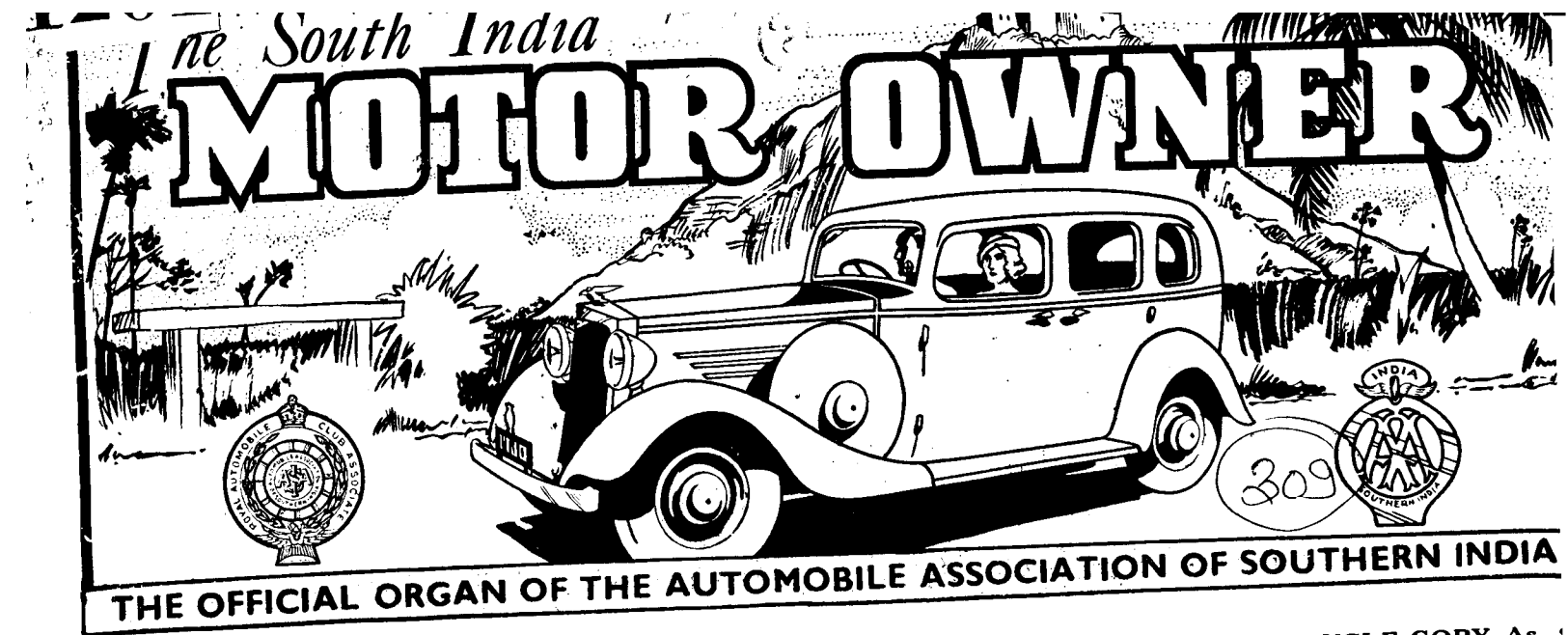


The
South India Motor Owner^{As.}
Vol-8 No.4.to.6
April to June - 1936

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APRIL 1936

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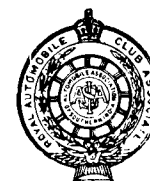
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THE SOUTH INDIA MOTOR OWNER



The Official Organ of the
Automobile Association of Southern India



Volume VIII Number 4

APRIL 1936

Notes and News for A.A.S.I Members

Road Information

THE somewhat unusual rainfall that was experienced in many parts of southern India during the month had very little effect on road conditions beyond the closure of the Kistna Anicut at Bezwada to road traffic for about a fortnight. On the other hand the rainfall has been welcome in many areas since it provided the water that is so essential for good road repair work.

Level Crossings

During the month quite a number of complaints were received apparently unnecessary delay of road traffic at railway level crossings, all of which have been investigated by the railway administration concerned and suitable action taken where necessary.

Records show that these level crossing complaints recur fairly regularly at intervals of about two years, a fact which appears to indicate that the gate-keeper require an occasional "jolt" to keep them on the alert.

Another fact which is most noticeable is that many level-crossing gates on quiet country roads are normally closed against road traffic and are opened only to allow road traffic to pass whereas one would expect the procedure to be just the opposite, i.e., the gates closed to railway traffic normally, and only closed against road traffic when a train is in the section.

Sounding of Horns at Bends on Ghat Roads

A case in which a motor driver was prosecuted and convicted for failing to sound his horn when rounding a bend in the Mettupalayam Ootacamund Ghat Road, will be of considerable interest to Nilgiri Motorists, as well as to motoring visitors to the Nilgiris.

The case in question was based on Rule 26 (d) of the Madras M. V. Rules which requires a motor driver

to sound his horn when turning from a branch or side road into a main road. The A.A.S.I. being doubtful as to the application of Rule 26 (d) to bends on a ghat road, referred the matter to Government whose reply though non-committal, more or less supports the magistrate who tried the case. As a result, it may be said that the sounding of the horn is compulsory and in the best interest of public safety when rounding a "blind" bend in a "ghat" road.

Travellers' Bungalows

It will interest motoring tourists of southern India to learn that the Government of Madras has issued an order to all officials responsible for the provision and maintenance of travellers' bungalows, urging the necessity for improving this class of bungalow both as regards accommodation and also furniture, equipment and catering.

A type plan for a travellers' bungalow was approved by Government some three years ago, to govern the provision of new buildings, where necessary, while the details of furnishing have been similarly dealt with. The latest order deals mainly with the matter of equipment and catering, and suggests the installation of reliable catering contractors at all important T. Bs, so as to bring Madras T. Bs more into line with that class of bungalow maintained in other parts of India, and in Ceylon.

Catering firms interested in this branch of their business might be well advised to get into touch with District Boards and Municipal Councils on this subject.

Motor Vehicle Taxation

In so far as M. V. Taxation in the Madras Presidency is concerned there is little of note to report. The Bill designed to introduce short period licences for the benefit (?) of touring motorists has been referred to a select Committee and will not come before the Council again for a month or so, when we trust it will include a

clause granting an initial period of freedom from taxation to bonafide touring motorists, similar to those obtaining in other provinces of British India and in most civilised countries throughout the world.

An increase of the Madras M. V. Tax on motor buses from Rs. 7-8-0 per seat to Rs. 8-12-0 although designed to increase the revenue of local boards, is not likely to improve motoring conditions in any way and will certainly prove a very poor substitute for the revenue that should be derived from carts for road maintenance purposes.

It remains to be seen whether this further impost on motor buses has the desired effect or whether it will result in the withdrawal of a number of motor buses from operation and consequently an all-round loss of revenue to both central and provincial governments as well as to local boards and municipal councils under the motor vehicle heads of the budget with perhaps a slight increase in railway receipts.

While on the subject of M. V. Taxation it might be said that the Mysore Governments method of collecting the tax from visiting motorists at frontier toll gates, though very convenient in a way, is open to considerable objection if a very recent experience of the writer is any criterion. The writer and a friend wished to visit a small estate inside Mysore Territory, but only about four miles from the boundary at Attibele on the Hosur-Bangalore Road. In order to avoid the expense and inconvenience of paying half a year's Mysore Vehicle Tax and waiting months to recover 50% of the tax paid, merely to have a car in Mysore Territory for an hour or so, it was decided to leave the car at the Boundary of the State and walk the remaining four miles to the estate. Arrived at the Attibele toll barrier, this plan was duly explained to the licensing officer at the toll-gate, who promptly produced a demand notice for a half year's tax and pointed out that our car, although outside the toll barrier, was actually on Mysore State land, the Mysore State boundary (unmarked as such) being about 100 yards away from the toll-gate. This state of affairs has probably not been realised by the authorities responsible for administering the Mysore Road Traffic and Taxes regulation and in any case is susceptible of malpractice so should be looked into.

Combined M. V. Tax Licences

Recent experience has shown that the system of issuing at reduced rates Combined Madras and Coorg M. V. Licences, at present obtaining under a Madras-Coorg Agreement, has its drawbacks and brings little or no relief to motoring tourists who may enter Coorg for only a day or so, or even for only a few hours.

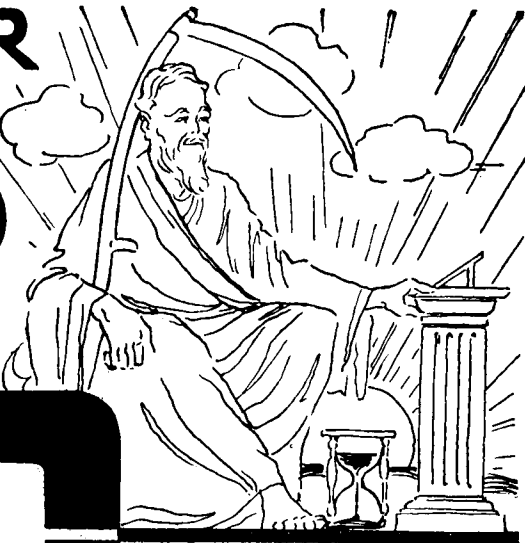
In order to obtain the benefits of the reduced rate of taxation, which is two-thirds of the full rate of tax on each licence, it is essential that the two licences (Madras and Coorg) must be applied for and issued simultaneously. It has also been ruled that, when claiming a refund on either of the two licences, both of the licences must be surrendered simultaneously; consequently though the touring motorists may not need his Coorg licence for

LIST OF A.A.S.I. PUBLICATIONS

	Rs.	A.	P.
Road Map of Madras *Presidency. Mounted on linen and folded into covers (out of stock at present) ...	4	8	0
Road Map of Northern India. Scale 16 miles to 1 inch. Mounted on linen and folded in stiff covers ...	6	8	0
A. A. Handbook of Northern India ...	5	0	0
A. A. Handbook of Ceylon ...	6	8	0
Road Map of India. Scale 50 miles to 1 inch. Mounted on linen and folded into covers ...	2	0	0
"This Motoring" The Romance of the A. A. by Sir Stenson Cooke ...	4	8	0
The Madras M. V. Taxation Act. A booklet explaining the implications of the Act and Rules made there- under ...	0	4	0
List of Petrol Depots in Southern India ...	0	4	0
Great Britain and Ireland 1936 (A list of the principal events during 1936 with information for visitors).			
Touring in Great Britain and Europe 1935-36 A. A. publications ...			Free to Members only
			Rs. A. P.
"My Glorious Adventure," by Captain T. Yates—Benyon. A record, written in a light, amusing style, of the author's trip by car from Piccadilly to Calcutta ...	5	0	0

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absorb road shocks and surface
irregularities.



more than one day, he must keep it so long as he retains the Madras Licence. He is thus barred from claiming a refund of tax paid for the Coorg Licence which he no longer requires.

Before deciding to take out combined Coorg and Madras Licences, the touring motorist would be well advised to work out the comparative cost of obtaining (a) two independent licences and (b) combined licences.

The separate scales of taxation for the average car weighing between 15 and 30 cwts. are:—

	Madras	Coorg
Whole quarter	Rs. 25	Rs. 22
Two months	Rs. 20	Rs. 17-10-0
One month	Rs. 10	Rs. 8-13-0

and for a combined licence two-thirds of each tax has to be paid.

Route Itineraries

During March, 90 detailed itineraries were issued covering upward of 35,373 road miles.

Hotels

Arrangements are in course of being completed under which a series of hotels and similar establishments will

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- G. L. Jack, Esq.,
Velonic Estate, Valparai P.O., Pollachi.
- B. Srinivasa Iyengar,
49, 1st Main Road, Seshadripuram, Malleswaram P.O., Bangalore.
- J. Kreiser, Esq.,
Hazlewood, Coonoor.
- G. B. Laughland, Esq.,
Remington Rand (Inc.), 177/78 Mount Road, Madras.
- G. S. Bozman, Esq.,
Commissioner of Coorg, Mercara.
- C. Wynell Mayow Esq.,
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- R. Rowatt, Esq.,
Tobacco Manufacturer, 21, Grant Road, Bangalore.
- Khan Bahadur Adam Hajeer Mohamed Sait,
7, Bunder Street, G. T., Madras.
- Capt. M. C. Fitz-Simon
The King's own Royal Regiment, H. Q. S. I. Railway,
Clive Lines, Trichinopoly.
- The English Electric Co. Ltd., (Rep. K. Gordon).
General Patters' Road, Mount Road, Madras.
- C. F. Pope, Esq.,
C/o Messrs. Addison & Co., Bangalore.
- M. M. Salahuddin, Esq.,
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- S. Purnaiya, Esq.,
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be listed as able to provide suitable accommodation to touring motorists of different classes. In return for the publicity which inclusion in the A.A.S.I. List and in its itineraries, will afford, the majority of the "Listed" Hotels will allow A.A.S.I. members merely passing through on tour a rebate of 10% off bills for accommodation and food only.

A complete list of these Hotels etc. will be published in a later issue of this journal.

Membership

During the month of March 1936, 27 new members were enrolled.

These new members were introduced by the following:—

two each by Messrs. A. W. Hopton, Addison & Co., A. P. Adam, V. L. M. Avadinappa Chettiar, A. B. Madappa.

one each by Messrs. A. R. Jack, K. Gopalakrishna, W. R. Green, Major A. W. Waters, Major R. H. Wigfall

the remainder were enrolled by the staff.

- R. V. Shama Rao, Esq.,
Madhava Bagh, 2, Luz Church Road, Mylapore.
- Capt. R. D. Macrae,
Civil Surgeon, Mercara, Coorg.
- R. A. Pereira, Esq.,
Special Engineer to Government Road Development,
Fort St. George, Madras.
- Saiduddin Ahmed, Esq.,
District Forest Officer, Parlakimedi, Ganjam.
- M. G. Venugopal Rao Pillai, Esq.,
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- W. J. Dunne, Esq.,
High Range Club, Munnar P.O., Travancore.
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- A. M. Campbell, Esq.,
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- L. A. Gudger, Esq.,
5, Buckingham Gardens, Perambur Barracks P.O., Madras.
- M. Venkatesh Pai, Esq.,
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- A. M. Lawson, Esq.,
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CAROBATICS IN MADRAS

AMAZING DISPLAY BY FAMOUS CHRYSLER HELL DRIVERS

MADRAS motorists were privileged to see a very interesting and exciting performance which took place last month. This was the show given by the Chrysler Hell Drivers, who are at present on a World's tour, demonstrating their skill as stunt drivers and also the strength and safety of Chrysler products.

The Chrysler Hell Drivers, Messrs. J. H. Campbell and C. V. Miller, left Detroit, U.S.A., last August, and gave their first performance at the White City in London during the "Olympia Motor Show". Many Madras motorists may have seen something of this performance on the cinema in the weekly talking news films, and it was indeed fortunate that it was possible to include Madras in their world tour.

After leaving the White City, where they had a most enthusiastic reception from hundreds of thousands of the English public, they went across to the Continent and gave similar shows in all the leading countries of Europe.

Apart from this truly amazing exhibition of stunt driving, the show was a wonderful proof of the safety and strength of the products manufactured by the Chrysler Corporation.

By arrangement with the South Indian Athletic Association, it was possible for the Hell Drivers' show

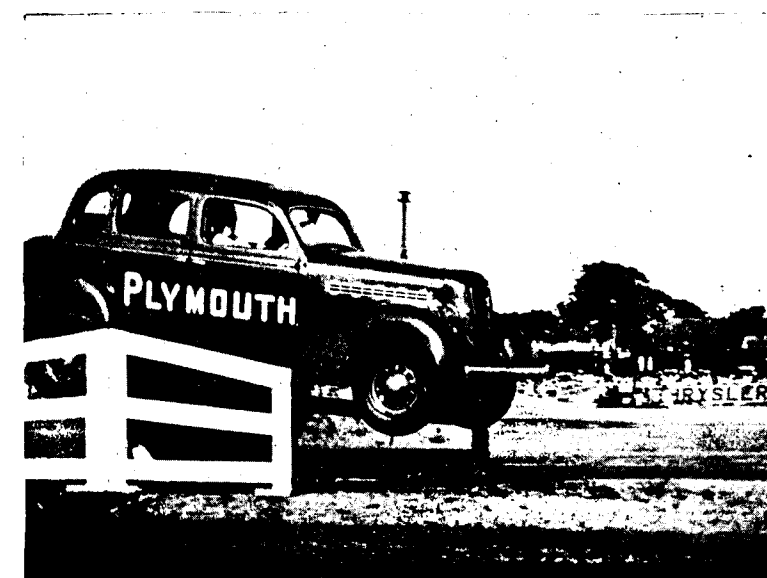


Left to right:—Capt. C. V. Miller, Mr. F. Blake Tyler, Mr. J. H. Campbell and Mr. A. W. Hopton.
(With acknowledgements to "The Hindu".)

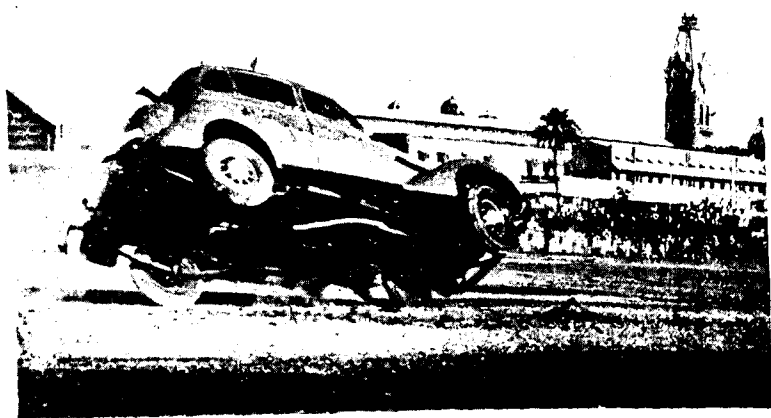
to take place on the Association ground adjoining the People's Park. The arrangements were in the hands of Mr. F. Blake Tyler, who was acting as Manager for the Hell Drivers during their World tour, in conjunction with Messrs. Addison & Co., Ltd., Distributors for Chrysler Products in S. India.

Mr. Blake Tyler is to be congratulated on his excellent stage management of the show, as from start to finish there was never a dull moment, and everything went with that smoothness which is so essential to the success of events of this nature, and which fact is also evidence of the careful thought and preparation which had been used to run the exhibition free from hitch or breakdown.

Two demonstrations were given—one on Saturday the 14th, and another the following day. Both shows took place at 4-30 in the afternoon, and the large crowds which witnessed the performance, had almost 50 minutes of thrill and excitement. For a few days before the show actually started, many people were startled to see an unusual car, apparently being driven backwards at speed through the streets of Madras. This was a Chrysler Airstream 6, specially converted so that the driver sat in the rear of the car, and drove it looking through the back window. The car was



The Plymouth taking the High Jump in fine style.



The 30° Tilt.

painted in bright colours, and all the glass, including even the windscreen, was of special type, which appeared to be a mirror from the outside, and yet from the inside, the driver had perfect visibility. During the performances this car was parked in the middle of the ground, and had a special broad-casting apparatus rigged up inside it, which could be used for playing music during the show, and also for announcing the various events. This was provided for places where public speech equipment was not available, but in Madras, Messrs. Vernon & Co., arranged for Phillip's public speech apparatus to be used, and this worked very well indeed, the announcer's voice and his enunciation being carried clearly to all parts of the ground. A very large and enthusiastic crowd assembled on Saturday afternoon to watch the first performance. Fortunately the weather was ideal, and a gentle breeze tempered the late afternoon sun, so that it was very pleasant sitting on the stands which had been provided in the Athletic Association enclosure.

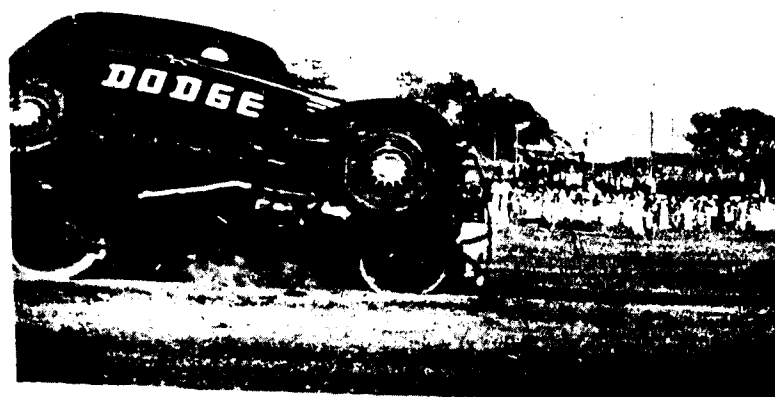
In opening the show, Mr. Blake Tyler introduced the Hell Drivers, and announced that the money taken at the gates for the sale of Programmes, would be devoted entirely to Local Charities, remarking facetiously—"The Hell Drivers have a weakness for Hospitals, and after you have seen their exhibition, I think you will understand the reason why". Three cars were ready on the ground—two Chrysler Plymouths and a Dodge Deluxe sedan. The first two cars to be used, were the Plymouths, both of which it was interesting

to note, were not only standard model cars taken from the showrooms of Messrs. Addison & Co., but one of them had already completed several thousands of miles over the roads of the Madras Presidency.

After their introduction, the Hell Drivers drove at speed round the ground in order to warm up their engines, for the more serious business which was to follow. A number of brush-wood jumps had been erected on both sides of the grounds with Ramps leading up to them, and the first performance was that the cars were driven up the Ramps at about 50 miles an hour, and the hedges were jumped by the cars, in true Steeple-chasing style. This in itself, is no mean feat, but it was nothing to the thrilling performance which followed. The ground crews who were already seated in the safety squares marked out on the field, rushed out immediately after the cars had jumped, and removed the hedges and substituted in their place, extensions under the Ramps which raised them a further six inches from the ground. In the meantime

Messrs. Campbell and Miller were performing extraordinary evolutions in each corner of the field. They were indulging in what are popularly known as "back skids".

Reverse gear was engaged and the car driven backwards to its maximum speed, when the steering was thrown over to its fullest extent, and the car slewed completely round in its tracks, turning on its back wheels, so that the front and not the back of the car was facing the spectators. Without stopping, except to do this amazingly quick turn, the car immediately shot



The very thrilling 45° Tilt.

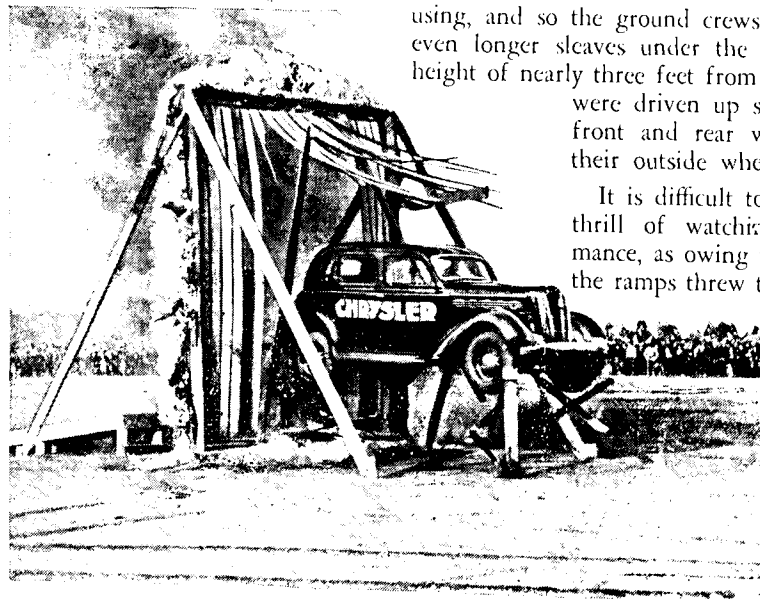
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forward in first gear to which the driver had quickly changed whilst actually being whirled round, and the skid was repeated in another part of the field. This was a stunt that had previously not been attempted in India by the Hell Drivers, owing to the fact that most of the ground they had to drive on previously, was too hard. In Madras, however, the field was of a sandier composition, and it was possible for them to include this item in their programme. To those of us who are motorists, it was obvious that this reverse skid entailed a great deal of quickness and timing on the part of the driver, and the crowd gave this particular item a very enthusiastic reception.

By this time the ground crews had completed their preparation of the Ramps, and the next item to be demonstrated, was the Roman Tilt. The car was driven at about 50 miles an hour up the Ramps, so that the near side wheels ran up the Ramp, while the off side wheels remained on the ground. This caused the car to tilt at an angle of about 20°. Immediately both the cars had gone over the Ramps, together, the ground crews again ran up and slipped longer sleeves under the Ramps and raised them a further 6 inches from the ground, and the cars again went through this performance, and with the higher Ramp now throwing them up, they made an angle of 30° from the ground. This was thrilling enough, but nobody expected that they would attempt a greater tilt. Apparently they were not satisfied until they proved beyond doubt the excellent stability of the cars they were



Crashing through the burning wooden wall.

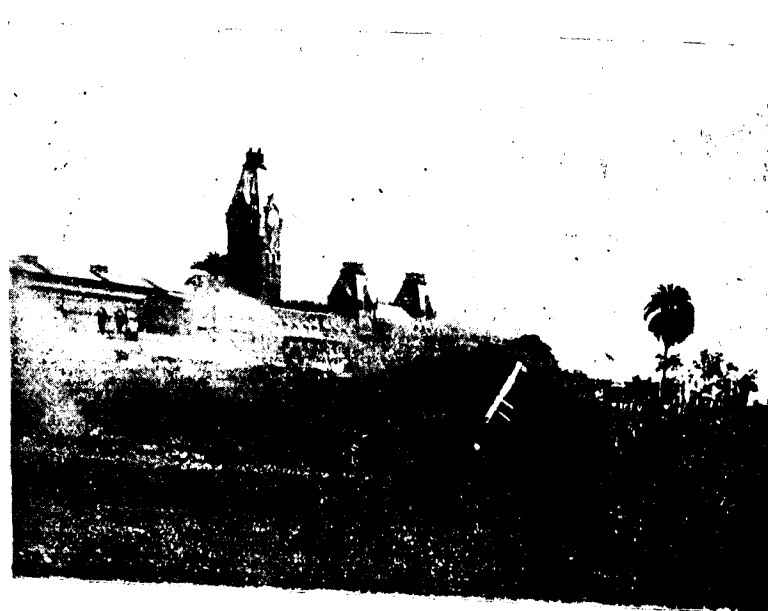
using, and so the ground crews again ran up and placed even longer sleeves under the ramps, raising them to a height of nearly three feet from the ground, and both cars were driven up simultaneously, their inside front and rear wheels on the ramps, and their outside wheels on the ground.

It is difficult to explain the extraordinary thrill of watching this particular performance, as owing to the high angle at which the ramps threw the cars up, and the height of the ramp itself, all four wheels were off the ground, and it looked as if nothing could save the two cars from crashing over on their sides. This performance was enthusiastically cheered and was repeated several times, until Mr.

Blake Tyler had to call his drivers into the centre of the ring again, to go through the next item on the programme.

In the middle of the ground, a large wooden board-ing had been erected, constructed of stout timber and faced with 1" boards. This had been thickly coated with tar, and many gallons of petrol were now thrown on it, and it was set alight, raising a high column of flame and dense black smoke high into the sky. Campbell now using the Dodge, drove across the field until a speed of 60 miles was attained, when he put his car over the Ramp

at the approach of this burning wooden wall, and crashed through it, the burning timbers being thrown several yards across the field. Apart from the danger of the burning timber and the heat itself which could be strongly felt actually at a distance of 50 feet away, it must be remembered that Campbell's car hit the wall at a height of about 5 feet from the ground, so that the landing at the other side should have been sufficient to wreck the front end of any car. The car, however, was



The Plymouth's spectacular Somersault.

quite unharmed, and after winding down his safety glass

windows Campbell drove round the field, nonchalantly smoking a cigarette.

The final item which brought to a close a very excellent and thrilling performance, was the car somersault. At the far end of the ground, a shallow pit had been dug, and the earth which had been taken from the pit, had been banked up in a line at a height of about 8 inches above the rest of the field. Taking one of the Plymouth cars, Miller drove at top speed towards the pit, then skidded his car round in such a way, that his inside wheels were brought up against the low bank of earth as if it were a kerb stone, the idea being that the wheels would be stopped by the bank of earth and cause the car to turn over. Miller certainly demonstrated how hard it is to turn over a Chrysler Plymouth, because he made two fast runs towards the pit before he could get the car's off side wheels to leave the ground. On the third try, however, he was successful, and the car rolled over completely on its roof and tuned a somersault, landing again heavily on its wheels, and was immediately driven up again by Miller, apparently not a scrap the worse for his hair-raising feat. After the stunt, it was obvious that Miller was not returning to the announcer's seat, and through the microphone, Mr. Blake Tyler informed us that he was evidently not satisfied with one turn over, and had decided that a second one would do him good. He, therefore, rushed his car towards the pit again at an even greater speed than before, and gave the crowd another thrill, rolling his car over and over on the field.

This performance was repeated again on Sunday afternoon, when an enormous crowd assembled to witness the show, many people obviously having heard about it from their friends who had been the day before. For the roll-over item on Sunday, the Hell Drivers had removed the inset roof from the Plymouth car, taking out the cloth and the wooden ribs which support this part of it. There was, of course, a large rectangular hole in the roof of this car when it was shown to the crowd, preparatory to the Somersault item.

Mr. Blake Tyler pointed out that a great deal of controversy had taken place regarding the greater safety of all

steel roofs over the ordinary inset French type, with which the Plymouth is fitted, and he said, to prove conclusively that the strength of the body is of much greater importance than the type of roof which is fitted to any car, the Hell Drivers would roll the car over on the field with no roof at all, and this they proceeded to do, rolling the car over twice, meanwhile being enthusiastically cheered by the crowd. As an amusing finale, after the second roll the car landed on its side, and while it was being pushed over on to its wheels again by the ground crew, who had run up to assist, Campbell had climbed in through the roof of the car, and was then driven off rapidly round the field by Miller, both he and Campbell standing up and peering out through the space where the roof should have been. Considering that this car had already been rolled over twice the day before, it was amazing that it could be driven away, as it was. The body was obviously battered; but what could one expect of a car that had been deliberately rolled over four times in two days? The great point, however, was that the body had not been crushed to any degree which would have been dangerous to its occupants, and the safety glass in the windscreen, although cracked, was still in one piece, and all the window glasses including the rear light, were intact.

This was one of the most thrilling shows that has ever been seen in Madras, and apart from the undoubted skill and nerve displayed by the Hell Drivers in their most extraordinary carobatics, it was real and convincing proof of the strength and safety of the cars produced by the Chrysler Corporation.

Before the first performance, the Secretary of the Automobile Association himself inspected both the Chrysler Plymouths and the Dodge car which were used, and checked them up with the details he had already obtained from the books of Messrs. Addison & Co., as proof that they were just standard model cars taken from stock, and not specially built or altered in any way.

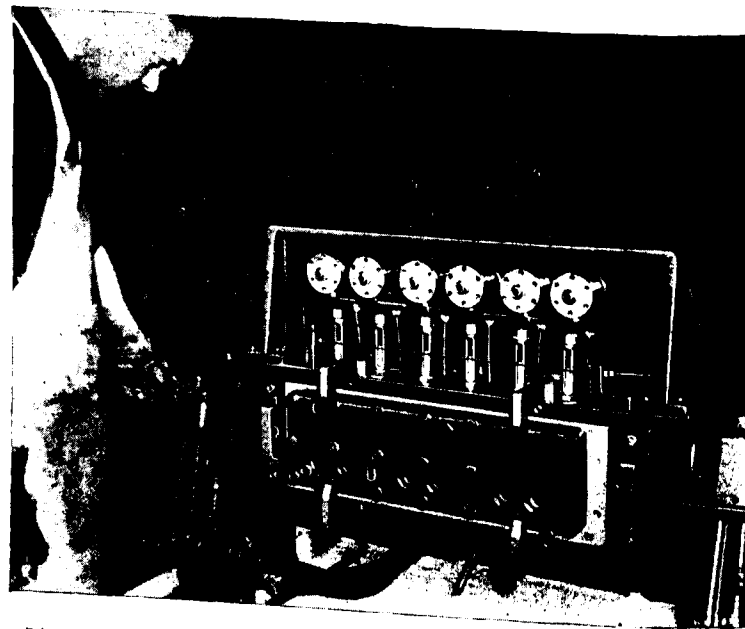
From Madras the Chrysler Hell Drivers have gone on to Australia where they will give similar shows in Perth, Sydney and Melbourne, after which they expect to return to America, after having been away almost a year on their World tour.

INGENIOUS DODGE TEST AIDS ENGINE PERFORMANCE

AMONG the many devices used by the Dodge Division of Chrysler Corporation to insure the smooth running of Dodge engines, is a machine for measuring the cubic capacity of the combustion spaces in the cylinder heads.

These spaces are shaped with intricate contours determined by much study and experimentation; they are neither round nor square, neither oblong nor oval, but present a combination of shapes designed to give the gaseous fuel mixture certain turbulence and definite direction. It is easy to see that should a single combustion space be smaller than its companions, it would hold less of the explosive fuel mixture than the rest and, consequently develop less power. The engine would not run with the desired smoothness.

That is where the Dodge volumetric measuring method comes in. The machined lower surface of the cylinder head is hydraulically clamped upon a rubber gasketed foundation plate. Back of the foundation plate are six bronze containers, filled automatically with white liquid and connected to the combustion spaces of the cylinder head under test. When the apparatus is tilted, six evenly calibrated quantities of the white liquid fill the cylinder head spaces, with sufficient surplus liquid to cause a narrow column of it to rise in six narrow glass tubes. The slightest variation in the capacity of the six combustion spaces will cause the height of the liquid in the tubes to show corresponding variation. Where a variation does occur,



The machine used for measuring the cubic capacity of all Dodge passenger car and truck engine cylinder heads.

the combustion spaces are equalized until all six are alike in capacity.

The care taken in this Dodge engine detail is typical of many other precision operations of which the motoring public knows little, though they have an important bearing on the efficiency and economy of the modern automobile power plant.

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Monthly News Letter

Railway Budget

THIS year the Railway Budget showed a deficit of 5¼ crores of rupees which is ¾ of a crore more than was expected. The Hon'ble the Commerce Member, in presenting the budget, has stated that a loss of 3 crores of rupees is attributable to road competition which is an increase in loss of 1 crore of rupees over last year.

While no one will deny that railways have lost a good deal of traffic to road transport, it cannot by any means be attributed entirely to "unfair" competition for as a result of certain very definite advantages road transport offers, railways have lost traffic which it will be impossible for them to recover. On the other hand, unfair competition does exist and the Council of the Association have repeatedly made representations to the Government of India pressing for the appointment of a co-ordinating body such as a Ministry of Transport and the introduction of regulations which will bring about a better state of affairs between these two forms of transport. Indeed it is their view that had early steps been taken by Government to introduce the regulations recommended, such as (a) reasonable standard of maintenance of vehicles; (b) insurance against third party risks; (c) adequate inspection; (d) issue of licenses for certain routes; (e) issue of time-tables and (f) publication of fares etc., much of the present loss to railways from the operation of road transport might have been averted.

The Council of the Association have, however, again addressed the Government of India on the following lines:—

9th March, 1936.

THE SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF INDUSTRIES AND LABOUR,
NEW DELHI.

SIR,

I have the honour to address you on the question of Road and Rail competition and refer you in this connection to the references recently made on this subject by the Hon'ble Member for Commerce and the Chief Commissioner for Railways as one of the reasons for the serious financial losses which railways are incurring and the main cause of their failure to present a balanced railway budget.

This question has for some years past constantly engaged the attention of my Association and my Council have urged upon Government the importance of taking steps to prevent a state of affairs similar to those which existed in the United Kingdom prior to the introduction of the Road Traffic Act. I am to remind you that my Council have put forward suggestions to deal with this question of competition and for a closer co-ordination between road and rail transport both in giving evidence before Messrs. Mitchell & Kirkness and at the Road/Rail Conference held at Simla in 1933 in the hope that regula-

tions would be introduced which would result in the operation of road motor transport more in conformity with the requirements of the areas over which services are operated. They have also advocated that holders of permits operating public service vehicles should be required to insure against third party risks, have time tables and fix public fares, as well as a closer control being established in regard to the provision of minimum standards for the maintenance of mechanical parts and body work.

While my Council understand that this matter has the attention of the Government of India and that in order to make this proposed control effective, it will be necessary to amend and make certain additions to the Indian Motor Vehicles Act, 1914, they feel that no cause could have existed for the remarks made by the Hon'ble the Commerce Member and the Hon'ble the Chief Commissioner of Railways in their recent budget speeches, had the Government of India taken prompt action to introduce the recommendations made by my Council and others competent to speak on the question of Road/Rail competition.

My Council, however, feel very strongly that motor transport has a definite and vital role to play as an integral part of the country's Communications system, the development of which is bound up with the future prosperity of the country and I am to state they would oppose most forcibly any indiscriminate suppression of the development of this form of transport as distinct from what regulations are necessary to bring about its operation on a sound and healthy basis and at the same time minimise, as far as possible, any losses accruing to railways through lack of such control.

It is the firm opinion of my Council that until such measures are introduced which will place road transport on a healthy basis, and a co-ordinated plan of taxation of motor transport throughout the country is introduced, as was recommended in Resolution 5 of the Road/Rail Conference, the recent action on the part of railways to combat competition by cutting rates and enhancing the extremely heavy freight rates on road materials and petrol which latter produces such a large revenue to the country, can only result in further losses to both road and rail interests and to the Government of India and consequently to the country as a whole.

For these reasons, if the country is to derive full benefit from the most economical forms of transport, whether by road, rail, water or air, some system of co-ordination needs to be established which will preclude the possibility of discrimination by railways and wasteful competition, such as the appointment of a Minister of Communications, which they have repeatedly advocated and has been on several occasions urged in the Assembly.

Finally, my Council would like to invite your attention to a statement made in the Council of State by the Hon'ble the Railway Member to the effect that "roads are

provided for the motor transport owners contrary to the railways who have to provide and maintain their own lines" and would point out that such a statement is hardly justified when approximately ten crores of rupees are spent annually on roads and a sum approximately equal to that is contributed towards revenues from the total tax on petrol and direct taxation on motor vehicles.

I am directed to invite your attention to the views of my Council and to request the favour of an early reply and also to add that my Council propose at a later date to publish this letter in the press, together with the reply received.

I have the honour to be,

Sir,

Your most obedient servant,

(Sd.) H. C. SMITH,

General Secretary.

Railway Action to meet Competition

As a result of road competition, some railways have taken steps to improve their passenger services, in an attempt to recapture this lost traffic, by the introduction of Diesel Rail Cars. In some instances these services have proved successful and I would quote that of the M. & S. M. Railway, in the East Godavari District, where as a result of the introduction of Diesel Rail Cars, buses which were previously operating parallel to the railways have now been diverted to cross-country services running parallel to the railway on certain sections only of their route and on the remainder acting as Feeder Services to the Railway.

On the other hand, they have, in order to increase their revenue, recently raised the railway rates on materials particularly on those necessary for road construction and maintenance, also on petrol which will affect the cost of road transport. The Association, taking a serious view of the action which will throw an additional financial burden on the Provincial Governments and Local Authorities by the increased costs of road construction and maintenance, have tabled a resolution in the following terms to be placed before the Bombay Board of Communications:—

"This Board views with grave concern the effect of the recent increase in railway rates on petrol and materials necessary for the construction, improvement and maintenance of roads which will result in throwing a further financial burden on the Presidency by increased costs of road development and maintenance and it urges Government to take whatever steps they consider desirable in the matter."

Road Loan for Madras

The Chief Minister of the Madras Government in the Legislative Council, paid a well deserved tribute to Mr. Vipan on the excellent report he had prepared on a comprehensive programme of Road Development in the Presidency. His appointment was in pursuance of the recommendation contained in Resolution No. 7 of the

Road/Rail Conference held in Simla in April 1933 that a comprehensive plan should be drawn up with a view to examining the possibility of development of both main and subsidiary roads from loan funds. The total scheme amounts to Rs. 6,11,15,880 and is made up as follows:—

	Rs.
1. Inter-District roads ..	36,82,840
2. Major Bridge Projects ..	1,05,85,100
3. District Schemes:—	
Bridges ..	2,15,11,720
Roads ..	2,17,79,470
4. Railway feeder roads ..	21,98,140
5. Plant ..	13,58,610
	6,11,15,880

The Chief Minister said that in the past there had been no definite scheme or programme for the development of communications. Various district boards, while constructing roads, did not take into consideration the requirements of the neighbouring districts. There were instances in which the programme of road development changed with each successive President.

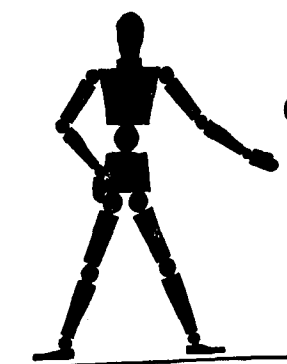
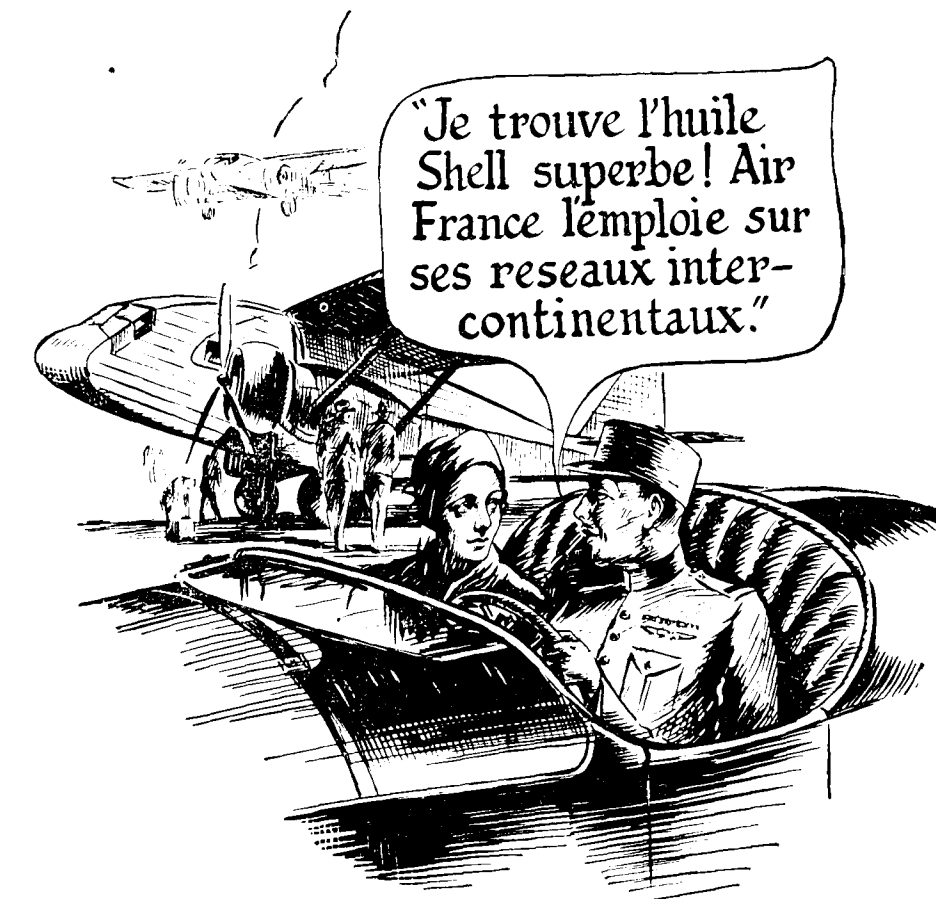
For efficiency and economy it was thought desirable to have a well thought-out plan of road development, taking into consideration not only the requirements of districts but also the requirements of the whole Presidency. It was also intended thereby to provide better marketing facilities for agricultural produce.

The Chief Minister, in order to implement a part of the scheme limited to the Province's capacity to repay, moved the following resolution:—

"This Council recommends to the Government that in order to carry out the scheme of road development outlined in the report of the Special Engineer for Road Development as far as the resources of the province permit, a loan be obtained. This Council further recommends that the loan of such amount as can be financed (1) from this Government's share of the Road Development Fund and (2) from the proceeds of tolls to be levied on bridges to be constructed or repaired in future out of the Road Development Fund or out of Loan Funds and that the loan be taken in instalments according to the amounts which it is found possible to spend."

The Chief Minister's motion was carried for a loan of about 3¼ crores of rupees which it was thought after careful consideration was the full amount which present resources available would permit and application will be made to the Government of India for a loan of that amount.

Every scheme undertaken from the loan will be examined by the Provincial Board of Communications and then sent to the Standing Committee for Roads in the Central Government before being taken up for execution.



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The following is the provincial distribution:—

	Rs.
Major Bridges	75,90,000
District Bridges	1,25,48,000
New Roads	50,00,000
Metalling existing roads in deltaic areas	30,00,000
Surface improvement	23,01,000
Plant	13,50,000
	Rs. 3,17,89,000

Of the Rs. 50 lakhs allotted to new roads, Rs. 14.56 lakhs are for railway feeder roads.

The tentative programme of expenditure is shown below:—

Year.	Receipts from Road Dev. A/c.	Amount to be used for loan repayment.	Balance available.	Estimated Expenditure.	Loan to be taken.
1936/37	14+30*	..	44	30	..
1937/38	14	..	28	45	17
1938/39	15	1 19	13 81	70	56 19
1939/40	15+1 0	5 12	10 88	80	69 12
1940/41	15+3 58†	9 96	8 62	70	61 38
1941/42	15+3 58†	14 26	4 32	23	18 68
1942/43	15+3 58	15 57	3 01‡	..	..
				318	

* Represents anticipated balance standing to our credit in the Road Development Account on 1st April 1936.

