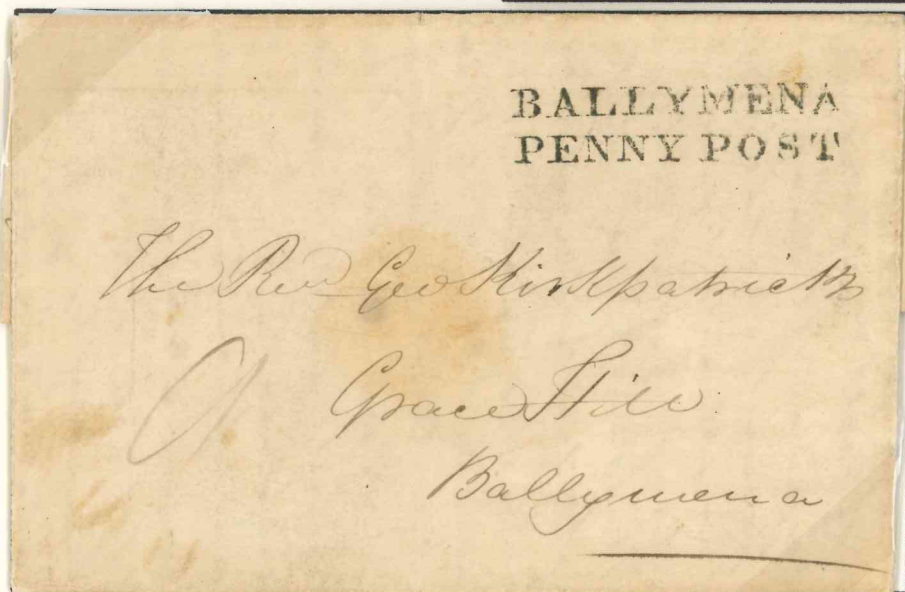
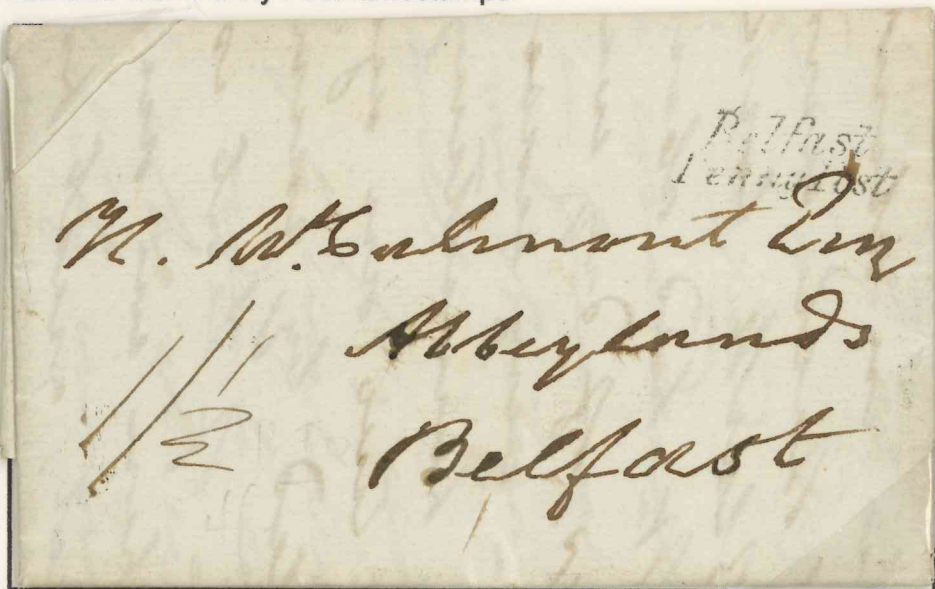


Independent Post Office Period  
Unified Period, Eighth Irish Rate

1827 Ballyshannon, first day of new rates  
1830 Free, Too late, 1839 Cove Ship Letter, 1/2d Wheel Tax

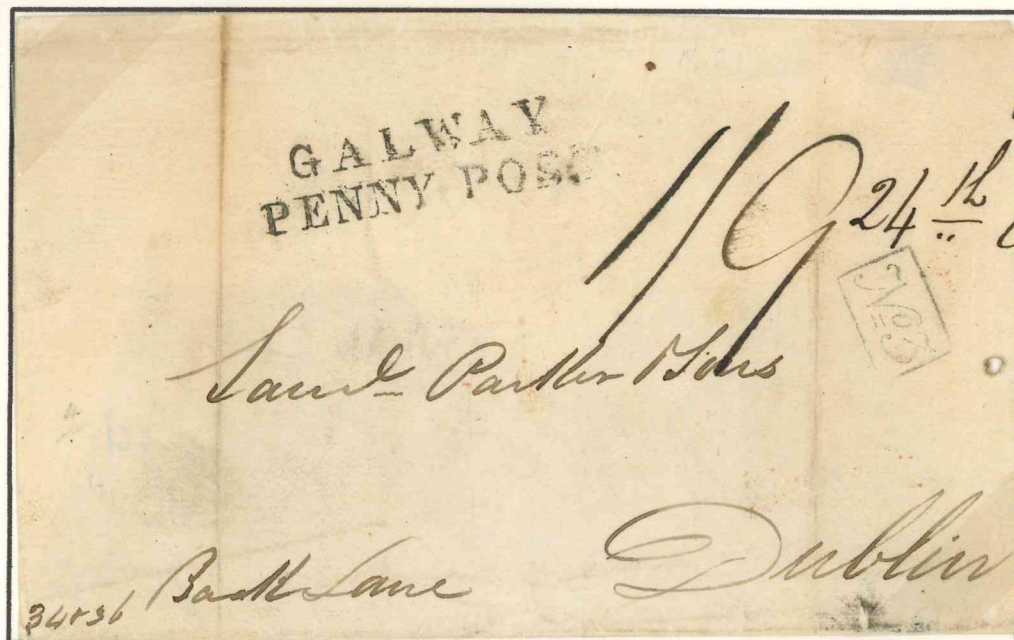
By the late 1830's many Irish towns had their own Penny Post handstamps.

1836, September 25<sup>th</sup>, entire from Newtown Stewart to Belfast with a strike of the italic **Belfast Penny Post**. Rated at 1/0½d as the combined mileage rate Newtown Stewart to Port Patrick, 34 miles, plus Donaghadee to Belfast 18 miles, total 52 miles at 8d. Additional 1820-39 1/2d **Scottish Toll tax**, plus **Donaghadee to Port Patrick packet**, 4d, giving a total of 1/0½d. The front carries an italic "**Belfast Penny Post**" mark denoting that an additional 1d local delivery charge was applicable from Belfast to Abbeylands.



1833, September 24<sup>th</sup>, part entire from Navan to Grace Hill, Ballymena rated at 9 for the for the 65-90 mile rate and showing on the face the unframed **BALLYMENA PENNY POST** in black. The reverse carries a strike of the **NAVAN 23** mileage mark.

1839, August 24<sup>th</sup>, from Galway to Dublin with a strike of the No 3 Receiving House for (Oughterard) and **GALWAY PENNY POST** in black. The reverse carries a matching **GALWAY 1839 AU 24** cds and a Dublin diamond **3M AU 25 39** in red. Part of the Parker correspondence. Rated 1/9 for double rate 90-120 miles plus 1d penny post.

