



SIPA

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SOUTH INDIA PHILATELISTS' ASSOCIATION

(Founded 1956)

(Affiliated to the Philatelic Congress of India)

EDITORIAL

FAREWELL FELICITATION DINNER



F. P. SEERVAI



G. NEMICHAND CHOPRA

On 5th November, 1990 at short notice nearly 40 members of the South India Philatelists' Association, Madras met at Hotel Ashoka to bid Farewell to two of their life members Mr. F. P. Seervai, a septuagenarian, aged 73, Founder Secretary, an active participant in all the activities of the Association and Shri G. Nemichand Chopra, life member and a silent dedicated committee member were given a farewell dinner party. Mr. G. Madan Mohan Das, our President, welcomed

The views contained in the articles published are the author's own and not necessarily those of the Association.

both Mrs. F. P. Seervai & Mr. Seervai and Mr. Nemichand and said that Mr. Seervai was and is the backbone of our Association right from its inception, who has acted in various capacities from Secretary to Presi-

dent and under his able Stewardship very many Association Exhibitions were conducted. He was responsible for the initial funding of the Association by getting a sizable advertisements from the beginning. He was away from us for a short time at Bangalore and even from there he guided the activities of our Association, whose interest was always at his heart. He is one the accredited state Jury; He has conducted a number of school of Philately courses at various schools; has contributed a number of Articles to various Philatelic Journals and State level Souvenirs. Above all, whether it rains or shines, he would always attend the second Sunday meetings of the Association, put on display all new Issues of commemorative, Special & Definitive

Stamps and stationery upto Month and give a researched study talk on both Modern and Preindependent stamps of India besides Indian Native States without a break which activity has kept the members look up to his arrival at every meeting. He has read out many papers on Philately: "JUDGING THEMATIC EXHIBITS" at Kerapex 90; "HISTORY OF PHILATELY" at the School of Philately held by the Madras CPMG'S Office.

(Cont. p. 50)

All communications relating to Bulletin may please be addressed to Mr. M. T. Karunakaran, Hon'y. Editor, SIPA Bulletin, 3, III Cross Street, Jayanagar, Tambaram Sanatorium, Madras-600 047.

SIPA MEETINGS

SECOND SUNDAY of every month - Regular meeting at the Philately Bureau, Anna Road, Post Office,

THIRD SUNDAY of every month - Auction meeting at our Library Hall at 6, Nannian Street, Madras-3.

(Timings: 10-45 a. m. to 1 p. m.)

A Brief Postal History of India

Mr. P. M. MEDHORA

There was a time when very scant attention was given to the postal history of a country. Stamp collectors devoted their attention on collecting mint or used stamps and in the process, stamps were removed from the covers as they thought that covers were unnecessarily occupying too much of space in their albums. Very few tried or attempted to know the early postal history of a country as to how the mail evolved, how the mail was carried, what were the early strikes applied when there were no postage stamps, what were the various handstruck stamps, what were the postal rates and the different routes, what fascination was there in various strikes used for different provinces, how many days a letter used to take from one capital city to another and other finer points.

For years together the postal history of a country from the philatelic angle, so to say, was in utter oblivion. The study of postal history is a fairly modern trend and is quite distinct from the common usage 'stamp collecting.' A true postal historian regards adhesive stamps as being of secondary importance. He is mostly concerned with how the postal service evolved over the years and what were the postal markings or the handstruck stamps in those days. The first officially recognised postal marking was that employed and used by Henry Bishop in the year 1660 in England. Then we know of William Dockwara and his famous postal marking "Penny Post Paid" and that of Rowland Hill who agitated for a uniform postal rate and introduction of regular postage stamps. But, in this article the main idea is to trace out the postal history of India with which we are more concerned.

Referring to some old historical records we find that India was not a backward country, it had fine civilization and the country, as such had good many finer points compared to other countries in the East. Ziauddin Barni the famous historian has described in his records that the horse and foot postal organisation prevailed in this country wayback in the thirteenth century. Another famous historian and traveller Ibn Battuta who visited India round about 1340 has very clearly recorded that India had a highly organised postal service under the auspices of the then rulers. He had mentioned about the two types of postal services, one was the horse delivery for speedy mail for which horses were kept ready every four miles on the routes. The other system was that of foot runners in which runners used to go from

place to place in relays carrying letters in a small bag in a cleft stick, which was handed over from one runner to the next in line. This was a slow process but at the same time less costly.