† Represents receipts from tolls on certain bridge heads.

‡ Represents balance available for maintenance.

The fact that the Madras Government have been willing to prepare a Road Development Programme and to raise the Road Loan to carry out even a part of the full scheme does the Branch of the I.R.T.D.A., much credit for their propaganda and the pressure brought to bear in the matter.

Visiting Motorists—Madras Presidency

While the Madras Government have shown much foresight in regard to the development of their road communications, they do not appear to have the same outlook in so far as concerns those who use the roads.

A Bill recently introduced in the Council to amend the Motor Vehicles Taxation Act to provide Government yearly, half-yearly and monthly licenses in respect of motor vehicles entering the Presidency, makes no concession for possible visiting motorists to the Presidency. As Mr. Langley, one of our members, pointed out in the Legislative Council, the Presidency should be glad to have visitors and, instead of placing restrictions on them in the way of taxes, they should be encouraged by granting them a period of exemption from taxation. He pointed out what other Provinces did in this respect by granting a 30 days' free token—a concession which the Bombay Government have recently made under their new Motor Taxation Act.

The matter was, at the suggestion of Mr. Langley, referred to a Select Committee so that we hope some concession might ultimately be made.

Pneumatic Tyred Bullock Carts

In order to encourage the use of pneumatic tyred bullock carts, the Commissioner, Northern Division, has reduced the fees for public conveyance licenses for such carts to six annas, while a similar license for an iron tyred cart will cost the following amounts in the different districts:—

District	Rs.	A.	P.
Ahmedabad	2	0	0
Kaira	1	2	0
Broach Sub-Division	3	0	0
Panch Mahals	1	4	6
Surat	1	8	0
Thana	1	8	0
Bombay Suburban Dist.	3	0	0

The Assam Branch of the Association reports that the Dibrugarh Local Board has resolved that exemption from cart tax be given to rubber tyred carts for two years with effect from the next financial year and the Assam Oil Co. has agreed to the same exemption on its private roads for an indefinite period.

The Municipality of Erode (Madras Presidency), which now charges a wheel tax of Rs. 7 per annum on "single bullock" carts and Rs. 8 on "double bullock" carts, will reduce the tax with effect from 1st April next to half these rates if the carts are equipped with pneumatic tyres.

These concessions should do a great deal to encourage the use of bullock carts with pneumatic tyres and thus save a vast amount of public money in road maintenance. The destructive effect of bullock carts with iron tyres can be and is overcome by laying an expensive type of road which, if well constructed, will resist for a long time the effect of iron tyred traffic, but the cost is high and cannot be justified in most cases by the total volume of traffic which uses the road. In other words, roads are being built several times stronger than they used to be to cater for this class of traffic which contributes a negligible amount, if anything, towards constructional and maintenance costs of the roads which it uses.

Road Development in Assam

In its annual report for 1935, the Assam Branch of the Association states that the year has shown a considerable advance in the improvement of communications in the Province. Not only has there been fairly extensive gravelling, but two major bridges—the Khowang Bridge over the Dehing and Amguri Bridge over the Dekhu were completed and opened to the public, and construction of three other bridges commenced, namely, a bridge over the Surma at Sylhet, a bridge over the Desang at Rajmai and a bridge over the Ranganadi.

Safety and Road Surfacing

The report for 1934 of the Technical Committee, appointed by the Minister of Transport in England to advise upon experimental work carried out by the Roads Department, gives interesting details of investigations, in collaboration with the highway authorities concerned, on

roads in various parts of England, Scotland and Wales. These are being undertaken with the object of determining the best materials and methods to be adopted in the construction of various types of road surfacing, having regard to durability, non-skid properties and economy. The experiments concern mainly materials typical of those in general use at the present time, namely concrete and tar and bituminous materials; tests have also been carried out with cement-bound macadam. Details are given of various methods of dressing existing road surfaces, with special reference to the treatment of asphalt which has become smooth under the action of traffic. In the effort to secure a non-skid road, investigations were initiated into the provision of thin surfacing coats for carriage-ways and the production of satisfactory footpaths in rural areas. The former are applied with the object of improving the riding qualities by smoothing out irregularities in the surface of the road, and of providing a surface which will remain non-skid for a period of several years. Considerable difficulty has been experienced in the construction in rural areas of footpaths which will not deteriorate. With a view to determining the most suitable methods of construction of such footpaths, arrangements were made for experimental lengths to be laid to various specifications in Scotland and in the south of England; the behaviour of these lengths will be observed throughout their useful lives. The report covers a much wider field of investigation than the corresponding report for 1933; the number

most of his underclothing, he has been left with his skin more or less undamaged and with recuperative power to be ready for another shearing next year."

Speaking on taxation, Sir John said: "We are oppressed and afflicted. Our trouble is that we are taxed not by one authority but by four. The Central Government takes our overcoat and suit in the form of customs duties and petrol tax; the Local Government takes our shirts and underclothes as car taxes and licensing fees; local bodies take our boots as wheel tax and we are left naked but for our socks to withstand the many-sided attacks of railways who are out to kill us by penal freight rates on everything connected with road construction and transportation. Each one of these authorities except perhaps the last is inclined to take credit for its moderation in not taking more."

The motoring public did not accept the argument that the effect of the growth of motoring on the railways was solely detrimental, he said. It was obvious that the spread of communications generally, the encouragement of travel spirit and the increased demand for commodities which the growth of motor traffic promotes must bring traffic to railways in at least partial compensation for what it took away. The A.A.N.I., therefore, advocated planned development of an even more extensive network of roads in Northern India, particularly to develop inaccessible areas, and the steady improvement of existing roads.

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of authorities co-operating in the experimental work has increased during the past year from twenty-two to thirty-eight and fifty-seven experiments have been undertaken.

Taxation of Motor Vehicles—Punjab

It is understood that the Punjab Government are at present considering the introduction of a compounded tax on motor vehicles. This will coincide with legislation depriving public bodies of their power to tax motor transport, and the Municipalities' loss of revenue will be made up by allotments from Government funds which will be earmarked for roads.

The Chairman, Sir John Ewart, at the recent annual meeting of the Northern India Automobile Association, referred to the position of the over-taxed motorist in the following terms:—

"It may sometimes appear—in fact it does quite often appear to most of us—that the private motorist has no rights" he said, "that his interests are only those of sheep before the shearer and that like that placid and pathetic object he is supposed to remain dumb except for a plaintive bleat at the conclusion of the periodical shearing which is supposed to express not so much protest as gratitude that while he has been deprived of his coat and

Sir John also advocated that the main features of licensing and cognate rules should be as uniform and as easily understood as possible.

His Excellency Sir Herbert Emerson, the Governor of the Punjab, replying, said he sympathised with the complaints made regarding motor and petrol taxes.

He continued by making the following remarks:—"I must confess myself not the wholehearted protector of your interests that you will expect me to be" said His Excellency. "But the matter is not quite so free from difficulty as it appears at first sight. The Government of India, in one way or another, take a great deal of money from the motorist and they return very little of it to the provincial Governments, who, as the authority responsible for the construction and upkeep of roads, lay the foundation for the inordinate revenues of the Central Government from this source."

Future Position

"But retribution is about to overtake the Government of India. Under the new constitution, they will have to give the provinces, sooner or later, part of the proceeds of income-tax; and it is obvious that the amount which they will be able to hand over, will depend on the state of their general finances, or in other words, on their total revenue from all sources.

"If they give a greater share of the petrol tax, they will be able to give less of the income-tax, and in the long run, therefore, the Local Government is likely to be neither much better nor much worse, whatever form the gift may take. But, from the administrative point of view, there is an important difference. It has become a convention that the proceeds from the petrol tax shall be earmarked for the construction and improvement of roads: whereas no such condition attaches to a grant from the proceeds of income-tax."

Proceeding, His Excellency said that in the province as a whole, there were over 4,000 miles of metalled roads, of which 2,800 miles were directly under the Local Government. There were nearly 9,000 miles of unmetalled

who was in India at the time of the formation of the Association and played an important part in its coming into existence. Mr. W. E. Rootes, our other visitor, is well known as the head of the Rootes Group of Companies and Vice-President of the Society of Motor Manufacturers and Traders Ltd. He has served on many official Committees in England and has taken an active part in the co-ordination of road and rail transport in that country so that his visit to India at the present time when the question of the future development of roads and road transport is so much in the limelight, has given the Council of the Association the valuable opportunity of discussing the question and obtaining his views on the subject.

PYROIL

(SIMPLY ADD TO GAS AND OIL)





Sir Malcolm Campbell used Pyroil in his 7-ton, \$200,000 Blue Bird racer in establishing the fastest land speed ever made. Sir Malcolm says, "I used Pyroil in my Blue Bird world's record car and found it entirely satisfactory."

Wilbur Shaw drove his Pyroil-protected race car at 100 miles per hour for the last 50 miles of the Indianapolis 500-mile auto race, 1933, with all oil exhausted from the crankcase yet with no damage. Shaw attributed his ability to finish the race in 2nd place, solely to Pyroil.

Bill Cummings using Pyroil. Won the 1934 Indianapolis 500-mile auto race. Cummings praised Pyroil for its performance. Thirty-three cars started in this race. Twelve only finished. And of these twelve, ten used Pyroil.

Further particulars from:—

PYROIL COMPANY OF INDIA
"Bharat Buildings"
Mount Road, Madras

Sole Agents:—For INDIA, BURMA and CEYLON.
Stockists:—SPENCER & CO. AND BRANCHES

roads of which about 2,000 were provincial roads. He had been assured that over 7,000 miles of road were in noticable condition. Practically, the whole of the provincial metalled roads had been tarred. The bill for maintenance from provincial revenues alone was Rs. 47 lakhs a year.

Recent Visitors to India

The Council of the Association has been fortunate during the past two months in having been able to renew personal contact with two distinguished visitors to India. Mr. A. K. Faulkner, the London Manager of Burmah-Shell,

IT WILL PAY YOU!

TO INVESTIGATE THE ADVANTAGES OF OUR NEW 'CONTINUITY' PLAN FOR THE PURCHASE BY INSTALMENTS OF ANY MAKE OF CAR

At Home

The scheme operates in conjunction with Dealers and our London Office
3, St. James Square
Pall Mall

and enables you to have the car you choose delivered at Home, shipped to India on expiry of leave and continue payments in India

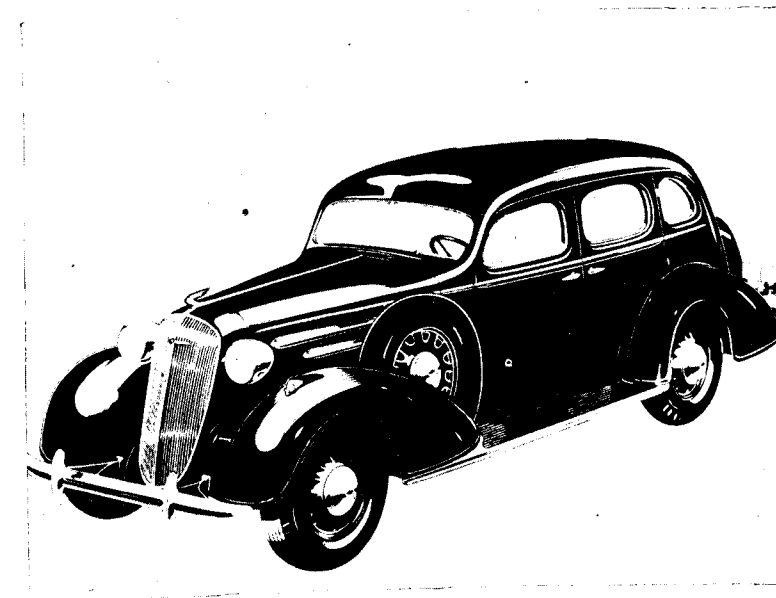
No worry
No inconvenience
No delay
No annoyance

Exceptionally favourable terms
CONSULT YOUR DEALER OR WRITE OR CALL

GOVAN Bros. Ltd.

Managing Agents
Commercial Credit Corpn. Ltd.
Bharat Buildings
Mount Road Madras

and at
DELHI, CALCUTTA, BOMBAY, LAHORE, CAWNPORE, LUCKNOW, RAWALPINDI AND PESHAWAR



The new Chevrolet Master Sedan 113-inch wheelbase. There is another Sedan model with 109-inch wheelbase.

THE 1936 • • CHEVROLET

MARKED ADVANCES IN
STYLING, PERFORMANCE
AND ECONOMY

THE public had an opportunity on March 25 of inspecting at the Showrooms of Messrs. Simpson & Co., Ltd., Madras, the new Chevrolets for 1936, which are offered in 109-inch and 113-inch wheelbase lengths. On March 24th and for a week after that, a film "Chevrolet On Parade", was screened at the Wellington Talkies.

After the cinema show on the 24th, a meeting of Chevrolet dealers was held at the showrooms of Messrs. Simpson & Co., Ltd. and was largely attended by dealers who had specially come in from the mofussil. They were received by Mr. W. W. Ladden, Managing Director of the firm, Mr. C. G. Hogg, Representative of Messrs. General Motors Corporation and Mr. L. Stanford. Tea was then served after which an inspection of the Master and Standard models took place, Mr. Hogg explaining the special features of these cars.

To meet the demand, Messrs. Simpson & Co. arranged for 34 units to be despatched from Bombay by special train which arrived in Madras on March 25. Another 24 units arrived on the same day by S. S. "Goalpara".

The new cars embody marked advances in styling, engineering and performance.

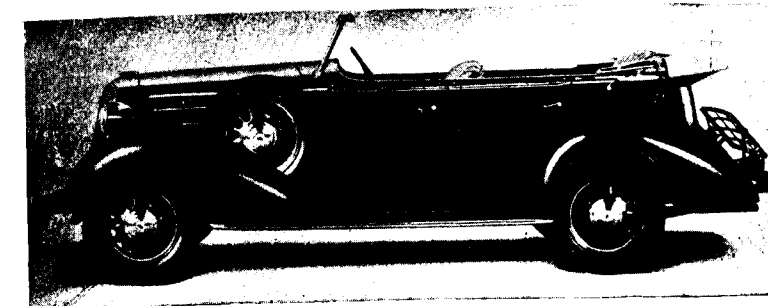
The 113-inch model has been re-styled in its more important appearance elements, notably by the adoption

of a higher and narrower grille of distinctively original design, in combination with a new treatment of the bonnet louvres, new style headlamps mounted on the sides of the radiator shell, and new interior appointments.

The lower priced 109-inch Chevrolet has been completely re-designed in chassis and bodies. Last year this model differed materially both in appearance and construction from the 113-inch Chevrolet. This year, however, the two lines are identical in all important features of styling, engineering and performance, the chief difference being in the matter of wheelbase and front springing.

Perfected Hydraulic Brakes

Outstanding among the many new features of both the new Chevrolet cars are perfected hydraulic brakes, improved engines having higher compression ratio, balanced carburettor, full-length water jacketing, and other changes resulting in better cooling and improved petrol and oil economy; and cromodine rust prevention of mudguards and running boards.



The new Chevrolet Touring Car with 109-inch wheelbase. The size of this model has now been increased by two inches.

Another important improvement is that the front doors of both models are now hinged at the front.

The solid steel "Turret Top" exclusive last year with the 113-inch Chevrolet has been adopted this year for the 109-inch model also.

The cars are now on display at the showrooms of all Chevrolet dealers and no motorist should miss this opportunity of inspecting these beautiful models.

New Features for 1936 Master and Master Imperial

Brakes:—Hydraulic brakes, reduced brake pedal pressures, easier brake adjustment, one-piece brake shoes, composite cast iron and steel brake drums, quicker heat dissipation from linings, rigid brake main cylinder and pedal mounting to frame, hydraulic stop lamp switch, separate mechanical hand brake system, with cable control to rear wheels.

Front Suspension:—Stronger attachment of spindle to wheel support arm on Knee-action model, tapered spring leaf ends on Conventional model.

Engine:—Higher compression ratio, increased fuel economy, faster acceleration, "balanced" carburettor, new valve timing, "round-nose" camshaft, greater durability of valve train, water jackets extend full length of cylinder bores, improved cooling of cylinder walls, lower oil temperatures, more rigid crankcase, greater durability of engine parts, rifle-drilled oil passage in crankcase, baffle added at crankcase ventilator, increased oil economy, improved oil pump drive mechanism, counter-bored exhaust valve guides, increased durability of fly-wheel ring gear.

Clutch:—"Shot-blasted" disc cushion springs, more accurate release lever alignment.

Sheet Metal:—New, more attractive frontal appearance, new streamlined radiator grille, narrower, and higher in radiator shell, smart moulding treatment on grille, hood hinge and louvres, new modernistic radiator ornament, neater radiator shell contour, headlamps mounted at sides of radiator shell, longer, more streamlined headlamps, "cromodine" processed fenders and running boards.

Instruments:—New two-tone instrument panel finish, more attractive instrument panel plate, new instrument and control button finish to match panel.

Electrical:—Trunk sedan tail lamps mounted on fenders.

Bodies:—Front door hinges at front on all types, more comfortable seat cushions, split-back, full-length front seat on Coach and Town Sedan, more attractive hardware, more luxurious upholstery with new pleating-Master. New window and windshield moulding treatment.

New Features for 1936 Standard

Frame:—Entirely new "box-girder" construction, box-section side rails and cross members, greater frame rigidity, increased frame length and width, simple frame structure facilitates repair and service on other units, stronger, more simple hangers and brackets, more solid and secure mounting of body to frame.

Springs:—More evenly balanced ride, longer front springs with frequency, shorter rear springs, tapered leaf ends on front springs, wider spring clips, front springs shackled at rear, threaded front spring front mounting pins, threaded front spring rear shackles "Inlox" rubber mounting at front ends of rear springs, threaded rear spring shackles, graduated front spring rubber bumpers.

Front Axle:—Stronger front axle I-beam, longer king pin bushings.

Rear Axle:—Larger spiral drive pinion shaft, larger diameter propeller shaft, stronger

coupling of drive pinion and propeller shafts, bearing added at front of torque tube, barrel type differential bearings, increased spring seat centres, increased car stability, less deflection of axle housing.

Brakes:—Hydraulic brakes, reduced brake pedal pressures, larger diameter pressed steel brake drums, increased service brake lining area, one-piece brake shoes, quicker heat dissipation from linings, easier brake adjustment, rigid brake main cylinder and pedal mounting, hydraulic stop lamp switch, separate mechanical hand brake system with cable control to rear wheels.

Exhaust System:—Simplified exhaust system suspension.

Engine:—Higher compression ratio, increased fuel economy, "balanced" carburettor, "round-nose" camshaft, greater durability of valve train, full-length water jackets



The special train leaving Bombay with 1936 model Chevrolets for Messrs. Simpson & Co., Ltd.

QUALITY
CERTIFIED

by the MILLIONS of
MOTORISTS who
DEMAND

GARGOYLE

Mobiloil

IMPORTANT

Because Gargoyle Mobiloil was the first motor car lubricant sold in India—and in the world, for that matter—it became the practice to use the word “Mobiloil” as a synonym for “motor oil.”

Even when other motor oils were imported into India, this usage continued, and persists to this day.

But there is only **one** Mobiloil—Gargoyle Mobiloil—which from the first development of the motor car, right up to the present time, has maintained its reputation as the best motor oil made.

DEMAND



Mobiloil

around cylinders, improved cooling of cylinder walls, lower oil temperatures, increased radiator cooling efficiency, more rigid crankcase, greater durability of engine parts, rifle-drilled oil passage in crankcase, baffle added at crankcase ventilator, increased oil economy, improved oil pump drive mechanism, counterbored exhaust valve guides, increased durability of flywheel ring gear.

Clutch:—“Shot-blasted” disc cushion springs, more accurate release lever alignment.

Transmission:—Rail shifting mechanism with interlock.

Fuel System:—Increased fuel tank capacity, stronger, welded fuel tank construction, more sensitive and accurate fuel gauge, “open” fuel tank suspension.

Steering:—Larger diameter pitman shaft, larger and longer pitman shaft bushings, cork seal added at end of pitman shaft housing, better balance of steering effort.

Wheels:—Steel wheels, improved hub cap appearance.

Wheel Carrier:—Wheel carrier incorporated in trunk, swivel type fender well wheel carrier.

Sheet Metal:—New, more attractive frontal appearance, new streamlined radiator grille, narrower, and higher in radiator shell, smart moulding on grille and hood hinge, chrome-plated hood hinge, new modernistic radiator ornament, radiator filler located under hood, neater radiator shell contour, head lamps mounted at sides of radiator shell, longer, more streamlined head lamps, more

rigid hood side panels, more shallow hood ledge valley, two longer more attractive hood louvres at each side panel, entirely new streamlining of fenders, flat surfaced running board with neater mat, “chromodine” processed fenders and running boards.

Instruments:—More attractive instrument panel with new finish, neater, more readable instruments grouped in front of driver, glove compartment added to instrument panel, light, throttle, and choke controls at centre of instrument panel, provision for installation of radio controls on instrument panel, convenient windshield wiper control.

Electrical:—More streamlined “Tilray” head lamps, more powerful head lamp beams, per focussed head lamp bulbs, more secure rear license plate support, trunk model tail lamps mounted on fenders, ventilated generator, more direct battery ground connection.

Tools:—Bumper type auto jack.

Bodies:—More streamlined and beautiful appearance, increased body width and length, stronger construction, solid steel “Turret-top”, stronger, double-cowl, front end frame structure, full length steel underbody, windstream “V” windshield with greater slope, windshield wiper swings from bottom through greater angle, Sport Sedan, Town Sedan and Cabriolet added, wider and more comfortable seats, increased headroom in both front and rear seats, more luxurious upholstery with new pleating, more attractive hardware, new window and windshield moulding treatment, larger load space in Sedan Delivery.

THE MOTOR MANUFACTURERS' & IMPORTERS' ASSOCIATION LTD.

Chairman's Report for the Year 1935-36

GENTLEMEN,

While presenting this report for the year 1935-36 I have, first of all, to thank you most sincerely for the signal honour you did me in re-electing me your Chairman for yet another year. I can only express the hope that I have justified the confidence you were kind enough to repose in me.

Before giving you a concise account of the important events during the year under review, let me, on behalf of this Association, place on record our sense of profound and overwhelming sorrow at the demise of our beloved King-Emperor George V and tender our respectful and heart-felt sympathies to the Royal Family in their sad bereavement. Let us also offer our loyal and cordial greetings to the new King-Emperor Edward VIII and fervently hope that his reign will be marked by peaceful and general progress throughout the Empire in general and India in particular.

During the past year the hand of Death has lain heavily on our small circle of the Association—I refer to the sad and untimely deaths of two of our esteemed colleagues Mr. Hiralal G. Budhdeo and Mr. F. W. V. Gruchy. The late Mr. Hiralal of the Bombay Auto-

biles was one of our oldest colleagues, having been closely associated with the Motor Trade Association (W.I.) Ltd. The death of Mr. Gruchy has removed from our midst another valuable colleague whose advice and guidance were of great help to the Association. May the souls of these two departed friends rest in eternal peace.

I now come to the outstanding events of the year under report. Our membership which stood at 11 at the time of the last Annual Report rose to 12 during the year and remains at this figure at the present moment. There has, however, been, a notable secession—I mean the resignation of the International Motor Co., which has deprived us of the invaluable guidance and assistance of our valued and devoted friend Mr. Guevrek.

Last year I referred to the joint representation made by the I.R.T.D.A., W.I.A.A., and our Association on the subject of a Compounded Tax on Motor Vehicles and expressed the hope that the adoption of our suggestions would result in the abolition of the obnoxious tolls. The Bombay Motor Vehicles Tax Act has since been placed

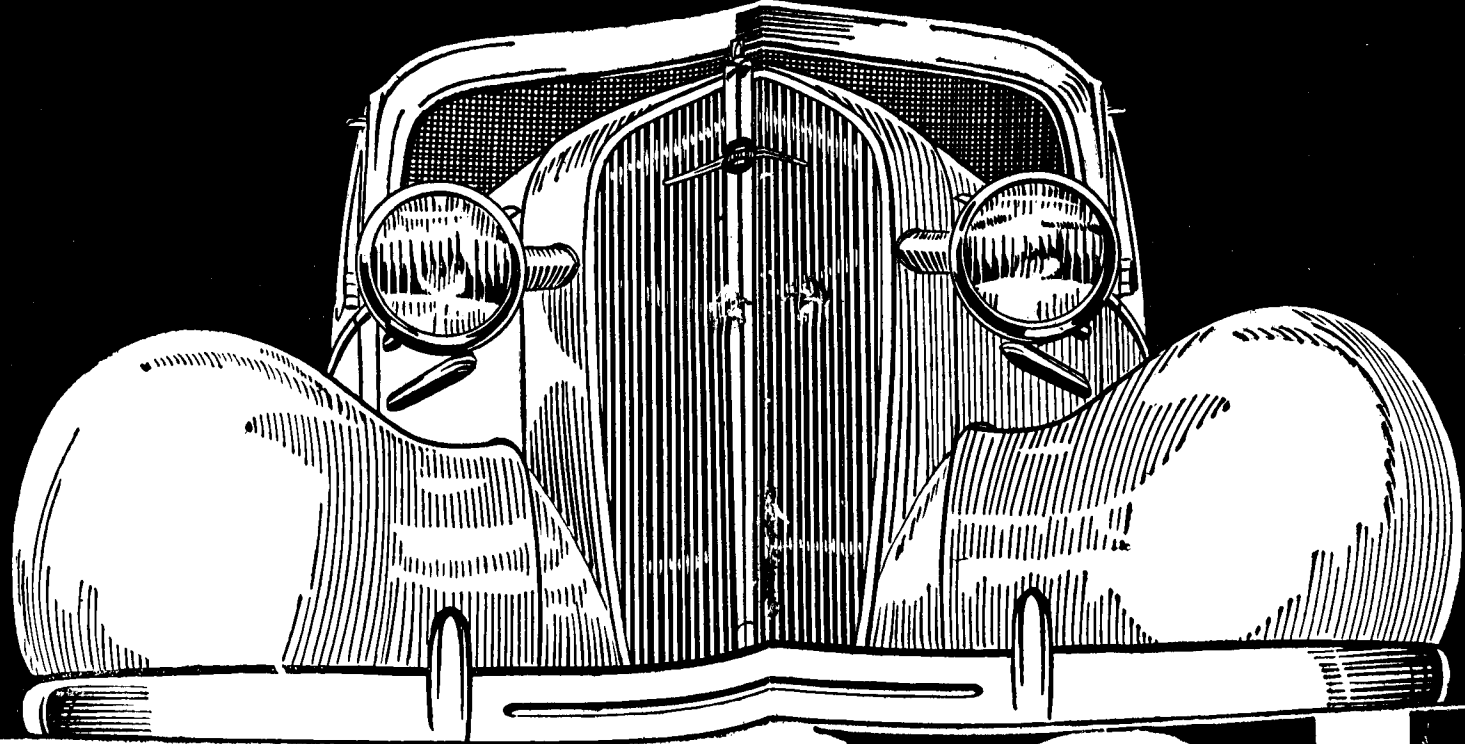
(Continued on Page 172).

SIX-CYLINDER

A NEW
CHEVROLET
FOR
1936

ECONOMY

LOW COST



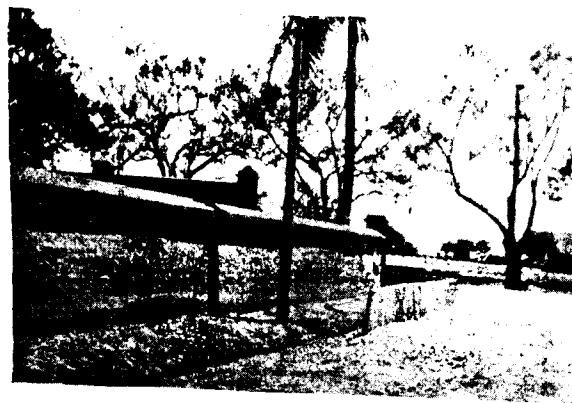
LOWEST
OPERATING
COST

CHEVROLET

WALLS vs. MOTORS AND SAFETY

By F. H. S.

THE subject of "Safety" for road traffic has no doubt been worn threadbare and become a sort of hardy annual but, while driving a motor in Bangalore, one is struck by the fact that there are very few corners or cross roads at which the view on both sides is not completely blocked by walls. We do not actually get a glut of accidents, more to the credit of the motorists I say, but one constantly hears of hairbreadth escapes and the expression "that's a very dangerous corner" is common in connection with such occurrences and so people go on from escape to escape, as it were, either using a few swear words or thanking Providence—a mere matter of temperament. It cannot be disputed that walls serve the dual purpose of demarcating property as well as protecting it, but the thought arises why ornamental railings could not do as well. I am only expressing my ideas from a motor driver's point of view. The modern car is low slung and if at the approach to a turning nothing of the converging traffic can be seen from the driver's seat the business of taking a turn becomes dangerous and calls for extreme caution usually necessitating a "change down". This should be all to the good if slowing down made for safety, but does it? My experience is—take a corner as slowly as you like you are suddenly faced with a cyclist, jutka or phaeton going all out and more often than not on the wrong side of the road or cutting across a corner, without any warning and very dim lights, not forgetting the habitually careless Taxi man and Bus driver who, more often than not, forget to hoot or sounds just one short honk when about 5 yards from the turn, plus dim lights, and shoots past at a speed of about 25 miles an hour. Most of the old compound walls, we must remember, were erected before the advent of motors so it would be absurd to suggest demolishing them but, considering that fast moving traffic has come to stay and is definitely on the increase, the authorities of the C. & M. Station might make a law for the future insisting on



The turning from Langford Road to Hosur Road, Bangalore.



The junction of Rhenius Street and Richmond Road, Bangalore.

railings instead of walls. A good example of very neat railings can be seen on Richmond Road and the compounds of the Bowring Institute and Cash Bazaar buildings on St. Mark's road.

"Islands" have proved a source of safety everywhere they have been tried. The one on South Parade at Wrenn-Bennett's corner and the other one lower down Brigade road at the Globe Theatre gate bear this out, if for no other reason than that of compelling slackening of speed which the mere Policeman's signal does not do. Bangalore Motorists might like to see one Island at the junction of St. Mark's and Madras Bank roads, one at the junction of Brigade and Richmond roads, one on South Parade at the junction with St. Mark's road and one at the end of South Parade where five roads converge near the Queen's Statue.

"Islands" with electric light standards in the centre of each can be made ornamental and add to the beauty of "Beautiful Bangalore".

I am not an advocate of speed limits. Far from it. But this question must arise when accidents occur as in the case of a collision between two cars at the St. Mark's and Madras Bank road crossing—court proceedings reported in "The Daily Post" of 7th March—wherein the evidence of speed was decidedly conflicting. Both drivers have been fined for rash driving. Incidentally one of the cars involved was sold practically as junk for about Rs. 80 although it had quite a few years' life in it before the accident. An "Island" would have helped to avert this accident.

The accompanying snaps taken from the driver's seat of a Touring car are:—

No. 1 the junction of Rhenius Street and Richmond Road, No. 2 the turning from Langford Road to Hosur Road and show what? Walls!

"HENRY FORD THE MAN"

IT was a good many years ago that one of his then competitors, who, alas! like so many others has since faded out of the picture, remarked in a hopeless tone of voice, "You can't advertise Ford. Every newspaper editor and publisher knows it. That's why they treat him as news".

There was profound truth in the observation and it has become increasingly true through the years. But strangely enough with the millions of words written about him and his vast achievements, singularly little is actually known about the man himself as an individual human being outside of his great business.

What kind of a person is Henry Ford? Has his tremendous success changed him much as a man? Is he different today than he was thirty or more years ago? Is it possible for any man to have come so far, to have attained so great world fame, to have undergone the enormous transition from a humble mechanic to a world-wide character—commanded to be presented to kings,—whose counsel presidents have sought—and yet avoid having great changes wrought in his personality and in his outlook on world affairs?

There is probably only one living man who could even approximate an answer to these and countless other kindred questions. That is Henry Ford's only son, Edsel, who has grown to be almost a living replica of his father, perpetuating much of the elder's personality, character and habits of thought and deportment. Coupled with these traits, also, is the outlook of the natural and still youthful modern. These have made him an invaluable counsellor to his father, whose inseparable companion and confidant he is, as well as the very competent executive of the vast industries, which he now serves as president, under and with the constant advice of their founder.

The character of the father having been drawn and tempered, as it were, in the character of the son, it would be an absolute waste of words to ask of Edsel Ford such direct and personal questions concerning his illustrious forebear, who is so widely written about and publicized,

yet actually so little really known. In such circumstances the son would probably smile his attractive smile and hurriedly excuse himself. Thereafter his questioner would doubtless find him extremely hard to catch.

The difficulty, of course, is that while Henry Ford is not all things to all men, he simply and naturally presents to each individual that facet of his many-sided nature that the occasion demands. No outsider completely knows Henry Ford but there are those who have enjoyed a degree of his friendship from his earlier days and who are perhaps qualified to pass a fair, dispassionate estimate of the man apart from the industrialist.

One such who was recently his guest after a lapse of years received the impression that Henry Ford has acquired the quality of serenity. In all other respects he is just the same as he always was.

Seated at the round table in his huge engineering building, he buttered his simple bowl of rice, sampled a few mouthfuls of bread made from various grains with which he was experimenting on his farm, nibbled a little

fruit, meanwhile talking on a wide variety of subjects and unconsciously displaying his remarkable, almost uncanny memory of simple incidents and happenings of a quarter of a century or more ago. Looking back to those earlier days, the memory and figure of Henry Ford as he was then, emerged sharply and distinctly from the mists of the years.

Then, as now, Ford was essentially a man of action. Quiet, but with a restrained force one could almost feel, he flitted about, always knowing exactly what he wanted to do and doing it without any fuss or feathers, coming and going unobtrusively and unheralded, his mind concentrated on the problems that occupied it. He had the greatest scorn for pretense or sham of any kind.

Speaking of money, it is doubtful that he ever thinks of it except as something necessary to do things with; certain that he never has been really money-conscious at any time in his long career.



Mr. Henry Ford.

Doing things, finding things to be done, things that ought to be done or done better. These are the matters on which he meditates and which he feels are the important things in life.

In those days, Ford was either in his shops, they could hardly be called factories, or scurrying around locating sources of supply, equipment, etc. Anon he would take some visitor, may be a trade paper man in whom he had confidence, out for a ride, a favourite destination being an old deserted race-track where the two would walk around, Ford kicking small stones out of the way as he unburdened his mind of some of the things occupying it. And there was never any mystery about him then, never any injunction to secrecy—he took that for granted, for he has always had an almost clairvoyant understanding of men and their motives.

Henry Ford has always been a reflective man; he suggests something of Rodin's famous statue, The Thinker. He never does anything before he has threshed the thing out fully in his own mind, but when he does take a position, so long as he believes it right, it is simply impossible to dislodge him from it—he is immovable. And Ford is a fighter; make no mistake about that. When stirred, his eyes blaze and while he never raises his voice, the concentrated venom in it as he denounces injustice or oppression is a thing that must be heard to be appreciated.

The ill-starred Selden patent which he alone and unaided fought to a victorious finish, is a case in point. This so-called basic patent, it will be remembered, would, if sustained, have placed the then budding automobile industry under tribute, driving out of it all those unable or

Couzens and of the good work he did with the Ford Company.

To-day, at three score and ten, Ford goes about his affairs with the same unburied calm he always did. His hobbies are many, among them his collection of ancient cars, probably by far the most complete in existence. And every one of them must be put in good running order before it takes its place in his museum. He works side by side with his mechanics on such a job. With his wistful, almost apologetic smile, he shyly remarks, "You know I'm just a tinkerer I always was."

He loves to wander about his experimental patches of ground—

"I hate to travel. I always did. But I like to dance and I like to keep moving around."

And move he did, for he had an engagement at the airport to look at a new ship in company with his associates. Incidentally, to check the time, he pulled out a watch given him by a group of his automobile friends many years ago and proudly showed the inscription on the inside of the case. Oh yes, the man who likes birds and to live close to nature is not without sentiment.

The years have dealt gently with Henry Ford. Physically his lean spare frame seems just as resilient as it ever was, his step as light and purposeful as it was a third of a century ago. Mentally his short cuts to the heart of a subject are as amazing as ever. He has a queer trick of asking a question and answering it himself which to the alert listener conveys his thought clearer than a whole discourse would do. It is simple, direct, in keeping with a life-time habit.

WHEN VISITING MADRAS

STAY AT

FOR COMFORT

HOTEL BOSOTTO
AND
EXCELLENT CUISINE

unwilling to take a license and pay royalties to the association organized under it. Ford elected to stay out of it; what is more, he scorned any assistance in combating it. And he threw himself heart and soul into the fight that followed. He blazed, "If the highest court sustain that patent, I'll rip this factory down brick by brick and sow the seeds of industry but that attitude will serve to show the determination of the man when thoroughly aroused.

John F. Dodge—himself a figure perhaps second only to Henry Ford used to say, "I wasn't vice-president of Ford Motor Company for ten years for nothing. Henry Ford has more vision, more imagination than any man I ever met."

The separation of Ford and the now United States Senator, James Couzens has been naturally the subject of much comment and speculation; almost all of it erroneous, for neither of the two men are given to discussing what they properly regard as their own concerns. It seems time, however, that the real facts should be told.

The story is a simple one. Couzens wanted to go into politics; Ford believed that politics alone was a full-time job and it was the same with business. Couzens elected to choose politics, so the separation inevitably followed. But Ford to-day is unreserved in his praise of

Comparatively few people see Henry Ford. He is shy as a deer toward strangers. But if he wants to see you, access to him is easy. There are no formalities. The invitation is usually extended through Edsel Ford. The time is set and you had best be prompt.

There is no delay; you are taken immediately to the private offices. There, to those accustomed to think of everything connected with Ford as a "bee-hive" fairly buzzing with activity, the peace and calm of the centre of things comes as a welcome surprise. That, and, as you go through the grounds and buildings, immaculate cleanliness are the first impressions. When you leave, your final impressions are of having met a truly great man, unchanged in his simplicity of character and doubly fortunate in the possession of a son worthy in every way to succeed him.

Henry Ford is news to-day, because he has never surrendered his independence of thought and action in major decisions which he has had to make. He is news, even while he looks back upon a career that has etched a deep line down the page of industrial history. The remarkable thing about that line, should Henry Ford care to notice, as he might with pride, is not that it is so deep, or so long, but that it is so straight.

(By Courtesy: "Automobile Topics".)

LOWER PRICES!

YOU CAN NOW BUY (8H.P. 4-CYL.) FORD CARS AT REDUCED PRICES!



FORD MOTOR COMPANY OF INDIA LTD.,
BOMBAY CALCUTTA MADRAS COLOMBO

FORD AND VOLUNTARY INCREASE IN COAL PRICE

ANNOUNCEMENTS were made through the English Press and over the radio that it was the decision of Ford Motor Company, Limited, to agree to a voluntary advance of one shilling per ton on existing coal contracts for 1936.

The offer was made in response to assurances by Colliery Owners that the whole of the proceeds of such an increase will go toward augmenting miners' wages. It is a gesture which will, it is hoped, assist in maintaining peace in the coal industry.

As Ford undertakings at Dagenham, England, include a blast furnace, as well as the normal activities of a large motor manufacturing plant, the Ford Company are one of the largest buyers of coal in England. They have always used British coal exclusively.

Their decision to agree to a voluntary increase in price has therefore been received with considerable interest.

It is estimated that Ford consumption of coal during the present year will reach 3,50,000 tons. The increase will therefore cost Ford £18,000.

Confidence that this offer will assist in smoothing-out difficulties in the coalfields is expressed in the following telegram, sent to Sir Percival Perry, K.B.E., by Lord Hyndley, as soon as he learned of the decision:—

"I should like to express to you and your Company my appreciation of your generous gesture to the coal trade. Let me add I believe your action will help toward peace and goodwill in the industry, and I consider that the Ford Company are setting the motor industry a very fine example."

The Motor Manufacturers' & Importers' Association Ltd.

Chairman's Report for the Year 1935-36.

(Continued from Page 165.)

on the Statute Book and the new fiscal year will be heralded by the removal of tolls by the composite tax to which we were looking forward on grounds of uniformity and equity has not come into existence. As members are already aware, the Association made a very strong representation to Government drawing their attention to the unequal burden falling on certain classes of vehicles under the new Act, particularly in regard to commercial vehicles and it is a matter of deep disappointment that several anomalies will still continue. The taxation in respect of General Trade Numbers has been unduly enhanced and will cause great hardship particularly to the small Traders. We can only take consolation in the fact that the Tolls are going and express the hope that in due course Government will remove the inequalities and hardships affecting Motor Vehicles in the Presidency in the light of experience gained by the operation of the new legislation.

On the question of Import Duty on Motor Vehicles we must continue to agitate with undiminished vigour. There is no doubt whatever that the tariffs on the imports of automobiles are unduly high and that a reduction in rates will assuredly stimulate imports and thereby increase Government revenue.

In this connection our Association wishes to express its sincere thanks to the Bombay Chamber of Commerce and the Associated Chambers of Commerce of India for the resolution recently adopted by them urging a revision of the Customs Tariff and it is to be hoped that when the matter comes up for consideration before Government the

case of the Motor Vehicles import would receive due and proper consideration.

Let us hope that with the co-operation and assistance of all who appreciate the importance of the Motor Industry to the country we shall achieve our object at no distant date.

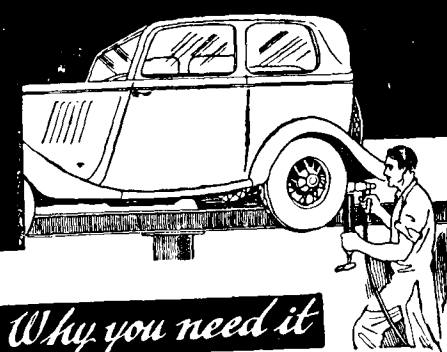
Our relations with sister Associations and the Railways continue to be as cordial as ever and we are quite hopeful that the close contact which our Association has been able to establish with others will be beneficial to all concerned. As a result of the suggestions made by us, Messrs. Burmah-Shell agreed to modify their conditions regarding Kerbside Petrol Pump Agreements and this was doubtless a satisfactory achievement. The Railways appear to be responsive to our recommendations and though we are not yet able to record a substantial reduction in freight rates on the despatch of Motor Vehicles we can confidently look forward to a more sympathetic consideration of our grievances through the Closer Contact Committee.

From the account so far given it will be abundantly clear that our Association, though small in numbers, occupies a place of definite importance and if only we could induce all Members of the Trade to join us, we could make our voice heard to greater advantage. Let us hope that we shall soon be in a position to announce an increase of strength to this Association.

In conclusion I wish to express the appreciation of every one of us of the splendid services rendered by the Secretaries of the Association.

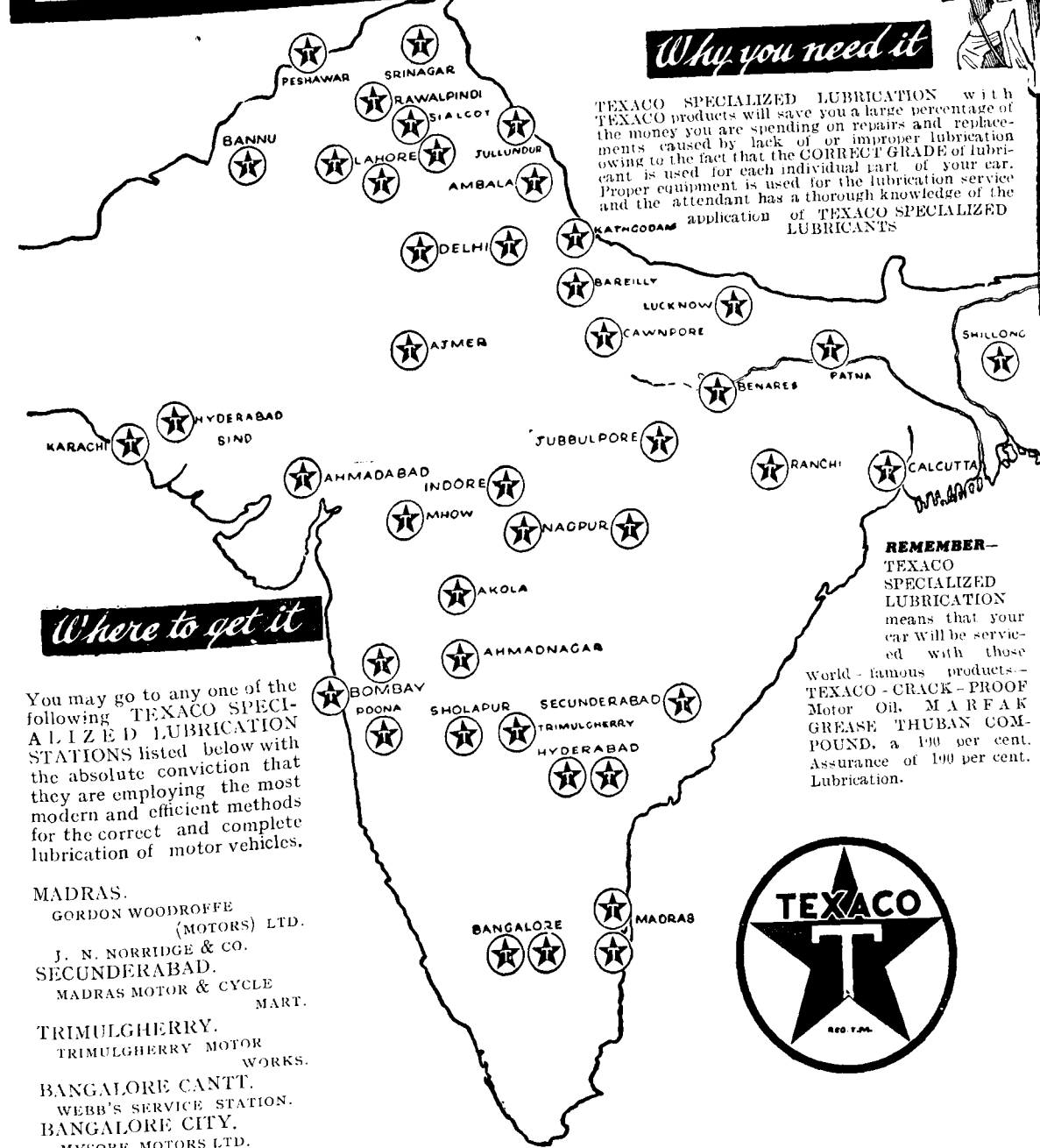
NURMAHOMED M. CHINYOY,
Chairman.