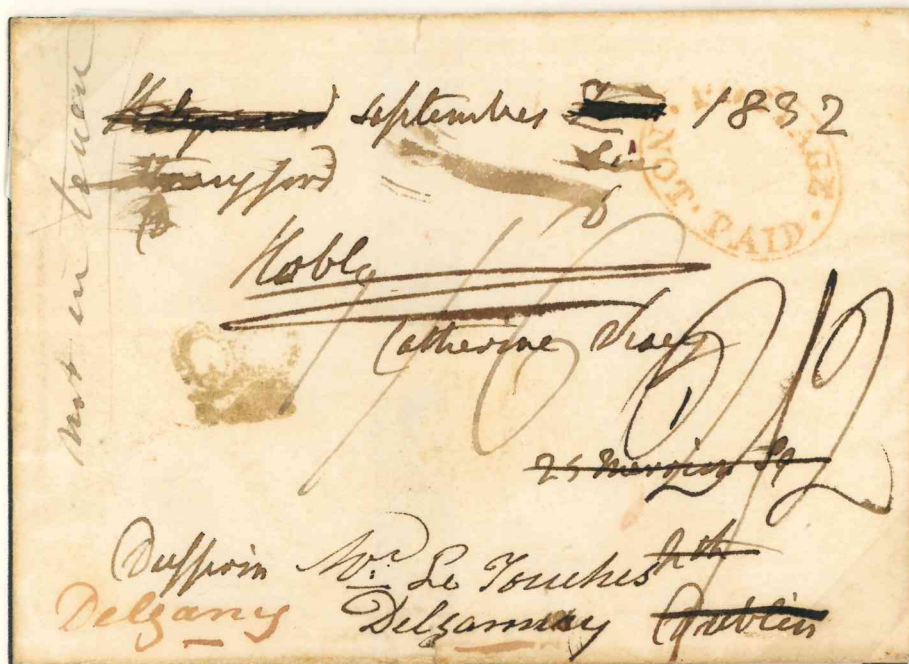




Independent Post Office Period  
Unified Period, Eighth Irish Rate

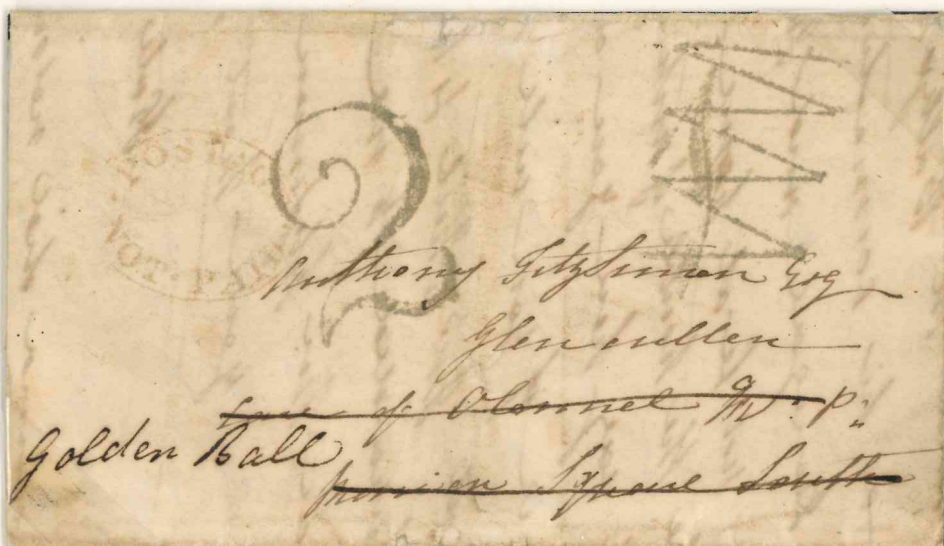
1831 Disinfected mail to Ireland  
1832 Postage Not Paid, failed Free, 1835 with ZigZag Erasure

1831, August 2<sup>nd</sup>, letter from Naples to Castlecomer which mentions the European Cholera Epidemic. The lettersheet shows vertical **disinfection slits** to let out pestilential air, with on the facet a transit for **VERONA 8 AGO**, framed L.I. (Lettre Italien), backstamped **NAPOLI 2 AGO**, London Foreign FPO AU 22 and Inland Office AU 2 1831 datestamps. Charged **3/1** single. This disinfected letter was posted during the true Cholera Morbus in Europe 1831-32. The disease of Cholera tended to attack those living in poverty and spread to places with poor drainage and open sewers.



1832, September 4<sup>th</sup>, wrapper from Strangford to Dublin, franked at lower left *Dufferin* (Lord Dufferin, a Baronet) but free postage disallowed as the super scripture had been altered *Strangford September Four 1832* to *six 1832*, charged "**1/6**" double rate and confirmed by **Inspector's Crown** alongside, red **STRANGFORD / 80** town mileage mark and unframed **DOWN** on flap, then readdressed to *Delgany* with manuscript, *not in town* and recharged "**2/2**" with a fine strike of the rare oval **POSTAGE NOT PAID** of Dublin in orange applied to account for the old rate. An example of a Failed Free.

1835, August 31<sup>st</sup>, from Belleek Globe addressed to Glencullen but care of Morgan O'Connell (MP for Meath) at Merrion Square (son of Daniel O'Connell), apparently brought privately to Dublin and posted there, with a Dublin Penny Post handstruck "**1**" in black, readdressed to *Golden Ball* and the "**1**" overstruck by a **zigzag** erasure stamp. It is further handstruck with "**2**" in black and the oval **POSTAGE NOT PAID** in range (curiously of the general post), backstamped with a Dublin receiver for **11 SE & 12 SE 1835**.



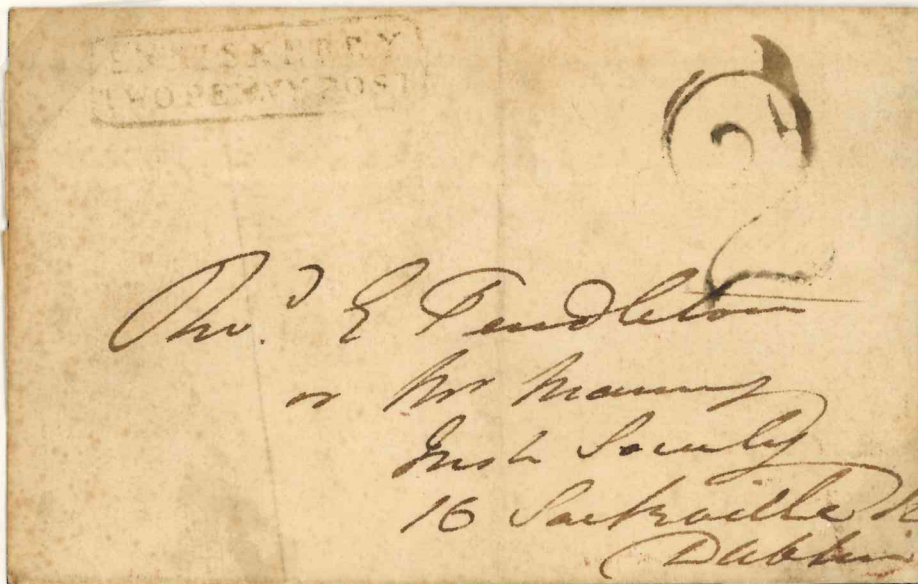


Independent Post Office Period  
Local Post Dublin

✓1828 Royal Arcade, Twopenny Post  
✓1838 Enniskerry Twopenny post in black & 1831 in red, 3 Handstamp

