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HOLLYWOOD STAMP CLUB

## HOLLYWOOD PHILATELIST



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HSC  
Editor**

### Tikal National Park, Guatemala

In the heart of the jungle, surrounded by lush vegetation, lies one of the major sites of Mayan civilization, inhabited from the 6th century B.C. to the 10th century A.D. The ceremonial centre contains superb temples and palaces, and public squares accessed by means of ramps. Remains of dwellings are scattered throughout the surrounding countryside.



Tikal was the capital of a conquest state that became one of the most powerful kingdoms of the ancient Maya. Though monumental architecture at the site dates back as far as the 4th century BCE, Tikal



reached its apogee during the Classic Period, c. 200 to 900 CE. During this time, the city dominated much of the Maya region politically, economically, and militarily, while interacting with areas throughout Mesoamerica such as the great metropolis of Teotihuacan in the distant Valley of Mexico. There is evidence that Tikal was conquered by Teotihuacan in the 4th century CE. Following the end of the Late Classic Period, no new major monuments were built at Tikal and there is evidence that elite palaces were burned. These events were coupled with a gradual population decline, culminating with the site's abandonment by the end of the 10th century.

Tikal is the best understood of any of the large lowland Maya cities, with a long dynastic ruler list, the discovery of many of the rulers on this list and the investigation of their monuments,



temples and palaces.

More information can be read at:

<https://en.wikipedia.org/wiki/Tikal>



### HAPAG on Stamps

Hapag-Lloyd AG is a German international shipping and container transportation company. It is currently the world's fifth largest container carrier in terms of vessel capacity. The company was formed in 1970 by the merger of two German transportation/maritime companies, Hamburg-American Line (HAPAG), which dated from 1847, and Norddeutscher Lloyd (NDL) or North German Lloyd (NGL), which was formed in 1857. .... Cont. P . 5

# Great Britain Philatelic Society

## - Stamp Chats

The Work of the RPSL Ltd Expert Committee -  
Chris Harman

You Tube Link:



<https://www.youtube.com/watch?v=QW6AR-UGfdw&feature=youtu.>

RPSL Web Site:

<https://www.rpsl.org.uk/>

Glimpse of the GB QV Jubilees - Phil Waud

You Tube Link:

<https://www.youtube.com/watch?v=sICihAEWRGk&feature=youtu.be>



Web Site:

<http://www.gbps.org.uk/index.php>

## ICEBERGS ON STAMPS

An iceberg is a large piece of freshwater ice that has broken off a glacier or an ice shelf and is floating freely in open (salt) water. Small bits of disintegrating icebergs are called "growlers" or "berg bits". Much of an iceberg is below the surface which led to the expression "tip of the iceberg" to illustrate a small part of a larger unseen issue. Icebergs are considered a serious maritime hazard. The 1912 loss of the RMS Titanic led to the formation of



Tabular iceberg, near Brown Bluff in the Antarctic Sound off Tabarin Peninsula

the International Ice Patrol in 1914. Ice-

bergs calved by glaciers that face the open sea, such as in Greenland, are irregular shaped piles. In Antarctica, ice shelves calve large tabular (table top) icebergs. The biggest iceberg ever recorded was Iceberg B-15A which



split off the Ross Ice Shelf in Antarctica in 2000.

### What is the difference between an Iceberg and Glacier?

The difference between an Iceberg and Glacier is that the iceberg is the piece of a glacier that breaks off of (or calves) when temperatures warm up. Glaciers are made up of a large mass of snow and ice mixture that covers the valley floor of a mountain range.



Glaciers capture the imagination of many of the visitors that cruise thorough Alaska's waters. These massive sheets of ice can take up entire coves, and they crack like thunder when they break apart and float off into the water in a process called calving. Before you embark on a private Alaskan cruise, we thought you would like to know the difference between a glacier and an iceberg.

Shocking Glacier Calving 2k17, captured from cruise ship | Alaska | glacier national park |shockwave, Watch this video:

[https://www.youtube.com/watch?v=h6VJkqgF\\_x0&t=57s](https://www.youtube.com/watch?v=h6VJkqgF_x0&t=57s)

Glaciers are found in places where more snow falls than melts in a given time. During its lifetime, the lower layers of snow within the glacier change their form, compressing into ice. Contrary to what you might think, Alaskan glaciers were not formed in the last ice age and are on average only about 100 years old.

