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ASPECTS OF GALWAY POSTAL HISTORY 1638-1984

JIMMY O'CONNOR

(A lecture delivered to the Society on October 12th 1990)

The idea of regular stages for carrying letters is almost as old as history itself and the ancient Chinese, Persians, Greeks and Romans all had postal services. The regular use of the words "Post" and "Litir" in 15th. century Irish manuscripts, suggests that by that time a postal system was already in existence here.

In the late 16th. century the post was generally carried by the cavalry. The orders were to carry messages of the Crown as a matter of priority and to relay letters of the general public when convenient. Postage rates were very expensive and the system was unreliable, with very little effective development.

In 1635, Thomas Witherings, a wealthy London merchant, was appointed Postmaster of England and Foreign parts. He reformed the English system, establishing posts along five main roads from London, served by postboys. For this service he charged a fixed rate of 2d. for a single letter, sent to a destination within 80 miles; 4d. to a destination between 80 and 140 miles; 6d. between 140 miles and the Scottish border; 8d. beyond and 9d. to Ireland. A single letter was a single sheet on which the letter was written, folded on itself with the address on the outside. A double or two-page letter similarly folded cost twice the single rate, with a treble or three page costing three times the single rate.

Witherings was asked to establish a similar system in Ireland. In 1638, he sent Evan Vaughan, a soldier and a royalist, as Deputy Postmaster. Vaughan started to organise post stages along the main roads from Dublin. By 1653, posts were established to Belfast, Coleraine, Derry, Sligo, Galway and Cork. Thus, post was carried to "the remotest parts of Ireland" twice weekly. The route through Maynooth, Mullingar, Athlone, Ballinasloe, Loughrea, to Galway, with a branch route from Athlone, through Roscommon and Boyle, to Sligo was known as the "Connaught road". The other routes were known as "The Cork Road" and the "Ulster Road". Letters were carried by postboys, who walked 16 to 18 miles a day, or went on horseback.

Oliver Cromwell, no doubt realising the importance of good communication with his troops, introduced the first Post Office Act in an attempt to reform the system. In June 1657, a Bill was passed "for settling the postage of England, Scotland and Ireland". It established "one General Post Office" for the three countries and fixed more reasonable charges. It set up a Government monopoly of the services, which still exists in the letter service, and no one else was allowed to conduct a postal system. It also allowed the opening of private letters

so as "to discover and prevent many dangerous and wicked designs, which have been, and are daily contrived against the peace and welfare of this Commonwealth".

Further reforming Acts were introduced in the following years, all aimed at expanding and improving the services. In 1660, on the re-establishment of the monarchy, Charles II re-enacted Cromwell's Bill as an "Act for Erecting and establishing a Post Office". A Bill passed by Queen Anne in 1711, reset postal charges and established a system of surveyors or inspectors to make spot checks on the postal system. Postboys, who were badly paid, were carrying letters which were not recorded and were keeping the postage monies. It also reformed the local Postmaster system. Heretofore these positions were farmed to the highest bidder. The keenest applicants for the positions were the owners of ale houses or inns along the post roads. When the postboy stopped at their establishment, people would gather to collect letters or watch and this meant good business for the inn. The owner of the inn was not paid by the Post Office and had, therefore, no responsibility to the service and the system was difficult to control. The new Act changed this and introduced a method where local Postmasters were appointed and were paid on a percentage basis.

An Act of George III in 1784 gave independence to the Irish Post Office, with its own Postmaster General. This lasted for almost fifty years. During that time it was dominated by the Lees family, who carried out many improvements. Nevertheless, fraud and nepotism were rife and reforms had to be introduced with the result that it was brought back under the direct control of the Postmaster General in London on April 6th. 1831, where it remained until April 1st. 1922, when our own authority was re-established, after the signing of the Anglo Irish Treaty.

Several Acts and amendments were passed for the establishment and repair of the Post Roads, (routes over which mail cars/coaches travelled) which were given preference because of their importance. An Act of George II in 1805, was entitled "An Act to amend the laws for improving and keeping in repair the Post Roads in Ireland and for rendering the conveyance of letters by His Majesty's Post Office more secure and expeditious". An amendment to this in July 1806, included a provision "that when the survey, maps and estimates of the road from Waterford to Limerick shall be finished, surveys, maps and estimates for a continuance thereof from Limerick to Galway shall be proceeded upon immediately".

ESTABLISHMENT OF OFFICES

In the earlier years post was left at local centres, called receiving houses, and the addressee had to collect his letter and pay the fee for conveyance. Many of these centres were the forerunners of local Post Offices. Over the years, many other services were introduced. The Money Order service, first introduced in

1792, was revised in 1838; registered post in 1841; Book Post in 1840; Savings Bank in 1861; Life Insurance in 1864; Dog Licences in 1867; the Postal Order service in 1881; and the Parcel Post service in 1883. In 1909, payment of Old Age Pensions commenced – the first of the Social Welfare payments. Widows and Orphans pensions commenced in 1936; Childrens Allowances in 1944; Old Age contributory Pensions in 1961; Retirement and Invalidity in 1970 and a variety of other pensions and allowances since then.

The first Post Offices in the county were opened after Evan Vaughan's appointment as Deputy Postmaster in Dublin in 1638, when the "Connaught Road" was established. Ballinasloe was probably the first, sometime after 1638 and then Loughrea, as the "post road" was extended. It is believed that the Galway office was established in 1653, during the period of the Cromwellian occupation of the city. The army, no doubt, wanted communication established with its troops there. The network of Post Offices elsewhere in the county was extended gradually afterwards, depending on the population and the importance of the town or village in the local affairs which existed then. Eight more offices were opened during the 18th. century; at Eyrecourt and Tuam in 1726/29; Castleblakeney in 1733; Gort in 1759; Athenry in 1786/96; Portumna in 1794; and Headford and Dunmore in 1796. In 1850, the number opened was 45 and by 1900 it had reached 140. To-day the number of offices in the County is 132. The Post Office network had therefore reached its peak by the turn of the century. For administration purposes these offices are now controlled by six Head Offices – Galway with 77; Ballinasloe with 32; Tuam with 13; Castlerea with 6; Claremorris with 3; and Roscommon with 1.

Some of the present Sub Offices were Head Offices at various stages over the years. The more important of these were :- Oranmore, a Head Office until 30/11/1898, was not reduced to a Sub Office until 23/1/1919. Up to 1898 it handled all mails and administration work for offices in South Galway and North Clare, as far as Crusheen and Ballinraun. Athenry was a Head Office until 1/3/1912 and catered for offices in that area as far as Ballyglunin and for offices in South Galway for a period in the early 1900s. Loughrea was a Head Office until 1/7/1914 and it catered for the offices in the East and South East of the county, as far as Woodford. Galway, Ballinasloe and Tuam are the only Head Offices in the county now. The Galway district is one of the largest in the country, with a total of 83 sub offices under its jurisdiction. It stretches from Inishturk and Inishbofin in the Western Atlantic, to Gurteeny 4 miles south of Woodford on the Shannon and from Shrule in Co. Mayo to Craggagh in Co. Clare. It also includes the three Aran Islands.

Because of its size, Galway city, in addition to the Head Office in Eglinton St., has seven town Sub Offices:- Salthill, opened in 1852; Dominick St., opened on 15/2/1853; Newcastle, opened on 1/1/1938; Fr. Griffin Ave., opened on 19/10/1974; (This replaced Taylors Hill opened in 1905). Bohermore, opened on 1/12/1945; Renmore, opened on 22/5/1970; and Mervue, opened on 21/11/1975.

POSTMASTERS APPOINTED

There is no actual record as to who held the earlier Postmaster appointments in Galway. Some of the official records held by the General Post Office were destroyed during the Easter Rising in 1916. Most of the records for the period prior to 1831 were also destroyed and were not transferred to London then. Minutes of the Postmaster General from 1831 onwards are preserved in the Post Office Archives in London. I have relied on these for much of the information in the years after that. Data compiled by dedicated postal historians, old Post Office directories, Almanacs, and old Newspapers are other sources for information on this period.

From a Connaught road account of 1659, preserved in the British Museum, Zachary Browne was Postmaster at Galway then, with a salary of £26 per annum. More than likely he was the first Postmaster appointed when the office was established. According to the same account, Thomas Broughton was Postmaster at Loughrea, with a salary of £29 and Robert Warner was Postmaster at Ballinasloe with a salary of £24.

Warner issued a 1d. Trade Token when Postmaster. Martin J. Blake, writing on Trade tokens in Volume VII No. i of this Journal, shows Warner and Broughton as merchants in Galway later, with both issuing tokens as such, in 1664 and 1669 respectively. Warner was one of the sheriffs of the town in 1670-1 and was described as an "Alderman" in 1679. He died 3rd February 1684 and is buried in St. Nicholas' church. He also appears in the "Town of Galway Hearth Roll of 1666", having 4 hearths, paying 8 shillings tax.

R. Warren was the Galway Postmaster in 1677 and in 1682, when Thomas Gardiner surveyed the Irish Postal system. He had a salary of £10 per annum. In 1787, the Galway Postmaster had a salary of £18 per annum. He was also allowed £14 for post riding (horse posts). Unfortunately we do not have his name.

The next record of an appointment after this is on January 13th. 1808, when Thomas Rorke was appointed, with a salary of £62 per annum. Postmasters then had to provide Bonds as security. The amounts varied according to the salary and the size of the office and had to be surrendered whenever unpaid discrepancies occurred in the Postmaster's office accounts.

An abstract of Crown Bonds of Postmasters in Ireland, circa 1784 to 1809, held in the Public Record Office, Dublin, lists 324 Post Offices with the name of the Postmaster; the amount of the Bond which had to be provided and the names of



Fig. 1: Trade Token issued by Robert Warner, Postmaster, Ballinasloe. Obverse:- "ROBERT WARNER, POST MASTE". Reverse:- "in BALLINISLOE 1P.".

the sureties and their financial worthiness. The bond in Thomas Rorke's case was £500 and the securities were the Hon. Wm. Trench, Galway, who possessed a house and demesne in Galway, free from incumbrances. The other securitor was James Walsh of Ballinasloe, who possessed a house and premises there, also free from incumbrances.

Normally the bonds provided by Postmasters were for £200. The probable reason for increasing it to £500 in this instance, was because the previous Postmaster (unnamed) had left unpaid arrears of £267.15s.0d., after recovery of a bond for £200, and it was stated that there was little hope of success in recovering the balance.

Henry S. Persse Jnr. was Postmaster from 19/1/1818 to 1826. He was required to give an attendance from 7.00 a.m. to 11.00 p.m. in summer and from 8.00 a.m. to 11.00 p.m. in winter. His salary was £118.13s.0d., but it was stated that "the sums put down as emoluments are more apparent than real, as they in many instances, consist in part of a mileage allowance granted them for conveying the mails on the cross lines by horse post".

John Eyre held the position after this, probably from 1826 to 1829. He owed £209.2s.9¼d. on leaving. It is not certain to which branch of the Eyre family he belonged and the absence of records for the period does not help. A John Eyre, son of Giles Eyre of Eyrecourt, had, in 1817 married May, daughter of William Armit and his wife, Agnes Lees, whose brother Sir John, with his son Edward, were secretaries to the Irish Post Office from 1784 to 1831. Fraud and corruption were rife during their term in office, with family members and relatives holding a number of official positions. William Armit was employed as a clerk in the Dublin office. Ida Gantz in her book, *Signpost to Eyrecourt*, writes about John and the extent of his financial problems, as a result of which by 1830, he was held in the Marshallsea, the debtors prison in Dublin. She does not refer to any Postmaster appointment. I have discussed this with her and she has told me that she found nothing in her research to refer, nor did she consider John to be the type to hold such a position. Nevertheless, because of his connection with William Armit and the Lees family; the level and extent of the nepotism prevalent then, and the amount of debt which was left, it is quite possible that it was John Eyre of Eyrecourt who was the Postmaster.

Robert Dudley Persse was Postmaster from 1829 to March 16th. 1850, when he died at Dominick St., at the age of 47. He had been in failing health for some time previously and the P.M.G. showing sympathy, had informed him in November 1849 that he should perform as much of his duty as he possibly could and that he would be expected, as soon as his health was restored, to take a full and active share in the business. Several major improvements in services occurred during his term in office, such as the establishment of free delivery areas, Penny Posts, new mail car routes and the uniform Penny Postage system. In August 1831, the Postmaster sought an increase in his salary of £64.12s.8d. per annum. Obviously, national pay awards or incremental scales did not exist then.

This was refused, but because "the duties of the Postmaster are laborious and require constant personal attendance for 17 hours daily" it was submitted that an allowance of £20 per annum be allowed for an Assistant "stipulating that a person every way qualified for the service should be employed, who shall receive the full allowance". In November 1832, when he made a further application for an increase he was informed that he had "no claim" and that the remuneration was adequate. He had more success in June 1834, with yet another application when it was stated "the duties commence at an early hour and terminate late in the evening. The present salary of £64.12s.8d. is not adequate remuneration, or equal to the salary attached to other offices, where there is similar labour with as much responsibility". It was increased to £80 per annum but the P.M.G. was perturbed that the frequent applications from Postmasters in Ireland for increased salary would "tend ultimately to augment the expenditure for collecting the revenue in that country". A further increase in salary was sought in August 1835. The duties of the office then were from 5.45 a.m. to 10.00 p.m. and "required the constant attention of two active and intelligent persons". The salary was increased to £100 per annum and the allowance for the clerk raised from £20 to £30 per annum. Having regard to the revenue received – £2,800 per annum, the laborious and responsible nature of the duties, it was admitted that the increases granted were "no more than a fair and reasonable remuneration for the service given".

A Parliamentary report of 1837/1838 shows the Postmaster's income and expenses as follows :-

Annual expense of P.O.	£220.5s.0d.
Gross income	£148.18s.2d.
Net income	£109.13s.2d.
Postmaster's salary	£100

Compensation for loss of perquisites to cease with present deputy:- £30.

Emoluments from private delivery boxes:- £10.10s.0d. (10 boxes at £1:1s. each).

Fee on late letters (i.e. letters accepted after the advertised latest time for posting) £5.12s.0d.

Pence upon letters put into the office for delivery in the town; profits arising from delivery of letters beyond the fixed delivery:- £2.12s.0d.

In August 1837, the Postmaster was deemed to be "guilty of neglect of duty as well as disobedience of orders and endeavours to bring him to a better sense of duty were ineffective". The Surveyor had recommended that he receive only a serious reprimand, but Lichfield, the Postmaster General, took a more serious view saying "Let the Postmaster be informed that if he is ever reported again for irregularity I shall certainly dismiss him". A request for another salary increase in October 1841, was refused. His reports were considered very unsatisfactory "as regards the content of the receipts from the Money Order duty and the

statements made in the preparatory work for the Clifden and Barna mail cars, which, not being borne out by the returns received, were calculated to mislead the P.M.G."

There was some difficulty in appointing a successor to Robert Persse, although there was a number of applicants for the position. Sir Thomas E. Blake of Menlo Castle was nominated by the Treasury, as was the practice, in May 1850, but this was rejected by the Post Office on the grounds that he was an insolvent. Anthony Lynch of Nile Lodge was appointed in August 1850, after proof of his age had to be furnished. This lasted for a short period only and he resigned on October 15th. 1850.

Bernard Murphy held the appointment from November 1850 to March, 1863. He was 56 years of age and was appointed on the recommendation of Martin J. Blake M.P. The salary for the position was £110 per annum. *The Vindicator* newspaper had pleasure in reporting the appointment of such a "worthy fellow townsman" and said that "a more judicious selection could not have been made". It went on to add "the rising importance of our town by means of its railway and we fondly hope it's packet station, will render the duties of this office henceforth very onerous and we must presume, entitle the Galway office to be placed at no distant period on a par with that of Cork and Belfast". Optimism indeed, when one realises that the great famine years had just passed.

In Slater's Directory of 1846, he is shown as an Attorney, with offices in Woodquay and at 15 Upper Dominic St. Dublin. According to the Blake family papers, he had asked Martin J. Blake on September 12th, 1846 to recommend him for the position of Crown Solicitor.

In the later years there was much dissatisfaction with his performance of duty. In August 1853, he was called upon "to take a fair share in the accounts and general duties". According to the P.M.G. minutes in May 1862, Mr. James, the Surveyor, reported that there was "a very unsatisfactory want of efficiency and discipline in the Galway office". Mr. Murphy was described "as not an efficient officer, leaving the management of the office entirely to his clerks and exercising no proper supervision over them and a similar laxity of control applies to the Letter Carriers and Messengers as well". It was stated "that although he takes no active share in the duties after 9 a.m., he still attends at the office at various times throughout the day and is usually present at the arrival of the down day mail". It went on to say that "Mr. James has seriously urged the Postmaster to a better discharge of his duties but is not sanguine of success; nor is it probable that a man of the Postmaster's age, hitherto wanting in such qualities, will suddenly become either energetic in himself or capable of superintending and maintaining efficiency in others". It was submitted "that it be intimated to him that it is desirable both for his own sake and for the advantage of the Department that he should retire from the service. Under a new and competent Postmaster there would probably be little difficulty in bringing the office into a reasonably satisfactory state". In September 1862, there was a further

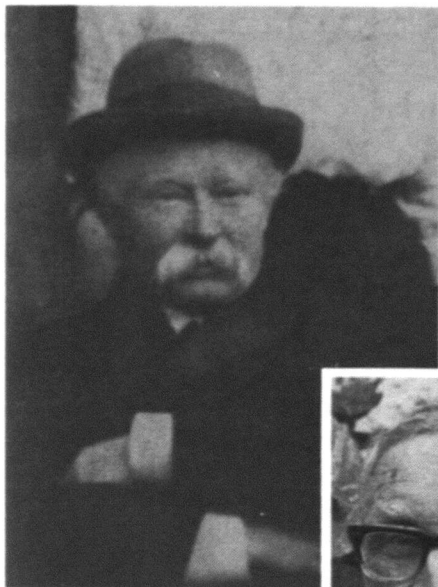
recommendation that "the Postmaster of Galway may be allowed a further trial for six months upon the understanding, that if a considerable improvement in his management of the office be not manifest by that time, he will then be called on to retire.". The first clerk in the office had also come under notice by this time. The Surveyor reported "he is far from being a good and useful officer but he might have been less negligent under better direction and control. He should also be seriously admonished and informed that it will likewise be a question at the end of six months, depending upon his conduct and performance of duty in the interval, whether he can be longer retained in the service". On March 18th 1863, the surveyor again reported "as anticipated the trial of six months to the Postmaster Galway, has not resulted in any improvement in the management of his office and now is added the grave offence of making use of public money for his own purpose". Mr. Murphy was called on to retire. He was allowed a pension of £31.10s.5d. per annum, under a new Superannuation Act enacted a short time previously.

Peter Joyce Coghlan was appointed Postmaster in September 1863. He had been Postmaster at Wexford from 1857 and was transferred to Galway. He was the first full-time career Post Office person to be appointed. This, no doubt, was because of the concern with the state of affairs during Mr. Murphy's tenure as Postmaster and clearly somebody with experience was required to restore the office to a satisfactory state. Those who held the appointment previously were all locals, without experience, mainly chosen through patronage to fill the position. His salary in 1867 was £115 plus £15.1s.2d. profit from sale of stamps. He died in office on January 22nd. 1873, from Typhus Fever, at 56 years of age. *The Galway Vindicator* of January 25th. 1873, when reporting his death, said that he was an exceedingly able official and that he left a large family to deplore his untimely death.

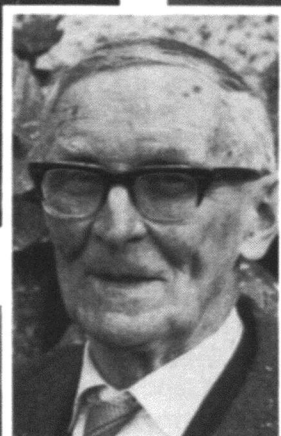
Mrs. Joyce Coghlan, his widow, succeeded him in March, 1873. She may have been given the position on humanitarian grounds. It is not clear if she had any previous experience of Post Office work. Her appointment was never fully ratified. There were complaints of neglect of duty and warnings were issued. In 1875, her salary was raised from £130 to £160 per annum. The allowance for office costs was also raised from £65 to £75, and her net income was estimated at £183 a year. She resigned in July, 1876.

Charles Cooley was appointed Postmaster in September 1876. A native of Castlebar, he served in the Post Office there. He came to Galway from Ballinasloe, where he was Postmaster. A Mr. Morris, who was Chief Clerk at Waterford, was placed 1st. on the list of candidates for the vacant position, with Mr. Cooley second. Mr. Cooley was appointed on the grounds that "there was generally a strong feeling in Ireland against an appointment brought from a distance". This standard did not apply for very long however, as his successor in Ballinasloe was Mr. M. McGrath, who had been telegraph Superintendent at Waterford. Mr. Cooley died in office, from pneumonia, on 7/1/1899, aged 61

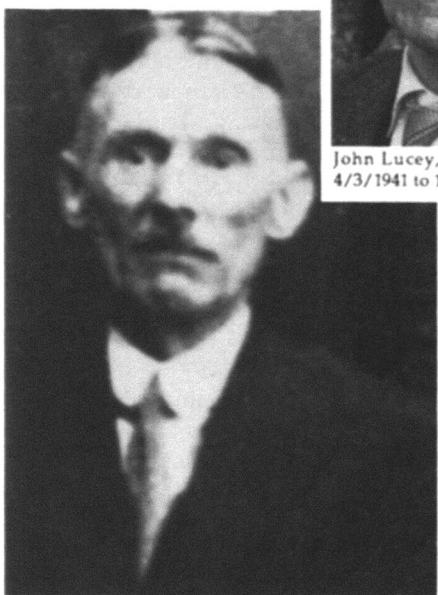
William Cornwall, Postmaster, 1.5.1899 – 10.7.1913.



Lt. Col. William G. Todd, Postmaster from 14/9/1913 to 7/9/1920.



John Lucey, Postmaster from 4/3/1941 to 1/7/1949.



Richard T. Clarke, Postmaster, 29.10.1920 – 24.12.1927.



Cornelius Lynch, Postmaster, 22.2.1928 – 15.1.1941.

Plate 1: Postmasters 1899-1949.

years, three weeks before his planned retiral date. He served for 23 years, which was the longest for any Postmaster before, or since. An obituary in *The Galway Express* dated January 14th., 1899 said that "he was an excellent, obliging and efficient servant, who had been at all times ready to meet the public demand for increased postal and telegraph facilities" and that "during his term of office he had established 31 Sub Offices, 21 of which were also telegraph offices, not to speak of innumerable rural posts, pillar and wall letter boxes etc. and as a private gentleman, he won for himself the highest esteem amongst the many, who had the pleasure of acquaintance, through his amiability and kindness of heart". The Galway district at the time was comprised of the West Galway/Connemara area only. A catholic, he was also very involved in local community affairs. In 1887, he was joint Hon Secretary with the Rev. Fr. P.J. Lally, P.P. and P.M. Rice, J.P. of a committee, set up to receive public subscriptions towards a fund, to purchase an Episcopal residence for the Bishop, Most Rev. Dr. McCormack. A house – Mount Vernon – had been purchased for £1,500 and it was decided at a public meeting that the entire purchase money should be raised by public subscription.