SPECIALIZED LUBRICATION



Why you need it

TEXACO SPECIALIZED LUBRICATION with TEXACO products will save you a large percentage of the money you are spending on repairs and replacements caused by lack of or improper lubrication. Proper equipment is used for the lubrication service and the attendant has a thorough knowledge of the application of TEXACO SPECIALIZED LUBRICANTS.



Where to get it

You may go to any one of the following TEXACO SPECIALIZED LUBRICATION STATIONS listed below with the absolute conviction that they are employing the most modern and efficient methods for the correct and complete lubrication of motor vehicles.

MADRAS.
GORDON WOODROFFE (MOTORS) LTD.
J. N. NORRIDGE & CO.
SECUNDERABAD.
MADRAS MOTOR & CYCLE MART.
TRIMULGHERRY.
TRIMULGHERRY MOTOR WORKS.
BANGALORE CANTT.
WEBB'S SERVICE STATION.
BANGALORE CITY.
MYSORE MOTORS LTD.
HYDERABAD (DECCAN).
HYDERABAD MOTOR & OIL CO.
A. D. GRANT.



THE TEXAS COMPANY (INDIA), LTD.

(Inc. in U.S.A.)

Head Office: BOMBAY.

Branches: CALCUTTA, COLOMBO, KARACHI, MADRAS.

A Complete List of Texaco Lubrication stations in India can be had on application to our Head Office, Bombay.

THE FIRESTONE AIR SPRING

AN entirely new principle of automobile suspension, providing for rubber springs inflated with air, was introduced to members of the Society of Automotive Engineers by R. W. Brown, research engineer of the Firestone Tyre & Rubber Company.

"This new Air Spring," said Brown, "takes the automobile off buggy springs for the first time in its history and permits it to ride literally 'on air'."

"Leading automotive experts believe the invention is the greatest development in automobile suspension construction since the invention of the pneumatic tyre," said Brown.

The Firestone Air Spring consists of an especially developed rubberized fabric bellows which is inflated with air to carry any desired load. The bellows operate automatically in conjunction with an air reservoir by means of a pendulum shock absorption valve. The air reservoir and the bellows are connected by metal tubing.

Foremost among the improvements brought about by the Air Springs are the following:

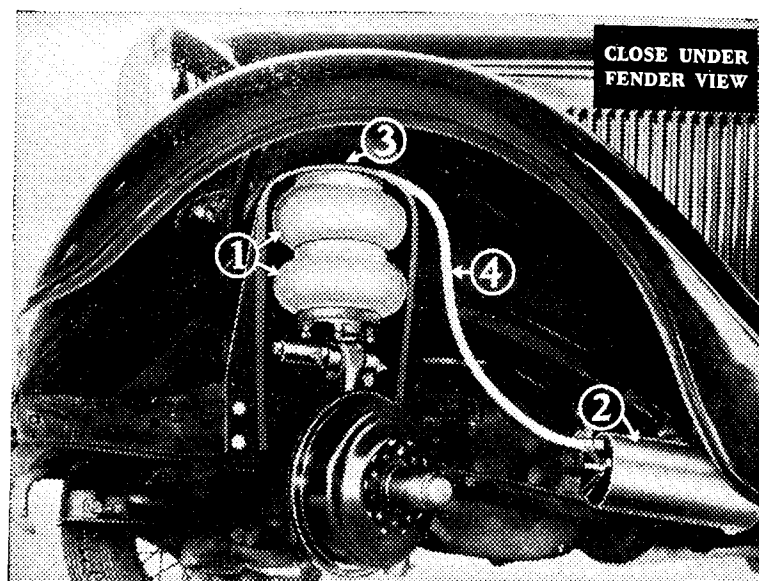
1. They provide easier riding, with less fatigue to the car's passenger.
2. They practically eliminate body roll when rounding corners at high speed.
3. Remarkable new shock absorption control erases the effect of road irregularities on the passenger.
4. They provide facilities for controlling the softness of riding quality.
5. They provide quieter operation.

"Laboratory tests over a period of months and practical tests of the new Air Springs on test cars show that the new suspension principle is sound and practical and provides solution to the problems on the old type of spring systems," said Brown.

"Air Springs are as different from metal springs and their necessary accessory equipment as balloon tyres are from the old-fashioned hard rubber buggy tyres.

"They provide added safety to modern high-speed driving," he added.

In explaining the engineering principles of the new invention, Brown said that a pendulum-shock absorption valve swings outwardly when the car is rounding a turn, permitting a valve disc to close the passage to the new air reservoir. This effectively increases the pressure in the bellows as the additional load, caused by turning, is applied. This also prevents the car body from inclining to the outside when driven on curves at high speeds. Similar action prevents "nosing down" when heavy brake applications are made.



The Firestone Air Spring, embodying an entirely new principle of automobile suspension and a "soft" ride with phenomenal body stability, has been introduced to members of the Society of Automotive Engineers by its inventor R. W. Brown, Research Engineer of the Firestone Tyre & Rubber Company. The Air Spring consists of an especially developed rubberized fabric bellows (1) which is inflated with air to carry the desired load. The bellows operate automatically in conjunction with an air reservoir (2) by means of a pendulum shock absorption valve (3). The bellows and reservoir are connected by a metal tubing (4).

curves. The centre of gravity on an automobile is near the centre of the radiator. Being attached near this central point, the new Air Spring provides greater cornering stability.

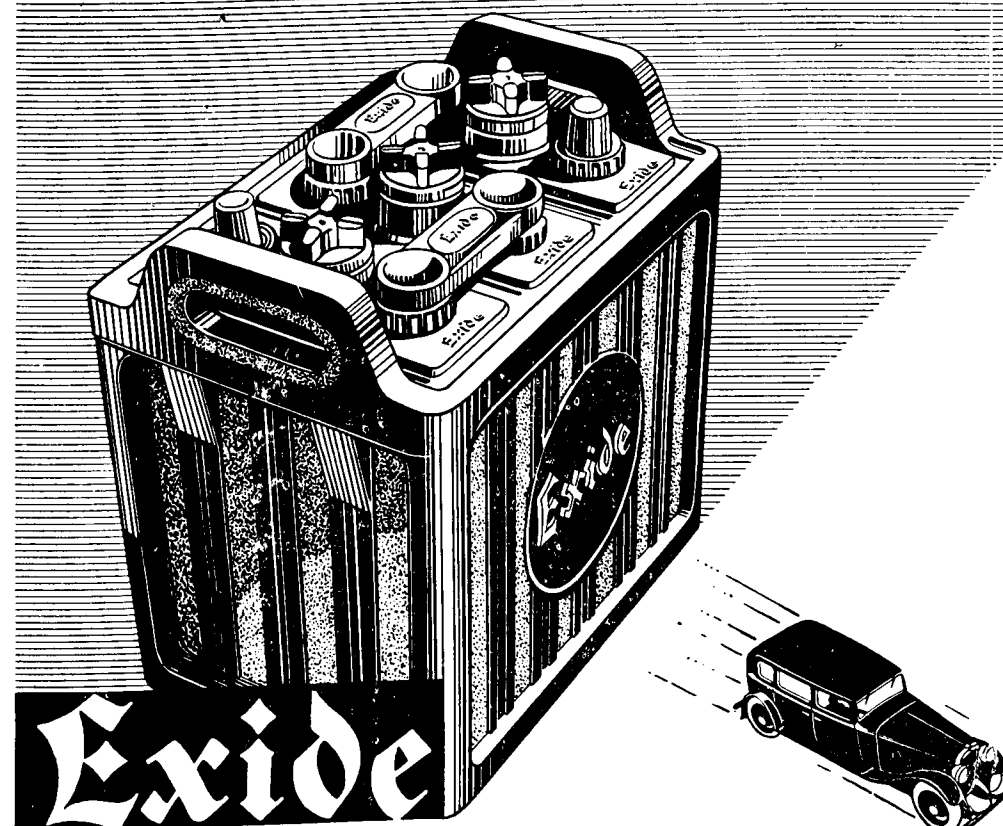
The method of mounting places the major portion of the load directly on the car's knuckle forging, thus relieving the load on the linkage bearings and hence reducing wear and lubrication difficulties.

"For the first time," said Brown, "the full advantages of 'riding on air' are realized in a simple, rugged and practical manner. The ability to adjust the suspension to the load without mechanical limitation and to provide any degree of softness desired to the ride, without interfering with steering, load capacity or ruggedness, commands the most serious consideration of those interested in providing better riding qualities in motor cars."

"When the pendulum is vertical," Brown said, "the passage of air from the bellows to the reservoir is unrestricted because the tip of the pendulum engages an extension on the valve disc, thus holding it open. After the wheels pass over a road obstruction the bellows extend, reducing the pressure. The air flow from the reservoir to the bellows is restricted, thus providing desired shock absorption action."

The fact that the suspension unit is mounted more nearly at the level of the centre of gravity reduces the tendency of the body to roll when rounding

POWER AT YOUR COMMAND



Exide BATTERIES FOR STARTING AND LIGHTING

Motorists recognise it as the finest car Battery ever made

Ex 701

THE GENERAL ELECTRIC CO. (India) LTD.

'Magnet House'

Mount Road

MADRAS

The Chloride Electrical Storage Co., Ltd., Export Department,
137, Victoria Street, London S.W. 1; 4 Lyons Range, Calcutta;
Feltham House, 3rd Floor, Graham Road, Ballard Estate, Bombay.

A ROYAL • • AMBASSADOR

KING EDWARD'S THOUGHT
FOR THE WORKING MAN

HIS Majesty King Edward VIII, now that he has ascended the Throne, shows himself, if possible, even more anxious to foster the cause of British industry than he did when Prince of Wales. His first public engagement following the funeral of his universally beloved father, was to visit Glasgow and to make a keen and intensely interested inspection of the giant new liner "Queen Mary", nearing completion on March 5th when the King paid his visit.

The construction of the wonderful new vessel, which



The "Queen Mary", nearing completion at Clydebank. Some of the Humber cars used by the Royal entourage lined up on the dockside while the King was on board.

will do much to further Britain's prestige, has brought back to Clydebank a measure of prosperity, and there is



H. M. King Edward VIII performs his first public engagement since ascending the Throne: he is here seen being greeted on arrival at Clydebank, where he inspected the "Queen Mary" on March 5th. His Majesty, continuing his custom as Prince of Wales, used a fleet of British cars—Humbers—the first two of which are visible in the picture.

no subject of the King more appreciative of this than is His Majesty himself. On every occasion when he has, as Prince of Wales, expressed his thoughts and feelings in public speaking, he has stressed the anxiety he has felt on behalf of the unemployed worker, and those who move in Court circles are well aware of the efforts he is continually making to promote their well-being, both by direct and indirect means.

Thus, to see and examine this wonderful new triumph of British brains and workmanship, which has occupied so many thousand pairs of hands belonging to skilled craftsmen whose skill might otherwise have languished and become rusty, must have been a deeply thrilling experience for him. To examine—yes, and to criticise at times—the products of British factories has always been a matter of the keenest possible interest to His Majesty, and the country's manufacturers owe him a very big debt of gratitude for his ambassadorial efforts on their behalf in countries which he has visited during past years.

His visits have helped to spread the fame of British products far and wide, and the automobile industry especially is grateful for the staunch adherence of His Majesty to the British car on these occasions. In 1931, when he performed the opening ceremony for the British Empire Exhibition at Buenos Aires he took with him a fleet of Coventry-built Humber cars, and he has consistently used this very famous make in connection with his official journeys ever since. Moreover, other members of the Royal Family have shown similar regard for the British worker, and their Royal Highnesses the Duke of Kent and the Duke of Gloucester have made use of fleets of Humbers on ceremonial occasions, helping thereby to maintain in employment many thousands of skilled engineers whose services would be invaluable to the Nation in time of emergency.

AUTOMOBILE ASSOCIATION OF SOUTHERN INDIA DO YOU WANT BETTER ROADS?

If so:—Why not join the A.A.S.I. and help it to press the case
for Motorists?

Dear Sir,
I forward herewith my application for membership of the Automobile Association of Southern India and enclose Rs. being my annual subscription for one year from this date, the badge fee and cost of fitting (see below).
Please send me a copy of the rules and a badge with a fitting suitable for (see below). (Signature).

To
THE SECRETARY,
A.A.S.I., P.O. Box 352,
Mount Road, MADRAS.

Date.....
Name of Member.....
Address.....
Member proposing.....

For Office use only

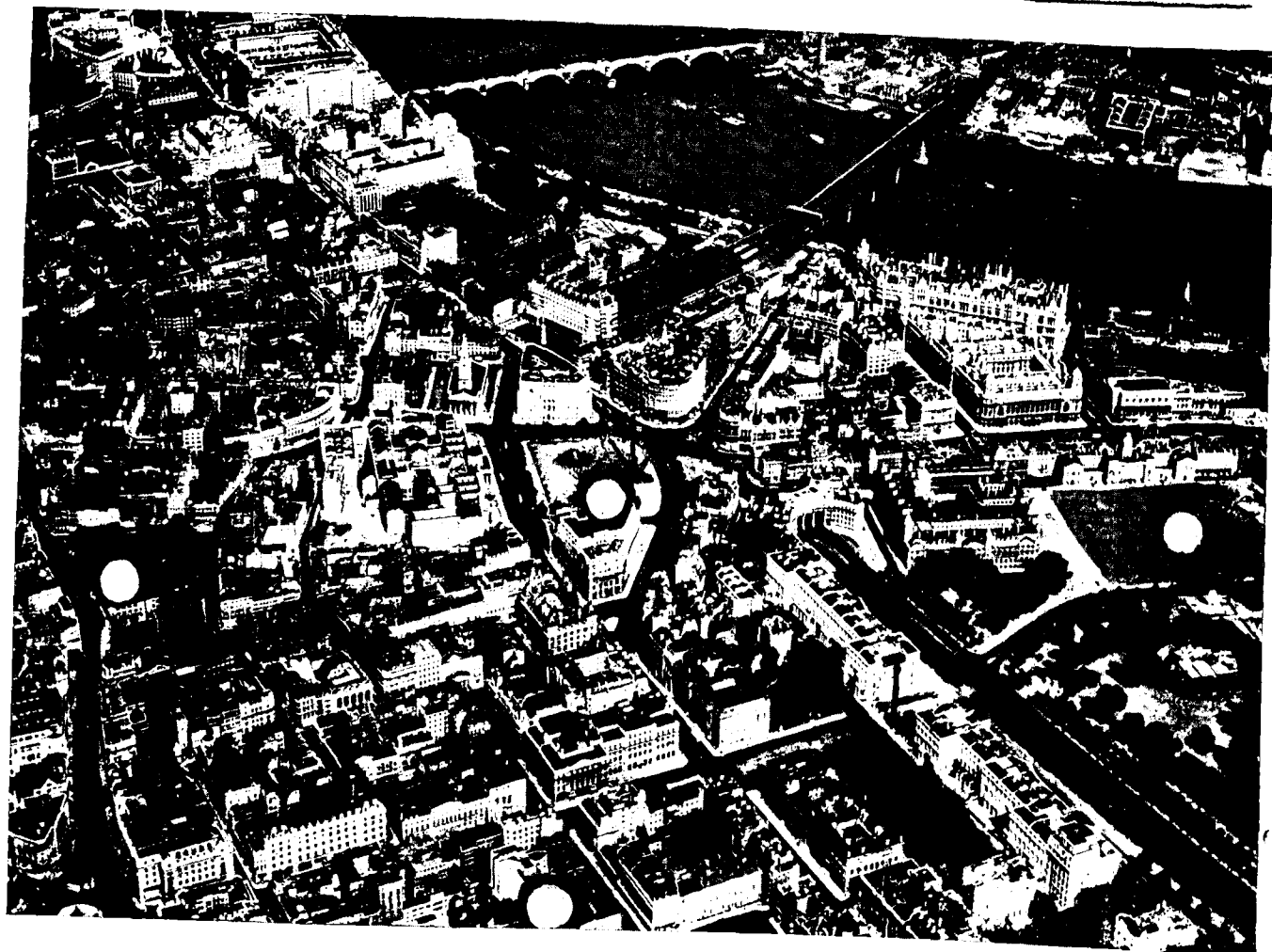
Ackd.....
Entd.....
Cheque/Cash/M.O.....
Badge No.....Fitting.....
Elected.....

ANNUAL SUBSCRIPTION.

	Rs.
Motor Car Owner	15
Motor Cycle owner or non-motorist	5
There is no entrance fee and subscriptions are current for 12 months from date of signing application	

form. Non-returnable fee for a badge is Rs. 10. Badge includes two small bolts with double nuts
Special fittings can be supplied, if required, as follows:—

		Rs.	A.	P.
No. 1 for	Any round bar (state diameter)	1	4	0 each.
No. 2 ..	Radiator cap or any vertical bolt	0	12	0 ..
No. 3 ..	Any horizontal bolt	0	12	0 ..
No. 4 ..	60% Angle bracket for bolt securing Dumb iron apron	1	8	0 ..
No. 5 ..	Any flat bar or plate	0	12	0 ..
No. 6 ..	Two long bolts with plates for securing badge to front of radiator			



An aerial view of the West End of London. Well known landmarks are easily recognisable. (Centre) Trafalgar Square; (right) Horse Guards Parade; (left) The A.A. offices; (top left) Waterloo Bridge spanning the Thames; (bottom) the offices of Messrs. Govan Bros.

CORRESPONDENCE

The Editor does not hold himself responsible for the opinions of correspondents. All letters to the Editor should be accompanied by the writer's signature and clear name and address, not necessarily for publication.

Sir,

It would be a kindly service if you would make it known for the benefit of Motorists proceeding by road to the hills this season that the Mysore Government have now imposed a tax on cars, to be collected at the Frontier Toll gates, and although a half refund can be obtained, this, plus the excessively heavy State Tolls, to which travellers will be still liable, make the approach through the Mysore State a much more expensive journey than the route through British India.

MADRAS,
2nd April, 1936.

"TAXED AND TOLLED".

WARNING TO MOTORISTS

Certain sections of the Mysore-Closepet road are under repair and are spread with molasses which tends to make the surface very slippery in rainy weather. Added caution is therefore necessary to avoid skids and this should be specially remembered when traversing damp spots under trees etc.

A NEW ROLLS-ROYCE ENGINE

Rolls-Royce announce a 25/30 H.P. Engine as an alternative in the 20/25 Chassis at an extra price of £50. In all other respects the Chassis remains the same.

M. G. SUCCESSES

A Satisfied Owner

Mr. C. A. Tomlin, who lives near Durban, South Africa, writes:—"As it is just over two years since I purchased my second Morris Ten, I thought you would be pleased to hear how the car has behaved during that period. I have just completed 21,683 miles, and she is running as sweetly as she did the day I bought her.

"The only time the engine stopped voluntarily was once, 23 months ago, when the petrol lifter stuck, and that was rectified by a tap of the hand, so I am sure that you will agree with me that this is a record to be proud of. I decarbonised her myself, and ground in the valves after completing 1000 miles, and again after completing 19,000. There was very little carbon on the heads, the plugs being in excellent condition, which speaks very well for the lubricating system. I am using the car every day, taking flowers to market, and the upholstery and paint are as good as they were the first day. I have made a point of changing the engine oil every 1,000-1,200 miles (I can always do 1,000 miles without having to add).

"I have a car to-day after two years' use as good as new, both mechanically and in outward appearance, and good for many years yet. When I can afford it, I shall trade her in, but shall stick to the same make, as I am proud of my Morris".

An Eight on Test

The following extracts are taken from a report on the Morris Eight two-seater which appeared in the *Adelaide Advertiser* (South Australia):—

"A motorcar which should rapidly attract favourable attention, as every successful model should, is the 'sporty' Morris Eight, which was responsible for a remarkable performance over the Advertiser test course. When it is considered that the engine has only eight horse-power, the ease with which it climbed hills which have been adjudged a serious test for much more powerful cars, was amazing. In this car the Morris firm undoubtedly is offering the best all-round small car they have so far produced. It is better almost beyond comparison than any of its predecessors of this make in point of roominess of the body-work, lightness and facility of control, liveliness of performance, and appearance. The outstanding qualities of the car tested were its top gear demonstration and its roadability.

"Corners were taken with ease, with the speedometer registering in the vicinity of 30 to 35 m.p.h.

"The hydraulically operated brakes give confidence, although the road holding is so good as to make them unnecessary except in cases of emergency. The steering wheel is ideally small. The long gear lever has been happily placed, and the driving position is comfortable."

M. G. cars have won three first places and established two new records in recent Australian events. In the Kurrajong Hill Climb, a "Q" type M.G. Midget won Class "A" (850 c.c.), also making a new class record.

In the Hartley Hill Climb, a "Q" type M. G. Midget won Class "A" and set up a new class record. It also returned the second fastest time, irrespective of class.

At the Richmond Speed Trials, an M. G. Midget driven by Mr. H. Bartlett was first in the 750 c.c. class, whilst a similar car, driven by Mr. R. Anderson, gained second place in the 1400 c.c. class.

In South Africa

News has been received of another outstanding performance on the part of a standard Morris Eight. Its owner Mr. J. E. Powell of Durban, drove it during a week-end from Durban to Lourenco Marques and back, a distance of 1037 miles. The trip was accomplished in 40 hours. Only 27 gallons of petrol were used, and much of the route followed was in a very bad state, necessitating considerable low gear work. At one point, the Morris had to be driven across a railway bridge, owing to floods. The owner of the "Eight" described its performance as "amazing", adding that he had never spent such a delightful long week-end in a small car.

The "log" was as follows:—

First Day.	Durban to Melmoth, 5 hours.
Second Day	Melmoth to Stegi (P.E.A. Customs), 14 hours.
Third Day	Stegi to Lourenco Marques, 2 hours.
Fourth Day	Lourenco Marques to Vryheid, 10 hours.
Fifth Day	Vryheid to Durban (260 miles), 9 hours

Apart from tyre punctures, Mr. Powell experienced no trouble whatsoever.

New Mechanised Plants

Work has commenced on a new body trimming installation at the Morris assembly plant at Cowley. When complete, the department will contain several new mechanical overhead and steel band conveyors, the largest of which will be 3,600 ft. in length.

One of the conveyors will serve a battery of sewing machines which actually stitch through plywood.

The building and plant layout have been designed throughout by the planning staff of Morris Motors Ltd. The cost of the installation will be £18,000.

This Motoring by Stenson Cooke

THE ROMANTIC STORY OF THE



CHAPTER XXII—(Contd.)

THE FIRST PETROL PUMPS.

SOME members of Committee caught their breath for a moment; but then came applause, loud and prolonged.

The quiet watchful Motoring Industry Leader said: "But surely this means the A.A. going into trade, and I thought it was agreed that—"

"Not at all," broke in the Honorary Treasurer, "if my friend will pardon me interrupting. I've been warned of that already by our Secretary, and—but let him explain."

"Well, sir," and the Secretary took up the tale, "we propose to supply the outfits and man them, but instead of going into the motor-spirit business we will let the local A.A. Agents take it in turn to supply the spirit at the proper retail price. That will cement still further the good understanding between the retail trade and ourselves."

"Good! I'm satisfied, and the idea to provide 'free air' for members' tyres is excellent," was the frank reply from the Motoring Industry Leader.

"And the publicity!" said another.

"Yes! with illustrations."

"And have a ceremonial opening—with sandwiches and drinks! Fine!"

Enthusiasm prevailed.

"Just one more point, please!" came from the lower end of the Committee table.

"Well, Mr. Secretary?"

"The price of petrol is what it will fetch!"

"Yes?"

"The National Benzole people are working hard to get a market, and we want motor-spirit of different kinds. Competition is good for the user; therefore, let the A.A. Filling Stations begin by supplying National Benzole only, please!"

That, too, was agreed.

The Chairman of Finance looked thoughtful, but smiled cordial approval.

He signified that approval in a practical manner by journeying long distances, in his own car and on his own benzole, to perform the ceremony of declaring each A.A. Filling Station open, making it clear in his speeches that the A.A. was not concerned in trading in motor-spirit, or any other commodity, but was content to act as pioneer of a very desirable development, and to allow the local A.A. Agent and retailer to use the installation for selling motor-spirit in the most up-to-date and practical manner.

A leading light in the petrol world, highly respected and very likeable, met an A.A. man at lunch, and, over coffee, went straight to the point:

"What exactly is the idea of this Automobile Association Americanization of motor-spirit distribution, if I may so express it?"

The A.A. man smiled and replied: "If I may venture to emulate your brevity of expression, we are indulging in what might be termed an orgy of utilitarian publicity. That is to say, we do good not in any way by stealth and delight to find it fame——"

"Well hit!" said the Likeable One, smiling too. "But you'll be imitated, surely, and what then?"

"The A.A. won't care very much. So long as we lead, others can follow. In the matter of Filling Stations our commitments are limited to ten. No more. We wish merely to demonstrate that roadside petrol pumps in Britain are as feasible and desirable as in the U.S.A.; and then, when the Petrol Interests—you, for example—see fit to take over and carry on, the A.A. will say, 'Good night everybody. A.A. Filling Stations now closing down!' That's fair, eh?"

"But, my dear chap, you don't seriously expect our people to sell through pumps. Why, our brand would go to perdition! We *must* keep to tins. We *must*!"

"Are you sure?"

He was not sure, and very honestly said so.

Within five or a few more years, roadside petrol pumps were even as the lilies of the field, albeit not quite so pretty, and the Likeable One's company was one of the first to put them up.

By that time National Benzole had become National Benzole Mixture. Never mind how or why! And presently the great petrol combines had followed the drum so fairly that they, too, were rightfully accorded their measure of A.A. recognition; which meant that one, two, three, or four of the leading brands took turn and turn about in the tanks of the A.A. Filling Stations. And the Honorary Treasurer, driving down the Great North Road, chuckled.

"Look at 'm! Twenty-five pumps between Newark and Stamford. I've counted them, and the A.A. did it!"

"No, sir! *You* did it."

"No, my boy! *We* did it—all of us—the family, you know!"

Which, after all, was true!

Just a postscript. Brands of motor-spirit might take turn and turn about in A.A. Filling Station tanks, but the rule to serve A.A. members only was rigidly enforced, on pain of "dismissal without the option." And quite right, too!

One afternoon a car was held up for a minute or so on the Brighton road at Bolney Cross Roads (A.A. Filling Station). One of the occupants, a girl—a mere child—cried out, "I say! Look! There's a car being filled up at Our Filling Station by Our man, and it has the Other badge on—not Ours! Surely that can't be right."

"Take the number of the car, darling!" said he who obviously was connected with the girl by marriage; "and I'll write to the A.A. about it. Well done! Chocolates for you when we get to a shop!"

And he did write, and the matter was investigated. It was found that there were other sins of omission or commission to the debit of the A.A. man i/c Filling Station, and he was discharged, in order, as Candido would put it, "to encourage the others."

The esteemed and lamented Honorary Treasurer, who had come over with the old Motor Union, and inspired Roadside Filling Stations, conceived also the idea of

keeping Fanum, London, open for the round of the clock, throughout the year. The Secretary was politely dubious.

"It looks all right, as a gesture, as window-dressing; but, frankly, I can't see reason in keeping a staff on duty all night and every night merely on the chance that somebody may happen to want something at a time when all good motorists should be in bed! As a gesture, yes! but——"

"My boy!" said the slightly older but far more successful man, "Filling Stations were a gesture, but they justified themselves. Let's try a twenty-four hour service—as a gesture, if you like. We can cut it out if it doesn't prove to be worth while. Let's try it."

"When you talk like that, Mr. Treasurer," said the Secretary, "I'm almost persuaded. We'll get our teeth into your idea, if only from affection for you."

"How much will it cost?" asked the Finance Chairman at the next Meeting.

"To do the job properly, a couple of thousand a year—not more, sir."

"Very well! It's a fair risk, gentlemen, eh? Agreed?"

Agreed, and left to the Secretary to complete.

"Now," said that partly-converted sceptic to his colleagues, "we have got to make this new idea flame, for the dear old Treasurer's sake. We need eight bright young men, for a start, allowing for week-end and holiday reliefs, and for the present unmarried."

So departments were combed, and the potentials duly reported for instruction.

"First," they were told, "those who are selected for this new job will get extra pay and allowances. Second, the work calls for special tact and imagination, and anyone who fails will revert to his Unit."

"What exactly shall we have to do, please?"

"It's difficult to say. Nobody knows what kind of inquiries the new service will attract, nor what may prompt a member to telephone at any hour of the night. Except for warmth and light you will be on a kind of outpost duty, to be shot at from all quarters, with problems instead of bullets."

"Couldn't there be a reserve line, please?" asked one of the potentials.

"What exactly do you mean by that?"

"Well, sir; personally, I'd like to feel that I could telephone a senior officer for guidance when necessary."

That good idea cemented the scheme. A reserve line was formed by the heads of departments, who could be rung up at their homes.

The A.A. night emergency service was a success from the word "Go." It engendered a comforting sense of security. Somebody to hold one's hand.

Even as a wave-length would convey the sympathetic voice of a B.B.C. announcer, saying, "Before we give to-night's weather forecast, here is an 'S O S.' Will Mr. So-and-So, who is," a etc., etc.—so did the private branch exchange at Fanum House transmit far more than fifty-seven varieties of trouble, some small, some serious, with which the omniscient and omnipresent A.A. was called upon to deal.

(To be continued).

RADIO

THE EMPIRE BROADCASTING SERVICE

II. The Preparation and Presentation of Programmes

By Peter Goss

IN a previous article the manner in which the Empire programmes are broadcast daily in a series of six transmissions, in order to effect what amounts to an almost world-wide coverage, was explained. The purpose of this article is to illustrate the way in which many of the problems concerning the preparation and production of programmes at all hours of the day and night, in order that they may be heard by listeners overseas at a convenient local listening hour, have been overcome.

While, as has already been shown, it is possible to relay from the Empire Station a limited number of items from the Home programmes in those Empire transmissions which coincide with the normal broadcasting hours in Great Britain, special programme production resources are naturally required to provide original programmes in those transmissions which fall outside the normal broadcasting hours, and to provide a balance of programme material in other transmissions.

The operation of the Empire Broadcasting Service has been entrusted to a special department at Broadcasting House known as the Empire Department. Under the control of the Director of Empire Service the staff of this department includes a Programme Director, four Producers, three Producers' Assistants, a Music Director, an Assistant Music Director, a News Editor, three Assistant News Editors, Announcers and a large staff of stenographers. The Empire Department also possesses its own orchestra of twenty-four players, who broadcast almost exclusively in the Empire programmes more frequently in the late night and early morning transmissions, when it is not possible to relay programmes broadcast by other BBC orchestras during the normal broadcasting hours in Great Britain. No mention can, unfortunately, be made here of the work of the Engineers whose duties come outside the scope of this article.

Few listeners overseas can realise that the BBC Empire transmissions involve the employment of a large staff at Broadcasting House at hours when the majority of Londoners are safe in bed. Besides the staff of the Empire Department, such as announcers, producers, musicians, producers' assistants, news editors and stenographers, etc., commissionaires to receive visiting artists, liftmen, and engineers to supervise the heating and lighting of Broadcasting House, are all essential to the transmission of programmes to the Empire during the night hours. In addition, a number of engineers in the Control Room working on night shift are allocated to supervise the technical requirements of the Empire Service. The main restaurant at Broadcasting House also remains open throughout the twenty-four hours.

There are four Empire Announcers, who have been selected in view of the special qualities which their voices possess suitable for short-wave transmission. Sleeping accommodation, together with bath and dressing rooms, is provided for the Announcers and News Editors at Broadcasting House. The Announcers' day normally begins at 3-0 a.m., so that while one announcer retires to bed shortly after 1-0 a.m. at the conclusion of Transmission V, another rises at 2-30 a.m. to prepare for the opening of Transmission VI.

The Empire programmes are compiled more than five weeks in advance of their transmission, in order that details concerning them may be published in a pamphlet which is distributed to listeners in all parts of the world. Details of the programmes are also published widely in the overseas press. The Empire programmes are compiled at a weekly meeting presided over by the Director of Empire Service, at which all senior members of the Empire Department are present.

During the early days of the Empire Service the programme staff worked rather in the dark as to the tastes of the vast audience

for which they catered. Naturally since the Empire programmes are received by such a large audience the tastes of individual listeners are often widely conflicting. To-day, however, thanks to the many thousands of listeners who have written to the BBC letters containing often the most valuable and constructive criticism, the Empire programmes are, with the limitations imposed by certain governing factors, largely based on analyses, which are periodically made, of the general demands and requests made in correspondence received from Empire listeners. Incidentally, the increased interest on the part of overseas listeners in the Empire Service can well be gauged by the increase in the volume of correspondence received from listeners during the past twelve months. During the first eight months of 1934 approximately 9,000 letters reached Broadcasting House from the Empire. During the same period of 1935 the number of letters had increased to 20,466. These figures are best left to speak for themselves.

In the selection of programmes to be broadcast in each Empire transmission every consideration is given to the programme requirements of listeners in different parts of the Empire. To quote two examples: during the visit of the All Black Rugby Football Team to Great Britain, commentaries on the more important matches played in the Home country will be broadcast in Transmission I for the benefit of listeners in New Zealand. Again during the visit of the South African Cricket Team this summer eye witness accounts of many of the matches in which they took part were broadcast in Transmission IV, and on one occasion a number of South African players came to Broadcasting House in order to broadcast a short programme for the benefit of their friends overseas.

Every encouragement is given to visiting artists of all kinds from the Empire and a great number have broadcast from the Empire Station since its inception in December 1932. By this means it is hoped to stimulate an exchange of broadcasting talent throughout the many countries which constitute the British Commonwealth of Nations. In addition, a number of works by overseas composers have been submitted for consideration by the Empire Music Director, many of which have been accepted for inclusion in the Empire programmes.

Talks play a prominent part in the Empire programmes and the speakers are drawn from almost every walk in life. These talks aim at representing all aspects of life and activity not only in the Home country but in the Empire overseas. Of a more informal nature are the short topical talks of five minutes' duration which on occasions supplement the Empire New Bulletins.

Programmes originating in overseas countries, which are relayed in the Home programmes in Great Britain as well as from the Empire Station at Daventry, play an important part in the work of the Empire Department. Such programmes are usually compiled and produced in co-operation with the Empire Department of the official broadcasting authorities of the country of origin and transmitted to London by means of the beam telephone. Notable broadcasts of this kind have included a relay from the Victoria Falls, a musical and descriptive programme from Bombay, and a descriptive broadcast from the famous light house at Cape Point in the Union of South Africa.

No article on the Empire Broadcasting Service would, however, be complete without some reference to the Christmas Day programmes, in the course of which His Majesty the King broadcasts his annual greeting to his subjects of every race and creed scattered throughout the countries of the Empire. On such occasions who can doubt the value to the Empire of its Empire Broadcasting Service.

EMPIRE BROADCASTING MISCELLANY

Potential Maleficence

MANY fine phrases have been coined to express the powers of broadcasting, but there is a stroke of imaginative genius about the one quoted above. Examining the question of "Autocracy on the Air", a writer in an English monthly review asserts that "if there be truth in the circumstantial reports that the Ullswater Commission intends to propose no serious change in the BBC's Charter, the British public may find itself saddled with an institution which adds to occasional incompetence a potential maleficence greater than that of any institution that has gone before."

"Potential maleficence" is certainly a fine phrase. It is the sort of fine phrase that grows more and more convincing as you think of it, until suddenly you realise that it is only a truism. Of course the BBC could do immense harm *if it wanted to*; but so could a lot of other institutions that we are content to trust. The water supply companies could poison our water; the light supply companies could plunge whole cities into darkness at their own wicked will; the Post Office could send all the letters to the wrong addresses; the railways could send their passengers to the wrong destinations when they thought they were in the train non-stop to Edinburgh when they thought they were in the train non-stop to Cardiff. Whatever happened to broadcasting would be no more than a mild evil in a world in which all the "potential maleficence" came true.

New Dance Band Policy

March 14 is going to be an important day for Henry Hall and his BBC Dance Orchestra. On that day the band celebrates its fourth birthday, and will make its bow to listeners in new form. In 1932 it possessed fourteen instrumentalists, and now, with the latest additions the strength is being brought up to twenty-one. Additional singers, too, are also joining up with Henry Hall, and the total strength of his programme organisation will now amount to twenty-seven performers.

British listeners are also going to hear more dance music in their programmes. "High-brows", however, will be compensated by an increase in the number of alternative programmes. From March 30 an alternative to dance music will be broadcast on the Regional wavelength from 11-30 p.m. to midnight. This period will include a brief news bulletin for those who have been away from home during the evening and have missed the earlier broadcasts.

The "Queen Mary"

Further details of arrangements for broadcasting from the "Queen Mary" on her maiden voyage from Southampton to New York have now reached us. Mr. Roger Eckersley, Assistant Controller of Programmes of the BBC, Mr. John Snagge, of the Outside Broadcast Department, and Mr. John Watt, of the Production staff, together with Mr. R. H. Wood and two assistant engineers with technical equipment sufficient for some twenty microphones, will be aboard the ship when she sails on Derby Day (May 27).

The running commentary on the Derby will form a prelude to the radio programme of the departure of the world's greatest liner. At 3-15 p.m., when the winner has been declared at Epsom, listeners will be switched to the BBC shore station at Southampton, whence a description of the parting scenes will be relayed.

At 3-20 p.m., listeners will be taken over to the BBC commentators on the ship. These will continue to broadcast from the "Queen Mary" until she draws away from the quayside. The commentator on the Southampton-shore point will then take over, and from then onwards the description of the scene as the ship draws out from Southampton into the Solent will come from the dock-side.

Broadcasting arrangements during the voyage are still tentative, but it is hoped that they will include a brief broadcast each night in the News Bulletins of both Home and Empire

programmes, in which the ship's story of the day, including the distance travelled, will be heard by listeners. A special programme will be relayed from the liner on May 29, from 8-15 to 9 p.m., when with the aid of twenty microphones, a central control panel, and three commentators, it is hoped that the "Queen Mary" will be able to "speak for herself".

International Broadcasters Meet

The International Broadcasting Union has been holding its Winter meeting at Paris, under the Presidency of M. Maurice Rambert, Administrateur-Délégué of the Swiss broadcasting organisation. Delegates were present from twenty-nine European national broadcasting organisations and from seven broadcasting organisations overseas. Representatives of fourteen European Administrations of Posts and Telegraphs, two members of the Direction of the Berne Bureau of International Telecommunications Union, and a representative of the League of Nations were also present as observers.

The International Broadcasting Union was welcomed to Paris by M. Georges Mandel, French Minister of Posts and Telegraphs, through the intermediary of M. Marcel Pellenc, Director of the French State broadcasting service. At the opening session, the President of the Union drew attention to the highly satisfactory growth of interest in broadcasting in Europe (including the Union of Soviet Socialist Republics) where during 1935 the number of licensed listeners had risen from approximately 23,560,000 to 27,650,000 an increase of 4,090,000 receiving sets, or about 16,000,000 potential listeners.

The Union examined many technical problems, among them the functioning of the Plan of Lucerne under the severe winter conditions.

The Council of the Union decided to organise another international relay, similar to that of October last, known as "Youth Sings Across the Frontiers", to be held in the second half of December next, and a number of new proposals for the development of an international exchange of programmes were accepted for study in the near future.

Two New Members

The new Palestine Broadcasting Service was admitted to the Union as an active member. The broadcasting service of the Vatican was admitted in the category of a special member.

The Winter meeting also included the first intercontinental meeting of broadcasters. This meeting, convened by the International Broadcasting Union for a study of the several problems created by the development of intercontinental broadcasting on short wavelengths, was attended by representatives of broadcasting activity in forty-three countries, including sixteen countries overseas. All the continents were represented, as well as the broadcasting service of the League of Nations. The Présidence Générale of the Conference was accepted by M. Georges Mandel. The Direction of the work of the Conference was in the hands of M. Rambert, the President of the International Broadcasting Union, who had the assistance of three Vice-Presidents: Dr. Joliffe, Chief Engineer of the Radio Corporation of America, M. Mugica, representing the Argentine National Association of Broadcasters, and M. Kee Tsing Li, a special envoy of the Chinese Ministry of Telecommunications at Nanking.

100,000 Requests for a Talk

Letters, we hear, continue to arrive at the headquarters of the National Broadcasting Company and Columbia Broadcasting System of America on the subject of the death and funeral of his late Majesty, King George V. Impressive proof of the extent of the American radio audiences which heard the various news broadcasts and subsequent commentaries dealing with these events is furnished by the fact that more than 100,000 requests have been received for copies of the talk which Mr. Boake Carter, a Columbia commentator, made on the evening of January 21.

Requests from members of the Canadian Parliament accounted for 10,000 of these copies, but many thousands were in the form of individual letters thanking Mr. Carter for his talk. Enclosures were numerous. Several British World War veterans sent buttons from their service uniforms; there were many Jubilee postage stamps. Money was enclosed in a number of cases, without the purpose of the enclosure being very definitely indicated, and in these instances a charity was made the beneficiary. There was a sprig of heather in one letter, while another came from his late Majesty's former organist at Sandringham, who is now living in the United States.

Inciting to Fury

A listener in Turkey is reported to have claimed compensation from his local broadcasting authority because, when the barking

of a dog was broadcast, his own dog flew at the wireless set and smashed it to pieces. What is more, he won his case, on the ground that the broadcasting station had no legal right to cause disturbance in a home and incite the fury of domestic animals. This decision seems fraught with endless possibilities of litigation, unless the Turkish application of "causing disturbance in the home" is confined to domestic animals, and does not extend to interference with the feelings of our old friends "Ten Years a Listener", "Lowbrow and Proud of It", and "Anti-Jazz".

"The Empire Broadcasters".

B. B. C. Empire Service Programmes

Transmissions 2 and 3

NOTE.—All times given are Indian Standard Time which is five hours and thirty minutes ahead of Greenwich Mean Time. Wavelengths shown for each Transmission are those in use at time of going to press. Changes, if any, will be duly notified by microphone which should be listened for in the announcements made at frequent intervals.

Transmission 2:—4.30 to 7.15 p.m. I.S.T. (11 a.m. to 1.45 p.m. G.M.T.).

GSJ 21.55 Mc/s (13.93 m.),
GSG 17.79 Mc/s (16.86 m.),
GSD 11.75 Mc/s (25.53 m.),
GSH 21.47 Mc/s (13.97 m.).

In this transmission Greenwich Time Signal is given at 5.30 p.m. (12 noon G.M.T.).

Transmission 3:—7.30 to 10.30 p.m. I.S.T. (2 to 5 p.m. G.M.T.). Two of the following frequencies will be used:—

GSG 17.79 Mc/s (16.86 m.),
GSF 15.14 Mc/s (19.82 m.),
GSE 11.86 Mc/s (25.29 m.),
GSD 11.75 Mc/s (25.53 m.).

In this transmission Greenwich Time Signal is given at 10 p.m. (4.30 p.m. G.M.T.).

SUNDAY, APRIL 19.

5.30 p.m.—Big Ben. A Short Religious Service from the Studio.*
5.45 p.m.—A Recital by Lauri Kennedy (Australian Violoncellist).
6. 5 p.m.—Weekly Newsletter, Sports Summary, and Announcements.
6.30 p.m.—The Cambridge Heath Salvation Army Band; conductor, Colonel George Fuller, Stanley Pope (Baritone).
7. 0 p.m.—Eugene Pini and his Tango Orchestra.
7.15 p.m.—Close down.

7.30 p.m.—Big Ben. A Scouts' Service, relayed from St. George's Chapel, Windsor.
8.45 p.m.—Orchestral Music.† The New Queen's Hall Orchestra, conducted by Sir Henry J. Wood.
9. 0 p.m.—The Composer at the Pianoforte—11: Herbert Hughes.* A recital of Herbert Hughes' songs and arrangements, sung by James McCafferty (Baritone). (With Herbert Hughes at the pianoforte.).
9.25 p.m.—Weekly Newsletter, Sports Summary, and Announcements.
9.50 p.m.—Chamber Music. The London Ensemble: Harold Fairhurst (Violin); Helen Just (Violoncello); Hetty Bolton (Pianoforte).
10.30 p.m.—Close down.

* Electrical Recording.

† Gramophone records.

MONDAY, APRIL 20.