The Moghul rulers, Emperors Baber and Akbar also played a major role in bettering the postal service. Emperor Baber developed the horse courier system along the long road from his capital at Agra right up to Kabul. The redoubtable warrior and a reformer, Emperor Sher Shah earned the credit for putting the postal service on a better footing. In his short reign of five years he built 'pucca' roads for speedy transport of mail by foot runners and horse despatches throughout his domain. Emperor Akbar who was known for his great many social and political reforms did not lag behind in introducing postal reforms. Over and above the foot runners and horse despatches, he introduced camels for quick movement in some sandy desert areas.

FOREIGNERS ON THE INDIAN SOIL :

There came on the scene on the Indian soil foreign powers with a view to trading with Indian merchants and establishing long-lasting business connections with this prosperous country. The first to land on the Indian soil were the Portuguese under the leadership of that great navigator, Vasco da Gama on the shores of Calicut in Southern India in the year 1498. With the arrival of Vasco da Gama the European influence began in India. The Portuguese in those days were a power to reckon with and they tried to build Portuguese Empire in India and actually succeeded in doing so within a short period. Other foreign nations were attracted by the rich resources of this vast country and by 1600 the French and the British arrived in India to try their luck.

The struggle for power and position began between these foreign nations and those who had come under the pretext of having only the trade relations with India, changed their attitude and within a few years the so called traders became warriors and they vied with each other in establishing an ever lasting Empire. In their struggle for supremacy the British under the able leadership of some of their officers overshadowed their rivals and thus established British Empire in India. The sad, sordid and ugly episode was more of our making because the various ruling Indian princes, zamindars and the war lords had no unity amongst themselves. Strife and

dissension was the order of the day amongst the Indians of which the crafty Britishers took full advantage.

ROLE OF THE HON. EAST INDIA CO :

With the advent of the East India Co., the postal service was brought on a more regular and systematic line. The Company was granted a Royal Charter to trade in the East on 31st December, 1600 and it soon began functioning with the main purpose of trading with India. Within a short time the Company flourished and it established its first solid base at Madras in 1639. The Company spread its wings far and wide as it wanted to establish a solid hold on various trade lines in this country. Since it met with success the second establishment of the Company was opened at Bombay in 1660 and by about 1686 at Calcutta. The Company used the postal runners to great advantage as it wanted to remain in regular contact with its branches. The Company saw the necessity and urgency of having a regular postal service, so the Company decided in having its own paid postal runners.

A few words in connection with the safety of the postal runners will not be out of place. The postal runners were armed with a stick or a spear but that was no protection in the real sense of the word as they had to face very heavy odds, such as, they were attacked by the dacoits or wild animals which were ever present in vast jungles. They had also to face heavy monsoon, rivers in spate, the crossing of which was extremely difficult. In spite of such difficulties, the mail continued to be carried for which the postal runners deserve credit and compliments.

The mail was mostly official and only the Company's servants were allowed free use of the postal runners to carry any private letters that they wanted to send. It would be interesting to note the time taken by those postal runners going from one place to another. For example, between 1625 to 1635, letters were carried from Patna to Agra in eleven to fifteen days by 'cassids' while 'harkars' used to take about twenty days from Goa to Masulipatam.

By 1688 the Company asked its Bombay and Madras offices to build a post office for all letters to be brought and delivered. It would be interesting to record the Company's instructions which appeared in their letter book on 27th August, 1688 which read as follows :

"We likewise require you to erect a Post Office for all letters to be brought to and delivered at, setting such rate upon each single letter, and so proportionately upon double and treble letters, as may in a few years

bring in sensibly a vast revenue to the Company, and a much greater conveniency to merchants and trade in general than ever they yet had or understood. For which purpose you must order fitting stages and passage boats to go off and return on certain days, and proper stages by land to Surat and other places to convey letters with great security and speed; and you must make it highly criminal to send letters to any place where you have established a Post Office by any other conveyance than by the Office erected for this purpose . . . "

Readers are hereby informed that it is quite impossible to trace the complete development of the post under the East India Company in this article. Those who are interested in the exclusive reproduction of postal notices and rules and regulations are advised to go through that scholarly work. "The Handstruck Postage Stamps of India", by Col. D. Hammond Giles.