**Icebergs** form when these glaciers melt and break apart. These chunks of glacial ice can be immense and foreboding as they float out to sea. We love taking our guests for kayak trips around the icebergs as they float down the Inside Passage. We can also take you on a special glacier viewing, so you can experience their wonder firsthand.



**Australia Antarctic Territory 2011  
'Icebergs' Sc L154**

Because the density of pure ice is about 920 kg/m<sup>3</sup> (57 lb/cu ft), and that of seawater about 1,025 kg/m<sup>3</sup> (64 lb/cu ft), typically about one-tenth of the volume of an iceberg is above water (which follows from Archimedes's Principle of buoyancy). The contour of the underwater portion can be difficult to judge by looking at the portion above the surface. Icebergs are often compared in size to the area of Manhattan.

Icebergs may reach a height of more than 100 metres (300 ft) above the sea surface, and have mass ranging from about 10<sup>5</sup> tonnes up to

more than 10<sup>7</sup> tonnes. Icebergs or pieces of floating ice smaller than 5 meters above the sea surface are classified as "berg bits"; smaller than 1 meter -- "growlers". [9] The largest known iceberg in the North Atlantic was 168 metres (551 ft) above sea level, reported by the USCG icebreaker Eastwind in 1958, making it the height of a 55-story building.

These icebergs originate from the glaciers of western Greenland and may have interior temperatures of −15 to −20 °C (5 to −4 °F).

<https://www.youtube.com/watch?v=hWPDQkssqmg>

Winds and currents tend to move icebergs close to coastlines, where they can become frozen into pack ice (one form of sea ice), or drift into shallow waters, where they can come into contact with the seabed, a phenomenon called seabed gouging.

Large Iceberg Breaking near Ilulissat, is the municipal seat and largest town of the Avannaata municipality in western Greenland, located approximately 350 km (220 mi) north of the Arctic Circle; Watch this video: <https://www.youtube.com/watch?v=bsAqqHQcJyU>

The largest icebergs recorded have been calved, or broken off, from the Ross Ice Shelf of Antarctica. Iceberg B-15, photographed by satellite in 2000, measured 295 by 37 kilometers (183 by 23 mi), with a surface area of 11,000 square kilometers (4,200 sq mi). The largest iceberg on record was an Antarctic tabular iceberg of over 31,000 square kilometres (12,000 sq mi) [335 by 97 kilometers (208 by 60 mi)] sighted 150 miles (240 km) west of Scott Island, in the South Pacific Ocean, by the USS Glacier on November 12, 1956. This iceberg was larger than Belgium.



As a piece of iceberg ice melts, it produces a fizzing sound called the



"Bergie Seltzer". This sound results when the water-ice interface reaches compressed air bubbles trapped in the ice. As this happens, each bubble bursts, making a "popping" sound. The bubbles contain air trapped in snow layers very early in the history of the ice, that eventually got buried to a given depth (up to several kilometers) and pressurized as it transformed into firn then to glacial ice.



An iceberg will flip in the water as it melts and breaks

apart because gravity continually pulls the heavier side downward. Most flipping occurs when the iceberg is young and establishing balance. Flipping can occur anytime and without warning. Large icebergs that flip against the face of a glacier can produce earthquakes and give off as much energy as an atomic bomb.



10 BIGGEST Iceberg Calving Events. Watch this video:

<https://www.youtube.com/watch?v=VyQ5FypRi2w>

Icebergs are monitored worldwide by the U.S. National Ice Center (NIC), established in 1995, which produces analyses and forecasts of Arctic, Antarctic, Great Lakes and Chesapeake Bay ice conditions. More than 95% of the data used in its sea ice analyses



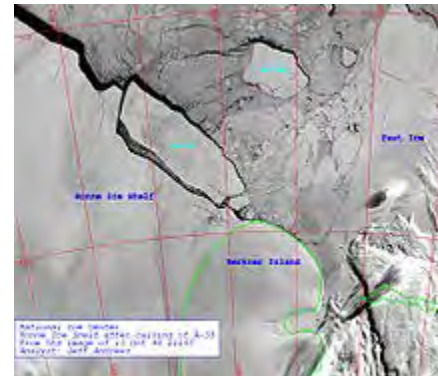
are derived from the remote sensors on polar-orbiting satellites that survey these remote regions of the Earth.