4.30 p.m.—Big Ben. Ronald Gourley in songs at the pianoforte.
4.45 p.m.—The BBC Midland Orchestra; leader, Alfred Cave; conducted by Reginald Burston. Victor Newbury (Baritone).
5.45 p.m.—Talk: "Speed,"* by Max Beerbohm.
6. 5 p.m.—Music by the Strauss Family.†
6.30 p.m.—The News and Announcements.
6.50 p.m.—Arthur Salisbury and his Orchestra, relayed from the Savoy Hotel, London.
7.15 p.m.—Close down.
7.30 p.m.—Big Ben. "Lifeboats,"* A programme representing the work of lifeboatmen on and off duty in all parts of the British Isles; with the co-operation of Sir Godfrey Baring, Chairman of the R.N.L.I., and the Rt. Hon. the Lord Mottistone, C.B., C.M.G., D.S.O. Devised by S. E. Reynolds. Produced by Pascoe Thornton.
8. 0 p.m.—A Recital of Popular Ballads by Margaret Lauder (Soprano).
8.15 p.m.—Prose Reading.
8.30 p.m.—The Amington Band; conductor, Roland Davis. Edgar Millward (Entertainer).
9.15 p.m.—A Pianoforte Interlude by Ernest Lush.
9.25 p.m.—The News and Announcements.
9.45 p.m.—The Cellini Trio. Edward Reach (Tenor).
10.30 p.m.—Close down.

TUESDAY, APRIL 21.

4.30 p.m.—Big Ben. "In Order of Appearance,"* A musical-comedy jig-saw, pieced together by John Pudney and Eric Fogg. With Olive Groves (Soprano), Jan Van der Gucht (Tenor), George Baker (Baritone), John Rorke (Baritone), and the BBC Empire Orchestra; leader, Daniel Melsa; under the direction of Eric Fogg.
5.30 p.m.—Short Story.
5.45 p.m.—An Organ Recital by Denis Drake, relayed from the Town Hall, Huddersfield.
6.30 p.m.—The News and Announcements.

6.50 p.m.—The Birmingham Theatre Royal Orchestra; conductor, Sheridan Gordon. Relayed from the Theatre Royal, Birmingham.
7.15 p.m.—Close down.
7.30 p.m.—Big Ben. Talk: "Foreign Affairs." Sir Frederick Whyte, K.C.S.I., LL.D.
7.45 p.m.—Jack Wilson and his Versatile Five.
8.30 p.m.—Music of the Sea.* The BBC Empire Orchestra; leader, Daniel Melsa; conductor, Eric Fogg. Appleton Moore (Baritone).
9.25 p.m.—The News and Announcements.
9.45 p.m.—The London Zigeuner Orchestra, directed by Ernest Leggett.
10.30 p.m.—Close down.

WEDNESDAY, APRIL 22.

4.30 p.m.—Big Ben. The BBC Empire Orchestra; leader, Daniel Melsa; conductor, Eric Fogg.
5.30 p.m.—"The Poacher." A comedy in one act by J. O. Francis. The scene is set in a small village in Wales. Production by William MacLurg.
6. 5 p.m.—Interlude.†
6.10 p.m.—Complimentary Luncheon to the All-India Cricket Team, given by the combined Empire Societies. Speeches by the Rt. Hon. Viscount Hailsham, President of the M.C.C., and the Maharaj of Vizianagram, Captain of the Team. Relayed from the Hotel Victoria, London.
6.30 p.m.—The News and Announcements.
6.50 p.m.—Traditional Welsh Songs, sung by Walter Glynn (Tenor). Accompanied on the harp by Rhiannon James.
7.15 p.m.—Close down.
7.30 p.m.—Big Ben. "Under Big Ben." A talk by Howard Marshall.
7.45 p.m.—The Bournemouth Municipal Orchestra; leader, Bertram Lewis; conductor, Richard Austin. Solo Violin, Frederick Grinke (Canadian). Relayed from the Pavilion, Bournemouth.
9.15 p.m.—Songs of the Hebrides.†
9.25 p.m.—The News and Announcements.
9.45 p.m.—The BBC Dance Orchestra, directed by Henry Hall.
10. 5 p.m.—Complimentary Luncheon to the All-India Cricket Team, given by the combined Empire Societies. Speeches by the Rt. Hon. Viscount Hailsham, President of the M.C.C., and the Maharaj of Vizianagram, Captain of the Team.* Relayed from the Hotel Victoria, London.
10.30 p.m.—Close down.

THURSDAY, APRIL 23.

4.30 p.m.—Big Ben. The Composer at the Pianoforte—12: Walford Davies. A recital of Walford Davies' songs, sung by Elsie Suddaby (Soprano). (Accompanied by the composer.)
4.55 p.m.—"Under Big Ben,"* A talk by Howard Marshall.
5.10 p.m.—The Bath Pump Room Orchestra; leader, J. Andrew Cooper; conductor, Frank Gomez. Relayed from the Pump Room, Bath.
5.45 p.m.—Shakespeare Anniversary Programme. Shakespearean songs in contrasted settings, sung by Gwenn Knight (Soprano); Arnold Matters (Baritone); with Hubert Gregg (Readings from Shakespeare).
6.30 p.m.—The News and Announcements.
6.50 p.m.—Dance Music.†
7. 0 p.m.—Leslie Sarony and Leslie Holmes (The Two Leslies), singing their own compositions.
7.10 p.m.—Dance Music.†
7.15 p.m.—Close down.
7.30 p.m.—Big Ben. The Central Band of His Majesty's Royal Air Force (by permission of the Air Council), conducted by Flight-Lieut. R. P. O'Donnell, M.V.O., Director of Music, Royal Air Force. Relayed from the Royal Air Force Headquarters, Uxbridge.
8.30 p.m.—Talk: "Down to the Sea in Ships—Sea Communication: 2, Port to Port."* Sir Richard Holt.

8.50 p.m.—"Jack and Jill Go Up the River."* Being No. 4 in the series of adventures of Jack and Jill. Book and lyrics by Alec McGill. Music by Jack Clarke. Production by William MacLurg.
9.25 p.m.—The News and Announcements.
9.45 p.m.—English Music.†
10.30 p.m.—Close down.

FRIDAY, APRIL 24.

4.30 p.m.—Big Ben. "Love and Friendship,"* A preposterous romance by Jane Austen. Adapted by Cedric Cliffe. Produced by Pascoe Thornton.
5.10 p.m.—The BBC Dance Orchestra, directed by Henry Hall.
5.30 p.m.—Talk: "Foreign Affairs."* Sir Frederick Whyte, K.C.S.I., LL.D.
5.45 p.m.—Friday Midday Concert, under the direction of Johan Hock. Relayed from Queen's College Chambers Lecture Hall, Birmingham. The Birmingham Philharmonic String Orchestra; leader, Norris Stanley; conductor, Johan Hock. Dorothy Hemming, Marjorie Astbury. Louise Atherton (Violins).
6.30 p.m.—The News and Announcements.
6.50 p.m.—Geiger and his Orchestra, relayed from Claridge's Hotel, London.
7.15 p.m.—Close down.
7.30 p.m.—Big Ben. "Oop for t'Coop Final." A Cup Final medley, presented by John Pudney.
8. 0 p.m.—The Philip Whiteway Ensemble.
8.30 p.m.—Talk: "Agriculture in the British Isles: the Livestock Industry,"* by R. W. Haddon.
8.45 p.m.—"Incidental to a Play,"* Songs from the legitimate stage, presented by Douglas Moodie.
9.15 p.m.—A Recital by Isolde Menges (Violin).†
9.25 p.m.—The News and Announcements.
9.45 p.m.—John Reynnders with his Orchestra, and John Turner (Tenor).
10.30 p.m.—Close down.

SATURDAY, APRIL 25.

3.25 p.m.—An Anzac Day Service, relayed from St. Clement Danes, London.
4.30 p.m.—Anzac Day, 1936.* On April 25, 1915, the troops of the Australian and New Zealand Army Corps made the first landing at Gallipoli. A programme of poetry and music in commemoration of those who fell on that day and in the campaign which followed.
5. 0 p.m.—A Recital by Edmond Rubbra (Pianoforte).
5.15 p.m.—The Children's Hour. "April Folly." Another incredible adventure in the little West-Country village of Much-Wool-Gathering by Dorothy Worsley.
6. 0 p.m.—The Commodore Grand Orchestra, directed by Harry Davidson. Relayed from the Commodore Theatre, Hammersmith.
6.25 p.m.—The News and Announcements.
6.45 p.m.—Close down.
7. 0 p.m.—Big Ben. The F.A. Cup Final. A running commentary on the match, relayed from Wembley Stadium. (By courtesy of the Football Association.)
9.20 p.m.—Musical Interlude.†
9.25 p.m.—The News and Announcements.
9.45 p.m.—A Programme of New Gramophone Records.
10. 0 p.m.—Talk: "Speed,"* by Max Beerbohm.
10.20 p.m.—A Programme of New Gramophone Records (cont'd).
10.30 p.m.—Close down.

SUNDAY, APRIL 26.

5.30 p.m.—Big Ben. A Religious Service from the Studio.*
5.45 p.m.—Talk: "Down to the Sea in Ships"—2.*

* Electrical Recording.

† Gramophone records.

6-5 p.m.—The Celebrity Trio.
6-30 p.m.—Weekly Newsletter, Sports Summary, and Announcements.
6-55 p.m.—Medvedev's Balalaika Orchestra.
7-15 p.m.—Close down.
7-30 p.m.—Big Ben. Tchaikovsky Programme. The BBC Empire Orchestra.
8-30 p.m.—Prose Reading.
9-0 p.m.—The Broadhurst Septet.
9-25 p.m.—Weekly Newsletter, Sports Summary, and Announcements.
9-50 p.m.—Mantovani and his Tipica Orchestra.
10-30 p.m.—Close down.

MONDAY, APRIL 27.

4-30 p.m.—Big Ben. Light Orchestral Music.†
4-40 p.m.—Talk: "Prominent North-countrymen."
4-55 p.m.—Studio Concert.
5-15 p.m.—"Jack and Jill"—1.*
6-20 p.m.—Light Orchestral Music.†
6-30 p.m.—The News and Announcements.
6-50 p.m.—The BBC Dance Orchestra,* directed by Henry Hall.
7-15 p.m.—Close down.
7-30 p.m.—Big Ben. Songs of Spring Time.
8-0 p.m.—Light Programme.
8-30 p.m.—A Sonata Recital.
9-0 p.m.—Prose Reading.
9-15 p.m.—Orchestral Music.†
9-25 p.m.—The News and Announcements.
9-45 p.m.—Frank Billo's Brass Quintet.
10-30 p.m.—Close down.

TUESDAY, APRIL 28.

4-30 p.m.—Big Ben. A Programme of New Gramophone Records.
5-0 p.m.—Variety.*
5-45 p.m.—An Organ Recital.
6-10 p.m.—Speech by Sir Murray Anderson at the Royal Empire Society's Luncheon.
6-30 p.m.—The News and Announcements.
6-50 p.m.—Light Orchestral Concert.
7-15 p.m.—Close down.
7-30 p.m.—Big Ben. Talk: "Imperial Affairs." H. V. Hodson.
7-45 p.m.—A Song Recital.
8-15 p.m.—Chamber Music.†
8-30 p.m.—Evensong, from York Minster.
9-20 p.m.—Musical Interlude.†
9-25 p.m.—The News and Announcements.
9-45 p.m.—Boris Yvain and his Continentals.
10-30 p.m.—Close down.

WEDNESDAY, APRIL 29.

4-30 p.m.—Big Ben. A Talk by the Chief Engineer of the British Broadcasting Corporation.
4-45 p.m.—The BBC Empire Orchestra.
5-45 p.m.—Sea Programme.
6-10 p.m.—Pipe and Fiddle Music.
6-30 p.m.—The News and Announcements.
6-50 p.m.—Operatic Music.†
7-15 p.m.—Close down.
7-30 p.m.—Big Ben. A Short Story.
7-45 p.m.—The Bournemouth Municipal Orchestra.
9-15 p.m.—Variety.
9-25 p.m.—The News and Announcements.
9-45 p.m.—The BBC Dance Orchestra, directed by Henry Hall.
10-0 p.m.—Talk: "Down to the Sea in Ships"—2.*
10-20 p.m.—The BBC Dance Orchestra (cont'd.).
10-30 p.m.—Close down.

THURSDAY, APRIL 30.

4-30 p.m.—Big Ben. Fred Hartley and his Novelty Quintet.*
5-25 p.m.—Talk: "Living in the Past."*
5-40 p.m.—Musical Interlude.†
5-45 p.m.—Chamber Music.
6-30 p.m.—The News and Announcements.
6-50 p.m.—Light Orchestral Concert.

7-15 p.m.—Close down.
7-30 p.m.—Big Ben. Speech by the Rt. Hon. J. H. Thomas, M.P., at the opening of the Levant Fair.
7-35 p.m.—"Books to Read." Some suggestions for the listener's bookshelf, by Eric Gillett.
7-50 p.m.—Military Band Concert.
8-30 p.m.—Light Programme.
9-15 p.m.—Harp Trio.
9-25 p.m.—The News and Announcements.
9-45 p.m.—Vincent Norman and his Dance Orchestra.
10-30 p.m.—Close down.

FRIDAY, MAY 1.

4-30 p.m.—Big Ben. A Pianoforte Recital.
4-45 p.m.—The BBC Welsh Orchestra.
5-45 p.m.—Talk: "Imperial Affairs,"* H. V. Hodson.
6-0 p.m.—Brass Band Concert.†
6-20 p.m.—Variety.
6-30 p.m.—The News and Announcements.
6-50 p.m.—British Dance Music.†
7-15 p.m.—Close down.
7-30 p.m.—Big Ben. May Day Programme.*
8-0 p.m.—A Violoncello Recital.
8-25 p.m.—"In Order of Appearance."* A musical-comedy jigsaw, pieced together by John Pudney and Eric Fogg. With Olive Groves (Soprano), Jan Van der Gucht (Tenor), George Baker (Baritone), John Rorke (Baritone), and the BBC Empire Orchestra.
9-25 p.m.—The News and Announcements.
9-45 p.m.—The Carl Kaylus Players. Vladimir Elin (Baritone).
10-30 p.m.—Close down.

SATURDAY, MAY 2.

4-30 p.m.—Big Ben. Handel's Music.†
5-0 p.m.—"Books to Read."* Some suggestions for the listener's bookshelf, by Eric Gillett.
5-15 p.m.—The Children's Hour.
6-0 p.m.—The Commodore Grand Orchestra, directed by Harry Davidson.
6-30 p.m.—The News and Announcements.
6-50 p.m.—A Recital of Soldier Songs.
7-15 p.m.—Close down.
7-30 p.m.—Big Ben. A Play: "The Poacher."*
8-5 p.m.—Reginald King and his Orchestra.
9-0 p.m.—Dance Music.†
9-25 p.m.—The News and Announcements.
9-45 p.m.—"Empire Magazine."*
10-30 p.m.—Close down.

SUNDAY, MAY 3.

2-30 p.m.—Big Ben. A Military Service, from York Minster. The Bands taking part are those of the 16th/5th Lancers, 2nd Bn. Manchester Regiment.
4-0 p.m.—Close down.
5-30 p.m.—Big Ben. Symphony Music.†
5-40 p.m.—Talk: "Down to the Sea in Ships"—Sea Communications: (3) Designing the Ship.* Maurice Denny.
6-0 p.m.—The J. H. Squire Celeste Octet.
6-30 p.m.—Weekly News letter, Sports Summary, and Announcements.
6-55 p.m.—Irish Music. David Richardson (Baritone). Albert FitzGerald (Violin).
7-15 p.m.—Close down.
7-30 p.m.—Big Ben. A Religious Service,* under the auspices of the Scottish National Christian Endeavour Union, from Langside Hill Church, Glasgow (Inter-denominational).
8-20 p.m.—Mantovani and his Tipica Orchestra.
8-45 p.m.—"Ulster Writes"—10.* George A. Birmingham reading a selection of his own works.
9-5 p.m.—A Recital by Michael Collins (Violoncello).

* Electrical Recording.

† Gramophone records.

9-25 p.m.—Weekly Newsletter, Sports Summary, and Announcements.
9-50 p.m.—Operatic Music.†
10-0 p.m.—The BBC Military Band; conductor, B. Walton O'Donnell. Jack Salisbury (Violin).
10-30 p.m.—Close down.

MONDAY, MAY 4.

4-30 p.m.—Big Ben. Haydn Heard and his Band, from the West End Cinema, Birmingham.
4-45 p.m.—Reading—English Humorists No. 1: "Tobermory," by "Saki" (H. H. Munro).
4-55 p.m.—The Leon Wayne Sextet.
5-30 p.m.—"Spring Cleaning."* A domestic revue, presented by John Pudney.
6-0 p.m.—Music by Wagner.†
6-15 p.m.—"The Story of Big Ben."* A miniature feature telling the life-story of this famous clock.
6-30 p.m.—The News and Announcements.
6-50 p.m.—The BBC Dance Orchestra,* directed by Henry Hall.
7-15 p.m.—Close down.
7-30 p.m.—Big Ben. "Only a Mill-Girl," or "The Doings Up at the Hall."* A musical burlesque. Book and lyrics by John J. Melliush; music by H. Melliush. The cast supported by the BBC Revue Chorus and the BBC Empire Orchestra; leader, Daniel Melsa; under the direction of Eric Fogg. The programme produced by William MacLurg.
8-15 p.m.—The Hungaria Gipsy Band, conducted by Miklós Lórsy. From the Hungaria Restaurant, London.
8-30 p.m.—A Sonata Recital by Antoinette Rubbra (Violin) and Edmund Rubbra (Pianoforte).
9-0 p.m.—Sports Talk: George Robey on Cricket.*
9-15 p.m.—Regimental Marches.† National Military Band.
9-25 p.m.—The News and Announcements.
9-45 p.m.—The Arthur Dulay Quintet. (All arrangements by Arthur Dulay.)
10-30 p.m.—Close down.

TUESDAY, MAY 5.

4-30 p.m.—Big Ben. Music by Noel Coward.†
4-45 p.m.—Talk: George Robey on Cricket.*
5-0 p.m.—The BBC Northern Orchestra; leader, Alfred Barker; conductor, T. H. Morrison.
6-0 p.m.—"Starlight." Number One. Interviews with famous stage people, and excerpts from their repertoires. No. 1: Margaret Bannerman (the famous Canadian singer and actress).
6-20 p.m.—Musical Comedy.†
6-30 p.m.—The News and Announcements.
6-50 p.m.—A Recital by Stephen Wearing (Pianoforte).
7-15 p.m.—Close down.
7-30 p.m.—Big Ben. Talk: "Foreign Affairs." Sir Frederick Whyte, K.C.S.I., LL.D.
7-45 p.m.—Harry Engleman's Quintet, with Vernon Adeock (Xylophone and Vibraphone).
8-5 p.m.—"Grab Them by the Ears."* A radio play by Dulcima Glasby, and adapted from the short story in *The Saturday Evening Post* by Dwight Mitchell Wiley. Production by William MacLurg.
8-35 p.m.—Orchestral Music by Mozart.†
8-50 p.m.—Light Classical Concert. The Willoughby String Quartet: Louis Willoughby (Violin); Clayton Haie (Violin); Max Gilbert (Viola); Peter Beavan (Violoncello). Nora d'Argel (New Zealand Soprano).
9-25 p.m.—The News and Announcements.
9-45 p.m.—Dorothy Hogben's Singers and Players.
10-30 p.m.—Close down.

WEDNESDAY, MAY 6.

4-30 p.m.—Big Ben. Talk: "Living in the Past."*
4-45 p.m.—The BBC Empire Orchestra; leader, Daniel Melsa; conductor, Eric Fogg. The BBC Singers. Arnold Matters (Bass-Baritone).

5-45 p.m.—England v. U.S.A.* A running commentary on the "Golden Glove" Boxing Contest. From the Empire Pool and Sports Arena, Wembley.
6-15 p.m.—A Recital of Northumbrian Songs, sung by Archie Armstrong (Baritone).
6-30 p.m.—The News and Announcements.
6-50 p.m.—Dance Music.†
7-15 p.m.—Close down.
7-30 p.m.—Big Ben. "Trans-Atlantic Ferry." The romantic story of the pioneers of trans-Atlantic travel from Ericson and Columbus to the construction of the *Queen Mary*. Narrator, George Blake. The programme written and produced by Cecil Madden.
8-30 p.m.—Interlude.†
8-35 p.m.—The Composer at the Pianoforte—12: Walford Davies.* A recital of Walford Davies' songs, sung by Elsie Suddaby (Soprano). (Accompanied by the composer.)
9-0 p.m.—Jan Berenska and his Orchestra, from the Pump Room, Leamington Spa.
9-25 p.m.—The News and Announcements.
9-45 p.m.—The BBC Dance Orchestra, directed by Henry Hall.
10-0 p.m.—Talk: "Down to the Sea in Ships"—Sea Communications: (4) Manning the Ship.* Basil Sander-son.
10-20 p.m.—The BBC Dance Orchestra (cont'd).
10-30 p.m.—Close down.

THURSDAY, MAY 7.

4-30 p.m.—Big Ben. Club Room Conversations: Cricketing Days.* George Gum, late Nottingham C.C., interviewed by Denis Morris.
4-45 p.m.—The BBC Welsh Orchestra; leader, Frank Thomas; conductor, Idris Lewis. Nancy Thomas (Mezzo-Soprano).
5-45 p.m.—Annual Tasting Day at the National Fruit and Cider Institute, Long Ashton. In this programme, the listener will have the opportunity of visiting different parts of the Institute and of hearing the various processes, leading up to the final tasting of the finished cider, together with comments and questions from farmers who are there for the day.
6-15 p.m.—A Recital by Joseph Slater (Flute) and Maria Korchinska (Harp).
6-30 p.m.—The News and Announcements.
6-50 p.m.—The Garrick Theatre Orchestra, directed by W. Chapman. From the Garrick Theatre, Southport.
7-15 p.m.—Close down.
7-30 p.m.—Big Ben. "A Countryman's Diary." A talk by A. G. Street.
7-45 p.m.—"Alabama Bound." A southern journey with Phyllis Scott, John Rorke, and Albert King. The book by John Rorke and the music, old and new, arranged by Phyllis Scott. Presented by William MacLurg.
8-15 p.m.—Programme of Gramophone Records.
8-30 p.m.—Light Music.
9-15 p.m.—The Harp Trio; Tina Bonifacio (Harp); Harry Dyson (Flute); Gethyn Wykham-George (Violoncello).
9-25 p.m.—The News and Announcements.
9-45 p.m.—Newman and his Band.
10-30 p.m.—Close down.

FRIDAY, MAY 8.

4-30 p.m.—Big Ben. A Recital by Elisabeth Schumann (Soprano).*
5-0 p.m.—The BBC Dance Orchestra, directed by Henry Hall.
5-30 p.m.—Talk: "Foreign Affairs."* Sir Frederick Whyte, K.C.S.I., LL.D.

* Electrical Recording.

† Gramophone records.



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WAKEFIELD PATENT
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CHEAPER IN THE LONG RUN

THE SOUTH INDIA MOTOR OWNER



The Official Organ of the
Automobile Association of Southern India



Volume VIII Number 5

MAY 1936

Notes and News for A.A.S.I. Members

Road Information

TOUR from Calcutta to Bangalore (Lucknow-Dhera Dun-Delhi-Agra-Bombay-Poona).

Information has been received from one of our members, in respect of her tour sometime during February and March. Most of the roads were quite good, and some in splendid order all the way as they had evidently just been re-made—tarmac being used.

Yet it is regrettable to note from the report that a few of the roads were in a very bad condition. Given below is a list of these roads.

Calcutta

Road to Sone East Bank: After crossing the river road bumpy and very dusty till Moghal Serai.

Benares to Jaunpur: last bit bad.

Benares to Lucknow via Grand Trunk: Road under repair some miles out of Benares, and very bad the rest

of the way till the turn to Lucknow some miles out of Allahabad—improved though dusty.

Lucknow to Bareilly: very bad to Shahjahanpur.

Meerut to Debra Dun: Till the termination of road from Saharanpur was the worst found on the whole run. "It is not much better than a ploughed field".

Saharanpur-Debra Dun Road: Sides of the road would be very dangerous during the rainy season.

Agra to Gwalior and Bombay: Fair road; bumpy in the Bombay Presidency very hot and dusty.

Poona to Bangalore: very bad in places especially between Harihar and Chitaldrug.

The above information is worthy of note by those who may make almost the same tour some time.

Captain E. Parker, a member of the N.I.A.A. motored from Delhi to Madras via Poona and Bangalore. A schedule of his tour is as follows:—

Date.	Miles.	From.	Time.	Miles.	To.	Time.	Miles done.	Hours Approx.
9-4-36	5923	Delhi	6 a.m.					
		Karel Bagh	7 a.m.		Agra	10-15 a.m.	127	3½
		Agra	10-15 a.m.		Gwalior	12-50	71	2½
		Hetampur	11-50 a.m.		hit cow (44 males from Agra)			
		Gwalior	4-5 p.m.		Shiropur	7-40 p.m.	73	3½
		(puncture 5-40—6-40 including trouble with jack)						
		Shiropur	8-15 p.m.	6272	Goona	10-45	60	2½
10-4-36	6272	Goona	6-20 a.m.	6444	Indore	12-25 p.m.	172	4
		Indore	4-50 p.m.	6608	Dhulia	10-0 p.m.	164	5
		(Ghats, Irish, bridges, etc.).						

Date.	Miles.	From.	Time.	Mile.	To.	Time.	Miles done.	Hours Approx.
11-4-36	6610	Dhulia	7-30 a.m.		Ahmednagar	12-30 p.m.	138	5
		Ahmednagar	4-0 p.m.	6826	Poona	6-30 p.m.	76	2½
		Poona	9-15 p.m.	6900	Satara	12-0 p.m.	74	2¾
		(Ghat)						
12-4-36	6900	Satara	7-15 a.m.	6976	Kolhapur	9-20 a.m.	76	2
		Kolhapur	9-45 a.m.	7046	Belgaum	11-50 a.m.	70	2
	7048	Belgaum	1-35 p.m.	7108	Hubli	3-30 p.m.	60	2
		Hubli	5-0 p.m.		Harihar	8-0 p.m.	81	3
				(Mysore Boundary)				
	Harihar	9-10 p.m.	7237	Chitaldrug	11-0 p.m.	48	2	
13-4-36	7237	Chitaldrug	7-30	7365	Bangalore	11-45	128	4¼
	7370	Bangalore	5-15		Ranipet	9-30	140	4¼
14-4-36		Ranipet	6-45	7580	Madras	8-45	75	2
				1657			1633	52½
					Av. 31½ m.p.h.			

Av. 31 $\frac{1}{2}$ m.p.h.

Supernumerary Members

The difficulty which has arisen with reference to motorists in South India who are in Supernumerary Membership with the Automobile Association of London, has been given much thought.

It will be well to note that these members *are not* entitled to service in India under the terms of the Federal Agreement. It is time that such a misunderstanding on the part of Supernumerary Members should be removed.

Therefore, it would be necessary for motorists who are in Supernumerary Membership with the London A.A. and who are resident in India, take steps to become full time members of the Association for their territory.

Maps

In our Journal for March this year, we announced that there were no copies of the Road Map of the Madras Presidency available for sale.

It now gives us pleasure to say that we have received a supply of maps from the publishers and will be glad to supply them on orders.

Motor Vehicles Taxation

Private Motor Cars from Madras etc. visiting the C. & M. Station of Bangalore.

Owing to the new Road Traffic and Tax Regulations of the Mysore State that have recently come into force, it is possible, most visitors to the Bangalore C. & M. Station and the State, may not be acquainted with them. In this connection the Secretary of the A.A.S.I. (Madras) will be pleased to supply any information required.

Furthermore, the Representative, A.A.S.I. (No. 10, Infantry Road) Bangalore, on receipt of the licence fee, plus Re. 1 and all particulars with regard to the make of the car, unladen weight, etc., will forward to those members, who may require it, the necessary licence.

Extract from a letter received from the Joint Secretary to the Government of India by the General Secretary, I.R.T.D.A. Ballard Estate, Bombay.

Supply of Photographs for Roads and Roadside Scenes in India.

"It occurs to me that you might be able to help me in my endeavours to build up a collection of photographs which I am maintaining for publicity purposes. With the exception of politics my collection is intended to cover all aspects and activities of India. These photographs are used (1) for making lantern slides which are very much in demand to illustrate lectures on India. (2) for loaning to the Press, Educational, Commercial and other institutions in the interest of salutary publicity for India, and (3) for preparing scenies, posters, and dioramas for Exhibitions and window displays.

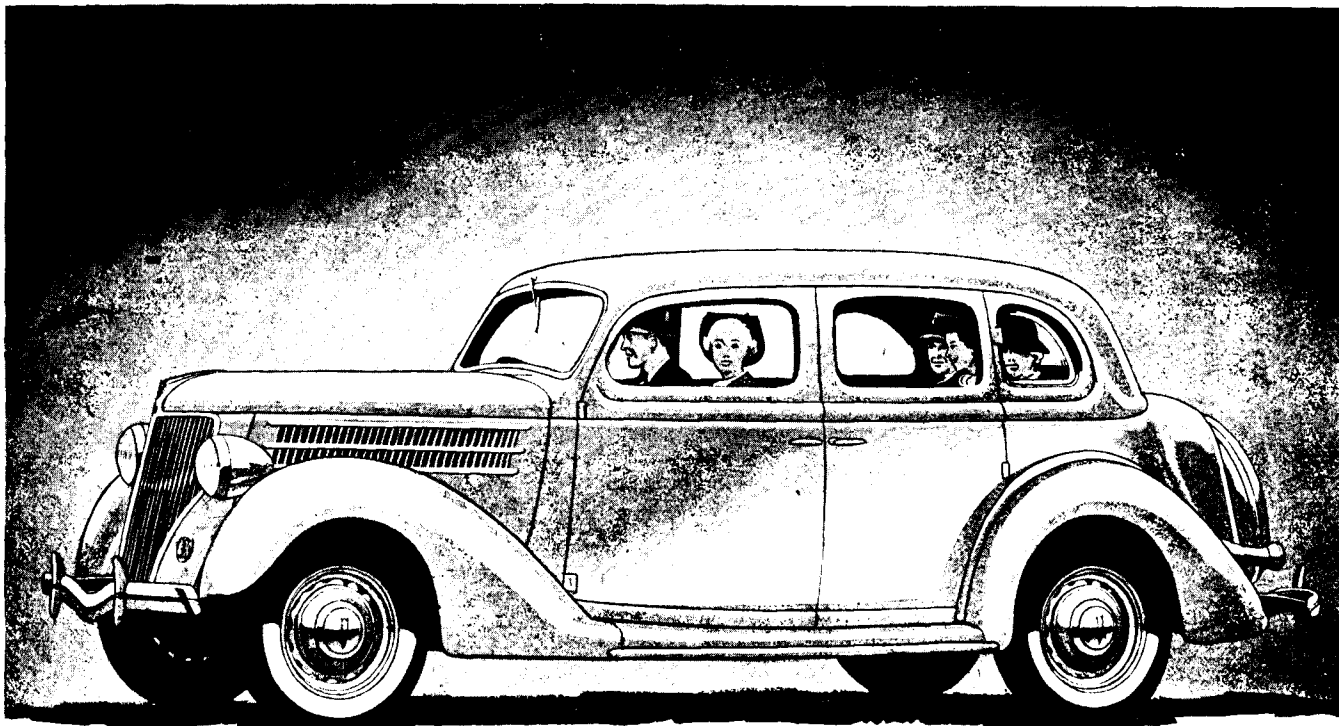
"I have got some photographs, but through wear and tear and occasional losses from loans, my collection has become very poor. Besides it has now become almost antiquated as what few photographs I have now got were collected a long time ago. My object in writing is to try and obtain from you some photographs of striking examples of Indian roads and roadside scenes and I wonder if you would be good enough to help me in this respect. There is no limit to the size but I would prefer any size from 4" to 10".

"As the services mentioned above are given free of charge, I should naturally like to have the photographs also free of charge, but if in some cases they have to be paid for, I should like to hear about them. These photographs must be free however, from copyright reservations and clear enough for reproduction. The photographs should bear descriptive captions".

The Committee members of this Association trust, with the co-operation of members, especially those in planting Districts, they shall be able to build up a good collection for the above purpose.



INTRODUCING



THE NEW FORD V-8 FOR 1936

Why do we say The New Ford V-8 for 1936?

What is New about it?

Of course, the **newest** engine in the low-price car field is still the V-8 engine. Since Ford made it available to all car users (keeping it as economical as cars with fewer cylinders) the Ford V-8 has been **the newest engine** on the market and remains the newest for 1936. Hence we put the engine first.

Other new points about the car make a long list.

Its **lines are much more beautiful**. The hood is longer and sweeps forward over the distinctive new radiator grille, giving the car a length and grace that are instantly impressive. The fenders are larger, with a wide flare. Horns are concealed in circular grilles beneath the headlamps. New steel wheels.

Ford upholstery—always of sterling quality and excellent taste—is rich and enduring. The appointments of the car have a new touch of refinement. There is no question about the increased **beauty** of the Ford V-8 for 1936.

In **more practical matters, many improvements have been made**—Steering is made easier by a new steering gear ratio. **The cooling system** circulates 4 $\frac{1}{2}$ gallons of water through a new, larger radiator. Natural thermo-syphon action is assisted by two centrifugal water pumps. New louvres permit a rapid air-flow around the engine.

Easier, quieter shifting of Ford gears—The gear shift lever now travels a shorter distance.

The two qualities you want in brakes—Brakes that **stop the car** with **ease** and **certainty**. Ford Super-Safety Brakes of the long-

tested, fool-proof, mechanical design.

Safety—as always—in the electrically welded **genuine** steel body. **Safety Glass** all around at no extra cost. Hundreds have written grateful letters because this glass has protected the safety of their families.

A car you can drive without strain all day, if you like, in city or country. Steady, holds the road, responds to the driver's touch like a well-trained horse.

An engine has much to do with the roominess of a car. Very much indeed. A long engine uses up car space. The compact V-8 engine permits much of the ordinary engine space to be used by passengers.

It really is a great car in every way, this 1936 Ford V-8—the finest, safest, most dependable Ford car ever built.

ON DISPLAY TO-DAY AT SHOWROOMS OF ALL FORD DEALERS

FORD MOTOR COMPANY OF INDIA, LIMITED.

BOMBAY - CALCUTTA - MADRAS - COLOMBO.

Copy of a circular from the Automobile Association, Fanum House, London W. I. Women and Motoring—A. A. figures show increasing influence.

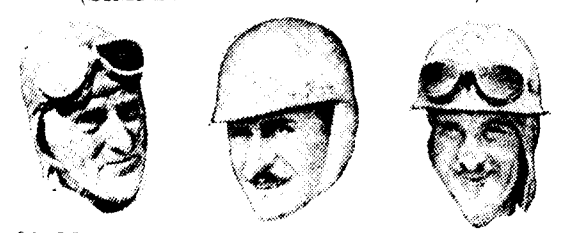
The increasing influence of women on all aspects of motoring is clearly shown by a comparison of the services rendered to members of both sex by the Automobile Association during 1935.

At the conclusion of the year there were over 86,000 direct subscribing lady members of the A.A.—excluding members' wives—or nearly one lady for every six male members. An analysis of the A.A.'s figures for foreign touring reveals that nearly 3,000 women members took their cars abroad last season—approximately 16.3% of the total Continental tours for which the Association supplied customs documents, passports, etc.

Other branches of the Association's work show a much higher proportion of requests for service by members of the fair sex. For instance of the enquiries handled by the Association's, Twenty-four Hour Emergency Service, which is maintained at the London Headquarters, over 15,000 or nearly one in three were from lady motorists.

Calls for assistance received by the A.A. Engineers were far more numerous than for any previous year, and approximately 15% of the technical aid given was on behalf of women. The Association's Engineers are unanimous too, in saying that much more interest is being shown by lady members in technical details.

PYROIL
(SIMPLY ADD TO GAS AND OIL)



Sir Malcolm Campbell drove his Pyroil-protected race car at 100 miles per hour for the last 50 miles of the Indianapolis 500-mile auto race. Cummings praised Pyroil for its performance. Thirty-three cars started in this race. Twelve only finished. And of these twelve, ten used Pyroil.

Wilbur Shaw attributed his ability to finish the race in 2nd place, solely to Pyroil.

Bill Cummings using Pyroil, won the 1934 Indianapolis 500-mile auto race. Cummings praised Pyroil for its performance. Thirty-three cars started in this race. Twelve only finished. And of these twelve, ten used Pyroil.

Further particulars from:—
PYROIL COMPANY OF INDIA
"Bharat Buildings"
Mount Road, Madras
Sole Agents:—For INDIA, BURMA and CEYLON
Stockists:—SPENCER & CO. AND BRANCHES.

LIST OF A.A.S.I. PUBLICATIONS

	Rs.	A.	P.
Road Map of Madras Presidency. Mounted on linen and folded into covers	4	8	0
Road Map of Northern India. Scale 16 miles to 1 inch. Mounted on linen and folded in stiff covers	6	8	0
A. A. Handbook of Northern India	5	0	0
A. A. Handbook of Ceylon	6	8	0
Road Map of India. Scale 50 miles to 1 inch. Mounted on linen and folded into covers	2	0	0
"This Motoring" The Romance of the A. A. by Sir Stenson Cooke	4	8	0
The Madras M. V. Taxation Act. A booklet explaining the implications of the Act and Rules made there-under	0	4	0
List of Petrol Depots in Southern India	0	4	0
Great Britain and Ireland 1936 (A list of the principal events during 1936 with information for visitors).			
Touring in Great Britain and Europe 1935-36 A. A. publications			Free to Members only
			Rs. A. P.
"My Glorious Adventure," by Captain T. Yates-Benyon. A record, written in a light, amusing style, of the author's trip by car from Piccadilly to Calcutta	5	0	0

Postage extra in all cases.

In proportion women members of the A.A. need the help of the A.A. free legal defence scheme less frequently than men and by the same rule are found to predominate in one class of motoring offence only—obstruction, although in speed limit offence cases the ratio is almost similar.

Generally the A.A.'s comparison indicates that in motoring matters women are becoming much more self-reliant, but it is noteworthy that when applying for the Association's road routes—and over 170,000 requests from ladies were received last year—there is still a tendency to ask for itineraries which follow the roads patrolled by the A.A.

Common Traffic Offences

Given below is the list of Common Traffic Offences referred to in the A.A.S.I. Supplementary News for February.

- Driving.*
1. Not keeping to the left of the left side of the road.
 2. Driving slowly in the middle of the road, thus forcing faster traffic to pass on the wrong side.

FOR ALL CARS

PABCO "CIN-DEK" PAINT
ECONOMICAL IN APPLICATION Agents:—SPENCER & CO., LTD. MADRAS

3. Not giving way when driving slowly and another car wanting to pass.
4. Not giving way to traffic overtaking on the right.
5. Not giving precedence to vehicle approaching from right.
6. Not keeping left at round-about.
7. Coming out of Private drive or side road too fast.
8. Cutting in and out.

- Exhaust.*
9. Smokey Exhaust.
 10. Driving with an open or a noisy exhaust.

- Horn.*
11. Blowing horn for a purpose other than to ensure safety in traffic.
 12. Blowing horn excessively or for too long a period of time, or repeatedly when absolutely unnecessary.

- Lights.*
13. No front lights.
 14. No rear light.
 15. Parking in dark places without lighted lamps.
 16. Headlights not dipped or dimmed.
 17. Alternately switching, headlights from full to dim and back again.

18. Signal not given to show that driver was slowing down or stopping or stop light not functioning.

- Overtaking.*
19. Overtaking at a corner or bend.
 20. Overtaking just before cross roads or near traffic control.
 21. Overtaking when going up a hill where the road in front is not in view (for example Police Commissioner's road, Overbridge, Madras, where it is impossible to see traffic approaching from the other side).

- Parking.*
22. Parking less than 10 yards from bus or tram stop.
 23. Parking in prohibited area.
 24. Parking so as to cause obstruction.
 25. Parking more than two feet from kerb.
 26. Parking more than two feet from kerb.
 27. Parking less than ten yards from street corner.

- Passing.*
28. Passing on near or left side.

- Reversing.*
29. Reversing without due caution.

- Signals.*
30. Driver and passenger giving different traffic signals at one and the same time.
 31. Turning or stopping without giving proper signal.

- Starting.*
32. Failing to look behind to see if anything is coming up before pulling out from kerb when starting.

- Stopping.*
33. Stopping two abreast on the road in order to carry on a conversation.
 34. Not drawing to side of road to repair puncture.
 35. Stopping to discharge passengers without drawing on to the kerbside.

- Trams.*
36. Overtaking a tram which is about to stop, or is stationary, without first assuring that no passengers were about to board or alight.

- Turning.*
37. Swinging out into the middle of the road prior turning left.
 38. Not drawing to centre of the road preparatory to making a right turn.
 39. Changing direction suddenly without giving due warning.

Changes in Committee

The following three members were co-opted to serve on the Committee of the A.A.S.I.:—

Mr. L. G. King of Messrs. Charles Morgan & Co., Madras.

„ J. C. Hunter, Messrs. The Burmah-Shell Co. Ltd., Madras.

„ K. R. Simpson of Messrs. W. A. Beardsell & Co. Ltd., Madras.

P. N. Damodara Mudaliar, Esq.,
64, Lawders' Gate Road, Vepery, Madras.

F. B. Hill, Esq.,
Carnatic House, Perambur Barracks, Madras.

C. W. Hickson, Esq.,
Sitharkunda P.O., Kollengode, Malabar.

L. E. H. Belanyi, Esq.,
C/o Massey Ganz Hackethal (India) Ltd., Madras.

P. F. Russell, Esq.,
King Institute, Guindy, Saidapet P.O.

G. K. Acharya, Esq.,
Main's Engineer, Salem-Erode Electricity Dis. Co. Ltd.,
Salem.

T. R. Sundaram, Esq.,
"Ramalinga Vilas", Rajagopalachari Road,
Sivaswamipuram, Salem.

L. Essa, Esq.,
314, China Bazaar Road, G. T. Madras.

Route Itineraries

During April, 63 detailed itineraries were issued covering a distance of 24,146 road miles.

Membership

During the month of April 1936, 21 new members were enrolled.

These new members were introduced by the following:—

STANDARD CARS

"For Motorists who put quality first"

Distributors—THE UNION CO., MADRAS

two each by Messrs. V. Doraiswamy and P. V. S. Iyer.

one each by Major A. W. Waters, Rajakumar of Pithapuram.

Dr. J. E. Measham and Messrs. A. Rajakumar, K. A. Chengappah, A. P. Adam, C. Krishnaswamy Naidu, T. Govardhana Rao, C. C. R. Reynolds and A. W. Hopton

the remainder were enrolled by the staff.

New Members

N. Narasimha Reddy, Esq.,
Naddigadda, Sodam P.O., Chittoor District.

N. Narayana Pai, Esq.,
14, Park Road, Tasker Town, Bangalore.

K. Ramachandra Reddy, Esq.,
Landlord and Banker, Makodiki, Kalyandurg Taluq.

S. R. Ramaswamy, Esq.,
1, Police Station Road, Basvangudi, Bangalore,

N. M. Adyanthaya, Esq.,
"Deen Villa", Hensman Road, Mambalam.

C. K. Krishnaswami Pillai, Esq.,
Professor, Presidency College, Madras.

A. A. Row, Esq.,
Asst. Electrical Engineer, M. & S. M. Rly., Perambur.

K. Kolandavelu, Esq.,
Kalipatti, Attayampatti P.O., Salem.

A. V. Patro, Esq.,
District Superintendent of Police, Chilakalupudi, Kistna.

R. B. MacEwen, Esq.,
Collector's Bungalow, Cocanada.

R. N. Rowson, Esq.,
C/o Addison & Co., Mount Road, Madras.

C. G. Thurley, Esq.,
No. 1, Survey Party, Salem.

E. S. Dunks, Esq.,
National Bank of India, Madras.

THE AUTOMOBILE ASSOCIATION OF SOUTHERN INDIA

ITS INCEPTION, GROWTH AND ACTIVITIES

An address delivered by Major Nabi Khan at the Bangalore Rotary Club monthly lunch which was held at the West End Hotel, Bangalore on April 18th.

IT gives me much pleasure to address you on the inception, the growth and the activities of the Automobile Association of Southern India. The Automobile Association of Southern India, or as it was originally known (The South India Motor Union) came into being in 1907. In 1930 its name was changed to that at present used, owing to confusion that was occasioned by the existence of two trading concerns with very similar names—i.e., The Union Company and the South India Motor Company, both of Madras City.

The name South India Motor Union was originally chosen out of compliment to the Motor Union, at that time a powerful motoring organisation in England, but since amalgamated with the A. A. of Great Britain.

The South India Motor Union at its inception had few members, but these were all enthusiasts who realised that, if motor owners were to get a fair deal in India, they would have to organise, and organise early, in order that the experiences of motorists in England and other parts of the world should not be repeated in India.

There are records of some memorable competition tours by those early enthusiasts, including one from Madras to Bangalore and Ootacamund and a Dodabetta Hill Climb, while such of them as are still with us, are never tired of recounting their experiences of the first Reliability Trial. A trial it must have been in those days when roads were not even as we see them today, nor were bridges so common as at present.

Our Maharaja once related to me his experience of the first car he got out in 1902. The car had accommodation for four passengers but everytime they reached the slightest gradient two out of the four had to get out and walk up the slope. And what is more amusing is that the two walking would invariably reach the top of the slope before the car and the two inside it!

A trip from Mysore to Bangalore meant the sending out of advance parties with supplies of petrol and water and plenty of zinc-sheets and rope to help the cars across the sandy streams and nullas all along the road.

In those days a run by motor from Madras to Ooty, Bangalore or Mysore was a real adventure, and one which entailed considerable preliminary organisation.

