



# SIPA

## Bulletin

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web : sipa. org.in  
E-mail :  
mail@sipa.org.in

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QUARTERLY

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Editorial.

### WHY I COLLECT STAMPS?

#### A Mental Relaxation

I don't any more! At least, it would be more true to say that I consider myself a philatelist and no longer a mere collector. The school boy was the collector; the grown man has become the philatelist.

My first introduction to the hobby came as a school boy who got a gift of a packet of "100 different stamps of the world" from an uncle who was working abroad. Then as a school boy, who, in common with many others, began to collect 'foreign' stamps. None of my friends would have considered collecting the stamps of India, such an eccentric was unheard of. We were all general collectors then and none of us had any technical knowledge of even perforations much less could we talk nonchalantly about watermarks or perfins. Apart from the collecting instinct which obviously played a major part as responsible agent and the possessive pride that kept the flame burning bright which set us on the road to philately is the romance of exotic sounding country names. The vignettes found on many of our stamps were also a strong motivating force.

Soon after school days, when I became a poor college student, the necessity to become a professional gave no time to indulge in the pursuit of a hobby. After starting a professional carrier as time for other pursuits became limited I had little or no contact with the hobby or hobbyists.

But as fate would had it, it threw me into a wilderness of a country where I had time of my whole life and fortunately in the company of many "countrymen of the world". Who were all hoping and receiving letter and letters which immersed me in a world of used stamps. On return from my Sojorn, I had my earlier interest was aroused and began to purchase stamps for a more ambitious collection than I had when I was a school boy.

I decided to collect European stamps, but soon became more specialised and selected Hungary as my main interest. The stamps from this country are relatively inexpensive and they have considerable artistic merit. The culture of its people is subtly different from Western Europe and the language is so unique and unlike any other that there is a strange fascination for such a comparatively smaller country.

The historical association of earlier issues gives the same thrill which the connoisseur and collector of "objects d'art" obtains from his hobby. The earlier Hungarian issues, such as those with the portrait of Francis Joseph I, are redolent of the period at the end of the nineteenth century in Europe, when life moved at a slower pace and the hazards of travel across took a different form from those today.

The association of our country with the first adhesive postage stamps is such a strong historical one that I became drawn to these also and I am now in the process of building up a exhaustive collection of India in the philatelia album.

Working on my stamps has become a mental relaxation from the day-to-day responsibilities of a professional life and provided me with a hobby for which there is a tangible end product and consequently more satisfaction. Philately has a language of its own and there is a pride in acquiring the ability to understand and use the technical terms necessary for the exercise of true expertise. In building up a collection there is the attraction of bargaining in the market place and endeavoring to spread one's financial resources to the greatest advantage. Nothing is more stimulating and satisfying in this respect than the Exhibitions held from time to time in various centres where dealers meet collectors to the mutual advantage of both.

In our more affluent present society the number of collectors is slowly growing, as more and more people seek satisfying occupation in their leisure hours. All have their different spheres of interest, but common to everyone is the appreciation of the almost indefinable charm of the diminutive postage stamp.

Note : This is more or less the story of many a collector turned philatelist in our country. Write ups are invited from members of different story. - Asso. Editor

#### Monthly Second Sunday Meetings

With President  
Mr. G. Balakrishna Das on the  
Chair, - 19 members attended the  
meeting on 11th March 2013



# STAMP NEWS

## 100 YEARS OF INDIAN SCIENCE CONGRESS

03.01.2013                      500                      0.41 mill

The Indian Science Congress Association (ISCA) owes its origin to the foresight and initiative of two British Chemists, namely, Professor J.L. Simonsen and Professor P.S. MacMahon.

The first meeting of the Congress was held from 15-17 January, 1914 at the premises of the Asiatic Society, Calcutta, with Justice Sir Asutosh Mukherjee. As President. 105 scientists from different parts of India and abroad attended the Congress. Pandit Jawaharlal Nehru, attended the 34th Annual Session, first Session after independence, held at Delhi from 3-8 January, 1947.



From a modest beginning with 105 members ISCA has grown into more than ten thousand member strong fraternity. ISCA has been actively represented in various foreign scientific academies/associations, namely British Association for the Advancement of Science, American Association for the Advancement of Science, French Academy of Sciences, Bangladesh Academy of Sciences, Sri Lanka Association for the Advancement of Science, etc.

With the passing years changes have been introduced in the Science Congress. In 1976, Dr. M.S. Swaminathan, the then General President of ISCA, introduced the Focal Theme of national relevance which is now discussed in every section, committee and forum during the annual session. The centenary session of the Indian Science Congress is scheduled to be held from 3-7 January, 2013 at Kolkata.

The design of the Commemorative Postage Stamp being released to mark this milestone depicts the spirit of the centenary session of the Indian Science Congress. A child, tender, mouldable and the future of India, is observing a flower through a magnifying lens.

Theme: Science, Associations, Scientists.

## POSTGRADUATE INSTITUTE OF MEDICAL EDUCATION AND RESEARCH, CHANDIGARH

07.01.2013                      500                      0.42 mill

The Postgraduate Institute of Medical Education and Research (PGIMER), Chandigarh owes its inception

to the farsightedness of Pratap Singh Kairon, the then Chief Minister of the combined State of Punjab in 1960. The institute was formally inaugurated by Pt. Jawahar Lal Nehru on 7th July, 1963.

The broad objectives of the Institute were incorporated in an Act of the Parliament implemented on 1st April, 1967 when the Institute became an "Institute of National Importance".

PGIMER was first started as a hospital as it was felt that the hospital was the first requirement for the training of the clinical scientists. From 97,390 outpatient attendance and 2069 patients admitted to the various wards of the hospital in 1963-64, the number of patients has now risen to 18,14,277 out-patient attendance and 68,175 in patient admissions during 2011-12.

The first batch of postgraduate students was admitted to the Institute in 1963. Presently about 300 students qualify every year for their postgraduate degrees. In addition, the College of Nursing offers B.Sc., M.Sc., and Ph.D. courses in medical nursing.



The faculty of the Institute has recognized the importance of medical research. As per a recent report of German Research Foundation, PGIMER ranks second in the country in the field of medical research.

The Institute played a commendable role at the time of Indo-Pakistan conflicts of 1965 and 1971 when it put all its facilities at the disposal of the Army and medical teams.

The Institute continues to hold a premier position in medical education, research and clinical services in India and abroad.