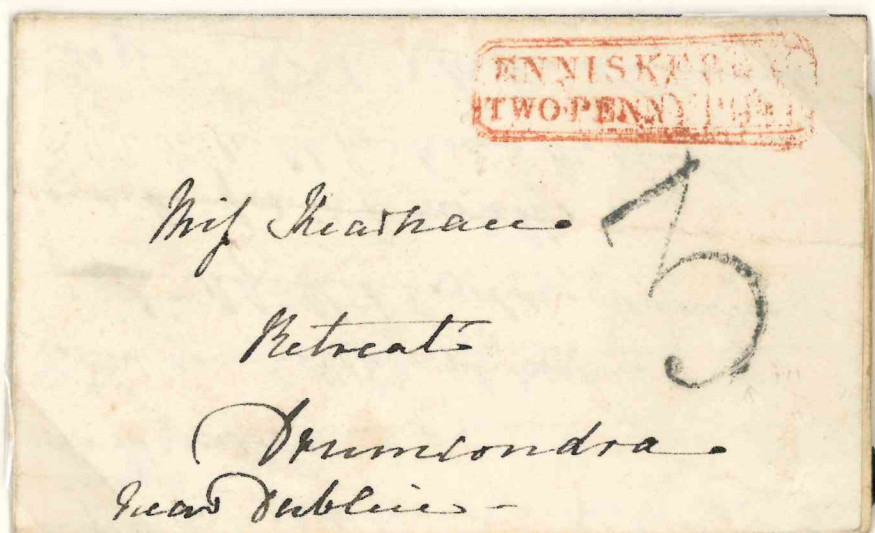
The Two Penny post was an extension of the Dublin Penny Post and was conducted by the rules and officials of the Penny Post. The service was extended in 1774 to 4 miles and in 1819 to 6 miles, a further 1d being charged on the delivery of each letter. Enniskerry was the only office to have used a distinctive Two Penny Handstamp.

1828, December 4<sup>th</sup>, entire to Platanus, Donnybrook Road showing a large red oval **ROYAL ARCADE PENNY POST** of the Dublin Penny Post and a large 2 handstamp of the Twopenny Post area.



1838, August 8<sup>th</sup>, wrapper from Enniskerry to Dublin, charged with a Handstamp "2" only, probably applied at Enniskerry along with the framed **ENNISKERRY TWO PENNY POST** unusually in black. Backstamped with a Dublin diamond receiver for **4E / AU 8 / 38** in red.

1831, November 12<sup>th</sup>, letter from Enniskerry to Drumcondra showing a distinctive red double framed **ENNISKERRY TWO-PENNY-POST** and a large 3 for a further 1d charged in the General Post for delivery to Drumcondra. The only usage of the 3 handstamp yet recorded.





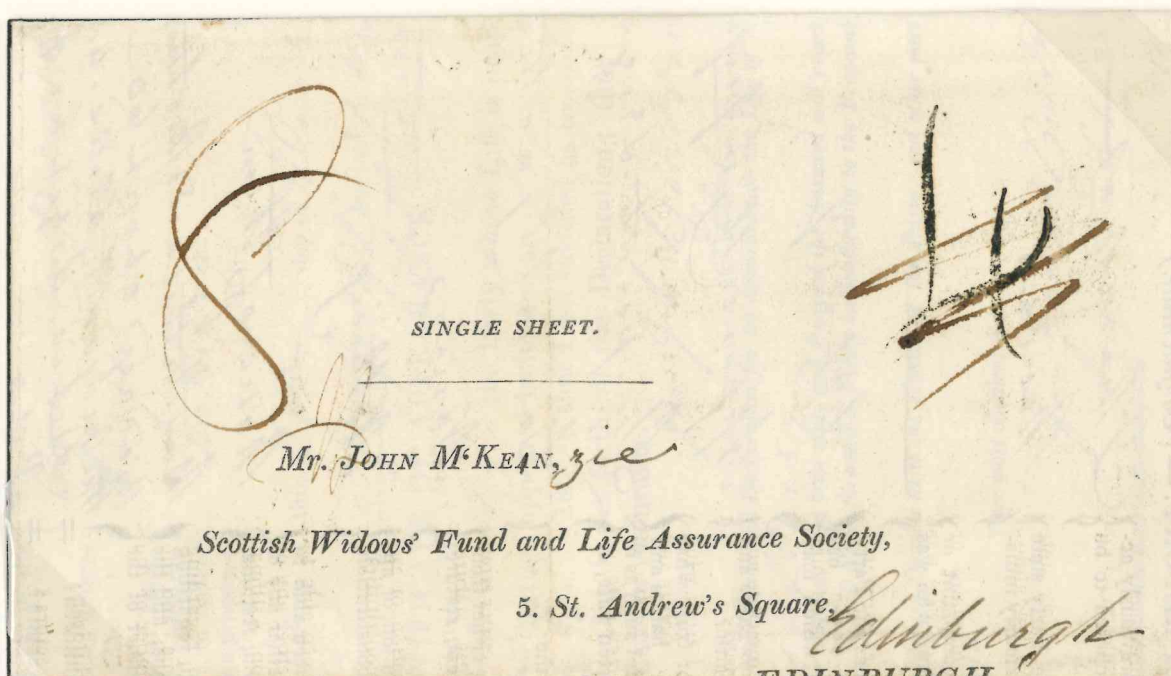
The 5<sup>th</sup> December 1839 established a Uniform Inland rate of 4d single prepaid or unpaid (Uniform 4d Post, Treasury Warrant). This postal reform rate lasted from 5<sup>th</sup> December 1839 to 9<sup>th</sup> January 1840.

| From 5 <sup>th</sup> Dec 1839 to 9 <sup>th</sup> Jan 1840                 | Rate within GB & Ireland.                              |
|---------------------------------------------------------------------------|--------------------------------------------------------|
| Under ½ oz<br>½ oz to 1 oz<br>1 oz to 2 oz's<br>per additional oz or part | 1 rate 4d<br>2 rates 8d<br>4 rates 1¼d<br>plus 2 rates |



1839, December 17<sup>th</sup>, letter from Roscrea to Leith, Scotland showing the black Roscrea 4 and **ROSCREA / DE 17 / 1839** circular handstamp. This is one of the two yet recorded usages of the Roscrea handstamp.

1839, December 29<sup>th</sup>, printed Life assurance Agency letter sent from Belfast to Edinburgh showing a black distinctive uniform Belfast 4 handstamp deleted and rerated 8. The letter is backstamped with a **BELFAST / 29&30 DE / 1839** and black circular Edinburgh **DEC / +31F / 1839**.