It does not need a very wide stretch of imagination to envisage those motor enthusiasts joining in common conclave to move the authorities to improve road conditions generally. In fact they then sowed the seed which has grown and brought forth the fruits we motorists enjoy to-day and laid the foundation on which modern motor vehicle law in India is founded.

In 1911 the South India Motor Union was registered as a company under the Indian Companies Act and al-

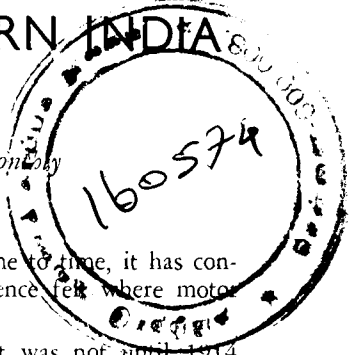
though it has had set-backs from time to time, it has continued to thrive and make its influence felt where motor legislation has been concerned.

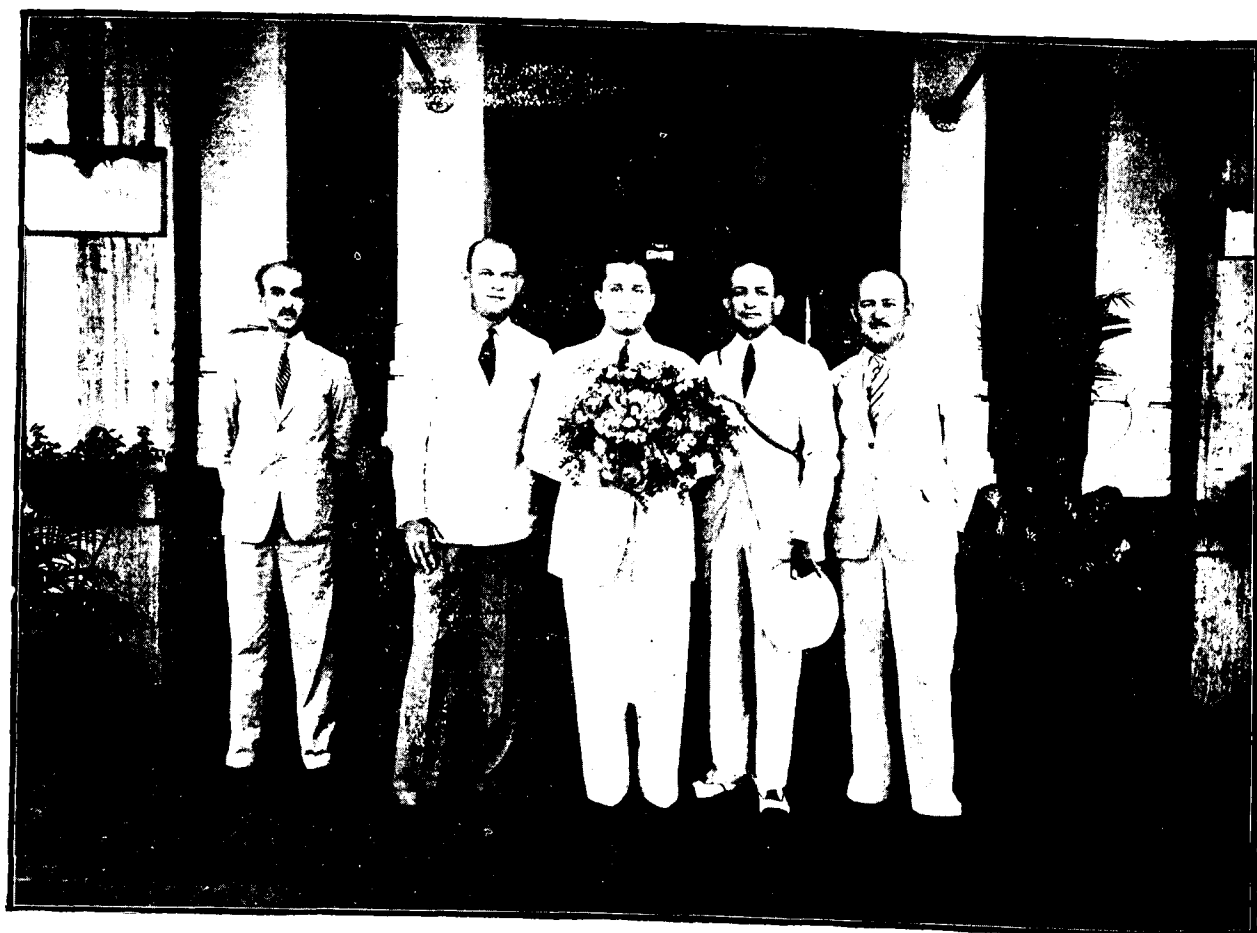
It is interesting to note that it was not until 1914 that the Indian Legislature produced an Act to regulate the use of Motor Vehicles in the Country. This Act, no doubt, was sufficiently comprehensive to meet the requirements of that period, especially since it left to Provincial Governments the power to issue their own rules. However, it is most probable that the years immediately following the birth of the Motor Vehicles Act (India) 1914 were very busy ones for the Legislature, and somewhat difficult ones for the South India Motor Union which dwindled considerably in membership, owing to the Great War. It is not surprising, therefore, to find the existing Madras Motor Vehicles Rules were issued in 1923, when the South India Motor Union was recovering from the result of the War and when the number of motor vehicles in the country had materially increased and the necessity for closer control over motor vehicles became a matter of urgency.

It is known that the South India Motor Union played no small part in the framing of the Madras Motor Vehicle Rules and the corresponding Rules of the South Indian States. It also wielded considerable influence in the framing of Government's road policy, and has been closely consulted by Government of matters relating to motor vehicle law ever since.

At one time Government Officials as a class formed the bulk of motor owners and consequently were largely represented in the South Indian Motor Union and on its Committee. As the number of motor vehicles in the country increase, many of them being public service vehicles (buses and taxis) the membership of the South India Motor Union became more cosmopolitan and the Government official element naturally dwindled in proportion. However, this fact has made no difference to the recognition by Government of the Automobile Association of Southern India as the representative body of motor owners in Southern India to which it invariably refers when new motor legislation is in the air.

In the early days of motoring in Southern India motorable roads were few and signposts practically non-existent. The old S. I. M. U. originally took upon itself the task of erecting suitable signposts at important road junctions, and by its influence brought about a regular classification of roads which resulted in the definition of the trunk roads of to-day with their numbered direction posts painted in black letters on a white back-ground. It can be readily understood that, in a country of vast distances like India it eventually became impossible for any private organisation with very limited funds at its disposal





The Prince of Mysore State visited the Assembly Plant of General Motors India Limited during his recent stay in Bombay. He was taken round the Factory and showed great interest in the various operations.

to retain responsibility for signposting the ever increasing road mileage. Eventually the old S.I.M.U. prevailed upon Government to accept responsibility for signposting its roads with the result that in 1925 Government issued orders for all S.I.M.U. signs to be taken over by road maintaining authorities for future maintenance, at the same time making the authority responsible for the construction or maintenance of a road responsible also for the provision and maintenance of all necessary road signs, at the expense of the grant from which the road is constructed or repaired. That this measure was a wise one, few motorists will contest, for one can easily envisage the confusion that would be created if all and sundry were to be permitted to erect signposts on our road sides. Uniformity would quickly be lost while exploitation by advertising agencies would quickly follow any sanction to a private body to erect signposts without official control. Before leaving this subject one must mention and stress the fact that, while the Automobile Association of Southern India has no authority to erect signposts, it is continually in touch with road maintaining authorities on this subject, and it is very rare that a recommendation for the erection of a new sign, or the restoration of an old one is disregarded. Thus, while no longer providing and erecting signposts at its own expense the A.A.S.I. still holds an element of control, thanks to the courtesy of road engineers.

Today, the A.A.S.I. remains in touch with the matter of road construction and maintenance through its representation on the Provincial Board of Communications.

What has already been said will show how the A.A.S.I. has in the past influenced motor legislation and road policy and how it continues to represent motor owners in these two directions in the South of India.

What has not been made clear is the amount of influence the A.A.S.I. can bring to bear in official quarters. This is largely a matter of membership. The larger the number of members the A.A.S.I. can boast, the greater is the influence it can bring to bear and for this reason alone it is essential that every private motor owner in Southern India should identify himself with the Association, if only to show that he fully supports any representation put forward by the Managing Committee of the Association.

Unless the majority of motor owners do belong to the A.A.S.I. Government can justly say that the Association is not truly representative and may treat its appeal accordingly.

It will not be out of place to mention here the objects for which the A.A.S.I. exists as stated in its Memorandum of Association.

These objects are:—

To encourage and develop the automobile movements in the Madras Presidency, Hyderabad, Mysore, Travancore, Cochin and other Indian States of Southern India.

As far as possible work in conjunction with other similar Associations:

- to watch, protect and extend the rights and privileges of its members and of motorists generally;
- to encourage and facilitate motor touring;
- to supply to its members a centre of information and advice on matters pertaining to motor vehicles; and
- so far as may be practicable to afford them support in the protection and defence of their rights.

The way in which the A.A.S.I. has worked and is still working, to encourage and develop the automobile movement has already been touched upon, as also the watching, protection and extension of motorist's rights and privileges.

To encourage and facilitate touring, an information centre is maintained from which members can obtain, at short notice, a detailed itinerary from anywhere to anywhere. It is not exaggerating to say that the A.A.S.I. can produce within a couple of days, an itinerary from Madras to London. It may not be very complete in detail for some of the lesser used sections, but the details would be sufficient to enable a motorist to carry out the journey with a minimum of delay and inconvenience. Itineraries for journeys within India are fairly complete and accurate while by a system of agents, up-to-date information is always available regarding the state of unbridged rivers, the bug-bear of touring motorists during the monsoon season.

Another most important feature in the touring field is the provision of International Driving permits, and International Certificates for Motor Vehicles which do away with the necessity for re-registering a car and undergoing a driving test in every country visited, with the resultant expense, inconvenience and delay; also International Customs Carnets and Triptyques which literally break down international barriers for the touring motorists. All these documents can be obtained and issued at short notice and at little expense by the A.A.S.I. while reciprocal relations with Automobile Associations and similar bodies both in India and overseas enable the touring member to call for and be sure of receiving the fullest possible assistance from a recognised institution wherever and whenever he may be in difficulties.

In these days of multiple and varied taxation laws, members are able to obtain accurate information as to the taxes, tolls, etc. to which they may become liable during an extensive tour, while in most cases the A.A.S.I. can actually receive the tax due and obtain the required licences in advance.

Needless to say the A.A.S.I. always has in view the equity of motor taxation laws and is continually striving to bring about reduction in and standardisation of motor vehicle taxation and in the establishment of reciprocal relations between neighbouring provinces and States.

Results may not always be immediate or satisfying but the effort is not always wasted.

It is most probable that legislature by the Central Government will shortly pave the way for some important changes in motor vehicle and motor vehicle taxation law, changes for which the A.A.S.I. and sister Associations aided materially by the Indian Roads and Transport Development Association have been striving for the past six or seven years.

Information and advice on matters pertaining to motors is always available to members through the department of an honorary consulting engineer, while legal advice is afforded free to members by the Association Honorary Legal Advisor.

The putting into operation of a Scheme of free legal defence is at present under consideration by the Managing Committee, as is also the matter of providing breakdown services. These two items will obviously cause a considerable recurring expenditure, mainly owing to the vastness of the area in which the Association operates.

Roadside telephone boxes, too, have not been forgotten but with the trunk telephone service still in its infancy, it will be some time before it will be possible to give this service really serious consideration.

The fact that the headquarters of the Association is so far away and in another Presidency or State need not deter you from becoming one of its supporters. The A.A.S.I. has the interests of the motorists of the whole of the South of India at heart equally, I am sure the local representative, Major A. W. Waters, would quickly convince you of this fact if you could have a chat with him. By joining the A.A.S.I. you have nothing to lose and much to gain while the cost of your membership—Rs. 15 a year, is really negligible when compared with the amount of service and benefit it places at your disposal.

To those who very wisely insure their cars, either the whole or a large part of this membership subscription is offset by insurance concessions and rebates allowed to A.A.S.I. members.

Insurance against 3rd party risks is not compulsory in India at present, but there are indications that the day is not far distant when India will follow the lead of Western Countries, and make insurance of Motor Vehicles (at least to the extent of 3rd party risks) compulsory by legislation.

In concluding my address I want just to give you a small personal experience which will prove to you what a well supported and a powerful A.A. could do for its members. In 1934 I used a motor car in London for a month and a half and then toured right through England, Scotland, Germany, Czechoslovakia, Austria, Italy and France without having to pay a single penny extra tax, to the £2 tax I paid in London without the least trouble or delay anywhere. The R.A.C. for whose membership I paid a paltry sum of £1 handed me a Triptyque and an International driving licence which saved me having to deposit £800 tax for taking my car through the frontiers of the five different Nations I went through. In all I travelled over ten thousand miles in my car. I spent

20 days in Germany, a fortnight in Czechoslovakia and Austria, 20 days in Italy and ten days in France.

Here in India if I want to cross the boundary of our State even for a day or a few hours I have to pay a separate tax and undergo all its necessary worry and delay. Similarly if anyone wants to come into Mysore or any other Province or State one has to put up with the same botheration and extra expense. This is only one of the many but a very important bug-bear of the unfortunate Motor owner that needs removing.

In Europe with the Badge of the R.A.C. on my car I was not delayed more than five minutes at any Frontier for customs inspection. I and my wife had all our kit with us in the car.

I brought my car with me to India and gentlemen, it pains me to have to say, that I was seven hours arguing, fighting, pleading with the customs official, going from the custom house to the Dock Yard and back again to the Custom House before I could take my car out of the Dock Yard. I was prepared to pay any tax that they wanted me to pay but it was no use. A W.I.A.A. man to whom I appealed said that he could do nothing. It was "Mamul". I was not the only one, others who came out with me on the same boat with their cars had to await the will and pleasure of the customs officials. After I had

been permitted to take my car away I had to employ four coolies to push my car from the pier of the Alexander Dock Yard to the Gate (a distance of about 2 miles) because I was told no body is allowed to take petrol within the Dock Yards.

Against this, when I arrived with my car at Hamburg from Leith a representative of the R.A.C. met me at the pier with a can of petrol, had my car unloaded from the ship and got me through the customs in five minutes.

The reason for the different arrangements and procedure in the two countries is because the R.A.C. (and the A.A. of England) can count their members by millions, whilst the A.A.S.I. and the other motor Associations in India cannot boast of more than a couple of thousand members each. 95% of Motorists in Europe are members of a Motor Association which consequently are powerful well organised bodies whose opinions and suggestions are recognised and carried out.

One can, here in India, without any difficulty and at very little extra individual expense improve and organise our Automobile Associations and derive all the benefits that the Motor Associations in other parts of the world afford their members. I appeal to every motor owner who is not yet a member to join at once and lend their support to the A.A.S.I.

PROPOSED A. A. N. I. MOTOR RALLY AT IMPERIAL DELHI

IT is quite possible that the A.A.N.I. will organise a motor rally at Imperial Delhi from all parts of India, Burma and Ceylon during the Horse-Show week of 1937 or in the event of His Imperial Majesty King Edward VIII, as it is rumoured, visiting Delhi in the Autumn of next year to hold his Imperial Durbar, it is felt that this would be a more auspicious occasion, and would make the proposed rally an event which would be indeed memorable for each member who participated. The rally would be held on the lines of the world-famous annual Monte Carlo Rally.

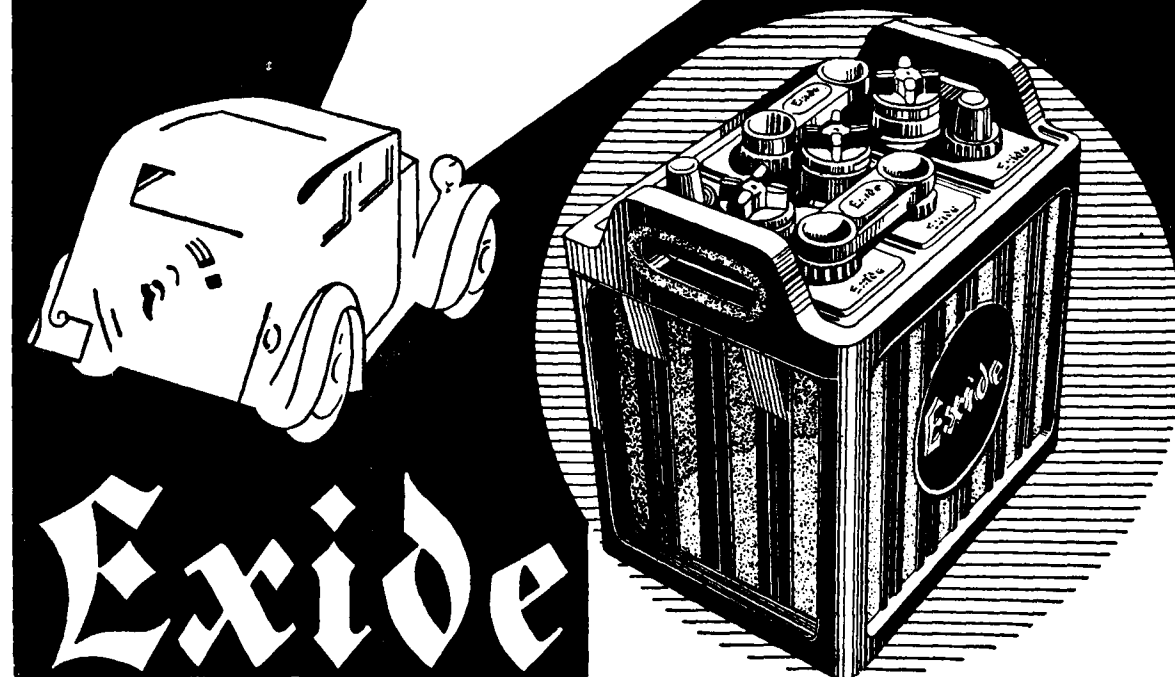
All Automobile Associations in India, Burma and Ceylon have already been circularized, and we are gratified to note that each one has offered us their whole-

hearted support and co-operation in the carrying out of this rally, which would be the greatest motoring event in the history of India, or indeed in the history of the world, in the event of His Imperial Majesty's Coronation at Delhi.

Further notices of this rally will appear from time to time in the press and in the pages of the "Northern India Motorist," as further details materialise. It is hoped to organise a camp at New Delhi to accommodate the participants. An elimination contest on the lines of the Monte Carlo Rally will be organised, and also a concours d'elegance and other novel motoring events will be arranged.

For further information apply to the General Secretary, Capt. T. Yates Benyon, Automobile Association, The Mall, Lahore.

FOR BETTER AND QUICKER LIGHTS STARTS



BATTERIES FOR CAR STARTING & LIGHTING

THERE IS A TYPE TO SUIT EVERY CAR.

THE GENERAL ELECTRIC CO. (India) LTD.
'Magnet House' Mount Road MADRAS

The Chloride Electrical Storage Co., Ltd., Export Department,
137, Victoria Street, London S. W. 1; 4 Lyons Range, Calcutta;
Feltham House, 3rd Floor, Graham Road, Ballard Estate, Bombay.

FORD AIMS HIGH IN 1936

V-8 Value Increased to Hold World Market

New Models, Stylish, Safer, More Comfortable

By a Special Correspondent.

NOT content with topping the world's sales in 1935, Henry Ford with over two million five hundred thousand V-8's already on the roads, aims at even higher sales this year.

The world's motorists everywhere are to benefit from this policy, for increased value in all 1936 Ford V-8 models, rather than intensive publicity, is the chosen foundation for record sales.

The first shipments of these models have recently arrived in India, so that motorists in this country can take advantage of the many improvements which are to give Ford a bid for supremacy again this year.

I have just had the privilege of viewing one of the first 1936 Ford V-8's to arrive in India. If ever there was news in a car, it is to be found in this one. The designers who made motoring history by bringing the hitherto expensive V-8 type Engine into the low-price field have not only refashioned the lines of the 1936 Ford Models, both inside and out, but have incorporated important new chassis features.

SMART STREAMLINES

The 1936 V-8 will, I think, maintain the place it has already established as the most fashionable of low-price cars. The bonnet is longer, sweeping gracefully over the attractive new radiator grille, which blends smoothly with the larger domed fenders. The entire front-end treatment is simpler and more imposing, the horns being recessed behind neat plated grilles. Conservative but distinctive streamlining is apparent from front to rear. The welded steel body, low and wide, is available in ten types, all finished in Ford-developed baked enamel, impervious to tropical conditions; and the rear lines are exceptionally clean and attractive.

INTERIOR LUXURY

There is room for six in the V-8 Tourers and Sedans with deep, wide seats upholstered in the DeLuxe models with genuine leather and in the Standard models with Bedford Cord. All instruments are of modern design to conform with the new grey metallic pyroxylin panel. A degree of luxury usually associated only with cars of a much higher price impressed me in the general finish of the interior.

On the DeLuxe models, foot rests, arm rests, new window mouldings finished in pyroxylin, assist cords, stylish appointments and useful accessories such as two sun visors, cigar lighter, ash receptacles, etc., certainly add concrete value to the new V-8's.

IMPROVED VENTILATION

The Ford All-Weather Ventilation, simple to operate and free from awkward projections, provides draughtless fresh air; and in closed models, the

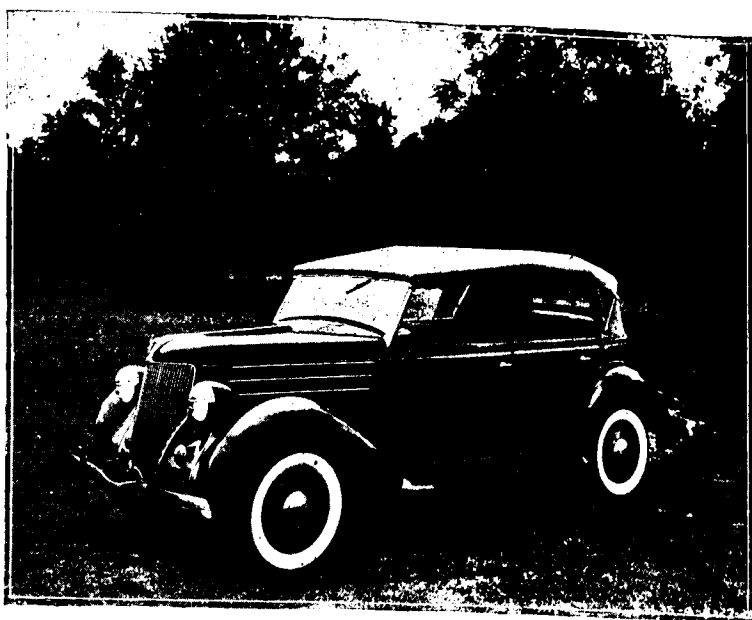
windscreen may be opened by means of a central control. There is a wide, screened air-scoop on top of the bonnet cowl.

LOTS OF LUGGAGE ROOM

Motorists in India whom business or pleasure takes on tours will, I am sure, appreciate the improvements in luggage accommodation. In the Sedans there is ample space behind the rear seat for at least two suit-cases and a hold-all; the Touring Sedans have a big, smart luggage compartment built into the rear; and Coupes, Cabriolets and Roadsters have a wide parcel shelf behind the seat and as well as roomy luggage space behind. In addition, luggage carriers are supplied on all models.

NEW WHEELS, NEW STEERING

The most striking chassis improvement I noticed first was the new wheels—one-piece steel artillery type with



The 1936 Ford V-8 Phaeton.

very smart hub caps, of rustless polished steel. Although lighter, these wheels are appreciably stronger than previous types and add a valuable "High Light" to the new V-8's appearance.

At the wheel I was particularly impressed by the exceptional ease and accuracy of the steering, at all speeds and on the roughest roads. The steering gear ratio has been increased from 15-to-1 to 17-to-1, and this feature, together with the incorporation of anti-friction bearings in the gear, reduces steering effort, it is estimated, by as much as 25 per cent.

EFFORTLESS GEAR SHIFTING

An even more valuable feature in my opinion is the improvement in the gear box, which now provides silent transmission in all speeds with synchromesh top and second speed gear shift. The "Travel" of the lever is less, too, so that I found I could shift up or down snappily and without pause.

But perhaps the most welcome feature of the 1936 V-8 is its remarkable comfort. Unsprung weight has been reduced to a minimum; all passengers ride between the long, flexible transverse springs, so that the rear seat ride is comparable with the comfort of the front seat—a great improvement.

UNMATCHED PERFORMANCE

Although there are no radical changes in the famous Ford 90 h.p. V-8 engine, of which there are over 25 lakhs on the road, its performance, due to improved transmission and several technical refinements, is even smoother than before, with brilliant acceleration and an effortless supply of power even at high speeds. The cooling system has been improved to cope with tropical heat; a large oil bath air cleaner is fitted in India, where roads are dusty, to keep dust and grit from finding its way into the engine.

"SAFETY FIRST"

The 1936 Ford V-8's performance is matched by complete safety design—positive action mechanical brakes with heavily ribbed air cooled drums; welded all steel bodies and minute accuracy of control, all provide a security which both drivers and passengers will value highly. Safety Glass in all windows, at no extra cost, is a particularly valuable feature.

Undoubtedly, the Ford people have achieved an entirely new standard of value in their 1936 productions. Reports from overseas show that the *New Ford* is assured of continued world popularity, and, having seen and driven the latest V-8 I can confidently prophecy its success in India, too.

ROAD-RAIL WAR IN INDIA

Bid to Solve Problem

Co-ordination Plans to be discussed

Extract from "Statesman" of 16-4-36.

NEW DELHI, April 14.

MORE HELPFUL ATTITUDE.

THE Transport Advisory Council will meet in Simla on either July 13 or July 14. The agenda has been completed and will, it is understood, include far reaching proposals for dealing with the evil of unregulated road-rail competition.

Sir Frank Noyce, Member for Industries and Labour, announced in February in the Legislative Assembly that a Bill to amend the Motor Vehicles Act, with draft rules attached, would be introduced in the Simla session and it is learnt, that Sir James Grigg, the Finance Member, Sir Frank Noyce, and Sir Zafrullah Khan, the Member for Railways, will hold a conference at the end of this week to put the Government's Legislative proposals into final shape.

As the speeches of the Government members in the legislature this session have made clear, the Government is keenly alive to the necessity of improving the financial position of the railways at the earliest possible moment. With the help of the provincial representatives it is hoped at Simla in July to get to the root of the problem of un-economic competition between road transport and the railways.

Roads are a provincial concern and the railways a Central subject, and hence some of the lack of co-ordination in the past. There is, however, evidence of a more helpful attitude on the part of some of the provinces, a fact that may not be unconnected with the hints that have been dropped from time to time at Delhi in recent months that it is useless for them to expect large grants from the Centre under provincial autonomy if the Centre has to struggle under the burden of a constant deficit on the railways.

The large losses on account of passengers who travel on the railways without paying their fares is being tackled by legislation now before the Assembly. This will tighten up the law. It is also known that there is a big drive on to improve the travelling amenities of third class passengers who provide the bulk of the railways' passenger traffic earnings.

It is no secret that the Railway Member, Sir Zafrullah Khan, has recently made several journeys in third class compartments on the lines running out of Delhi and whenever he travels he keeps a very close watch on the way in which third class passengers are treated.

The Indian Roads & Transport Development Association, Ltd. Monthly News Letter

Third Indian Roads Congress

THE following is a list and grouping of subjects for the submission of Technical Papers for the Third Indian Roads Congress:—

- Group 1.* Earth and gravel road improvement, including the use of trackways.
- „ 2. Water-bound macadam, improvements in construction and maintenance practice.
- „ 3. Lay-out of roads for rural and suburban traffic including sections for the width of hard surface berms, spacing of roadside trees, etc.
- „ 4. Surface treatments and armour coats and thin premix carpets, ultra low cost surfaces and methods of salvage.
- „ 5. Tar and bitumen (or asphalt) premixes.
- „ 6. Concrete and "bonded concrete."
- „ 7. Traffic statistics and economics of different types of surfaces for varying intensities of traffic.

Group 12. Road Plant for construction and maintenance. Its selection operation and maintenance.

Members of the Congress are invited to contribute papers on the above subjects. The papers which must be typed on one side of the paper only and should be accompanied by clear black and white drawings if these are for reproduction and three copies of all photographs, should reach the General Secretary of the Congress, through the local Member of Council, by the end of June 1936. The Congress will be held at Calcutta in January 1937.

The Member offering a paper will be informed immediately whether his offer can be accepted. Acceptance of the paper itself when submitted rests with the Council.

The following comments are made by the Secretary of the Congress in a note recently circulated; Group 1 requires no particular explanation. Group 2 is highly important because water-bound macadam must for many years remain as the greatest mileage of hard surfaced roads in India. Papers regarding corrugation and methods of construction or maintenance adopted

WHEN VISITING MADRAS

STAY AT
FOR COMFORT

HOTEL BOSOTTO
AND
EXCELLENT CUISINE

Group 8. Effects of bullock traffic on modern surfaces and need for improving the bullock carts.

- „ 9. A brief comparative review of the various stones so far tested at the Alipore Test House in relation to the use in water-bound macadam, bituminous or concrete roads and comparison with the practice in other countries.
- „ 10. Bridges; description of any interesting or important bridges recently built.
- „ 11. Road Organisation.

(a) All road staff from the highest to the lowest and the part played by them in the direction, control and execution of works carried out on roads, such items as quarrying, transportation, agency and method of execution of work, etc., being dealt with; and

(b) Part played by such bodies as communication or Road Boards.

as a cure or preventative and also papers emphasising the importance of proper construction and renewal would be welcome. Group 3 is also important. The impression left on the mind of one who has seen a good deal of the roads of India is that metalled roads are regarded too much solely from the point of view of the metalled carriageway and that sufficient importance is not attached to wide and well maintained berms. Clearly a 10 or 12 ft. road cannot possibly carry all the mixed traffic of various sorts which uses busy roads and the metalled surface should be regarded merely as a part of the road intended for the more destructive forms of traffic, but the whole should be kept up with good wide berms to a proper standard. Typical cross-sections might be suggested with wide berms sloped off to the ditch or drain with an easy slope and trees should not be planted too close together across the road. Groups 4, 5, 6 and 7 are comprehensive and need no particular explanation. Under Group 8 might be included Papers giving definite and quantitative information as to the effect on modern surfaces of heavy bullock cart traffic by comparing the cost of maintenance or life of the surface on roads having different intensities of bullock cart traffic. Methods of



DUNLOP 90 TYRES..
WITH THE LONGEST NON-SKID MILEAGE

DUNLOP RUBBER CO. (INDIA) LTD.
BRANCHES THROUGHOUT INDIA, BURMA, AND CEYLON.

F

DK. 57 a.

Progress of Expenditure in recent years in Governors' Provinces from Provincial and Local Revenue

1913-14.			1926-27.			1927-28.			1928-29.			
IN LAKHS OF RUPEES.						IN LAKHS OF RUPEES.						
	O.W.	Repairs.	Total.	O.W.	Repairs.	Total.	O.W.	Repairs.	Total.	O.W.	Repairs.	Total.
Madras ..	19.9	48.8	68.7	22.9	83.8	106.7	46.3	95.9	142.2	45.8	104.9	150.7
Bombay*	19.6	19.8	39.4	22.7	56.0	78.7	20.3	58.6	78.9	19.4	56.3	75.7
Bengal ..	17.7	28.8	46.5	18.4	47.8	66.2	16.5	51.6	68.1	13.8	50.3	64.1
U. P. ..	12.9	30.4	43.3	14.1	59.0	73.1	7.7	59.5	67.2	6.6	58.8	65.4
Punjab ..	12.5	23.5	36.0	35.9	60.2	96.1	70.4	64.2	134.6	65.6	66.6	132.1
B. & O. ..	21.5	19.2	40.7	16.2	36.9	53.1	18.3	33.9	52.2	14.9	34.0	48.9
C. P. ..	13.4	18.7	32.1	21.9	37.3	59.2	27.7	39.8	67.5	25.3	34.7	60.0
Assam ..	42.1	15.1	57.2	6.8	23.3	30.1	9.8	25.5	35.3	11.2	23.2	34.4
Total ..	159.6	204.3	363.9	158.9	404.3	563.2	217.0	429.0	646.0	202.5	428.8	631.3
N.W.F.P.	10.0	10.7	20.7	4.7	12.0	16.7	3.5	11.4	14.9	3.8	13.1	16.9
Total ..	169.6	215.0	384.6	163.6	416.3	579.9	220.5	440.4	660.9	206.3	441.9	648.2
Burma ..	14.8	41.4	56.2	61.6	67.3	128.9	94.0	65.5	159.5	99.6	72.4	172.0
Total ..	184.4	256.4	440.8	225.2	483.6	708.8	314.5	505.9	820.4	305.9	514.3	820.2

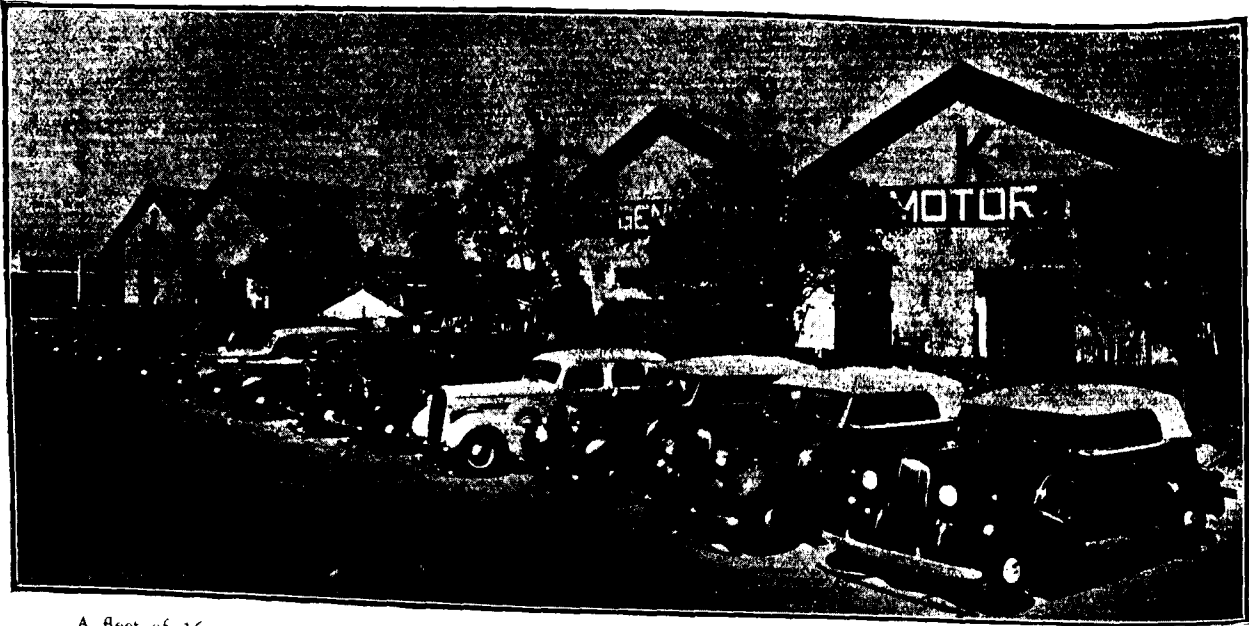
improving the bullock cart without too great expense might also be discussed.

With reference to Group 9, a very useful paper on this subject by Dr. M. S. Krishnan has recently appeared in the *Records of the Geological Survey of India*. As regards Group 10, the question of standard loading and permissible stresses for bridges is being dealt with by a Committee of the Congress and papers should be confined this year to describing interesting bridges actually constructed. Groups 11 and 12 are comprehensive and need no further explanation.

Road Expenditure in Provinces

Above we are able to give a statement of expenditure on the construction and maintenance of roads from general revenue since 1926 up till 1934 as compared with that spent on roads under the same headings in 1913-14. Grants from the Central Road Fund are not included in these figures.

When the Central Road Fund was formed in April 1929, it was understood that there should be no falling off in the expenditure on roads by Provinces from general



A fleet of 16 motor cars, made of Buicks and Pontiacs, was recently delivered to H. E. H. the Nizam's Government. The photograph shows the cars lined up at the Assembly Factory of General Motors India Limited, Bombay.

on the Construction (Original Works) and Maintenance (Repairs) of extra-Municipal Roads

1929-30.			1930-31.			1931-32.			1932-33.			1933-34.			
IN LAKHS OF RUPEES.						IN LAKHS OF RUPEES.						IN LAKHS OF RUPEES.			
O.W.	Repairs.	Total.	O.W.	Repairs.	Total.	O.W.	Repairs.	Total.	O.W.	Repairs.	Total.	O.W.	Repairs.	Total.	
53.7	111.3	165.0	101.5	131.3	232.8	74.0	110.6	184.6	49.8	94.7	144.5	42.6	100.7	143.3	Madras.
15.8	55.8	71.6	13.2	53.6	66.8	19.1	48.7	67.8	21.8	40.8	62.6	17.7	42.7	60.4	Bombay.*
9.5	49.3	58.8	12.0	45.8	57.8	18.6	44.4	63.0	16.3	42.2	58.5	11.2	39.5	50.7	Bengal.
11.9	53.9	65.8	25.2	32.4	57.6	12.0	24.8	36.8	0.6	24.9	25.5	2.1	23.4	25.5	U. P.
39.9	69.7	109.6	23.3	64.5	87.8	10.9	58.1	69.0	4.8	57.8	62.6	5.7	59.1	64.8	Punjab.
18.9	32.8	51.7	19.1	33.2	52.3	13.4	32.1	45.5	8.9	32.7	41.6	7.8	33.1	40.9	B. & O.
15.6	34.7	50.3	20.8	34.2	55.0	10.0	30.1	40.1	5.6	29.4	35.0	4.6	30.4	35.0	C. P.
9.5	27.2	36.7	8.6	27.8	36.4	5.1	26.3	31.4	5.4	24.5	29.9	2.6	25.9	28.5	Assam.
174.8	434.7	609.5	223.7	422.8	646.5	163.1	375.1	538.2	113.2	347.0	460.2	94.3	354.8	449.1	Total.
6.2	16.6	22.8	4.6	21.2	25.8	2.4	17.4	19.8	2.1	19.9	22.0	3.9	19.1	23.0	N.W.F.P.
181.0	451.3	632.3	228.3	444.0	672.3	165.5	392.5	558.0	115.3	366.9	482.2	98.2	373.9	472.1	Total.
80.7	73.3	154.0	70.0	72.9	142.9	29.6	46.7	76.3	8.9	44.5	53.4	6.7	30.2	36.9	Burma.
261.7	524.6	786.3	298.3	516.9	815.2	195.1	439.2	634.3	124.2	411.4	535.6	104.9	404.1	509.0	Total.

*The figures for Bombay exclude revenue expenditure on loan services.

revenue; yet from this statement it will be seen that the total expenditure has fallen from 820 lakhs in 1928-29 to 509 lakhs in 1933-34. It is hoped that Provincial Governments will see their way to correct this situation at an early date for the need for better roads is greater today than it was in 1929.

The total amount received by Provinces from the Central Road Fund during the five years ending April 1934 is about 5 crores of rupees.

Traffic Census in U. P.

The United Provinces Government have recently completed a detailed traffic census of the 3,191 miles of provincial roads in the Province and it is understood have found the traffic density to be as follows:—

From	0 to	500 tons total traffic	..	..	1,827 miles.
"	500 to 1,000	"	"	"	940 "
"	1,000 to 1,500	"	"	"	279 "
"	1,500 to 2,000	"	"	"	78 "
"	2,000 to 3,000	"	"	"	40 "
Over	3,000 tons total traffic	..	..	..	27 "

The census was taken over a period of roughly 2 years, one count being taken every month at each of the 387 census points into which the road system was divided for the purpose. These census figures have been plotted on diagrammatic maps, using a distinct colour for each grade of density and it is understood the diagrams in question have proved most valuable both in determining

the type of road surface to be provided for different miles in the new road reconstruction programme and also in ascertaining the traffic factor governing the life of surface-treated roads.

Road Building in Germany

The further development of the German network of motor roads has been energetically pushed forward during the past year, according to the annual review of the Reich Motor Road Company. Altogether, some 65 miles were completed and opened to traffic on the three sections, Frankfurt (Main)-Darmstadt, Munich-Holzkirchen and Darmstadt-Mannheim-Heidelberg. Including the 740 miles of highway being prepared at the end of 1934, a total of 1,170 miles was actually under construction in 1935, and up to the end of the year 2,150 miles had been marked out for construction. Whilst building in previous years was largely concerned with the laying of foundations, in 1935 the preparation of road surfaces and the making of crossings and junctions was begun. It is stated that, on an average, a bridge has to be built at every thousand yards to avoid crossing other roads on the level and to ensure that the highway shall traverse the most pleasant stretches of country. In order to distribute the contracts among as many industries as possible, steel, concrete, reinforced concrete and natural stone are used in bridge-building. Some 800 bridges are ready and another 600 have been begun. The financing of constructional work was undertaken, as in 1934, with the assistance of a Reichbank rediscount credit. Whilst

in 1934 the outlay was little more than 200,000,000 marks, it is expected to amount to 500,000,000 marks for 1935.

What the American Automobile Industry means to The United States of America

Statistics for 1935.

REGISTRATION.		
Motor vehicles registered in U. S.	..	26,000,000
Motor cars	..	22,450,000
Motor trucks	..	3,550,000
World registration of motor vehicles	..	36,500,000
Per cent of world's automobiles in U. S.	..	71%
Passenger cars on farms	..	4,134,675
Motor trucks on farms	..	900,385
Motor vehicles on farms	..	5,035,060

TAXES.

Total motor vehicles user taxes	..	\$ 1,288,000,000
Gasoline taxes, federal, state and municipal	..	804,500,000
Percentage motor user taxes to all taxes from all sources, federal, state and local	..	13%

AUTOMOBILE'S RELATION TO OTHER BUSINESS.
Automotive industry is the largest purchaser of gasoline, rubber, steel, malleable iron, mohair, upholstery leather, lubricating oil, plate glass, nickel and lead.

produced and used outside the country for the construction of motor vehicles abroad, are not available. It is undoubtedly a great asset to the country and indirectly to the railways.

Roads in Bengal

Sir Mohiuddin Farouqi in moving a grant of Rs. 95,76,000 for Civil works in the Legislative Council gave a summary of the service rendered by the Public Works Department during the past septennium.

After referring to the reduction in expenditure which had effected a cumulative saving of Rs. 81,000 a year, the Minister said that owing to financial stringency, a considerable reduction was made in both original and repair works from the provincial revenues. In spite of that, however, the Department had metalled about 32 miles of road and had also brought existing roads up to modern standards. The Department had maintained about 958 miles of metalled and 695 miles of unmetalled roads.

"Since the formation of the Road Board," Sir Mohiuddin continued, "the Department has been surveying the entire province, and two expert engineers of the Department have been deputed as Road Development Project Officer and Bridge Designer. The work is pro-

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Number of carloads of automotive freight shipped over railroads	..	3,422,000
Rubber used by automobile industry	..	75%
Plate glass used by automobile industry	..	77%
Steel and iron used by automobile industry	..	23%
Lumber, hardwood, used by automobile industry	..	8%
Copper used by automobile industry	..	22%
Lead used by automobile industry	..	39%
Zinc used by automobile industry	..	15%
Tin used by automobile industry	..	20%
Aluminium used by automobile industry	..	16%
Nickel used by automobile industry	..	33%
Gasoline consumption by motor industry	..	89%
Gasoline used by motor vehicles (gallons)	..	16,150,000,000
Lubricants used by motor vehicles (gallons)	..	485,000,000
Lubricants, per cent used by motor vehicles	..	59%
Crude rubber used by motor industry (lbs.)	..	885,000,000
Cotton fabric used in tyres (lbs.)	..	210,000,000

These facts give one a very clear idea of the important role the motor industry plays in the welfare of United States. While it is difficult to collect similar figures for India, there is no doubt road motor transport is a source of considerable wealth to the country.

We do know, however, that it contributes something like 10 crores of rupees annually in taxation. But such facts as the number of people employed, the capital invested in the motor industry and the quantities of materials

ceeding on five-year plans, and a wide network of communication is being worked out. The Department has already constructed 225 miles of new road, including reconstruction of district board roads, from the Road Board Fund.

Calcutta-Jessore Road

"Some of the more important roads taken up are the Iswardi-Pabna Road, the Calcutta-Jessore Road, the Diamond Harbour Road, the Ghosepara Road, and the improvement and widening of the Grand Trunk Road. The proposed Calcutta-Darjeeling Road, the Howrah-Benares Road and many others are under examination."

The construction of quite a large number of bridges had been undertaken, said the Minister. Some had been completed, some were under consideration and others were under investigation. Perhaps the most important of these were the Tista and the Sevoke bridges which had opened up communication with the tea area in the Dooars, and with Tibet.

The Kunti and Saraswati bridges on the Grand Trunk Road, Jhikargacha bridge on the Calcutta-Jessore Road, Sevoke-Tista bridge and Leesh bridge on the Sevoke-Bagrakote Road project, the Tankabati, Dalu and Kalar-pole bridges on the Chittagong-Arracan Road were some

of the bridges to be constructed. Preliminary arrangements were in progress with regard to many other bridges, including the Damodar bridge, Churni bridge, Rangram bridge, and the Mathabhanga bridge.

