



Mr. H. Oliver Hill.

Worcester House.

Dragon Street.

Petersfield.

Hants.



Viriam Thomas & Jarvis

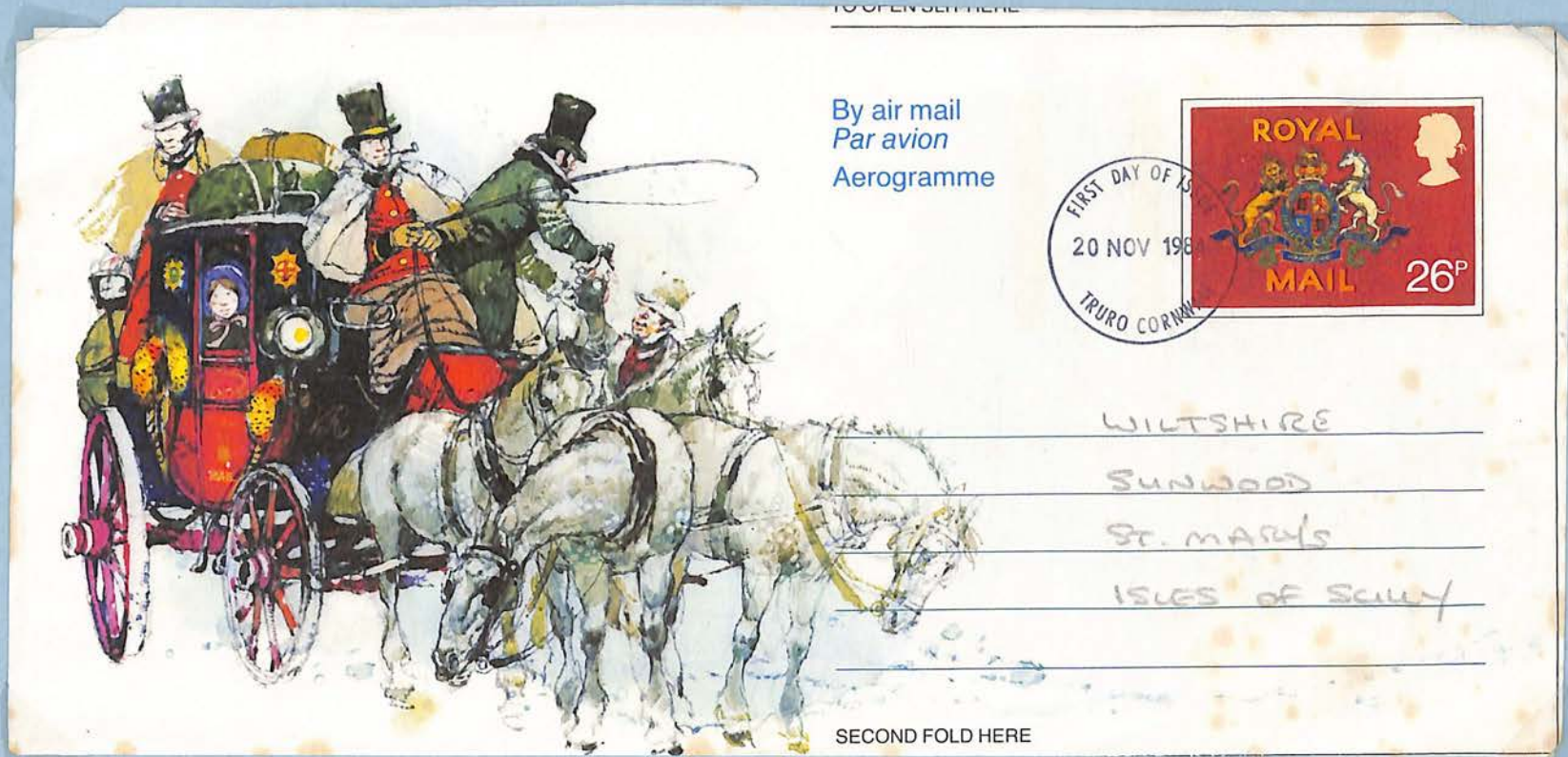
3A Alveston Street

Penzance

Cornwall.

In Great Britain, it was in the year 1510 that the first post master general was appointed. This was followed in 1516, by the establishment of the service "The Royal Mail". In 1660, King Charles II authorized the services of the Royal Mail to be used by the general public. Initially, the postal fees were so high that only the very rich could afford to send letters. Those that did use the services of The Royal Mail, found it to be extremely slow. This was certainly true for deliveries to and from the south west of England. Owing to the condition, or sometimes complete lack, of roads, most mail to and from the counties of Devon and Cornwall was carried, either on foot, or on horse. Then, as it still is today, the coastal town of Penzance was the closest point for mail going to or coming from the Isles of Scilly. Around the year 1710, Penzance was named as a sub-post office of the Cornish inland town of Truro. It was only later, in 1798, that Penzance became a full post office. Most of the mails for Truro were delivered from the city of Exeter in Devon. Using the very cumbersome mail coaches that were in use in the early part of the eighteenth century, it took four days for mail to be carried some 150 miles from London to Exeter. Unfortunately there were still another 100 miles, either by horse back or foot, before the mail passed through Truro, and finally arrived at Penzance. The first coaches specifically designed for use by the Royal Mail were introduced in 1784. The first ones ran between Bristol and London. Their use was quickly generalized. By 1785 there were two mail coach routes from London to Exeter. However, it was about another ten years before any of the new design mail coaches began to operate in Cornwall.

3



SECOND FOLD HERE

By the beginning of the nineteenth century roads most main roads in the U.K. had been improved. The use of well designed mail coaches had replaced the previous methods of carrying the mail on horse or on foot. However, there was still plenty of room for improving the time taken to move the mail in and out of the West of England. In 1835 the Great Western Railway, GWR, was created by an Act of Parliament to provide a double tracked line from Bristol to London. In addition to the original line from London to Bristol, the GWR developed rail services from London to Devon and Cornwall. This was achieved through a series of joint ventures with other rail companies. The GWR was closely involved with the Cheltenham and Great Western Union Railway, and the Bristol and Exeter Railway along with several other railways. The South Devon Railway was completed in 1849, extending the Rail to Plymouth, and the Cornwall Railway took it into Cornwall in 1859. In 1867, it reached Penzance over the West Cornwall Railway. So by 1867, the Royal Mail services to Penzance had ceased to be a question of days but of less than one day. With the introduction of the travelling post offices (TPOs), any remaining delays on the mail to and from the Isles of Scilly were usually due to bad weather at sea.

4

BRTc



RAILWAYS ACT 1921
RAILWAY GROUPING 50th ANNIVERSARY
GREAT WESTERN RAILWAY



CASTLE CLASS 4079 PENDENNIS CASTLE - at PADDINGTON

BRITISH RAIL HISTORY



50th ANNIVERSARY
RAILWAY
GROUPING
1 JAN 1973
LONDON NW1

G.W.R.
CARRIED COVER
This cover carried
305 miles
Penzance to London Paddington
the longest journey possible
over the ex-G.W.R. system.

C. Williams
114 Tulketh Rd.
Preston
PR2 1AR



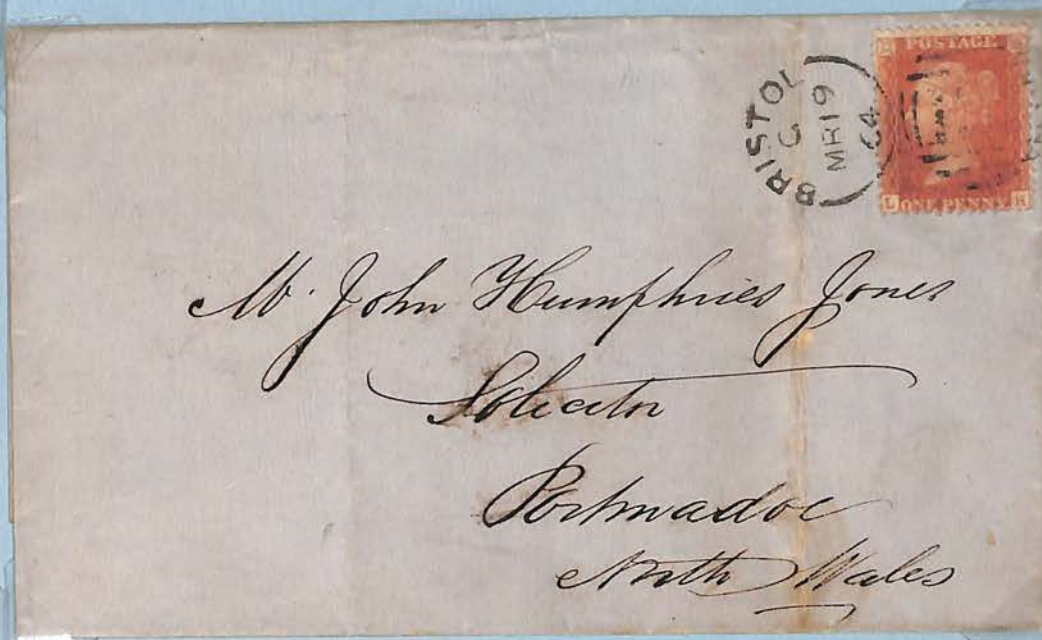


New
**DEFINITIVE
ISSUE**
First Day Cover

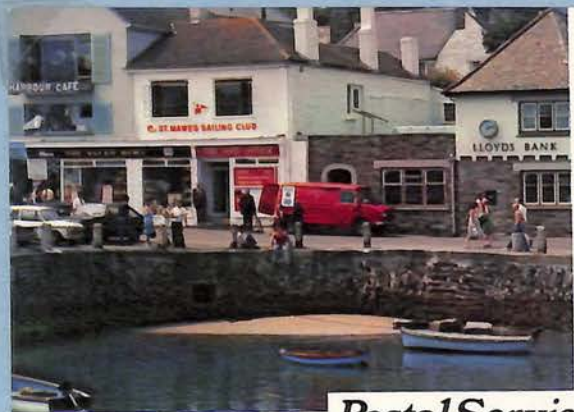
Until the beginning of the twentieth century when the Scilly isles became an attraction for tourists, the majority of the mail left the islands, unofficially, on any vessel, carried by hand to any mainland destination, and only then, placed into the normal mail stream. Although it was the closest port, Penzance was not the only choice for unofficial mailing to the mainland. Ships from Bristol, and Falmouth frequently came to the islands. They too were used as unofficial mail carriers.