Theme : Medicine, Health, Institution, Education

## UTTAR PRADESH LEGISLATURE

08.01.2013                      500                      0.41 mill

The history of Uttar Pradesh legislature goes back to the British Era. In 1861, the Indian Councils Act was passed for the first time under which Indians were associated with the business of legislation. Under this Act, the Governor General was empowered to create provincial councils for North Western Province, Oudh (now Uttar Pradesh) and Punjab, and to create new provinces and appoint Lt. Governors for them.

The first meeting of the Legislative Council of Oudh was held at the Thornhill Memorial, Allahabad on Saturday, January 8, 1887. The state legislature has thus completed 125 years on January 8, 2012.







## 150th BIRTH ANNIVERSARY OF SWAMI VIVEKANANDA

12.01.2013 3X500, 2000 0.21mill each

Swami Vivekananda (1863-1902), one of the tallest spiritual leaders of modern India, strove to promote peace, well-being and brotherhood among all humanity.



Born as Narendra Nath Datta, his intellectual brilliance was evident right from childhood. Narendra, at the threshold of youth, was given to spiritual enquiries, and this led him to the well-known mystic Sri Ramakrishna of Dakshineswar. A unique teacher-disciple relationship developed between them.

The sudden death of his father in 1884 left the family penniless, followed by the illness of Sri Ramakrishna. Sri Ramakrishna passed away in 1886. After the Master's passing, fifteen of his young disciples formed a new monastic brotherhood under the leadership of Narendra.

In the middle of 1890, after considerable thought, Swami Vivekananda left his math and embarked on a long journey of exploration of India, with the objective of taking the message of Sri Ramakrishna.

In the course of his wanderings Swami Vivekananda heard about the World Parliament of Religions to be held in Chicago in 1893. He felt that it would provide the right forum to present Sri Ramakrishna's message to the world, and decided to participate. His speeches at the Parliament of Religions held in September 1893 made him famous as 'Messenger of Indian wisdom to the Western world'.

Swami Vivekananda founded the Ramakrishna Mission in May 1897, a unique organization in which monks and lay people jointly undertake propagation of practical Vedanta. In 1898, Swamiji set up a permanent abode for the monastery and monastic Order at Belur on the western bank of Ganga. Here Swamiji adapted ancient monastic ideals to the conditions of modern life, giving equal importance to personal illumination and social service.

A second journey to the West in 1899 and the many lectures delivered there led to Swamiji's stature as a leading spiritual guide of the modern times being reinforced. His health deteriorated and the end came quietly on the night of 4th July, 1902 at the Belur math.

Theme : Hinduism, Philosophers, Leaders, Personality, Sages & Saints

## C. ACHYUTHA MENON

13.01.2013 500 0.31 mill

C. Achyutha Menon (1913-1991) is remembered for the brilliant development initiatives that he took as the Chief Minister of Kerala.

Born into a lower middle class family, the early part of his life was spent at Thrissur. He worked for the Congress initially, but joined the Communist Party, which was more aligned to his radical thinking in 1942.



In the first Communist Ministry of Kerala that was elected to power in 1957, Menon was second in rank and held the Finance portfolio. When the party split, he was made the Secretary of the state unit of the Communist Party of India. Achyutha Menon was chosen to lead the coalition Government that was formed in the state in 1969.

As a Chief Minister, Menon adopted a welfare approach rooted in the principles of socialism. Coopting the services of science and technology for the overall development of the people was also central to his approach. Achyutha Menon set up Kerala's first Science and Technology Department, Centre for Development Studies(CDS), the Sri Chitra Tirunal Institute for Medical Science and Technology (SCTIMST), the Forest Research Institute (KFRI), the Centre for Water Resources Development and Management (CWRDM) and the Centre for Earth Science Studies (CESS).

Successful implementation of land reforms, which wiped out the vestiges of the old feudal order in the agrarian system was another significant achievement of Achyutha Menon as Chief Minister.

He led an active intellectual life even after he stepped down from the position of Chief Minister in 1977 to lead a retired life. For more than half a century, he enriched the social, political and cultural life of Kerala with his presence.

Theme: Personality, Leader, Communism, Chief Minister.



## ADITYA VIKRAM BIRLA

14.01.2013

500

0.31 mill

Aditya Vikram Birla (1943-1995) was born on 14th November, 1943 at New Delhi. An industrialist of extraordinary vision who made a pioneering contribution to the expansion of Indian economic activity beyond the country's borders.



Aditya, after completing his schooling and graduation in his hometown of Calcutta, earned a degree in Chemical Engineering from the Massachusetts Institute of Technology, USA. He was married to Rajashree.

The death of his grandfather in 1983 saw a relatively young Aditya Birla being catapulted onto the centre stage of Indian corporate sector. He was called upon to take charge of most of the companies of the Birla group. Constituents of the group like Hindustan Gas, Hindalco, Grasim, Indian Rayon and Indo-Gulf Fertilisers and Chemicals Ltd. soon came to be recognized as being among the best managed enterprises in the country.

What set Aditya Birla apart from his contemporaries was his international vision. He boldly ventured into overseas territories, and set up 19 companies in countries like Thailand, Malaysia, Indonesia, the Philippines and Egypt. The contribution of the companies of Aditya Birla's group to the Indian economy was significant.

His exemplary leadership and global vision made him nominated as a Director on the Board of Reserve Bank of India, became the Honorary Counsel General of the Republic of Philippines and was invited as one of the Advisor to the Economic Council of the Prime Minister of India.

Aditya Birla was a man with a strong social consciousness. With the objective of making difference to the lives of the underprivileged, he committed the companies of his group to adopting villages.

He passed away on 1st October, 1995.

Theme: Industry, Personality

## SHRINE BASILICA, VAILANKANNI

22.01.2013

500

0.5 mill

The Shrine Basilica of Our Lady of Good Health, Vailankanni is a Roman Catholic Church in Vailankanni, a hamlet on the sandy shores of the Bay of Bengal, in the State of Tamil Nadu. It is located 350 kilometers south of Chennai (Madras). It was raised to the status of an independent Parish in 1771.

The history of the Shrine goes back to the 16th century when Mother Mary, is said to have appeared to a shepherd boy and to a milk vendor. In the 17th century Mother Mary is believed to have saved Portuguese sailors from a ship wreck in the Bay of Bengal. The grateful sailors built at Vailankanni, where they landed, a small shrine in honour of Mother Mary who they trusted granted them safety.



Until 1847, the priests of St. Franciscan Missionaries who had looked after the province of Goa and Mylapore also looked after Nagapattinam and Vailankanni. The Franciscan origin and ownership of the Shrine was also perpetuated, by giving the place of honor to two Franciscan saints, St. Anthony of Lisbon and St. Francis of Assisi, on either side of the miraculous image of 'Our Lady', on the High Altar until 1961.