The Company was fortunate in having the services of some very able administrators like Clive and Warren Hastings who did a lot for the efficient running of the postal service. Under such able officers the Company continued to expand its trading activities and a number of new establishments were set up throughout the country. In the struggle for supremacy the British had an upper hand over the French and the Dutch and after defeating them, more attention was paid in maintaining law and order with the help of military forces distributed over wide areas to defend the Company's interest at the various establishments.

By 1720 an 'Overland Route' from Madras to Calcutta was proposed operating once a fortnight but afterwards it became a weekly service. Similar service was arranged for Bombay late in 1775. The idea of introducing the Overland Route was to expedite the post as it used to take two to three months for letters to reach Calcutta from Madras whereas after the introduction of the overland route the letters were carried within thirty days.

Lord Clive was not happy with the then existing postal system, so he endeavoured to organise a Government postal service in the year 1766 and issued the following order :

"For the better regulation of the Dauks. Ordered that in future all letters be despatched from Government House; the postmaster or his assistants attending every night to sort and see them off; that the letters to the different Inland Settlements be made up in separate bags sealed with the Company's seal; and that no one may open the packets except the chiefs at different places who are to open only their respective packets; and

ordered that they be directed to observe the same rule with respect to the letters sent down to Calcutta "

Lord Clive's so called postal reform dated 24th March 1766 was restricted to Company's purposes only. But the Company's employees were not charged for sending their private post. Still better results were required. So after eight years when Warren Hastings took over he reorganised the postal service in the year 1774. Private persons were allowed to send letters at charges which varied between 2 as, to Rs. 5 through the Company's postal network on payment of a fee. But such post was only carried in the areas under the control and jurisdiction of the Company. Many parts of India were not under the control of the Company and letters to be carried to such areas were carried by other private agencies. For the students of postal history the various tables of the rates of postage from Calcutta to different places from 1784 onwards will definitely make an interesting study. The postal rates depended on the weight of the letter and the distance to cover.

In the year 1785 extra post offices were opened, a new Road to Benares was constructed and the district dawks were carried on the same rates though there were certain departures from the set rules. Between 1784 to 1789 a number of improvements were made in the postal services run between Bombay, Calcutta and Madras. A capable junior employee Mr. J. P. Burton devised a regular postal service between Madras and Ganjam, a distance of 700 miles. This new service was introduced at a very cheap rate of one fanam (about 2 annas) for a single sheet letter weighing upto an ounce, for every hundred miles. For local delivery in Madras the charges were 40 cash, 1 fanam and $1\frac{1}{2}$ fanam for single, double and treble letters respectively.

The then Government also decided to arrange a weekly post to Bombay, whereby runners would send from Madras to Bombay, to meet in the middle, exchange letters, and then to return to their own post offices. But the route was arduous and hazardous, many runners lost their lives. By 1788 the merchants of Madras were too eager to establish communications with Bombay using Masulipatam as the focal point. The Company agreed to their request and it was arranged once a fortnight, the time in transit being about four weeks. In 1789 weekly posts with Masulipatam as a key point from which routes branched to Bombay, Madras and Calcutta were instituted. The new route was found very convenient and profitable so the Company issued a notice dated 6th January, 1790 wherein postage rates to different places were set out. The rates varied from 2 annas to 12 annas depending on the distance covered. Jewels and other articles of value were not accepted.

Further progress was achieved and further improvement was made to the above service. The letters were sent twice a week rather speedily, it used to take about 26 days from Bombay to Calcutta and only 17 days to Madras and mails between Calcutta and Madras were carried within 19 days. The rates of postage from Bombay to Madras were Rs. 2, Rs. 4 and Rs. 6 for single, double and treble letter respectively.

As the internal post expanded postage rates were also revised as per the weight and distance and many changes took place in Madras and Bengal. Many revised rates were to be seen between 1798 to 1802. Charges had to be prepaid with the exception of letters despatched by the Governor and certain high dignitaries. Letters weighing less than one rupee were deemed to be single and the postage per hundred miles was $1\frac{1}{2}$ fanams; letters weighing between 1 rupee and $1\frac{1}{2}$ rupee were considered as double and the charge was $2\frac{1}{2}$ fanams; letters weighing between $1\frac{1}{2}$ rupee and 2 rupees were considered as treble and the charge was 3 fanams. In Bengal the rates were different.