William Cornwall was appointed Postmaster on May 1st. 1899. A native of Belfast, he was a Telegraphist at Dublin. He was appointed Postmaster at Enniskillen on April 1st. 1892 and transferred from there to Galway. He retired on July 10th. 1913. He resided at Whitestrand House, later owned by the O'Halloran family, and died there on November, 17th., 1923, aged 75 years. His salary on appointment was £260 p.a. and at retirement it was £340 p.a.

Lt. Col. William George Todd was appointed Postmaster on Sept. 4th. 1913, with a salary of £340 per annum. He commenced his service at Waterford, where he advanced to the position of Chief Clerk. He was appointed Postmaster of Omagh on November 11th. 1909 and transferred from there to Galway. He left Galway on September 7th. 1920 on promotion to Derry. He later transferred to England, to Darlington and Stoke on Trent, where he retired on April 1st. 1930. He died at Darlington on January 8th. 1939, aged 71 years. He served in the Boer War, having volunteered for postal service. He also served in the First World War, where he attained the rank of Lt. Colonel. At the time of his appointment, the question of the Postmaster having a knowledge of the Irish language was raised. *The Connacht Tribune* of Sept. 13th. 1913 reported that Stephen Gwynn M.P. had received the following letter dated 2nd. Sept. 1913 – "General Post Office, London – In reply to your letter of the 21st. July last, Captain Norton has asked me to inform you, that in appointing a successor to the late Postmaster of Galway, he has approved of the selection of an officer possessing a knowledge of the Irish language – I am Sir, your obedient servant, E. Crabb". The newspaper went on to say that "Mr. Todd was one of the best rowing men in Waterford, had captured many prizes on the cycle track, was an excellent shot, a good fisherman, and a clever golfer". When in Galway, the family lived at "Merway", Sea Road, which afterwards became part of St. Bride's Nursing Home and later they moved to St Augustine Street.

Patrick Jennings, Postmaster from 23/11/1949 to 3/3/1957



Peadar Joyce, Head Postmaster 4/3/1957 to 29/6/1977.



Michael O'Riordan, Head Postmaster, 6.12.1977 - 24.3.1983.



Jimmy O'Connor, Head Postmaster 7/6/1983 to 31/1/1987.

Plate 2: Postmasters 1949-1987.

Richard Thomas Clarke was appointed Postmaster on October 29th. 1920. A Methodist, he was a native of Belfast, where he commenced his service in 1885. He served at Newry and was Postmaster at Monaghan, Dungannon and Mullingar. He transferred from the latter office to Galway. He lived at Tandem Lodge, Lr. Salthill, and died suddenly there on December 24th. 1927, aged 59 years. His annual salary on appointment was £380 and it had risen to £430 at the time of his death.

Cornelius Lynch was appointed Postmaster on February 22nd. 1928. Born at Inchageela, Co. Cork, he commenced his service at Glasgow in 1900. He served as a Telegraphist in Dublin and was Postmaster at Greystones, Bantry, and Killarney before his appointment at Galway. He left Galway on January 15th. 1941 and went on promotion to Waterford. He retired in December 1945 and died in 1947, aged 65 years.

John Lucey was appointed Postmaster on March 4th. 1941. A native of Cahireen, Macroom, Co. Cork, he commenced his service at Manchester in 1901. He served in Cork and as a Clerical Officer at G.P.O. Headquarters, Dublin. He was Postmaster at Claremorris from 1931 before transferring to Galway. He retired on July 1st. 1949 and died on January 28th. 1978, aged 93 years.

Patrick Jennings was appointed Postmaster on November 23rd. 1949. A native of Knock, Co. Mayo, he commenced his service at Swansea in 1910. He served as a clerk at Galway from 1914 to 1920, and at Claremorris. He was Postmaster at Ballyhaunis, Castlebar, and Ballina before coming to Galway. He retired in 1957 and died on June 4th. 1967, aged 75 years.

Peadar Joyce was appointed Postmaster on March 4th. 1957. A native of Inishmore, Aran Islands, he was the first person from Co. Galway to be given the position since Bernard Murphy's appointment in 1850. He commenced his service at Claremorris in 1928. He later served at Castlebar and Ballina. He was Postmaster at Clifden, Tuam, Claremorris, Killarney and Tralee before transferring to Galway. He retired on June 29th. 1977, having served as Postmaster for 20 years, the second longest period on record.

The title of Postmaster at Head Post Offices was changed to Head Postmaster from August 1st. 1975.

Michael O'Riordan was appointed Head Postmaster on December 6th. 1977. A native of Clondrohid, Macroom, he commenced his service at Mullingar in 1936. He later served at Ballinasloe and was Postmaster there and at Carrick-on-Shannon and Mullingar before appointment at Galway. He retired on March, 24th. 1983.

Jimmy O'Connor was appointed Head Postmaster on June 7th. 1983. A native of Kinvara, he commenced at Galway in 1945 and all his service was in the Galway area. It was the first occasion that somebody from within the Galway office was given the Postmaster appointment. He ceased on January 31st. 1987 when appointed to the newly created position of Regional Manager West.

LOCATION OF POST OFFICE

There is no information available concerning the location of the Head Post Office in the earlier years. Because the Postmasters then had to provide premises, the office was in either their own private house or shop, if they had one. Therefore, each time a new appointment was made the location would have changed. This prevailed until 1886, when the first official Post Office was built in Eglinton Street.

According to Piggott's Directory, the office was in Dominick Street in 1820. In 1824 the location is shown as Flood Street and the mails were despatched daily from the coach house, Flood Street.

In 1831, a memorial was sent to the Postmaster General remonstrating against the then (unnamed) location of the Post Office in Galway, stating that the P.O. had removed to the suburbs, totally detached and at a distance from the mercantile community. The surveyor, on examining the position, reported, "that the situation is nearer to the Exchange, Excise and Custom House offices and to several merchants of the first respectability and was in a central position as contrasted with former place". A counter memorial from another body of merchants stated "that with respect of any apprehension as to the safety of the bags the Deputy Mayor of the Town has guaranteed to remove all obstacles to their secure conveyance to and from the mail coach".

Robert D. Persse was Postmaster, from about 1829 and the location was again in Dominick Street, where it was stated he had a house "under a lease at a heavy rent, a large and convenient portion of which was well fitted up". In July 1847, the Postmaster made application to remove the Post Office to premises in Eyre Square (although he would continue to reside in Dominick St.) and for reimbursement of the cost involved – £15. The actual location is not stated but I assume that it was to a room in one of the Hotels. Two years previously in 1845, such a change is mentioned in relation to a memorial from inhabitants of the town requesting additional time between the delivery and despatch of the Dublin and London mails. The surveyor did not recommend any alteration then in the position of the Post Office, adding "the conversion of a room at the principal Hotel (probably Kilroys) in the Square into an office would be highly objectionable, particularly as it appears there would be no sleeping room for a clerk on the premises during the night and thus office would be exposed to much insecurity. There is a difficulty of access to the P.O., which prevents the mail coach driving up to it, for which reasons an allowance has been granted for a porter to carry the mails to and from Post Office and the Hotel where the coach stops". The allowance of 2s.0d. a week commenced in 1840. The distance involved was an English mile and the weight of the bags varied from 40 to 50 lbs. In his letter of July 1847, the Postmaster stated that "a great portion of the inhabitants are opposed to a change of the present situation". The surveyor did not recommend the removal. The Marquess of Clanricarde, who was the

Postmaster General, however, approved the change, pointing out that it "would expedite the delivery and retard the despatch 15 minutes each, thus giving half an hour a day more for their correspondence which would be highly advantageous to all the merchants of Galway and especially so to both Banks which are in the Square". He authorised the payment of £15 as a rent for the new office "so long as the present Postmaster may remain in office". The payment of a rent was obviously without precedent and was a new departure for the Post Office authorities.

On Mr. Persse's death in March 1850, the Post Office gave six months notice to terminate the occupancy of this premises at Eyre Sq. Bernard Murphy on his appointment in November 1850, was obliged to provide a suitable office in a proper location at his own cost. In December 1851, it moved to Francis St. to what is now No. 9 (where Eily O'Connor lives). Griffith's valuation lists of 1855 shows him as the occupier of these premises then. There was a valuation of £20 on the house.

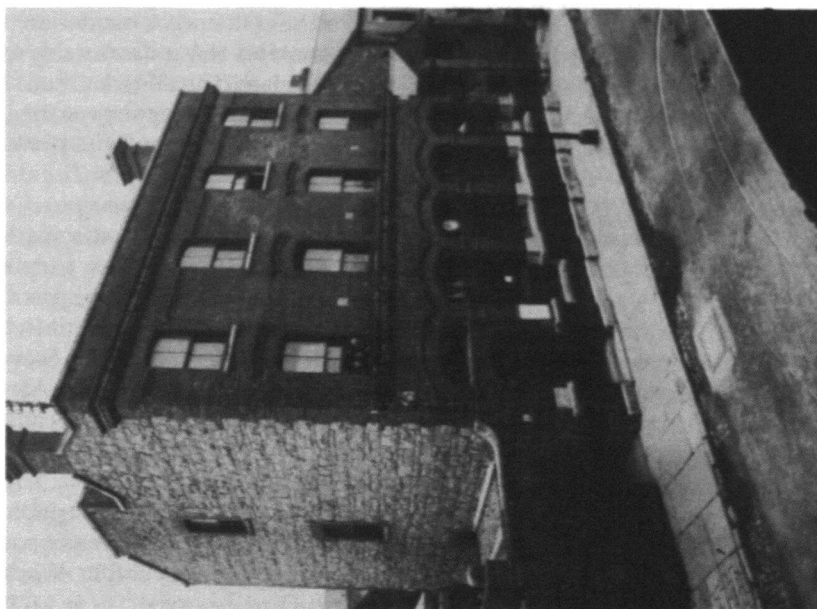
In 1863 when Peter Joyce Coghlan was appointed, the office moved to the opposite side of the street, to the house which is now No. 1, where prior to that a General Crispin lived. Messrs. Emerson and Conway have their office there now. The 1872 Ordnance Survey Map of that area shows a yard to the rear, with an entrance to it from Daly's Place.

In 1870, the Electric Telegraph Company had been taken over by the Post Office and so postal and telegraph work and staff were amalgamated for the first time in the same premises. This caused serious accommodation problems and there was strong public criticism of the facilities at 1 Francis St., which were compared with "the Blackhole of Calcutta", where "two cats could not fight". Revenue from the Post Office in Galway was reckoned to be in excess of £3,000 per annum then – ample to provide new premises. The Town Board, who were actively involved, were urging the Government to build a new office and *The Galway Vindicator* of April, 26th. 1873 stated "It is absolutely a shame to see such a hole of a Post Office in so populous and thriving a city". The Shambles Barracks in Bridge St. (where St. Patrick's School now stands) had been condemned and it was suggested that the site should be used for a Post Office and for other public buildings, like the Custom House and the Inland Revenue Office, which were in need of replacement also.

In October 1873, Mrs. Joyce Coghlan was granted permission to move to new premises. She may have wished, or had, to vacate 1 Francis St. following her husband's death, but most likely it was because the accommodation there was so inadequate. The new location was at what is now No. 23 Eyre Sq. (where Dr. P.J. Horan lives). The expenses in connection with the removal amounted to £27. The office continued there after Charles Cooley was appointed in 1876 until the new office was built in 1886. At some time this house was a Hotel and known as the Waverley Hotel.

By 1884 the premises at Eyre Sq., for which the Postmaster was paid a rent allowance of £35 a year, were too small and could not be made suitable and the

Plate 3: Galway Head Post Office, Eglinton St.



Post Office in Eglinton St., opened on November 1st 1886, was demolished in 1958.



The present Post Office was built in 1959, and officially opened on May 23rd 1960. The "Oífig an Phoist" sign has now been replaced by the Post logo.

Postmaster was unable to obtain other premises. On the 1st. August, 1883 the new inland Parcels Post had commenced. Each one of the 15,000 post offices existing then, in Great Britain and Ireland, had to be enlarged, or fitted out for sorting parcels and to accommodate the large wicker baskets in which the parcels were conveyed. Weighing scales had to be provided also to weigh them. The existing premises could not accommodate the parcels and a separate outside premises for a parcel office was rented at a cost of £15 per annum. Clearly new premises to cater for all the services had to be found.

A site for a new Post Office, measuring 60' x 57':8" in Eglinton St. was purchased from M/s. Alexander Moon on 1/5/1885 on a 999 year lease with a ground rent of £24 per annum. The new Post Office was built and it opened on Monday November 1st. 1886 – the first official premises provided in the city. The building was three storey with red brick front and lime stone dressings. It was erected at a cost of £1,800 by John J. Brady, Architect and Builder, under the superintendence of Mr. Harold Oldham, Clerk of Works. The accommodation for public business and the staff was stated "to be ample and a great improvement, but the street required flagging in front and a crossing to the opposite side of the road. A public lamp and a clock were also required". Living quarters for the Postmaster and his family were provided on the top floor. The cost of removing the telegraph wires from Eyre Sq. to the new building was £30. It was estimated that "repaying interest at the rate of 5% on the cost of the building, together with the ground rent of £24 a year, would make the annual charge £114; from which would be deducted the rent payable by the Postmaster for the residence, say £25 a year, thus leaving a rent of £89 a year payable for the office accommodation, and this can scarcely be regarded as excessive and compares not unfavourably with the rents paid for offices at some towns of the same class. The allowance of £50 a year now made to the Postmaster for rent, will cease on the occupancy of the new office." Additional property was purchased in 1901 at the rear and the premises were extended in 1911. A central heating system, to replace open fires, was installed in September, 1937. In the 1950s, further land at the back was purchased from Mr. Lally and in addition the Empire Theatre off William St. was acquired in 1952. The entire Post Office building was demolished in 1958. A new telephone exchange section at the rear was built in 1958 and the existing main premises were built in 1959 and officially opened on May 23rd. 1960 by Mr. Michael Hilliard, then Minister for Posts and Telegraphs. The builder was James Stewart, Lr. Salthill and the cost was £90,000. Mr. J.P. Alcock was Architect, with Mr. J.J. Ruddle, Assistant Architect, both of the Office of Public Works. Mainly because of the expanding telephone service, the premises were again extended in 1977. The builder on this occasion was James Brennan, Spanish Parade.

For a period from 1953 to 1958, to allow for enlargement of the telephone exchange, the Telegraph Office and the payment of Social Welfare pensions were transferred temporarily to 16 Eyre Square (where the Office of Public Works is now).

OPENING HOURS

Opening hours have varied over the years. In 1823 opening was from 8.00 a.m. to 11.00 p.m. From 17th. October 1847, the office closed on Sundays during the hours of divine service. From August 1878, telegraph business closed at 9.00 p.m. From May 1850, offices were closed from 10.00 am. to 5.00 p.m. on Sundays for the receipt or delivery of letters. In 1904, opening hours were 7.00 a.m. to 10.00 p.m. on week-days and 7.00 a.m. to 10.00 a.m. and 5.00 p.m. to 6.00 p.m. on Sundays. From October 1907, telegraph business on Sunday afternoon ceased. From September 1908, the office closed at 9.00 p.m. on week-days. In the mid 1940s and 50s opening hours were 8.00 a.m. to 7.00 p.m. and on Sunday 9.00 a.m. to 10.30 a.m. Sunday opening ceased in the mid 1950s. Week-day opening hours have been revised on a number of occasions since then.

MAILS AND CONVEYANCE

The establishment of the "Connaught Road" by Evan Vaughan in 1659, brought the first mail to Galway and the West. It was conveyed between the offices along the main "roads" with no delivery made en route. At first the posts were once weekly, increasing to twice a week in 1663. Vaughan also improved the service to London by putting three 30 ton mail boats on order.

In 1764, post was received at Galway from Dublin on Monday and Thursday and despatched on Tuesday and Friday. At first, mail was mostly of an official nature, but soon the service began to be used by members of both Houses of Parliament, who received the benefit of free postage, and by merchants to whom it gave a considerable advantage. To qualify for free postage, the sender, who was entitled to the privilege, had to sign at bottom left corner of letter and the signature was then verified by Post Office inspectors. Needless to say the system was widely abused by Government and Post Office officials.

Mail coaches were introduced in England in August 1784, when John Palmer ran an experimental trip from Bristol to London in 16 hours, after the experts had said that this was an impossibility. The appearance of its coachman and guard in royal livery was said to be "a great change from the existing old cart and ragged boy". Mail coaches were introduced in Ireland in 1789. A coach between Dublin and Galway commenced in 1807. These were provided by private owners. The coaches were often robbed and two armed guards were required on each. In 1813 a third guard was provided during the winter months on the Cork, Limerick and Galway coaches.

The Galway coach left the royal mail coach office, Dawson St. with a double guard, at 8.00 p.m. every night, travelling through Kilcock, Clonard, Kinnegad, Mullingar, Athlone, Ballinasloe and Loughrea. In 1847 the down mail was despatched from the G.P.O. at 8.00 p.m. arriving in Galway at 10.46 a.m. – taking 14 hours 46 minutes for the journey. The up mail was despatched from Galway at 2.14 p.m. arriving in Dublin at 5.00 a.m. The route then was through

Oranmore, Craughwell, Loughrea, Aughrim, Ballinasloe, Athlone, Moate, Kilbeggan, Tyrrelspass, Rochford Bridge, Kinnegad, Clonard, Enfield, Kilcock, Maynooth, Leixlip and Lucan.

While offices on the main mail routes received a regular service, towns between these routes did not enjoy the same facility and Cross posts to serve these were developed. Charles Bianconi, who began on the Clonmel to Cahir route in 1815, filled a great need in supplying these Cross posts. In the period until the railway replaced the mail coach about 1854, he enjoyed the major concession for the country. On 20.4.1850 he commenced a service with a four horse coach between Mullingar and Galway and was allowed to carry ten outside passengers. His list of car and coach services of 1842 shows service to 82 towns, of which the following in Co. Galway operated as Royal mail coaches.

Ballinasloe to Roscrea via Banagher.
 Ballinasloe to Castlebar via Tuam.
 Clifden to Galway.
 Galway to Limerick via Ennis.
 Portumna to Roscrea via Cloughjordan.

On 17th. September 1831, Thomas E. Lees, Surveyor General, writing from Westport to John Moore, Secretary of Galway Chamber of Commerce, informed him that new mail car contracts were proposed to Oughterard on Sunday, Wednesday and Friday; to Ennis and from Loughrea to Gort.

The new mail service to Ennis from Galway, was operated by James Hare, a cloth merchant in Eyre Square. It left Ormsby's Hotel every morning at 6.00 a.m., arriving in Ennis at 1.00 p.m. The return coach left Ennis at 1.15 p.m. arriving in Galway at 7.30 p.m. In August 1831, Mr. Cahill Ennis was the contractor. A request from Mr. Lambert M.P. that the number of outside passengers conveyed, be not limited to four was refused.

In September 1841, Mr. Bianconi was granted the mail coach contract between Galway and Limerick. In February 1846, he received 8d. per mile to provide a coach on the route and was allowed to carry ten outside passengers. In March, 1847 he was allowed 1s.0d. per double mile on the route and he requested that he be allowed to substitute a mail car for the coach on the portion of road between Ennis and Galway.

In May 1850, the tender of a Mr. O'Connor for supplying the mail coach was accepted at 1¾d. per double mile. Mr. Bianconi's tender was 2d. per double mile. In October 1853, Mr. Talbot was the contractor on the Oranmore to Ennis route. He was paid £250 per annum. When in December 1853, he transferred this contract to Mr. Bianconi, (whose tender was £258) at the same rate – £250 per annum, he was informed that he must be held to the contract he had signed.

As the new Dublin/Galway railway line was being constructed, it was availed of to convey the mails. By 1847 it had reached Enfield and the Galway

mails came from Dublin to there by rail and then by coach for the remainder of the journey. A Mr. Hartley had the coach contract then.

The new railway line was completed in 1851 and from August 14th. 1851 the mails were conveyed by train. In January 1852, day mails commenced for a payment of £500 to the Railway Co. and now there were two despatches and arrivals daily with Dublin. The arrivals were at 12.40 a.m. and 4.25 p.m. and the despatches at 8.20 a.m. and 11.50 p.m. Rail transport for mails has continued over the years since.

Radical improvements and changes in mail services followed and the status of many offices was altered. Athenry, which had been reduced to a Sub Office under Craughwell in 1834, following the establishment of a Penny Post between Craughwell and Monivea (through Athenry), was now restored as a Post town and Head Office. In September 1851, the Galway to Limerick mail coach was substituted by mail cars between Limerick and Ennis and Oranmore and Ennis, at a saving of £1,200 a year. In 1853, Oranmore became a Head Office and the mail distribution centre for the offices in South Galway and North Clare. At this time also, the status of several offices was revised, when 40 post towns throughout Ireland, with correspondence of less than 1,000 letters a week, were reduced from Post towns to Sub Offices. Of these, Clifden with 709 letters a week, and Headford with 360 letters a week, were affected, with salary reductions of £1 and £4 per annum respectively. From July 1852, the Ballinasloe to Westport mail coach route (operated by Mr. Bianconi at a cost of £1,007.7s.8½d. p.a.), was altered to run from Athenry at the same cost.

The condition of the roads was always a problem for mails cars and coaches. In February 1841, authority was given to report the bad state of the road, between Galway and Oughterard, to the Board of Works. Again in November 1847, this road was reported to be in a very bad condition, as was the Galway/Limerick road in the vicinity of Ennis and Limerick. In January 1847, the Dublin mails were late because of the bad state of the Galway/Dublin road. In August 1849, the Board of Works was asked to repair the Galway/Oranmore road. In April 1860, repairs to the Ardahan/Clarinbridge road were requested. The weather too played a part. Mr. Darcy, Clifden, complained that there was no mail car from there between 10th. to 14th. February 1847. On the 11th. and 12th. the bags had to be conveyed by a man on horseback, as the mail car could not operate, because of the great depth of snow and £2.12s.3d. was paid to a John Carr for this service. In November 1850, the Galway/Limerick mail coach was delayed because of a severe storm.

Accidents also occurred occasionally. In August 1843, the Galway/Dublin mail coach overturned. The coachman was said to be "of excellent character for sobriety and skillfulness in driving" and the accident was deemed to be purely accidental. He was, nevertheless, cautioned. In July 1844, the coachman and guard were acquitted of any blame in regard to the accident with the Galway mail which caused the death of a woman on the Athlone bridge. In May 1845,

the inquest jury acquitted the coachman when an elderly female died when the wheel of the Galway/Limerick mail passed over her. In February 1846, Michael Hayes, the coachman on the Galway mail, was acquitted by the magistrates on a charge of intoxication. On 16/2/1849, the axle of the Galway/Dublin coach broke. The guard was "much injured when thrown from his seat by upsetting of coach". A strongly worded letter was sent to Mr. Bourne, Building Contractor, requesting him "to take effective measures for putting all coaches in state of thorough repair under pain of legal proceedings". In June 1851, the fore wheel of the Galway/Mullingar coach broke near Athlone.