The word 'Basilica' is derived from the Greek word 'Basilike' and it originally signified a Royal Hall. It is now stipulated that a church, in order to be called a Basilica, should contain some work of art, or it should house the body of a saint or a celebrated image much venerated in the land, or be a pre-eminent place of pilgrimage.

His Holiness Pope John XXIII, issued orders raising the Shrine to the exalted status of a Minor Basilica. Thus, the Shrine of Vailankanni became the Shrine Basilica of Vailankanni on 3rd November, 1962 and was linked to the St. Mary's Major Basilica in Rome. Pope John Paul II declared this Shrine as 'Our Lady of Lourdes of the East' in the year 2002 (after the famous Lourdes in France).

The Basilica is built in the Gothic Style of architecture. The Basilica contains three chapels. The Lady's Tank, Church Museum, Priest's Residence, Offering Centre, Stations of the Cross, Stations of the Rosary and Shrine Mega Mahal are also frequented by pilgrims from across the country.

Theme: Churches, Architecture, Christianity, Religions.

## 3 PARA (Special Forces)

02.03.2013

500

0.42 mill

3rd Battalion, The Parachute Regiment (Special Forces) was raised on 8th March, 1813 at Boiarum by Sir Henry Russell, the British Resident of Hyderabad. It was initially christened as 1a Battalion, The Russell's Brigade and after several changes in its name and organization, it was named as 3 Para (Special Forces) in 2004.

3 Para has played an important role in various operations in India and abroad since its inception. It took



active part in operations during World War I and in Middle East and Burma during World War II.

This unit was the first battalion of the Indian Army to serve under the United Nations. From November, 1956 to November, 1957 it formed the Indian contingent of the United Nations Emergency Force (UNEF) in Egypt and Gaza Strip. The unit was deployed in the Western Sector during 1965 and 1971 operations and took part in OP CACTUS in Maldives in November, 1988.



From June, 1995 to October, 1998 the unit showed exemplary courage and was awarded with the Chief of the Army Staff Unit Citation. After completing its peace tenure in May, 2001, the battalion was deployed in OP MEGHDOOT for which it received the Chief of the Army Staff Unit Citation for the second time in January, 2003.

The unit was ordered to be converted to Special Forces Battalion in November, 2003. The conversion process involved training, reorganization and operational preparation.

The 3 Para is the first battalion of Indian Army to have served the UN Missions twice, the second time being in Lebanon in 2008 where it was part of the Peace Keeping Force.

3 Para has received many honours and awards both pre and post independence. Awards like Maha Vir Chakra, Kirti Chakra, Ati Vishist Sewa Medal, Ashok Chakra, etc have adorned the officers of the battalion.

Theme: Armed forces, Army, Defence.

## OFFICERS TRAINING ACADEMY, CHENNAI

07.03.2013                      500                      0.41 mill

The Officers Training Academy (OTA), Chennai was established on 1st January, 1963 as a premier military institution to provide pre-commissioning training to the civilians inducted in the Armed Forces.

The OTA was initially known as Officers Training School (OTS) and was one of the seven establishments raised to meet the demand for officers at the time of national emergency declared during Chinese aggression. The sudden increase in the demand for officers gave birth to two Officers Training Schools (Pune, Madras) out of which the



one in Madras (Chennai) continues to function. On completion of 25 years of its existence, OTS was re-designated as OTA on 1st January, 1988

OTA has been entrusted with the task of training officers for Short Service Commission. Since its inception, the OTA has trained more than 23,000 gentlemen cadets and 1,900 lady cadets as officers of the Indian Army. It has also trained around 5,000 emergency commissioned officers. The officer cadets are trained to effectively guard national frontiers, quell internal disturbances, assist civil administration during natural calamities, counter low intensity conflicts and participate in peacekeeping missions.

OTA has completed 50 years of its existence. Its cadets have proved true to its crest of cross swords symbolising the profession of arms over which is super imposed the Dharma Chakra of Ashoka. Many alumni of OTA have been recipients of Gallantry Awards like Param Vir Chakra, Maha Vir Chakra, Ashok Chakra, Shaurya Chakra and Sena Medal.

Theme: Army, Training, Defence, Uniforms.

## SAHIR LUDHIANVI

08.03.2013                      500                      0.31mill

Sahir Ludhianvi was the pen name of Abdul Hayee. He was born on 8th March, 1921 at Ludhiana. Sahir had his early education at Khalsa High School, Ludhiana and later joined the Government College, Ludhiana. While at college, Sahir started to write 'nazams' and 'ghazals'. His most well known and seminal work, 'Talkhiyan', published from Lahore in 1944 brought him instant recognition. Later, he edited Urdu magazines like 'Preet Lari' and 'Shahrah'.



Sahir's poems conveyed rare sensitivity coupled with maturity. Sahir's poems addressed the fundamental problems of life.

Sahir could not resist the magnetic pull of the film world and shifted to the then Bombay in 1949 to write lyrics for films. One of his first film songs in the 1950 film 'Naujawan', "Thandi Hawayen Lehra Ke Aaye", sung by Lata Mangeshkar, an upcoming singer those days, retains its popularity even today. With the success of his songs in the 1951 film 'Baazi', he became a household name. It was, however, left to Guru Dutt, to fully exploit and portray the range and potential of Sahir in "Pyasaa", in 1957. The famous song from the film 'Naya Daur', "Yeh Desh hai veer Jawano ka...." continues to evoke patriotic fervour even today. He was awarded the Filmfare awards for his lyrics in "Taj Mahal" in 1964 and "Kabhie Kabhie" in 1977. He was also conferred Padmashri.



One of Sahir's last compositions, "Main pal do pal ka shayar hun..... Masruf zamana mere liye kyon waqt apna barbad kare" from the film 'Kabhie Kabhie' pretty much summed up his approach to life.

Sahir Ludhianvi passed away on 25th October, 1980 at the age of fifty nine.

Theme: Teacher, Literature, Poets, Cinema

## MALAYALA MANORAMA

16.03.2013                      500                      0.42 mill

Malayala Manorama, one of the oldest and largest circulated daily in the country, was founded by Kandathil Varghese Mappillai at Kottayam, in the princely state of Travancore, on March 14, 1888. The first issue of the Malayala Manorama appeared on March 22, 1890. It was a four-page weekly newspaper., The weekly newspaper became a daily in 1928. Today, Manorama is published from 18 centres, two of them being abroad in Dubai and Bahrain.