In Bengal substantial changes in the rates occurred in 1802 and the charge was 2 as. upto 50 miles; 3 as. upto 100 miles; 4 as. upto 200 miles and 1 anna extra for every additional 100 miles. The Bengal Government had also organised parcel postal services, namely Banghies, which were run to cater for the conveyance of bulky packets at cheaper rates than the ordinary mail. The Company's postal system worked very well where it had its factories and through Collectors offices and Commercial Residents and also through some zamindars in the country districts. In the out of the way areas in which the Company had no hold, private arrangements with persons not connected with the Company were established for regular posts.

The Company wanted a complete hold and political stability in the South and in Assam. After the arrival of Wellesly in the year 1798 till the annexation of Assam in 1826, the Britishers had to fight many a battle for supremacy. The death of Tipu Sultan at Seringapatnam in 1799 and the favourable results of the last Maharatha war went into their favour. During this unsettled period there was hardly any change or marked improvement in the communication system. Having strongly established themselves the Company thought of some major changes in the working of the Post Office in this country in the year 1837. The Post Office Act was passed with a view to overhauling and modernising the postal service and also to unite the post offices throughout the three presidencies into one All India Organisation. By this Act the members of the public were allowed to use the service but the private

post arrangements were to be abolished. Those who were carrying the private post were not happy by this measure and though private post was illegal by the above 1837 Act, a number of private posts functioned in many parts of the country.

SHIP LETTERS :

The Company's letters (mail) to England was carried by the merchants ships. So with a view to giving facility to general public a notice appeared at the Bombay Courier on 28th December, 1793, intimating therein that letters or packets for Europe will be accepted for transmission if they are brought to the office during certain hours. Charges were very heavy, for 2 ounces it was Rs. 4 ; 3 ounces it was Rs. 9 ; 4 ounces it was Rs. 16 ; for 6 ounces it was Rs. 36. Similarly in 1797 Madras also issued a notification regarding regular monthly communication with Great Britain *via* Bussora. Since the charges were exorbitant and conditions were rather stiff. We do not know to what extent the Public availed themselves of the Ship Letter service. The only means of communication between the two countries was by sea *via* the Cape of Good Hope in the Company's vessels till Lt. Thomas Waghorn established the 'Overland Route.'

The main idea of Lt. Waghorn was to minimise the time and carry the mail speedily. It used to take nearly a year to receive a reply from England to a letter sent from Calcutta by the Company's vessels. The sailing ships had to depend on the weather and the best course was to introduce steam-ships. The mail from India was transported to Marseilles, a distance of 700 miles was covered on the horse back to Boulogne or Calais. The distance was covered by speedy relays of horses on an average speed of 14 miles per hour. The steamboat always awaited at Calais or Boulogne to receive the mail which was carried to Dover and once again by horse express to London. On occasions the mail was carried within sixty days against the usual hundred days or more. Lt. Waghorn's Overland Route paid rich dividends and actually it helped the Indian trade beyond everyone's imagination

THE HANDSTRUCK POSTAGE STAMPS :

The earliest handstruck postage mark is the Indian Bishopmark applied on letters at Calcutta in the year 1775. The Indian Bishopmark differs from English, Canadian and American Bishopmarks. The Indian Bishopmarks has the months in three letters such as JAN., FEB., DEC. whereas all the foreign Bishopmarks have the months in two letters. The three presidencies Bombay, Calcutta and Madras had different hand struck




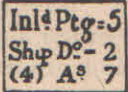



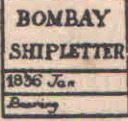
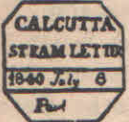

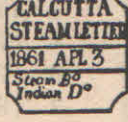
stamps which make a fascinating study. The different markings such as *Post Paid*; *Post Not Paid*; *BG. PG*; (Bearing postage); packet and ship letters markings; King's Post markings; General post office markings; *Postage Dues* etc., all in various shapes and sizes afford an excellent study to a student of postal history. These handstruck stamps can be divided in two groups, those stamps used by the Hon. East India Co., prior to 1836 and those used after the passing of the Post Office Act of 1837. It is a fairly deep study which can be enjoyed with the help of some standard works on the subject.





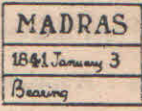







THE POSTAGE STAMPS :








The struggle for uniform postage system was going on in England and in the year 1840, thanks to the zeal and enthusiasm of persons like Rowland Hill, the first postage stamps were introduced in England in that year. Since the postal system was put on a firm footing in this country and as sweeping reforms were introduced in England, it was quite likely that India would follow the footsteps of the ruling nation. In the year 1852, a Provincial Commissioner in Sind District, Sir Bartle Frere decided to introduce a cheap postal system in his province and with the help of his friend Mr. Edward L. Coffey, the Postmaster of Karachi, the first postage stamps popularly known as "Scinde Dawks" were introduced in Sind District.