Decline of Tramways

The return issued by the Ministry of Transport in England of the accounts and returns of tramway undertaking in Great Britain (excluding those transferred to the London Passenger Transport Board) for the year ending December 31st, 1934, for companies and March 31st, 1935, for local authorities—shows the following figures:—

	1934-35.	1933-34.	Increase (+) Decrease (—)	Per- cent.
Capital ex- penditure at end of period.	£ 58,141,567	£ 60,917,210	2,775,643	4.56
Gross receipts.	14,721,510	15,584,865	863,355	5.54
Working ex- penditure	11,562,357	12,132,746	570,389	4.70
Net receipts.	3,159,153	3,452,119	292,966	8.49
	No.	No.	No.	
Passenger journeys	2,651,557,025	2,774,979,452	123,422,427	4.45
Car miles	228,406,797	239,450,290	11,043,493	4.61

The tramway route mileage at the end of the period covered by the return was 143 less than at the end of the preceding period. This decrease is largely attributable to the abandonment of tramways in favour of trolley buses or motor buses, and the reduction of £2,775,643 in capital expenditure is due mainly to writing off the cost of the tramway capital assets thus superseded.

The return also gives particulars of the working of trolley vehicle undertakings in Great Britain (excluding undertakings transferred to the London Passenger Transport Board). The number of passenger journeys during the year was 309,489,352, compared with 227,083,825 in 1933-34, an increase of 36.29 per cent.

The trolley bus has obvious advantages over the tram in traffic and it would not be unreasonable to expect such tram services as those in Bombay and Calcutta operating in narrow congested streets to be replaced by trolley buses. Rangoon has adopted this system.

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The Indian Roads and Transport Development Association, Ltd.

Speech of Mr. H. E. Ormerod, President, at the Eighth Annual General Meeting, 28th April 1936.

GENTLEMEN,

I AM sure you will join me in expressing regret at the inability of our Patron, Lord Brabourne, to be with us to-day; it is nevertheless gratifying to know that he is following with keen interest the activities of the Association.

Another matter of a personal nature which I have pleasure in placing on record is the conferment of the honour of Knighthood on our late President, Sir Ernest Miller, in recognition, amongst other things, of his services in furthering the development of the country's communication system, and you will, I know, share my regret that he is not with us to-day.

We have missed his services since he left, particularly in connection with our liaison with the Central Government, and our Council meetings have been all the poorer by the loss of his genial disposition, his tact, ability, and capacity for studying everyone's view.

Sir Ernest Miller's departure from India threw a heavy burden on me and I must crave your forgiveness for any failure on my part to maintain the high standard of efficiency which he set up.

In reviewing the work of the Association I have the pleasant task of reporting continued progress and the extension of our activities.

One of our main objects, as you know, is to bring about a balanced system of communications and the provision of an organized and healthy form of transport whether by rail, road, water or air, in the best interests of the country. We have made repeated recommendations to the Government of India, the Provincial Governments, and local authorities in this connection, and this has kept them in possession of the non-official viewpoint. We might almost claim we have served as an unofficial Board of Communications in this respect.

Our purpose, as you know, is to maintain an unbiased attitude with regard to all matters which come before us, and so long as we continue this policy, the Association cannot fail to grow in strength.

While we have dealt with a great variety of questions, there is one in particular of extreme importance to which I would like to refer—that is, road and rail competition, for a great deal depends on the attitude we adopt towards it, and with your permission I will take up a little of your time in explaining the position.

It may appear at times that we are anti-railways, actually however this is not the case, and what we are striving for is a balanced state of affairs in the country's communication system obtained by a closer co-ordination and co-operation between the various forms of transport. There is a lack of balance now due largely to the independent administration of roads and railways.

We, together with the European Group in the Legislative Assembly, have pressed for the formation of a

Ministry of Transport or a portfolio of communications at the centre and effective Boards of Communications in the provinces to overcome this, and the Government of India have since agreed to the appointment of a Ministry as soon as a convenient opportunity occurs. Meanwhile the Provincial Boards of Communications have come into being although, partly owing to their unwieldy size, and the infrequency of their meetings, they have not become really effective as yet.

In pressing for the early appointment of these bodies, our desire has been to prevent the acute position which has arisen between road and rail transport in other countries developing here. The monopoly the railways have enjoyed up to recently has been assailed by the definite advantages offered by motor transport, with the result that inroads are being made into their revenue, thereby affecting the Central revenues, which present conditions make it difficult to prevent. The resulting situation calls for a serious examination of the whole question of transport, for both road and rail transport are essential for the economic development of the country and the time has arrived, if waste of public money is to be avoided, when a clear definition should be made of the role which each form of transport should play in the future development of the country.

While it is generally recognized that some 800 crores of public money have been invested in our railways, it is seldom appreciated that there is a sum of perhaps half that amount sunk in our roads, the only difference being the former is a capital investment on which interest has to be paid (which keeps it continually in the limelight) and the latter an expenditure from revenue which is lost sight of because no accounts have to be rendered. Both activities, however, are kept going by public money, and if the one is to be protected, then so should the other.

At our last meeting your President referred to the inaugural meeting of the Indian Roads Congress. Another meeting took place early this year at Bangalore where it was decided to form a permanent body with regular membership and subscription. Next year the meeting is to be held at Calcutta and the Association has been asked to arrange an exhibition in conjunction with it. An exhibition of this kind will give those who are interested in road development an admirable opportunity to make suitable exhibits and to meet all the leading Road Engineers of the country. The fact that this technical body has been placed on a permanent basis represents another step forward in our work.

The Transport Advisory Council, it is understood, will be holding its next meeting in July when consideration will be given to the important questions of road and rail competition and the amendment of the Indian Motor Vehicles Act, 1914, which will afford wider powers to the Provincial Governments to introduce regulations in regard to motor transport and will tend to eliminate unfair competition against railways.

We have asked Government for representation on this body on more than one occasion but so far we have been unable to convince them that in the difficult task with which the Advisory Council is faced, the co-operation of the businessman, and an expression of his point of view particularly if contributed in the early stages of the discussion, would be a very great assistance to Government in helping them to solve the serious problems with which they are grappling. I stress this point in the hope that Government will appreciate that a little unofficial leaven in an official body has the same beneficial effect as leaven in bread, but as with bread it must be applied in time.

A matter which has continued to engage the special attention of your Council and Branches is the encouragement of the use of pneumatic tyred bullock carts. We can report considerable progress in this direction. Special concessions in taxation have been granted to this type of vehicle by the various authorities in many parts of India, and their adoption in Municipal centres and by Contractors interested in haulage in industrial areas is gradually extending as a result.

Urged by the knowledge that each metal tyred vehicle replaced by one equipped with pneumatic tyres represents an economy in public money in road construction and maintenance we shall continue our efforts in this direction unabated.

It is now some six years since the Association commenced to make representations to the various Provincial Governments regarding the need for the compounding of taxes on motor transport into one provincial tax.

The Punjab, North-west Frontier Province and Assam have the matter under consideration, and other Provinces, we are glad to report, have already adopted this system of taxation including Bombay where it has resulted also in the abolition of tolls, thus meeting with another of our long sustained demands.

We are still urging the adoption of a common basis of taxation throughout the country to facilitate the movement of motor transport, and to assist in bringing the conditions of operation of both road and rail transport in line with one another.

Taking advantage of the visit to India of Sir Otto Niemeyer, who had been charged to report on the question of adjustment of Provincial and Federal finances under the new constitution, your Council addressed him urging the allotment of 4 annas per gallon of the Petrol tax to provinces instead of the 2½ annas per gallon at present received. Your Branches have also sought the support of the Provincial Governments and other associations in this demand.

Another important matter which has been under consideration by your Council, is the need for closer contact with the Government of India which we have felt the want of since the retirement of your late President, Sir Ernest Miller, who as a member of the Council of State was able to maintain personal contact with the various departments of Government. After due consideration, it has been agreed as a first step, that we should try to increase the funds of the Association to provide for the employment of a suitable person whose duty it would be to

maintain regular contact with the Government of India or alternatively to relieve the General Secretary, for this purpose as occasion demands.

A special Sub-Committee has been appointed to examine ways and means of increasing our revenue for this purpose and as the Association is the only all-India organization representing road and transport interests, I hope there will be no great difficulty in obtaining the additional support we require.

Furthermore, the serious view taken by the Government of India over the question of road and rail competition makes it all the more necessary for road interests to be suitably represented.

Our existing members are taking an increasing interest in the work of the Association as is indicated by their desire to participate in the work of our Branch Committees. The very slight increase in the number of supporting members however during the year does not permit of our carrying out the extension of our activities I have described and greater attention will have to be paid this year to making the work of the Association known to those who, although interested in the subject, have not joined, possibly because they do not realise the value of the work we are doing.

All your Branches have been particularly active this year and their Annual Reports are extremely interesting, showing as they do, the work being done in different parts of India.

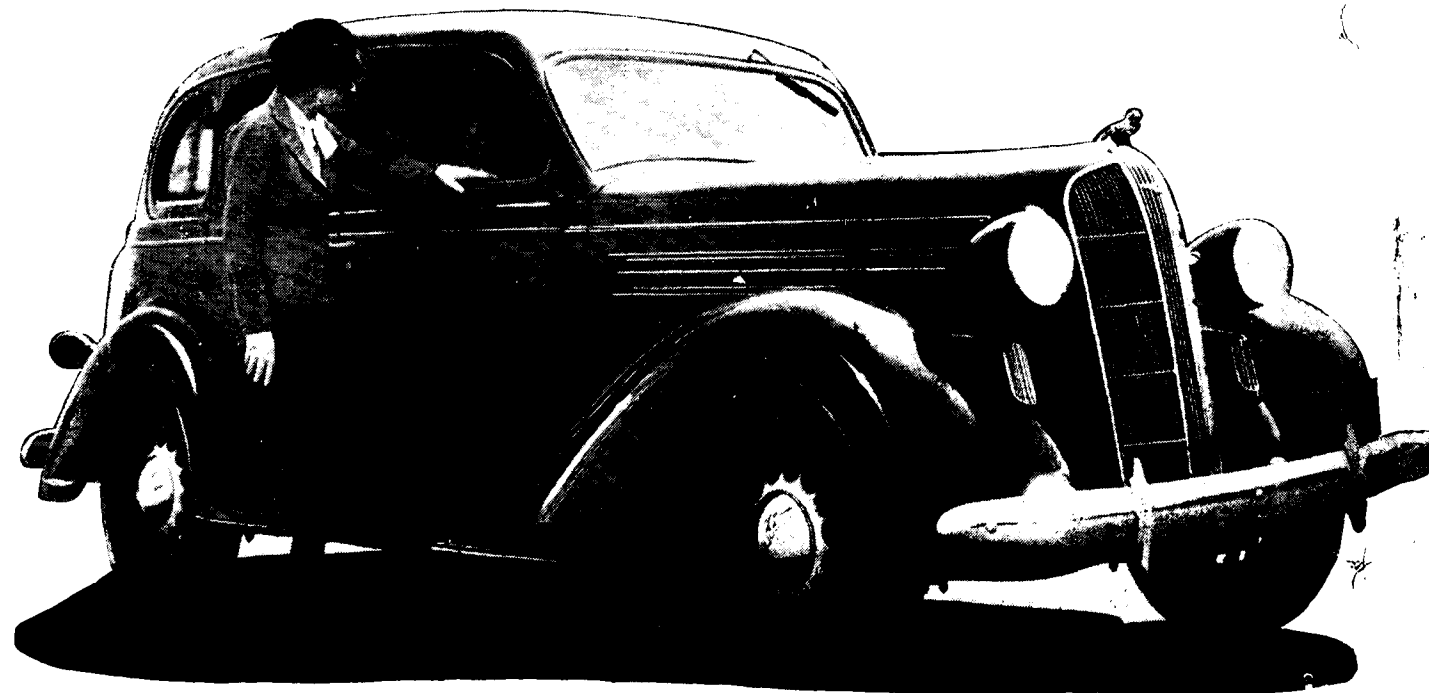
I will refer briefly to some of the more important matters they have had under consideration.

Our Calcutta Branch has helped to bring about the appointment of a Special Officer to carry out a comprehensive survey of the Bengal communications system and his report which will shortly be available should be of considerable value.

They have also been successful during the year in obtaining the consent of the Bihar and Orissa Government, for a representative of the Association to attend the meetings of the Provincial Board of Communications. This is the result of repeated representations over a number of years.

The Sind Branch, although handicapped by local conditions, has put in some good work, and with the formation of an independent Government it will be able to take a more effective part in bringing about the development of communications in the new province. The report issued recently by Mr. Stubbs, recommending schemes amounting to 97 lacs of rupees clearly indicates the great necessity for road communications in Sind. It is hoped, in view of the importance of the development of road communications in the Barrage area, that the Government of India will take early steps to implement Mr. Stubbs's recommendations by means of a road loan.

The Bombay Branch records an improvement in road conditions in the Presidency for the first time after many years. The Bombay Government have been rather slow in getting into action but this is partly due to the Central Government's delay in dealing with their schemes and to some extent caused by the objections raised by the railways.



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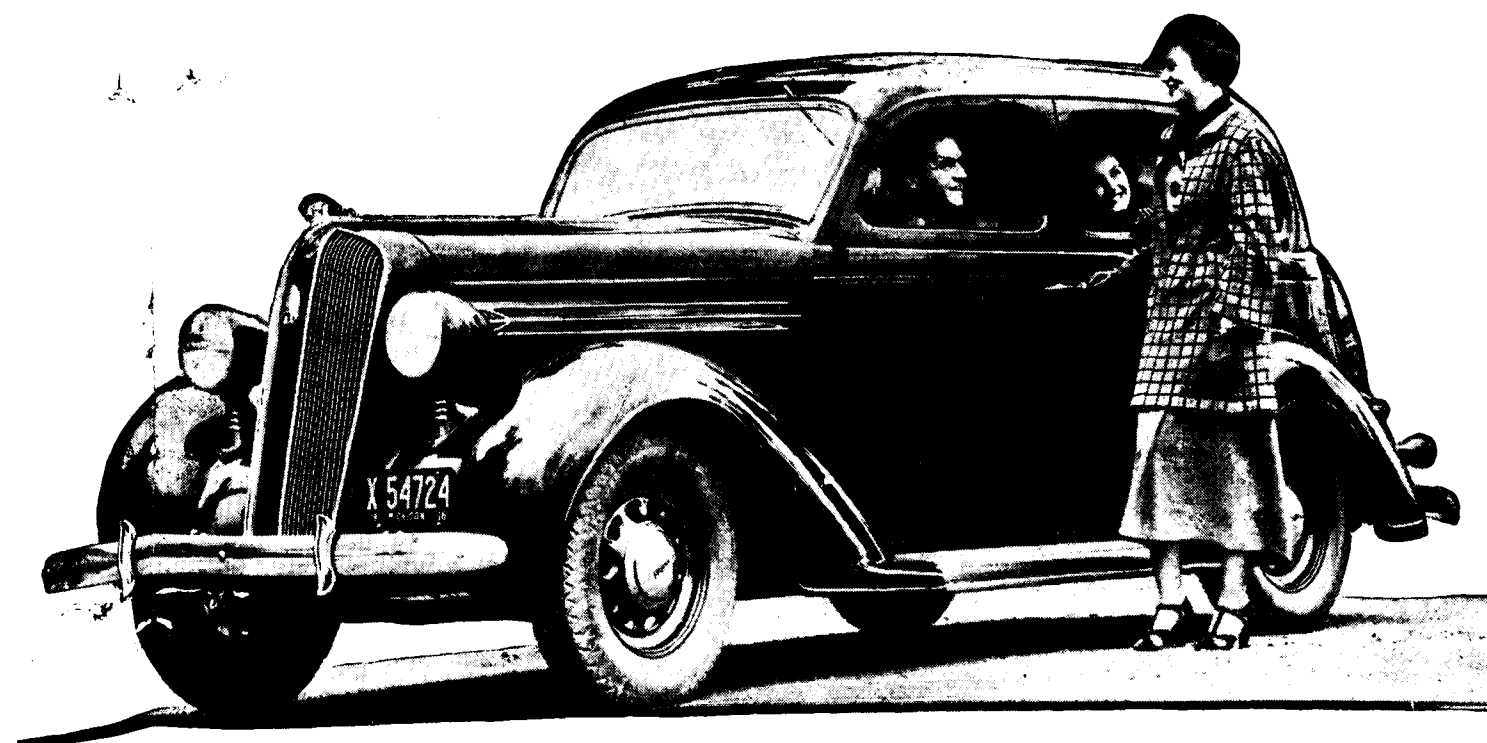
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We hope that the unexpended balance and subsequent amounts to be received from the Government of India as the share of the Bombay Government of the Petrol Tax will be utilised more expeditiously in future.

In this connection the Branch has on more than one occasion urged the Government to appoint a Special Officer, to carry out a survey of the Presidency on the lines of the report on the Madras Presidency, which was issued recently by their Special Officer, Mr. Vipani. Up to now the Bombay Board of Communications has functioned rather more as a Road Board than a Board of Communications and we are sorry to note that Railway recommendations in connection with feeder roads have been receiving but little attention. It has been difficult for the Board to function as a Board of Communications because it is advised by a Sub-Committee consisting of the Commissioners of Divisions whose main interest, at the moment, is directed towards the improvement of the existing road system which for lack of funds has deteriorated to an alarming extent.

As those interested in other forms of communications, such as railways, have not been represented on the Sub-Committee, they have only been able to express their views on the matters coming before them at the full Board which owing to its unwieldy size has been most unsatisfactory. I am, however, glad to be able to report that at our suggestion Government have now agreed to invite representatives from the four railways and also the representative of your Association to sit on this Sub-Committee. The prompt action taken by Government is very much appreciated, and while this is certainly an improvement on the present position, I still hope Government will see their way to appoint a Special Officer whose first duty would be to study the whole question of the Presidency's communications from all points of view.

The most important event affecting the Bombay Presidency has been the passing of the new Motor Vehicle Taxation Act, which came into force on April the 1st. This has resulted in the complete abolition of tolls throughout the Presidency and what is even more important, the formation of a road fund.

The Madras Branch has shown special activity during the year and it is gratifying to note that the assistance they rendered to Mr. Vipani, in compiling his report on the development of the road communications in the Presidency has been suitably acknowledged. The Branch is to be congratulated on the decision of the Government of Madras to raise a loan sufficient to implement immediately some of the schemes recommended by Mr. Vipani in his report. They have also given much time and thought to finding additional revenue for roads to replace the loss of 38 lacs of rupees, due mainly to the loss of revenue from bullock carts caused by the abolition of tolls some 4 years ago. Their recommendations entailing the reinstitution of tolls coincided with the Bombay Government putting into effect the recommendations made by your Council many years ago for the removal of tolls, and this emphasizes the way in which conditions in each Presidency vary.

Representations have also been made by the Madras Branch to their Government pressing for the exemption of taxation of visiting motorists for a period of 30 days

so that they might reciprocate with other provinces in this respect.

Our Assam Branch reports a considerable improvement in the condition of road communications, by the improvement of road surfaces, and in the construction of new bridges which are of primary importance to the Province. They have also carried out considerable propaganda in an endeavour to increase their membership.

Our Branch in Burma has reported the approval of a large programme of road improvement and construction by the Burma Communications Board, but despite their repeated representations, Government, I regret to say, have stated, that until the final arrangements following on the separation of Burma can be more clearly visualised, they will not contemplate raising a road loan to carry out the scheme. Meanwhile, it is disappointing to record the Government of Burma have found it necessary to appropriate for road maintenance, 21.37 lacs of Rupees of their share of the Petrol Tax and there is no indication that it will be reimbursed at an early date.

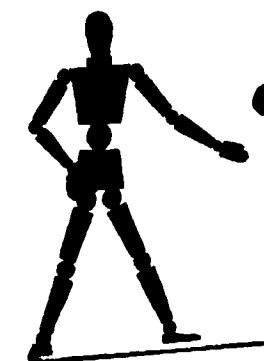
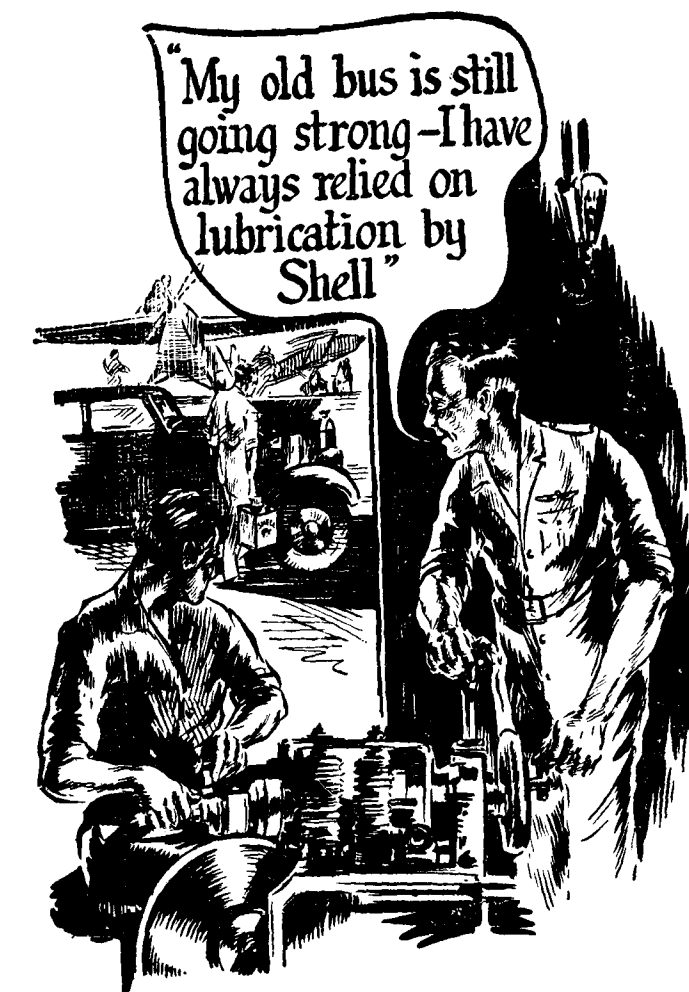
The Branch reports that their recommendations for the compounding of all present taxes on motor transport into one provincial tax is still receiving the attention of Government.

The Punjab Branch has been actively dealing with the improvement of conditions of motor transport in the Province which comprises such questions as the abuses attendant upon the auctioning of lorry stands and the grouping of bus services which will tend to eliminate unhealthy competition and make it possible for them to develop along proper lines. They have maintained close contact with their Government and Board of Communications and are urging the question of the compounding of taxes on motor transport into one provincial tax. From a motorist's point of view the Punjab roads are by far the best roads in India and the Provincial Government is to be congratulated in this respect.

Before concluding I would like to refer to some of the work of the General Secretary. After attending the Indian Roads Congress early this year, he made an extensive motor tour in Southern India by which means he has been able to establish a closer contact with District Boards and Municipal authorities and collect a lot of valuable information on Road Transport. Later he visited Delhi and Calcutta in connection with the organization of the exhibition in Calcutta next cold weather.

At the moment he and his staff are engaged in the collection of information on road mileages and their classification, also taxation of all classes of road vehicles and regulations regarding same throughout the country. This information together with other data will shortly be made available in book form and it is hoped that this publication will serve as a useful book of reference on matters relating to roads and road transport in the country.

Under matters of general interest, we may mention that during the year we have pursued the question of providing a city aerodrome for Bombay on the unreclaimed portion of the Reclamation. For financial reasons, however, it would appear that little progress can be expected at present.



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We have also addressed the Government of India on the need to subsidise aviation companies in opening up new services in their initial stages until sufficient traffic is available for their independent operation.

In conclusion I am glad to be able to give you again an up-to-date statement of the Road Development Fund. The revenue, from this source you will notice, is gradually increasing, but I regret to note, that during the last 5 or 6 years there has been a marked decrease in the grants made by Provincial Governments from general revenues for road development and maintenance, whereas at the inception of the Road Fund it was definitely understood that the money it provided was to supplement, and in no way to replace ordinary Provincial expenditure from general revenue. Your Council has deemed it necessary, therefore, to address all Branches in this connection with a view to their taking the matter up with their respective Provincial Governments to see if it cannot be remedied.

Finally I would like to thank the following gentlemen for their valuable co-operation and assistance in dealing with matters of interest to the Association in the Council of State and the Legislative Assembly: The Hon'ble Mr. R. H. Parker, Sir Leslie Hudson, Mr. F. E. James and Mr. George Morgan, who is also a member of the Standing Committee for roads, also Mr. Humphrey in the Bombay Legislative Council.

I also wish to thank our Vice-President, Mr. Cooke, whose advice has been particularly useful to me, also the other members of the Council and all members of Branch Committees for the excellent work they have put in during the year. Lastly I wish to express my deep appreciation and thanks to our General Secretary whose work in an Association of this kind is of particular importance in view of the fact that all others are working in an honorary capacity. I think our appreciation of the clerical staff should also be recorded and I know Colonel Smith will agree that in serving him well they have also contributed their full share towards the success of the Association.

I now beg to propose that the audited statement of Accounts for 1935 which has been circulated to members be approved and confirmed.

Statement showing the position of the Road Account to end of 1935-36

	Lakhs. Rs.
Revenue in the Road Account	
Revenue up to 1933-34	512.71
Revenue for 1934-35	119.00
Revenue for first six months of 1935-36 (from 1st April 1935 to 30th September 1935) ..	69.04
Total Rs. ..	700.75
Deduct Reserve	
	Lakhs. Rs.
At 10% up to 1933-34	51.27
At 15% for 1934-35	17.85
At 15% for first half of 1935-36	10.36
Total Rs. ..	79.48
Balance available for distribution	621.27
Amount actually distributed	598.70
Balance in hand	22.57

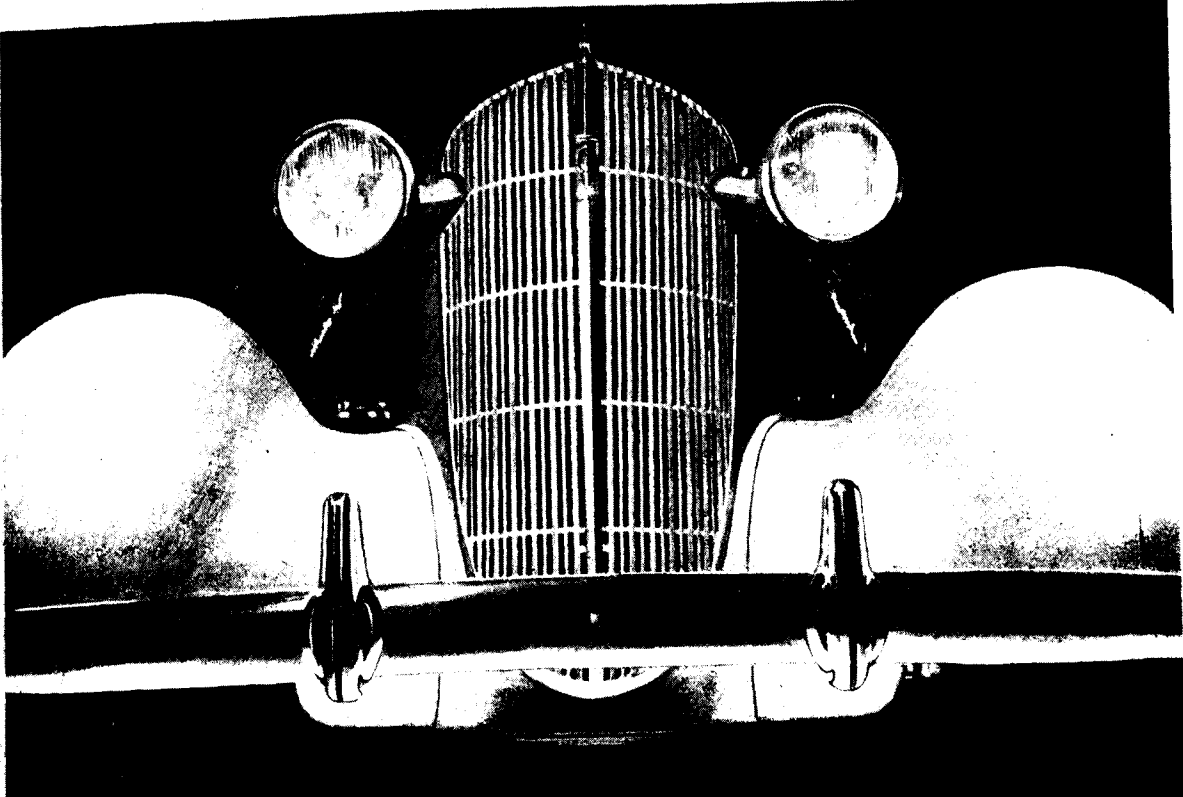
	Lakhs. Rs.
(1) Shares of small States for 1934-35 remaining to be allotted	3.08
(2) Unallotted balance of the receipts for the first half of 1935-36	19.49
Total Rs. ..	22.57

Statement showing the Distribution of Shares and Expenditure from the Road Account, in the Governors' Provinces

	Total allotment of revenue accrued to end of 30th September 1935	Expenditure to end of 31st December 1935.	Amount diverted for maintenance treated as expenditure.	Balance on 31st December 1935.	Approximate average annual share to date.
	(Rs. lakhs)	(Rs. lakhs.)	(Rs. lakhs.)	(Rs. lakhs.)	
Madras	90.79	54.62	..	36.17	14.00
Bombay	117.67	60.42	..	57.25	18.00
Bengal	86.85	44.89	..	41.96	13.50
United Provinces	36.28	15.06	..	21.22	5.50
Punjab	45.79	24.88	..	20.91	7.00
Burma	58.84	26.31	21.37	11.16	9.00
Shan States	5.20	3.40	..	1.80	0.80
B. & O.	22.45	11.88	..	10.57	3.50
C. P.	20.09	11.24	..	8.85	3.00
Assam	13.80	12.90	..	0.90	2.00
N.W.F.P.	11.59	8.91	..	2.68	1.75
Total Governors' Provinces.	509.35	274.51 ..	21.37	213.47	..

Oldsmobile

1936



"THE CAR THAT HAS EVERYTHING"
A PRODUCT OF GENERAL MOTORS

Statement showing the opening balance of 1935-36 and the anticipated revenue and expenditure in the Reserve in the Central Road Fund, up to 1938-39

	Lakhs. Rs
Opening balance at the end of 1934-35, i.e., actual revenue less expenditure (including the windfall of 40 lakhs from the General Budget)	86.68
Revenue during 1935-36 (estimated)	21.00
Total Rs.	107.68

Deduct :

Probable expenditure for 4 years on :—	
(a) Administration	4.00
(b) Schemes already sanctioned	137.95

Total Rs. 141.95

It will be seen that nearly two years' revenue has been anticipated in approving schemes to the above extent.

CONDUCTED TOUR—MYSORE

for H.H. the Maharaja's Birthday, 1936

1. Comfortable road-journey by first class buses in easy stages, through varied and interesting scenery. An outing of exceptional value of about 80 miles and extending over 6 days (May 28th to June 2nd).
2. Every facility offered for all sight-seeing, like the places of interest in Bangalore and Mysore, the Silk-rearing Farm at Chennapatna, Sivasamudram Waterfalls and Power-generating Station, Seringapatam (Tipu Sultan's capital), the Brindavan Terrace Gardens and Dam at Krishnarajasagara, the Chamundi Hill, the Grand Birthday Procession etc.
3. Though you are now saved all the trouble you will be ordinarily put to if you took train and had to hunt for conveyances locally or for lodgings, the cost in the case of the present trip does in no way exceed the usual railway fare and the cost of local conveyances, such as the bus-hire from Maddur to Sivasamudram & back (64 miles), Mysore to Chamundi Hill & back, Mysore to Kannambadi & back (25 miles), and the drives through Mysore, Bangalore, Seringapatam etc. You now have the additional advantage of the Expert Guide to conduct the party from Madras all through the journey.
4. The cost is only Rs. 23-12-0, for transport, boarding (Indian vegetarian) and lodging. As only a limited number of seats will be available, intending tourists are advised to reserve the necessary seats before May 25, on payment of Rs. 5 (to be adjusted in the total cost later on). Special arrangements will be made for ladies and for large parties.
5. Owing to the introduction of the motor vehicles tax in Mysore, in addition to the usual tolls, even persons who could ordinarily take their own cars, will find it cheaper to do the trip by bus; and in their case, transport charges only will be required if they have friends or relations to stay with.
6. Provided a sufficient number of tourists wish it, the trip can be extended to 10 days taking in Pykara Falls, Ooty, Mettur, Yercaud and Salem, for an inclusive cost of Rs. 35 per head.

Further information from :—V. S. Mahadevaityar, Nore Virasami St., Nungambakkam, MADRAS S.W.

Programme of the Bus Tour to Mysore, 1936

- May 28th—6-00 a.m. Leave Madras—Breakfast at Vellore, tiffin at Krishnagiri, arriving Bangalore 6-30 p.m.
„ 29th—7-30 a.m. Drive through Bangalore Cantt. visiting the Porcelain Factory, the Agricultural Farm, the Jewell Water Filters; Tata Institute. etc.
2-30 p.m. Drive through Bangalore City, visiting Basavangudi, Market, Fort, Lalbagh, Museum, Soap Factory.
„ 30th—9-30 a.m. Leave Bangalore after breakfast. Visit Chennapatna Silk-rearing Farm.
2-30 p.m. Visit Seringapatam.
5-30 p.m. Visit Brindavan Gardens and Dam at Krishnarajasagara.
8-0 p.m. Arrive Mysore
„ 31st—Morning : Drive through Mysore, visiting Chamarajendra Institute, etc.
Afternoon : Visit Zoo, the Elephant Stables and drive up Chamundi Hill.
Evening : Witness the Grand Birthday Procession.
June 1st—7-30 a.m. Leave Mysore.
11-00 a.m. Visit Sivasamudram Waterfalls and Power Station.
7-00 p.m. Arrive Bangalore.
2nd—7-00 a.m. Drive to Market.
10-00 a.m. Leave Bangalore after breakfast, pass Kolar, Palmaner, Chittore.
8-00 p.m. Arrive Madras.

ESTIMATED RUNNING COSTS

IORRIS EIGHT SALOON, FOUR-DOOR SUNSHINE ROOF (VALUE £142-10-0d) BASED ON AN ANNUAL MILEAGE OF 3,000.

standing Charges	£ s. d.
Interest on capital @ 3%	4 5 6
Tax	6 0 0
Driving licence	0 5 0
Insurance	11 5 0
Depreciation (calculated on five years life after deducting cost of initial set of tyres and allowing a nominal value of £25 at end of that period)	21 7 0
	43 2 6

Cost per mile—3.44 pence.

Running Costs.

Petrol, 40 m.p.g. @ 1/6	5 12 6
Oil, engine, 1,000 m.p.g. @ 6 (allowing for periodical draining and replenishment)	0 18 0
Gear oil, grease and sundries	0 7 6
Tyres—one set of four per 15,000 @ £2 3 0	1 14 4
Repairs (calculated on total cost of repairs and replacements, running repairs, decarbonising and sundry adjustments for 50,000 miles)	2 10 0
	11 2 4

Cost per mile—.88 pence.

Total cost for annual mileage of 3,000—£54 4 10d.

Standing 3.44

Running .88

4.32 pence per mile.

STANDARD TEN SALOON (VALUE £189) BASED ON AN ANNUAL MILEAGE OF 3,000.

Standing Charges.	£ s. d.
Interest on capital @ 3%	5 13 5
Tax	7 10 0
Driving licence	0 5 0
Insurance	12 2 6
Depreciation (calculated on five years life after deducting cost of initial set of tyres and allowing a nominal value of £30 at end of that period)	28 18 0
	54 8 11

Cost per mile—4.32 pence.

Running Costs.

Petrol, 30 m.p.g. @ 1/6	7 10 0
Oil, engine, 1,000 m.p.g. @ 6 (allowing for periodical draining and replenishment)	0 18 0
Gear oil, grease and sundries	0 10 0
Tyres—one set of four per 15,000 miles @ £2-18-0	2 6 4
Repairs (calculated on total cost of repairs and replacements, running repairs, decarbonising and sundry adjustments for 50,000 miles)	3 0 0
	14 4 4

Cost per mile—1.13 pence.

Total cost for annual mileage of 3,000—£68-12-3d.

Standing 4.32

Running 1.13

5.45 pence per mile.

4 H.P. (395 c.c.) MOTOR CYCLE (INITIAL COST OF MACHINE AND EQUIPMENT £50)—BASED ON AN ANNUAL MILEAGE OF 3,000

Standing Charges.

Interest on capital @ 3%	1 10 0
Tax	2 5 0
Driving licence	0 5 0
Insurance (comprehensive Policy all districts including, London)	12 0 0
Depreciation (calculated on four years life after deducting cost of initial set of tyres and allowing a nominal value of £10 at the end of that period)	11 15 0
	27 15 0

Cost per mile—2.22 pence.

Running Costs.

Petrols, 60 m.p.g. @ 1/6	3 15 0
Oil, engine, @ 1,000 m.p.g.	0 18 0
Gear oil, grease and sundries	0 15 0
Tyres, average left of 10,000 miles—2 covers (19 x 3) @ £1-3-0 1 tube @ 7	0 15 9
Repairs and replacements (calculated on four years service and allowing for one complete mechanical overhaul)	2 0 0
	8 3 9

Cost per mile—.652 pence.

Total cost for annual mileage of 3,000—£35-18-9.

Standing 2.22

Running .652

2.872 pence.

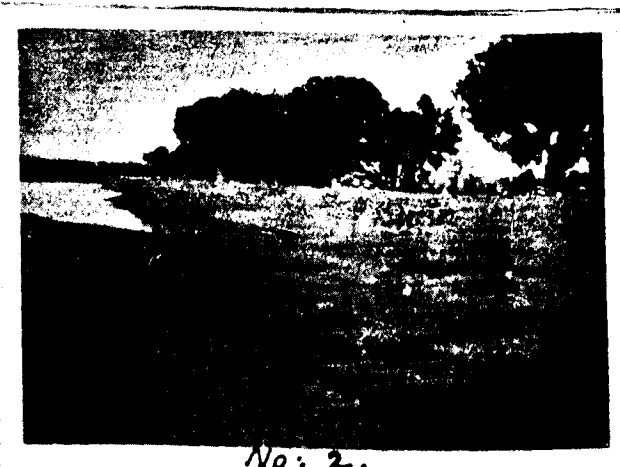
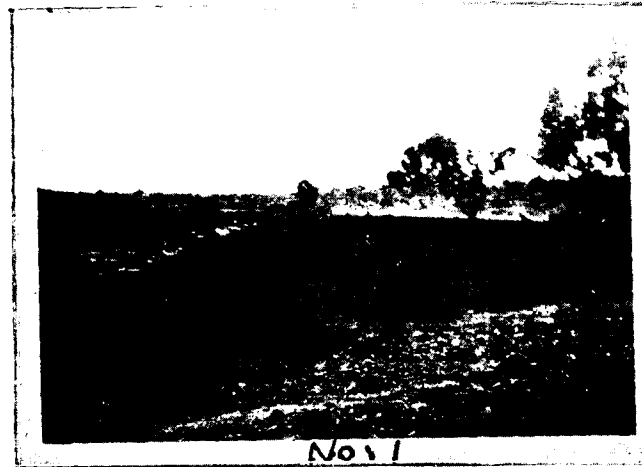
A QUIET AFTERNOON WITH A CAR AND CAMERA

By F. H. S.

WITHIN a short distance of Bangalore there are innumerable beauty spots which can be easily reached by car without any special "bundobast" unless a whole day's outing is planned. Having a blank afternoon a few days ago, three of us started at about 3 o'clock, with some tea and sandwiches and a camera, in a Morris '8'. We followed the Mysore road via Bangalore City through which, dodging all descriptions of traffic, which will not dodge you, calls for very careful driving. However, once beyond the city limits the scenery becomes attractive, the road undulating and winding through avenues of trees

place where the wise driver will handle his car with discretion, especially on a wet day.

A little further on where motors (if allowed by bullock carts) run over a parallel line of inset stone, there is a rather fine natural lake on the right which makes a really pretty scene. There is very little water just at present but we thought the picture worth taking looking diagonally across the lake bed towards the road with a fine group of large trees presenting a leafy background. (Snap No. 2). Here, quite close to the road in the shade of these big trees, is a quiet place suitable for a short halt

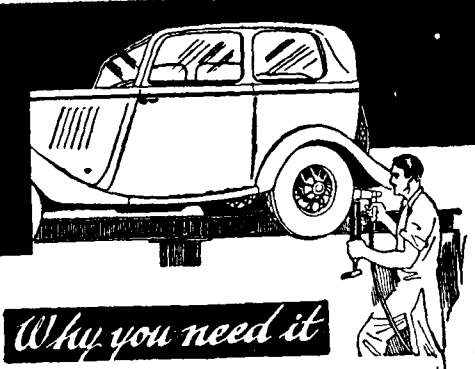


and open country, flanked on the left by a ridge of low hills. These look rather bare at this time of the year, naturally, yet one can picture how really beautiful the shrubbery and trees must look after the rains, about October and November when the foliage is thick and fresh. The road surface is good and at one part there is a distinct valley sloping directly off the left side of the road which is protected on that side by a low white painted stone fence, setting it off admirably in contrast with the greenery below. Snap No. 1 conveys some idea of this

and tea. The picture taken we continued on our way aimlessly until Kambalgudu Rest House, looking rather bare and lonely, sort of invited us to turn in. We did and were greeted by the bungalow Mali and pi-dog almost as long lost friends. Snap No. 3 gives the place a somewhat forlorn and hot appearance, but tree guards all around the building hold out a promise of shade and coolness in the future (?) Behind the building the land slopes away gradually, for about half a mile, across cultivated fields towards a fairly wide stream where there is a nice rocky

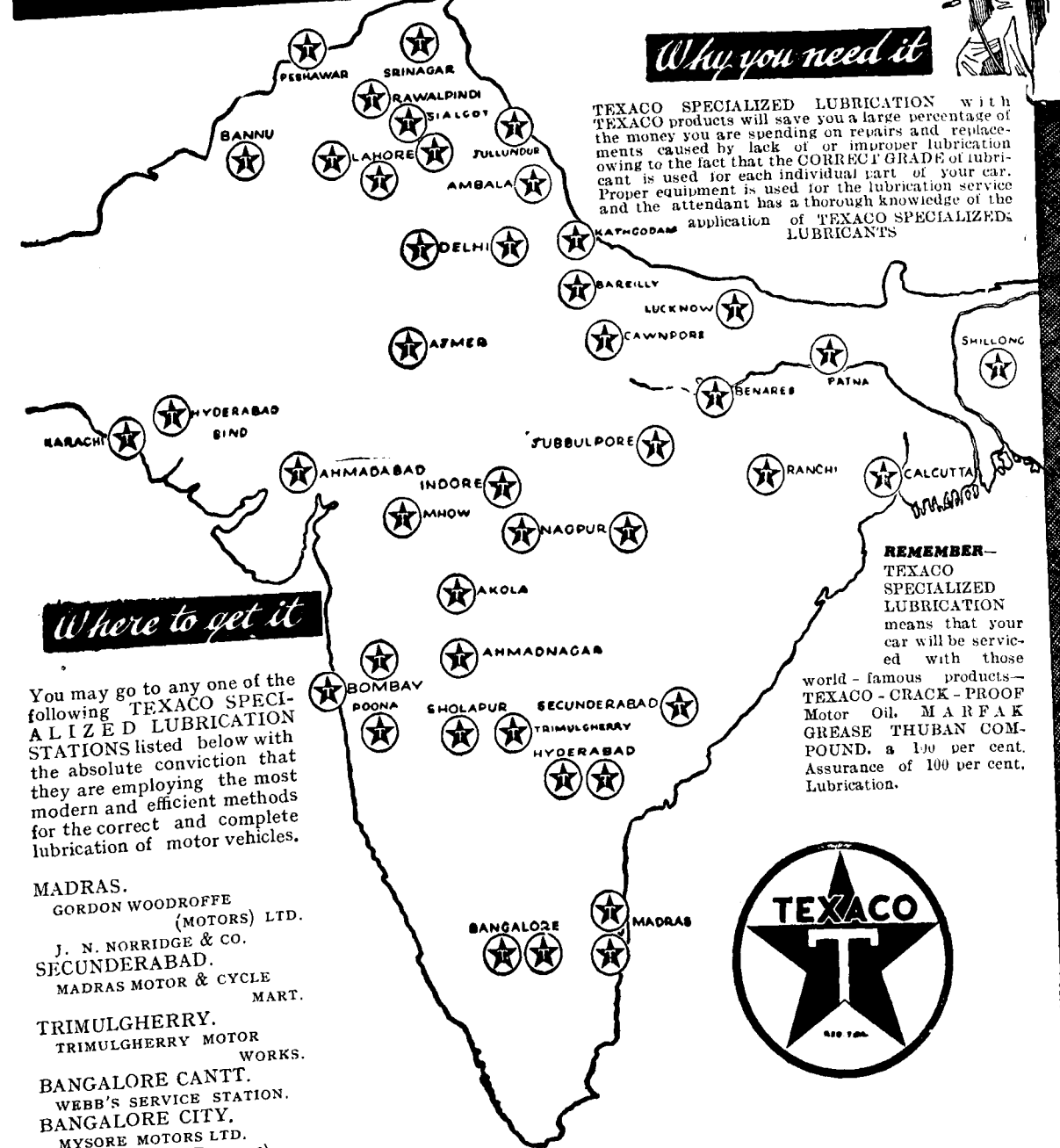
(Continued on page 230).

SPECIALIZED LUBRICATION



Why you need it

TEXACO SPECIALIZED LUBRICATION with TEXACO products will save you a large percentage of the money you are spending on repairs and replacements caused by lack of or improper lubrication. Proper equipment is used for the lubrication service and the attendant has a thorough knowledge of the application of TEXACO SPECIALIZED LUBRICANTS.