8



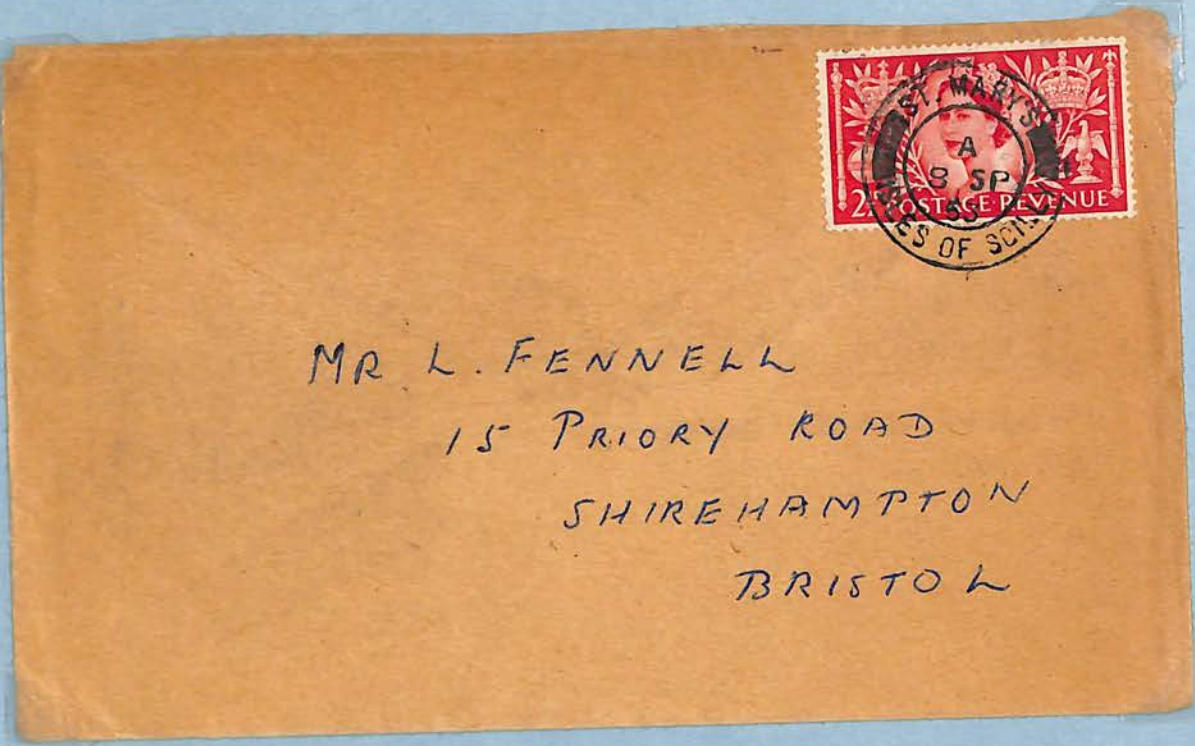
9



Postal Services in Cornwall



Bottom left: helicopter loading mail for the Isles of Scilly
Bottom right container of parcels loaded onto RMS Scillonian III for delivery to Isles of Scilly



MR L. FENNEL
15 PRIORY ROAD
SHIREHAMPTON
BRISTOL

11

With the exception of post cards sent by vacationers, items of postal history of the Isles of Scilly are extremely hard to come by, both rare and expensive. We have found this to be especially true for nineteenth century postal history but also for examples of aero-philately. The first regular commercial flights to the islands were introduced in 1937 by the company, Channel Air Ferries. Their services were used by tourists, but mail was not carried. At that time there was no true airfield on the Islands. Channel Air Ferries rented the 5th and 7th fairways of the golf course on the island of St. Mary's. When any aircraft arrived, a bell was rung to warn the players. In 1938, the route between Lands End, and the islands was taken over by an air post company formed by the Great Western Railway. Until the later introduction of helicopters, the aircrafts of choice were the twin engine biplanes, "the De Havilland Dragon", or the later model, the "Dragon Rapide". In the nineteenth century, the postage paid on letters between the main land and the Isles of Scilly included an extra payment for the transport over the water. With the introduction of airmail, a similar premium was required for post carried by air. We suspect that, whenever practical, the Isles of Scilly mail continued to be hand carried by anyone going to or from the islands. Even though the service was first made available in October 1940, according to a recent article in the British stamp magazine "Stamps", the earliest known example of an Isles of Scilly air mail cover, dates from 1943.



de Havilland Dragon

The first regular air service from Penzance to the Scilly Isles was inaugurated by Channel Air ferries in 1937. The service was patronized by tourists visiting the islands but no mail was carried. In December of 1938, the Great Western and Southern Airline was formed. The new airline took over the operation of Lands End/Penzance service to the Isles of Scilly. When World War II began, the service was briefly suspended, but the route was considered to be essential (there was a military air base on the islands) and the service recommenced on the 25th September 1939. From October 1940, air mails were carried. Treatment and payment for the air mail service was similar to that used by the Railway Air Services in the 1930s. A letter franked at the correct letter rate was carried by the air line who charged an additional four pence. The letter was placed into the postal system at the airport of arrival, and at that point the letter received the cancel of the post office. Great Western and Southern Airlines applied a cachet to each letter with a space to which the air fare was inscribed in manuscript. According to Richard Beith's review on airmails to and from the Isles of Scilly, the earliest known examples of these covers date from 1943. After about one year's daily search, on two major auction sites, I finally located a cover with date 15 November 1943. Fortunately, the seller of the cover made no mention of the faint, but quite visible air line stamp, and the very visible mark "4d" (fourpence) made on the lower half of the green halfpenny stamp.



The first regular air service from Penzance to the Scilly Isles was inaugurated by Channel Air ferries in 1937. The service was patronized by tourists visiting the islands but no mail was carried. In December 1938 Great Western and Southern Airlines was formed. The new airline took over the operation of Lands End/Penzance service to the Isles of Scilly. When World War II began, the service was briefly suspended, but the route was considered to be essential (there was a military air base on the islands) and the service recommenced on the 25th September 1939. From October 1940, air mails were carried. Treatment and payment for the air mail service was similar to that used by the Railway Air Services in the 1930s. A letter franked at the correct letter rate was carried by the air line who charged an additional four pence. The letter was placed into the postal system at the airport of arrival, and at that point the letter received the cancel of the post office. Great Western and Southern Airlines applied a cachet to each letter with a space to which the air fare was inscribed in manuscript. The earliest known examples of these covers date from 1943. This cover received a cancel at the Penzance post office on 22nd January 1945. It was addressed the manager of Lloyds Bank in Southsea in Hampshire. It received the two line hand stamp "letter by G. W. & S. Air Lines paid _". Both, during WW II, and the post war, period, writing paper and envelopes were rather hard to come by. UK letter writers were encouraged to re-use envelopes by opening carefully and applying "economy" labels over the original address. Some companies used labels carrying their name. This cover was reused by means of a label carrying the name Lloyds Bank. Through examination of the cover under a bright light one can see that the envelope was originally from The Cliff Hotel Penzance (left hand corner under the economy label). It was addressed to Mr. Horrow, Lloyds Bank, St. Mary's Isles of Scilly (address under the economy label). It went back by air to the mainland, re-addressed on the economy label, to The Manager Lloyds Bank Kings Road Southsea. For its trip back from the islands it received the G W & S air mail fee paid stamp, along with a George VI 2 ½ penny stamp.

(most of this information is from an article by Richard Beith in the magazine "Aerophilately")

See over snap shot of the cover under bright light!



1938: In December, participation by three companies, Great Western Railway, Southern Railway, and British and Foreign Aviation, created a new company Great Western and Southern Airlines. G W & S Air and took over the service to the Isles of Scilly. 1940: G W & S Air began to carry mail to the Isles of Scilly. Originally, the surcharges were four pence for a letter up to two ounces. They were the same as those being applied to similar services run by Railway Air services. 1943: According to "Aero-philately" section of a British collector's magazine "Stamps", 1943 is the earliest year known to collectors of covers carried by air services to the Isles of Scilly.

February, 1947, G W & S Air was taken over by BEA, British European Airways.

Cover: 8th March 1947, cover, St. Mary's Isles of Scilly to London, George VI 2 ½ pence, carried by BEA to Penzance. At that time surcharge was still four pence.



1951, BEA began to use Airway letter stamps. When the letter stamps were introduced the surcharges were, 6 pence up to 2 ounces, 11 pence up to 4 ounces, and 1 shilling & 4 pence up to 1 pound weight.



SEE OVERLEAF →



TO Scilly



Sales Manager,
British European Airways,
ST. MARY'S Airport,
Isles of Scilly.

Cover: 2nd May 1964, BEA replaced use of the elderly D H Dragons by Sikorsky helicopters, first scheduled helicopter flight to the Isles of Scilly, letter rate was 3 pence, , no clear indication of payment of a surcharge for air letter service.



SEE OVERLEAF!

BEA

20th anniversary



**Passenger helicopter
1950 to 1970**



5^d

Philypia 1970



1840 first engraved issue

The Manager,
BEA Helicopters Ltd.,
The Airport,
St Mary's,
Isles of Scilly.