Punctuality in the running of the mails was very important. In October 1844, Mr. Herbert, the mail guard, was suspended from pay for three days for carelessness in dropping the bye bag between Kinnegad and Clonard. A serious admonition was given to him for his indiscretion in detaining the Galway mail when he went to search for the bag.

Safety was also of concern and armed guards were provided on the main route coaches. However, in October 1843, when T. Murray, the horse post rider between Ardrahan and Burrin, made application to be allowed a pistol for his protection, it was refused, on the grounds that fire-arms were not required for protection of mail.

PENNY POST

Until 1680, London had no internal postal service. In that year a private Penny Post (not to be confused with the penny postage stamp rate, which came in 1840) was first started. For one penny prepaid, a letter or packet was delivered to any part of the city and for one extra penny, it was delivered to an address in the city "outskirts". In 1773, a revised Penny Post system was established by Act of Parliament. An Act of William IV in 1832 legalised the establishment of penny post offices in any city, town, or suburb in Ireland which could afford to do so. The usual conditions were laid down. The cost of postage was one penny, in addition to the postage of the town with which they were connected; the weight of the package was to be less than four ounces; only official Post Office Letter Carriers were allowed to carry mail. These posts operated between specific towns, usually not more than a single post stage, which was about 20 miles, but some operated over longer distances. In June 1836, when a Penny Post was established between Oranmore and Kilcolgan, Mr. Redington (of Kilcornan) complained that his letters "were subject to Penny Post regulations". By the mid 1830s, there were 295 Penny Posts in Ireland, serving 284 villages. This compared favourably with Scotland with 81 and England and Wales with 356. Between 1834 and 1840 twenty-seven penny posts were operating in Co. Galway (Appendix N). All such Penny Posts ceased with the reforms of 1840, when nation-wide penny postage was introduced.

REFORM AND THE UNIFORM PENNY POST

By the 1830s, the Post Office was facing a growing pressure for reform of its postal system, especially for a lowering of its high postage rates. This resulted in Rowland Hill, the then Secretary to the Post Office, publishing his "Post Office Reform" in 1837, the strong point of which was, that the poor were being denied the right to send letters due to the high postal charges. Recalling his childhood he said, "I early saw the terrible inconvenience of being poor ... my mother was afraid the postman might bring a letter while she had no money to pay the postage". Eventually, on August 17th. 1839, the Bill for the Penny Postage system was passed. It provided for a prepaid penny rate to commence at once for the London District, with a minimum prepaid charge of fourpence for the rest of the United Kingdom. This rate was defended as preparatory for the later introduction of a uniform penny rate. The new system commenced on 5th. December 1839. Public reaction to the four penny rate was so unfavourable, that from January 10th. 1840, the Government and the Treasury were forced to introduce a uniform Penny Post. Although the fourpenny rate existed for 36 days only, hand stamps showing the figure 4 had been issued. Eleven of these are known and Galway had one of them. The others were at Armagh, Ballymena, Belfast, Derry, Drogheda, Dublin, Dundalk, Enniskillen, Newry and Roscrea.



Fig. 2: The first envelope, specially designed by William Mulready in 1839 for the new Penny Post service, with a 'Maltese Cross' cancellation.

Fig. 3: The first postage stamp, showing a profile of the young Queen Victoria, became known as the Penny Black.



The new Penny Post was based on a system of assessing postage according to the weight of the letter and replaced the centuries old system of assessing postage according to the number of enclosures and mileage involved. The new minimum rate was one penny for a letter weighing up to $\frac{1}{2}$ ounce and henceforth, postage was paid by the sender of the letter, by means of an adhesive postage stamp, serving as proof that postage had been paid.

The adhesive stamp issued had a profile of Queen Victoria and was printed in black (1d.) for weights up to half an ounce and blue (2d.) for weights up to one ounce. The stamps went on sale on 1st. May, 1840 and became valid for postage on 6th. May. They were first used for postage, by mistake, on May 2nd. at Bath. The 1d. stamp has since become known as the Penny Black. Red cancellation ink was used and the public soon discovered that this could be washed off the Penny Black and the stamp re-used. To counteract this, the Post Office used a black ink and then issued red penny stamps on 10th. February 1841. The cancellation stamp could not be washed off the red without damaging the print. The early stamps were cut with a scissors, but a Dublin man, Henry Archer, invented a machine for perforating them. For some time after 1840, postage could still be prepaid in cash and the two systems continued until 1853, when it was made compulsory to affix the adhesive stamp to all letters. The one penny minimum charge lasted up until 1918, when it was increased to $1\frac{1}{2}$ d., although the weights varied over the years. In fact, in 1897 up to 4 ozs. could be sent for the one penny charge.

This major reform of the British Post Office was widely copied by other countries and to-day Britain remains the only country in the world, not required under international postal regulations, to show the name of the country on its postage stamps, in recognition of her leadership in this field. This radical reform of 1840 enabled the Post Office to work far more efficiently. It also brought the letter post within the reach of the less affluent sectors of the population – a factor which soon resulted in a tremendous increase in the volume of mail. In 1839, the Post Office had commissioned the design of a prepaid envelope, from a William Mulready, for the new service (envelopes were not known up to then). A fee of £200 was paid to him. He was born in Ennis in 1786 and went to live in London with his family at the age of six. His envelope was not a success, as it was considered over elaborate. However, the idea had been created and it was replaced in 1841 by a plain envelope, with an embossed stamp portraying the Queen.

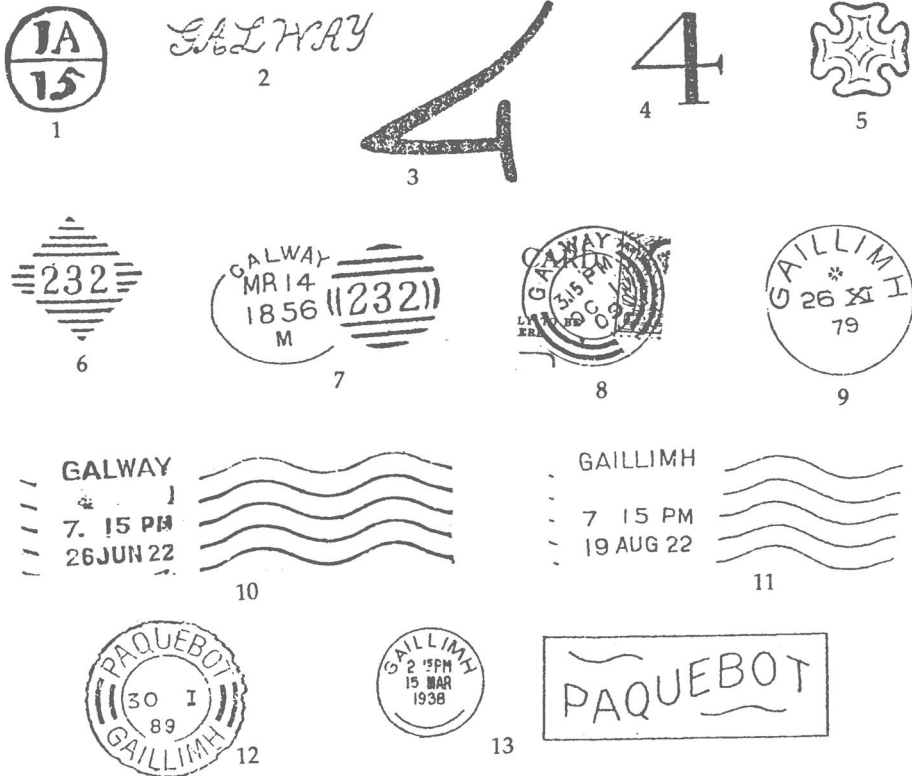
It was Rowland Hill who also suggested that slits should be cut in doors for letters to be delivered, to avoid the need for the Letter Carrier to waste time in waiting for a reply to his knock. A great debt was owed to Hill for his reforms, which is best summed up in this tribute by William Gladstone, on the occasion of his death in August 1879 :- "... his great plan ran like wild fire through the civilised world, and never, perhaps, was a local invention ... and improvement applied in the lifetime of its author for the advantage of such vast multitudes of his fellow-creatures".

POST MARKS, OBLITERATORS AND DATE STAMPS

A post mark, called the Bishop mark, after Col. Henry Bishop who invented it, was introduced around 1660 and this helped to avoid delays on letters, as it showed for the first time the day and month the letter was received. In 1808, Post Offices were supplied with handstamps. These showed the name of the office and the distance in Irish miles between the village or town and Dublin, measured by the actual route of the mails (100 Irish miles equalled 127 English miles). To simplify matters for postal officials, the Trustees of the Roads in Ireland, measured the distance between towns and placed "milestones" at the sides of all the main roads. These were shaped stones with the mileage to Dublin and some nearby towns engraved on them. Many of these can still be seen on roadsides today. In 1808, the Galway stamp was 103 and the postage to Dublin was 7d. From 1819 to 1835 the stamp was Galway 104 and the postage was 10d. In 1835 the stamp was Galway 105. From 1827, the reckoning was measured in English miles.

With the issue of adhesive stamps in 1840, obliterated stamps were issued so that the stamp would be cancelled to prevent its re-use. The first such stamp used is known as a "Maltese Cross", because of its resemblance to the cross of the Knights of Malta. Because the office datestamp had to be applied separately to the back of the envelope, to identify the post town of origin and date of posting, it was felt that the obliterator itself should incorporate some form of identification. In May 1844, a series of numeral diamond shaped obliterated stamps were devised for the entire country. (Appendix M) Galway was allotted the number 232. As the volume of mail handled rose dramatically in the 1840s, it became increasingly time consuming to have to apply two separate handstamp operations. In 1855, a duplex cancellation, combining the office No. with the town name and date was supplied. The town name and date fell to the left of the stamp, whilst the number obliterated the postage stamp. This duplex cancellation ceased at Galway in 1894/95. After that, circular datestamps similar to what is in use today were introduced. Because of the continuing increase in mail volume, it was no longer possible to hand stamp all mail and so a machine to cancel the stamps was installed in July, 1912. This first machine, was known as a "Krag", after the Norwegian who pioneered it. It produced a continuous wavy line cancellation across the top of the envelope. On 26th. June 1935, this was replaced by an automatic electric operated universal machine, which was more modern and it is one of these that is in use today. The practice of stamping letters on the back, on arrival, ceased in 1907.

In order to establish the actual times of posting, the earlier datestamps used code letters - 'M' indicated morning, 'A' afternoon and 'E' evening. For a short period in 1895 the time was shown in code e.g. HC*P being 8.45 p.m. This system lasted less than a year at Galway, although it survived until 1899 at a few other offices. After that, straight clock times were used to indicate the actual time of posting.



1. Bishop mark, introduced circa. 1660.

2. Straight line town name used 1713. The unusual lettering was difficult to read and was withdrawn sometime before 1745. It was replaced by another straight line stamp with ordinary lettering.

3. & 4. Two stamps used at Galway to denote prepayment of 4d. postage in the 36 day period Dec. 5th. 1839 to Jan. 10. 1840.

5. "Maltese Cross" used to obliterate first postage stamps in 1840.

6. Steel obliterator diamond numeral stamp No. 232 used from May, 1844.

7. Duplex cancellation, a combination of datestamp and obliterator No. 232. In use from 1855.

8. Circular steel stamp. In use from 1894/95.

9. Datestamp showing Irish version - Gaillimh. In use from late July, 1922.

10. & 11. 'Krag' machine cancellations. In use from 1912. It provided a continuous postmark across the top of the envelope.

12. & 13. PAQUEBOT hand and universal machine stamps. The latter machine replaced the KRAG in 1935. Mail posted at sea can be posted at the first port of call and stamps of a country, other than that in which the letter is posted, are treated as valid. All such mail has to be marked PAQUEBOT.

Fig. 4: Postmarks, obliterators and datestamps from 1660.

DELIVERIES

Apart from the special Penny Posts, which ceased in 1840, addressees especially in rural areas, had to collect letters at the Post Office. In the following years, restricted rural deliveries began to develop gradually and these were deemed financially viable if costs were covered by a revenue of one half-penny for each letter. Anthony Trollope, the well known author, in his capacity as Post Office surveyor, over an 18 year period from 1841 to 1859, was responsible for the considerable extension of many of these deliveries. He boasted to one parliamentary committee that he had been in every parish in Ireland.

If a service was required, but the revenue was insufficient to meet the expense, guarantors were sought, who were required to meet any deficit. Default with these was pursued and if not paid, the service ceased. In July 1836, the deficiency in the operation of the Tuam/Corrandulla Penny Post was £2.6s.3d. This was guaranteed and paid by a Mr. W. Cahill. In April 1860, a post was provided to Menlo Village and a Sub Post Office established there to be called "Menlough Village". The expense was £12.2s.6d. p.a. and was guaranteed by Sir Thomas Blake. By 1866, Sir Thomas had financial difficulties and requested to be relieved of the guarantee. This was refused and the arrangements for serving the castle and the area ceased and the office closed on April 4th. 1866. A delivery to the Castle was not restored again until November 8th. 1897.

From the early 1830s, free deliveries were commenced to designated areas in the principal commercial towns and cities. In October 1834, a report from Mr. Godby (Secretary to the Irish Post Office) to the Postmaster General, recommended the appointment of official Letter Carriers to deliver the letters free within the towns of Galway, Sligo, Ballina and Mullingar. " A recommendation which accords with the invariable practice in this country. The establishment of free deliveries in Ireland has only recently commenced and several cases, which have come under notice, show that the practice, once introduced, is now gradually extending itself to the principal commercial towns and cities. I must not however conceal from your Lordship that the benefit of a free delivery, which has already been confirmed upon several towns in Ireland, has been attended with much additional expenditure and that the effect upon the net revenue cannot fail to be perceptible, as the expenditure is still further increased by the extension of the practice. The allowances proposed for the Letter Carriers are moderate and reasonable:- Galway – 2 Letter Carriers – 1st. £20 per annum; 2nd. £18.5s.0d. per annum. The revenue is £2,611 per annum. In addition to this, there will ultimately be some further expense to compensate the Postmaster of Galway, who will, it appears, lose £84 a year, which he has but hereto obtained by making a small extra charge for the delivery of the letters. The salaries have in all these cases in Ireland been kept down where the emoluments have been considerable". A Parliamentary return of 1830 shows that

an extra charge of one penny was made at Galway "for delivery of letters to those residing within limits of town" and that the "charges have been made for the private accommodation of the individuals to whom the letters are addressed and no change has taken place for the last three years". In 1828, the total additional charge was £30. This would indicate that 7,200 letters had been delivered that year.

In August 1851, the free delivery boundary was extended. In November 1859, Salthill was brought within the town delivery area and a fourth Letter Carrier was appointed, on a scale of 10s.0d. to 14s.0d. per week. In 1865, delivery on three days a week was provided. *The Vindicator* newspaper in December of that year, paid tribute to the Postmaster and all his staff, saying that they were not only overworked but also very much underpaid and that the Letter Carriers without exception, were courteous, obliging and exceedingly polite and agreeable.

In 1870, two deliveries were provided in the city daily, at 7.00 a.m. and 2.35 p.m. Delivery to Merlin Park and Rockmount commenced in 1858, the messengers being paid 6s. 0d. and 7s.0d. respectively per week and to the Bushypark area on 28.8.1899. Delivery to Ballybane was provided in 1909. Two deliveries are still provided in the main business areas and in the older housing estates in the city. Since 1963 a second delivery is not provided to any new housing estates.

In September 1836, a Letter Carrier was appointed at Loughrea, with wages of £20 per annum. A morning and evening delivery was provided. The revenue from the office was £730 per annum. In August 1840, free delivery was provided at Claregalway and Headford, and in October 1840 at Oranmore, at a cost of £5 p.a. In October 1841, Clifden had a free delivery, at a cost of £6 and Gort at a cost of £10 p.a. In March 1849, Craughwell had a free delivery, at a cost of £2 p.a. In April 1849, Athenry had free delivery and in December 1849, Woodford had the service.

In 1897, as part of Queen Victoria's Diamond Jubilee concessions, free delivery was granted to every house in the Kingdom, no matter how remote, on at least two or three days a week. It was not possible of course, to give immediate effect to this in all rural areas and the concession could only be introduced gradually in the following years. It did, however, ensure that henceforth deliveries were guaranteed for everybody.

The earlier deliveries were mostly performed on foot, with some Postmen walking up to 20½ miles a day, six days a week, five more than their English counterparts, who normally carried heavier bags. A delivery was also provided on Sunday to selected areas, to people and places of importance, such as the army and police barracks etc. The regular postmen performed it on alternate Sundays and in order to give them relief, a special Sunday substitute did a delivery on the other Sundays. These Sunday deliveries were abolished in the early 1920s.

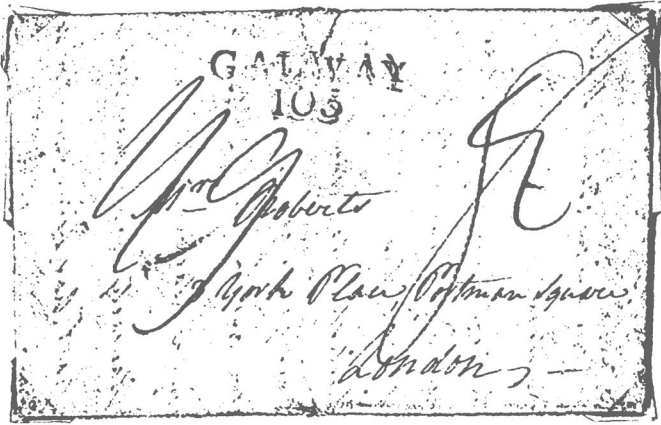


Fig. 5: Letter posted in 1812 to London, with a Galway 105 mileage stamp. It was originally assessed at 8d. but this only covered postage to Dublin. Postage was reassessed on arrival at Dublin to 1s.9d., the rate from Dublin to London being 1s.1d., of which 2d. related to the packet boat charge. The routing probably was from Howth to Holyhead.

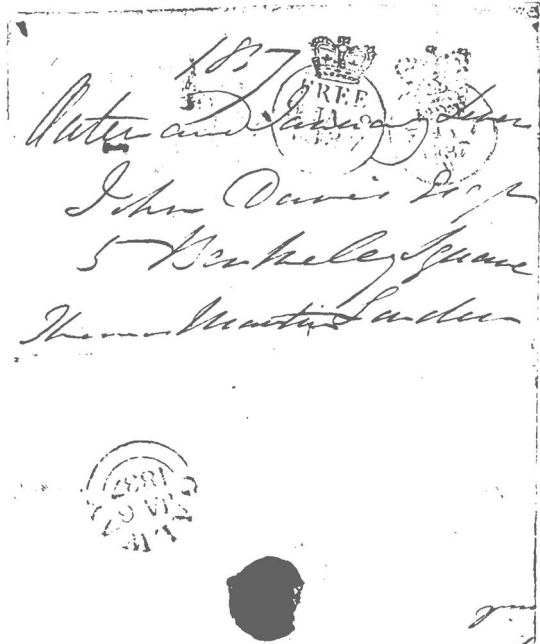


Fig. 6: Letter posted at Galway on January 6, 1837. It was sent by Thomas Martin, M.P. who was entitled to 'free' postage. To qualify, he had to sign at bottom left and the signature was then verified by Post Office inspectors. The circular 'Free' marks were applied at Dublin and London as it passed through.

As the bicycle was developed with the invention of the pneumatic tyre in 1889, it was introduced gradually into the Post Office for use on deliveries. The first cycle delivery commenced on 22/3/1901. From 28/8/1921 four cycles were in use. The Postman was paid an additional allowance of 1s.0d. (five new pence) per week, for cleaning the official cycle which was supplied and to perform minor repairs (punctures etc.).

A tricycle carrier was introduced on 28/11/1903 and a second one on 3/10/1906 for limited delivery of parcels. A van and horse was rented from 1883 for parcel deliveries at £30 per annum. In November 1853, a Mr. Clayton had the contract to convey mails between the Post Office and the Railway Station for a payment of £27 per annum. In December 1886, Peter Cunningham had the contract for conveying the night mail to the station.

From 1914 approx. to 1926, M/s O'Flaherty (of the garage, Fr. Griffin Rd.) had supplied the horse and van on contract, for parcel delivery and for letter box collections at night. Mike Ruane of Henry St., now 92 years of age, and thankfully still with us and enjoying good health, drove the horse for a time. He was accompanied by a Postman who performed the delivery. 100 parcels approx., mostly for shops, were delivered daily then. The main town area was covered in the morning and the Salthill/Taylor's Hill area in the afternoon.

On 18/10/1926 the Post Office purchased its own motor van, from M/s. W. P. Higgins, for delivery of parcels and conveyance of mails to and from the railway station. From 1/2/1927, mails for the Ballyvaughan, Headford and Lettermullen routes were also conveyed in official vans, driven by Postmen from the Head Office. In all, 10 vans were purchased from M/s Higgins at the time. Since the late 1950s, conveyances to rural sub offices have reverted again to private contractors.

Delivery on Christmas Day, which had been a feature, ceased in 1936. Restricted deliveries on three and four days a week, which were in force in most areas at the rural sub offices, ceased when a daily delivery to all areas in the Galway Head Office district, was introduced on 6th. February, 1956. Motorisation of rural deliveries commenced in the early 1960s. Most rural areas are now delivered by van and so the delivery system has evolved from walking to cycling and finally to motorisation. Delivery on Saturday ceased on 5th. April 1978, in order to allow a weekly day off to Postmen.

In the earlier years mails for rural Sub Post Offices were conveyed mostly by private contractors, using a horse and car or coach. A mail car service to Oughterard was one of the earliest provided from the Galway Office. While normally mail contractors supplied their own coaches and horses, in this case the horse was purchased by the Post Office. This is revealed in correspondence from the registered papers of the Chief Secretary for Ireland, relating to a petition dated November 22nd. 1824, sent by Michael Logan (of Galway map fame) Land Surveyor, of William St. Galway, to William Gregory and The Marquis Wellesley, Lord Lieutenant General, concerning the loss of a "money

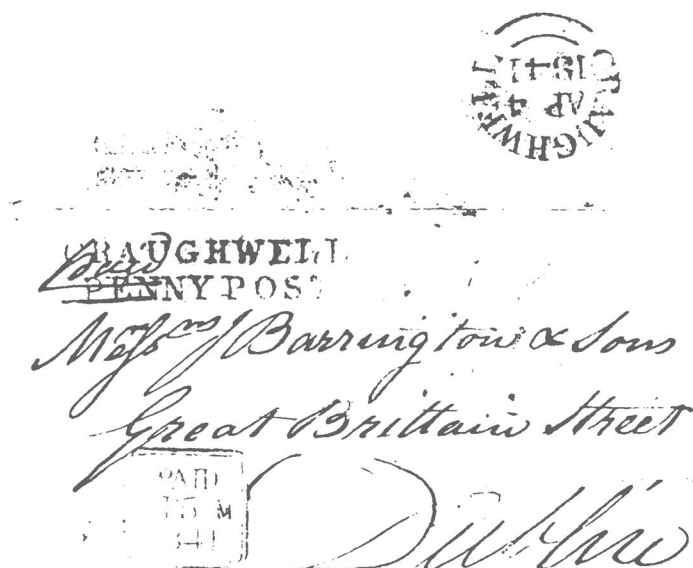


Fig. 7: Letter posted at Craughwell April 4, 1841. It bears the Craughwell Penny Post stamp. The Penny Post had ceased in 1840 and the stamp was adapted to indicate that postage was prepaid in cash. The paid stamp at bottom left was applied at Dublin.

