

From your Secretary.

Due to family commitments David has had to resign from the committee and as News Letter Editor, so I have taken it over until some other member would like to take it over.

We are starting an other new Society year hoping that it will be better than the last one that gave us a number of big problems one thing to happen is that Arthur Hobbs will no longer be with us. He was one of the founder members and has served the society in various capacities-Chairman and vice Chairman, Secretary and assistant Secretary PRO, AEPS.delegate and auctioneer.Arthur has successfully entered many competitions and has always supported the auctions he will be sadly missed but our loss will be Suffolk's gain and we wish him and Joan a happy time and hope that he returns to see us sometimes.Also at this time Would remember those of our members who have not enjoyed good health recently and wish then a speedy recovery.

Following the AGM there will be no increase in subscriptions from £8 for full members £5 for the over 60's and £1 for the under 18's. Members who do not attend all meetings it would save us costs if you enclose a stamped address envelope when sending your subs so that we can send you a membership card with all our meetings on it

Our treasurer is Peter Nye

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We are introducing a new competition to our range for modern materials less than 60 years old. We would like to see more members entering competitions and to that end we are holding a workshop on how to enter competitions on Tuesday 21 September. continued in next column.

We have moved into an enlarged Creche for our Monday meetings and hope that we will also have our Tuesday meetings there in the new year.

We are always looking for auction lots and if you have material that is surplus to your collection why not put it into the auction it may help someone else

I hope to produce the next news letter by Christmas if you have a story to include weather it be about stamps or something else please let me have it and I will include it in a latter issue.

Meetings and important dates.

1999

5 July Visit from Sudbury P S.

20 July The committee entertains Dennis Livermore

17 August British Frama Labels by Michael Musgrave

6 September Visit from Havering Stamp Club.

21 September Workshop how to enter competitions

22-26 September Autumn Stampex at Business Design Centre Islington.

4 October Autumn Auction

9 October Stamp fair and Exhibition

19 October Informal evening with Dealers

1 November Competitions Stamps, Postal History and Aerophilaterly Dealers in attendance.

16 November Recent Acquisitions

6 December Album Leaves and how to detect them by Larry V. Lewendon

21 December Tomex Quiz and Festive Evening with Albert Thomas.

Merry Christmas.

Meeting Reports. Letter L

Although there was football on the box we had a successful meeting with the letter "L" with a few "M" thrown in. Charlie Nicolson started the evening off with modern stamps from Mauritius and Montserrat followed on by Dennis sales with Postage due labels from around the world with two amusing stories the first about a card delivered to his sister in Ipswich she lives in a Drive the card was addressed to a Road she noted this on the envelope and put into a post box only to have it returned to her twice. She gave the card to Dennis to post in Billericay with the same thing happen again and Dennis displayed this card with its many notations. The second story was of a post card posted in London to go to Glamorgan it arrived in Italy then Switzerland before being returned to the sender with both Italian and Swiss postage due labels affixed.

Dave Perry displayed the "Key" type stamps of the Leeward Islands From Victoria to Elizabeth including the 1/- Black and Grey on Emerald and the Grey and Black on Emerald.

Ann Stanway made her debut of displaying with Landscapes of the world with many stamps from New Zealand.

Len Stanway followed on with a display of Singapore postage labels starting with the Peck issues of 1985 and on to the "Roadside" labels, there are some 29 of these machines that dispense this labels and Len an avid collector of anything Malaysian ordered one of each label and first day cover. He was given a nasty shock when he was invoiced with 29 from each machine and it took a lots of "E" mailing before he got it sorted.

Pat Harris completed the evening with Guernsey Malitia Definitive and Jersey Liberation issue of 1948, landscapes, literature, lifeboats, lighthouses, Labradors and Long eared Owls and fished off with a number of Lithographs from Great Britain, the Channel Islands and the Isle of Man.

Members in the news

John Pettit recently won an award from the New Zealand Philatelic Society.