Postal Reform Period  
1839-1840

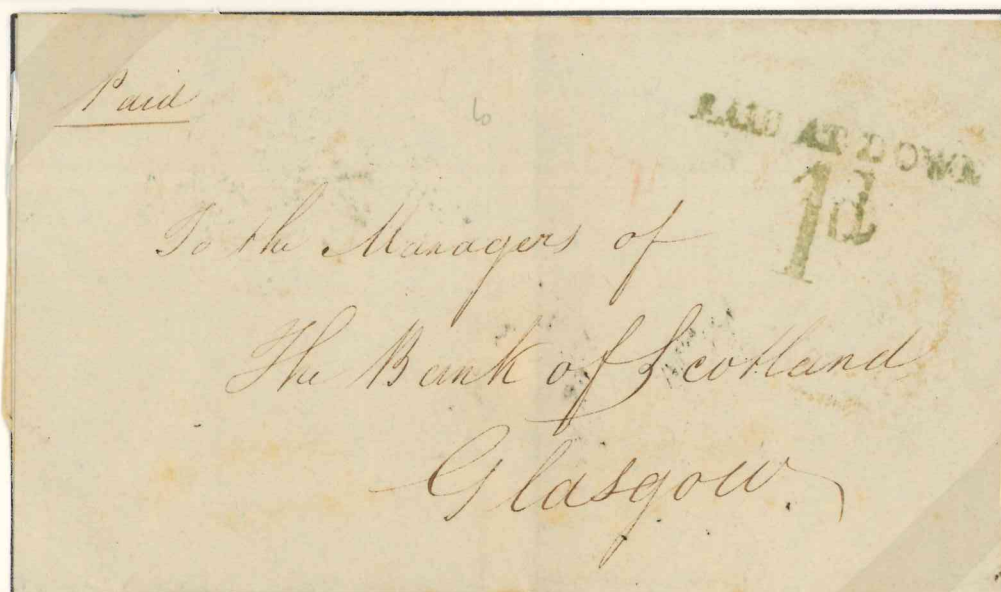
✓1840 Larne 1d handstamp  
UPP handstamps for Down & Ballymena

The 1840, January 10<sup>th</sup>, Uniform 1d Post Treasury warrant, introduced a Uniform rate of 1d per ½ oz and Irish provincial post towns introduced distinctive numeral 1 handstamps to record prepayment.



1840, February 7<sup>th</sup>, letter from Larne to The Rev Molyneux also in Larne showing the distinctive **1<sup>d</sup> PAID** hand stamp of Larne and inscribed top left Prepaid.

Letter from Downpatrick to Bank of Scotland, Glasgow, prepaid one single sheet with the UPP **PAID AT DOWN 1d** handstamp in green. Backstamped with receivers for Down, Newry, Belfast and Glasgow.



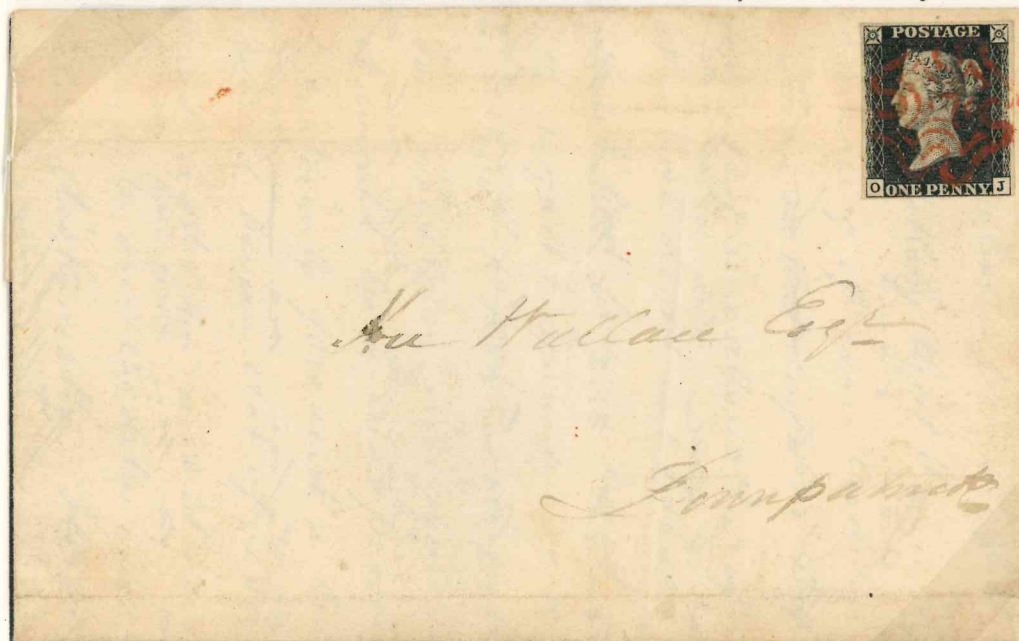
1840, August 9<sup>th</sup>, entire from Ballymena to Ballymoney with a framed two line **PAID AT BALLYMENA** alongside a **1D** handstamp from Ballymena. Backstamped with a large, framed type **TOO LATE** and two double arc datestamps of Ballymena for August 8<sup>th</sup> and 9<sup>th</sup>, 1840.



Adhesive Period  
1840-1841

1840 Penny Black Plate 4, Portaferry Maltese Cross  
✓1840 1d Black Plate 5, 1841 Plate 7, both Late Mail

The penny black was in usage in Ireland from May 8<sup>th</sup>, 1840, but few post offices had a supply of the adhesives at this time. Below is a selection of blacks used to Downpatrick, County Down.



1840, June 25<sup>th</sup>, entire from Mr McCleary at Portaferry to Mr Wallace at Downpatrick with postage prepaid with a 1d Black, Plate 4 and cancelled with a Portaferry Maltese Cross in red. Backstamped  
**PORTAFERRY / JU25 / 1840** in black and **DOWN / JU 25 / 1840** in red.

1840, December 30<sup>th</sup>, entire from James Crawford, Donegall Place, Belfast to Mr Maxwell at Finnebrogue, with a 1d Black Plate 5, tied with a Belfast Maltese Cross in red. Backstamped with a **BELFAST LATE / DE 30 / 1840** and a **BELFAST DE31 / 1840**. Contents concern H Joy, James Stuart and Marquis of Downshire.

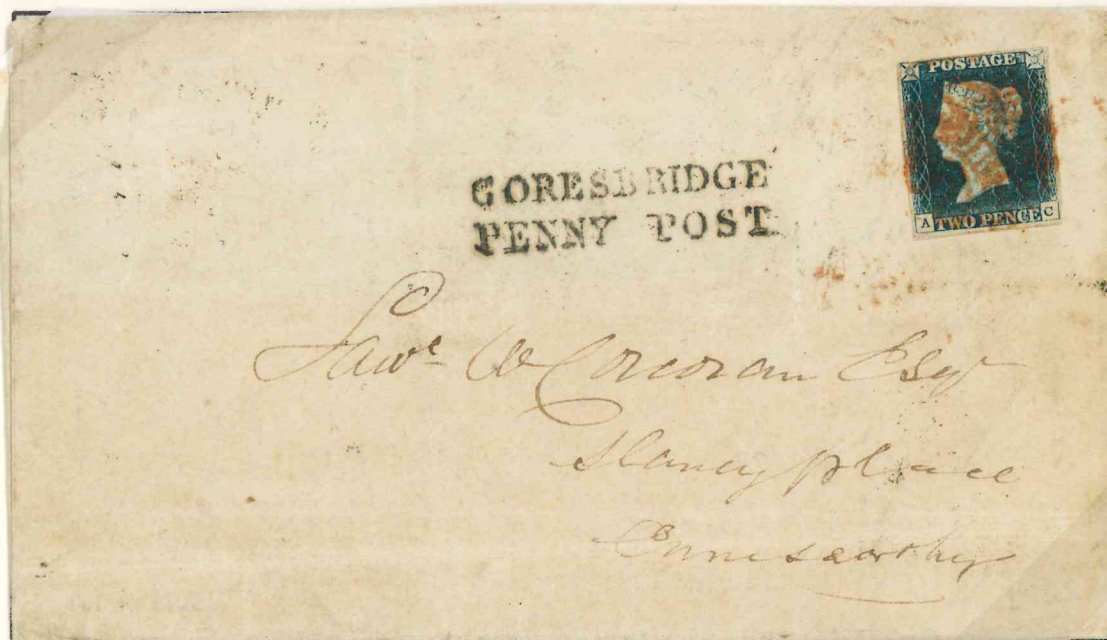


1841, January 5<sup>th</sup>, entire from Edenderry to Downpatrick with a 1d Black Plate 7 (OJ) tied with a red Maltese Cross alongside a **C LATE MAIL** in the same colour.