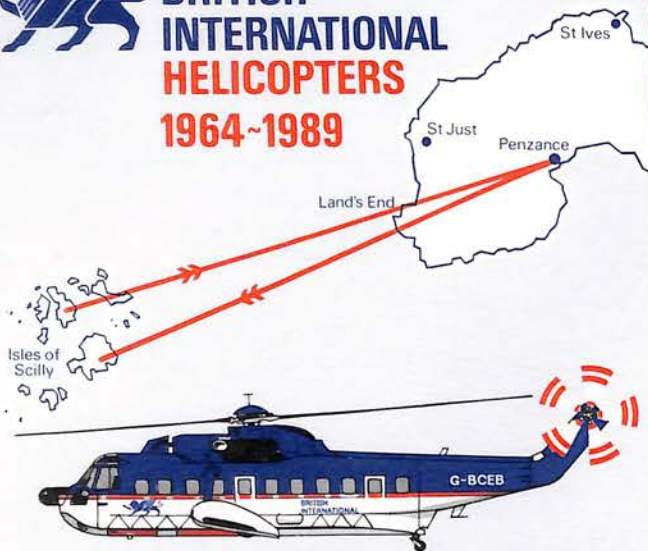
243

Flown by BEA Helicopters Ltd.



**BRITISH
INTERNATIONAL
HELICOPTERS
1964-1989**

JS(AC)33



**25TH ANNIVERSARY OF THE
SCHEDULED PASSENGER
HELICOPTER SERVICE
PENZANCE-ISLES OF SCILLY**



Flown in Sikorsky S61NM,
G-BCEB from Penzance to
St. Mary's, Isles of Scilly,
on the 25th. Anniversary
Flight of British
International Helicopters.

CAPTAIN : Captain Ian Morrison
CO-PILOT : Captain Tom Hooper
STEWARDESS : Tracey Matheson

FLIGHT TIME : 18 Minutes



RSPB 1889-1989

GANNET *Sula bassana*

16



Mrs. M. H. T. BECKERLEG. JP

M. H. T. Beckerleg

The Worshipful Mayor of Penzance

British International
Helicopters
Isles of Scilly

**Silver Jubilee of the Scheduled Passenger Helicopter Service
to the Isles of Scilly**

On 2nd May 1964 the scheduled passenger helicopter service to the Isles of Scilly was inaugurated. Initially the aircraft was based at Lands End, moving to Penzance on 1st September of the same year. The heliport at Penzance was the first to be built in Europe incorporating both terminal and maintenance facilities.

The first scheduled air service to the Islands had been provided by "Channel Air Ferries" with 8-seater de Havilland Dragons, and began on 15th September 1937, with one flight per day in each direction. During the first year a regularity of 100% was achieved, not bad for 20 shillings single and 35 shillings return.

In late 1938 "Channel Air Ferries" amalgamated with "Great Western and Southern Railways" to form "Great Western and Southern Airlines" resulting in an increased flight frequency; 6 per day.

In 1939, after a brief suspension of only one month at the beginning of World War II, the service resumed under the name of "Associated Airways Joint Committee". In 1947, however, this body was absorbed into British European Airways, and the "Dragons" were superseded by the DH89 Rapide.

July 1947 saw the formation of BEA's Helicopter Experimental Unit and on 13th May 1963 the Minister of Aviation announced, in the House of Commons, his agreement to BEA's proposal to acquire two Sikorsky S61N helicopters; one to be based at Gatwick for charter, one at Penzance to fly to the Isles of Scilly.

During the first 12 months the helicopter carried 46,000 passengers and this number has increased steadily each year reaching a maximum of 87,000 in 1980. Within 2 years of service the helicopter had carried its 100,000th passenger, and in 4 years over a quarter of a million. On its 25th anniversary the scheduled passenger service to the Isles of Scilly will have flown 85,858 sectors and carried 1,790,216 passengers, notching up 28,619 hours, 20 minutes flying time.

SEE
OVERLEAF

Certified copy

No

220

of 500



.....
Group Captain W. S. O. Randle
J.S.P.C.F.
.....



**BRITISH
INTERNATIONAL
HELICOPTERS**

18 APL 89

ISLES OF SCILLY AIRPORT

Miss Adrienne C. Bamford
Mr John N. Gooding
Mrs Nancy Hopwood
Mr Brian Jackman
Mrs Janet A. Pritchard
Miss Caroline E. Randle
Miss Margaret C. Raybould
Mr Anthony E. Rich
Mr Brian Smith

Miss Josephine Freeman
Mr Eric H. Hopwood
Mrs Sarah Jackman
Mrs Margaret C. Lorenz
Mr Michael N. Pritchard
Group Captain William S.O. Randle
Mrs Margaret Rich
Mrs Brenda E. Smith
Ms A.N. Other

Eighteen Passengers carried
on Flight UR 1750, the 25th
Anniversary Flight of British
International Helicopters.

17

BRYMON
17 JUN 1972
Is. of **SCILLY**



BRYMON AVIATION
1st FLIGHT
NEWQUAY - SCILLY
17th JUNE 1972

AIRCRAFT: B/N Islander
REG. No. G-AXXJ
PILOT: Capt. J. H. Evans
FLIGHT No. 0113G
FLIGHT TIME: 0hrs 35mins

BRYMON AVIATION LTD
FIRST FLIGHT COVER

D.B.P. Phillips
63 St. Mary St.
Chippenham
Wilts.

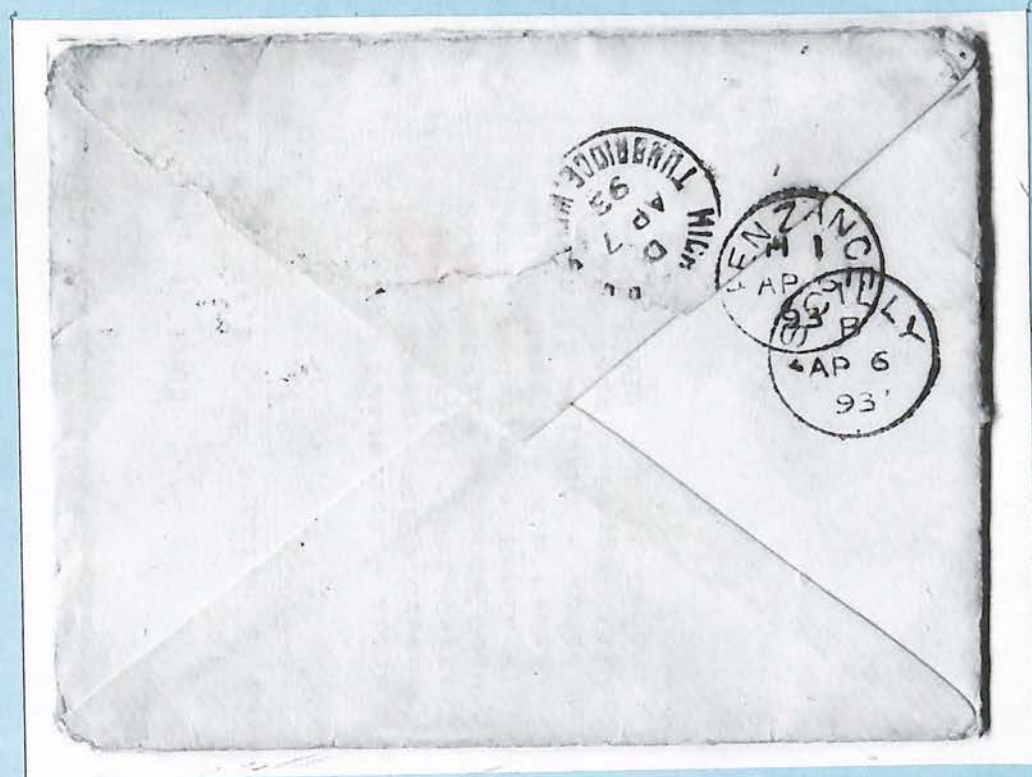
Brymon Aviation Limited was incorporated on 26 January 1970 and operated as Brymon Airways. The name was derived from the names of the company's founders, Bill Bryce, and Chris Amon. It quickly built up a network of routes from its bases at Plymouth and Newquay, to various UK airports, including the Channel Islands, the Isles of Scilly, London Heathrow, London Gatwick and some foreign destinations such as France.

The majority of details on early cancels for the Scilly Isles are referenced from an article "Postal affairs of the Isles of Scilly" by P J Elkin (PJE). To allow cross reference to different items in the collection of cancels we assigned numbers to our list of Islands of Scilly cancels.

(TIME OF WRITING)

Our only Isles of Scilly cover from the time of Queen Victoria: According to the date on the back stamps, the cover left the islands and entered the mainland postal distribution, at Penzance, on 5th April 1893. Prior to leaving the islands the cover received a 610 duplex. In 1844, when the UK post offices were "numbered", the Penzance post office was numbered 609 and the sub-post office on the Isles of Scilly, 610. The cancel on the cover corresponds to number 3 on our listed cancels, "On 18th July 1878, introduction of a vertical oval "duplex", 610, ellipse formed from only three bars above and three bars below, 20 mm wide and 25 mm high". The "Scilly" back stamp corresponds to our number 5, "About 1895, introduction of a single circle date stamp, "SCILLY", 22 mm in diameter, letter A or B in upper half, and date in lower half, this cancel was used as a back stamp and as cancel".

According to the third backstamp, the cover arrived at Tunbridge Wells on 7th April.