Where to get it

You may go to any one of the following TEXACO SPECIALIZED LUBRICATION STATIONS listed below with the absolute conviction that they are employing the most modern and efficient methods for the correct and complete lubrication of motor vehicles.

MADRAS.
GORDON WOODROFFE (MOTORS) LTD.
J. N. NORRIDGE & CO.
SECUNDERABAD.
MADRAS MOTOR & CYCLE MART.
TRIMULGHERRY.
TRIMULGHERRY MOTOR WORKS.
BANGALORE CANTT.
WEBB'S SERVICE STATION.
BANGALORE CITY.
MYSORE MOTORS LTD.
HYDERABAD (DECCAN).
HYDERABAD MOTOR & OIL CO.
A. D. GRANT.

REMEMBER—TEXACO SPECIALIZED LUBRICATION means that your car will be serviced with those world-famous products—TEXACO - CRACK - PROOF Motor Oil. MARFAK GREASE THUBAN COMPOUND. a 100 per cent. Assurance of 100 per cent. Lubrication.



THE TEXAS COMPANY (INDIA), LTD.

(Inc. in U.S.A.)

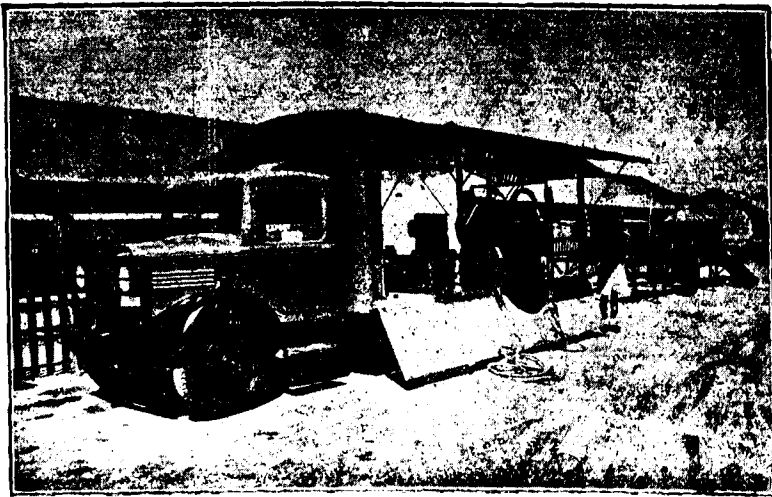
Head Office: BOMBAY.

Branches: CALCUTTA, COLOMBO, KARACHI, MADRAS.

A Complete List of Texaco Lubrication stations in India can be had on application to our Head Office, Bombay.

A MODERN SERVICE UNIT

THE Bagai Motor Service, a large transport company operating in the North-West Frontier Province, recently brought out from England a service unit for washing, high-pressure greasing and battery charging. This unit will service a fleet of a hundred or more Bedford trucks which have to traverse the most exacting routes and suffer the extremes of wear. Here is a description of the equipment.



Attached to the centre of the Lubre-quipment instrument panel is a Kismet air balance so that tyre pressure can be dealt with at the same time from a compressed air outfit.

The compressor and the high-pressure car washer are both belt-driven from an 8 h.p. horizontally opposed standard Petter Engine operating at 1,800 r.p.m., each

with its own loose pulley.

The mounting of the various units is reinforced underneath the floor by suitably placed angle-irons to take care of the belt tension, inevitably rather high.

Mounted on the face of the tank is a panel containing a complete range of "Britool" special wrenches and pullers for servicing Bedford trucks and, in addition, the special servicing tools required for its various units.

There are two other features. The first is a Crypton battery charging plant capable of charging six batteries at a time, operated by a 1 3/4 h.p. water-cooled Villiers engine, having a separate water cooling installation which enables it to run independently of the main power unit.

The second, an addition to the tool equipment, is a pneumatic drill. As the air pressure available is 150 pounds to the square inch, there is ample power to run all equipment without difficulty.

Towed behind the unit is a portable steel ramp which can be brought into operation with ease and rapidity. Supports are pivoted underneath the main tracks which fall into position so that leading ramps which are carried on the assembly are easily mounted behind. To take care of inequalities of the ground, the struts are equipped with screw jacks and special feet at 16 different points. The ramp is capable of taking anything up to a Standard three-ton Bedford vehicle.

The development of this unit was undertaken and supervised by the Service Department of Vauxhall Motors Limited, Luton, England."

"A three-ton long wheelbase Bedford was selected and a special body constructed. The design had to ensure the exclusion of dust and, by careful selection of materials, resist heat and cold.

The body has a heavy oak floor, metal covered, and the roof is supported on substantial angle-iron frame giving 5' 11" head-room. It has a double-section hollow roof, ventilated through its entire length. The sides are made in two halves, the upper hinging upwards and being held on struts, the lower falling towards the ground. For washing operations a Laycock one-gun washer was installed, the water supply being ensured by mounting a 200-gallon tank just behind the driver's cab, with additional provision for a suction hose so that water can, where possible or necessary, be drawn from stream or pond. The suction pipe is provided with strainer and foot valve, and tests show that the water can be lifted 16' and delivered at standard pressure of 350 pounds per square inch. The capacity of the storage tank is sufficient to wash eight Bedford trucks and, with ordinary foresight there should never be difficulty regarding the supply of water.

For greasing operations a four-cylinder Wakefield Lubrequipment set was installed, giving facilities for greasing, flushing, use of penetrating gear oils, each contained in separate cylinders. The hoses and guns attached to the respective cylinders are "racked" while travelling, whereas in operation they are hung on the tail-board.

AUTOMOBILE ASSOCIATION OF SOUTHERN INDIA
DO YOU WANT
BETTER ROADS?

If so:—Why not join the A.A.S.I. and help it to press the case for Motorists ?

Dear Sir, I forward herewith my application for membership of the Automobile Association of Southern India and enclose Rs. being my annual subscription for one year from this date, the badge fee and cost of fitting (see below). Please send me a copy of the rules and a badge with a fitting suitable for (see below). (Signature).

To THE SECRETARY,
A.A.S.I., P.O. Box 352,
Mount Road, MADRAS.

Date.....
Name of Member.....
Address.....
Member proposing.....

For Office use only

Ackd.....
Entd.....
Cheque/Cash/M.O.....
Badge No.....Fitting.....
Elected.....

ANNUAL SUBSCRIPTION.

	Rs.
Motor Car Owner	15
Motor Cycle owner or non-motorist	5
There is no entrance fee and subscriptions are current for 12 months from date of signing application	

form. Non-returnable fee for a badge is Rs. 10. Badge includes two small bolts with double nuts
Special fittings can be supplied, if required, as follows:—

	Rs.	A.	P.
No. 1 for Any round bar (state diameter)	1	4	0 each.
No. 2 " Radiator cap or any vertical bolt	0	12	0 "
No. 3 " Any horizontal bolt	0	12	0 "
No. 4 " 60% Angle bracket for bolt securing Dumb iron apron	0	12	0 "
No. 5 " Any flat bar or plate	1	8	0 "
No. 6 " Two long bolts with plates for securing badge to front of radiator	0	12	0 "

A POSTAL PASSPORT

WITH the coming of the hot weather in the plains begins a movement towards the cooler regions of the hills and many motorists and others will be looking forward with pleasant anticipations to their shorter or longer holidays in Kashmir, at Mussoorie or Darjeeling or in that Queen of hill stations, Ootacamund. Many would also be going for shorter or longer sojourns to the seaside.

One of the difficulties experienced by these holiday makers on the occasion of such visits is that of obtaining postal correspondence addressed to them including registered or insured articles, parcels and money orders from the post office, because there is no one to identify them at the post office. Cases have occurred in which dishonest persons having come to know particulars of visitors, have anticipated the visits of such visitors to the post office and have obtained postal articles awaiting delivery to them on being called for. The rules of the post office require identification before delivery can be made at the window of the post office and these rules regarding identification are very strict in the case of money orders or registered and insured articles and parcels. A great deal of inconvenience and unpleasantness can be avoided if the visitors availed themselves of the facility provided by the postal

department. This facility is in the form of a card known as the Postal Identity Card. This card is similar to a passport and is issued by all head post offices. The traveller, before he leaves his place of permanent residence, should apply for and obtain a Postal Identity Card, details about which are to be found in the Post and Telegraph Guide or can be obtained on application at the head post office. All that the visitor has to do is to produce a small passport size photograph of himself, get himself identified at the post office by any respectable permanent resident unless he himself is personally known to the postal staff of the office and to pay a fee of Re. 1. The card once issued is current for three years at the end of which period a fresh card is to be obtained. On production of such a card at any post office articles will be delivered to the person claiming to be the person mentioned in the identity card.

These cards are equally useful to tourists, travelling representatives of firms and other members of the public who experience difficulty in establishing their identity in connection with postal transactions. It should be equally useful in establishing the identity of the holder in case of difficulties arising with railways, banks, police authorities and the like.

PASSPORT SIZE
PHOTOGRAPH
3½" x 2¼"

POSTAGE STAMP
HALF ON THE
PHOTOGRAPH

DATE STAMP OF
THE OFFICE OF
ISSUE

Postage stamp will be defaced by the
office of issue with the date stamp.

Identity Card No.....

Valid up to.....19 ..

Issued by.....Post Office

DESCRIPTION OF HOLDER

1. Name.....

2. Father's Name.....

3. Profession.....

4. Permanent Residence.....

5. Year of Birth.....

6. Height.....

Date.....

Signature of Holder

Date.....

Signature of Postmaster

INDIAN POSTS AND TELEGRAPHS DEPARTMENT

IDENTITY CARD. Ms.—3.

The description of holder should be personally filled in by the holder; the rest will be filled up by the Postmaster of the office of issue.
The card should be signed in the presence of the Postmaster.
When the appearance of the holder is so altered that the photograph is no longer accurate, the card must be renewed.

ECONOMICAL CONSUMPTION

NEWS has been received from Messrs. Comet Motors Ltd., of Perth, Morris Distributors for West Australia, of the good performances of Morris models in a petrol consumption test held under the auspices of the West Australian Car Club. The route selected was that between Fremantle and Rockingham, and Morris cars filled the first two places, in addition to the first three for actual miles per gallon.

A Morris Eight driven by Mr. E. Taylor achieved 70.4 m.p.g., whilst two Morris Minors (Mr. W. Lyons and Mr. P. Kerr) returned 77.4 and 76.8 m.p.g. respectively. The final results were arrived at by averaging the mileage per gallon and the ton-miles, and this procedure brought the Morris Eight to the top of the list, with 71.9. Mr. Lyons' Morris Minor was second with 71.1. The other Minor was fifth, with 63.84, being just beaten by a Wolseley Hornet (which was driven by Mr. J. Fardon and covered 70 m.p.g.) with 66.5. A 14 h.p. Morris was eleventh with 54.9.

SUCCESSFUL TRIAL

The recent Coventry Cup Trial, organised by the North West London Motor Club, proved a triumph for M. G. cars, these carrying off no fewer than six of the eight special prizes offered. The only one of the 70 starters to cover the course without losing a single mark was Mr. L. A. Welch, who drove a supercharged M. G. Midget. In the "To and Fro" special test, a supercharged M. G. Magnette driven by Mr. H. K. Crawford tied for

fastest time. Five cars only succeeded in climbing Widlake Hill, and four of them were M. G. s. A supercharged M. G. Magnette driven by Mr. Bastock made the best time in the Acceleration Test at West Howetown, and Mr. Crawford's M. G. Magnette was fastest at the timed climb of Doverhay.

M. G. drivers won the Coventry Cup, Exford Cup, Brendon Cup and Team Prize, also gaining the awards for the best performances on the parts of M. G. Car Club and Junior Car Club members.

"SATISFACTION'S ZENITH"

"I have now," writes a Morris owner to Messrs. Gee & Norton (Pty.) Ltd., Cape Town, "owned a Morris Eight for nine months, and it certainly gives me the greatest pleasure to advise you that this little car has attained my satisfaction's zenith. After nearly 17,000 miles of gruesome roads, flooded drifts, and other 'Abyssinian' conditions, the engine is still as silent as it was on the day I took delivery of the car. The petrol and oil consumption are so low that often I regard the car as a worthy attempt to conquer that ever-invincible peak, perpetual motion, but, nevertheless, this car possesses all the comfort and general amenities one only associates with big cars.

"I have not experienced the slightest trouble since purchasing the car, and, therefore, allow me to congratulate the manufacturers and thank you and your salesman for the splendid service you have rendered me in this connection."

THE SHACKLES RELEASED

MANY were the complaints received regarding the cramping effect of the Bombay Presidency Road Tolls on motoring, and if touring figures mean anything, then their removal has been justified by the greater freedom with which people are moving about the Presidency.

The demand on the Western India Automobile Association during April for routes increased by 30% over March and 40% over the corresponding period of last year; and the great majority of the routes were for trips of two hundred miles and less to visit the beauty spots within easy reach of the city. The total mileage was 1,45,877.

Several routes of over 1,000 miles each were issued, the most interesting being Bombay to Kodaikanal via Bangalore and Ootacamund; Delhi to Ooty via Nasik and Poona; Bombay to Calcutta via Nagpur and Jubbulpore; Bombay to Srinagar via Cawnpore, Lucknow, Agra and Rawalpindi; Bombay to Cape Comorin and Belgaum to Quetta via Thana, Lahore and Peshawar.

One overland route from Lahore to Istanbul via Peshawar was issued.

BE PREPARED

AUTOMOBILE Associations have to be prepared to answer some very curious enquiries. For instance, there was the lady who wanted to know just how long it would take her to travel from somewhere to somewhere else by house-boat, and whether the cabin could be fitted with pink chintz curtains; and the man who desired to be informed as to which of two routes was more prolifically supplied with green cocoanuts!

But perhaps most curious of all was a request made by a member of the Western India Automobile Association that we should love him and his dog. The little creature, a black and white wire-haired terrier, duly arrived by sea in company with its master's car and was adopted by us. For more than a fortnight it was a familiar figure in our office, where its friendly nature greatly endeared it to the staff, and when it was eventually sent away upcountry it left a void behind.

NEW FORD EXECUTIVE FOR INDIA

B.O. STEVENSON, former Managing Director of the Ford Motor Company of Malaya, Limited, with headquarters at Singapore, who has been appointed Managing Director of the Ford Motor Company of India, Limited, with headquarters at Bombay. Mr. Stevenson started with the Ford Motor Company of Canada, Limited, and was with the Home Office at Windsor, Canada, from 1920 to 1925. He went to Australia in an official capacity in 1925 and after two years with the Ford Motor Company of Australia Pty., Limited, joined the Malaya Company. Two years ago he became Managing Director of the Ford Motor Company of Malaya, Limited. His recent promotion to the position of Managing Director of the Indian Company follows the retirement of John L. Chidsey. Mr. Chidsey was Managing Director of the Indian Company since its formation in 1926. Mr. Stevenson left Malaya in November of last year to confer with officials at the Canadian Home Office before assuming his new position. He arrived in Bombay on the "Viceroy of India" on April 2nd.



THIS MUST INTEREST YOU! IF YOU'RE GOING HOME THIS YEAR. YOUR LEAVE CAR PROBLEM SOLVED!

Our New Plan, Operating in conjunction with Dealers and our London Office, enables you to Purchase by Instalments

ANY MAKE OF CAR AT HOME
Have it shipped to India on expiry of leave and continue Payments in this country.

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Full Particulars from your Dealer or

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COMMERCIAL CREDIT CORPORATION LTD.

Bharat Buildings, Mount Road, MADRAS.

(Continued from page 224).

pool quite deep enough for a dip. So Kambalgudu, only 13 miles from Bangalore, in spite of a very unprepossessing frontage, is a picturesque spot and really an ideal place for an afternoon picnic in any weather. There are two decent clean coach houses where cars may be kept while picnickers wander about, but there is very little furniture and crockery.

On the way out we observed most of the bullock cart traffic going towards Bangalore, but the road was not obstructed at all. On the return journey, however, it was the reverse. The carts appearing in snap No. 4 were moving well but give way? Not they! The hard road was theirs and my motor had to take the dust! Quite an everyday experience for motorists I suppose. In spite of this we were home again by 6-10 p.m. after an enjoyable afternoon at very little expense and no inconvenience. To those Bangalore motor owners who have not tried an outing like this I recommend it as a very nice diversion from every day occupations.

This Motoring by Stenson Cooke

THE ROMANTIC STORY OF THE



CHAPTER XXII—(Contd.)

THE FIRST PETROL PUMPS.

THREE o'clock on a horribly cold and very frosty Christmas morning.

Ting-a-ling-ling-ling!

"Is that the A.A.?"

"Yes, sir—A.A. Emergency Service—what can I do for you?"

"I'm broken down on the Great North Road and am speaking from the A.A. box at Girtford Bridge. Can't get a kick out of the confounded engine. Stuck here for the last hour, and I must—simply must—get on to Slocum-in-the-Wilds for our Christmas party. The magneto isn't sparking. Can you get help to me? And how soon?"

"That's bad luck, sir. Let's see. What have you tried doing?"

"I've done this, and that, and that."

"Oh! but you haven't detached the earth-wire from the mag., have you?"

"No!"

"Well, try it."

Five minutes later:

"I say—is that the A.A.? Yes? You've done the trick, and the old motor is going fine. Thank goodness for—"

"That's all right, sir. Don't forget to put your money for the trunk call in our box."

Mutual "Happy Christmases." And so—not to bed, until the world began looking in its Christmas stockings, and the A.A. Day Shift came to relieve the Night Watch.

"My husband is motoring somewhere in France. He's expected at Lyons to-morrow. His mother is very ill. We want him to return. What can you do?"

"We're very sorry for that, madam. Which hotel will he stop at?"

"I don't know!"

"Well! it's fairly certain it will be an A.A. hotel. There are three in Lyons. We'll telegraph to each of them. Leave it to us, please."

"Oh! THANK YOU!"

These were but two of many hundreds of serious troubles. There were others in lighter vein, as witness.

Night Emergency Service calling again on the reserves.

"Is that double-one-two-one Westcliff? Yes! Oh, is it you, sir. Very sorry to wake you up, at one-fifteen ack emma. Mr. So-and-So, of somewhere quite North, is holding on another line. He was motoring to Folkestone for the morning cross-Channel boat, and broke down at Ashford. What? Oh, he's all right. He's snug and warm at the Bakers' Arms."

"Well, what is he worrying about?"

"He wants to cancel the shipping reservation to-morrow, but must be assured that the freight charges he paid will be refunded, otherwise he will have to get a tow to Folkestone to ship. What shall I tell him?"

"Tell him to go to—that is, tell him we'll arrange that he'll get his money back."

This at one-fifteen ack emma!! Ooh!

(To be continued).

REVIEW OF POPULAR 1936 MODEL THE 500 C.C. MODEL V. G. DE LUXE ARIEL

A Fast, Silent and Safe Vehicle

THE Ariel concern has always been renowned for the production of a motorcycle having a splendid performance and an up-to-the-minute appearance; and if a road test of any of these models is taken, no reason will be found to wonder at a reputation so thoroughly enviable.

One of the most popular and useful machines in the Ariel range, is a DeLuxe model 500 c.c. o.h.v. two-port job, which is designed as a really fast and powerful machine with every refinement for the tourist and even the utility rider. It is a most imposing turnout, with its clean lines, handsome Black and Gold finish and chromium plate.

The following are the impressions of this model, recently taken on a road test:—

EASY STARTING: When the tanks and the primary-drive case were provided with their complement of fuel and oil, the carburetter was slightly flooded, the air closed, the magneto half advanced and the throttle set just a fraction open. A tentative kick was given on the starter, more with the intention of finding the compression stroke than anything else, but the engine immediately fired and settled down to a remarkably slow and silent tick-over.

This easy-starting quality, it was eventually found, remained constant, regardless of conditions. First-kick was the order of the day.

The silence of the exhaust (and, indeed, of the whole mechanism) proved to be one of the outstanding characteristics of the Ariel. It was not only that this silence was so remarkable when "plonking" along at, say, 30 m.p.h. in top gear; but at peak revolutions there was still that same uncanny lack of bark or crackle. The valve gear (which is so neatly tucked away "under cover") was far from being an offender in respect of noise, the piston slap was rarely noticeable.

The tank-fitted speedometer showed a single figure mileage, so that the usual running-in period had to be observed before any performance figures could be recorded.

During this "nursing" phase, the opportunity was taken to make a careful investigation of the machine's qualities in the matter of steering in the lower speed range, handling and the general control under irksome traffic conditions.

The "trials-breeding" of this make was obvious within the first few miles of riding. Greasy road-surfaces could be treated with far less respect than is usually demanded and a feeling of almost gyroscopic stability

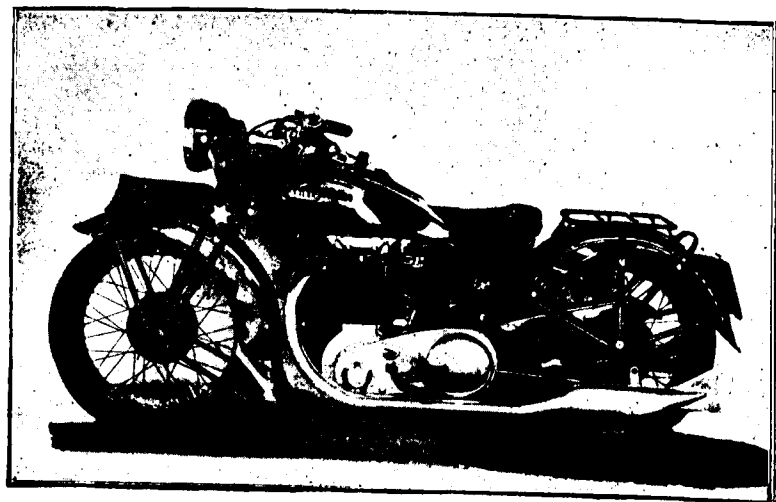
made it possible to ride nonchalantly across wicked-looking tramlines, whereas, normally, extreme caution would have to be observed.

Similarly, there was a most satisfying steerability at walking-pace travel and the feet could be kept on the rests right down to a standstill. The only possible criticism in the matter of manoeuvring relates to steering lock; this was found to be rather limited.

It was noticed that the machine was unusually comfortable; the features contributing to this desirable quality were, obviously, large tyres, a generously proportioned saddle, and a sweet fork action. Incidentally, it was found advisable to set carefully the hand-adjustable friction damper, otherwise bottoming of the fork spring was liable to occur.

Several ambitious runs showed that the machine was a most satisfactory one for fast touring over long distances with a minimum of fatigue. In fact, to sum up the question of comfort in regard to this model, it would not be too much to say that the writer has rarely tested a better machine in that respect.

Braking power proved well above the average and both foot and hand controls were ideally located. The front "stopper" was delightfully progressive in its operation and there was little danger of locking the wheel unintentionally. Figures recorded show that the Ariel could



The 500 c.c. Model V. G. De Luxe Ariel.

be pulled up (from 30 m.p.h.) in a fraction over 30 ft. using both brakes, or in 36 ft. using the rear only, and 38 ft. using the front only.

When this truly DeLuxe Motorcycle had done its 500 miles and everything was bedded down, some fast long-distance runs were undertaken, and on many occasions the fullest use was made of its capabilities in the way of sheer "hustle".

FLASHING ACCELERATION: Acceleration was of the breathtaking kind, without a doubt. What with the excellently chosen gear ratios, the easy foot control and the unusually fine silence of the machine, it was an exhilarating business to get away from a standstill and flash up to 60 in a seemingly incredible time. Such was the smoothness of power transmission that this Ariel seemed to have "borrowed" character from its famous four-cylinder brother.

Above the muffled exhaust note, it is true, could be heard a definite gear whine, but it could by no stretch of the imagination be called an irritating noise, and it was not evident on the highest ratio.

Maximum speeds in third and second gears respectively were 70 m.p.h. (representing 5,610 r.p.m.) and 62 m.p.h. (representing 6,191 r.p.m.). If there was any vibration period it must have been damped out so far as the rider was concerned, by the rubber-mounted handlebars, for no "tremble" was obvious.

The all-out maximum speed in top gear was remarkably creditable, being 79 m.p.h. (normal riding position) and 82 m.p.h. ("getting down to it").

At the other end of the scale, the minimum figures without snatch, in top, third and second, were 23, 16 and 10 m.p.h. respectively, these being with the ignition in the full advance position.

No complaint could be made on the matter of handling at high speeds, but use of the steering damper was advisable on rough roads, while tyre pressures seemed to play a more important than is usually the case.

Fuel consumption (at a maintained average speed in the regions of 36 m.p.h.) worked out at very nearly 75 miles to the gallon, which is an excellent figure. Oil consumption, or at least fall in oil level, was so small as to be almost immeasurable during the test.

The lighting equipment was exceedingly praiseworthy, the headlamp beam being very penetrating and of the correct shape. Charging rates (at 30 m.p.h.) were 6 amps. on "dim", 4 on "charge", and 3 on "head".

Maintenance ought to be a more-than-usually pleasant business with this model. Both chains are provided with sensible and accessible means of adjustment, while the tappets are easily dealt with once the aluminium valve covers are removed, and that is very simple.

ACCESSIBILITY: Accessibility in general has obviously received careful attention. The oil tank, the gearbox and the oil-bath are all easy to fill with oil, and the Battery is not tucked awkwardly away. The "after-half" of the rear mudguard is hinged to assist wheel removal.

A total of 900 miles was completed on this machine and the only adjustments found necessary or advisable were those of the rear chain, which had stretched, and the clutch cable, which had also lengthened a little.

The Ariel, then, was a machine which justified in every particular its makers' claims.

BRIEF SPECIFICATION OF THE 500 C.C. MODEL V. G. ARIEL.

ENGINE: Ariel, o.h.v. two-port. Bore 81.8 mm., stroke 95 mm., 497 c.c. Totally enclosed valve springs and valve guides automatically lubricated. Ball bearings on both sides of the main shaft. Double-row roller bearing big-end. High tensile steel conrod and aluminium alloy piston (6 to 1 compression ratio).

CARBURETTER: Downdraught Amal, with twist-grip control.

LUBRICATION: Dry sump system employing dual plunger pumps, and ¾ gallon capacity separate oil tank.

TRANSMISSION: Engine-shaft shock absorber. Polished aluminium oil-bath chain case for primary chain; rear chain automatically lubricated.

GEARBOX: Four-speed, foot-operated. Ratios: 4.7, 6.0, 8.0 and 12.6 to 1.

WHEELS: Fitted with Dunlop 26 by 3.25-in. tyres.

FRAME: Cradle type with special brazed joints.

FORKS: Steel taper tube girders and large central compression spring.

BRAKES: Both of 7-in. diameter with Millenite drums.

STANDS: Spring-up rear and tubular front.

TANK: All-steel, with instrument panel incorporated; 3½ gallon capacity. Finished in black and chromium.

LIGHTING: Lucas 6-Volt Magdyno with 8-in. headlamp. Battery under saddle.

DIMENSIONS: Overall length, 86 ins.; Wheel-base, 54½ ins.; overall width, 30 ins.; saddle height, 26½ ins.; ground clearance, 4½ ins.

MAKERS: Ariel Motors (J.S.), Ltd., Selly Oak, Birmingham, England.

DISTRIBUTORS IN S. INDIA: Addison & Co. Ltd., Madras, Bangalore, Trichy, Coimbatore and Vizagapatam.



MADRAS FLYING CLUB NOTES

THE month of April was noteworthy for the number of visits made by the Club Puss moth to Colombo, a total of six return flights, two being by members and four being charter flights by our pilot instructor. Messrs. Arya and Mathai flew down on the 3rd and returned next day with Mr. Gopakumar. On the 17th Mr. B. K. N. Rao of Tata's Airmail Service flew down on his honey-moon with his newly married bride, and with Mr. Arya as gooseberry, and the last named flew it back next day with Mr. Pieris and another gentleman from Ceylon. The Charter flights were on behalf of (i) Mr. Wilson, Managing Director of Dunlops on his way to Calcutta, (ii) and (iii) Messrs. Davies and Needham Clark, two yachtsmen from Colombo who had to come to Madras to take part in a regatta, and get back again, all in the space of 3½ days, and (iv) Mr. M. K. Srinivasan, a Madras business man with a friend who had urgent business in Colombo. Messrs. Mathai and Pieris took the opportunity on these occasions of filling up otherwise blank runs unavoidable in one way charters, which three of them were. On the way Madraswards with the yachtsmen on the 10th it was noticed that Pondicherry had all of a sudden developed an aerodrome, a vast affair divided into two zones, east and west. It was still there on the 13th, but on the 23rd it had shrunk away to a quarter of its first size amidst the ghost of its former greatness and had lost its zones, but had acquired a small circle. On the 24th an aeroplane had come to roost on it, which a big crowd gathered around a much beflagged awning of palm thatch indicated. This could be none other than M. d'Estaille Chantereine, the famous French pilot and his companions, in their nine-engined (according to the press) aeroplane; and our Puss moth, consumed by curiosity as to the disposition of the outer half dozen or so engines descended to have a peep under the awning, only to find that all the engines were missing except luckily the one in the middle. Pondicherry thus becomes our closest neighbour in the air world, its aerodrome being only 75 miles distant from ours, exactly half the distance of the hitherto nearest aerodrome, namely that of Karikal, both French. Another flight done by the Puss was one on the 6th to a small and remote village way down upon the Tungabhadra river far, far away, to scatter flowers over an idol on its birthday. The god was heavily protected against this bombardment by a massive golden roof over the cart in which it was seated and holding high revel in the midst of worshippers. Six hundred and sixty-six miles were flown all told to brighten this birthday party and the opportunity was taken by Mr. Sundararajan to get practice in flying cross country to Bellary and back (which happened to be on the way) under the guidance of the Pilot Instructor, who had to scatter the flowers. Mr. Sundararajan also flew solo to Nellore and back on the 3rd, and with Mr. Parthasarathy to Seven Pagodas and back on the 4th, and on the last day of the month to Bangalore and back with the Pilot Instructor to learn how the R.A.F. landing ground there, elevated 3,000 feet

above the sea, should be respected on a hot and windless midday.

The month saw Mr. Ranganadhan go solo and Mr. Pieris pass all the tests for his "A" licence. Mr. Lomax obtained his "A" licence on passing his oral and one new member started learning to fly in the person of Major Ebdon, the eminent surgeon and head of the Medical College at Vizagapatam. We had two visitors, Mr. Tunnard, Instructor of the Bombay Flying Club with a pupil who arrived one evening and flew away next morning, and Mr. Vaughan-Fowler again, in his "B.A. Eagle". We saw all the Tata pilots during the month including Mr. Mayes, whose last visit was when he was with Dalton's circus more than a year ago. Towards the end of the month Aircraft Inspector Mr. Michael A. Doyle gave us the pleasure of his company for 2 or 3 days, his first visit to us.

In the way of social functions the Club threw three breakfast parties, on Moharram, Good Friday and the last Sunday of the month, and a tea party on Easter Day, all well attended and good for flying.

FLYING TIME FOR APRIL 1936.

Dual Instruction to members under training	21-20
Advanced dual to "A" licenced pilots	7-15
Solo flights by members under training	12-00
Solo flights by "A" and "A-1" pilots	8-30
Pilot with passenger (A, A-1, and B pilots)	35-5
Joy rides	2-25
Cross country trips by the club instructor	45-55
Other flying	0-20
Test flights	0-55
	Hours. 133-45

The following members took dual instruction during the month:—

Europeans:

Mr. P. W. Lomax	Advanced dual.
Major Wigfall	
Major Ebdon	
Mr. P. G. Giffard	(Trial dual)

Indians:

Mr. M. Ananda Prasad	Advanced dual.
Mr. R. Sitaram	do.
Mr. W. Parthasarathy	
Mr. K. V. Muthukumar	
Mr. S. Ranganadhan	
Mr. R. Atmaram	

Ceylonese:

Mr. David Pieris	
Mr. L. S. Flamer Caldera	

Members who flew first solo during the month:

Mr. S. Ranganadhan

Members qualified for "A" licence during the month:

Mr. P. W. Lomax	
Mr. D. Pieris	

RADIO

THE EMPIRE BROADCASTING SERVICE

III. Reception Overseas

By Peter Goss

(In two previous articles our contributor has described some of the fundamental principles underlying the operation and organisation of the Empire Broadcasting Service as well as the manner in which the programmes are prepared and produced. In this concluding article he describes the various means by which the Empire programmes can be heard overseas.)

LISTENERS to the programmes broadcast from the BBC Empire Station at Daventry can all be included in three categories:

(a) *Direct Listeners.* Those who possess short-wave or all-wave receivers, capable of tuning in direct to the frequencies on which the Empire transmitters operate.

(b) *Local Listeners.* Those who hear the programmes from Daventry on the occasions when the local broadcasting services relay the Empire transmissions usually on the medium wave-band.

(c) Subscribers to broadcast relay services (Wireless Exchanges).

(a) *Direct Listeners.* There are still, unfortunately, a great number of people residing in the Empire who are not aware that with apparatus which is comparatively cheap to purchase and yet reliable in operation it is possible to hear the programmes broadcast from the Empire Station at Daventry in almost any part of the world. For such direct listeners the choice of a suitable receiver is of paramount importance. If the listener wishes to hear only those programmes which are broadcast on short wavelengths, a "short-wave" receiver only is necessary. If it is desired to listen to a local broadcasting service or one in a neighbouring country in addition to the short-wave transmissions, however, an "all-wave" receiver, which can also tune-in to the frequencies on which the local station operates, will be required. In both cases it is essential that the receiver chosen should be capable of reception on wavelengths ranging from 13 to 50 metres. Many receivers now on the overseas market are unable to tune in to wavelengths below 19 metres and others to wavelengths below 17 metres. Since the Empire Service has already broadcast on 13.93 metres, 13.97 metres, and 16.86 metres, particularly in those transmissions directed towards the East, it is essential that those who have the purchase of a new receiver in view should bear this in mind.

The choice of a receiver will also be governed by local conditions. In rural areas where no electricity supply exists, it will be necessary to purchase a set which can either be operated from dry batteries, or by means of a converter which can be operated from a car accumulator. In areas where a suitable A.C. or D.C. supply is available the problem will be more simple. In all cases, however, those contemplating the purchase of an all-wave or short-wave receiver are advised to write to the BBC for the following publications, which will be sent post free.

(i) Booklet—"The Empire Service".

(ii) Reprint of an article by the BBC Empire and Foreign Services Engineer, entitled "The Choice of a Short-wave Receiver".

(iii) "A List of British Short-wave Receivers". It is also highly desirable that the listener should purchase his receiver from a reputable local dealer, who is competent to maintain it in service and effect repairs when necessary. A slight saving in the initial cost of a receiver is no compensation to a listener who may have to do without his set for several months when it is sent abroad either for repairs or spare parts.

While it is quite impossible to estimate the number of direct listeners to the Empire Service, its popularity can be gauged by the volume of correspondence which the BBC receives from overseas listeners. At the time of writing approximately 2,000 letters per month are received and answered. The BBC is at all times only too pleased to assist direct listeners in every possible way, and technical advice is willingly given by its Engineering Division free of charge.

(b) Local Listeners.

The inception of the Empire Broadcasting Service was welcomed by many overseas broadcasting organisations, which now relay many of the more important programmes broadcast from the Empire Station for the benefit of local listeners. The following organisations have made special arrangements to pick up the Empire programmes for rebroadcasting purposes:

Australian Broadcasting Commission
African Broadcasting Company
New Zealand Broadcasting Board
Indian State Broadcasting Service
Cable and Wireless (Kenya) Ltd.
Postmaster-General's Department, Hong Kong
Canadian Radio Broadcasting Commission
Postmaster-General's Department, Ceylon
Palestine Broadcasting Service
National Broadcasting Company of America
Columbia Broadcasting System, U.S.A.
Egyptian State Broadcasting Service

In addition, the Empire programmes have been relayed by a number of European broadcasting organisations as well as by smaller broadcasting services scattered in all parts of the globe.

The BBC co-operates to its best endeavour with overseas broadcasting organisations, and on many occasions has prepared special programmes for relay by individual services.

(c) Relay Services.

A comparatively recent innovation in the broadcasting field has been the establishment of wireless exchanges in many parts of the Empire. By this method a receiver or receivers of high quality purchased at a price not within the means of the ordinary listener, is erected by some responsible authority, so that the programmes received can be relayed to listeners, who are provided with loudspeakers, by means of landlines. By this method the listener avoids the initial cost of purchasing a receiver for himself, and in return for an annual subscription is relieved of all worries in connexion with maintenance. In most cases, however, the choice of programmes is limited. Wireless exchanges which periodically relay the BBC Empire programmes from Daventry have been established in the following places:—

The Falkland Islands
Freetown, Sierra Leone
Accra, Gold Coast
Lagos, Nigeria
Gibraltar
Malta
Barbados
Trinidad

while the erection of others in Jamaica and the Gold Coast is now in process or under consideration.

Recorded Programmes.

Finally, mention must be made of another and minor activity of the BBC's Empire Department. Each year a number of the more important British programmes are recorded on gramophone records which are distributed on a subscription basis to overseas broadcasting organisations. By this means overseas broadcasting services can relay BBC programmes at times which fit in with the local programme requirements, and without that degree of uncertainty which sometimes attends the relay of programmes by means of short-wave broadcasting.

During the past three years the BBC recorded programmes have been heard by listeners in Australia, New Zealand, Africa, India, Ceylon, Hong Kong, Shanghai, Southern Rhodesia, and Malaya. (Concluded.)

EMPIRE BROADCASTING MISCELLANY

A New Transmitter

THE new high-powered regional transmitter of the BBC at Lisburn, Northern Ireland, was opened on March 20 by His Grace the Governor of Northern Ireland, the Duke of Abercorn, K.G., K.P., in the presence of the Members of, the Cabinet of Northern Ireland; Mr. Robert Norman, Chairman of the BBC, and Sir John Reith, Director-General.

The new station, which operates on a wavelength of 307.1 metres with a power of 100 kW in the aerial, is designed mainly for the benefit of listeners in Northern Ireland, and replaces the 1-kW transmitter which has been in operation since 1924. Incidentally, the opening of this new transmitter provides yet another alternative programme during most hours of the day to listeners with receivers of moderate power throughout Great Britain, and from our own experience its signal can be received with the utmost clarity on a 3-valve receiver in the South of England.

A Novel Aerial

The giant mast—475 feet in height—is of special interest, since the steel structure itself is used as an aerial. It is surmounted by a sliding top mast which has an additional maximum height of 75 feet. This top mast is adjusted in height to suit the wavelength on which the station operates. The top mast again is surmounted by a ring 26 feet in diameter, a combination which, to our non-technical eyes, gives it the appearance of a giant umbrella, but which, our friends the BBC engineers explain, is "for the purpose of reducing the length of top mast necessary by about 25 feet".

The Engineers' Utopia

The Utopia of the BBC engineers—in other words, the day when listeners throughout Great Britain will be able to hear two programmes on the most simple apparatus in the most unfavourable areas for reception—has now almost been reached.

For ourselves—resident in the heart of the Great Metropolis—we are well content. With our own receivers we can hear both the BBC National programme from Droitwich or Brookman's Park, and the London Regional programme without any interference whatsoever, while at the same time excellent reception of the programmes broadcast from West Regional, Midland Regional, North Regional, Scottish Regional, and now Northern Ireland Regional can be obtained except on occasions when static is at its worst.

Electrical Interference

Many listeners in Great Britain and abroad have at some time or other experienced the annoyance of electrical interference. In the course of one year the British Post Office investigates as many as 40,000 complaints, and in a large number of instances faulty reception is found in fact to be due to this cause. Usually, the appropriate remedy recommended by the P.O. engineers is to add a small piece of apparatus either to the interfering instrument at the expense of the owner, or to the wireless receiver at the expense of the listener. The cost usually ranges from 5 to £1, but in the case of certain special types of electrical apparatus, the application of corrective measures may cost as much as £20 or even £50. In about 4,000 cases a year, however, where the listener for his part has no means of remedying the trouble, the owner or user of the interfering apparatus

For any information regarding :

Battery Chargers,
Public Speech Equipment,
Radio Receivers,
Synchronous Clocks,
Transmitters,
Valves,
X-Ray Outfits

PHILIPS RADIO

Apply to:-

BANGALORE—Salliah's Ware House
CALICUT—English Motor Co.
COIMBATORE—Philips Radio
HYDERABAD (Dn.)—Radio Sales
KOTTAYAM—Kottayam Radio Co.
MADRAS—J. N. Norridge & Co.
OORGAUM—Sri Andall Motor Works
OOTACAMUND—Nilgiri Press
SALEM—Srinivasan & Co.
TRICHINOPOLY—Philips Radio
TUTICORIN—Siromani & Co.
VIZAGAPATAM—Vizagapatam Electric Stores
WELLINGTON—Hooper's Garage

or to

VERNON & CO.,
36, Second Line Beach, Madras.
(Sole South Indian Distributors)

Telegrams : " ESTABLISH "

Telephone : 3625.

Caravans in Cathay

One of the most adventurous journeys we have ever heard of is to be described in a broadcast on April 3 when Ella Maillart will tell of her eight months' journey by caravan from Peking to India. With another intrepid traveller, Peter Fleming—one-time member of the BBC staff—she left Peking by train in February last year, and went by lorry from Sianfu to Lanchow (eight days). By mule she reached a Lamastery 10,000 feet above the sea, and later joined the caravan of a Mongol prince, 250 camels strong, on the road to India. She bought horses and struck south through the Tibetan mountains, across the old Silk Road of the caravans, from oasis to oasis through the desert till they reached Kashgar. There they met the first Europeans they had seen for four months—the Consul-General and his wife. After that, the rest of the journey was comparatively easy, though the Himalayas had still to be crossed. But from what we hear of Mlle. Maillart, she could take the Himalayas easily in her stride.

BBC Annual

We have had the privilege to see an advance copy of the BBC Annual for 1936. Will the listener of the future watch an orchestra playing throughout an entire concert? Will talks be accompanied by continuous or intermittent pictures showing the speaker or documentary material which illustrates his theme? What will be the effect on speakers if they have to consider the appearance which they are presenting to unseen listeners? These are some of the most interesting questions discussed in this most illuminating volume.

The largest section of the Annual deals with British broadcasting in 1935, subdivided under programme headings, such as music, drama, variety, and talks, and contains, in addition, informative articles on engineering, finance, and public relations. The whole division forms a comprehensive survey of the activities of the BBC during 1935.

A special section is devoted to the Empire Broadcasting Service. Here many of the technical difficulties of a short-wave broadcasting service are outlined, and the main principles which underlie the policy of the staff of the Empire Department in programme building are fully explained.

The messages broadcast to the Empire by King George V on the occasion of his Silver Jubilee on May 6, 1936, and on Christmas Day are reproduced *in extenso*.

The Annual is profusely illustrated throughout and handsomely bound. Its price is two shillings and sixpence, or three shillings, post free.

On The Karroo

"Old Tante Koba, she ought to know,
"She stirs her coffee with her own big toe,
"Old Tante Koba, she is so dumb,
"She thinks it's better than to use her thumb."

Who Tante Koba was, what inspired her extraordinary behaviour, and how she could have accomplished an acrobatic feat by stirring her coffee with somebody else's big toe, if she had wanted to, are problems which we have yet to solve. But the above lines are a literal translation of the words of one of the most charming little ditties which we have heard "on the air" for a long time past. The occasion was the first broadcast of a series of programmes "Camp Fire on the Karroo", which are to be heard regularly in the Home programmes and relayed to listeners in South Africa from the Empire Station in Transmission 4.

Josef Marais, the enterprising South African producer of these programmes, tells us that many of the songs which he has written in collaboration with another South African, Albert Diggendorf, have been inspired by his own life on the Great Karroo. "When the jackal keeps a-howling all night" was written with many a bitter experience in mind. In future broadcasts, Marais tells us, the subjects of his "Bushveld" songs will include numbers about snakes, ostriches, and droughts. Ugh!

declines to take action or to incur the necessary expenditure. Compulsory powers are at present lacking. The Broadcasting Committee (1935) in its report to the Postmaster-General has suggested that, if the Postmaster-General needs further powers for the purpose of protecting the listener, requisite powers, subject to suitable safeguards, should be sought.

Community Singing

During the last ten years Gibson Young has realised a personal ambition to set Britain singing. In that time he has himself conducted over six hundred concerts, meetings, and open-air sing-songs with an aggregate audience of five millions, irrespective of wireless listeners in all parts of the world. The greatest of these crowds was that in Hyde Park, London, during the Jubilee Celebrations last year. This was estimated by a leading newspaper as 200,000, by the Metropolitan Police as 150,000, and by Gibson Young himself as 120,000.

On New Year's Eve, that popular broadcaster "Dick" Sheppard and Gibson Young jointly conducted a vast crowd of 60,000 outside St. Paul's Cathedral, London. This was part of a Midnight Service of Song arranged by the new Dean, the Very Rev. A. W. Matthews.

Gibson Young, who is an Australian by birth, is returning to his native land on March 28. He will spend the winter in Australia with his parents in Bendigo. We wish him bon voyage.

Big Ben

We recently received a letter from an Empire listener who wrote "When my mother-in-law listens to Big Ben she is silent for ten minutes. Carry on with the good work." We are.

It was on November 11, 1927, that Big Ben was first heard by a large body of Empire listeners through the medium of G 5 SW, the original and experimental short-wave transmitter of the BBC. At that time there were modest prophecies that at some remote date Big Ben would set the time for the British Empire. These prophecies have now come true.