Iceberg B15 calved from

the Ross Ice Shelf in 2000 and initially had an area of 11,000 square kilometers (4,200 sq mi). It broke apart in November 2002. The largest remaining piece of it, Iceberg B-15A, with an area of 3,000 square kilometers (1,200 sq mi), was



still the largest iceberg on Earth until it ran aground and split into several pieces October 27, 2005, an event that was observed by seismographs both on the iceberg and across Antarctica. It has been hypothesized that this breakup may also have been abetted by ocean swell generated by an Alaskan storm 6 days earlier and 13,500 kilometers (8,400 mi) away. ©



The calving of Iceberg A-38 off Filchner-Ronne Ice Shelf



**USS Dwight D. Eisenhower** (CVN-69) (known informally as "Ike") is a nuclear-powered aircraft carrier currently in service with the United States Navy. Commissioned in 1977, the ship is the second of the ten Nimitz-class aircraft carriers

currently in service, and is the first ship named after the 34th President of the United States and General of the Army Dwight D. Eisenhower. Military FPO AE 09532



## HAPAG on Stamps; Cont. from Page 1

The Hamburg-Amerikanische Packetfahrt-Aktien-Gesellschaft for shipping across the Atlantic Ocean was founded in Hamburg. In 1912, Hapag built the first of their "Big Three" ocean liners; the *Imperator*, followed by her sister *Vaterland*. The third sister, *Bismarck*, was under

construction at the outbreak of World War I and was completed after the war for White



**Headquarters of Hapag-Lloyd in Hamburg**

Star Line as the *Majestic*. These were the first liners to exceed 50,000 gross tons and 900 feet in length. During World War I, the majority of Hapag's fleet of 175 ships were wiped out, and most of the surviving ships (including the "Big Three") had to be turned over to the winning side as war reparations. After war's end, Hapag rebuilt its fleet with much smaller ships than before the war, but their fleet was again mostly wiped out during World War II, with surviving ships turned over to allied powers.

Norddeutscher Lloyd (NDL) was formed in 1857 in the City-State of Bremen, offering passenger and cargo

transportation between Bremen and New York, with an emphasis on emigration to the United States. Service started in June 1858 with the *Bremen*, the first of four steamships, and the company established its American base at Hoboken, New Jersey. NDL eventually built a large fleet of ships that carried many thousands of emigrants westwards, with around 218,000 passengers transported across the Atlantic in 1913 alone.



The outbreak of World War I resulted in the internment of 32 vessels in US ports, a status later changed to confiscation when the US entered the war in 1917. Likewise, its Hoboken base was confiscated, and turned over to the US Navy, which used it as a transshipping point for the duration. As with HAPAG, those NDL ships surviving the war eventually were confiscated as reparation, leaving the company to start over from scratch. US-Operations were resumed in 1922, when NDL was able to purchase its former base from the United States Alien Property Administrator. NDL launched a new *Bremen* and *Europa* in 1929–30. ©



## Battle of the River Plate 1939

The Battle of the River Plate was the first naval battle in the Second World War and the first one of the Battle of the Atlantic in South American waters. The German heavy cruiser Admiral Graf Spee had sailed into the South Atlantic two weeks before the war began, and had been commerce raiding after receiving appropriate authorisation on 26 September 1939. One of the hunting groups sent by the British Admiralty to search for Admiral Graf Spee, comprising three Royal Navy cruisers, HMS Exeter, Ajax and Achilles (the last from the New Zealand Division), found and engaged their quarry off the estuary of the River Plate close to the coast



HMS Achilles as seen from  
HMS Ajax during the battle



of Uruguay and Argentina in South America.

The battle was a major victory for the British, as the damage to Ajax and Achilles was not sufficient to reduce their fighting efficiency, while Exeter, as badly damaged as she was, was able to reach the Falkland Islands for emergency repairs, before returning to Devonport for a 13-month

refit, thus enhancing the reputation of First Lord of the Admiralty Winston Churchill. On 22 December 1939 over 1,000 sailors from Admiral Graf Spee were taken to Buenos Aires and interned there; at least 92 were transferred during 1940 to a camp in Rosario, some were transferred to Club Hotel de la Ventana in Buenos Aires Province and another group to Villa General Belgrano, a small town founded by German immigrants in 1932. Some of these sailors

later settled there.