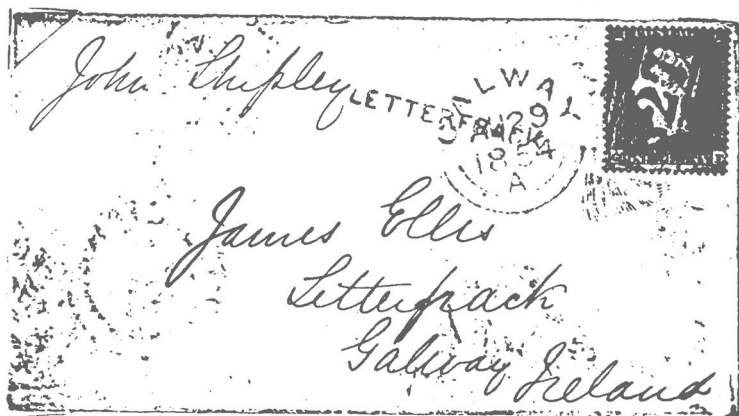


Fig. 8: -Letter addressed to James Ellis, Letterfrack. Posted at Uttoxeter, Staffs. in August 1854, it is cancelled by that town's numeral postmark 827. It passed through Galway on 29 August and received a transit postmark, which was in red, to indicate prepayment. The straight line Letterfrack stamp would have been the only postmark at that office.

James Ellis, a Quaker, came to Letterfrack in 1849, where he purchased 1800 acres of land. He gave employment to about 80 men, building roads, cottages, a school, drainage and tree planting etc. Because of failing health he returned to England in 1857. Much of his work is still evident in Letterfrack.

letter", containing £4.10s. in notes, sent by Logan, from Claremorris, to his wife in Galway. The letter was collected by Anthony Mitchell, who absconded with same. It was revealed in the enquiry made that Henry S. Persse, Postmaster at Galway, was absent from the office that day as he had gone to the fair at Ballinasloe, to purchase a horse for the "Outerard mail cart" and that Mr. Morris was in charge in his absence. The final outcome of the claim is of interest. Mitchell was employed by Logan, who owed him £10. He was present when the letter was posted and he had set out for Galway, arriving before the mail, and had collected the letter. Mr. Mitchell was liable to prosecution for felony and was pursued by the authorities, but it was contrary to Post Office regulations to have enclosed bank notes in the letter.

In August 1831, the Galway/Oughterard horse post and foot post to Clifden, for which an allowance of £66.14s.3d. was made to "a gentleman of considerable property" was sublet by him, "receiving a profit to himself". The Postmaster, Oughterard, offered to undertake the service for £60 p.a. and had suggested alterations in the despatch of the foot messenger, "by which letters will be received a day earlier in Clifden". It was not proposed to increase the three day frequency. In June 1834, it was proposed to convert the existing 3 day service to Oughterard and Clifden, into an experimental six days Penny Post, for which an additional £35 p.a. to the existing £60 would be necessary, to provide three foot runners between Oughterard and Clifden, at allowances of £15 p.a. each and a mail car from Galway to Oughterard, at an allowance of £50 p.a. It was the opinion "that the penny postage alone will more than cover and there is every reason to believe that the general revenue of this extensive and remote district will considerably increase under improved accommodation".

In November 1835, a request from Mr. Darcy for a mail car from Galway to Clifden and direct post communication to Westport was refused. It was stated that the "additional cost would be £86.18s.4d; a direct post would cost not less than £150; the whole amount of revenue from the letters did not exceed £224 a year; the trade and commerce of Clifden was too limited and there was scarcely any correspondence between Clifden and Westport". Mr Darcy appealed the decision without success.

In July 1836, a mail car from Galway to Clifden was to be tried for a year and discontinued if no increase in revenue. There would be additional cost of £90 p.a. The Galway/Oughterard contractor was offered the contract for £200 p.a. There were no other tenders.

In November 1836, a memorial from Michael Kelly, Patrick Walsh and James Gorham, the three foot messengers, who were replaced, requested some compensation. Although the Postmaster General regretted the circumstances, he had "no power to render the poor men relief".

In January 1847, Mr Bianconi's tender "for a pair horse mail car, for an allowance of £300 (an increase of £60 over present) was accepted over that of Mr. Colles at same amount but for a one horse". The former was expected to ensure greater punctuality.

Later in 1847, Mr. Darcy, Clifden, complained of delay to mail and for the establishment of a mail car to Westport. The delay was due to the bad state of the roads between Dublin and Galway, with consequent late arrival at Galway. "There was not enough correspondence for a car to Westport".

In December 1847, an application for the establishment of direct bags between Moycullen, Clifden and Oughterard was refused. In November 1850, a further request for the establishment of a Clifden/Westport mail car "was postponed for the present".

In August 1849, a request from Mr. Redington for further postal improvement at Roundstone was refused, as "the existing arrangements under Ballinahinch afforded reasonable accommodation".

In September 1851, Mr. Bianconi was allowed to run a coach instead of a mail car on the Clifden route. In March 1852, his tender of £190 for the service was accepted. Obviously the income from the passenger service was taken into account when assessing the charge for the carriage of the mails.

In May 1852, when the Clifden/Roundstone bag was lost from the car, a reward of £5 was offered and the driver was dismissed. In July 1884, a day mail to Moycullen, Rosscahill and Oughterard was established under the guarantee of Mr. J.P. O'Flaherty. From November 1889, Edmund Naughton of Oughterard, who died in June 1895, aged 82 years, operated a contract service between Maam Cross and Moyard. From 1/11/1906, mails for the offices on the Galway/Clifden route were conveyed by rail, for a payment of £800 p.a. This continued until 1935, when the railway ceased. For some time before 1906 the route was divided – one mail car operating from Galway to Recess for which the latest contract payment was £650 p.a. and a second operated from Recess to Clifden for a payment of £130 p.a. When the mail coaches ran, the horses were changed and cared for at Lynch's, Bunsaniff, near Maam Cross. After the closure of the railway, C.I.E. conveyed the inward and outward mails by bus and truck. From 4/9/1947, an official van, with a postman driver, was used. From 20/3/1965, conveyance reverted to a private contractor, with the late Walter Duggan performing the service.

A foot post operated to Barna from 1840. In November 1841, Mr. Lynch made application that it be substituted by a mail car. This was refused as the revenue collected was only one third of the existing costs. In June 1844, the inhabitants of Spiddal and a Mr. Bunbury submitted a memorial for the establishment of a Post Office and a mail service. The number of letters was only 37, but the service was provided as the inhabitants were willing to guarantee the full expense – £15 for a runner and £5 for a Receiver (Postmaster). In July 1844, John O'Connor, the newly appointed Receiver offered to provide a mail car from Galway to Barna and Spiddal, instead of the two foot messengers employed, at the cost of £30 p.a. Permission was granted, since both offices were established under guarantee and as the parties interested would pay all expenses incurred. In October 1846, John O'Flaherty, the foot runner between Galway and Barna, who was

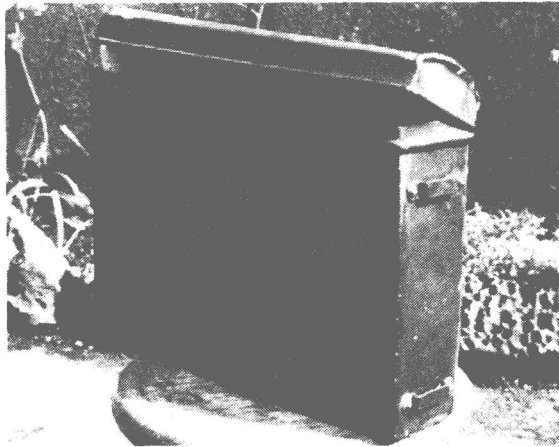


Plate 4: The private bag/box used by Martin Joseph Blake of Ballyglunin and Brook Lodge, who was M.P. for the Borough of Galway from 1832 to 1857 and died in 1861. It was operated from Dangan Post Office, which closed on April 1st. 1864. Of copper, it measures 30 x 7 x 23 cms., with loops at the sides to fit a strap for conveyance. It was originally painted black with "Dangan" in large gold lettering on the front. Tom Keating, Annagh, Ballyglunin, bought it at the Blake family auction, in 1965.

displaced, made application for compensation. It was left to the P.M.G. "to decide if he should be appointed to some other situation, should a suitable opportunity offer". In February 1848, Mr. O'Connor requested an increase in the allowance. This was refused and as he was unable to continue, the mail car ceased and was replaced by two foot runners at £12 and £13 a year each. In June 1850, the correspondence exceeded 100 a week and the expense of serving was borne by the revenue. It had been discovered, "that through an oversight, the persons liable for the guarantees were under the impression that they had upwards to ten years to pay. Since this was incorrect, they could not then be fairly called upon to pay the amounts due".

The mail car was restored from 1st. October 1873 and John O'Connor again provided the service, carrying passengers with the mails. The fare for passengers to Spiddal was 1s.:6d. From 1st. March 1896, Cornelius J. O'Connor of William Street West (where the Hibernian Bar is now) was the contractor, going on to Carraroe and carrying passengers also. The passenger fare was still 1s.6d. and 3s.:0d. to Carraroe. Later, Mrs. Mary Irwin of Eyre Street was appointed on 26/2/1904. Mails were conveyed then as far as Carraroe and to offices on the route. The distance was 29 miles each way. The rate of travelling was specified as 7 miles per hour and the remuneration was £292 per annum. From 1910, permission to convey passengers was granted. Cars left Galway at 5.00 a.m. and returned at 10.30 p.m. on week-days. On Sunday they left at 6.00 a.m. and returned at 8.00 p.m.

The South Galway and North Clare area was served in the early years by a horse post operating between Ardrahan and Burrin. In March 1844, at the request of Mr. Gregory, a mail car was substituted from Gort, through Kinvara, to Burrin. By this arrangement, "the letters would be accelerated and the inhabitants of Burrin and Kinvara would have the additional convenience of a daily passenger car, which they had long desired". The contractor for the Ardrahan horse post was willing to undertake the service at £40 a year – the sum he was already receiving. In September 1851, the mail car ceased and the offices at Kinvara, Burrin and Ballyvaughan were served from Ardrahan by three foot runners at wages of £15 per annum to each. In later years, up to 1927, when official vans were introduced, M/s O'Flaherty (of the garage, Fr. Griffin Rd.) conveyed the mails by horse car to Gort and Ballyvaughan. Andy Naughton from Spiddal, was employed as driver. The mails left Galway at 2 a.m. and returned at 7 p.m. Horses were changed at St. George's, Kilcolgan. During the war years, from 1940 to 1945, because of a shortage of petrol, it was necessary to revert to a horse drawn side car between Ballyvaughan and Kinvara. John Flanagan, Ballyvaughan, provided the service and drove the horse himself.

In July 1844, Mr. Lynch was performing the Tuam to Headford mail service at £24 per annum. In August 1846, the tender from Mr. Morris at £32 p.a. which was the lowest, was accepted. It was £2 less than was paid to the previous contractor. In December 1850, the offer of £38 p.a. from Mr. Daly for this service was accepted. In March 1853, a request that a day mail be provided to Tuam and Headford, was not recommended.

From October 1st. 1897, John Curran, Eyre Square, conveyed mails to Claregalway and Drumgriffin (now replaced by Corrandulla). From 1917, this was extended to Headford and Tuam. Josie Monaghan, from Headford, and Joe Conneely were employed as drivers. M/s O'Flaherty also performed the Drumgriffin service for a time. From July 1st. 1917, control of the Sub Offices at Belclare, Cahirlistrane, Headford, Ower and Shrule was transferred from Tuam to Galway.

In October 1847, a memorial for the establishment of regular post communication to the islands of Aran was refused, because of the "very limited amount of correspondence". In December 1858, an offer was accepted from Mr. Thompson, to convey mails to and from the Aran Islands (Inishmore only), twice a week in Winter and thrice in Summer, on fixed days for a gratuity of $\frac{1}{2}$ d. a letter.

In 1882, Mr. Mitchell Henry M.P., made representations to have the sailing boat in use, costing £60 p.a., replaced by the steam packet of the Galway Steam Packet Company, at a cost of £500 p.a. Since this cost was prohibitive, guarantees were unsuccessfully sought from "the proprietors of the island". Eventually, an offer from the Steam Packet Company, to provide a twice a week service for £400 was approved. The entire postage produced from the letters varied from £51 to £71 p.a.

In July 1884, Mitchell Henry requested that postal service be provided to the Middle Island (Inishmaan). The estimated postage from the letters was only £1.6s. a year, while the cost of a Sub-Office on the island, with a post once a week, would be £22.12s. p.a. if the letters were conveyed by a canoe, between the North Island and the Middle Island, or £26 a year if the mail boat was required to call off the Middle Island. The cost of the post to Inishere, to which the mail boat was calling, was £24.11s.4d., while only 27 letters a week were conveyed, the postage on which was less than £6 a year. The question arose as to whether the application should be refused, or whether, for other than postal reasons, it was desirable to comply with the request. The P.M.G. suggested that Miss Digby, the proprietress of the Island, might be willing to guarantee portion of the deficiency, say £5. It would seem that this was not forthcoming, because a Sub Office was not established on the island until January 1st. 1901.

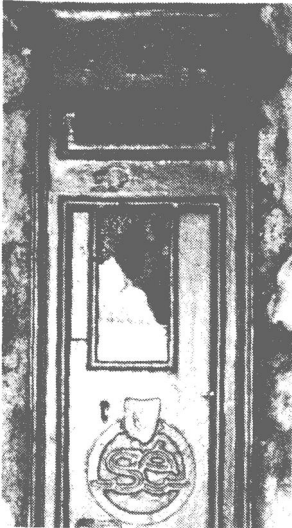
LETTER BOXES

With the rapid growth of correspondence, following the introduction of uniform penny postage in 1840, a demand for more posting facilities arose and the public began pressing the Post Office to provide roadside posting boxes, similar to those which had been introduced in France sometime previously.

In 1851, Anthony Trollope, the Surveyor, suggested, in a proposal to improve postal services in Jersey (Channel Islands), that the scheme operating in France be tried in St. Helier, Jersey. The proposal was accepted and on 23rd. November, 1852 four boxes were erected. The scheme was a success and in 1855 six boxes were erected in London. Various changes in the design were made in the following years and the first boxes were introduced to Dublin in 1857. In a report to Parliament in 1861, the Postmaster General said that there had been a prejudice in Ireland against roadside boxes. This was "owing apparently to a fear of insecurity but the surveyor now reports that the public protect these boxes and that the prejudice is fast disappearing".

A report in the *Galway Vindicator* of 17th. August 1872, concerning Sunday attendances and mail despatches, states that collections would be made from the boxes at Rockbarton, Salthill, Nile Lodge, Mainguard and Eyre Square. This would indicate that five boxes were in operation then. The first record of a letter box erected in Galway was in March 1858, when a wall box was sanctioned at Taylor's Hill. This is probably the box with the VR cypher situated at "The Croft" Taylor's Hill. It now has a replacement SE (Saorstát Éireann) door, fitted in the 1920s, after the original door was damaged.

In June 1858, a wall box was sanctioned for erection at William St. In February 1860, an application for a letter box at Flood St. was refused, on the grounds that the site named was "within a very short distance of two other receptacles for letters". In April 1866, authority was given to substitute a large box for the small one at the Mainguard. This is the unique Penfold box, which is still in situ, a



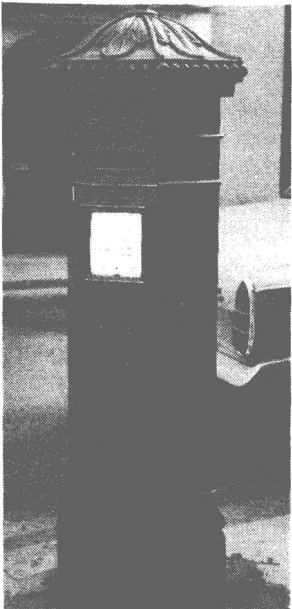
Wall letter box at Taylor's Hill, erected March 1858, probably the first box erected in Galway. It now has a replacement SÉ (Saorstát Éireann) door, fitted in the 1920s, after the original door was damaged.



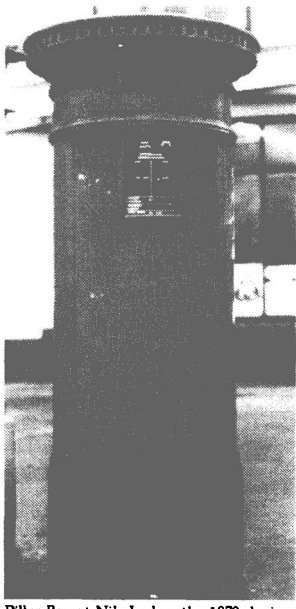
A later wall box with the P & T cypher.



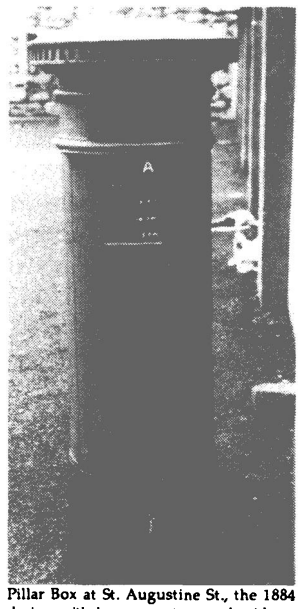
A modern box with the Post logo.



Penfold Box at corner High St./Mainguard St., erected in April 1866.



Pillar Box at Nile Lodge, the 1879 design with high aperture and no cypher or marking.



Pillar Box at St. Augustine St., the 1884 design with lower aperture and without cypher. It was first erected at the corner of Dock Rd. on Dec. 5th 1887.

Plate 5: Letter boxes from 1858.

hexagonal box, called after the designer J.W. Penfold. They were manufactured by Messers. Cochrane & Co. of Dudley. Of interest is the fact that only four others of this type are in use throughout the country. These are in Bray, Kilmacanogue (Wicklow), New Ross and Skibbereen. Complaints about letters being caught up and delayed by faults in the internal construction of these hexagonal boxes, resulted in a reversion to cylindrical boxes. Some of these new boxes, made between 1879 and 1883, had their aperture very close to the roof, which was thought to cause large letters and newspapers to become lodged in the top of the box. The design was therefore amended, in those made between 1884 and 1887, by lowering the aperture a few inches. They were made by Messers. Handyside and Co. of Derby. Surprisingly, it was not until some eight years after they were first made, that it was realised that the new cylindrical boxes did not bear the Royal Cypher, or indeed any indication that they were Post Office property. The box at Nile Lodge is of the design with the high aperture, with no cypher or marking. At first the box was at the corner on the Scoil Fhursa side. Another of these "anonymous" cylindrical boxes, but with the amended lower aperture, is in St. Augustine St. Originally it was sited at the corner of Dock Road and was erected on 5.12.1887. By the end of 1887, a new design with the Royal cypher VR on the door and the words "Post Office" on the collar, below the rim of the roof, had been approved. One of these is located outside the "Bon Bon" in Salthill.

Most of the early boxes were painted dark green, but in 1874 all the London boxes were painted red. By 1884, all the provincial boxes were also painted red, so that the early Galway boxes were dark green in colour. No radical change in the external design of the cylindrical pillar box has taken place since their adoption in 1879. The box at the Jesuit Church, Sea Road, with an Edward VII cypher, would have been erected between 1901 and 1910. The box at Courthouse Square, with a George V. Cypher, was erected between 1910 and 1936. The remaining pillar boxes were erected in more recent times. In all, there are 16 pillar boxes in Galway City. The box at University Road is a wall box 'A' type (the largest of the wall boxes). It has a Victorian cypher which would indicate erection in the late 1880s or 1890s. An Edward VII wall box at Seamount, Salthill has S.E. (Saorstát Éireann) cypher on its replaced door. Another E.R. VII box is located at College Road. The more recent wall boxes erected have a P. & T. cypher. A wall box with a V.R. cypher, at Bride St. Loughrea, was erected on August 13th. 1882. Lamp boxes, which are the smallest available, are usually clamped to a pole, and some of these have been erected in more recent years.

GALWAY PACKET SERVICE

Galway was first involved in international mail transmission in 1858. From about 1850, interests in the City, had been campaigning that it should become a major transatlantic port, since it was 300 miles nearer New York than was

Liverpool, then the principal British transatlantic port. This represented a saving of over 24 hours in steaming time. Largely through the efforts of John Orrell Lever, a Manchester businessman, Fr. Peter Daly, P.P. of Ragoon, who was described by the *London Weekly Register* as "the foremost business man in Ireland, though he be a Catholic priest", and a group of Associates, had founded the Atlantic Steam Navigation Company in 1858. Steamers had been acquired and a mail contract had been secured from the Government of Newfoundland. The 1,900 ton wooden paddle steamer, *Indian Empire*, was chartered and despatched from Southampton to Galway on May 29th. 1858. She had the misfortune to strike the Marguerita Rock when entering the bay. She sustained only slight damage and was able to open the transatlantic service on June 19th. with 11 passengers and a small letter mail.

The big aim however, was to secure the contract for the North American mail and so the campaign continued. In 1840, the Cunard line, had secured the contract to convey these, with a twice monthly service from England, to Halifax and Boston. There were divisions between the Post Office, the Admiralty and the Treasury, as to who had responsibility for awarding such contracts, especially since tenders had not been sought in some instances. Consequently, because of criticisms, and the fact that deficits were occurring in the service – in 1852/53 the deficit on the North America route was £67,177 – the British Government came under strong pressure, particularly from Irish M.P.s, to follow the Newfoundland lead and so, in 1859 a contract was given to the North America Royal Mail Steam Navigation Company (this name had been adopted that year) for a fortnightly service, at an annual subsidy of £78,000, or £3,000 per round voyage, with a standard time of six days being laid down for each crossing.