The Malayala Manorama was in the forefront of the freedom struggle in the princely state of Travancore. On September 10, 1938, armed police charged into the Manorama office at Kottayam and sealed its doors, it was finally back on November 29, 1947 after India's independence.

Malayala Manorama has played a proactive role in fulfilling its social responsibilities and started projects for conservation of environment like Pala Thulli (water conservation), Bhoomikkoru Kuda (distribution of saplings for a greener world), Sukrutha Keralam (Clean Kerala), SAVE (Serve as A Volunteer for Energy).

Theme: News papers, Journalism, Mass Media.

## JHULELAL SAHIB

17.03.2013                      500                      0.52 mill

Jhulelal, also known as Darya Lal or Udeero Lal or Jinda Peer is the community God of the Sindhi community. His birth day, popularly celebrated as Cheti Chand on the 2nd day of the Chaitra month of the Indian Calendar with traditional splendour and gaiety. As per the legend, Jhulelal was born in the 10th Century AD on the Cheti Chand day at Nasarpur, in Sind Province which is now in Pakistan. Jhulelal Sahib propogated the concept of one God and was loved and revered by people of all strata and communities. It is said that Mirkshah, the then ruler, was



not only a tyrant but also a religious fanatic. The influence of Jhulelal was such that he began to treat everyone equally.

The message given by Jhulelal Sahib about the oneness of God is even more relevant in today's environment where communal harmony is vital for the progress of a diverse country like India.

Theme: Religion, Culture.

## SHIV RAM HARI RAJGURU

22.03.2013                      500                      0.31 mill

The history of India's freedom struggle is replete with legends of valour, sacrifice and devotion to the cause of freedom. Shiv Ram Hari Rajguru, popularly known as Rajguru, was one such martyr whose name reverberates in the annals of our freedom movement.



Rajguru was born on 24th August, 1908 in Khed, a small village near Pune, Maharashtra. At a young age, Rajguru was inspired by Lokmanya Bal Gangadhar Tilak who ignited the flame of rebellion against the British in his tender heart. The atrocities of the British rulers impacted the mind of young Rajguru, who decided to devote his life to the freedom struggle. He came in touch with the great revolutionary Chandra Shekhar Azad who inducted him in the National Movement. When Lala Lajpat Rai succumbed to the injuries inflicted on him during the peaceful protest against the Simon Commission in the year 1928, the anger seething in the hearts of the people led the revolutionaries to make a resolution to avenge the death of Lalaji. Chandra Shekhar Azad, Rajguru and other revolutionaries set out for Lahore with a motive to kill J. A. Scott, Superintendent of Police, Lahore who had ordered lathi charge against the peaceful crowd. Instead of Scott, due to an error in identification of the target by the informers, his Assistant Superintendent, Saunders, was killed by Rajguru on 17th December, 1928. Lahore was cordoned off but these revolutionaries managed to escape.

Rajguru was finally arrested in Pune in 1929 and taken to Lahore. The trial for Lahore conspiracy case began to be conducted in the court of special magistrate. Later, the Government set up a Tribunal by promulgation of an Ordinance to try the accused.

Finally on 7th October, 1930 Bhagat Singh, Sukhdev and Rajguru were awarded death sentence. Rajguru and his accomplices were hanged on 23rd March, 1931 amidst deafening sounds of patriotic slogans, both inside and outside the jail.

Theme: Personality, Leaders, Freedom Fighters, Martyrs. (Courtesy : India Post, Information Brochures)

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# MADRAS GPO HORSE MAIL-1855

M.M. Inamdar

Madras GPO was a pioneer office from the beginning in providing better postal facilities to the public. It was opened on 1-6-1786 with Mr. A.M. Campbell as the first PMG. The staff on opening consisted of 1 Deputy, 1 writer or native assistant, 5 sorters, 1 Head Peon and 10 letter peons (Postmen). Prior to this Calcutta GPO was opened on 1-4-1774 & Bombay GPO was opened subsequently. The postage in Madras was 1 fanam for a letter of 2½ Tolas for 100 miles which was lower than that at Calcutta and Bombay GPOs where the rate was 0-2-0 Annas. The main mail routes were from Madras to Ganjam extending upto Calcutta, Madras to Anjerigo and Madias to Vellore. On opening of the GPO, PMG Madras took initiation in establishing an. overland route to Bombay by runners via Ongole & Poona by the end of 1786. Further in 1790 a weekly service was introduced from Calcutta & Madras to Bombay with Masulipatam as the transit office. A letter from Madras was conveyed in 19 days to Calcutta and 17 days to Bombay. In the earlier days Madras GPO was bigger than Bombay GPO. In 1851 there were 82 clerks in Madras GPO whereas there were 45 clerks in Bombay GPO.

As the bulk of mails increased, the PMG Madras took measures to introduce speedier modes of transport like bullock carts, pony carts, and horse mail etc. By 1855 there was bullock cart mail from Madras to Ooty via Bangalore and Madras to Bellary as per Fort St. George Gazette notification dated. 30-7-1855 reproduced below:

## NOTICE Madras Postmaster's Office, 30th July 1855

The Officiating Postmaster begs to notify that arrangements have been made for the despatch from the 1st of August of a daily Banghy from Madras to Ootacamund via Bangalore, and Mysore, and as the operations of the Mail cart have been now extended from Bangalore, to Bellary, parcels for Toomkoo and Bellaiy will in future be despatched daily, instead of very alternate day as at present.

E.C. SMITH, Offg. Postmaster.

It appears Cart mails were introduced on other important routes also by this time.

The next important step taken by the PMG is the introduction of horse mail and horse, cart' between Madras, Nellore and Elluru by Dec. 1855. This line was important as it connected the other two GPOs at Calcutta & Bombay and also as Calcutta was the capital during those days. As per Fort St. George Gazette d. 17-12-1855 Horse coach was introduced between Madras & Nellore.

The road was metalled for some portion & unmetalled for some other portions. The carts were drawn by one horse where it was metalled and by pair of horses where unmetalled. Beyond Nellore there was no cartable road and so the mails were carried on horse back. The Gazette notification reproduced below contains elaborate details regarding the hire, speed, and training of the horses etc and it makes an interesting reading.

## POST OFFICE NOTICE

Notice is hereby given, that about 160 Horses are required by the Post Office Department, for the conveyance of the Mails between Madras and Nellore on the Northern road, on the following terms and conditions:

1. Sixteen Rupees a month will be given for the hire of each Horse with a bonus of one Rupee a Horse for every half mile of speed above 6.5 miles in the hour, the speed being calculated upon the average of the month.
2. Between Madras and Nellore, the Mails will be conveyed in Carts, and the stages will be 5 miles apart. Where the road is metalled, there will be 3 Horses at each stage; where it is unmetalled and sandy, the Carts will be drawn by pairs of Horses, and 4 Horses will be placed at each stage.  
  