[17] After the war many German sailors settled permanently in various parts of Uruguay, some returning after being repatriated to Germany. Rows of simple crosses in the Cementerio del Norte, in the north of the city of Montevideo, mark the burial places of the German dead. Three sailors killed aboard Achilles were buried in the British Cemetery in Montevideo, while those who died



on Exeter were buried at sea.

In 1956, the film The Battle of the River Plate (US title: Pursuit of the Graf Spee) was made of the battle and Admiral Graf Spee's end, with Peter Finch as Langsdorff and Anthony

Quayle as Harwood. Finch portrays Langsdorff sympathetically as a gentleman. HMS Achilles, which had been recommissioned in 1948 as HMIS Delhi, flagship of the Royal Indian Navy, played herself in the film. See this video of the battle:

<https://www.youtube.com/watch?v=xAedcaYQUjs>



## RUSSIA - 1993



This stamp commemorates the 175 Anniversary of the Goznak, that was the former Department of storing government securities (ESGC).

I just received a large envelope with this stamp as part of the postage. Part of the envelope is shown in the next column.

During the reign of Peter the Great, the Russians established the Saint Petersburg Mint in 1724, which would centralize coinage in Russia and begin to produce different kinds of badges and medals used for decoration.

In 1818, on September 4 was founded by the Decree of Emperor Alexander I under the authority of the Ministry of Finance; Dmitry Guriev, Minister of Finance, assigned engineer Agustín de Betancourt to design and build the modern, steam-powered currency printshop.

In 1838, a Russian academician Moritz von Jacobi (known as Boris Yakobi in Russia), employed at this Department, used his invention of galvanoplastic to produce printing plates for the first time in printing history. In the 1890s, an employee of the Department Ivan Orlov(ru) invented and developed a new printing method called "Orlov's printing". Also, he built multicolor printing presses, which would serve as a prototype for modern multicolor printing presses. Orlov's machines were still in use in some countries in the 1970s.

After the October Revolution of 1917, the Department of State Currency Production was reorganized and renamed **Goznak** in 1919. Although the initial scope of Goznak had been the production of bank notes, the production of coins was added to its field of operation in 1941, when the Leningrad mint was taken over by

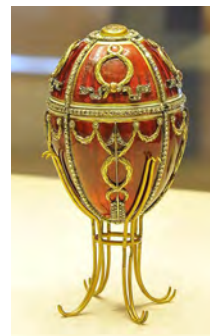
Goznak. Goznak had its own All-union Research Institute in Moscow. In the 1920s, a Goznak employee and a prominent Soviet sculptor Ivan Shadr created the first samples of the Soviet money. In the 1950s – 1960s, an employee of the Goznak's Moscow Printing Factory V. A. Oleynik invented an original money counting device, which would be further developed by other workers of the All-union Research Institute. Thus, all of the paper and printing factories and mints of the Goznak were equipped with the counting machines.

Joint Stock Company "Goznak" (short for State Insignia) is a Russian joint-stock company responsible for research and development as well as manufacturing security products including banknotes, coins, **stamps**, identity cards, secure documents, state orders and medals, as well as providing secure services. It incorporates seven factories and one research and development institute involved in different stages of the development, research, and manufacturing cycle. ©

### Fabergé egg on Stamps

A Fabergé egg is a jewelled egg created by the House of Fabergé, in Saint Petersburg, Russian Empire. Possibly as many as sixty-nine were created, of which fifty-seven survive today. Virtually all were manufactured under the supervision of Peter Carl Fabergé between 1885 and 1917, the most famous being the fifty-two "Imperial" eggs, forty-six of which survive, made for the Russian Tsars Alexander III and Nicholas II as Easter gifts for their wives and mothers.