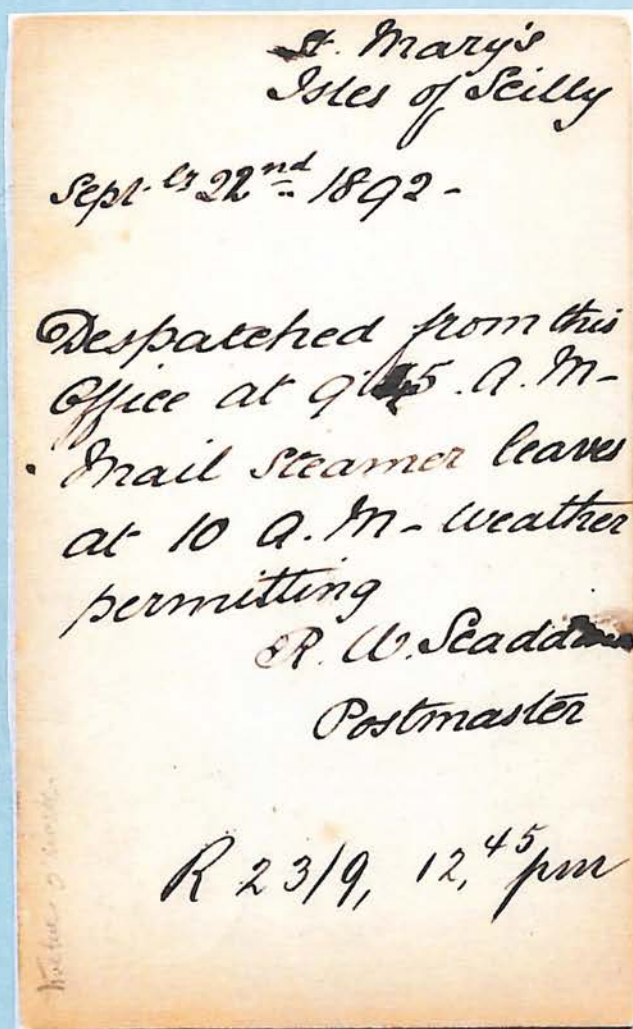
61

For many years, regular and timely mail service to and from the Isles of Scilly depended upon the weather. Things first improved with the introduction of rail services. Rail travel from Penzance to London became possible in 1860, when the West Cornwall Railway company was given access to the Cornwall Railway Company's Truro station. The situation was still far from ideal. The rail width of the West Cornwall Company was standard gauge, but that of the Cornwall Railway Company's was broad gauge. Through passengers had to change trains at Truro, and goods had to be transferred into wagons of the other gauge at Truro. The impecunious West Cornwall Company sold its railway to the more powerful broad gauge Associated Companies, dominated by the [Great Western Railway](#), and the new owners converted the West Cornwall line to broad gauge. Through goods trains started running in 1866, and passenger trains in 1867. (Wikipedia).

By 1867 the use of rail transport had improved the situation, but the use of sailing boats to carry mail between the islands and Penzance still left timely and regular mail deliveries dependent upon favorable winds. The next improvement came with the introduction of the steam ship, "The Lady of The Isles", a 152 ton steam schooner, built 1875 by Harvey & Co of Hayle, West Cornwall. As the mail carrier for the islands she had a life of 65 years, commencing service shortly after being built in 1875, and continuing to serve until 1904.

In September 1892, this half penny postcard was sent by the postmaster of the island of St. Marys, addressed to London, and placed in the mail just prior to the scheduled departure of the mail boat. According to the m note presumably by the addressee it was delivered to an address in south east London just 15 hours after posting.

20



POST CARD.

The Address only to be written on this Side

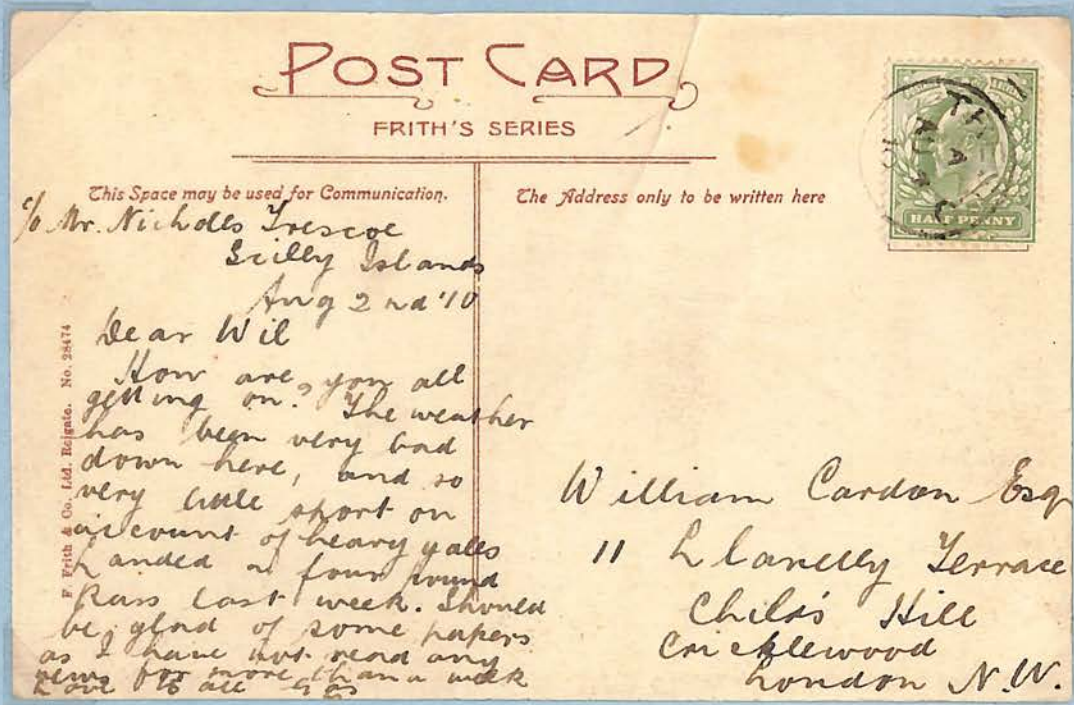


⑦

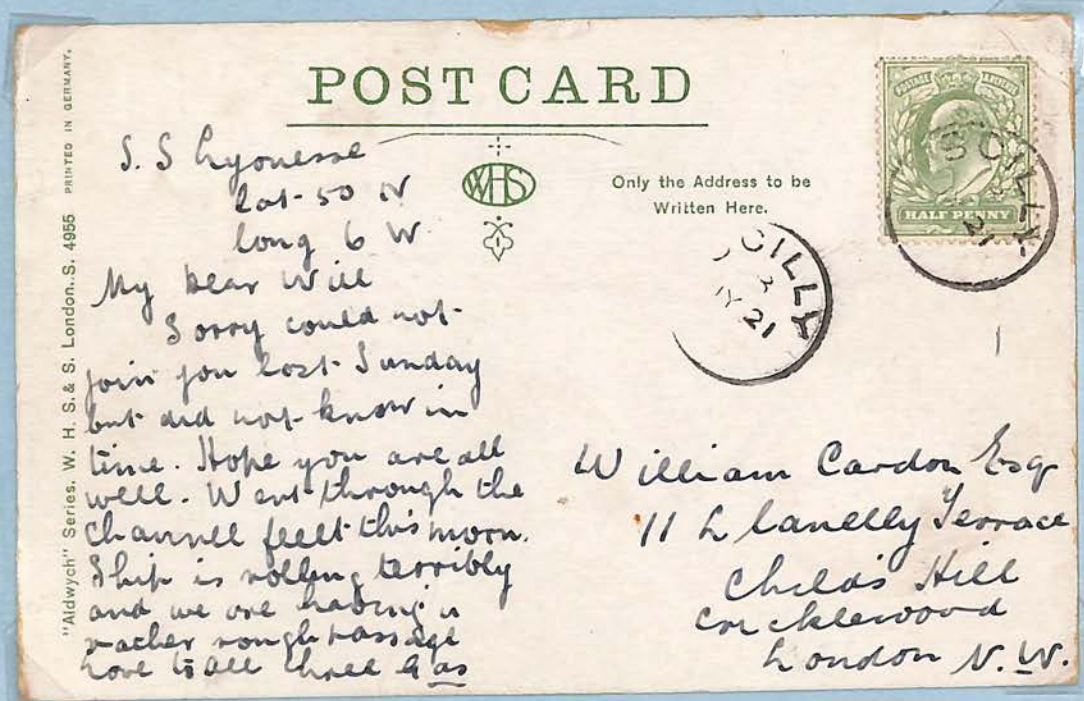
Miss Johanna Lehrens
Geddy's Rd.
~~20 Clapham~~
Clapham
London.



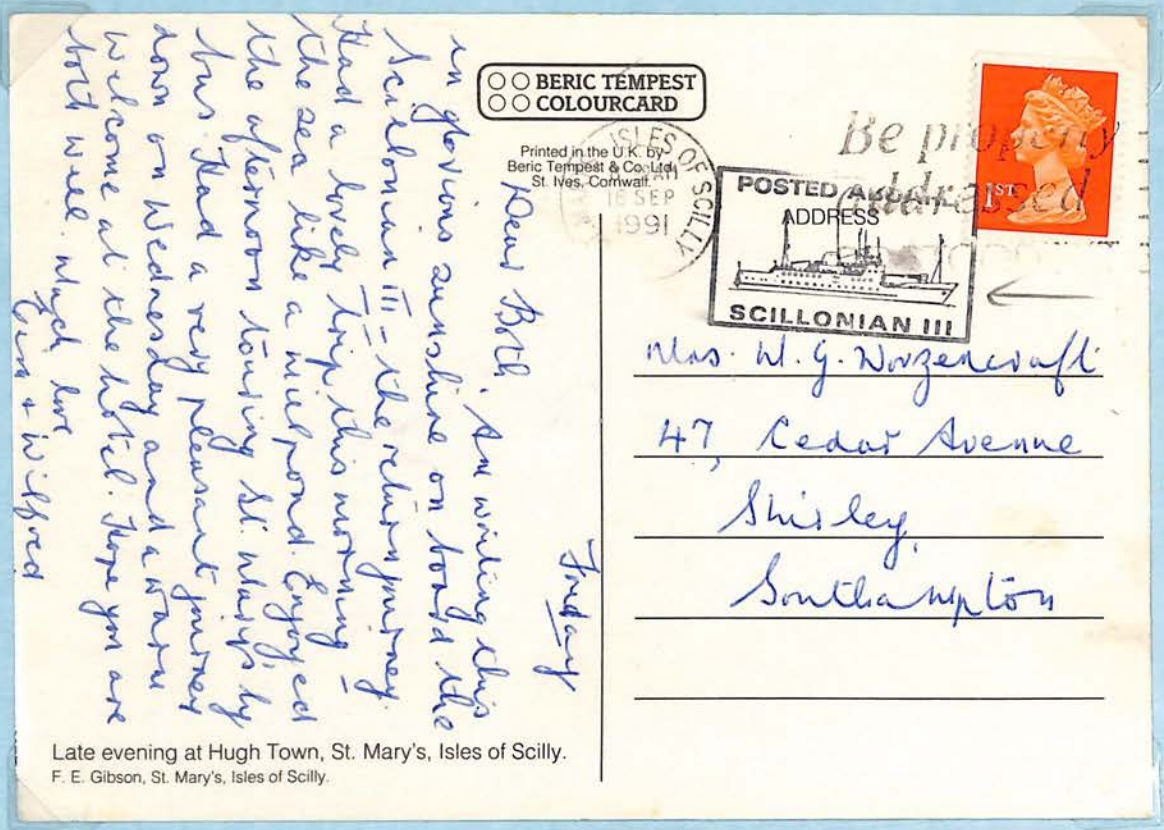
Any items of postal history of the Isles of Scilly, dating prior to the end of World War II, are hard to find, and usually relatively expensive to buy. The majority of early items on the market are vacation post cards. In the U.K., the sending of vacation post cards became extremely popular during the reign of King Edward VII, that is, in the early 1900s. Despite several years of searching, I only found one post card posted from the islands carrying a Queen Victoria stamp. It is the only ^{ONE OF TWO} pieces of Isles of Scilly Victorian postal history in my collection. The majority of vacation post cards sent in the U. K. are 5 1/2 x 3 1/2 inches, this one is 4 1/2 x 3 1/2. On August 5th 1898 the card was sent from the Isles of Scilly to London. As was often the style in the days of Queen Victoria, the small card crams a lot into a small space. In addition to the message from the sender, it includes four views of the island, an ornate floral background, and the heraldic royal shield of Great Britain. The ship pictured on the left is the S.S. Lyonesse. Between 1889 and 1918 the Lyonesse served as the packet boat between the islands and Penzance on the mainland. The writing on the card is almost illegible, but appears to be in German, and sent to a lady with a Germanic name. At the end of the script the sender has mentioned the address for a possible response from the lady, "The Bank" St. Mary's. The Bank is a short road in Hughtown, St. Mary's, just up from the Quayside. Today, most of the small family dwellings on The Bank have been converted into, even smaller, apartments. With the popularity of the Isles of Scilly as a vacation destination, today, the small apartments sell for around between a half and three quarters of a million dollars.