The Galway Vindicator of 9th. April 1859, reported on the debate on the issue in the House of Commons as follows:- "The Postal Contract. The subject again was before the house last night. Sir S. Northcote said positively that" it was the intention of Government to complete the Contract with the Galway line". The Chancellor of the Exchequer also expressed himself openly. He said "Contracts were constantly made without previous tenders. He recalled the facts of the Galway undertaking, which offered increased speed, it diminished cost, they gained two days, and saved £400. Moreover, the Company offered peculiar facilities for the transport of troops. The Government, therefore, thought fit to adopt, on its own responsibility, a policy it believed to be advantageous to the empire, and in accordance with duty, the amount would, as a matter of course, appear in the estimates before any money was paid." We may now, in spite of all opposition take the affair as a fact, decidedly accomplished". The Post Office expressed grave doubts, feeling that any long-term agreement was unnecessary in view of the "vast mercantile traffic" and the prospect of competition, since Cunard was in any case already being paid for the service. The Galway service commenced on April 30th. 1859, with the *Adelaide*, under Captain Nicholson, making the crossing. *The Vindicator*, of that date, carried this report, "This was in

practical reality, a great day for Galway, and, in more than one sense, a great day for Ireland. The limits of our space only enable us to announce that the Pacific, Captain Thompson, arrived this morning at six o'clock with the mails, bringing 156 passengers, and £40,000 in specie (coin) with dates from St. Johns to the 21st. and that the Adelaide, Captain Nicholson, sailed this evening, bringing six hundred and forty two passengers, the largest number that ever sailed in one ship from Galway, and the mails from Great Britain to St. Johns and New York".

The City was enthused with the new service and plans for a new Atlantic harbour at Barna, with a railway linkage to Galway, were prepared in 1860. The contract was to prove a disaster. One vessel was almost immediately lost and the others were quite inadequate for service on the North Atlantic, so that in May 1861, the contract was suspended. Grave doubts about the management of the packet contracts by the Treasury and Admiralty followed and there were allegations that the Galway Line had offered large sums to parliamentary lobbyists in order to secure the contract. Control of the packet services was returned to the Post Office in 1860. The Post Office report for that year, revealed that there was a loss of about 6s.0d. (30 new pence) on every letter sent to the United States through Galway.

The contract for the conveyance of the outward and homeward mails between the railway station, Post Office and the pier was awarded to Mr. Bianconi, using a pair horse coach, with effect from 25/6/1860. He was paid at a rate of 5s. 0d. a trip, performed between 8 a.m. and 9 p.m. and 7s. 6d. a trip, between 9 p.m. and 8 a.m.

In August 1863, the Post Office revived the contract with the Atlantic Royal Mail Steam Navigation Co. for the conveyance of mails once fortnightly from Galway to the United States. The first mails to be made up in London on the evening of Monday August 17th. and henceforward on the evening of every second Monday and forwarded to Galway to be despatched on the following day. Postage on letters to America not exceeding $\frac{1}{2}$ oz. was 1s.0d. and on newspapers 1d. The postage on letters to Canada was 8d. The first homeward packet of the line would leave Boston on Tuesday 8th. September and be due in Galway on September 18th. The Hibernia made the first revived sailing on August 14th. 1863. There was great rejoicing in the city, in contrast to when the first sailing took place in 1859. The vessel was also to carry her full complement of passengers, several coming from Liverpool to make the crossing. The Midland Great Western Railway gave a cheap excursion rate for those wishing to travel to Galway for the occasion and the Ulster Railway gave a free return trip to Belfast.

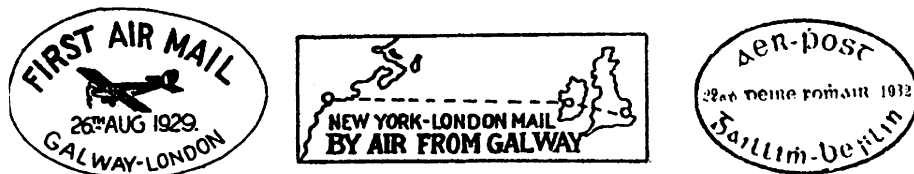
The Directors of the Atlantic Company had a ball and banquet at Kilroy's Hotel, presided over by Mr. W.H. Gregory, M.P., to celebrate the occasion. All the local dignitaries, M.P.s, the Lord Mayor of Dublin, Belfast and Cork, as well as leading merchants from Dublin and Belfast attended. Special rail arrangements were made for all mails received and despatched on the packet service, since the mails to and from Great Britain were included. Of interest, is a

report in *The Galway Vindicator* of August 21st. 1863. It stated that the mails, which had arrived in the Anglia at 11.30 a.m. on the previous Friday, were despatched to Dublin by special train at 12.00 noon arriving there in 2 hours 20 minutes. A nice feat, considering that our best time to-day is 2 hours 25 minutes. Alas, the revived service survived only until January 19th. 1864, when the last westbound sailing was made and there were no further direct sailings, with mails, from Galway. Sir William Gregory, in his autobiography, had this to say about it:- "Unfortunately, the Company was got up by men of straw, who did not possess the requisite capital. The ships were bad; the terms of the contract were not observed; fine after fine was imposed by the Post Office for delay in transport of mails, and at last Lord Stanley of Alderley, the Postmaster General of Lord Palmerston, closed the contract".

In 1927, the North German Lloyd arranged for some of their steamers to make an occasional call at Galway. This was so satisfactory that the Hamburg American, Cunard and White Star Lines followed suit. All of these carried mails, and this continued until the outbreak of World War II, in September 1939. In 1964, the S.S. Ryndam from the Holland America Line, commenced calling to Galway, conveying passengers and mails. These sailings were finally ceased in 1968. The last outward sailing was on the S.S. Statendam on 24.8.1968, when 1,698 bags of mail were conveyed. The last inward sailing was on 7.9.1968.

SPECIAL AIRMAIL SERVICE

In 1929 an experiment was initiated, in an attempt to accelerate the mails arriving from America. At 6.15 a.m. on 26th. August 1929, the North German-Lloyd steamer *Karlsruhe* docked at Galway and the mail, consisting of 2,000 American and about 1,000 ship letters, was off-loaded and transferred, with some 5,000 Irish letters, to a waiting aircraft. Barely an hour later the aircraft, a Vickers Vixen biplane piloted by Colonel Charles Russell, took off from Oranmore Aerodrome and flew via Baldonnell (Dublin) and Sealand (Chester) to Croydon, which was reached at 11.36 a.m. No additional fee was charged for letters carried on this experimental flight. The mail bore an oval dated cachet in



Oval dated cachet used on letters sent on Galway-London first air mail flight August 26th. 1929.

Rectangular cachet on the special edition of the Irish Independent issued on August 26th. 1929 and sent on the flight.

Oval cachet, inscribed in Irish, used on the Galway-Berlin flight on October 22nd. 1932.

Fig. 9: Cachets used on special Air Mail Services.

red, depicting an aeroplane and inscribed FIRST AIR MAIL / GALWAY-LONDON. A special edition of the Irish Independent was flown on this occasion and bore a rectangle cachet, showing a map of the North Atlantic with the inscription NEW YORK – LONDON MAIL / BY AIR FROM GALWAY. Letters which were handed in at Galway Post Office, too late to connect with this flight, were endorsed with a cachet inscribed "Too Late for Air Mail" and forwarded by surface mail in the normal way. The cachet was supplied to the Post Office by the Galway Chamber of Commerce, who sponsored the flight, in conjunction with the North German-Lloyd Company.

Colonel Russell was again involved in a mail-carrying flight from Galway to Berlin, which took place on 22nd. October 1932. Mail was flown on the first stage, from Galway to Dublin, in a Gypsy Moth aeroplane, piloted by Mr. C.E. Armstrong. There, it was transferred to a KLM airliner, piloted by Colonel Russell and flown, with letters from Dublin, via Croydon and Rotterdam to Berlin, arriving at 4.30 p.m. on the same day. Mail on this occasion bore a red oval cachet inscribed in Irish 'Aer-phost / Gaillimh-Berlin' with the date, 22 adh Deire Fómhair across the centre.

TRAVELLING POST OFFICES

Travelling Post Offices (T.P.O.s) were first introduced in 1838 on the London Birmingham line. A carriage on the train was specially fitted where letters were sorted for the various towns en route. The first T.P.O. to run in Ireland was on January 1st. 1855 on the Dublin Cork route. The first T.P.O. on the Galway Dublin route commenced on June 1st. 1887, and was known as the Midland T.P.O. From 1904 it was named the Midland and Great Western T.P.O. Since March 2nd. 1925 the name has been changed to the Dublin Galway T.P.O. These T.P.O.s provided much needed relief to the Dublin Sorting Office and accelerated the mails. The earlier carriages had apparatus attached, which enabled it to despatch and pick up mail bags from special standards at railway stations, while the train was running at full speed. In 1909, this apparatus was in use at Clonsilla, Leixlip, Maynooth, Kilcock, Enfield, Moyvalley, Hill of Down, Killucan, Castletown Geoghegan, Moate and Oranmore. A Postman at Oranmore was paid an allowance of 1s.6d. a week to operate it and 15s.0d. a year to have it cleaned. By 1928 apparatus working had ceased.

Staffing was generally provided from Dublin. For a period from December 3rd. 1911 to 1919, the Western route was staffed partially from Galway. The late John O'Connell and Ned Flaherty were two of that staff. Additional allowances of 3s.0d., 3s.6d., and 4s.0d. were paid for trips of 9 hours, 10 hours and 12 hours duration respectively. It operated on the Down Night, Up Night, Down Day and Up Day trains. Since January 4th. 1943 the Down Day mail is walk sorted into the various delivery routes when it arrives in Galway.

TELEGRAPH SERVICE

The telegraph service i.e. the sending and receipt of telegrams had been developing long before some of the letter deliveries commenced. Indeed, for many years it was the only means whereby people could send or exchange messages. It was first developed privately in 1846 and extended to the new world in 1866, when the steamship "Great Eastern", after a number of attempts finally laid an underwater cable between Valentia and Newfoundland. It was operated by rival companies and in order to ensure that a more adequate service be provided, especially in the less remunerative areas, which the private companies tended to neglect, an Act was passed in 1869, under which the Postmaster General was empowered to acquire the inland telegraph. In 1870, the Electric Telegraph Company, who operated it, was transferred to state ownership, and so the Post Office, with 200 years experience of providing a state postal service, entered the field of telecommunications. In December 1870, the telegraph office at Galway was transferred to the Post Office. An allowance of £10 per annum was allowed to the Postmaster for providing the extra telegraphic accommodation. An average of 40 telegrams a day were transmitted then. After its acquisition, the service quickly expanded and new routes were laid. In 1885, sixpenny telegrams were introduced and in 1886, 50 million telegrams were dealt with in the British Isles.

In 1837, William Cooke and Charles Wheatstone had patented their electric telegraph system, which became known as Wheatstone's ABC 5 – needle electric telegraph. This was an apparatus, where an electric impulse propelled a needle along the letters of the alphabet. At the same time in America, Samuel Morse had patented another system. In 1844, on a line erected between Washington and Baltimore, the words "what hath God wrought" flashed over the wire in his new code of dots and dashes, to become known as the morse code. Although this morse code was later to become the basis for all land telegraph systems, Wheatstone's system was the first practical telegraph system used by the Post Office. Later the Morse system was introduced and was used until about 1957, when it was finally replaced by teleprinters. All new entrants into the Post Office, up to about 1953, spent most of their training period of 1½ years approx. learning the morse code. Hundreds of telegrams were dealt with daily and the reports of all the local sports events were handed in by reporters for transmission to the National daily papers. The main circuits were to Dublin, Limerick, Ennis, Claremorris, Ballinasloe, Athenry, Loughrea and Clifden. Each had its own call signal. A special telegraph office operated each year at Ballybrit Racecourse, during the races, to deal with telegrams and press reports connected with the race meeting.

The first teleprinters were installed in the late 1940s and were further developed in 1958, when Automatic switching (T.A.S.) was introduced, whereby offices in Ireland and Great Britain could be dialled direct and the telegram sent.

In 1896, Marconi had demonstrated his new system of "telegraphy without wires". In 1902, the first message was transmitted across the Atlantic. In 1904, the Wireless Telegraphy Act conferred licensing powers on the Postmaster General. In October 1907, Marconi established his Wireless Station at Derrygimla, Clifden, and this was in operation until August, 1922, when it was taken over and destroyed by the Irregulars. By this time the valve had been introduced in England and as the condensers and transmitter used had become obsolete, the station was never re-opened. It had been used extensively for transmission of messages and telegrams internationally. In 1911, a receiving station had been erected at Letterfrack, while the Clifden station concentrated on the sending of messages. It is of interest that wireless telephony was first introduced to Ireland when music and speech were received in 1918 at the Letterfrack station.

Delivery of telegrams was free within the city area but portorage was charged in the rural areas, depending on the distance to be travelled. Telegraph Messengers were employed specially for the delivery of telegrams. The wages was 6s.0d. (30 new pence) for a 50 hour 6 day week. One was employed at first and from 13/12/1891 this was increased to two. A third messenger was employed from 1873. The first bicycle used at Galway Post Office was introduced on October 16th. 1899, for telegram delivery. The grade title was changed to Boy Messenger in January 1908 and later again to Junior Postman. Eight officers were employed in 1920 and seven officers in the 1950s, which is an indication of the volume of telegrams delivered then, although the city had a population of only 20,000 approx. The development of the telephone impinged greatly on the telegram service and traffic has declined considerably. What had once been the most important and popular service in the Post Office is gradually being phased out.

TELEPHONE SERVICE

The telephone service was the latest of the main services to commence. The first telephone, invented in America by Graham Bell, was introduced into the United Kingdom by Sir William Thompson in 1876. The Post Office became interested, as it saw its usefulness on private wires instead of the Wheatstone ABC telegraph instrument. In 1877, Thomas Edison secured another patent for a telephone. In 1880, the Telephone Co. of London Ltd., who were working Bells patent, amalgamated with The Edison Telephone Co. to form the United Telephone Co. Several other companies sprang up throughout the country, but generally they were under the guidance of the master patent holders. The Postmaster General claimed from the outset that telephony was within the Telegraph monopoly. Legal proceedings against the Telephone Co. and the Edison Co. in 1880, culminated in the decision, that a telephone was a telegraph and a conversation by telephone was a telegram within the meaning of the Telegraph Acts. The Post Office policy was to issue licences for the few existing

telephone systems, restricted to the areas in which they were operating and to undertake the general development itself. Licences were issued accordingly, but because of the expenditure involved, the Treasury never approved of any general development. It refused to sanction canvassing and Exchanges were only to be opened on the demand of the public for a service from the Post Office. In 1889 there was further amalgamation of a number of companies to form the National Telephone Co. It was experiencing much difficulty getting way leaves on public roads and streets and the Post Office could legally exclude them from all railways and canals over which it had an exclusive wayleave for telegraphy. In 1892, the Postmaster General announced that the Post Office would purchase all trunk routes from the National Telephone Co., who would in future be confined to local areas.

An exchange was opened in Dublin in 1880. The exchange in Galway opened in 1897. It was located at 1 Dalys Place (at present Heaslip's). It was exclusively local and there was no trunk service. Rental for a telephone at the time was £7 per annum. Bridget Lally, wife of Martin Lally, Postman, operated the system. She was assisted by her daughter Mary Joe. In 1905, the Post Office cautioned Martin Lally for acting as agent for the Telephone Company, without authority, although he maintained he was not an agent and that it was his wife who held the position. Permission had been obtained from the Urban Council to erect the necessary poles. On May 24th. 1902, *The Galway Express* reported that the council had, at a meeting discussed the telephone poles. Some members considered that they were not such as would be a credit to the town and it was ordered that the Secretary write to the Company and ask "that a more respectable kind of pole be used".

The Post Office did not renew the licence for the National Telephone Co. when it expired at the end of 1911 and it took over the Company in 1912. At the time of the take over, 37 subscribers and a call office were attached to the Galway Exchange, with a sub exchange at Salthill connected with it, which had 6 subscribers and a call office. The working was taken over by the Post Office on 17/9/1912, although the exchange was not moved to the Post Office building until January 1914. The Salthill Exchange was transferred to Salthill Post Office on 1st. October 1912, and the Postmistress – Louisa J. Tonry – was granted an allowance of £6 for an exchange attendant. In 1914, the first trunk line was provided, connecting Galway with Dublin and the general network. This was being discussed as early as 1910 by the Urban and County Councils, who had been asked to guarantee portion of the cost of same. *The Connacht Tribune* of October 1st. 1910, printed the following letter, dated September 20th. 1910, which the Urban Council had received from the Post Office. "Gentlemen. In reply to your letter of the 16th. inst. I beg leave to inform you that the annual expense of the extension of the telephone system from Athlone to Galway would be £217. The liability of the guarantors would be limited to 1/3rd. of amount of the expenses. The revenue which would be accredited to the guarantee account

would consist of the sum charged for the use of the guaranteed line or any portion of it between Galway and Maryboro, in respect of each call originated at Galway and transmitted over the guaranteed line or part thereof. The charge is at present 6d. in the case of calls to Maryboro, Tullamore or Clara. In the event of a revision of the charges, the amounts credited to the guarantee account would be revised accordingly. Under the proposed arrangement the charge for a call from the Call Office to Dublin would be 1s.8d. (1s.6d. trunk and 2d Call Office fee). If the revenue for the source named did not equal £217 a year, $\frac{1}{3}$ rd. of the deficiency would have to be paid by guarantors. Frank Nay, Telephone Secretary".

The Council proposed adoption, on condition that the County Council guaranteed for their area. Mr. Gallagher proposed and Mr. Murphy seconded. They hoped that they would never be asked for the guarantee. The Council itself had installed a telephone in March 1898, on the proposal of Mr. W.P. Hennessy.

The Council was not asked for the guarantee. A canvass carried out showed that 15 additional subscribers would be obtainable at Galway, if trunk facilities were afforded. At Ballinasloe twenty subscribers would be forthcoming. It was proposed to serve the places by means of separate trunk lines from Athlone and to establish a new exchange at Ballinasloe. The cost of the Galway line was estimated at £3,547 and the Ballinasloe line £1,069. The annual loss at the outset on the capital outlay was less than the 3%, which the Treasury had agreed to regard as permissible and so a guarantee was not required. It was expected that the trunk traffic would be considerable. The line would be a heavy gauge line and "would form part of what may be termed the backbone trunk system of Ireland". In a letter to Stephen Gwynn M.P., who had made representations in the matter, the Post Office said that the work would be put in hand as soon as the necessary arrangements could be made, but it would unavoidably take some months to complete, as it was of considerable magnitude.

Development was very slow in the following years and by 1935 the number of subscribers in the city was 75. A new exchange was included in the newly built premises and this opened in August, 1958. Automatic working was introduced then and 1000 subscribers were connected. The new equipment had a capacity for 1300 lines and was connected to the National network via a radio link with trunks to Athlone, Limerick and Dublin. Subscriber Trunk Dialling (STD) was introduced to Galway in 1961 and in 1979, to coincide with the Papal visit to Ballybrit, International Subscriber Dialling (ISD) was made available. New exchanges were opened at Shantalla in 1978 and in the new Telecommunications complex at Mervue in 1983. To-day there are approx. 15,000 subscribers in the city and environs.

The first telephonists employed by the Post Office in Galway were Ethel Stephens, who commenced on 16.5.1909; Maudie Kirby, on 12.12.1920; Madge Kirby on 21.4.1921 and Gertie O'Meara, on 22.5.1925. Staffing increased over the years in line with the number of subscribers. At peak time in the late 70s and

early 80s over 250 were employed to provide a 24 hour daily service. The development of automatic trunk dialling has lessened the need for operators and so, far less telephonists are employed to-day.

STAFFING

The Galway Weekly Advertiser of 7th. March, 1829 reported that "by the recent Post Office regulations the Masters of all local Post Offices in the Kingdom are to be bound by oath not to permit newspapers to be opened or read in their offices by any, but the individual to whom they are addressed. This is a most important and very necessary alteration". It would seem that tampering with newspapers, while in course of post, had been a problem.

There are no records of the names of the early Clerks employed to assist Postmasters. According to the "Logan" case papers referred to earlier, Mr. H.S. Persse employed a Mr. Morris in 1824. He describes him thus "I left my office in charge of Mr. Morris, my sworn assistant, who is fully competent to the discharge of its several duties and as perfectly aware of its responsibilities as myself and a more competent or proper gentleman I could not have, as I believe every gentleman in the town, who knows him could certify".

In December 1839, Dominick Doyle was appointed as clerk on the recommendation of Daniel O'Connell M.P. By March 1840, Mr. Doyle was deemed unfit for his situation and his appointment was not confirmed. Mr. J. Costello was nominated for the position then, but in May 1842, he was deemed to be incompetent also. The Postmaster was informed that he had power, "if he chooses to exercise it, to require security from clerks appointed by the Postmaster General to the amount of £200".

In April 1845, the Postmasters at Kilbeggan and Loughrea (Guy Armstrong) were summoned to London, to attend a committee of the House of Commons, "relative to a railway".

In 1847, Mr. Burke, Clerk, was promoted to Senior Clerk. In January 1856, he was sent to take charge of the office at Granard. In March 1857, when pay was disallowed during sick leave, an appeal on his behalf by Mr. O Flaherty M.P. was rejected. In 1867 he was dismissed.

In 1855, a Mr. Loftus was employed as clerk and Mr. George Mullery's appointment was confirmed.

In June 1855, when the salary of the Postmaster was increased from £120 to £160 p.a. it was stated "The salary for clerks to wait until some general measure for the Irish office is decided".

In January 1856, the Postmaster was allowed to advertise, at his own expense, for candidates for vacant clerkships in his office.

In 1868, the two clerks employed were— Edward Lynskey, who was Chief Clerk, and George Mullery. In 1876, when Charles Cooley was appointed Postmaster, the local *Galway Express* spoke highly of Edward Lynskey's

capabilities and regretted that he had been "passed by unnoticed" and hoped that he would be considered for some future Postmastership. Regrettably this did not happen. He died on October 14th. 1883, at Kingsland, Athenry, aged 38 years.

In 1870, following the acquisition of the Electric Telegraph Company, the telegraph operators were absorbed into the Post Office. Four female officers were employed, with a Miss Sodan in charge. In 1874, these were transferred to other offices and replaced by four male operators, presumably to facilitate local integration. *The Galway Express* had high praise for Miss Sodan, who was transferred on promotion and regretted that she was leaving Galway. In 1875, Messrs. Egan, Sparks and P. Rogers were employed as telegraph clerks and Mr. C. Carroll as lineman. The staffing increased gradually in the following years, mainly because of the increase in the volume of business.

From April 1st 1881, the title of the clerical grade became Sorting Clerk and Telegraphist, to cater for the revised operations. The pay scales then were, for males 12s.0d. rising to 36s.0d. weekly and for females 10s.0d. rising to 25s.0d.