Beyond Nellore, the Mails will be carried on horseback, the length of each stage will be seven miles, and owners will be required to keep a Saddle and Syce for each Horse. The Syce must be able to ride, and in addition to the pay he may receive from his master, a bonus of 8 annas a mile of speed above 6.5 miles in the hour, calculated on the month's average.
3. One Mail passes in each direction, daily, and occasionally on express (to be carried the whole distance on horse-back) for which no extra payment will be made.
4. Not more than 9 Horses will be hired from one person.
5. Every person from whom Horses are hired, or some one deputed by him, will be expected to live at one of the stages at which his Horses may be placed.
6. Should a Horse become unfit for work, it must be immediately replaced by the owner, or another Horse will be hired at his expense.
7. As Horses are tendered they will be examined, and if passed as fit for the Mail service, will be at once put into training.
8. Pay, at the rate of Rupees 9 a month will be given to Horse owners as subsistence allowance, from the date the Horses are passed as broken in, to the date on which they commence to carry the Mails, provided the period do not exceed fifteen days.



9. Coachmen, Mail carts and Harness will-be supplied by the Department

R.H. WILLIAMSON, Postmaster General  
Fort St. George, Postmaster Gen'l's Office,  
17th December 1855

It appears this horse coach mail continued upto the end of the 19th Century on some routes not connected by railways. Because when the new Madras GPO building; was completed in 1884, necessary accommodation was provided nearby for a stable, for horses for the Mail department. This was done by convening Commissariat mule stable of the military neat the GPO into stable for horses for the postal department.

Further as construction of railway progressed cart mail points were shifted to the last rail heads as seen from the following Fort St George Gazette dtd. 5-8-1859 regarding conveyance of mails towards Bangalore.

#### NOTICE

It is hereby notified that from and after the 20th instant, the Mails at present conveyed to Bangaloe and the West, from the Rly. Station at Cautpaudy will be conveyed to those places from the Western Terminus at Goriattum. The Cart estab-lishment entertained from Cautpaudy to Palmanair will be transferred to the line between Goriattum and Palmanair, viz the Synagonta Ghaut.

Passengers with the Mails are conveyed at the rate of 2 Annas the mile, and passengers taking Express carts are charged at the rate of 4 annas the mile.

E. FANE, Offg Postmaster Geneial.  
Madras Postmaster's General's Office,  
5th August 1859.

Thus it is seen that imaginative measures were adopted by the PMG Madras about 130 years back for providing speedier mail transport though such horse mail & cart mail may not sound important in the modern jet age. (Courtesy: Signet, July - Sept 1984)

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## DEEPAVALI & HANUKKAH

India - Isreal Joint Issue  
Hanukkah is marked by miracle  
remembrance and traditional foods

Hanukkah, or Chanukalr (the old timers' spelling), means "dedication in Hebrew. The story behind the celebration may be read in the Apocryphal books of Maccabees I and II

Hanukkah is the commemoration of the Jewish forces' victory over the larger forces of the Syrian Greeks in 165 BC

A Syrian Greek tyrant, Antiochus Epiphanes, had captured the lands of the Jews and defiled the Temple at Jerusalem. He tried to force the Jews to adopt the worship of the Greek Pantheon by outlawing the observance of Jewish holidays and rituals. He replaced the Hebrew furnishings with statues of himself and various Greek gods. The invasion extended as far as Egypt, a standing army was maintained, and taxes were levied..

The princely Maccabee family under the leadership of Judah Maccabee, from the town of Modi-in, led the revolt, which lasted three years. In the end, the Greeks were defeated.

The first order of business after the victory was the cleansing of the Temple, removal of the idols, and returning the Ark and the Torah to the altar. When it came to rekindling the Eternal Light in front of the Ark, only enough pure oil remained to keep it lit for 24 hours, for the Greeks had contaminated the rest.

The Eternal Light burned for eight days on that small amount. During that time, more oil was beaten from olives and purified so that the light would eternally burn. This was the "miracle of Hanukkah."

The celebration of Hanukkah begins at sundown on the 25th of Kislev, the ninth sacred month, of the Jewish calendar.

The central observance of Hanukkah, lighting the Hanukkah menorah (a nine-branched candle holder), commemorates the miracle of the oil burning for eight days. Each evening during the eight days, another candle is lit. A ninth candle, called the "Shammes" or servant candle, is ' either in the center or to the side, and it is used to light each of the eight.

The menorah usually is placed in a window to share the joy with friends.

Various families use different customs. In some, each member lights a candle; in others, only adult males have the honor. The traditional blessings are recited, the candles lit, and traditional songs sung. After an hour or so, the candles are extinguished, to be re-lit the next evening.

Some menorahs burn olive oil and wicks in the old tradition. Most families use candles, but some "modern" ones use electric menorahs. In a Jewish neighborhood, persons on sidewalks and streets after dark will be greeted by dozens of burning menorahs sharing the joy and blessing with those who understand.

This is the season for families to gather and entertain. Family members will travel far to be "home" for the holidays. News and gossip are exchanged. Adults may spend hours playing cards or other games while the children enjoy new toys.

In fact, children have a special and traditional treat. A four-sided top is the featured toy. Each side has painted on it a Hebrew letter (Num, Gimel, Hey, and Pey) standing for "a great miracle happened here."



# THE STAMP OF THE NEW YORK POSTMASTER

Some lucky children receive gifts each night. Such gifts include Hanukkah gelt (coins) and candy. In the Resnick family each child receives a hollow Dreidel or top filled with chocolate coins, pennies, and/or smaller tops

In Israel a torch is lit in the town of Moden (the home of the Maccabees). A runner then carries it to light torches carried by other runners who carry the light to all parts of the land.

In each village, town, and city, menorahs are lit from it. In Jerusalem, a large menorah made of torches is lit near the Western Wall.

In this season, synagogues present Hanukkah plays, skits, and other entertainments. It also is the time to hold drives to raise money for worthy causes.

Several stamps of Israel commemorate Hanukkah. Three were issued in 1972: Scott #502 shows a brass Hanukkah menorah made in Morocco during the 18th century; #503 pictures a brass one from Poland, also 18th-century; and #504 features a silver menorah from Germany in the 17th century.



A menorah and a family celebrating Hanukkah are featured on two stamps from Israel.



The Hanukkah menorah holds nine candles; other menorahs hold seven. The seven-branched menorah is the semi-official emblem of Israel and appears on several stamps. One of the stamps illustrated here, issued in 1955 (#93), is of this type.