Post card sent from the island of Tresco to an address in London. Date of posting was August 4th 1910. Cancellation was by use of a Tresco circular date stamp, type 13. The date stamp was first issued in 1884.



This post card was written on board the steamship SS Lyonesse. The cancellation date of the stamp is unreadable. According to the writer the ship was located at latitude 50 north and longitude 6 west, that is, in the English Channel, and close to the Isles of Scilly. At the time of writing the SS Lyonesse was registered at Penzance, and was in service from 1889 until 1918. The Edward VII halfpenny stamp, first issue date 1902, was cancelled with the Scilly cancel type #7. The date stamp was first introduced about 1895. Based just on the date stamp and postage stamp an estimation for the date of the card would be 1902 to 1918, but as it was sent to the same address, and from the same correspondent, as the card above, most probably 1910.



19 pieces
39
~~39~~
~~39~~
~~39~~

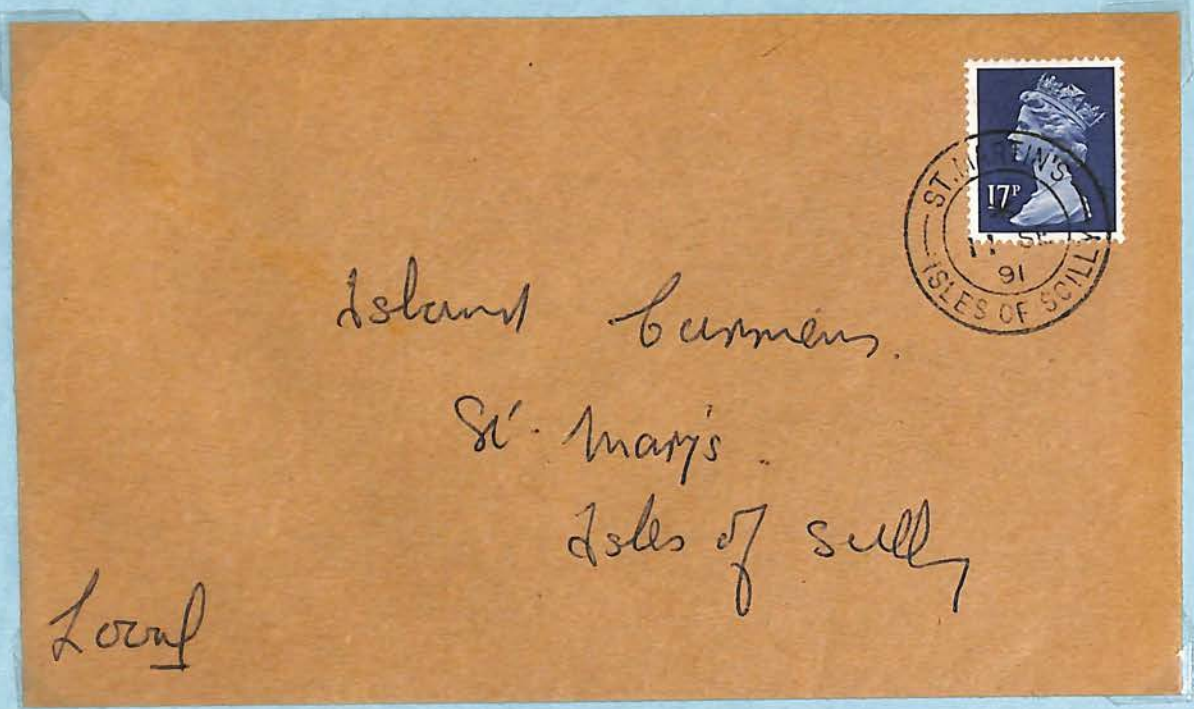
AS CLOSE TO A PAQUEBOAT COVER THAT WE HAVE FOUND, IT WAS POSTED ON BOARD THE SCILLONIAN (I AM) WENT INTO THE POSTAL SYSTEM ON THE ISLAND OF ST. MARY'S



18

PROBABLY THE MOST WELL KNOWN RESIDENT OF THE SCILLIES WAS HAROLD WILSON PRIME MINISTER FOR THE UK ON MORE THAN ONE OCCASION. SENT TO HEATH AVENUE! EDWARD HEATH WAS LEADER OF THE OPPOSITION OPPOSITE WILSON & ALSO PRIME MINISTER WHEN WILSON WAS NOT!

24



Island Carriers.

St. Mary's
Isles of Scilly

Local

CANCEL
31



Island Carriers,
Pattinella,
St. Mary's

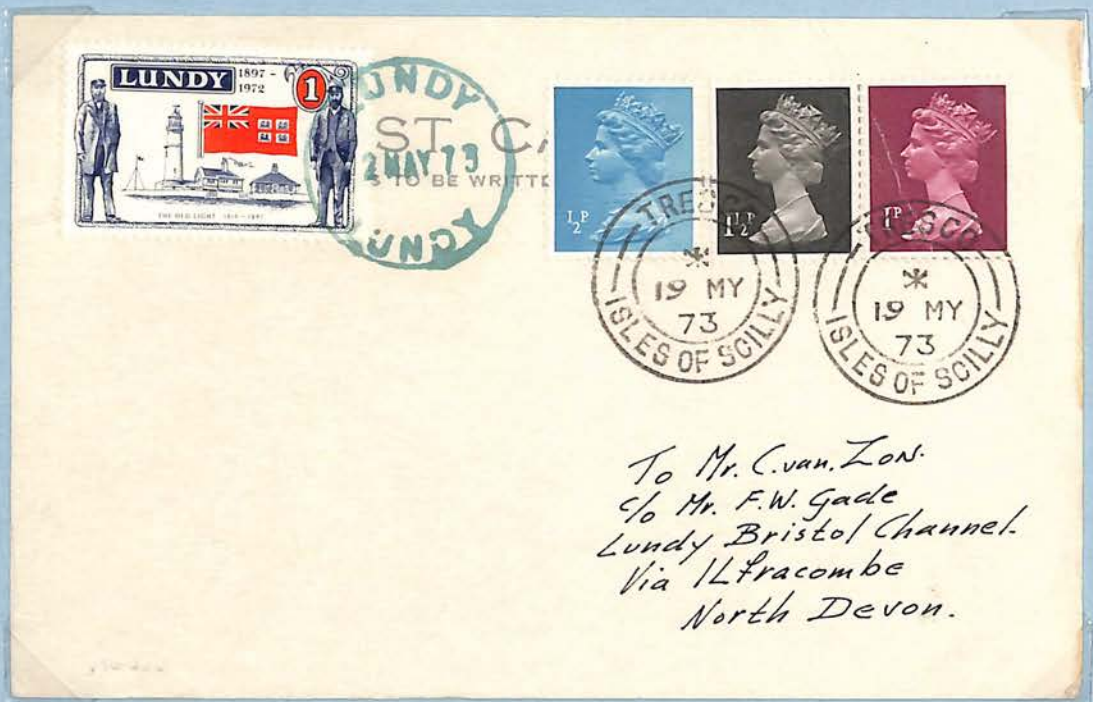
Local.

CANCEL
27

In 1961, the population of Tresco Island in the Isles of Scilly was 283. By 1981, it had decreased to 156. So, even though it is obviously a philatelic item, as it carries a clear Tresco cancel, we were quite happy to obtain this postal item for the year 1973. In general, postal history for the Isle of Lundy is relatively easy to obtain, but items of postal history linking Lundy with the Isles of Scilly are much more difficult to find, and as a consequence are usually more expensive. The date of the Tresco, U. K. Post cancel, on the three Royal Mail Machins, was 19th May 1973. The total value of the Machins was 3 new pence, which was, at that time, the first class domestic letter rate for less than two ounces. The date of the cancel on the local post Lundy issue was 22nd May 1973 (the first "2" of 22 is almost concealed by the figure of the man on the left hand side of the Lundy issue). The card is addressed to Mr. C. van Zon, care of Mr. F. W. Gade of Lundy.