By 1897 the staffing was 10 (7 males, 3 females). From January 1st. 1924, following a reorganisation, the title for the clerical grades was changed to Post Office Assistant. Two grades of Postman were created – grades A and B. The former performed indoor sorting. Since then, the grade titles have been changed again. Clerical grades are now Post Office Clerks. Postmen Grade A are titled Postal Sorters. Women are now eligible for the Postman grade and the "Grade B" distinction has been discarded. In 1937, the clerical staffing including supervisors was 27. To-day the number employed is 55. Máirtín Ó Direáin, the well known Irish writer and poet, was a clerk at Galway from 23.1.1928 to 30.8.1937.

The first two official Letter carriers were appointed in 1834, but the names are not on record. In June 1838, their wages were increased to 10s. 0d. per week or £26 p.a. This was considered "a fair remuneration for Letter Carriers at Galway, as compared with the extent of the population of the City, and the revenue and wages at other places of similar magnitude and duties."

The earliest name mentioned is John Lydon who was appointed in February 1840, on the recommendation of A.H. Lynch M.P. In June 1844, he was fined for being intoxicated and severely cautioned as to his future conduct. He was not on duty when he became intoxicated and was already fined by the magistrates before whom he was taken. According to the Chief Secretary's papers, a report dated June 3rd. 1844, states that Jas. P. Burke had complained of having been attacked in the town of Galway by a mob of repealers "headed by a person holding a situation under Government". Enquiry revealed that it was John Lydon who was involved and this refers to the incident where he was charged before the Magistrates. In June 1845, he was again warned and later that year he was dismissed. In June 1842, J. Chester applied for wages to be allowed during illness. It was refused, as there was no precedent. In July 1842, Michael O Flahertie was dismissed. He was described as an incorrigible drunkard.

In November 1842, an application for an increase in wages was refused. In December 1842, a memorial from the Letter Carriers asked to be supplied with clothing (uniform) and to be allowed time to go to church on Sundays. It was not recommended to disturb the first delivery of letters and to inform them that we "cannot accede to the prayer of their memorial".

In February 1845, they "had placed their situations in jeopardy by refusing to perform duties required of them by the Postmaster". Both were seriously reprimanded.

From a return taken in March 1845, it was disclosed that a large portion of persons employed as rural messengers in Ireland could neither read or write. "149 could read and write (with 6 of these only indifferently) and 93 could not. The duties of runners in Ireland were confined simply to taking bags to and from receiving offices and did not include delivery and receipt of letters on the roadside, as in England. The accommodation afforded to the country was more limited". It was submitted "that hereafter, no person should be appointed a rural post messenger, who cannot read and write sufficiently to deliver letters correctly".

In October 1845, an application for an increase in wages was refused. In January 1847, a further memorial for increased wages was not recommended. It was felt that, "based on the general rate of wages in the neighbourhood of Galway that the Letter Carriers were fairly paid for their labour, by their present allowances of 10s. 0d. a week for 6 hours."

In August 1849, Francis Walsh the Galway to Barna runner resigned. He was in receipt of £12 p.a. wages. He effected no delivery of letters and had discharged his duties in a satisfactory manner for nearly 12 months, although he could not read or write. The Postmaster had neglected to report his incompetence at the time of his appointment.

In December 1851, Hyacinth Bright was employed. In May 1852, Chester, a Letter Carrier was reprimanded and cautioned. It was suggested that some means be devised of checking the time occupied by him in delivery. In August 1853, he was dismissed and not reinstated on appeal. In December 1853, a further memorial for increased pay was submitted when it was again decided that they were sufficiently paid for their services. In 1860, Tarmain, a Letter Carrier, was suspended for 2 days and a pension was not recommended for Pierce "a late Letter Carrier". In 1875, Jennings, a Letter Carrier, was reprimanded.

In 1882, J. Connolly was reported for intoxication and in 1883 his position was vacant. R. Prendergast, Letter Carrier, Drumgriffin and Claregalway, was reported for having connection with the Land League.

The title of Letter Carrier was changed to Postman in 1883 with the introduction of the Parcel Post Service.

In 1891, five Postmen were employed – Patrick Flaherty, who was appointed on 8.9.1876, performed a foot post to Claregalway, Pat Walsh, James Walsh,

Martin Lally, and Michael Hynes. In 1897, the scale of pay was 16s.0d. rising to 20s.0d. (one pound) per week. In 1909, 11 Postmen were employed. In 1923 there were 15 Postmen (including 4 on rural deliveries), after 3 positions had been retrenched in a revision of deliveries, carried out after the establishment of Saorstát Éireann in 1922. To-day, approx. 70 Sorters and Postmen are employed.

The Postmaster ceased to reside in the Post Office premises on 31/8/1901. From 13/4/1902 until 1920, Edward Lally was employed as caretaker and cleaner and provided with rooms in the office and with coal and gas free. Some members of his family were born in the premises.

In November 1831, the Postmistress at Gort, who had a salary of £27 a year, was dismissed. It was stated that "she was not right in the head, letters were detained and missent, even with the constant assistance of the curate of the place".

In March 1852, Mr. Neptune Persse, Postmaster, Athenry was warned as to his intemperate habits, the P.M.G. adding "if this gentleman gets drunk on duty he will be summarily dismissed". The office was declared vacant in September 1852. In 1883, the Postmistress, Mary Anne Rushe, was warned for neglecting her duties. In 1884, Joseph Biggar M.P., complained that she had refused to issue a Money Order or Postal Order to him at 7 p.m.

In October 1857, the Postmaster of Dangan was dismissed "on a strong suspicion that he had forged an order, in the name of the Poor Rate Collector for the purpose of obtaining the release of his horse from the pound". The appeal, which he submitted, was further investigated and it was ascertained that the order for the release of the horse was not forged by him, "which fact he might have proved in the first instance, but neglected to do so. Having paid the fine imposed, he thought the matter was of no importance". He was reinstated. In 1864, the office was closed and removed to the neighbouring village of Barnaderg. The Postmaster applied for a pension, but this was refused. An appeal by the O'Connor Don, on his behalf, was also rejected.

In September 1883, a gesture of compassion was displayed by the Post Office. Thomas McNally, the Messenger between Loughrea and Kilrickle, fell while on duty and hurt his foot so seriously, that it had to be amputated. His application for a cork leg, to enable him to carry on his duty, was granted, at a cost of £15 with expenses of 27s. 0d., while in Dublin fitting same. A duty, which could be done sitting, was to be provided either at Loughrea, Galway or elsewhere to facilitate him, with an allowance of 10s. 0d. a week.

Pat Shaughnessy was employed as Postman at Oughterard from 24th. May 1891 to April 28th. 1942. He served on the Glann route. From May 27th. 1910 to May 24th. 1929 he paid Old Age Pensions to recipients in that area, at their homes. He was paid an allowance of 1d. for each order paid and this remained unchanged throughout the 19 year period. A similar arrangement applied on Inishmore from May 27th. 1910 to April 26th 1929. The Postmaster at Kilronan paid pensions, at the houses of recipients, residing over 3 miles from the office.

He was given an allowance of 4s.0d. per week during the entire period. Such an arrangement did not apply in any other area in the Galway district.

Several staff members were "called to the colours" during the 1914 – 1918 war, serving in various regiments. P. McGenniss, a Postman at Clifden, who was called up on January 11th. 1915, died of wounds received in action on October 23rd. 1915.

Article 10 of the 1921 treaty allowed civil servants, who did not wish to serve under the new Irish government, to retire voluntarily and ten years was added to existing years of service, to enhance the gratuity and pension payable. Several of the Post Office staff availed of this.

Serving in the Post Office is a tradition proudly carried on by two and three generations of the same family. Postmasters at Sub Offices may transfer the appointment to a relative, subject to certain conditions. The longest serving family is at Ardrahan, where four generations of the Taylor family have held the Postmaster appointment since 1837.

UNIFORMS

Uniform, the style and colour of which varied over the years, was supplied to Postmen at the larger provincial centres from 1856. By 1872, the supply of uniform was extended to all rural Letter Carriers, including Auxiliaries i.e. part-time officers. The original aim was to detect men "loitering and mis-spending their time in ale houses". Good conduct stripes, which were worn on the uniform, were also introduced then, as marks of distinction to reward "superior activity, intelligence and devotion to duty" and were awarded to those who had "most distinguished themselves" in the service. The length of service for each stripe was four, eight, and twelve years and a monetary award of 1s.0d. (five new pence) was attached to each. They were abolished in 1914 when the allowance was incorporated in the pay scale.

POSTMAN PAY SCALES, EFFECTS OF INFLATION

The scales of pay for rural Postmen in the years from 1905 to 1954 show the progress of inflation during that time.

Year	Minimum	Maximum	Year	Minimum	Maximum
1905	15s.0d.	18s.0d.	1946	35s.10d.	93s.11d.
1910	15s.0d.	21s.0d.	1948	61s.4d.	105s.0d.
1914	15s.0d.	29s.0d.	1954	63s.6d.	115s.3d.
1920	18s.0d.	34s.0d.			

A war bonus, varying from 1s.0d to 5s.0d., in the larger towns, was paid to staff weekly during World War I. A special emergency cost of living bonus was paid during the Second World War.

INTERRUPTIONS OF SERVICE

Interruptions of the services have occurred over the years due to various reasons. Between 1914 and 1918, as war retrenchment measures, widespread alterations to posts were introduced with the frequency in many cases reduced from six day delivery to four days and three days a week. Some Sunday deliveries were ceased also. These changes occurred at Galway, where two Postman positions were abolished in March 1916, and at Athenry, Attymon, Clifden, Craughwell, Gort, Kinvara, Kilchreest, Loughrea, Leenane, Maam, Maam Cross, Moycullen, Oranmore, Oughterard, Peterswell, Rosscahill, Recess, Tubber and Toombeola. In December 1915, a Boy Messenger post was ceased at Galway "until the expiration of the war". In 1916, Oranmore had an extra Boy Messenger and an extra mail delivery to the Military camp there and Kilronan had extended telephone attendance. In 1915 and 1916, Roundstone and Clifden had continuous telegraph attendance "for Admiralty purposes". The town delivery post at Athenry was suspended from April 25th. 1916, to May 5th. 1916 "during dislocation of postal services owing to Sinn Féin rising". From April 22nd. 1918, the train and mail services to Dublin were curtailed.

During 1921, some of the mail car routes were suspended because of attacks and raids on the mails. Consequently, deliveries at several offices on these routes were ceased. Between March 26th. and July 30th. 1921, the Ballyvaughan mail car was temporarily suspended and deliveries at Bellharbour, Ballyvaughan and Murrough were ceased. The Postmaster at Kilcolgan was paid an allowance of 5s.0d. per week "for provision of extra locking accommodation for mails during the suspension of the mail car". From May 28th. to July 30th. 1921, the Galway Carraroe and the Costelloe Lettermullen mail cars were suspended and the deliveries at Barna, Spiddal, Inverin, Ballynahown, Bealadangan, Carraroe, Costelloe, Lettermore and Lettermullen ceased. Between March 12th. and July 30th. 1921, the Turloughmore to Caherateamore delivery was ceased "owing to the suspension of the mail car". From June 11th. to July 30th. 1921, the Loughrea to Woodford mail car was suspended and deliveries at Dalystown, Curra, Moyglass, Tynagh, Woodford and Rossmore offices ceased. From June 25th. 1921, there was a "Military prohibition on the use of pedal cycles by persons other than members of His Majesty's forces" in the Leenane, Maam, Shrule and Caherlistrane areas. This restriction was "removed by competent military authority" from July 18th. 1921. During that period deliveries were performed on foot. Caherlistrane Post Office was closed from February 26th. 1923 to May 10th. 1923. In March 1923 business at Kilkerrin Post Office was "curtailed owing to raids".

Some telegraph and telephone services were also disrupted between May 1921, and October 1922 "owing to malicious damage to wires" and "the removal of telephones etc. from Sub Offices". In May 1921, Burrin was affected. In July, Shrule, Belclare, Cleggan, Recess, Peterswell and Kilrickle offices were affected.

The services of P.J. Muldoon, Boy Messenger, at Shrule and the Girl Messenger at Kilrickle were ceased as a result. In August, Headford was disrupted. In October 1922, Belclare, Recess and Peterswell, were again affected, together with Maam, Roundstone and Monivea. In all cases service was not restored until three months approx. afterwards.

In the period from August 1922 to January 1923, a spate of bicycle stealing was in vogue, presumably because of the activities of the "irregulars". In August the official cycle in use at Turloughmore and Rosscahill and the two cycles at Clifden and Claregalway were stolen. In September, the three cycles at Leenane, and one at Headford and Shrule, were stolen. In December, the cycles at Carna and Kilkerrin were stolen. In January 1923, the cycle at Shrule was again stolen. The mail delivery had to be performed on foot until they were recovered, a week or two later.

Two serious interruptions occurred because of national strikes, both in pursuance of improvements in pay. The first was from 11th. to 29th. September 1922. The second in 1979 was more serious, from 19th. to 25th. February and from 5th. March to 27th. June, a total of 122 days.

During the 1939-1945 War, the trains were suspended for periods, which in turn affected the carriage of mails. The Up day mail was ceased from July 14th. to October 8th. 1941. The night mail was suspended from October 8th. 1941 and the day mail from April 24th. 1944. The day mail resumed on July 9th. 1945 and the night mail on November 4th. 1946. The day mail was again suspended on January 20th. 1947 and restored on May 31st. 1948. The night mail from Dublin ran to Athlone only from January 20th 1947 and was not extended to Galway until May 31st.1948. C.I.E. provided a special lorry service during these periods to convey mails between Athlone and Galway and Tom Clampett was the driver in the later years.



Fig. 10: 'LOCAL' PUBLICITY SLOGANS USED ON STAMP CANCELLATIONS

Slogans were first used in Ireland in 1917 to promote War Bonds. The word is believed to have been coined here, being a corruption of the Irish word "sluagh gairm" (cry of the people).

1. Used July/Aug. 1935. One of the first local publicity slogans used in Ireland. 2. Used in 1955. 3. Used in 1969. 4. "Ballinasloe Show and Fair 1st. week October". First used at Ballinasloe in September 1969. 5. "Arts Festival Galway". Used Feb./Apr. 1983. 6. "Join Galway 500 Celebration in 1984." Used Oct./Nov. 1983. 7. Used Jan./March 1985.

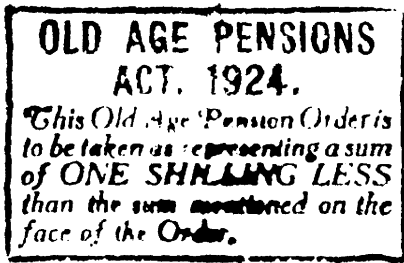


Fig. 11: The stamp applied to Old Age Pension Orders in 1924, so that one shilling less than the face value was paid to recipients.

SAORSTÁT ÉIREANN

After the ratification of the Anglo-Irish Treaty in 1922, the Irish Post Office was established as a separate authority and British control of the Irish Postal Service ended officially on April 1st, 1922. Pending the issue of specially designed stamps, the current British definitives were overprinted for issue in Ireland, with the words "Rialtas Sealadach na hÉireann 1922" and "Saorstát Éireann 1922". The first of these appeared on February 17th, 1922. The first of the specially designed Irish Stamps was the 2d, showing the map of Ireland. It was issued on December 6th, 1922. The designs on the other stamps issued later were the Cross of Cong, Sword of Light and Arms of the Four Provinces. The first of the commemorative stamps was issued on June 22nd, 1929, to commemorate the Centenary of Catholic Emancipation. By late July 1922, the datestamp was changed to Gaillimh. After this the use of slogans in the cancelling machine was revived. "Learn Irish" and "Use the Telephone" were some of the early ones, while in 1935 the slogan "Salthill, Galway for Holidays" was used.

REVIEW AND REORGANISATION

On July 8th, 1978, a review group, chaired by Dr. Michael Dargan, was set up "to examine the question of giving autonomy to telecommunication and of modernising the postal system". The group reported in 1979 and recommended separate state sponsored companies for the postal and telephone service. The Government accepted the findings, and to give them effect, The Postal and Telecommunications Bill was introduced in 1982 and became law in July, 1983. It provided for the appointment of Chief Executives and separate boards to operate the new Companies – An Post, to cater for the Postal Service and Telecom Éireann, to cater for the Telephone and Telegraph services. January 1st, 1984, became vesting day, when the old Department of Posts and Telegraphs ceased to exist and the workers left the Civil Service to join the new semi state companies. What is probably the oldest service in the world has been adapted to meet the changing times and no doubt will continue to evolve, as it has done, to meet the challenges of the future.

GLOSSARY

Many of the earlier terms used in the Post Office continue in use.

- Walks :-** Delivery routes, particularly in town areas, even when not performed on foot and a bicycle or van is used.
- Roads :-** Original mail coach routes from Dublin were known as Connaught, Cork and Ulster roads. Sorting at Dublin now groups Counties into somewhat similar divisions which are named South, Mid, North and East roads.
- Cross Posts :-** Mails between offices not on main routes.
- Receiver :-** The early Postmasters who were the owners of the receiving houses, where mail was left to be collected by addressees. Term now applied to the posting box at Post Offices.
- Packet Service :-** Conveyance of mails by ship or boat.
- Auxiliary Postman :-** Part-time officers.
- Alphabet :-** Sectioned frame, with the divisions marked by letters of alphabet, where Poste Restante and "callers" letters are sorted and held at Post Office counters.
- Late Fee :-** At first fee was a bribe to officials to accept letters after advertised latest posting times. An additional 1/2d. stamp (later 1d.) was affixed to letter. Special late fee box was provided at Galway P.O. until 1958 and 15 minutes after normal latest time was allowed for posting. A box now provided on the T.P.O. carriage at railway station and letters posted there must bear an extra penny stamp.

The following terms are obsolete now.

- Deputy Postmaster :-** The local Postmaster, who was deemed to be a deputy, acting on behalf of the Postmaster General.
- Runner :-** Conveyed mails between offices. Generally did not perform a delivery.
- Messenger :-** A later title for runner. Sometimes performed a delivery.
- Letter Carrier :-** Former title of Postman/Postwoman. Name changed in 1883, when parcel post service introduced.
- Bye Bag :-** Bags exchanged between intermediate offices on mail car/coach routes which were collected and dropped off as the coach passed by.

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APPENDIX A

List of Post Offices opened in Co. Galway since Circa. 1638 (Approximate dates of opening and closing given where exact dates are not known).

Name & Postal Address	Date of Opening	Date Closed	Remarks
Abbey, Loughrea	16/11/1874		
Abbeyknockmoy, Tuam	3/11/1967		Replaced Derreen
Ahascragh, Ballinasloe	1810		Post town until 1848
Ardrahan, Galway	1833		Post town until 1853
Athenry	1786-1796		Head Office until 1/3/1912
Attymon, Athenry	1891		
Aughrim, Ballinasloe	1813		
Ballinaboy, Galway	16/12/1898	4/8/1955	
Ballinafad, Galway	1/02/1933		Replaced Toombeola

Name & Postal Address	Date of Opening	Date Closed	Remarks
Ballinamore Bridge, Bsloe	15/08/1832		
Ballinasloe	1638-1659		
Ballindereen, Galway	1/10/1948		
Ballyconneely, Galway	1860		Replaced Derrygimley
Ballyconree, Galway	21/08/1888	7/12/1973	
Ballycrissane, Bsloe	1853		
Ballygar, Roscommon	1852		
Ballyglunin, Tuam	1855		Opened as Ballyglunin Pk.
Ballymacward, Ballinasloe	1861-1863		
Ballymoe, Castlerea	1808		
Ballynahown, Galway	24/08/1899		
Ballyshrule, Ballinasloe	16/05/1899		
Barna, Galway	1840		
Barnaderg, Tuam	1/04/1864		Replaced Dangan
Bealadangan, Galway	1871-1873		
Belclare, Tuam	4/1864		
Bohermore, Galway	1/12/1945		
Boyounagh, Castlerea	18/02/1899		
Bracklagh, Castlerea	8/06/1899	31/5/1923	
Brierfield, Ballinasloe	23/01/1950		
Brownsgrrove, Tuam	24/02/1874		
Bullaun, Loughrea	1883	12/11/1966	Temp. closure 1/4/1917-1/5/1949
Bunnakill, Maam Cross	1860	16/04/1917	Temp. closure 1877/79-18/4/1904
Caherlistrane, Galway	26/1/1857		
Caltra, Ballinasloe	1861-1863		
Camus, Galway	25/04/1962		Replaced Maam Cross
Cappataggle, Bsloe	1881-1882		
Carna, Galway	1864		Temp. closure 1867-1878
Carraroe, Galway	1879-1880		
Cashel, Galway	12/07/1884		Replaced Toombeola
Castleblakeney, Bsloe.	1733		Post Town until 1848
Cill Mhic Craith, Lrea	1/11/1937		
Claddaghduff, Galway	23/08/1883		
Claregalway, Galway	6/01/1833		Also known as Clare
Clarinbridge, Galway	1861		
Cleggan, Galway	1858		
Clifden, Galway	1822		Post Town until 1851
Cloghbrack, Claremorris	27/03/1899		
Clonbern, Ballinasloe	1869-1870		
Clonbur, Claremorris	1845		
Clonfert, Ballinasloe	10/04/1899		
Clontuskert, Ballinsloe	1/01/1943		Replaced Kellysgrove
Cloonminda, Castlerea	1896-1899		
Colemanstown, Ballinasloe	7/01/1899		
Collinamuck, Galway	1/06/1949		
Cornamona, Claremorris	1879-1880		

Name & Postal Address	Date of Opening	Date Closed	Remarks
Corrandulla, Galway	2/03/1834		Temp. closure 1840-1/6/1919
Costelloe, Galway	12/03/1891		
Craughwell, Galway	1822		Post Town 1834 - 1851
Creggs, Roscommon	1852-1857		
Cummer, Tuam	1859-1860		
Curra, Loughrea	1867	26/11/1928	
Curragh West, Tuam	1888		
Currandrum, Galway	1/08/1952		
Dalystown, Loughrea	16/10/1888	28/02/1923	
Dangan, Athenry	1822	1/04/1864	Post Town until 1850
Derreen, Tuam	1/01/1900	2/11/1967	
Derrybrien, Loughrea	3/07/1884		
Derryglinna, Maam Cross	12/04/1899	21/07/1917	
Derrygimley, Clifden	11/08/1856	1860	
Derrynaclough, Galway	19/07/1893	4/10/1915	
Dominick St., Galway	15/02/1853		Opened as Receiving Office
Drumgriffin, Galway	1851	1/06/1919	
Dunlo Hill, Ballinasloe	1/06/1904	31/03/1917	
Dunmore, Tuam	1796		
Errislannan, Galway	1866		
Eyrecourt, Ballinasloe	1726-1729		Post Town until 1858
Fr. Griffin Ave., Galway	16/10/1974		Replaced Taylor's Hill
Fiddane, Mountbellew	1879	1881	
Foxhall, Tuam	1839	1911	
Galway	1653		
Garrafranes, Tuam	1893		
Glenamaddy, Castlerea	1845-1849		
Glentane, Ballinasloe	1849-1852	8/01/1916	
Glink, Castlerea	8/06/1899		
Gort	1759		Post Town until 1853
Gortnadieve, Roscommon	1889-1892	16/06/1924	
Gorumna Island, Galway	6/07/1890	6/12/1894	
Guilkagh, Ballinasloe	8/03/1898	23/10/1916	
Gurteen, Ballinasloe	1876		
Gurteeny, Loughrea	1867		
Gurtymadden, Loughrea	1889-1892		
Headford, Galway	1796		Post Town until 1851
Inishbofin, Galway	1874		
Inishere, Galway	18/01/1882		
Inishmaan, Galway	1/01/1901		
Inis Toirbirt, Galway	16/09/1941	30/11/1978	
Inverin, Galway	1858		
Kellysgrove, Ballinasloe	1885-1887	1/01/1943	
Kilchreest, Loughrea	1852		
Kilcolgan, Galway	1832		
Kilconly, Tuam	14/07/1891		
Kilconnell, Ballinasloe	1805		
Kilkerrin, Ballinasloe	1850		