Another Hanukkah stamp shown here is #567, issued in 1975 as part of a three-stamp set, picturing paintings of religious holidays. It features the painting Hanukkah, by D. Oppenheim, showing an 18th-century family watching an elderly man while he lights the menorah in front of a window.

Food is an important part of the celebration. Fried jelly doughnuts are a favorite snack.

Since miraculously long-burning oil is being honored, oil plays an important kitchen function. Many foods are fried. Potato latkes, or pancakes, are a favorite in all families.

Another traditional food is based - on cheese. This originated with the story of Yehudis (Judith in English). She was a beautiful woman who was brought before the Greek general Holifernes. She fed him cheeses and wines until he became sleepy. Then she cut off his head, and returned in triumph to the beleaguered Jewish forces.

Sephardic Jews from Syria, Morocco and Egypt made dishes with cheese pastry to remember her feat.

(Courtesy: Stamp Collector, New York, 1981)

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LESS than five years after the introduction of postage stamps in Great Britain the United States Congress passed an Act which made the prepayment of postage on letters compulsory and at the same time created a uniform postal rate.

At the beginning of the 'forties a U.S. Postmaster-General, John M. Niles, had advocated the issuing of stamps for use throughout the country, but at that time his suggestion was pooh-poohed and it was left to one of his successors, Cave Johnson, to press for the adoption of the method which was proving so great a success in Britain. In its original form the Bill of 1845 is said to have contained a clause about the introduction of stamps, but the "time was not quite ripe and the general fear that such a course would result in wholesale forgery led to the omission of that clause from the Act.

Even when the Postmaster-General suggested that he should issue stamps on his own responsibility he was not granted permission to do so, but despite that Postmasters in a few towns decided to risk the consequences and produce their own stamps for the convenience of the public. One of these bold souls was Robert H. Morris, of New York.

On 12th July, 1845, he addressed a letter to the Post-masters at Boston, Philadelphia, Washington and Albany, telling them that he was introducing a 5-cents stamp, of which he enclosed a copy for their inspection. He did not ask or expect them to recognise the validity of his stamp within the areas covered by their offices. If they happened to find a letter bearing one of his stamps among their own collections, although they were to treat it as an unpaid letter, he would consider it, on arrival at his office, as having been prepaid.

Two days later a notice about the issue of stamps was published' in the New York Express. They were to be sold, in multiples of five, only at main or branch post offices; any offered for sale elsewhere must be regarded as forgeries and would not be accepted for postage.

The stamps were produced by the well-known firm of Rawdon, Wright, Hatch & Edson, printers of banknotes, and the design showed the portrait of George Washington appearing on the then currency notes. The colour of the stamps was black and they were on wove paper which varied a good deal both in tint and thickness. Specimens have been found on pelure, others are known on fairly stout opaque paper, while some exist on ribbed paper, and occasionally stamps are seen showing part of a paper maker's watermark. The shade of the papers varied from yellowish to pale blue.



For a long time there was much confusion as to the number of stamps in the sheet and its formation. Nearly fifty years ago F. W. Hunter, then a prominent New York dealer, wrote an article in which he stated that there were 100 impressions to the sheet, consisting of ten rows of ten, and almost twenty years elapsed before anyone queried these figures.



Even when they were challenged the suggested correction (fifty, in ten rows of five) was still wrong, but in 1921 A. Hatfield jr. produced conclusive evidence to show that the sheets in fact comprised forty stamps in five rows of eight. Those figures are now generally accepted as being correct.

Before they were issued the stamps were initialed in red ink either by the Postmaster or by his brother-in-law and assistant, Alenzo Castle Monson. Actually stamps bearing Morris's initials are very rare and he must soon have tired of the tedious work. Commonest are specimens initialed A. C. M., of which there are three main types, the first with all the letters joined, the second with only the A and C joined, and the third with each letter separate. Some stamps have been found without initials, both used and unused.

As well as being initialed the stamps were cancelled on letters usually by pen-mark in blue, black or red, and sometimes with a circular postmark or a "Paid" mark. A few specimens are known used on letters from Boston, Philadelphia and other places. This was because in 1846 Morris secured the Postmaster-General's permission to sell some of the stamps to other Postmasters, with the object of testing the practicability of a general issue for the U.S.A.

A number of printing varieties are to be found on these stamps, notably re-entries, or shifted transfers. Stamp No. 2 on the sheet shows the letters of the words of value at the foot prominently doubled and other less noticeable re-entries can be seen on stamps Nos. 4, 7, 20, 23 and 29. A plate scratch in the form of a line across Washington's right cheek occurs on the last stamp in the sheet.

The stamps of the New York Postmaster remained in use until the first general issue of the United States in 1847.

Fifteen years afterwards some imitations were made to the order of G. A. Hussey, of New York. The original die was used for laying down a new plate consisting of nine impressions, the size of which differs slightly from the originals. The distance between the stamps on the sheet is different as well.

These imitations were struck off in several colours: - black on white, black on blue, green, brown, blue and vermilion on thick white paper. The penultimate stamp on the sheet shows doubling of the lines in the background to the left of the portrait.

(Courtesy : The Stamp Lover, 1941)

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## POST MARKS OF BRITISH PAQUEBOTS

Harry Hawkes



### I. SCOTLAND

**Aberdeen.** Fishing vessels and coasters form the bulk of Aberdeen's shipping and it was pre-war Icelandic and Scandinavian trawler mail which led to the single ring handstamp (Fig. 1) being introduced. Today, regular passengers and mail from the Orkneys and Shetlands land but do not qualify for paquebot treatment and the ships running the regular passenger services have no facilities for mailing correspondence en route. A scarce mark, it is known in both black and violet inks.

**Ardrrossan.** The cheapest harbour dues in the country enable Ardrrossan to compete with the larger Clyde ports and many ships use it as an accommodation port for Glasgow. Until recently there were no high seas postings



dealt with. It is believed that the previous rubber paquebot stamp was scrapped as being no longer required due to the absence of paquebot letters, since 1939.



The Head Postmaster tells me: "We had one or two postings of High Seas mail during 1964 and I thought it right that we should restore the stamp then, rather than pass these items on to the Glasgow Post Office for stamping, . . . The present paquebot rubber stamp (Fig. 2) was introduced about September 1964."

He adds: "The receipt of such postings is both negligible and infrequent. The paquebot stamp has no regular daily or weekly use. The shipping services using the port are mainly cargo vessels and there is no-regular passenger service from overseas ports which would put ashore correspondence which had been posted on the high seas bearing non-British postage stamps."