However, on the reverse of the card there is a short note: "Dear Mr. Gade, will you please return this card to me, with many thanks, yours sincerely, C. van Zon."

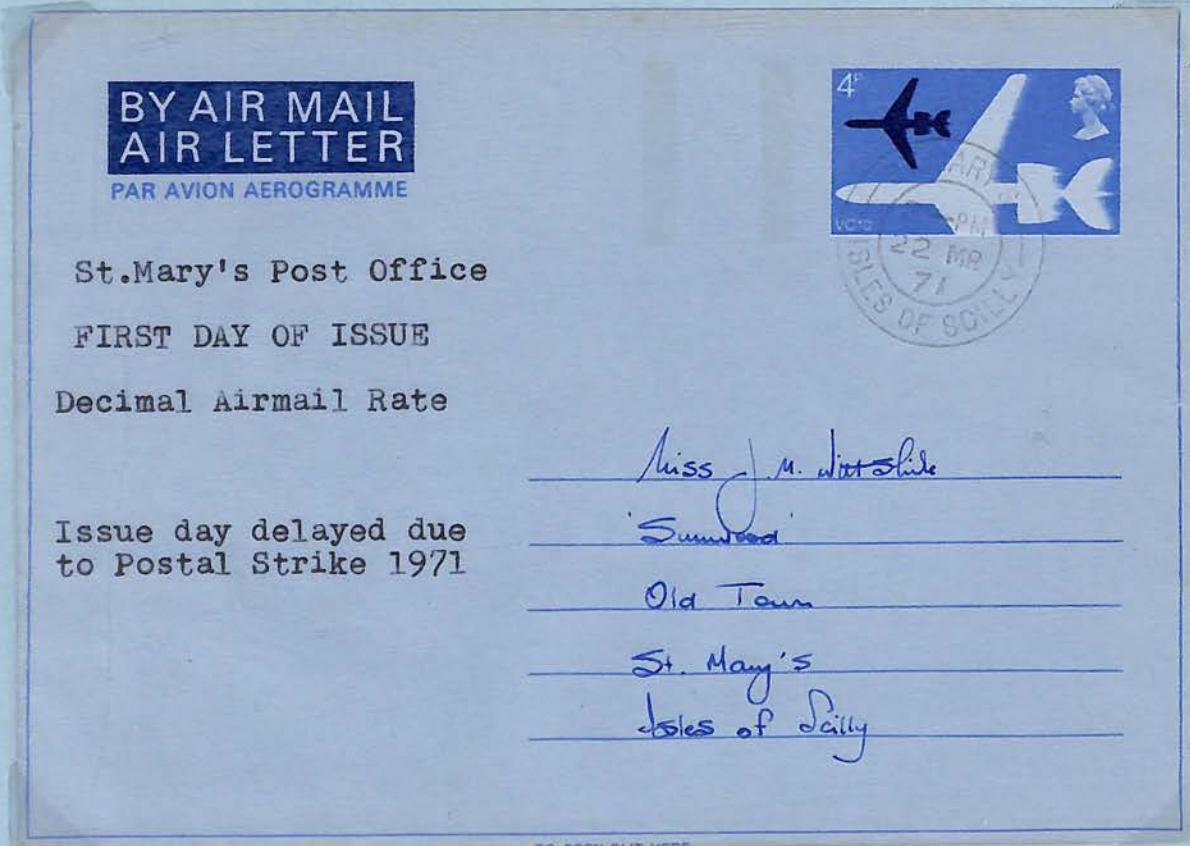
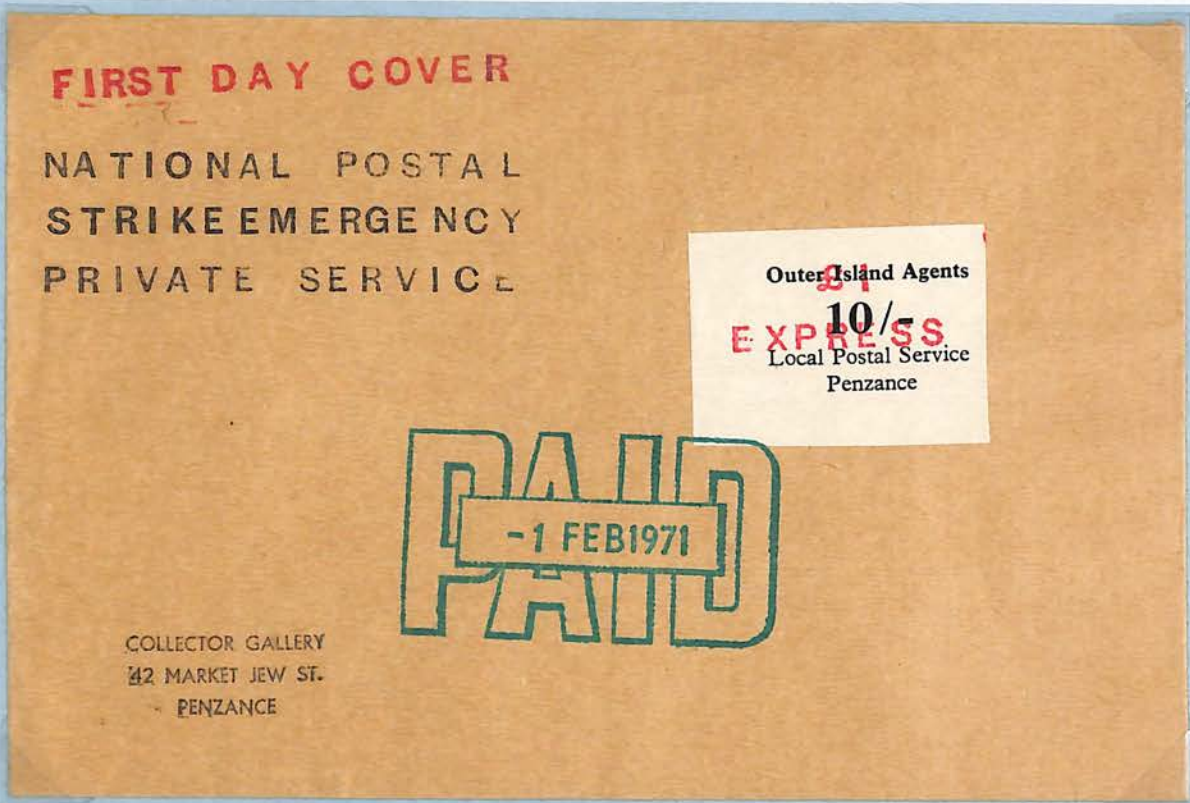
Most probably, the card was posted in Tresco, already carrying both Royal Mail and local post stamps, passed through the mail stream from Tresco to Ilfracombe, where it received the Lundy cancel, and was then carried by the Lundy local post boat to the island, where it was placed in an envelope by Mr. Gade, and posted back to Mr. C. van Zon.



34

In January of 1971, the postal employees of the Royal Mail went on strike. This led to the formation of numerous licensed, independent, courier companies. For the most part the independent companies served as a local or a regional postal service. They were legally entitled to carry mail until the strike ended in early March. Compared with the Royal Mail postage the fees charged by the newly formed services were very high. The Outer Islands Agents was such a service. It was to be used as a local mail service for the immediate area of Penzance, and also for mail to and from the Isles of Scilly. Deliveries to the islands were to be carried by the Isles of Scilly Steamship Company. As of mid- February 1971, the Royal mail first class letter postal fee, expressed in the new decimal currency, was set at three new pennies. This example of Outer Island agency label has a minimum value of ten shillings or expressed in the new currency fifty new pennies. Considering their extremely high postal charges, I think most of the temporary mail strike companies probably made more money from sales to collectors of Cinderellas, than they ever made from carrying mail.

26



14

5/3

Rev^d: W. Parker & M:

Lincoln's Inn Fields

London

(No 67)

March 10 1832

3316



This cover supposedly originated on the island of Gugh, a small islet of the Scilly Isles, with at a transient population of around four or five. As such it received a large Gugh island cinderella stamp illustrating one of the more numerous residents of the Isle of Gugh, the grey seal. The cinderella received the cancel of the local post of Gugh Island and was dated 27th August 1973. It was then posted from the normal posting point for official mail from the island of Gugh, the post office on the adjacent and much bigger island, St. Agnes. The 1973 first class letter postage was paid using a 3 pence Machin stamp, cancelled 27th August, "St. Agnes, Isles of Scilly". The 3 pence Machin stamp was placed on the rear of the envelope. The front of the envelope carries the faintly printed address to "Outer island Agents, 42 Market Jew Street, Penzance". At a later date, it was probably purchased, or acquired, as a souvenir cover at Penzance but was then posted a second time from the Isles of Scilly. For the second posting it was addressed to Surbiton, in the county of Surrey, and cancelled 21st June 1974, "St. Mary's Isles of Scilly". The June 21st first class letter postage was paid using a 3 1/2 pence Machin stamp (1/2 pence more than 1973, & just prior to another increase to 4 1/2 pence on June 24th).