Len Stanway and Charlie Mead

Have been made members of the Royal Philatelic Society of London and Maggie Thompson a Fellow.

Alderney and Guernsey by Pat Harris.

Opening with Alderney he said that although Guernsey had issued its own stamps form 1969 for various reasons Alderney's first stamps were not issued until 1983. The island is the third largest of the Channel Islands being 3 1/2 miles long and 1 1/2 miles wide St. Anne's being the major centre of population. Some 2300 people live on the island. It became part of the Duchy of Normandy in 933 and became English when William became King in 1066.

The first issue in June 1983 was a definitive set of views of the island changes in postal rates added stamps until March 1993 and in 1984 an issue of birds native to the islands followed.

Being a small island the sea has formed a major part of their stamps and Pat displayed stamps issued on the subject with ship wrecks of 1987, ships of the Royal Navy that have been named H.M.S. Alderney of 1990 and 1991 the Casquets lighthouse In 1992 the anniversary of the battle of Le Hogue. Next followed the military stamps of various regiments that have been stationed on the island with the forts that housed them.

Flora and Fauna followed including the new definitive issue.

The island was completely evacuated during the occupation and next shown was a sheetlet for the 50th anniversary of the return in 1945.

Opening the Guernsey part of the display he said that in 1204 King John lost the mainland holdings but the islands remained loyal to the crown and he started to build Castle Cornet as a defence against the French. The island is self governing with its own parliament and a crown appointed Baliff.

It started to issue its own stamps in 1969 prior to this it had used British stamps except that during the occupation when stamps ran out and E W Vaudin designed a stamp for use in the island. The first displayed were covers with bisected stamps of 1940 together with stamps and covers of the wartime issues as paper and envelopes were in very short supply by 1944 the first day of issue cover was on a government invoice.

The rest of the display was in thematic form starting with the various definitive issues including covers and booklets.

including the £5 Britannia issue of the latest set.

The final section of the display was of famous people including Thomas Del Le Rue and Renoir, flora and fauna and transport and finishing of with a number of signed flown covers

Basildon/ Billericay Quiz

Was won by Billericay the first time they have won it back to back Ray How the question master set some fiendishly difficult questions and in the first round Basildon did not win any points but they came back strongly they lost by 3 points.

Visit from Enfield Philatelic Society.

Peter Lister kicked off the evening with items from the 1911 Aerial Post including privileged mail covers, newspaper wrappers with a copy of the Loyal greetings from the coronation flight of September 1911. The next part shown was of the Great Western Railway airmail service, a cover from the first flight on 12 April 1933 between Cardiff and Torquay together with the art work for the first stamps with a corner block from the 20th sheet the first to be offered to the public. The flight was later extended to Birmingham and among the items displayed was a cover signed by the pilot of the first flight. The last day of flight was marred by bad weather when the plane had to return to base and completed the flight the next day Peter showed a cover from this flight. The last section of this display was of war time Malaya with covers from the three main airlines at that time KLM., Imperial Airways and the American Clipper Airline.

The Channel Islands 1939 to 44 was Ron Osbornes contribution opening with a letter asking about the church decorations and another about the opening of Guernsey Airport in May 1939 together with censored mail to the BEF. in France. Items from the occupation were next with an identity and ration cards, various orders issued by the Germans with field post office covers and a letter from a lady asking for a ration book. He next showed a number of "Bradshaw" cards and forms sent to and from Sark, with letters from the "Viga" the red cross ship that brought parcels to the island just before the end of the oc-

All British nationals were deported to internment camps in Germany in 1943 and next shown were a number of post cards to and from these camps to Jersey. One of these letters was to Ron and Eileen Harris who were spending their honeymoon on the islands when the Germans overran them and they were interned and their honeymoon lasted five years before their release. The final item shown was a Guernsey newspaper of 3 July 1943 telling of the occupation.