Adhesive Period  
1841-1842

1840 2d Blue, Goresbridge Penny post  
1842 2d Blue Plate 1, Coleraine and Cahirociveen



1841, January 5<sup>th</sup>, entire from Borris Co Carlow to Enniscorthy, Co Wexford showing a pale 2d blue AC tied by a red **Maltese Cross** alongside a two line **GORESBRIDGE PENNY POST** and backstamped with the circular date stamps of **LEIGHLINBRIDGE / JA5 / 1841, KILKENNY / JA 6 / 1841, ROSS / JA 6 / 1841 and GORESBRIDGE / JA 6 / 1841.**

The rural Penny Posts, such as Gores bridge, opened as Experimental Penny Posts for a year and when they proved profitable, they became established Penny Posts.

1842, July 16<sup>th</sup>, health questionnaire from Cahirociveen, Ireland, to London with an 1840 2d Blue Plate 1 (PL) cancelled with a red **maltese cross**. Backstamped **CAHIROCIVEEN / JY 16 / 1842**, a red Dublin Diamond **3M / JY18 / 42**, and a circular London receiver **N / 19JY19 1842.**



1842, June 25<sup>th</sup>, entire from Coleraine to Ballymoney bearing an 1840 2d blue Plate 1, FL, tied with a black **maltese cross**. Backstamped with a black double arc receiver for **COLERAINE JU 25 1841.**



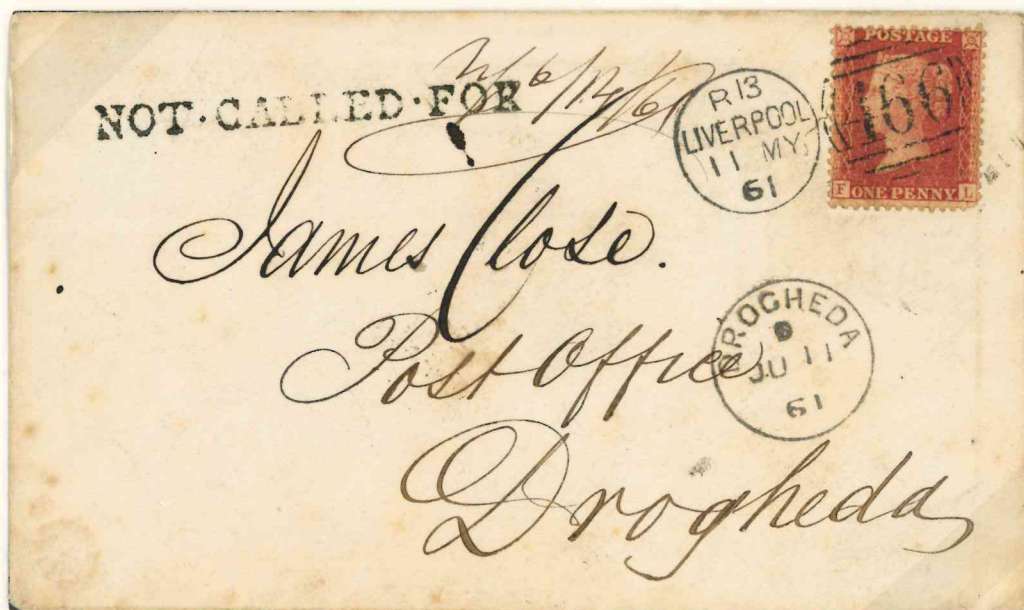
Adhesive Period  
1843-1861

1843 1d Penny Red, Redirected at Belfast  
1844 1d Red, Ballycastle Maltese Cross, ✓1861 Drogheda Not Called For



The Irish Post Office used instructional marks with missent and redirected letters that indicated no extra cost would be charged. 1843, October 26<sup>th</sup>, entire with 1d red cancelled with a **maltese cross** of Castlerea, County Roscommon to Belfast, **Redirected at Belfast** to Ballyclare. The reverse carries a Dublin diamond receiver and two Belfast receivers for Evening Duty on October 27<sup>th</sup>.

1861, May 6<sup>th</sup>, envelope from Liverpool to Drogheda carrying a 1d red cancelled with a **R 13 LIVERPOOL / 11 MY / 61** duplex and a Drogheda receiver on the front **DROGHEDA / D / JU 11 / 61** and a distinctive black **NOT CALLED FOR** of Drogheda.



Sometimes the marks are as simple as a receiver from a small sub office. In this case this cover from Belfast to London carries a strike of the **NEWTOWNBRED** undated circle as well as the duplex for **BELFAST / MY 5 / 1859**. The reverse carries a Dublin double arc receiver **DUBLIN / XA / MY 6 / 1859** and an **SH / LONDON / MY 7 / 59** in red.



Adhesive Period  
1841-1846

✓1841 Donegal Place R.H.  
1843 Chichester St R.H., 1846 Arthur Street R.H. Belfast

DONEGAL PLACE  
R H



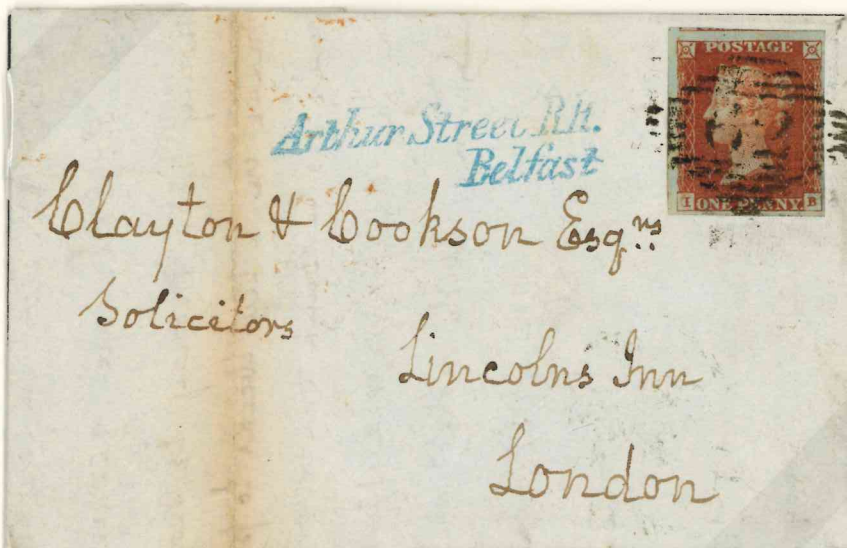
The Post Office made concessions to hotels and Government offices issuing them with their own Paid Handstamps. One such mark is from the first Receiving House at Kearns Hotel, just outside Linenhall, in Belfast opened at Donegal Place for 8 months in 1841.