29



27



20

P. BARHAM Esq
 Tech. Group.
 Surtax Office
 Lynwood Road
 Thames Ditton
 SURBITON
 SURREY.



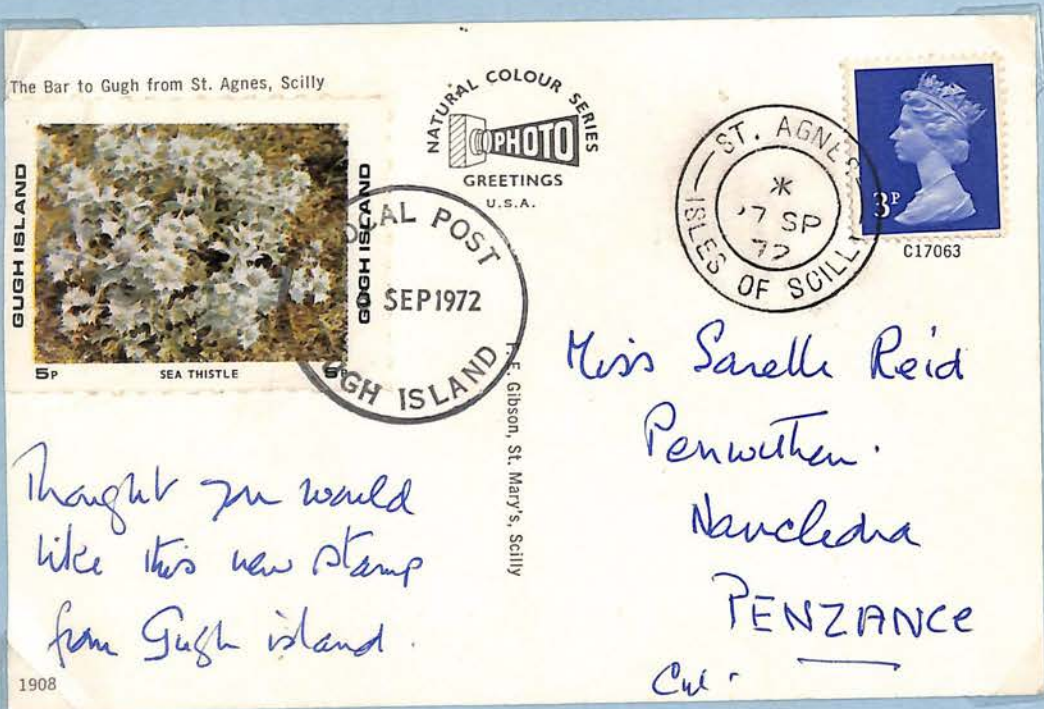
FIRST DAY COVER



THE OLD MAN OF GUGH

OUTER ISLAND AGENTS
 42 MARKET JEW STREET,
 PENZANCE

Some of the Scilly Isles' Cinderellas, such as those created as "local post stamps for the island of Gugh, do have features that are relative to the islands. Gugh is a tidal island and is joined to the island of St Agnes by a sandbar, known as the Gugh Bar, which is exposed only at low tide. The highest point on Gugh is called Kittern Hill and is 105 feet above sea level. There is a post office on the island of St. Agnes. However as Gugh has only two houses, and according to the 2001 census a total population of three, its stamps can truly be called "local post stamps".



27



THE HOUSES ON GUGH MAIL DELIVERIES AT LOW TIDE ONLY.

P.T.O.

27



Royal
Silver Wedding

Gough Island FLOWER TYING



Royal Silver Wedding
20TH
NOV 1972

Gough

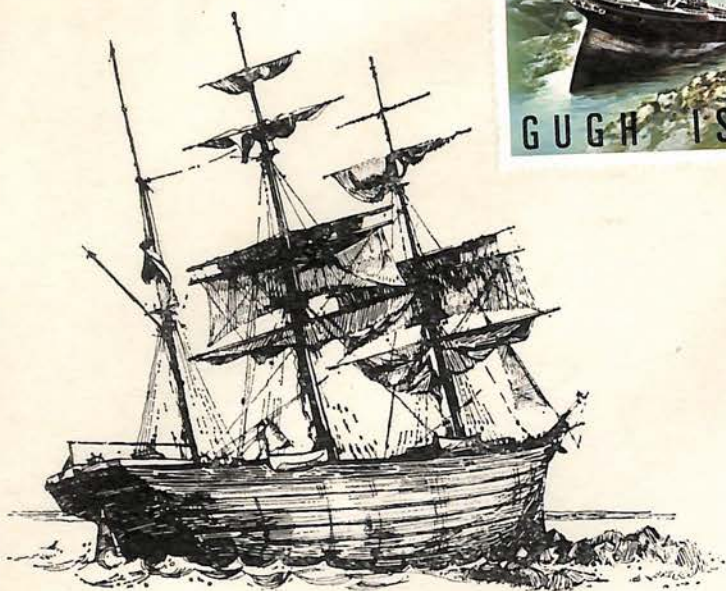
Gough Island FLOWER TYING



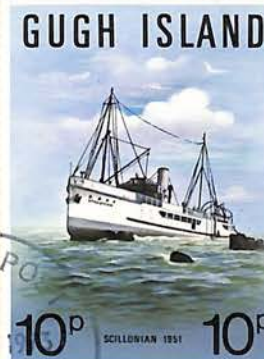
Royal Silver Wedding
18th DAY
OF ISSUE

Island

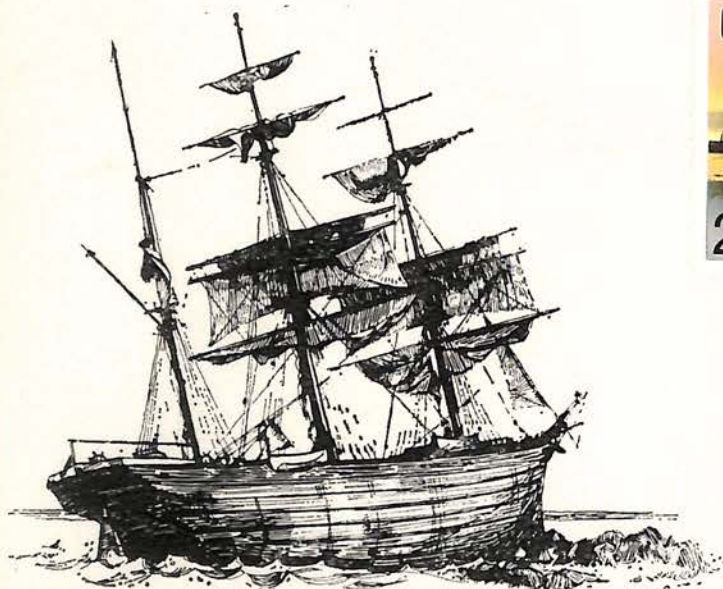




shipwrecks



OUTER ISLAND AGENTS
42 MARKET JEW ST.
PENZANCE
CORNWALL

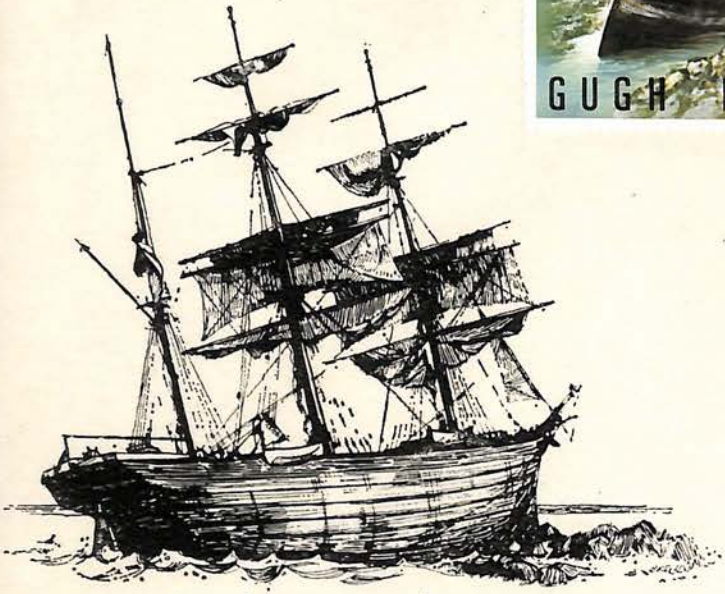


shipwrecks



OUTER ISLAND AGENTS
42 MARKET JEW ST.
PENZANCE
CORNWALL

In 1872, the SS Earl of Arran, was wrecked on Nornour in St. Martins Neck and sank soon afterwards when a passenger offered to steer the ship. The island's packet steamer Scillonian had the misfortune to run aground three times, in 1932, in 1942, and in 1951. On all occasions, she was refloated and continued in service. On at least three occasions there has been more than one shipwreck in a single day. One such time was on the 27th July, 1879, when the cargo sailing ship River Lune was lost on the coast of Annet after a faulty chronometer put her off course. She sank in 10 minutes, but the crew escaped. A few hours later, the sailing barque Maipu was wrecked in Hell Bay, Bryher in heavy fog. Again, the crew were saved.