The 1910 Magdalen Winter Mail by Arthur Hobbs

If I was to hand you a scale map of Canada and ask you to point to the Grindstone Island in the group known as Magdalen Islands, I wonder how many of you could make a stab with your finger and be within 100 scaled miles of the little cluster of dots in the Gulf of St. Lawrence.

Probably not more than one person in ten thousand and yet this little eyot, no more than 50 square kilometres in extent say, an event in postal history every bit as exciting and inovating as the Tin can mail.

My interest was aroused some time ago when I bought a small collection of Canadian First Flight covers among which were a pair of carried on the inaugural flights between Charlottetown, Prince Edward Island and Grindstone Island on the 7th and 10th February 1933 .

The latter cover bears a cachet showing a barrel with bearing the inscription Winter Magdalen Mail 1910. Grindstone Island, so called because of the local sandstone which was used extensively to provide grindstones for flour milling, lies directly in the path of shipping going up the St. Lawrence river and is as dangerous as any island to be found in any navigable waters. Dangerous currents, gales, fog, sandbanks and shoals make navigating these waters a hazzardous undertaking.

In December 1910, navigation between the islands ,Prince Edward Island and Nova Scotia ceased for the winter as was normal practice, not to recommence until May the following year leaving the islanders isolated, their only form of communication with the mainland being a submarine telegraph cable.

On 6th January 1911 the cable broke during a storm and communication with the main land ceased completely.

The situation was so desperate that a group of Madelinot sailers volunteered to brave the elements and risk the dangers of the sea crossing to make contact with with Nova Scotia.

The sea was free of ice and the wind favourable, but the island councillors dismissed the suggestion as far too dangerous and foolhardy.

It was then that Alcide Gaudet, a sailor from Havre-Aubert was struck with a brilliant idea. If a manned ship was considered too dangerous to contemplate, then why not an unmanned vessel.

A small sealed container appeared to be the solution and the choice fell to a "ponchon" a large wooden cask used for the transporting and storage of molasses of which there were many on the island. The islanders fitted the ponchon with a fixed rudder and a sail which the womenfolk embroidered with a starfish and an inscription in English which read WINTER MAGDALEN MAIL 1910.

The consignment of mail comprising approximately 100 letters, one addressed to the Minister of the Navy in Ottawa, was soldered into a tin used to preserve Lobsters and the tin was sealed in the ponchon which was then caulked and made water-tight.

On the 2nd February, in the early afternoon, the "boat" was launched watched by the entire population of the island as it sailed over the horizon in the direction of Nova Scotia propelled by the strong North-East wind.

Within the barrel was the letter addressed to the Minister telling him of the failure of the telegraph line and the dramatic situation in which the islanders found themselves in.

The wind held and the little vessel was carried over the sea until it made landfall, a few days later near Port Hastings on the shores of Nova Scotia, some 112 miles distant.

Once the little vessel was identified for what it was the contents were retrieved and dispatched to Halifax where the mail service undertook the distribution of the letters.

When the letter addressed to the Minister reached the Honourable Rodolphe Lenieux in Ottawa he gave orders for the dispatch of the steamship "Harlow" from Sidney Nova Scotia

on the 1st March to inform the islanders that henceforth they would be assured of communications with the mainland in Winter.

In the Autumn of 1911 a Marconigram station was set up at Cap-aux Meules and has continued to function from that day this.

Editors note.

This article was based on information from the book "Capitane des Hauts-Fonds" BY Frederic Landry, 1978 and "The Canadian Encyclopaedia" 1985.

Also supplied with the article were a cover and map photocopies that I will put into a future edition when my Scanner does what I tell it. Many thanks to Arthur for supplying this article.

As you can see there is a blank area on this page you could help to fill it with your story on any subject be it how you obtained a particular stamp, how you started collection, your holiday or visit to a stamp fair or anything else.

You could also advertise for something you want for your collection, hoping to hear from you.

My address is

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