*John Legg Esq.  
Glynn Park  
Carrickfergus.*



1841, September 10<sup>th</sup>, entire from Carrickfergus to Belfast with **one of the five usages** yet recorded of the **DONEGAL PLACE R.H.** handstamp.

1843, April 21<sup>st</sup>, entire from James Herron, Belfast to Dublin showing a blue **CHICHESTER ST R.H.** The reverse carries a strike of the **BELFAST / AP 21 / 1843** in blue green and a Dublin diamond **2M / AP2 / 43** in red.



1846, December 3<sup>rd</sup>, entire from Belfast to London with a 1d red tied with a Belfast **62** Numeral and at the left the two line italic **Arthur Street R.H. Belfast** receiving House mark in blue.



Adhesive Period  
1851-1856

1851 Malone Road Belfast R.H.  
1852 Docks Belfast, 1856 Doagh Belfast



Belfast had other receiving Houses, and the envelopes here demonstrate the use of the blue markings at the other receiving houses.

1851, November 4, preprinted Association for the protection of the Rights of the Conscience Report sent locally to James Andrews at Donegal Stret, prepaid with a 1d red tied with a Belfast 62 Diamond showing on the left a blue sans serif **MALONE ROAD BELFAST** Receiving House mark. The reverse carries a **BELFAST NO 4 1852** receiver in blue.

1852, November 29<sup>th</sup>, entire from Belfast to Bangor, North Wales, carrying a 1d red tied with a Belfast 62 diamond and to the left the two line italic *Docks Belfast* Receiving House mark. The reverse carries a strike of the **BELFAST / NO 20 / 1852 / M** in blue and a Bangor receiver **BANGOR / NO21 / 1852 / A** in Blue Green.



1856, January 24<sup>th</sup>, envelope from Doagh to Ballyclare with a 1d red tied with the **BELFAST JA 24 1856** English style Duplex and in the top left a strike of the *as yet latest recorded use* of the *Doagh Belfast* two line receiving house mark.



Adhesive Period  
1840-1845

1840 Dungannon Paid in red  
✓1843 Dungannon Paid in Blue, 1845 Roscommon PAID

With the lack of adhesive stamps in Ireland correspondence continued to be posted and marked with Paid Handstamps.



1840, May 13<sup>th</sup>, entire from Dungannon to Dublin inscribed *Post Paid 1d* in top right and accompanied with the usual **PAID AT DUNGANNON** decorative handstamp in red. To the right is a Dublin **PAID / MY 14 M / 1840**. The entire is backstamped with a **DUNGANNON / MY 13 / 1840** receiver in black.

1843, February 19<sup>th</sup>, entire from Dungannon to Lurgan with a red manuscript **1d** accompanied with the decorative **PAID AT DUNGANNON** in blue. Backstamped with a **DUNGANNON FE19 1843** also in blue and presumably the wrong ink pad was used in error. This is the as yet one of two recorded examples of the handstamp in blue.



Other towns did not have decorative handstamps. This 1845, April 2<sup>nd</sup>, entire from Roscommon to the Reform Club in London shows a circular black despatch for **ROSCOMMON / AP 2 / 1845**, a manuscript *Pd 1* in red, a framed Dublin **PAID**, a London **Sunday PAID**, and a large **PAID** (10mmx37mm) in grey blue.



Adhesive Period  
1843

1843 Paid A Ballymena, Framed More To Pay  
1843 Paid at Ballycastle



1843, April 15<sup>th</sup> prepaid entire from Ballymena to Canada with a manuscript *Post Paid* in top right corner. The reverse shows a circular arc receiver for **BALLYMENA / AP 16 / 1841**, a framed **TOO LATE** and a second receiver for **BALLYMENA / AP 17 / 1841**. It also carries a **BALLYMENA PENNY POST** in black and on the front a framed **PAID AT BALLYMENA** in red accompanied with a Dublin **PAID / P 18 M / 1841** also in red. The front indicates a script *Pd 1/-* but is accompanied with a framed **MORE TO PAY** and a manuscript 2. A well-travelled entire. Note the faint part albino NO 1 receiving House in the top left corner.

1843, July 2<sup>nd</sup>, entire from Ballycastle to Ballymoney with a manuscript *1d* in red and inscribed *Paid* accompanied with a framed **PAID AT BALLYCASTLE** in black.

It is backstamped with a double arc despatch mark for **BALLYCASTLE JY 2 / 1843** also in black.