Prior to 1885, Tsar Alexander III gave his wife Empress Maria Feodorovna jeweled Easter eggs. .... Continues on P . 8



## Fabergé egg on Stamps, Cont. from P . 7

For Easter in 1883, before his coronation, Alexander III and Feodorovna received eggs, one of which contained a silver dagger and two skulls. The egg came with the messages including "Christ is risen" and "You may crush us—but we Nihilists shall rise again!". Before Easter 1885, Alexander III's brother Grand Duke Vladimir Alexandrovich suggested Peter Carl Fabergé to create the jeweled egg. The inspiration for the egg is believed to come from an ivory hen egg made for the Danish Royal Collection in the 18th century. Known as the Hen Egg, a 2.5 inch outer enamel shell and a golden band around the middle. The egg opens to reveal a golden "yolk" within, which then opened to revealed a golden hen sitting on golden straw. Inside the hen, lay a miniature diamond replica of the Imperial crown and a ruby pendant. It was given to the tsarina on 1 May 1885. The creation's cost was then 4,151 rubles. Just six weeks later, the tsar made Fabergé the supplier to the Imperial Court.



The first Fabergé egg was crafted possibly to celebrate the 20th anniversary of their betrothal. Although there is no official record of the Tsar's inspiration for it, many believe that he was moved by an egg owned by the Em-

press's aunt, Princess Vilhelmine Marie of Denmark, which had captivated Maria's imagination in her childhood and of which the Tsar was well aware. Known as the Hen Egg, the very first Fabergé egg is crafted from a foundation of gold. Its opaque white enameled "shell" opens to reveal a matte yellow-gold yolk. This, in turn, opens to



reveal a multicolored gold hen that also opens. The hen contained a minute diamond replica of the imperial crown from which a small ruby pendant was suspended, but these last two elements have been lost.

Maria was so delighted by the gift that Alexander appointed Fabergé a "goldsmith by special appointment to the Imperial Crown" and commissioned another egg the next year. After that, Peter Carl Fabergé was apparently given complete freedom for the design of future imperial Easter



eggs, and their designs became more elaborate. According to Fabergé family lore, not even the Tsar knew what form they would take—the only requirements were that each contain a surprise, and that each be unique. Once Fabergé had approved an initial design, the work was carried out by a team of craftsmen, among them Michael Perkhin, Henrik Wigström and Erik

August Kollin.

After Alexander III's death on 1 November 1894, his son, Nicholas II, presented a Fabergé egg to both his wife, Alexandra Fedorovna, and his mother, the Dowager Empress Maria Fedorovna. Records have shown that of the 50 imperial Easter eggs, 20 were given to the former and 30 to the latter. Eggs were made each year except 1904 and 1905, during the Russo-Japanese War.

More information on this webpage:

[https://en.wikipedia.org/wiki/Faberg%C3%A9\\_egg](https://en.wikipedia.org/wiki/Faberg%C3%A9_egg)



## FRANCE - 1937 PARIS INT'L EXHIBITION

The Exposition Internationale des Arts et Techniques dans la Vie Moderne (International Exposition of Art and Technology in Modern Life) was held from 25 May to 25 November 1937 in Paris, France.



Both the Palais de Chaillot,

housing the Musée de l'Homme, and the Palais de Tokyo, which houses the Musée d'Art Moderne de la Ville de Paris, were created for this exhibition that was officially sanctioned by the Bureau International des Expositions.

At first the centerpiece of the exposition was to be a 2,300

-foot (700 m) tower ("Phare du Monde") which was to have a spiraling road to a parking garage located at the top and a hotel and restaurant located above that. The idea was abandoned as it was far too expensive.



The Spanish pavilion was arranged by the President of



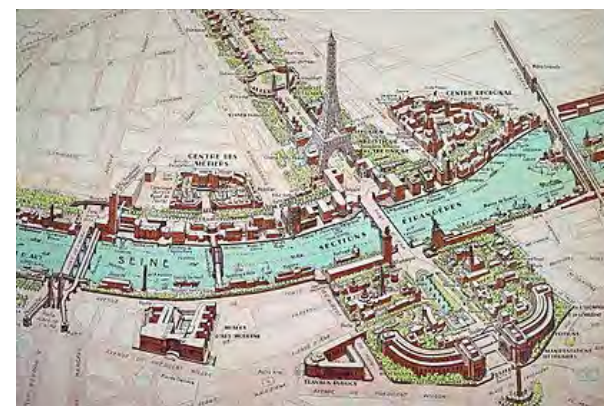
Spain Spanish Republican government and built by the Spanish architect Josep Lluís Sert. It attracted extra attention because the exposition took place during the Spanish Civil War. The pavilion included Pablo Picas-

so's **Guernica**, the now-famous depiction of the horrors of war,

as well as Alexander Calder's sculpture Mercury Fountain and Joan Miró's painting Catalan peasant in revolt.