In a way this experiment of Sir Bartle Frere resulted in the production of the regular lithographed stamps throughout the country. It was not an easy task for those who undertook the work. After some experiments and certain trial and error methods Capt. H. Thuillier was able to achieve the required results and the regular Postage stamps in the denomination of half anna blue were released on 1st October, 1854. As the demand increased printings were made in quick succession resulting in different dies. Further three denominations of 1 anna; 2 annas and four annas were released to satisfy the public demand.

Further preparations were going on in England with M/s. De La Rue & Co., and since 1855 to 1926 the said firm was in charge of printing Indian stamps. The inscription remained on all the stamps read East India Postage and the said inscription remained on all the stamps issued between 1855 and 1876. In the year 1877 Queen Victoria assumed the title of Empress of India and the inscription on the stamps was altered from East India Postage to India Postage. A new printing press was established at Nasik. So since 1926 all the Indian stamps are being printed at Nasik. The information pertaining to Indian stamps after 1855 can be easily

SHIP & STEAM LETTERS.		
		
813	814	
		
816	818	817
		
818	819	820
		
821	822	823

BEARING & POST NOT PAID		
		
B1	B2	B3
		
B4	B5	B6
		
B7	B8	B9
		
B10	B11	B12

SCARCE MARKS (Some unrecorded)		
		
1	2	3
		
4	5	6
		
7	8	9
		
10	Ex-Territorial.	
11	12	

available from any standard stamp catalogue and there is nothing for me to elaborate on the subject.

The idea and intention of penning this article is to give a brief postal history of India and that is why I have not quoted at length various rules and regulations introduced by the Company from time to time during its jurisdiction and I have also not quoted from the various Post Office Acts as such information can be easily obtained from a number of standard works.

References :

1. The Handstruck Postage stamps of India by Hammond Giles.
2. Rbbson Lowe's Encyclopedia Part III.
3. Stamps of India by Jal Cooper.

Courtesy : ASIANA-77 Souvenir

Display of undesirable Material in Philatelic Exhibitions

Philatelists often include colour proofs, colour trials progressives and other such unusual/restricted material on their exhibits taking such items to be rare and valuable. Such material is to be in the custody of the Government and is not supposed to be available to members of the public. However, some such material may somehow have found a way out having been stolen and smuggled in the market. The possibility of fake items, forged or doctored from other items and passed off as genuine items too, cannot be ruled out. Such items not being ordinarily available, often command high prices, though they may not have any inherent philatelic value. It is on account of the non-availability of such material to philatelists that they consider it to be very important and display it on their exhibits.

To curb this tendency, display of such material will henceforth not be permitted in philatelic exhibitions. Any Exhibitor displaying such material would lay himself open to action, which may be taken by the appropriate authorities in accordance with the prevalent Act/Rules applicable to such cases.

ISSUED by Department of Posts, Dak Bhavan, Parliament Street, New Delhi in STAMP NEWS (12) 1990.

Tentative programme for issue of COMMEMORATIVE/SPECIAL Postage STAMPS during the Year 1991.

S. No.	Month	Theme
1	January	International Conference on Road Safety
2.3	do	International Conference on Youth Tourism and Visit India Tourism Year
4-5	February	Wild Life (Marine Mammals)
6.	do	7th Triennale
7.	do	Jaganath Sunkersett
8-9.	do	Impex-91
10-11.	March	Space Vehicles - Completion of 3 years
12-15	do	Tribal Dances
16.	April	Babu Jagjiwan Ram
17.	do	Dr. B. R. Ambadkar
18-20	May	Yoga
21	do	Ariyakudi Ramanuja Iyengar
22	do	Karpoori Thakur

23-24	do	Diamond Jubilee of New Delhi
25-26	June	Antarctica
27-32	do	Orchids
33-34	July	Cartoons-Shanker Pillay
35-38	August	Adventure Sports
39	do	Centenary of Rocket Mail
40	do	Sri Prakasa
41-44	October	Wild Life
45-46	do	Handicrafts ; Kamaladevi Chattopadhyaya
47	November	Diamond Jubilee of Air Mail Post Card
48-51	December	Music of India
52	do	90 Years of Nobel Prize
53	do	Drug Abuse
54	do	W. A. Mozart
55	do	18th Cavalry
ISSUE MONTHS TO BE DECIDED		
56		Jai Shanker Prasad
57		Mahadevi Varma
58		Bharti Bhawan Library.