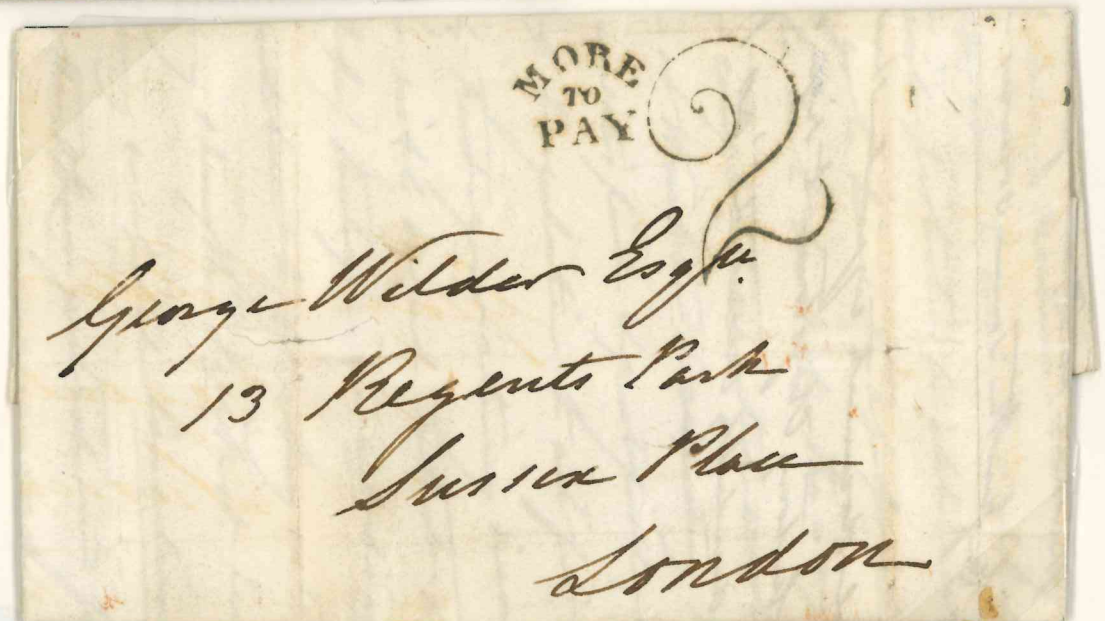
Adhesive Period  
1842-1859

1859 Rathfarnham Under Paid 2d, above ½ oz  
1843, More To Pay, ✓1842 Non-Standard Belfast 2.

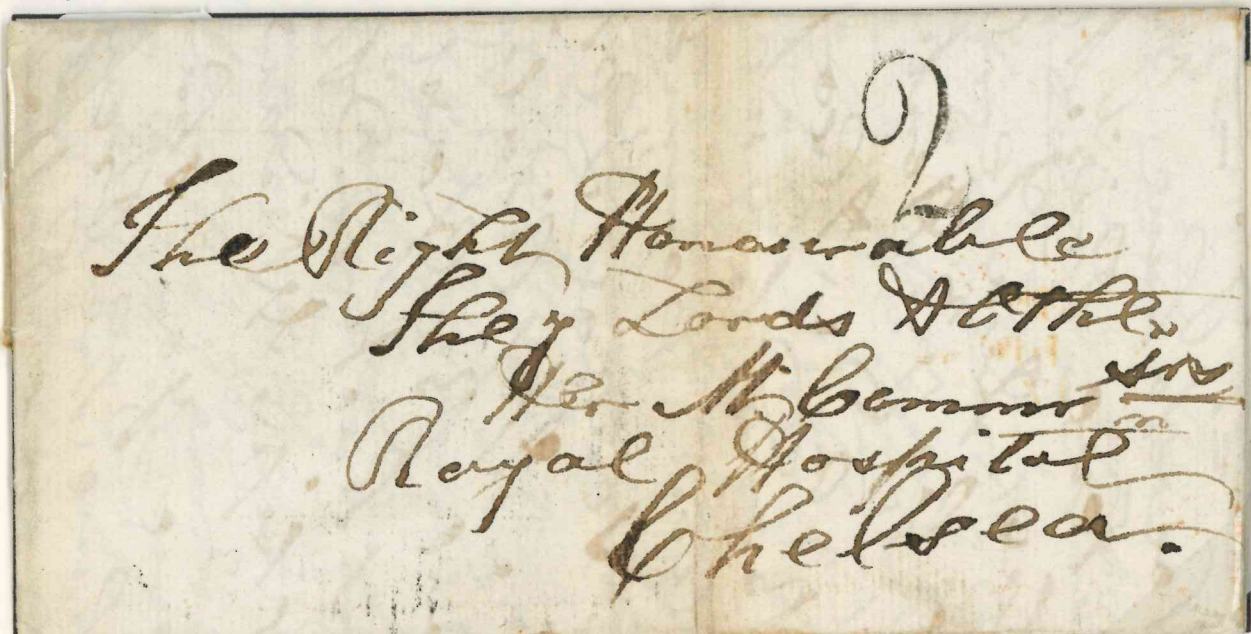


1859, October 29<sup>th</sup>, outer wrapper from Rathfarnham, Dublin to Georges Square, Edinburgh with a **Dublin 186 duplex** for the same date. The cover is inscribed *above ½ oz* and accompanied with the Dublin 2 handstamp. The reverse carries an undated circle for **RATHFARNHAM** in green, a **LIVERPOOL / 30 OC / 59** receiver and an **EDINBURGH Z / OC 31 / 59** receiver also in black.

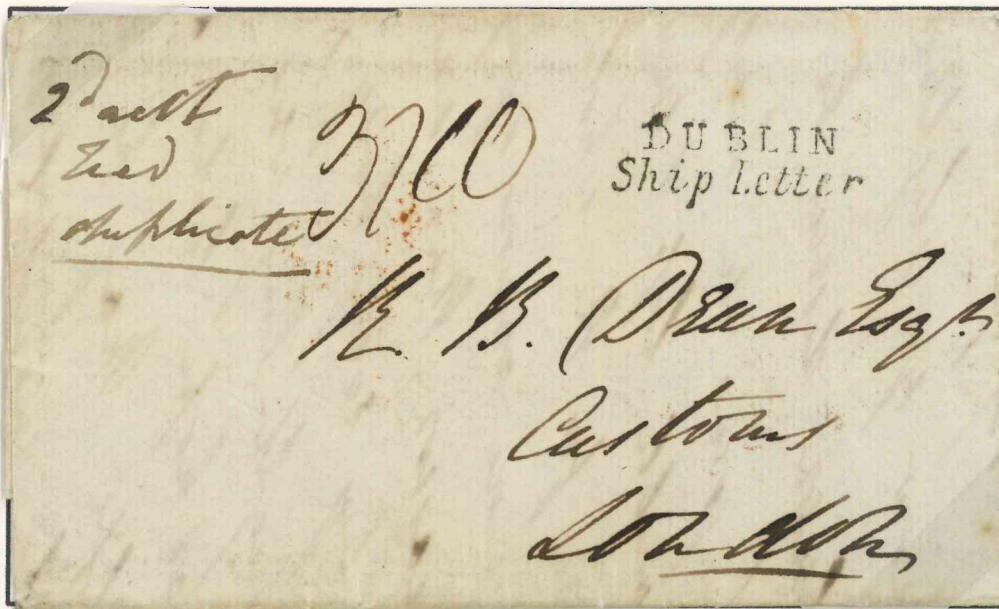
1843, February 1<sup>st</sup>, entire from Dublin to Sussex Place, London, posted unpaid and marked with a Dublin 2 and the curved, unframed, **MORE TO PAY** in black. The reverse carries a Dublin diamond receiver for **FE 2 43** and a London receiver for **R / 4 FE 4 / 1843** also in red.



1842, April 18<sup>th</sup>, entire from Belfast to London with a non-standard, locally made and distinctive "2" of Belfast. The charge mark is only found in black, from 1840-1842, and this is the **as yet earliest known example**. Backstamped with a **BELFAST AP 18 1842 LATE** and a **BELFAST AP 19 1842**, with a Dublin **2A / AP 9 / 42**.

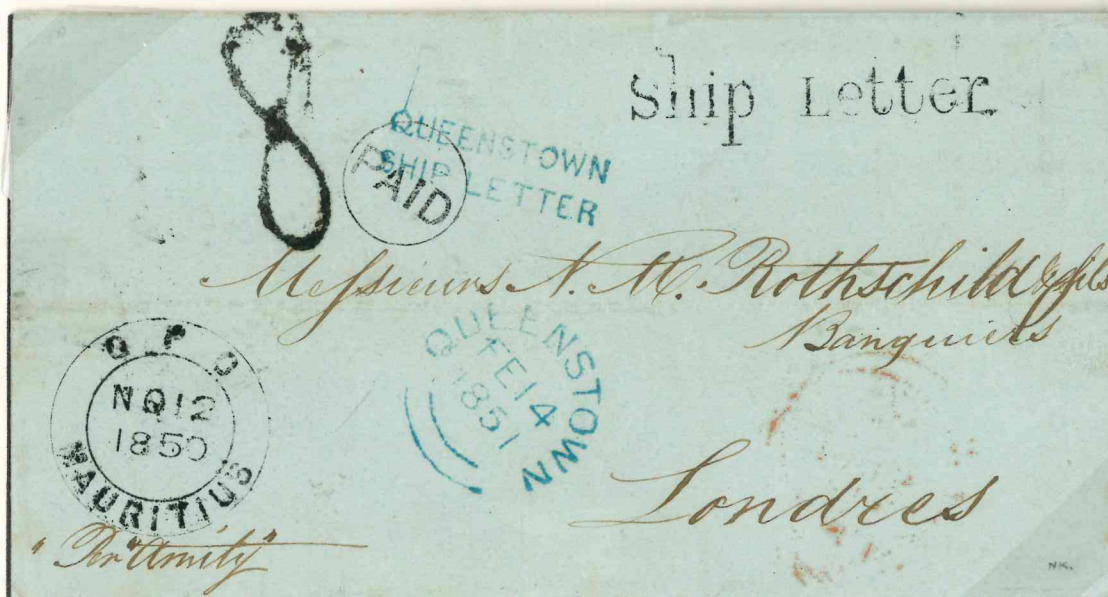






1839, March 23<sup>rd</sup>, entire from Dublin to London showing the mixed type face **DUBLIN Ship Letter** and in manuscript, the pre-uniform rate of **3/10**, made up of 8d Ship Letter (includes 2d master's gratuity) + 1/3d Dublin to London rate, twice as double letter, a total of 3/10d. The reverse carries a Dublin receiver for **MR 23 / 1839** and a London receiver for **MR 25 1839** both in red.