Name & Postal Address	Date of Opening	Date Closed	Remarks
Kilkerrin, Galway	24/03/1886		
Killeenadeema, Loughrea	31/07/1899	10/06/1980	
Killimor, Ballinasloe	31/10/1837		
Killoran, Ballinasloe	28/11/1949		
Kilmeen, Loughrea	9/06/1899	30/06/1916	
Kilmurvey, Galway	28/09/1950	16/10/1984	
Kilrickle, Loughrea	1852-1857		
Kilronan, Galway	7/12/1858		Arran Island until 2/10/1901
Kilsallagh, Castlereagh	23/03/1898		
Kiltormer, Ballinasloe	1840-1841		
Kiltulla, Athenry	1852-1857		
Kinvara, Galway	1829		
Kylebrack, Loughrea	28/11/1928		Replaced Curra
Kylemore, Galway	1869		
Lawrencetown, Ballinasloe	22/11/1834		
Leenane, Galway	1871		
Letterfrack, Galway	16/08/1851		
Lettergesh, Galway	1/10/1948		
Lettermore, Galway	7/12/1894		Replaced Gorumna Island
Lettermullen, Galway	12/06/1899		
Levally, Tuam	1897		
Loughrea	1638-1659		Head Office until 1/7/1914
Maam, Galway	1869		
Maam Cross, Galway	1850	25/04/1962	Maam Cross Rd. until 19/1/1899.
Meelick, Eyrecourt	1879-1880	7/07/1924	
Menlough, Ballinasloe	19/12/1851		
Menlough Village, Galway	19/04/1860	4/04/1866	
Mervue, Galway	21/11/1975		
Milltown, Tuam	6/07/1832		
Monivea, Athenry	1813		
Mount Bellew, Ballinasloe	1848		Opened as Mountbellew Bridge.
Moyard, Galway	1879-1880		
Moycullen, Galway	17/08/1835		
Moyglass, Loughrea	20/02/1899	22/03/1984	
Moylough, Ballinasloe	17/11/1832		
Newbridge, Ballinasloe	1/08/1899		
Newcastle, Galway	1/01/1938		
New Inn, Ballinasloe	1857-1859		
Oranmore, Galway	1808		Head Office until 30/11/1898.
Oughterard, Galway	1811		
Ower, Galway	9/12/1885		
Peterswell, Galway	1852-1855		
Pollremon, Castlereagh	1896-1899	30/04/1924	
Portumna, Ballinasloe	1794		
Power's Cross, Ballinasloe	1875-1877		
Recess, Galway	1856		

Name & Postal Address	Date of Opening	Date Closed	Remarks
Renmore, Galway	22/05/1970		
Renvyle, Galway	1860-1861		
Rosmuck, Galway	20/08/1875		Rosmuck until 25/03/1902.
Rosscahill, Galway	4/07/1864		
Rossmore, Loughrea	10/03/1899		
Roundstone, Galway	10/10/1833		Temp. Closure 1861/63 1867/69.
Salruck, Galway	3/12/1882	23/07/1886	
Salthill, Galway	1851		
Spiddal, Galway	08/1844		
Taylor's Hill, Galway	10/07/1905	19/10/1974	
Toomard, Ballinasloe	1879-1880		
Toombeola, Galway	19/04/1860	1/02/1933	Temp. closure 11/7/1884-23/8/1887.
Tuam	1726-1729		
Tubber, Galway	12/05/1882		Office located in Clare until 1924
Turloughmore, Galway	29/05/1857		
Tynagh, Loughrea	1846		
Williamstown, Castlerea	1852-1857		
Woodford, Loughrea	1/07/1832		
Woodlawn, Ballinasloe	6/04/1853		

Offices opened in Counties Clare, Mayo and Roscommon which were/are Sub Offices under control of offices in Co. Galway.

Name	County	Date Opened	Date Closed	Remarks
<i>Under control of Galway</i>				
Ballinruan	Clare	14/01/1883		To control of Ennis 4/11/1917
Ballyvaughan	do.	16/12/1845		
Bellharbour	do.	2/07/1884		
Boston	do.	1/12/1883	31/03/1916	
Bunnahow	do.	11/03/1858	20/02/1860	Name changed to Island.
Burrin	do.	1818		Post Town until 1851.
Craggagh	do.	1926		Replaced Murrough
Crusheen	do.	16/06/1837		To control of Ennis 4/11/1917
Curranroe	do.	1/12/1902	28/02/1917	Office on Galway/Clare border.
Derreen	do.	17/12/1887	7/03/1889	
Island	do.	20/02/1860	6/03/1923	Replaced Bunnahow.
Murrough	do.	14/02/1899	1926	Moved to Craggagh.
Aasleagh	Mayo	1847	1892/94	
Inishturk	do.	1/01/1912		Closed 1/7/1924 - 15/11/1937
Shrule	do.	1845-1847		

Name	County	Date Opened	Date Closed	Remarks
<i>Under control of Tuam</i>				
Cloghans Hill	do.	1877-1879		
Glencorrib	do.	1852-1857	1862-1863	
<i>Under control of Ballinasloe</i>				
Ballyforan	Roscommon	1849-1852		
Dysart	do.	8/05/1899		Closed 18/8/1924 - 21/11/1949
Taughmaconnell	do.	1859-1860		

APPENDIX B

*Deputy Postmaster**Duties*

The duty of a Deputy Postmaster is to receive and dispatch the General and Bye-Mails at their proper hours, and in a secure and safe state; to check and enter the exact amounts received and forwarded daily; to furnish to the proper officers in Dublin, monthly returns of his respective accounts of the postage sent to and received by him, the correctness of which he must vouch by affidavit.

He must keep his office in a convenient and central part of the town; and have a place set apart in his house for the letters &c. to which only he, or his sworn assistant, can have access; and in which he must have a receiver or letter-box for the public, and a proper alphabet for their correspondences. His office must remain open for the receipt and delivery of all letters from eight o'clock a.m. to eleven o'clock p.m., except when he is receiving and dispatching the mails, and then his office is closed merely for the time necessary to enable him to perform this duty with accuracy and dispatch.

He must remit periodically the amount of postage with which he is charged, to the secretary, and find two solvent sureties for the due performance of all duties and trust confided to him or attached to his situation as the Deputy Postmaster.

By command
EDWARD S. LEES

26 July 1823

(Duties of Deputy Postmasters as defined by Edward S. Lees, (Secretary to the Irish Post Office) submitted to the 18th. report of the Commissioners of enquiry into the collection and management of the revenue arising in Ireland and Great Britain, dated June 5th. 1829.

APPENDIX C

List of known Postmasters who were appointed at Galway.

Name	Date Appointed	Date Ceased	Remarks
Zachary Brown	1653	?	Believed to be first Postmaster
R. Warren	1677	?	Was Postmaster in 1677 and 1682 when Thos. Gardiner surveyed Irish postal system.
Thomas Rorke	13/1/1808	?	
Henry S. Persse Jnr.	19/1/1818	1826	
John Eyre	1826	1829	Owed £209.2s9¼d. on leaving.
Robert D. Persse	1829	16/3/1850	Died 16/3/1850, aged 47 yrs.
Andrew Lynch	Aug. 1850	5/10/1850	Resigned.
Bernard Murphy	Nov. 1850	31/3/1863	Superannuated.
Peter Joyce Coghlan	24/9/1863	22/1/1873	Died 22/1/1873. Aged 56 yrs.
Mrs. Joyce Coghlan	March 1873	July 1876	Resigned. Widow of Peter Joyce Coghlan.
Charles Cooley	Sept. 1876	7/1/1899	Died 7/1/1899. Aged 61 yrs.
William Cornwall	1/5/1899	10/7/1913	Retired, died 1923. Aged 75 yrs.
Lt. Col. William George Todd	14/9/1913	7/9/1920	Transferred to Derry, died at Darlington 1939. Aged 71 yrs.
Richard Thomas Clarke	29/10/1920	24/12/1927	Died 24/12/1927. Aged 59 yrs.
Cornelius Lynch	22/2/1928	15/1/1941	Promoted to Waterford. Died 1947. Aged 65 yrs.
John Lucey	4/3/1941	1/7/1949	Retired. Died 1978. Aged 93 yrs.
Patrick Jennings	23/11/1949	3/3/1957	Retired. Died 1967. Aged 75 yrs.
Peadar Joyce	4/3/1957	29/6/1977	Retired.
From 1st. August 1975 title of Postmaster at Head Offices changed to Head Postmaster.			
Michael O'Riordan	6/12/1977	24/3/1983	Retired.
Jimmy O'Connor	7/6/1983	31/1/1987	Appointed Regional Manager.

APPENDIX D

List of known Postmasters appointed at Ballinasloe

Name	Date Appointed	Date Ceased	Remarks
Robert Warner	1659		Salary £24
Thomas Carroll	1808	1831	Office in Main St.
Richard Carroll	1831	1869	do.
Michael Quigley	1869		Office in Church Lane.
Charles Cooley	?	Sept 1876	Transferred to Galway.
M. McGrath	1877	1879	Came from Waterford.

Name	Date Appointed	Date Ceased	Remarks
James John			
Richard Barry	27/11/1879	9/6/1896	Called on to resign.
Robert Kay Malone	1/11/1896	30/6/1903	Appointed to Postmastership of Alnwick Northumberland.
Joseph O'Hagan	7/10/1903	14/11/1908	Promoted Postmaster Mallow.
John Joseph Doran	8/3/1909	26/5/1922	Transferred to Dun Laoghaire.
John West	8/1/1923	23/4/1942	Superannuated.
Lawrence O'Neill	24/4/1942	18/5/1948	Promoted to Carlow.
Matthew	22/9/1948	10/9/1953	Transferred to Galway.
Wilson Thompson			
Michael O Riordan	25/1/1954	8/8/1961	Promoted to Carrick-on-Shannon.
James McDevitt	10/1/1962	10/8/1965	Promoted to Portlaoise.
William J. Barr	15/2/1966	1/11/1966	
Kevin P. Cleary	27/2/1968	5/1/1971	Transferred to Wicklow.
Hugh Gallagher	18/5/1971	5/11/1972	Promoted to Navan.
Sean Mullarkey	17/4/1973	18/9/1978	Promoted to Donegal.
Patrick Keogh	28/11/1978	20/3/1981	Transferred to Tullamore.
Sean Murray	28/5/1981	10/3/1982	Retired.
Kevin Bernard Higgins	24/6/1982	15/2/1986	Retired.

APPENDIX E

List of known Postmasters appointed at Tuam

Name Postmaster	Appointed	Ceased	Remarks
Samuel Potter	1808		
Thomas Hicks	1824		Office in Shop St.
Beech Sandford	1835		
Mrs. Raftery	17.2.1841		Was Postmistress at Kilconnell.
John Sandford	1846	1848	Died 1848. Office in Vicar St.
Mrs. Sandford	1848	7.5.1851	Died.
Jessie Lambie	1851		Office in Vicar St.
John Byrne	1870	1880	
Kate Byrne	14.10.1881	1897	
Peter J. O'Flanagan	16.10.1898	1910	
Jas. Ml. O'Brien	9.7.1910	5.10.1919	Appointed to Bray.
Henry Neill	31.1.1920	13.11.1922	Appointed to Portrush.
Alexander Anderson	27.2.1923	14.10.1934	Retired.
Michael Jos. Clune	13.12.1934	31.8.1946	Retired.
Peadar Joyce	25.10.1946	3.3.1949	Appointed to Claremorris.
Michael Power	14.6.1949	26.6.1951	Appointed to Claremorris.
Peadar Feeney	10.10.1951	19.11.1957	Appointed to Claremorris.
Peter Brennan	5.3.1958	27.8.1962	Appointed to Donegal.
John Murray	22.11.1962	8.10.1973	Appointed to Athlone.
Neil O'Dea	12.2.1974	2.7.1989	Appointed to Ennis.

APPENDIX F

List of known Postmasters appointed at Athenry

Name	From	To	Remarks
Joseph Lopdell Neptune Persse	1807 Oct 1831	24/9/1852	Salary £23.1s.8d. p.a.
<i>Reduced to Sub Office under Craughwell 1832 Re-established as Post Town from 5th. January, 1852.</i>			
James Barrett	29/1/1853	1857	Land Agent and Commissioner for Affidavits and Master extraordinary. in Chancery.
Emily M. Barrett	18/10/1857	May, 1862	Dismissed.
Patrick Kinneen	16/8/1862	29/12/1865	Required to resign.
Mary Ann Rushe	10/6/1866	31/1/1897	Superannuated.
Owen Judge	1/9/1897	31/12/1912	Ceased 31/12/1912.
<i>Office Reduced from Head Office to Salaried Sub Office from 1st. March, 1912.</i>			
James Henry Neary	15/7/1912	12/8/1918	Promoted to Castleblaney.
John Michael Lee	13/8/1918	24/3/1925	Transferred to Mullingar.
Michael Maher	9/4/1926	26/11/1935	Promoted to Bantry
Daniel Delany	29/1/1936	13/1/1950	Deceased.
Hugh Griffin	2/8/1950	26/6/1963	Appointed at Roscommon.
Daniel Kennedy	20/11/1963	20/12/1983	Superannuated.
Michael Kennedy	3/8/1984	9/6/1986	Appointed at Loughrea.

APPENDIX G

List of known Postmasters appointed at Clifden

Name	From	To	Remarks
Mr. E. Jones	Aug 1831		
Edward Coneys	1831	1835	Dismissed. Left owing £120.5s.11/2d.
	Made general office 1835		
Catherine Thomas	1836	1870	
	Reduced to Sub Office 1840		
John King	1881	17/2/1884	
Bridget King (O'Keefe on Marriage on 25/3/1895)	1884	20/5/1901	Ceased.
Ellen J. Broughton	21/5/1901	28/2/1922	Superannuated. Salary £76.
Michael J. Clune	1/2/1923	12/12/1934	Appointed to Tuam.
John Joseph Fagan	8/10/1935	10/5/1937	To Department, Local Govt. & Public Health.
Peadar Joyce	16/7/1937	25/10/1946	Appointed to Tuam.
Anthony Philip Sheerin	9/4/1947	9/1/1950	Dublin as Inspector Services II.

Name	From	To	Remarks
John Martin Murray	15/3/1950	22/11/1962	Appointed to Tuam.
Patrick Landers	27/8/1963	29/8/1966	Appointed to Macroom.
Patrick Brennan	11/10/1967	8/1/1971	Appointed to Ballyhaunis.
Thos. P. Brennan	28/9/1971	25/7/1978	Retired.
Patrick Noone	29/1/1979	8/1/1980	Appointed to Ballyhaunis.
Eamon Sheridan	13/5/1980	20/10/1980	Appointed to Kildare.
Patrick Mullen	4/3/1981	2/3/1983	Appointed to Ballymote.
Michael Kennedy	20/9/1983	2/4/1984	Appointed to Athenry.

APPENDIX H

List of known Postmasters appointed at Loughrea

Name	From	To	Remarks
Thomas Broughton	1659		Salary £29.
Thomas Burke	1808		
John Silke	1813		Left or died owing £206.14s.11 ¹ / ₂ d.
P Gray	1823		Left or died owing £1.2s.3 ³ / ₄ d. Paid later.
Thomas Clutterbuck	1824	11/6/1842	Office in Church Lane.
Thomas Dorgan	1843	1844	Dismissed.
Guy Armstrong	1844	1859	Deceased. Was a baker in Main St.
John Williams	28/9/1859	June 1865	Armagh on promotion.
Thomas Kelly	July 1865	1868	Stamp Distributor also.
Columban Kelly	1868	1873	Resigned. Office in Main St. Bookseller & Stationer.
Bernard McDonagh	May 1873	1884	Office in Main St.
Bernard J. McDonnell	14/9/1884	21/2/1909	Superannuated Salary £118.
Michael P. Somers	21/8/1909	14/10/1919	Appointed Postmaster Skibbereen.
<i>Office Reduced from Head Office to Salaried Sub Office from 1st. July, 1914.</i>			
John Burke	13/1/1920	25/7/1924	Appointed to Castlebar. Salary £121.
Martin J. Mannion	14/11/1924	3/6/1931	Appointed to Kilmallock. Salary £140.
Joseph Diffley	18/8/1931	16/10/1933	Transferred to Waterford.
Thomas F. Casey	15/6/1934	21/11/1941	Appointed at Boyle.
John J. Griffin	11/3/1942	3/12/1948	Appointed at Greystones.
Martin B O'Donoghue	6/4/1949	22/8/1951	Appointed at Greystones.
Sean King	9/1/1952	28/4/1965	Appointed at Claremorris. Died Aug 1989.
Patrick McDaid	27/1/1966	26/4/1986	Retired.

APPENDIX I

List of known Postmasters appointed at Oranmore

Name	From	To	Remarks
Daniel Dunlevy	1808		
Jas. Compton	1834	7/11/1837	Resigned. In arrears.
Jas. Holmes	2/12/1837	1/11/1841	Dismissed. In debt to Revenue.
Miss Arabella Jane Daly	13/4/1842	26/4/1843	Dismissed.
Henry Griffin	22/5/1843	1855	Salary £29 p.a.
Richard St. George	4/6/1863		Also Petty Sessions Clerk.
Judith Keaven	14/4/1880	30/9/1898	Appointed Postmistress At Virginia 1/10/1898 - 15/5/1900 At Wicklow 16/5/1900 - 30/4/1919 Died 16/8/1952 aged 93 yrs.
Honoria Keaven	1/12/1898	1901	Salary £60 p.a. Died 1902.
<i>Reduced from Head Office to Salaried Sub Office from 1 December, 1898.</i>			
John Morrison	6/3/1901	7/4/1908	Appointed Sub. Postmaster Edgeworthstown. Salary £60
Thomas O'Brien	1/2/1909	2/3/1910	Reverted to old position at Wigan.
John Michael Lee	9/8/1910	13/8/1918	Appointed Postmaster at Athenry.
<i>Reduced to Sub Office status from 23rd. January, 1919.</i>			
Bartley Fahy	23/1/1919	18/4/1939	
Anna Burke	18/4/1939	20/8/1939	Temporary Postmistress.
Eileen Nestor	21/8/1939	2/8/1943	
Margaret McDermott	1/1/1944	21/7/1969	Retired. Temporary Postmistress 25/3/1943 - 31/12/1943
Nóra Máire De Búrca	22/7/1969		

APPENDIX J

Abstracts of Crown Bonds of Postmasters in Ireland Circa. 1784 to 1809. Offices in Co. Galway listed (Number before name is as shown in abstracts.)

5 ATHENRY Postmaster Joseph Lopdell

Securitors names and addresses:

Theophilus Blakeney of Abert, Co. Galway. James Lopdell of Athenry, Co. Galway.

Amount of bond: £200. Date of bond: 12 May 1807.

Amount of their nominal property: £2,000 per ann. £2,000 p.a.

Observations: Mr. Lopdell is possessed of the Lands and Estate of Webbscourt & Doon. Both Co. Galway and both free from entail.

Mr. Blakeney is possessed of the House and Demesne of Abert, Co. Galway, free from entail.

12 BALLINASLOE Postmaster Thomas Carroll

Securitors names and addresses:

The Honble Wm. Trench of the Town of Galway. John Wade of Fortwilliam, Co. Roscommon, Esq.

Amount of bond: £200. Date of bond: 9 January 1808.
 Amount of their nominal property: £800 per ann. £100 per ann, beside stock in trade.
 Amount of Judgements: None, £940. Amount of Settlements: None, None.
 Observations: The Honble Wm. Trench is possessed of a House and Land in Galway and other property free from entail.
 Mr. Wade is possessed of a House and Demesne of Fortwilliam, Co. Roscommon free from entail.

54 CASTLEBLAKENEY Postmaster Sarah McMorris

Securitors names and addresses:

Thomas Blakeney of Abert Co. Galway, Esq. Wm. Dillon of Greenville Co. Galway, Esq.

Amount of bond: £200. Date of bond: 6 Sept. 1808.

Amount of their nominal property: £2,500. £500.

Observations: Mr. Blakeney is possessed of a House and Lands of Abert, Co. Galway free from encumbrances.

No search made against Mr. Dillon.

102 EYRECOURT Postmaster Ann Usher

Securitors names and addresses:

Stephen Blake of Eyrecourt, Co. Galway. Esq. John Darcey of Longford Lodge, Co. Galway, Esq.

Amount of bond £200 Date of bond: 12 Dec. 1798.

Amount of their nominal property: £600 per ann. £400 per ann.

Amount of Judgements: £270, £2,500.

Amount of Settlements: None annuity of £300 per ann. during life of Patrick Darcey.

Observations: Stephen Blake is possessed of Lands and Premises in Eyrecourt Co. Galway free from encumbrances.

John Darcey is possessed of the House and Demesne of Longford Lodge subject to a deed of annuity of £300 a year to John Roche.

108 GALWAY Postmaster Thos. Rorke

Securitors names and addresses:

The Honble Wm. Trench Galway. James Walsh of Ballinasloe, Co. Galway.

Amount of bond : £500. Date of bond : 13 Jan. 1808.

Amount of their nominal property : erased.

Amount of Judgements: none, none. Amount of Settlements: none, none.

Observations: The Honble Wm. Trench is possessed of a House and Demesne in Galway free from encumbrances.

Jas Walsh is possessed of a House and Premises in Ballinasloe Co. Galway, free from encumbrances.

149 LOUGHREA Postmaster Thomas Burke

Securitors names and addresses:

Malachy Donnellon of Ballydonelan Co. Galway, Esq. Michael Burke of Spring Garden said County, Esq.

Amount of bond: £200. Date of bond: 26 Dec. 1808.

Amount of their nominal property: £10,000 per ann £6,000 p. ann.

Amount of Judgements: £25,000. £22,000

Observations:- Mr. Donnellan is possessed of the Demesne of Ballydonelan, free from encumbrances.