ACKNOWLEDGMENTS

PHILATELIC REPORTER, NEW DELHI
 JAMSHEDPUR PHILATELIC SOCIETY Bulletin
 U-PHIL TIMES, KANPUR
 TOP-PHIL, BHOPAL
 THE NORTH POST, LUDHIANA
 ISPC NEWS LETTER, CALCUTTA
 HOBBY CLUB NEWS LETTER, UTTARPARA
 PHILATELIC SOCIETY OF BHILAI, BHILAI
 THE GOA STAMP BULLETIN, GOA
 THE NORTHERN PHILATELIST, LUDHIANA
 BOMBAY PHILATELISTS' FRIENDS CLUB BULLETIN

ADDITIONS TO LIBRARY

STANLEY GIBBONS WHOLE WORLD 1990
 STANLEY GIBBONS 1991 BRITISH COMMONWEALTH
 SIGNET 1990 ISSUES
 TANAPEX SOUVENIR 1990
 KARNAPEX SOUVENIR 1990
 INDIA POST 1990

Editorial Contd.

We may so to say that there is no facet of Indian Philately which he has not attempted or discussed. He has given talks on Modern Postal History like Express Delivery; registration marks; Speedpost; slogans and also read a number of news paper clippings. His one and only strong point is his punctuality at all meetings and functions. Our Vice-president Mr. D. H. Rao

Mr. U. Mohan Rao, Shri K. C. Sivanandan, Mr. M. T. Karunakaran and Mr. K. Prasad also spoke praising the work done by Mr. Seervai and Mr. G. Nemichand Chopra and wished them long life, prosperity and health on their settling down at Poona and at Moradabad respectively. Mementoes befitting the occasion were presented to them followed by a memorable Dinner.

NATIONAL SCENE

The Philatelic congress of India, the Apex body held its 7th Biennial Congress at New Delhi and Shri Dhirubhai Metha was elected President of the Apexbody for the years 1990/92. He is one of the leading Philatelists in the country wellknown both at home and abroad, founder chapter member of the Congress, its treasurer and its vicepresident before his election, he is a life member of the Philatelic Society of India, Life member of the South India Philatelists' Association, A member of the Empire of India Philatelic Society of India, Hony, Editor of the Philatelic Journal of India for more than three decades; A member of the Royal Philatelic Society, London. Mr. Metha is an International Juror and National Commissioner for many of the International Exhibitions. He is a member of the reconstituted Philatelic Advisory Committee in which capacity he has acted for

more than three terms. He has written extensively on Indian Philately, Indian Feudatory States especially Sourath, Airmails is his forte. He has actively participated on various seminars and read Papers on Indian Philately. His main interests are (1) Indian Feudatory States; (2) Indian Airmails and (3) Indian Postal Stationery; and (4) United Nations. He has won top awards for his collections of Sourath; Indian Feudatory States and Indian Airmails at many International Exhibitions. Mr. Metha has travelled round the world a number of times with his wife Mrs. Kusum Metha who herself is an advanced Philatelists and she had accompanied Mr. Metha on foreign tours.

South India Philatelists' Association, Madras assure Mr. Metha their fullest Cooperation in all his arduous tasks for the fulfilment of Philatelic Congress of India during his term of tenure. They also wish Mr. Metha and Mrs. Metha many, many years of health, wealth and prosperity.

OBITUARY

It is with sad feelings we have to report the sudden demise of our beloved members: Shri K. Murugadas Born on 23-9-54, life member and a silent smiling dealer of stamps at Madras on 10-11-1990; because of whose true character and lovable nature many a philatelists and Numismatists have kept constant contact with him and as well built good collections. He was one of those sufferers who had lost their whole shop and stock during the Moore Market fire. Sri T. N. Metha, Doyen of Philately who was responsible for the promotion of our Hobby, died at the old age of 80 years at New Delhi He has represented India at various UPU conven-

tions and worked hard to improve the quality of Indian stamps during his period of office in the postal Dept.

Condolence resolutions were passed and communicated to the next of kin.

Pray Lord that their souls rest in peace.

SIPA WISHES ALL ITS MEMBERS
A HAPPY AND PROSPEROUS
NEW YEAR