1840, January 20<sup>th</sup>, entire from St Johns, Newfoundland to Rotherham, Yorkshire, redirected at Barnet, Hertfordshire. The letter was initially rated at **8d** in manuscript, the ship letter rate for landing at the port, but was redirected to Barnet and uprated to **P1/-** on redirection. It carries a framed **LIMERICK SHIP LETTER** in black, a scarce use of rerated ship letters from Limerick.

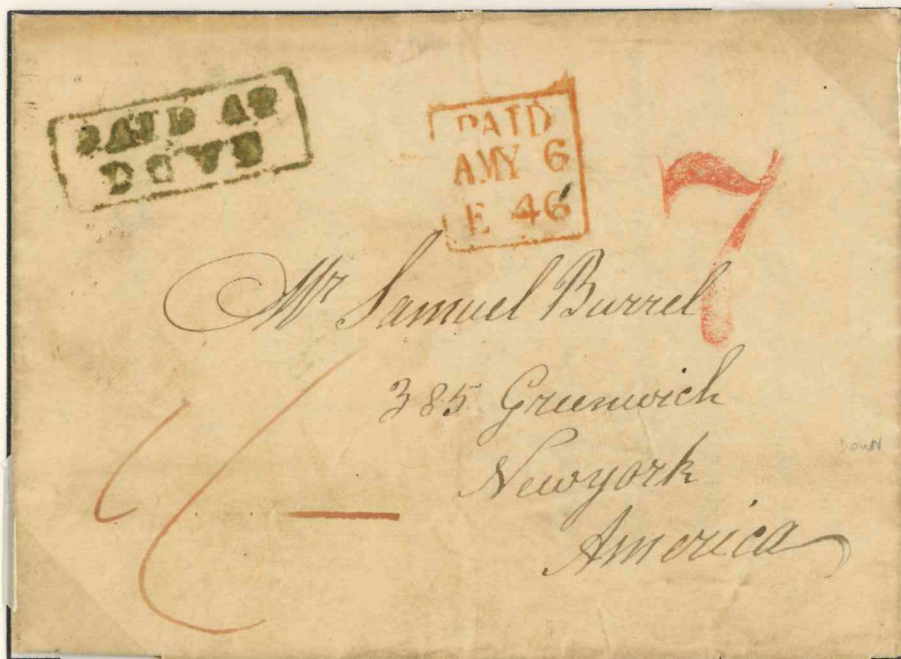


1850, Nov 12<sup>th</sup>, entire from **Mauritius GPO** to London via Queenstown and marked as Postage Paid with the 16mm circular **PAID**, with a *Ship Letter* handstamp of Mauritius. Inscribed *Par Amity* to Cove where it received the **QUEENSTOWN SHIP LETTER** in blue. Accompanied with a hand struck **8** of Queenstown. It is unusual to have two different ship letter cancels on the one cover.



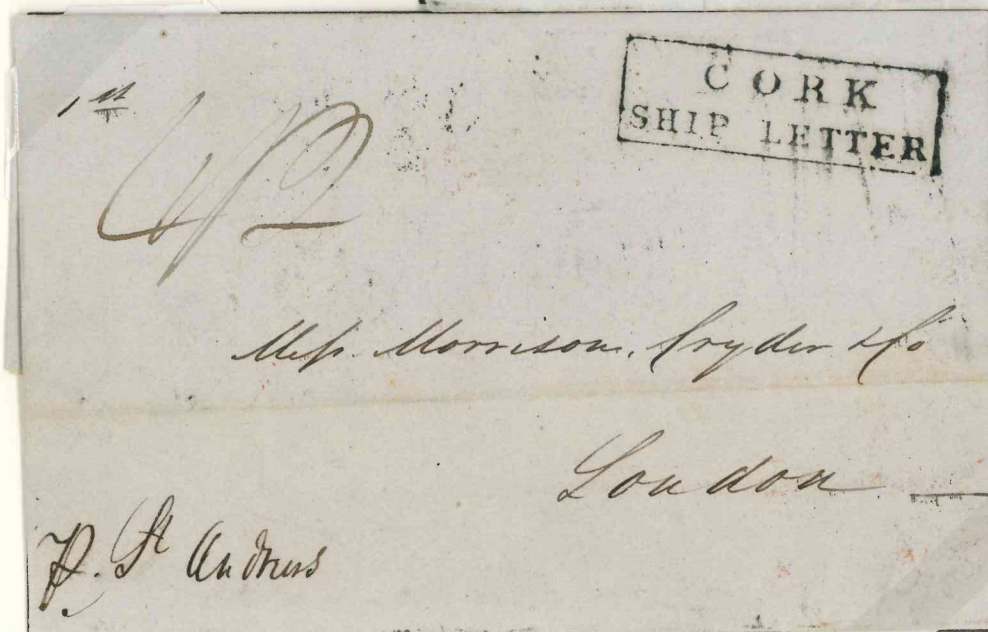
Ship Letter Mail in Ireland  
1839-1851

1846 Paid at Down to New York  
1846 Cove Ship Letter, 1837 Cork Ship Letter



1846, May 6<sup>th</sup>, entire from Annacloy Parish of Inch, Downpatrick to New York, prepaid and marked in manuscript 1/- covering the packet rate to USA. Accompanied with a framed **PAID AT DOWN** in greenish black and a red **PAID / A MY 6 / E 46** transit of Dublin. Backstamped with **DOWN MY 4 1846 CDS** and a despatch of Liverpool **L/MY 7**. This apparently missing the sailing of the Cunard Britannia on 5<sup>th</sup> May. The front carries a large **7** applied on arrival in America for 2c ship plus 5c inland postage.

1846, December 31<sup>st</sup>, entire inscribed internally "via Cden" and backstamped with a **Mauritius GPO / JA 07 / 1847** and a front strike of a framed **COLONIES &c. AR 1.13** in red. It does not appear again until a **COVE / AP 9 / 1847** receiver is applied in blue, together with a front strike of the **COVE SHIP LETTER** accompanied with the **8** handstamp. Backstamped with receivers for London **AP 10**, **PARIS AP14** & **NANTES AP 15**.



1837, July 20<sup>th</sup>, entire sent from New York to London **P. St Andrus**, showing a framed **CORK SHIP LETTER** rated **4/2** double made up of 8d ship letter rate, plus Cork to London **1/5** including 2d packet plus Menai Bridge 1d = **2/1x2=4/2**.

The reverse carries a **CORK AU 18 / 1837** receiver in black, a Dublin Diamond receiver for **4A / 19 AU 19 / 1837** and a London **A / 21 AU 21 / 1837** receiver in red.