Fitting in the architectural master-plan of the master architect Jacques Gréber at the foot of the Eiffel Tower, and inspired by the shape of a grain elevator, the Canadian pavilion included Joseph-Émile Brunet's 28-foot sculpture of a buffalo (1937). Paintings by Brunet, sculpted panels on the outside of the structure, and several thematic stands inside the Canadian pavilion depicted aspects of Canadian culture.

Britain had not been expecting such a competitive exposition, and its planned budget was only a small fraction of Germany's. Frank Pick, the chairman of the Council for Art and Industry, appointed Oliver Hill as architect but told him to avoid modernism and to focus on traditional crafts. The main architectural element of Hill's pavilion was a large white box, decorated externally with a painted frieze by John Skeaping and internally with giant photographic figures which included Neville Chamberlain fishing. Its contents were crafts objects arranged according to English words which had become loanwords in French, such as "sport" and "weekend", and included some items by renowned pot-



MAP OF THE EXHIBITION

ter William Worrall. There was considerable British criticism that the result was unrepresentative of Britain and compared poorly to the other pavilions' projections of national strength. More info:

[https://en.wikipedia.org/wiki/Exposition\\_Internationale\\_des\\_Arts\\_et\\_Techniques\\_dans\\_la\\_Vie\\_Moderne#Exhibitions](https://en.wikipedia.org/wiki/Exposition_Internationale_des_Arts_et_Techniques_dans_la_Vie_Moderne#Exhibitions)

## Aviation history : The Catapult Mail

The development of airmail began long before the invention of the airplane, the dirigible or even the balloon. It began with the pigeon post, which was used by armies many years before the birth of Christ to send messages long distances. Since then, all the man-made vehicles of the air have been used to carry letters from one place to another. However, airmail may be the only option for sending mail to some destinations, such as overseas, if the mail cannot wait the time it would take to arrive by ship, sometimes weeks.

Although airborne mail transport had occurred during the nineteenth century, the first official airmail flown by airplane took place in India; on 18 February 1911, French pilot Henri Pequet carried a sack with 6500 letters and 40 picture cards on his Humber-Sommer biplane.

During the late 1920s and early 1930s however, the need for greater speed across Atlantic was recognized in the carriage of mail between Europe and the Americas. Among the ideas developed by commercial enterprises from the military advances was something that came to be called catapult mail. It is an interesting story of man's bringing together the knowledge learned from sailing the sea and flying in the air for the benefit of man's needs, as mail could be carried in the last leg by an airplane launched from a ship while still at sea.

The French were the first to do something to cut transit time. In the late 1920's, experiments were undertaken from the deck of big passenger ships. The plane was placed on a trolley, itself placed on a ramp protruding the back of the steamer. The catapulting was done by compressed air and powder that propelled the aircraft at 110km/h. This new system was inaugurated on 13 August 1928, when the Île-de-France liner from the Transatlantic General Company, carrying a Lioré et Olivier H-198 seaplane, left Le Havre. At 450 miles from the US coast, the seaplane, piloted by Lieutenant Louis Demougeot and registered F-AJHR, was launched via a catapult from the steamship at 14:00

hours and landed in New York at 17:12 before joining the docks for inspection. This first postal liaison was a success and allowed the mail to be delivered approximately 24 hours ahead of a conventional routing. The seaplane carried mail in three bags, franked with a surtax of 10 Fr.



UNITED STATES n ° 567 20 c carmine pink type Golden Gate in San Francisco obl. i.e. 'New-York 4/9/30' on letter card sent to Paris, France via Catapult flight from German S S Bremen Ship.

**S S Bremen** was a German-built ocean liner constructed for the Norddeutscher Lloyd line (NDL) to work the transatlantic sea route. Bremen was notable for her bulbous bow construction, high-speed engines, and low, streamlined profile.