**Edinburgh.** A machine mark and a dated handstamp, are in use. The handstamp (Fig. 4) is seen more often than the machine die (Fig. 5) because small amounts of mail are easier to hand-stamp. This machine die is known with a variety of slogans (but not a paquebot slogan).

Most Edinburgh paquebot mail is handed in at Leith and forwarded to Edinburgh head office for postmarking. Although most ships calling at Leith are cargo vessels, one regular passenger ship is the Iceland Steamship Company's m.v. Gulfoss which runs the fortnightly Reykjavik-Leith, Leith-Copenhagen service and its return.

**Glasgow.** One machine die (Fig. 6) is used, there being no handstamp. Despite Glasgow's size and variety of shipping, examples of the mark are not common. This is largely because most of the mail has already been dropped at places like Greenock just before the ships reach Glasgow. Officials say that the mark was used only once during 1963 and once during the first six months of 1964,

Although the circular portion has varied over the years' the paquebot "slogan" appears to be Studd B36, which was introduced in about 1928.'

**Greenock.** The most frequently used Scottish paquebot postmark is Fig. 7. Large Cunard and Canadian Pacific

liners make numerous; calls on the Liverpool—St. Lawrence journey and return. One machine mark is held. It was introduced in April 1959, when the growing volume of mail justified the scrapping of the previous straight line rubber paquebot stamp and the installation of a machine die.

About 60,000 paquebot items are handled annually, the majority of them during the peak summer season for sailings.

**Oban.** Used mainly by coastal passenger, cargo vessels and a fleet of fishing boats, Oban could not justify the holding of any paquebot canceller if it was not for the regular annual visits from large cruising liners owned by Cunard and Holland-American lines, such as Caronia and Rotterdam. Indeed, the use of the paquebot mark is virtually limited to the arrival of mail from such ships.

The straight line rubber stamp (Fig.3) of the standard British omnibus type is usually struck in violet.

**Stornoway,** Isle of Lewis. Not only the most northerly current British paquebot but also the newest. Most vessels calling at Stornoway are coasters and trawlers, some from as far away as Belgium, Germany and Spain. On the rare occasions cruise ships have called, passengers have always posted their own correspondence in the town letter boxes instead of handing it in for paquebot treatment.

Thoughts about possible problems if such facilities were needed led to the introduction of Fig. 8 on July 2nd, 1965. Another standard British omnibus rubber stamp, it can be identified for it is noticeably shorter than the others.

## II WALES

**Cardiff.** A good old faithful which is still going strong after more than half a century. It appears to be one of a pair held at Cardiff when large ocean-going liners were frequent visitors. Fig. 9 is similar to Studd's B37, but instead of the index letter "B", it has the letter "A". Only one handstamp is held and the index letter is not changeable, so it appears probable that Studd's 11 B "index mark was used more in the early years and was "retired" at an early age.

It is easier to locate pre-war than post-war examples, for today it is not unusual for the handstamp to lie unused for two years. An average of less than fifty paquebot items a year pass through the Cardiff office requiring the handstamp. Examples are known in both black and red inks.

**Holyhead.** The most frequently seen Welsh paquebot mark (Fig. 10) is applied to items posted on board the mailboats crossing from Dun Laoghaire to Holyhead, the ship-borne letter boxes being cleared at the end of the run. Chipped and battered today, the mark is thought to have been introduced in 1922. I have seen black and green-black strikes and it is almost exclusively on British and Irish stamps.





Holyhead post office confirms that there is only one such handstamp; there should always be a time slug inserted; and index numbers are not used.

**Newport, Monmouthshire.** While some British ports have declined or decayed, trade and shipping developments have increased Newport's importance as a port, despite its close proximity to other large docks.

Passengers are very few indeed and undoubtedly this is the reason for the rarity of Newport paquebot mail. Almost all letters taken ashore are mailed in dockside letter boxes and never receive paquebot treatment. The rarities which are handed in are cancelled with the normal Newport postmark and the standard British omnibus rubber stamp (Fig. 11) is added. I have seen this only in violet ink.



9



10

PAQUEBOT

11



12

**Swansea.** This difficult-to-get postmark (Fig. 12) was first recorded in 1935 and is Studd's B38a. Quite a percentage of the existing covers bearing the mark seem to have been posted in that year, indicating perhaps some philatelic mail-ings. Another vintage year was 1952 when more collectors' covers arrived. The mark is also reported for 1961 and undoubtedly there have been occasional intermediate mailings. Swansea post office describes the use of the handstamp as "very infrequent".

Most of the post-war mail has come from ships running between Bristol Channel ports and the U.S. east coast in winter, and the Great Lakes and Chicago in the summer. Most are medium-size cargo vessels with accommodation for between three and eight passengers, according to the ship.

### III. NORTHERN IRELAND

**Belfast.** Pre-war Belfast was a regular port of call for trans-Atlantic liners. Since then, however, fewer passenger ships call, although occasionally cruise ships visit nearby Bangor, their mail being sent into Belfast for cancellation. Official estimates put the annual number of Belfast paquebot items as low as "about thirty", most of them being from Canadian ships and bearing Canadian adhesives.

The machine mark (Fig. 13) is hardly ever needed but it is there. This mark is not Studd's B40, however, the most noticeable difference being shown by the "Q" in each of the paquebot slogans. The handstamp (Fig. 14) is used for postmarking almost all the small intake of ships mail.

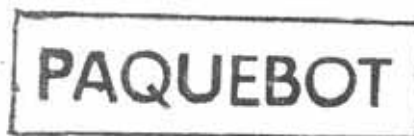


PAQUEBOT  
POSTED AT SEA

13



14



15

**Londonderry.** This is the first time, I believe, that this mark has been recorded. Little wonder, for if Belfast handles only thirty paquebot items annually, Londonderry must go for years without having a single item. Before the mail bearing Fig. 15, the last known London-derry paquebot mail was in 1955 and 1956. This bore a standard British omnibus paquebot mark, 22 mm. long, some impressions



being in black and others in green. The mail came from Burns and Laird's. Lairds Loch operating a Glasgow-Londonderry service. On enquiry, however, the company says that the vessel does not carry mail and that the Line operates the only passenger service out of Londonderry.

Couple this with the Londonderry pos(office comment " We have no seagoing passenger ships calling at Londonderry which would use this (paquebot) service " and you can see that this is not one of the easiest marks to obtain. My copy of the mark is struck in violet with the Londonderry machine cancellation on the stamps. (Courtesy: Gibbons stamp monthly, 1966)

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## A NOTE ABOUT PERFORATIONS

Some of the world's greatest inventors have lived and died without the general public even hearing their names.