Mr. Burke is possessed of the Demesne of Spring Garden, Co. Galway, free from encumbrances.

233 TUAM Postmaster Samuel Potter

Securitors names and addresses:

Robert Thomas of Tinkeskel, Co. Galway. Lewis Potter of Tuam, Co. Galway.

Amount of bond: £200 Date of bond: 6 Sept. 1808.

Observations: No searches has (sic) been made against the securities for this Town but are considered fully sufficient.

242 HEADFORD Postmaster Anthony B. Daly

Securitors names and addresses:

John O'Flaherty of Kilarree, Co. Galway. James Daly, stamp office, City (of) Dublin.

Amount of bond: £200. Date of bond: 11 January 1804.

Amount of their nominal property: £300 per ann £5,000 per ann.

Amount of Judgements: £32.16.0. None.

Observations : John O'Flaherty is possessed of a House and Premises at Kilarree, Co. Galway, free from encumbrances.

Jas Daly is possessed of a House and Premises in Great Charles Street, Mtjoy Square, Dublin, free from encumbrances.

250 DUNMORE Postmaster Anthony Reilly

Securitors names and addresses:

Sir George Shee, Bart, of Dunmore, Co. Galway. Charles O'Connor of Prospect, Co. Galway, Esq.

Amount of bond: £200 Date of bond: 6 Nov. 1807.

Amount of their nominal property: £3,000 per ann £200 per ann.

Amount of Settlements: marriage settlement. None.

Observations: Sir George Shee is possessed of the Demesne of Dunmore Co. Galway, subject to his Marriage Settlement. He has other Lands unencumbered.

Chas O'Connor is possessed of the House and Demesne of Prospect Co. Galway, free from encumbrances.

299 KILCONNELL Postmaster John White

Securitors names and addresses: Frederick Lord Ashtown.

Lewis Ward of Kilconnell, Co. Galway, Esq.

Amount of bond: £200. Date of bond: 10 April 1806.

Amount of their nominal property: £10,000 per ann, £2,000 per ann.

Observations: Lord Ashtown is possessed of the House and Demesne of Ashtown, Co. Galway, free from encumbrances.

Lewis Ward is possessed of a House and Premises at Kilconnell, Co. Galway, free of encumbrances.

314 ORANMORE Daniel Dunlevy

Securitors names and addresses:

The Rt. Honble James Fitzgerald of Molesworth Street, Dublin. William Fitzgerald of the Same, Esq.

Amount of bond: £200. Date of bond: 22 Oct. 1807.

Amount of their nominal property: £8,000 per ann. £200 per ann.

Amount of Judgements: £21,600. None.

Amount of Settlements: None. None

Observations: The Rt. Honble is possessed of a House and Premises in Molesworth Street, Dublin free from encumbrances.

Wm. Fitzgerald is possessed of a House and concerns in Molesworth Street, Dublin, free from encumbrances.

324 AHASCRAUGH Postmaster Michael Fallon

Securitors names and addresses:

Lord Glenbrack, Ross Mahon of Castlegar, Co. Galway.

Amount of bond: £200. Date of bond: 21 March 1809.

APPENDIX K

Inland letter postage rates applicable in Ireland 1660 to 1840. Between 1784 and 1827, rates were for Irish miles (100 Irish miles equalled 127 English miles). From 1827 reckoning was measured in English miles.

1660	2d 40 miles	4d over 40 miles (1/- per ounce over 40 miles, raised to 1/4 in 1711)
1765	1d One Post Stage	2d between one Post Stage and 40 miles 4d over 40 miles
1784	2d Under 15 miles	3d 15-30 miles 4d over 30 miles
1796	2d Under 15 miles	3d 15-30 miles 4d 30-50 miles 5d 50-80 miles 6d over 80 miles
1805	3d Under 15 miles	4d 15-30 miles 5d 30-50 miles 6d 50-80 miles 7d over 80 miles
1810	4d Under 15 miles	5d 15-30 miles 6d 30-50 miles 7d 50-80 miles 8d over 80 miles
1813	2d Under 10 miles	3d 10-20 miles 4d 20-30 miles 5d 30-40 miles 6d 40-50 miles 7d 50-60 miles 8d 60-70 miles 9d 70-80 miles 10d over 100 miles
1814	2d Under 7 miles	3d 7-15 miles 4d 15-25 miles 5d 25-35 miles 6d 35-45 miles 7d 45-55 miles 8d 55-65 miles 9d 65-95 miles 10d 95-120 miles 11d 120-150 miles 1/- 150-200 miles 1/1 200-250 miles 1/2 250-300 miles 1d each additional 100 miles
1827		Irish rates made same as English rates of 1812. Reckoning now measured in English mile.

	4d 15 miles	5d 15-20 miles 6d 20-30 miles 7d 30-50 miles 8d 50-80 miles 9d 80-120 miles 10d 120-170 miles 11d 170-230 miles 1/- 230-300 miles 1d each additional 100 miles or part
1838	2d 8 miles	4d 8-15 miles Other rates as from 1812

APPENDIX L

Return of amount of postage received from each Post Office in Co. Galway in 1830 and 1831 (from British Parliamentary Papers).

Office	1830			1831		
	£.	s.	d.	£	s.	d.
Ahascragh	295	5	1	230	4	0
Athenry	98	18	6½	102	9	8
Ballinasloe	601	4	3	768	1	4
Ballymoe	80	15	5	88	12	3
Burrin	45	5	3	38	15	9
Castleblakeney	187	10	0½	221	0	10
Clifden	151	6	3½	156	3	0½
Craughwell	101	11	8½	122	6	3
Dangan	68	9	6	68	13	4
Eyrecourt	167	0	7	233	2	1
Galway	2492	19	2	2623	1	2½
Gort	280	12	10½	325	12	10½
Headford	144	15	11	169	8	2
Loughrea	668	7	4½	727	15	6
Oranmore	249	10	8	262	1	2½
Oughterard	64	2	3½	83	4	0
Portumna	194	13	9½	242	0	3½
Tuam	734	17	5	746	10	8

APPENDIX M

List of Post Offices showing (a) Mileage postmarks used between 1808 and 1839 with postage rates to Dublin (b) numeral postmarks for Diamond numeral and duplex datestamp cancellations used 1844 to 1894.

Office	Mileage used (Distance from Dublin)	Postage to Dublin		Diamond numeral used.	Remarks
		in 1808	From 1814		
Ahascragh	75, 78		9d.	3	
Ardrahan	97		10d.	6	
				7	(in 1844)
Athenry	95,97,100	7d.	10d.	16	
Aughrim	75, 76		9d.	22	
Ballinasloe	71, 72	6d.	9d.	32	
Ballyglunin				43	
Ballymoe	85, 89	7d.	9d.	47	B ^y moe used on stamp.
Burrin	109		10d.	79	
Carna				99	R.S.O. 1885 (Railway Sub Office)
Castleblakeney	80,83,84	7d.	9d.	110	C ^l Blakeney used on stamp.
Clifden	144, 145			129	R.S.O. 1885
				134	(in 1844)
Claregalway	117		10d.	131	Clare used on stamp.
Cleggan				139	R.S.O. 1885.
Clonbur				146	
Craughwell	92		9d.	159	(in 1844)
				160	
Dangan				170	
Dunmore	91,104,106,110	7d.	10d.	192	
				201	(in 1844)
Eyrecourt	70,72,81	6d.	9d.	216	
Galway	103,104,105	7d.	10d.	232	
Gort	98,99	7d.	10d.	242	
Headford	103,108	7d.	10d.	249	HeadF ^d used
Kilconnell	75, 78	7d.	9d.	263	
Kylemore				295	R.S.O. 1885
Kinvara				297	
Laurencetown				300	
Loughrea	86, 87	7d.	9d.	312	
Milltown	160, 169		10d.	328	
Monivea	89, 100		10d.	-	
Oranmore	98,100,101		10d.	368	
Portumna	78, 89	7d.	9d.	380	
Roundstone				395	R.S.O. 1885
Tuam	87,93,98	7d.	10d.	435	

Office	Mileage used (Distance from Dublin)	Postage to Dublin		Diamond numeral used.	Remarks
		in 1808	From 1814		
Woodlawn				446	
Mountbellew				453	
Moycullen				516	R.S.O. 1885
Rosscahill				517	R.S.O. 1885
Oughterard	112,118,119		10d.	518	Outerard used
Maam Cross				519	R.S.O. 1885
Maam				520	R.S.O. 1885
Leenane				521	R.S.O. 1885
Rosmuck				522	R.S.O. 1885
Recess				523	R.S.O. 1885
Cashel				524	R.S.O. 1885
Letterfrack				525	R.S.O. 1885
Toombeola				533	R.S.O. 1887

APPENDIX N

List of Penny Posts established in Co. Galway 1832-1840. Each would have been worked in reverse also.

Office	Connection	Date		Remarks
		Commenced	Ceased	
Ahascragh	Ballinamore Bridge	5.8.1832		
Ballinamore Bridge	Roscommon	1837		
Ballinasloe	Kiltormer	1841		
Ballinasloe	Lawrencetown	22.11.1834		
Castleblakeney	Moylough	17.11.1832		
Clifden	Oughterard	1840		
Clifden	Roundstone	1840		
Craughwell	Monivea	1834		
Eyrecourt	Killimor	1840		
Eyrecourt	Lawrencetown	1835		
Eyrecourt	*Trilliman	1838		*Maybe Tristaun Unable to locate.
Galway	Barna	1840		
Galway	Claregalway	6.01.1833		
Galway	Clifden	1834	1839	
Galway	Moycullen	17.08.1835		
Galway	Oughterard	1834		
Galway	Roundstone	10.10.1833		
Gort	Crusheen	1838		
Loughrea	Woodford	1.07.1832		
Oranmore	Kilcolgan	1836		
Portumna	Carrigahorig	1838		
Tuam	Ballindine	1836		
Tuam	Claregalway	1834		

Office	Connection	Date Commenced	Date Ceased	Remarks
Tuam	Corrandulla	2.03.1834	1839	
Tuam	Foxhall	1839		
Tuam	Milltown	6.07.1832	1839	
Tuam	*Sheevant	1836	1839	*Unable to locate

APPENDIX O

Return of Riding Work at Offices in Co. Galway 1853 to 1855. Extracted from reports held in Post Office Archives, London.

Athenry

Postmaster Salary £35. Assistant £15. Monivea Messenger £15.
 Athenry Free Delivery £8. Craughwell Free Delivery £1.12s.
 Moyode Castle, Hollypark Glebe Messenger £10. Agard, Carrigan, Lavally etc. Messenger £15.
 Ballyglunin Park and Dangan Messenger £15. Monivea Sub Postmaster £3.
 Craughwell Sub Postmaster £3.16s. Ballyglunin Park Sub Postmaster £8.
 Dangan Sub Postmaster £18.

Ballinasloe

Postmaster Salary £95. Assistant £35.
 Letter Carrier £20. Lawrencetown & Kiltormer Messenger £12.
 Shannonbridge Messenger £20. Aghrim & Killconnell Messenger £20.
 Ahascragh & Ballyforan Messenger £15. Ballinamore Bridge Messenger £15.
 Castleblakeney, Menlough, Glentane Messenger £15. Moylough & Mountbellew Messenger £10.
 Moylough & Glenamaddy Messenger £15. Woodlawn Messenger £18.5s.

Sub Postmasters: Ahascragh £20. Aghrim £3.16s.
 Ballinamore Bridge £5. Ballyforan £3.
 Ballygar £5. Castleblakeney £20.
 Glantane £4. Glenamaddy £5. Kilconnell £3. Kiltormer £5.
 Kilkerrin £4. Lawrencetown £10. Menlough £3.
 Mountbellew £40. Moylough £5. Oldtown £3.
 Shannonbridge £5. Woodlawn £3.
 Aghrim Free Delivery £1.12s.
 Ahascragh Free Delivery £6. Mountbellew Free Delivery £5.

Galway

Postmaster Salary £120. Assistant £20.
 1st. Clerk £50. 2nd. Clerk £45.
 3 Letter Carriers at £26.1s.5d. £78.4s.3d.
 Aaslagh Messenger £18.5s. (£6.19s guaranteed).
 Claregalway Messenger £15. Salthill Messenger £15.
 Rounstone Messenger £18.5s. Barna Messenger £12.
 Spiddal Messenger £13. Letterfrack Messenger £18.5s.
 Spiddal & Inverin Messenger £10 (£8.13s.4d guaranteed).
 Lr. Dominick St. & Hotel Collection £2.12s.
 Aaslagh Sub Postmaster Salary £3. Letterfrack Sub Postmaster £3.

Salthill Sub Postmaster Salary £3.
 Claregalway Sub Postmaster Salary £5.
 Oughterard Sub Postmaster Salary £12.
 Spiddal Sub Postmaster Salary £5.
 Inverin Sub Postmaster Salary £3.
 Clifden Delivery £5.

Clifden Sub Postmaster £20.
 Moycullen Sub Postmaster £5.
 Barna Sub Postmaster £5.
 Roundstone Sub Postmaster £3.
 Lr. Dominick St. Sub Postmaster £3.

Loughrea

Postmaster Salary £48. Assistant £30.
 Letter Carrier £20. Kilchreest & Castleboy Messenger £17.
 Woodford 2 Messengers £36.10s. Fortnightly Sunday Substitute £1.6s.
 Woodford Receiver £10. Kilchreest Receiver £3.

Oranmore

Postmaster Salary £29. Assistant £10.
 Renville Messenger £10. Ardahan & Kinvara Messenger £15.
 Burren & Kinvara Messenger £15. Burren & Ballyvaughan Messenger £15.
 Oranmore Delivery £10. Kilcolgan Delivery £3.
 Kilcolgan Sub Postmaster £5. Crusheen Sub Postmaster & Delivery £6.
 Gort Sub Postmaster £12. Ardahan Sub Postmaster £20.
 Ballyvaughan Sub Postmaster £5. Burrin Sub Postmaster £5.
 Kinvara Sub Postmaster £10.

Tuam

Postmaster Salary £55. Assistant £20.
 Letter Carrier £20. Headford & Drumgriffin Messenger £15.
 Foxhall Messenger £18.5s. Shrile Messenger £12.
 Dunmore Sub Postmaster £15. Claremorris Sub Postmaster £25.
 Headford Sub Postmaster £15. Foxhall Sub Postmaster £5.
 Ballindine Sub Postmaster £5. Milltown Sub Postmaster £3.
 Shrile Sub Postmaster £3. Drumgriffin Sub Postmaster £3.
 Claremorris Delivery £8. Headford Delivery £5.

APPENDIX P

Return of the rate of travelling of each mail coach/mail car operating in Co. Galway in 1832 (Report from committees on Post communications, British Parliamentary Papers Vol. XVII 1832).

Route	Rate of Travel per hr.		Depart	Arrive	Distance English miles		Time Occupied each way		Rate paid per double mile
	M	F			M	F	H	M	
<i>Mail Coaches</i>									
Ballinasloe to Westport	8	0	6.10p 9.48a	4.20a 7.40p	79	0	9	52	8d.
Coaches and horses to be paid by Contractor. No toll payable. No. of passengers: 4 in 4 out.									
Dublin to Galway	8	2	7.30p 3.00p	7.00a 11.00a	133	1	16	00	8d. British.
Coaches and horses to be paid by Contractor. Turnpikes paid by office. Amount of tolls paid £438. No. of passengers: 4 in 4 out.									
<i>Mail Cars</i>									
Ballinasloe to Parsonstown	10	0	6.00a 2.00p	6.00p 10.00a	26	2	4	00	3d.
Eyrecourt to Portumna	12	0	8.35a 2.30p	4.30p 10.35a	10	1	2	00	3d.
Galway to Oughterard	10	4	1.00p 7.00a	10.00a 4.00p	17	1	3	00	3d.
Galway to Ennis	9	0	6.30a 12.30p	7.00p 1.00p	42	0	6	30	2d.
Galway to Tuam	9	4	6.05a 3.20p	6.30p 9.15a	20	2	3	10	2d.
Loughrea to Gort	9	0	8.30a 3.10p	5.20p 10.40a	15	2	2	10	1 1/2d.
Tuam to Dunmore	11	0	10.20a 1.20p	3.00p 12 Noon	9	2	1	40	3d.
Tuam to Headford	11	0	10.20a 1.10p	3.10p 12.10p	11	3	2	0	3d.
<i>Horse Post</i>									
Ardrahan to Burrin	12	0	10.45a 6.00a	8.00a 12.45p	10	1	2	0	3d.

APPENDIX Q

Report of Surveyor on Galway Post Office dated 18th. February, 1867 (Report held in Post Office Archives, London).

Postmaster: Peter Joyce Coghlan Date of Appointment: 24th. September, 1863 Salary: £115

Profit on Sale of Stamps: £15.1s.2d.

Office Expenses: £40. Gross Income: £170.1s.2d.

Deductions: Rent of Office: £16.13s.4d. Taxes on Office: £1.10s.0d.

Wax & String etc.: £5.17s.2d. Coals, Candles, Gas: £9.5s.6d.

Cleaning Office: £5. Total Deductions: £38.6s.0d.

Net Income of Postmaster: £131.15s.2d. 3 Letter Carriers at wages 10s.0d. by 6d. to 14s.0d.

1 at 14s.0d. £36.10s. 2 at 11s.0d. £57.7s.2d.

1 Temporary L. Carrier at 11s.0d. £28.13s.7d.

Rural Messengers: 3 at 10s.0d. £78.4s.3d.

3 at 9s.0d. £70.7s.9d. 2 at 7s.0d. £36.10s.0d.

1 at 8s.0d. £20.17s.1d. 1 at 6s.0d. £15.12s.10d.

2 Clerks at wages: £16s.0d. by 1s.0d. to 26s.0d.

1 at 26s.0d. £67.15s.8d. 1 at 16s.0d. £41.14s.3d.

21 Sub Postmasters: £155.13s.7d. 1 Town Receiving Office: £6

Total cost to the Crown: £770.6s.2d.

No. of Letters for delivery w/e 21/1/1867: 9520.

Of this 5978 delivered at the principal office and 3542 delivered from Sub Offices.

No. of newspapers delivered w/e 21/1/1867: 1276 (average 1550).

No. of letters registered in four weeks ended 31/1/1867: 78

No. of money orders issued 4088. No. paid 6904.

Savings Bank Deposits 347. Withdrawals 166.

No. bags received each day: 16 at 12.40 a.m.; 11 at 2.05 p.m.

No. bags despatched: 16 at 11.50 p.m.; 11 at 11.35 a.m.

From Sub Offices: 9 bags received at 11.15 p.m.; 1 at 8 p.m.

Despatched to Sub Offices: 9 bags at 1.30 a.m.; 1 at 6.00 a.m.

Private boxes: 8. Private bags: 12.

Attendances

Postmaster, Clerical Duty only, 4 hours.

5.40 to 7 a.m.; 11.15 to 12 Noon; 2 to 3 p.m.; 9.30 to 9.40 p.m.

1st. Clerk

10 a.m. to 3.00 p.m.; 5 to 8 p.m.; 10.30 p.m. to 2.30 a.m. - 12 hours.

2nd. Clerk -

7 - 10 a.m.; 3 to 5 p.m.; 8 p.m. to 2.30 a.m. - 11½ hrs.

APPENDIX R

Proposal to provide Trunk Facilities to the Galway Area by means of a Trunk Circuit to Athlone 50 miles long.
 Total Capital Outlay £3944.

OUTLAY		£
Trunk		
Provision of Trunk Circuit and Exchange Apparatus		3644
Deduct share of Exchange Apparatus proper to local service		<u>97</u>
		3547

Estimated Annual Expenditure	Estimated Annual Receipts	
	£	£
Interest @ 31/2% on £3547	124 ¹ / ₈	
Maintenance including Renewal of Line	74	
Do. do. of Exchange Apparatus	61 ¹ / ₈	
Operating, etc. (60 at 12/-).	36	
	<u>£240¹/₄</u>	
		90% of estimated value of Trunk Calls @ £3.8.0 for Subscribers and Call Office (45 existing and 15 additional)
		183 ⁵ / ₈
		Estimated Annual Loss
		<u>56⁵/₈</u>
		£240 ¹ / ₄

EXCHANGE OUTLAY		£
Provision of lines for 15 Subscribers @ £20		300
Exchange Apparatus		<u>97</u>
		£397

Estimated Annual Expenditure.	Estimated Annual Receipts.	
Interest @ 31/2% on £397	137 ⁷ / ₈	Subscribers' lines
Renewal or Depreciation on Outlay 4.23% on £397	163 ³ / ₄	Excess Local Call Fees
Day to day Maintenance 15 Subscribers @ £2.0.11)	30 ⁵ / ₈	10% of estimated value of Trunk Calls
Operating, etc.	15	
	<u>42⁵/₈</u>	
<i>Estimated Annual Profit</i>	£1187 ⁷ / ₈	<u>£1187⁷/₈</u>

Net Loss £14 or 0.35% on Total Capital Outlay.
 (s.d.) A.E. Modlen.
 for Comptroller and Accountant General.

26th. April, 1913.

Copy of proposal submitted by the Post Office to the Treasury seeking authority to construct a trunk telephone system between Galway and Athlone.

APPENDIX S

Proposed Exchange at Ballinasloe connected with Athlone by means of Trunk Circuit 16³/₄ miles long.

Total Capital Outlay £1554.

TRUNK	OUTLAY	£
Provision of Trunk Circuit and Exchange and Call Office Apparatus		1142
Deduct share of Exchange Apparatus proper to Local service £51, and Call Office £22		<u>73</u>
		£1089

Estimated Annual Expenditure.		Estimated Annual Receipts.	
	£		£
Interest @ 31/2% on £1069	37 ³ / ₈		
Maintenance including Renewal of Line	23	90% of estimated value of Trunk Calls @ £3.80 for Subscribers and Call Office	64 ¹ / ₂
do do of Exchange apparatus	61 ¹ / ₈		
Operating, etc.	<u>125⁵/₈</u>	Estimated Annual Loss	<u>141¹/₂</u>
	£79		£79

EXCHANGE	OUTLAY	£
Provision of lines for 20 Subscribers @ £20		400
Exchange and Call Office Apparatus		73
Structural Alterations		<u>12</u>
		£485

Estimated Annual Expenditure.		Estimated Annual Receipts	
Interest @ 31/2% on £485	17	Subscribers' lines	100
Renewal or Depreciation on Outlay 4.23% on £473	20	Call Office Local Receipts	4
Day to day Maintenance 30 Subscribers @ £2.0.11)		10% of estimated value of Trunk Calls	7
Call Office @ £2.5.2)	43		
Operating etc.	<u>34</u>	Estimated Annual Loss	<u>3</u>
	£114		£114

Gross Loss £18 or 1.16% on Total Capital Outlay.

(sd.) A.E. Modlen.

26th. April, 1913. for Comptroller and Accountant General.

Copy of proposal submitted by the Post Office to the Treasury seeking authority to construct a trunk telephone system between Ballinasloe and Athlone.