shipwrecks



shipwrecks



ALSO SEE OTHER SIDE

GUGH ISLAND



15p

Baby Seal

15p



3p

3p

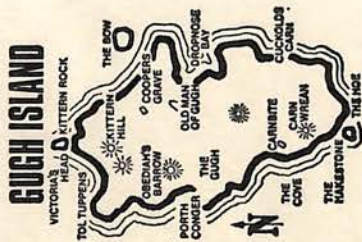


GUGH ISLAND

5p

Puffin

5p



GUGH ISLAND

27



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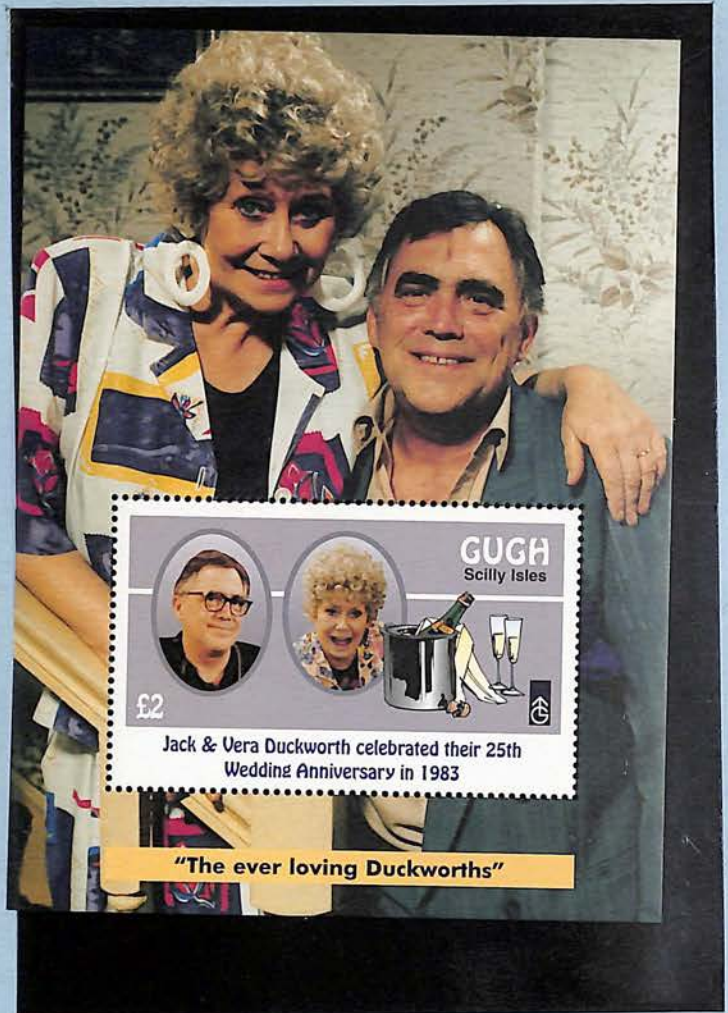
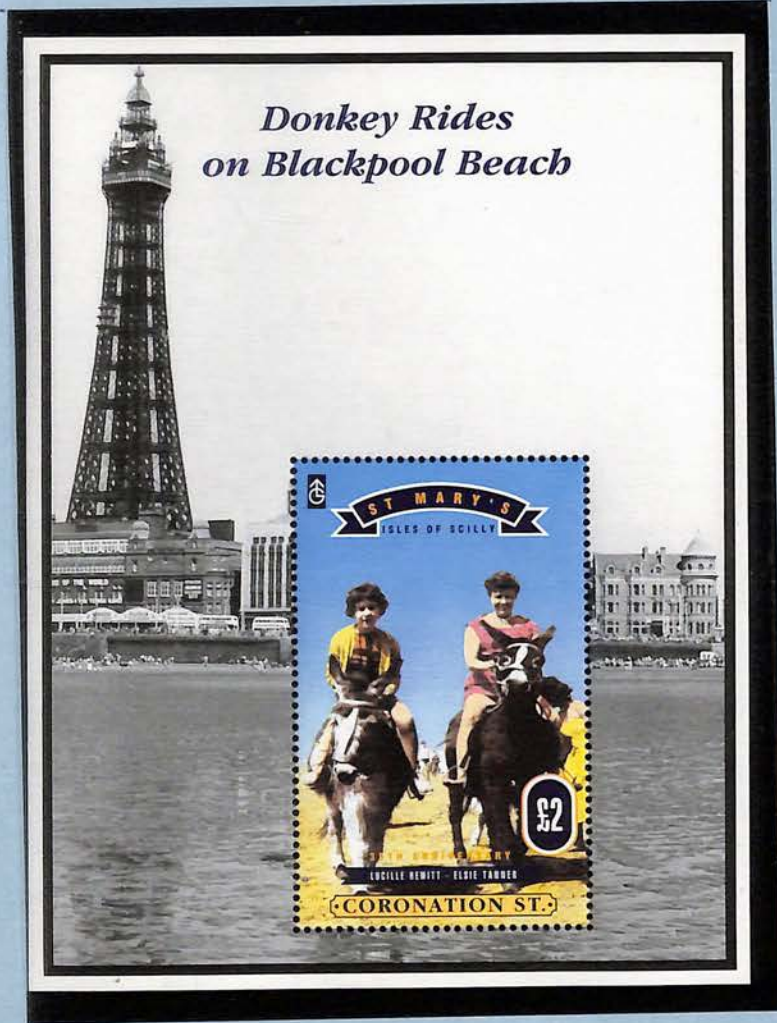


Royal Wedding Gugh Island

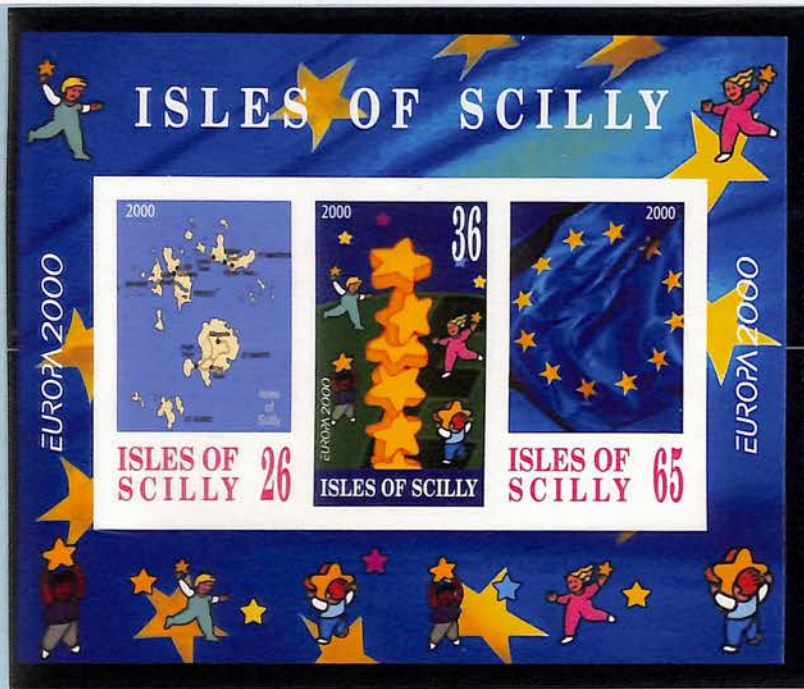


On the occasion of the marriage of a member of the British royal family, another cinderella stamp was created for the island of Gugh. Princess Anne is the only daughter of Queen Elizabeth II and Prince Philip, Duke of Edinburgh. Princess Royal is a style customarily (but not automatically) awarded by a British monarch to his or her eldest daughter. The title was first created during the seventeenth century in the reign of Charles I. The title is held for life, and a princess cannot be given the title during the lifetime of another Princess Royal. It was in 1987 that Princess Anne received the title of The Princess Royal. On Wednesday, 14 November, 1973, she married Mark Phillips. Mark Phillips was untitled, and a Lieutenant in the 1st Queen's Dragoon Guards. In later years, as the marriage had been under strain for a number of years the Princess Royal and Mark Phillips announced their intention to separate. The couple finally divorced on 23rd April 1992. The Princess Royal, is known and appreciated for her charitable work. She is the supporting patron of over 200 social and charitable organizations. She carries out about 500 royal engagements and public appearances per year. She is also known for her equestrian ability. At the European Equestrian Championships she won one gold, and two silver medals. She is the only member of the British Royal Family to have competed in the Olympic Games. She is now married to Vice-Admiral Sir Timothy Laurence. She has two children from her previous marriage to Mark Phillips, and two granddaughters. Up to now, my researches lead to the conclusion that links between the Princess Royal, and the Isles of Scilly, and particularly with the very small Island of Gugh, are limited to a single visit. In 1967, at age of sixteen, the princess took part in the official visit to the islands made by her mother and father, Queen Elizabeth and Prince Phillip, Duke of Edinburgh. Despite the two large commemorative cinderellas, a Machin definitive stamp was required so as to justify the St Agnes cancellation.

In common with many other islands around the coast of England, Wales, and Scotland, Cinderella stamps have been created for the Isles of Scilly. Not all subjects featured on the Cinderellas of the Scilly Isles have any real association with the islands. Coronation Street is a long-running British soap opera set in Weatherfield, a fictional town based on the industrial city of Salford in North West England. Coronation Street was first broadcast in 1960. On 17 September 2010 it became the world's longest-running TV soap opera currently in production. The characters are in no way glamorous, and the story lines are not particularly dramatic. Nevertheless the program has an enormous following, not only in the UK, it is also followed by Brit ex-pats in other parts of the world. By choosing Coronation Street as the feature for a series of Cinderellas the Isles of Scilly have certainly profited from the popularity of the program.



A third form of Scilly Isles' Cinderellas looks just like a legitimate issue. Among the many Europa common design types that are listed by Scott there is one for the year 2000. The subject of the Europa 2000 issues was to draw attention to the children and their care. Participating postal services included the Isle of Man, the island of Jersey, and France. The mini-sheet of three stamps labeled Europa 2000 Isles of Scilly appears to be a legitimate issue. Even the values attributed to the three stamps appear legitimate. For most of the year 2000, 26 pence was the postal fee for a two ounce domestic letter, 36 pence was the fee for surface overseas mail, and 65 for airmail to zones 1 and 2. However, although some parcels are moved by other carriers, the letter service in the Isles of Scilly was, and still is, part of the Royal Mail. The Royal Mail did not participate in the year 2000 Europa common design issue. On E-bay you had to read the small print to learn that the Scilly Isles mini-sheet was a "private issue", and sold by a vendor located in Latvia!



CHILDREN AT CHRISTMAS



Isle of Man Post Office Official First Day Cover

This particular cinderella, from the Isles of Scilly, really stretches the concept of UK local post stamps to the limit. The cinderella is, for the Isle of Samson. It was issued for the Christmas season, and carries a value of 45 pence (in 2014 values about 75 cents). Samson is the largest uninhabited island of the Isles of Scilly, and is about 0.15 square miles in size. The island ceased to be inhabited about the time the world's first postage stamp was introduced. The island consists of two hills, North Hill and South Hill, which are connected by an isthmus on which the former inhabitants built many of their sturdy stone cottages. The island was named after Saint Samson of Dol, and the cinderella carries his image. Saint Samson of Dol was born in the late 5th century. He was a Christian religious figure who is counted among the seven founder saints of Brittany, France. He was born in southern Wales. He died in Dol-de-Bretagne, a small town in North Brittany. In the past, the local languages of Brittany, Breton, France and the Isles of Scilly, Cornish, had the same Celtic origins. It was in 1855 that Augustus Smith, the Lord Proprietor of the islands, removed the remaining population from the Samson. By this point, the population was found to be suffering from severe deprivation—particularly due to a diet of limpets and potatoes—and consisted of only 2 families: the Woodcocks and the Webbers. Smith then built a deer park on the island, but all the deer escaped. In recent times, the area has become a protected wildlife site.