How many people could name the inventor of the sewing machine? No—it was not Singer, but Elias Howe, an Englishman. How few know the name of the inventor of the perforating machine? Even stamp collectors, unless they have reached an advanced stage, might admit ignorance at the mention of Henry Archer's name.

In 1847, seven years after the introduction of postage stamps, Archer proposed to the Postmaster-General, then Marquis of Clanricarde, that a machine be employed "whereby the stamps might be separated without the necessity of using knives or scissors." After the matter had been carefully considered, the Lords of the Treasury gave it their blessing, and Archer's machine was tested about the middle of 1848.

The first trials were disappointing. It was found that the perforating knives rapidly wore out the bed on which they descended, but Archer was not discouraged, and eventually, in, 1852, he patented a machine which incorporated many improvements on his original design. The Government decided to purchase the right to use Archer's machine for £4000, and in 1854 the first perforated stamps were put into circulation. Some of the experimentally perforated issues are now quite rare, but as it is difficult, except for specialists, to distinguish them from the later stamps, they are not very negotiable unless they are on envelopes which bear dated postmarks.

Since the days of Archer, perforating machines have been improved enormously; they had to be to cope with the amount of work to which they are put nowadays. About twenty million stamps are used every day in Great Britain, and if the perforating machines were faulty, there would be many more errors of perforation than there are. Slips do occur sometimes. There was quite a crop of them when the photogravure process was introduced in 1934.

From a philatelic viewpoint, errors of perforation are just as important as printing errors. A common fault in 1934 was the misplacement of the perforation which ran across the centre of the stamps instead of the top and bottom of them. This was probably caused by the halfpenny, penny and penny-halfpenny stamps were reduced in size.

Another perforation error occurred in 1934. A whole row, or several rows of stamps would miss the perforating knife altogether, thus becoming imperforate. It is said that an office boy went into a post office and bought a sheet of penny-halfpenny stamps which he later returned because he could not tear them apart. The clerk exchanged the sheet for a normal one, and the boy went back contentedly to his office. He might not have been so contented had he known that he threw away anything up to £1000, for that is what an imperforate sheet of 1 ½d. stamps would be worth to-day.

The gauge of a perforation is measured not by the number of holes along the side of the stamp, but by the number which occur in the space of two centimetres. For this reason, the dots on perforation gauges are measured out in two-centimetre spaces. The perforation of a stamp is the gauge at which all the dots coincide exactly with the holes.

Two main types of machines are used for perforating stamps, the line machine and the comb machine.

The line machine, as its name implies, perforates one complete line at a time. In order to perforate a sheet on which there are ten rows of twelve stamps, it has to perforate lengthwise one row at a time until the bottom of the tenth row is reached. Then the sheet is turned sideways and perforated again. Most line machines have more than one blade working at a time so that a whole sheet can be perforated at two strokes.

Sometimes, when more than one machine is used for perforating a sheet, or in cases where two sets of perforating knives are used and the spacing of the knives varies, a mixed perforation occurs. In these instances a stamp may be perforated, say, 12 across the top and bottom, and 14 at each side. Examples of this type of perforation occur on many of the, Crown Colony Coronation issues.

Occasionally the perforation varies on three, or even four sides, and this is known as a compound perforation. Compound perforations occur on some stamps of the 1877 issue of Austria, which are perforated 9 x 9½ x 10 x 11.

The comb machine perforates three sides of a rectangle at a time, and cuts along a whole row, so that its effect resembles the teeth of a widely spaced comb. The sheet of stamps need not be turned sideways, because the machine perforates continuously downwards, row after row. Comb machines are used for perforating the current stamps of Great Britain.



The perforations of a line machine can be distinguished from those of a comb machine in that the corners of the stamps are ragged and sometimes missing when a line machine has been used; in the case of a comb machine, the corners of the stamps are always regular.

An unusual perforation sometimes makes a great difference in the value of a stamp. A particularly notable instance is that of the 1911 issue of Great Britain. The normal perforation of the id. and ld. is 15 x 14s but by a mistake one or more sheets were perforated 14 all round. These errors are rarely found, not only because so few of them exist, but because there is such a slight difference between them and the normal stamps that they are easily passed over.

Another rare perforation occurs in the 1876 issue of British Guiana: the 1 cent exists perforated 14 x 12½, and the 4 cents perforated 12½ all round, instead of the normal 14 all round. Both these varieties are extremely elusive.

Perf. 14x12½ means: top and bottom 14, each side 12½. In the case of compound perforations, the top is usually quoted first, then the right-hand side, the bottom and the left-hand side.

(Courtesy : The Stamp Lover, 1944)

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## STAMPS AND THE STORIES THEY TELL

Christopher R. Hilliard

The Chaco War Between Bolivia and Paraguay.

The most important foreign question that Bolivia and Paraguay have had to deal with is that of the Grand Chaco. In 1927, after the usual South American fumbling, the two nations agreed to meet in Buenos Aires and negotiate. Almost at once they began to quarrel, even more (if possible) than the nations represented at Paris. A clash took place between the garrisons stationed in the territory for which each side blamed the other. Both sides prepared for war, which was only stopped by the prompt action of the League of Nations. The League appointed a commission to determine the responsibility for the affair which had to nearly precipitated war. By mutual agreement the functions of the commission were arranged to decide a solution to the been caused by Paraguay and the commission recommended that the two countries restore the old frontiers. However, all these efforts failed, and undeclared war began on a large scale in July, 1932.

During the first year Paraguay had the military advantage and this led her to declare war in 1933, in the hope that she might thereby get neutrals to lay an embargo on arms for Bolivia which she needed badly, but Chile continued to supply her. With increasing ferocity and slaughter the war continued until the middle of 1935. Things had now reached a deadlock nearly a quarter of a million lives had been lost out to two nations with a total population of just over four millions; Paraguay occupied most of the disputed part of the Chaco (although she was

unable to win campaigns in what was definitely Bolivian territory) and so an armistice was signed in July.

I have dealt with the war at some length as it explains the choice of stamps designs which were used in the two counties. It explains why Paraguay issued stamps in 1931, showing a gunboat; obviously to give a shall reminder to teh Bolivians of her strength (Paraguay navy consists of four gunboats; Bolivia has none) and also why Bolivia has issued so many stamps showing a map with the area labelled "Chaco Boliviano" and why Paraguay issued a stamp "Has been, is, and will be" showing the same land as "Chaco Paraguayo"



(Courtesy : The Stamp Lover, 1947)

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