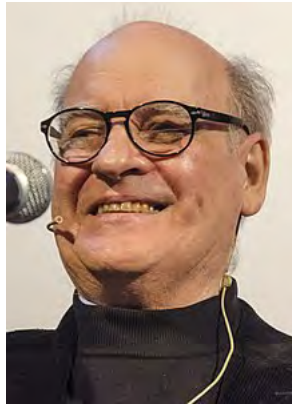




# Quino Argentine-Spanish cartoonist has passed.

Joaquín Salvador Lavado Tejón, better known by his pen name Quino (Spanish: [kino]; 17 July 1932 – 30 September 2020), was an Argentine-Spanish cartoonist. His comic strip Mafalda (which ran from 1964 to 1973) is popular in many parts of the Americas and Europe and has been praised for its use of social satire as a commentary on real-life issues.

Joaquín Salvador Lavado Tejón was born in Mendoza, Argentina, on 17 July 1932 to emigrant Andalusian parents from Fuengirola, Málaga. Because of their limited social circle, he spoke with an Andalusian accent until the age of six. He retained an affection for his parents'



Spanish culture and flamenco into later life. He obtained Spanish citizenship in 1990 and remained a dual citizen of Spain and Argentina.

His first humor page was published in the weekly maga-

zine, Esto Es, which led to the publication of other works in many other magazines: Leoplán, TV Guía, Vea y Lea, Damas y Damitas, Usted, Panorama, Adán, Atlántida, Che, the daily Democracia, etc. In 1954, his cartoons became regulars in Rico Tipo, Tía Vicenta, and Dr. Merengue.

Quino won many international awards and honors throughout his career. In 1982, Quino was chosen Cartoonist of the Year by fellow cartoonists around the world, and twice, he won the Konex Platinum Award for Visual Arts. In 1988, he was named an Illustrious Citizen of Mendoza. In 2000 he received the second Quevedos Ibero-American Prize for Graphic Humor. In March 2014 he was awarded the French Legion of Honour. Additionally, the Colegiales neighborhood of Buenos Aires named their plaza Plaza Mafalda.

In May 2014 Quino was presented with the Senator Domingo Faustino Sarmiento cultural award by the Senate of Argentina.

In 2014, Quino was awarded the Prince of Asturias award in recognition of his work, 50 years after creating the character of Mafalda. He received the prize from King Felipe VI of Spain on 24 October 2014 at a ceremony in Oviedo, Spain.





A portion of Quino's work resides at Vanderbilt University's Special Collections Library, as part of their Eduardo Rosenzvaig collection.

While Mafalda continued to be used for human rights campaigns

in Argentina and abroad, Quino dedicated himself to writing other editorial-style comics. The comics were published in Argentina and abroad. Since 1982, the Argentine news-



paper Clarín has published his cartoons weekly.

After a visit with Cuban cartoon director Juan Padrón, the two produced a series of cartoons. Between 1986 and 1988, they made six Quinoscopio cartoons through the Instituto Cubano del Arte e Industrias Cinematográficos, none of which were longer than six minutes. In addition, the pair worked on 104 short Mafalda cartoons in 1994. Quino eventually retired in 2006. While Mafalda concentrated on children and their innocent, realistic view of the world, his later comics featured ordinary people with ordinary feelings.

The humor is characteristically cynical, often poking fun at real-life situations, such as marriage, technology, authority, and food. This cynical humor is attributed as one of the reasons for his success throughout Latin America and much of the world outside Latin America. His cartoons of *aportado* Argentine topic of the 1960s and 1970s have been edited and translated into 26 different languages apart from the original Rioplatense Spanish. Collected in numerous volumes by Argentine publisher Ediciones de la Flor, these comics are readily available.

Argentine cartoonist Joaquin Salvador Lavado, who created the beloved comic strip Mafalda, has died aged 88, his publisher announced Wednesday.

Under the pen name "Quino" he created Mafalda in 1964, and the strip became popular in newspapers across Latin America, Europe and much of Asia before being turned into books.

"Quino has died. All good people in the country and in the world will mourn him," Daniel Divinsky, head of Buenos Aires publisher Ediciones de la Flor, wrote on Twitter.



**Quino in 2004**