The first broadcast from Big Ben in 1923 was, in those far-off days, quite a daring experiment. The first sonorous tones were picked up from a microphone placed on the roof of an adjoining building. Then a microphone was housed in a football bladder and hung permanently in the tower. Unfortunately, the pigeons which swarm inside and outside the tower either fancied themselves as budding League Champions or broadcasters, so that later the microphone was encased, as now, in a specially-insulated container beyond the reach of pigeons and damp. Although the noise of Big Ben is almost deafening to the human ear, it is extraordinary that the pigeons can lay their eggs and rear their young in close proximity to the great bell.

Big Ben weighs thirteen and a half tons. The clock is the largest striking clock in the world. Its pendulum is fifteen feet long and weighs six hundred and eighty pounds. Each of the dials is twenty-two feet, six inches in diameter. The minute hands are fourteen feet long. The chimes, with which the listeners are so familiar, are said to have been set to the lines:—

"All through this hour,
"Lord, be my Guide,
"And by Thy Power,
"No foot shall slide."

Bully Beef Supper

We were present at the recent Empire broadcast of "Bully Beef Supper". Old comrades at the British Legion's hut at Ashted took us back into the wartime atmosphere of a dugout. The lighting was provided by candles stuck in bottles and the food and drink was beer and bully beef exclusively. No sign of a knife and fork—and we'd rather lost the knack of eating with a penknife and fingers! No distinctions of rank—generals and privates telling stories and singing songs side by side. S. E. Reynolds held up candles to light the microphone for the broadcast commentator, Mr. J. C. S. Macgregor, the Empire Programme Director,—both ex-Servicemen. A very cheery, informal, affair with "Old Bill" on the doorstep assisting people on their way in by firing off blanks from a revolver.

BBC Organ

The BBC has announced that contracts have been placed with the famous John Compton organ company for the erection of two new organs—one a theatre organ to be built in St. George's Hall for the benefit of the BBC Variety Department; and the other a concert organ at the new London studios of the BBC in Maida Vale, to be used to accompany the BBC Symphony Orchestra and Chorus.

The new concert organ will be a three-manual instrument of about fifty speaking registers. The full power will be comparable with the volume produced by a symphony orchestra of 116 players.

The now famous organ in the Concert Hall at Broadcasting House will continue to be used by performers.

The new theatre organ will be one of the most elaborate in the world. It will have four manuals and almost every tone colour known to the modern organ designer. A grand pianoforte can be played from the organ console. The organ will be fitted with the new Compton electrone unit which produces melodious effects of many different qualities by purely electrical means. In addition, it will have very complete equipment of percussion effects, including marimbaharp, xylophone, glockenspiel, tubular chimes, and vibraphone. There will be, as well, a complete set of drums and a number of stage effects such as a steamboat siren and a crockery smash. The console will be on a movable platform with sufficient length of cable to enable it to be put in any part of the hall. It is hoped that this new organ will be heard by listeners before the end of 1936.

Local News

Our lives have been brightened by the return of a familiar figure—the old gentleman in the top hat and grey frock coat who pushes a barrow laden with empty cans and other debris up and down outside our offices in Broadcasting House, uttering strange but cheerful cries among which may be distinguished "Hallelujah, Salvation", "Sweet Lavender, all around the town",

and "Where is my boy to-night?" At one time he had a new one "Don't touch me, I shall scream", but that was only a flash in the pan. Once this old gentleman was inveigled into Broadcasting House, but he could not be persuaded to succumb to the lure of the microphone. Lately he fell a victim to a motorist and retired to hospital, but he is apparently none the worse. We hope that the exultant "Hallelujahs" with which he is now celebrating his escape will have a stimulating effect on our literary style.

The Queen Mary—Stop Press

As we write these lines we are listening in our offices in Broadcasting House to the vivid descriptive broadcast by George Blake from the banks of the Clyde while the "Queen Mary" passes down the river to the open sea.

The giant liner has now been fully wired by the BBC engineers for the broadcast which will take place from on board on May 27 and during the course of her first voyage across the Atlantic. Moving-coil microphones are being used at all points on the liner from which broadcasts will originate. Amplifiers and other essential equipment have been installed in duplicate. All the wiring has been installed along ducts running at the back of the very elaborate panelling on board the ship, and although all this equipment will be dismantled and unshipped when the "Queen Mary" returns from her maiden voyage in June, it has no appearance of being only a temporary installation.

While at Southampton the liner will be linked to the shore for broadcasting purposes by means of a cable specially installed by the engineers of the British Post Office. After she has started on her voyage, contact will be maintained by means of the two short-wave radio telephony transmitters with which the "Queen Mary" is equipped. Signals from the liner will be picked up by the Post Office receiving station at Baldoek, and thence conveyed by land line to Broadcasting House, while two-way communication will be effected by means of the Post Office station at Rugby.

"The Empire Broadcasters".

B. B. C. Empire Service Programmes

Transmissions 2 and 3

NOTE.—All times given are Indian Standard Time which is five hours and thirty minutes ahead of Greenwich Mean Time. Wavelengths shown for each Transmission are those in use at time of going to press. Changes, if any, will be duly notified by microphone which should be listened for in the announcements made at frequent intervals.

Transmission 2:—4.30 to 7.15 p.m. I.S.T. (11 a.m. to 1.45 p.m. G.M.T.).

GSH 21.47 Mc/s (13.97 m.).

GSG 17.79 Mc/s (16.86 m.).

In this transmission Greenwich Time Signal is given at 6.30 p.m. (1 p.m. G.M.T.).

Transmission 3:—7.30 to 10.30 p.m. I.S.T. (2 to 5 p.m. G.M.T.).

Two of the following frequencies will be used:—

GSG 17.79 Mc/s (16.86 m.).

GSF 15.14 Mc/s (19.82 m.).

GSD 11.75 Mc/s (25.53 m.).

In this transmission Greenwich Time Signal is given at 9.30 p.m. (4 p.m. G.M.T.).

SUNDAY, MAY 17.

5.30 p.m.—Big Ben. Musical Interlude. Ernest Lush (Pianoforte).

5.40 p.m.—"Down to the Sea in Ships—Sea Communications: (5) Life at Sea."* A Seaman.

6.0 p.m.—The Walford Hyden Magyar Orchestra.

6.30 p.m.—Weekly Newsletter, Sports Summary, and Announcements.

6.50 p.m.—Musical Interlude.†

6.55 p.m.—A Short Religious Service from the Studio.*

7.10 p.m.—Envoi.†

7.15 p.m.—Close down.

7.30 p.m.—Big Ben. The Bernard Crook Quintet.

8.0 p.m.—Surprise Item.

8.15 p.m.—A Recital by Elsie Hall (South African Pianist).

8.35 p.m.—Bells, and an Empire Service,* from St. Paul's Cathedral, London.

9.25 p.m.—Weekly Newsletter, Sports Summary, and Announcements.

9.45 p.m.—The BBC Orchestra (Section E); conducted by Muir Mathieson. David Wise (Violin).

10.30 p.m.—Close down.

MONDAY, MAY 18.

4.30 p.m.—Big Ben. Haydn Heard and his Band, from the West End Cinema, Birmingham.

4.45 p.m.—Reading: "English Humourists"—3.

4.55 p.m.—The Norbert Wethmar Trio. Sylvia Partriss (Soprano).

5.30 p.m.—"Only a Mill-Girl" or "The Doings up at the Hall."* A musical burlesque. Book and lyrics by John J. Melliush; music by H. Melliush. The cast supported by the BBC Revue Chorus and the BBC Empire Orchestra; leader, Daniel Melsa; under the direction of Eric Fogg. The programme produced by William MacLurg.

* Electrical Recording.

† Gramophone records.

6.15 p.m.—"Monologue in Melody." Billy Thorburn in synco-pated pianoforte music.

6.30 p.m.—The News and Announcements.

6.50 p.m.—Cricket: M.C.C. v. All-India. A commentary on the match, from Lord's Cricket Ground.

7.5 p.m.—Dance Music.†

7.15 p.m.—Close down.

7.30 p.m.—Big Ben. Organ Music.†

7.35 p.m.—The Annual Memorial Ceremony at the Graveside of Captain George Vancouver. Speeches by W. A. McAdam, Acting Agent-General for British Columbia; the Rt. Hon. Malcolm Macdonald, M.P.; and the Worshipful the Mayor of Richmond. From Petersham Churchyard.

8.0 p.m.—Keith Falkner (Baritone).†

8.15 p.m.—The Hungaria Gipsy Band, conducted by Miklós Lórsy. From the Hungaria Restaurant, London.

8.30 p.m.—A Sonata Recital by Herbert Withers (Violoncello) and Barbara Withers (Pianoforte).

9.0 p.m.—Reading.

9.15 p.m.—Brass Band Music.†

9.25 p.m.—The News and Announcements.

9.45 p.m.—"Tempo di Valse." The Cedric Sharpe Sextet. All arrangements by Sharpe and Winter.

10.15 p.m.—Cricket: M.C.C. v. All-India. A commentary and an account of the day's play, from Lord's Cricket Ground.

10.30 p.m.—Close down.

TUESDAY, MAY 19

4.30 p.m.—Big Ben. "Remembrance of Things Past."*

5.0 p.m.—The BBC Scottish Orchestra.

6.0 p.m.—"Starlight." Number Three. Interviews with famous stage people, and excerpts from their repertoires. No. 3: Marie Burke (the famous musical-comedy star).

6.15 p.m.—Dance Music.†

6.30 p.m.—The News and Announcements.

6.50 p.m.—Cricket: M.C.C. v. All-India. A commentary on the match, from Lord's Cricket Ground.

7.5 p.m.—The Birmingham Theatre Royal Orchestra; conductor, Sheridan Gordon. From the Theatre Royal, Birmingham.

7.15 p.m.—Close down.

7.30 p.m.—Big Ben. "Foreign Affairs," by Sir Frederick Whyte, K.C.S.I., LL.D.

7.45 p.m.—The Clifford Quintet.

8.5 p.m.—"This Little Neck." A memorial to Anne Boleyn (beheaded May 19, 1536). Compiled and presented by John Pudney.

8.25 p.m.—A Recital by Frank Merrick (Pianoforte).

8.50 p.m.—Light Classical Concert. The Bessie Rawlins String Quartet: Bessie Rawlins (Violin); Dorothea Christison (Violin); Dorothy Jones (Viola); Valentine Orde (Violoncello). Laurence Holmes (Baritone).

9.25 p.m.—The News and Announcements.

9.45 p.m.—The Karl Caylus Players.

10.15 p.m.—Cricket: M.C.C. v. All-India. A commentary and an account of the day's play, from Lord's Cricket Ground.

10.30 p.m.—Close down.

WEDNESDAY, MAY 20.

4.30 p.m.—Big Ben. A Recital by Margaret Good (Pianoforte).

4.45 p.m.—The BBC Empire Orchestra; leader, Daniel Melsa; conductor, Eric Fogg. Orrea Pernel (Violin).

5.45 p.m.—Operatic Music.†

5.55 p.m.—"Jack Falls Down and Breaks his Crown!" Being No. 5 in the series of adventures of Jack and Jill. Book and lyrics by Alec McGill; music by Jack Clarke. Production by William MacLurg.

6.30 p.m.—The News and Announcements.

6.50 p.m.—Musical Interlude.†

6.55 p.m.—"Living in the Past: Having a Meal."* Alice Ritchie.

7.10 p.m.—Envoi.†

7.15 p.m.—Close down.

7.30 p.m.—Big Ben. A Recital of North Country Folk-Songs by Norman Stone (Tenor).

7.45 p.m.—The Bournemouth Municipal Orchestra; leader, Bertram Lewis; conductor, Richard Austin. Solo Violin, Jean Pougnet. From the Pavillion, Bournemouth.

8.55 p.m.—"Four-footed Things."* A collection of words and music about animals, and a few thoughts about the animals' possible point of view. Presented by William MacLurg.

9.25 p.m.—The News and Announcements.

9.45 p.m.—The BBC Dance Orchestra, directed by Henry Hall.

10.0 p.m.—"Down to the Sea in Ships—Sea Communications: 6, Running the Ship (1) Liners."* Lord Essendon.

10.20 p.m.—The BBC Dance Orchestra (cont'd).

10.30 p.m.—Close down.

THURSDAY, MAY 21.

4.30 p.m.—Big Ben. The BBC Theatre Orchestra; leader, Montague Brearley; conductor, Stanford Robinson.*

5.15 p.m.—"Monologue in Melody." Denis Van Thal in Synco-pated Pianoforte Music.

5.30 p.m.—Out of Doors.* Henry Williamson. "I see all things as the sun sees them, as the sun shines."

5.45 p.m.—Chamber Music.

6.30 p.m.—The News and Announcements.

6.50 p.m.—The BBC Dance Orchestra,* directed by Henry Hall.

7.15 p.m.—Close down.

7.30 p.m.—Big Ben. "Under Big Ben." A talk by Howard Marshall.

7.47 p.m.—The Band of His Majesty's Royal Marines, Plymouth Division (*by permission of Brigadier H. C. Pope*); conducted by Captain F. J. Ricketts, Director of Music, Royal Marines, Maisie Griffiths (Contralto). From the Abbey Hall, Plymouth.

8.30 p.m.—"Lady on the Wax." A romance with music by Ronald Hill. Orchestrations by Teddy White. Cast: Jenny, Eve Becke; Rita, Joan Carter; Ernest, Warwick Vaughan; Mr. Hollings, Stuart Vinden; Bob, Ronald Hill. Other parts played by Denis Folwell, John Bentley, Dorothy Summers, and Barbara Helliwell. Tony's Red Aces Orchestra. Produced by Martyn C. Webster.

9.15 p.m.—Music by Eric Coates.† Symphony Orchestra, conducted by Eric Coates.

9.25 p.m.—The News and Announcements.

9.45 p.m.—David Musikant and his Music.

10.30 p.m.—Close down.

FRIDAY, MAY 22.

4.30 p.m.—Big Ben. A Programme of New Gramophone Records.

5.0 p.m.—The BBC Dance Orchestra, directed by Henry Hall.

5.30 p.m.—"Foreign Affairs,"* by Sir Frederick Whyte, K.C.S.I., LL.D.

5.45 p.m.—Friday Midday Concert, under the direction of Johan Hock. From Queen's College Chambers Lecture Hall, Birmingham. The Birmingham Philharmonic String Orchestra; leader, Norris Stanley; conductor, Johan Hock. Mary Abbott (Pianoforte).

6.30 p.m.—The News and Announcements.

6.50 p.m.—Old Music-Hall Song Favourites.†

7.15 p.m.—Close down.

7.30 p.m.—Big Ben. "London Lights."* Cut into a slice of life in the Middlesex metropolis. Devised by Cecil Madden.

7.52 p.m.—A Recital by Oscar Lampe (Violin).

8.15 p.m.—Talk on British Agriculture.*

8.30 p.m.—Symphony Concert. The BBC Midland Orchestra.

9.25 p.m.—The News and Announcements.

9.45 p.m.—Walter Collins and his Light Orchestra.

10.30 p.m.—Close down.

* Electrical Recording.

† Gramophone records.

SATURDAY, MAY 23.

- 4-30 p.m.—Big Ben. The Coventry Hippodrome Orchestra; conductor, Charles Shadwell. From the Hippodrome Theatre, Coventry.
 5-0 p.m.—"Under Big Ben."* A talk by Howard Marshall.
 5-15 p.m.—The Children's Hour. "The Merry Month of May." A programme of entertainment and light music.
 6-0 p.m.—A Recital by Frank Titterton (Tenor).
 6-30 p.m.—The News and Announcements.
 6-50 p.m.—Variety.† Jack Jackson's Dorchester Hotel Orchestra.
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. Harry Farmer, at the Organ of the Granada, Tooting.
 8-0 p.m.—The London Zigeuner Orchestra, directed by Ernest Leggett. Marion Browne (Soprano).
 8-45 p.m.—"Remembrance of Things Past."*
 9-15 p.m.—The Victor Olof Sextet.
 9-25 p.m.—The News and Announcements.
 9-45 p.m.—Dance Music. Tommy Kinsman and his Band.
 10-30 p.m.—Close down.

SUNDAY, MAY 24.

- 1-55 p.m.—A Religious Service, from Crydon Parish Church. The Bells.
 2-45 p.m.—Close down.
 5-30 p.m.—Big Ben. A Pianoforte Interlude by Ernest Lush.
 5-40 p.m.—"Down to the Sea in Ships"—Sea Communications: 6, Running the Ship (1) Liners.* Lord Essen-don.
 6-0 p.m.—The Ralph Elman Sextet.
 6-30 p.m.—Weekly Newsletter, Sports Summary, and Announcements.
 6-50 p.m.—A Programme for Empire Day. Arnold Matters (Australian Bass-Baritone). Geoffrey Wincott (Reader).
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. A Religious Service,* from Croydon Parish Church. The Bells. Organist and Choir-master, H. Leslie Smith.
 8-22 p.m.—National Airs of the Dominions.†
 8-30 p.m.—A Programme from the Union of South Africa, in celebration of Empire Day. Devised and produced by the African Broadcasting Company, Ltd.
 9-0 p.m.—The J. H. Square Celeste Octet. Alice Lilley (Soprano).
 9-25 p.m.—Weekly Newsletter, Sports Summary, and Announcements.
 9-45 p.m.—Musical Interlude.†
 9-50 p.m.—The BBC Military Band; conductor, B. Walton O'Donnell. Stiles-Allen (Soprano).
 10-30 p.m.—Close down.

MONDAY, MAY 25.

- 4-30 p.m.—Big Ben. A Talk by the Chief Engineer of the British Broadcasting Corporation.
 4-47 p.m.—Light Orchestral Music.†
 4-55 p.m.—A Programme* from the Union of South Africa in celebration of Empire Day. Devised and produced by the African Broadcasting Company, Ltd.
 5-25 p.m.—"A Young Man's Fancy." A sentimental programme, presented by John Pudney.
 5-45 p.m.—An Organ Recital by Guy Weitz, from the Concert Hall, Broadcasting House.
 6-15 p.m.—Reading; English Humorists—4.
 6-25 p.m.—Musical Interlude.†
 6-30 p.m.—The News and Announcements.
 6-50 p.m.—Arthur Salisbury and his Orchestra, from the Savoy Hotel, London.
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. A Recital by Winifred Flavell (Violin).
 7-46 p.m.—"Feminine Fame on Parade."* A revue of old favourites. Book and lyrics by Joan Young; music by Nine Smith. Presented by Douglas Moodie.
 8-15 p.m.—The Hungaria Gipsy Band, conducted by Miklós Lórsy. From the Hungaria Restaurant, London.

- 8-30 p.m.—A Sonata Recital by Cyril Perfect (Violin) and Elsa Jordan (Pianoforte).
 9-0 p.m.—Reading.
 9-15 p.m.—Orchestral Music.†
 9-25 p.m.—The News and Announcements.
 9-45 p.m.—The Arthur Dulay Quintet. John Tornay (Tenor).
 10-30 p.m.—Close down.

TUESDAY, MAY 26.

- 4-30 p.m.—Big Ben. The New Victoria Cinema Orchestra, directed by Sydney Phasey. From the New Victoria Cinema, Bradford.
 4-45 p.m.—Sports Talk.*
 5-0 p.m.—The BBC Northern Ireland Orchestra; led by Stuart Redfern; conducted by Philip Whiteway. Dorothy Marshall (Soprano).
 6-0 p.m.—"Starlight." Number Four, Interviews with famous stage people, and excerpts from their repertoires. No. 4: Fay Compton (the wellknown actress).
 6-15 p.m.—Dance Music.†
 6-30 p.m.—The News and Announcements.
 6-50 p.m.—The BBC Dance Orchestra,* directed by Henry Hall.
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. "Imperial Affairs," by H. V. Hodson.
 7-47 p.m.—The Norris Stanley Sextet.
 8-5 p.m.—"Affairs Piratic."* Merry moments 'neath the "Jolly Roger." A musical burlesque devised and presented by William MacLurg.
 8-50 p.m.—Light Classical Concert. The Bronkhurst Trio: John Fry (Violin); Edward Robinson (Violoncello); Henry Bronkhurst (Pianoforte).
 9-25 p.m.—The News and Announcements.
 9-45 p.m.—Dorothy Hogben's Singers and Players.
 10-30 p.m.—Close down.

WEDNESDAY, MAY 27.

- 4-30 p.m.—Big Ben. Quentin Maclean, at the Organ of the Trocadero Cinema, Elephant and Castle.
 4-45 p.m.—The BBC Empire Orchestra; leader, Daniel Melsa; conductor, Eric Fogg.
 5-45 p.m.—The News and Announcements.
 6-5 p.m.—A Pianoforte Interlude by Cecil Dixon.
 6-15 p.m.—Close down.
 6-30 p.m.—Big Ben. A Recital by Maude Melliar (Oboe).
 6-45 p.m.—The maiden voyage of the Cunard-White Star liner R.M.S. *Queen Mary*. A description from Southampton of the liner's departure for New York.
 7-15 p.m.—The 153rd renewal of the Derby Stakes. A running commentary by R. C. Lyle, from the Grand Stand, Epsom Race-Course.
 7-45 p.m.—The maiden voyage of the Cunard-White Star liner R.M.S. *Queen Mary*. A description from Southampton of the liner's departure for New York.
 8-5 p.m.—The BBC Theatre Orchestra; leader, Montague Brearley; conductor, Stanford Robinson.*
 8-50 p.m.—A Recital by Gladys Cole (Australian Soprano) and Myers Foggin (Pianoforte).
 9-25 p.m.—The News and Announcements.
 9-45 p.m.—The BBC Dance Orchestra, directed by Henry Hall.
 10-0 p.m.—"Down to the Sea in Ships"—Sea Communications: 7, Running the Ship (2) Tramps.* Leslie Runciman.
 10-20 p.m.—The BBC Dance Orchestra (cont'd).
 10-30 p.m.—Close down.

THURSDAY, MAY 28.

- 4-30 p.m.—Big Ben. The 153rd renewal of the Derby Stakes. A running commentary* by R. C. Lyle, from the Grand Stand, Epsom Race-Course.
 5-2 p.m.—Ballad Concert.†
 5-25 p.m.—"Looking Backwards."* Look back at some of the more amusing events of the past few months. Compiled and presented in living form by Cecil Madden.

* Electrical Recording.

† Gramophone records.

- 5-45 p.m.—The Phillip Whiteway Ensemble.
 6-30 p.m.—The News and Announcements.
 6-50 p.m.—The Garrick Theatre Orchestra, directed by W. Chapman. From the Garrick Theatre, Southport.
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. "Books to Read." Some suggestions for the listener's bookshelf, by Eric Gillett.
 7-47 p.m.—The Band of His Majesty's Royal Marines, Plymouth Division (by permission of Brigadier H. C. Pope), conducted by Captain F. J. Ricketts, Director of Music, Royal Marines. From the Abbey Hall, Plymouth.
 8-30 p.m.—"The Pinchbeck Ring." An original play for broadcasting, by Felix Aylmer. Production by William MacLurg.
 9-10 p.m.—A Recital by Loris Blofeld (Violin).
 9-25 p.m.—The News and Announcements.
 9-45 p.m.—Raymond and his Dance Orchestra.
 10-30 p.m.—Close down.

FRIDAY, MAY 29.

- 4-30 p.m.—Big Ben. Fred Hartley and his Novelty Quintet, with Brian Lawrence (Australian Vocalist).* Gibbons). Annie Laurie; The Devil's Awa' (Trad.). Ol' Man River (Kern). All arrangements by Fred Hartley.
 5-0 p.m.—The BBC Dance Orchestra, directed by Henry Hall.
 5-30 p.m.—"Imperial Affairs,"* by H. V. Hodson.
 5-45 p.m.—"Four-footed Things."* A collection of words and music about animals, and a few thoughts about the animals' possible point of view. Presented by William MacLurg.
 6-15 p.m.—The Birmingham Hippodrome Orchestra; conductor, Harry Pell. From the Hippodrome Theatre, Birmingham.
 6-30 p.m.—The News and Announcements.
 6-50 p.m.—Variety.†
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. "Preserved Pickles" or "Mixed Pickles, No. 9."* Bottled by Cecil Madden. Sketches include: Compartment for Two, Telepathy. The Tragedy of Jones, What's all this Talk About Love? and Who Stole the Parts? With the co-operation of West End artists, including Janet Jove, the Mystery Singer, and Joan Miller as Mrs. Homer K. Cumberbund.
 8-10 p.m.—Musical Interlude.†
 8-15 p.m.—Sports Talk.*
 8-30 p.m.—Symphony Concert. The BBC Midland Orchestra; leader, Alfred Cave; conducted by Leslie Heward.
 9-25 p.m.—The News and Announcements.
 9-45 p.m.—The Frank Walker Octet. Gladys Palmer (Contralto). Octet.
 10-30 p.m.—Close down.

SATURDAY, MAY 30.

- 4-30 p.m.—Big Ben. The Coventry Hippodrome Orchestra; conductor, Charles Shadwell. From the Hippodrome Theatre, Coventry.
 5-0 p.m.—"Books to Read."* Some suggestions for the listener's bookshelf, by Eric Gillett.
 5-15 p.m.—The Children's Hour. Storybook Suite: (1) The Pond Episode, told with songs and music by Henry Reed.
 6-0 p.m.—Symphony Concert.†
 6-30 p.m.—The News and Announcements.
 6-50 p.m.—Cricket: Middlesex v Sussex. A commentary on the match, from Lord's Cricket Ground, London.
 7-5 p.m.—Dance Music.†
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. *Queen Mary* Programme.*
 8-15 p.m.—Light Orchestral Music.†
 8-26 p.m.—"In Order of Appearance"* A musical-comedy jig-saw, pieced together by John Pudney and Eric

Fogg. *The parts will be taken by:* Olive Groves (Soprano); Jan Van der Gucht (Tenor); George Baker (Baritone); John Rorke (Baritone); the BBC Revue Chorus; the BBC Empire Orchestra (leader, Daniel Melsa); under the direction of Eric Fogg.

- 9-25 p.m.—The News and Announcements.
 9-45 p.m.—The BBC Dance Orchestra, directed by Henry Hall.
 10-15 p.m.—Cricket: Middlesex v Sussex. A commentary on the match, from Lord's Cricket Ground, London.
 10-30 p.m.—Close down.

SUNDAY, MAY 31.

- 3-15 p.m.—Big Ben. A Religious Service (Church of England), from Lincoln Cathedral.
 4-15 p.m.—Close down.
 5-30 p.m.—Big Ben. Music by Chopin.†
 5-40 p.m.—"Down to the Sea in Ships"—Sea Communications: 7, Running the Ship (2) Tramps.* Leslie Runciman.
 6-0 p.m.—The Alfredo Campoli Trio. Serenade.
 6-30 p.m.—Weekly Newsletter, Sports Summary, and Announcements.
 6-50 p.m.—The Luton Band; conductor, Harry Mortimer. Dorothy Stanton (Soprano).
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. A Short Religious Service,* from the Studio.
 7-47 p.m.—"Old Favourites"—No. 1. The BBC Empire Orchestra; leader, Daniel Melsa; conductor, Eric Fogg. Edward Reach (Tenor).
 8-45 p.m.—Sports Talk.*
 9-00 p.m.—The Serge Krish Septet.
 9-25 p.m.—Weekly Newsletter, Sports Summary, and Announcements.
 9-45 p.m.—The BBC Military Band; conductor, B. Walton O'Donnell.
 10-30 p.m.—Close down.

MONDAY, JUNE 1.

- 4-30 p.m.—Big Ben. The Pierce Fol Quintet (by permission of the Trocadero Restaurant).
 5-0 p.m.—Reading: "English Humorists"—5.
 5-10 p.m.—"Feminine Fame on Parade."* A revue of old favourites. Book and lyrics by Joan Young; music by Nine Smith. Presented by Douglas Moodie.
 5-39 p.m.—Musical Interlude.†
 5-45 p.m.—"Music Hall Memories." Some happy memories of the past of not so long ago, presented by William MacLurg.
 6-30 p.m.—The News and Announcements.
 6-50 p.m.—Cricket: Middlesex v Sussex. A commentary on the match, from Lord's Cricket Ground, London.
 7-5 p.m.—Dance Music.†
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. A running commentary on the "Star" Gold Trophy Race, by F. J. Findon and R. T. Bowman, from Brooklands Motor Course, Weybridge.
 8-0 p.m.—A Programme of New Gramophone Records.
 8-30 p.m.—A Sonata Recital by Hildegard Arnold (Violoncello) and Lucy Scollick (Pianoforte).
 9-0 p.m.—"Looking Backwards."* Look back at some of the more amusing events of the past few months. Compiled and presented in living form by Cecil Madden.
 9-20 p.m.—Musical Interlude.†
 9-25 p.m.—The News and Announcements.
 9-45 p.m.—Dance Music.†
 10-5 p.m.—A commentary on the arrival of the *Queen Mary* at New York.
 10-45 p.m.—Close down.

* Electrical Recording.

† Gramophone records.

TUESDAY, JUNE 2.

- 4-30 p.m.—Big Ben. A commentary* on the arrival of the *Queen Mary* at New York.
 5-10 p.m.—Military Band Music.†
 5-45 p.m.—"The Drama of To-day: the Amateur Movement."* Geoffrey Whitworth.
 6-0 p.m.—"Starlight." Number Five. Interviews with famous stage people, and excerpts from their repertoires. No. 5: Nicholas Hannen.
 6-15 p.m.—A Recital by Eileen Andjelkovich (Violin).
 6-30 p.m.—The News and Announcements.
 6-50 p.m.—Cricket: Middlesex v. Sussex. A commentary on the match, from Lord's Cricket Ground, London.
 7-5 p.m.—Light Orchestral Music.†
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. "Foreign Affairs," by Sir Frederick Whyte, K.C.S.I., LL.D.
 7-47 p.m.—Roland Powell's Quintet, from the Slieve Donard Hotel, Newcastle, County Down.
 8-5 p.m.—Dance Music.†
 8-15 p.m.—"The Merry Month of June." A June revue, presented by John Pudney.
 8-50 p.m.—Light Classical Concert. The Entente String Quartet: Dorothy Churton (Violin); Gerald Emms (Violin); Nora Wilson (Viola); Edith Churton (Violoncello). Olive Dyer (Soprano).
 9-25 p.m.—The News and Announcements.
 9-45 p.m.—Frank Biffa's Brass Quintet. Peggy Cochrane (Violin) all arrangements for the quintet by Beaver and Fletcher.

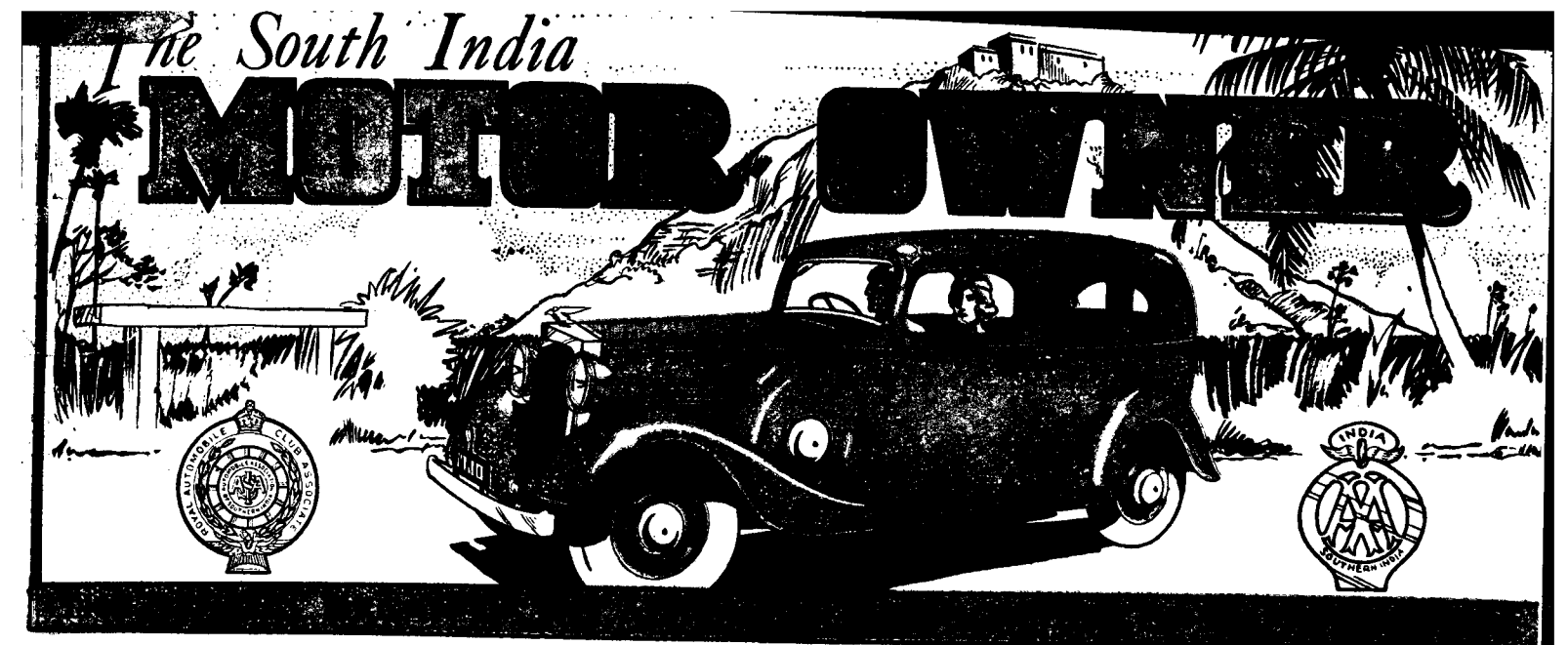
- 10-15 p.m.—Cricket: Middlesex v. Sussex. A commentary on the match, from Lord's Cricket Ground, London.
 10-30 p.m.—Close down.

WEDNESDAY, JUNE 3.

- 4-30 p.m.—Big Ben. A Recital by Gwen Catley (Soprano).
 4-45 p.m.—A Programme of Irish Music. The BBC Empire Orchestra; leader, Daniel Melsa; conductor, Eric Fogg. Laelia Finneberg (Soprano).
 5-45 p.m.—"Living in the Past."*
 6-0 p.m.—"Hunt the Tiger."* A social comedy by Henry A. Hering. The scene is set in Paris, December, 1781. Production by John Pudney.
 6-30 p.m.—The News and Announcements.
 6-50 p.m.—The BBC Dance Orchestra,* directed by Henry Hall.
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. Short Story.
 7-45 p.m.—The Bournemouth Municipal Orchestra; leader, Bertram Lewis; conductor, Richard Austin. Solo Pianoforte, Arthur Alexander (Australian). From the Pavilion, Bournemouth.
 9-15 p.m.—Pianoforte Interlude.†
 9-25 p.m.—The News and Announcements.
 9-45 p.m.—The BBC Dance Orchestra, directed by Henry Hall.
 10-0 p.m.—"Down to the Sea in Ships—Sea Communications: (8) Seen from the Bridge."* An Officer.
 10-20 p.m.—The BBC Dance Orchestra (cont'd).
 10-30 p.m.—Close down.

*Electrical recording.

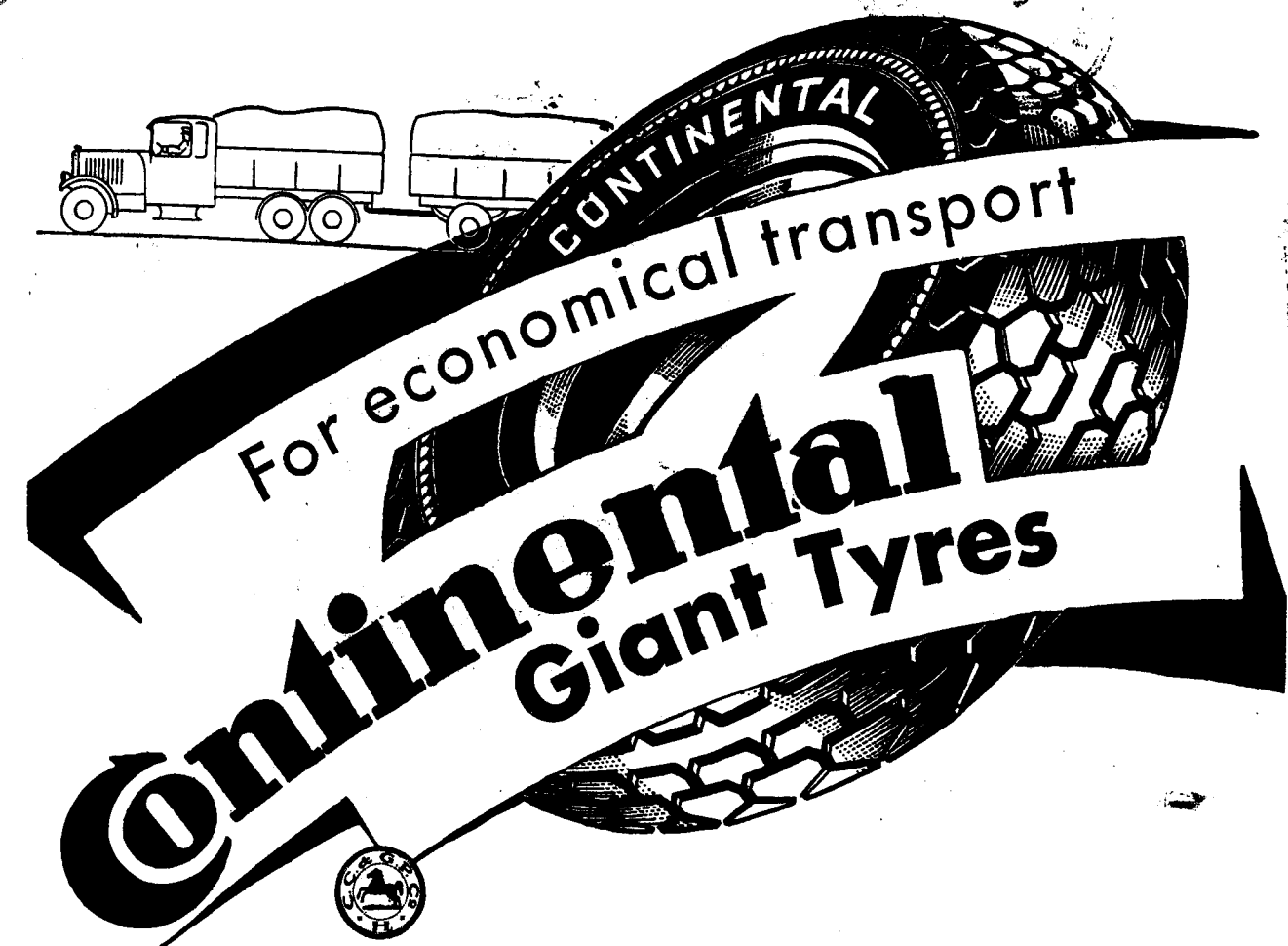
†Gramophone records



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The Official Organ of the
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Volume VIII Number 6

JUNE 1936

Notes and News for A.A.S.I. Members

Road Information

AS from reports in daily papers it will be seen that the rains have set in; therefore, in this connection, the A.A.S.I. will be pleased to receive reports on the condition of roads, during and after the season of rains, as found by members touring the districts.

There is nothing further, at present, of particular note under this heading.

Taxes

Visitors to the C. & M. Station, Bangalore, from outside stations who pay taxes on their motor cars and obtain licences in this station are exempt from the Mysore Provincial licence.

Motor Vehicle Taxation and Public Service Vehicle Owners

Under this heading, in our Journal for March 1936 it was stated a seven seater motor bus (or taxi) plying on the Mangalore-Shimoga Road between Someshwar in South Kanara District of the Madras Presidency and Agumbe in the Shimoga District of Mysore State has to pay to the Mysore Government, taxes to the extent of Rs. 663 per annum.

From further information received, we find the details of the taxes given by us are not correct in many particulars.

Our information runs as follows:—

Under the system in force at present in Mysore, a motor cab or motor taxi is liable to a Service Tax of Rs. 7-8-0 per seat per quarter excluding a seat for the driver. No road tax is leviable on these cabs; no fee is charged for the grant of a permit. The motor cab is subject to tolls at the rate of Re. 1 per trip, but tolls may be compounded for, on payment of a toll composition fee based on the unladen weight of the vehicle. The Toll composition fee for a motor car of weight not exceeding 30 cwts to which category most of the cars belong, is Rs. 72, if paid for the year in advance. The tax payable by a motor cab of 7 seats is as follows:—

	Per annum Rs.
1. Service Tax (for 6 seats excluding driver)	180
2. Toll composition fee	72
3. Brake inspection fee	10
Total	262

Hence the amount of Rs. 663 per annum as stated in the Article in our Journal for March, is incorrect. The amount actually being Rs. 262.

Traffic Driving Rules in Bangalore C. & M. Station

As and from the 1st April 1936 the old motor vehicle driving licences are being replaced by a driving licence

**MADRAS M. V. TAX for JULY/SEPTEMBER QUARTER
SHOULD BE PAID BEFORE 1st JULY 1936**

after the form of the Madras M. V. Driving Licence in which is printed extracts from the Madras Rules. This change of form of licences refer to the Bangalore C. & M. Station.

These differ on some minor points, (which might lead to very substantial legal arguments in case of accidents) therefore it will be well to note, that the Madras Rules do not supercede the "Bangalore (C. & M. Station) Motor Vehicles Rules 1927 with amendments", even though the Motor Vehicles Act extracts apply to both Madras and Bangalore. These extracts are not printed in the Licence in vernacular.

As there is only a very slight variation on minor points between the rules in force in Madras and those in Bangalore, the Madras Rules referred to in the licence are not likely to mislead Bangalore drivers.

A few differing points are:—

(a) *Parking lights.* Madras requires 3 lights. Bangalore—when in queues, the foremost and rear car only need be lighted.

(b) *Entering main roads from side roads:—*

In Madras one gives way to righthand traffic.

In Bangalore—enter slowly, invariably sound horn, and give way to all traffic on the main road.

In the licences now being issued in Bangalore, the Traffic Signal No. 3—"I am going to turn to the left" is cancelled and Traffic Signal No. 4 reads "I am going to slow down or turn left". This alternative has been made in conformity with the military driver's regulations and practice in England.

The Bangalore (C. & M. Station) Motor Vehicles Rules of 1927 is obtainable from the office of the Commissioner of Police, (Mayo Hall) at 1 anna 6 pies each.

Tours

As a matter of interest to our members, it has been proposed to print in our Journal, every month, a tour with a list of the places of importance (historic or otherwise). In the next issue of our Journal, a tour from Madras to Bangalore and Mysore has been decided upon and it is hoped that these publications, together with illustrative photographs (if any) will be of interest to all our members. In these tours only the places of major importance will be touched upon, but a detailed and more descriptive account may be had on application to the Secretary.

Route Itineraries

During May, 70 detailed itineraries were issued covering a distance of 31,869 road miles.

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Great Britain and Ireland 1936 (A list of the principal events during 1936 with information for visitors).	
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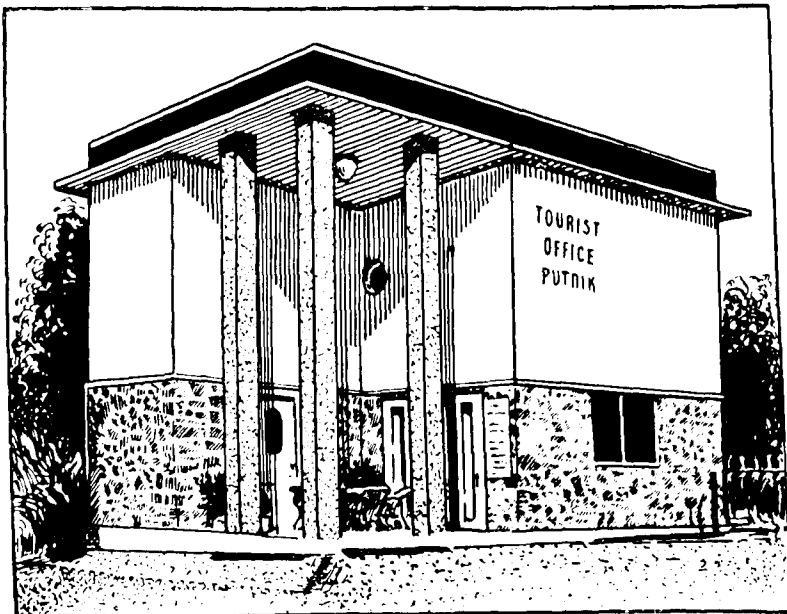
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Putmik Travel Bureau at Maribor

The Putmik Travel Bureau of Maribor, has installed at the Austro-Yugoslavian frontier a Kiosk for the purpose of supplying to tourists entering Yugoslavia, and particularly to motorists, any information and any kind of services they may require.

This Kiosk, which is situated in the immediate vicinity of the Spielfeld-Sentilj Frontier, on the important road running from Vienna to Ljubliana and Trieste, Zagreb or towards the Adriatic, will consequently be at the entire disposal of members of the A.I.T.

Below is a sketch of the frontier Kiosk.



Touring Abroad

Improved Facilities for Motorists.

Joint efforts made by the Automobile Association and the Royal Automobile Club to simplify the issue of Customs Documents for motorists have now met with success. The papers necessary for Continental and Irish touring will be supplied—from 1st May next—without a cash deposit, the only security required being a Bankers' Indemnity or Insurance Guarantee.

The A. A. and R. A. C. with the authority of British and Foreign Governments guarantee the exportation,

within a specified period, of motor vehicles touring in foreign countries for which they have issued customs papers. They are consequently liable for the duty in the event of failure to comply with the formalities.

Both organisations are members of International groups working constantly for the simplification of International Touring. In many countries the authorities are dispensing with the production of the International Certificate for Motor Vehicles and the International Driving Permit for the sole purpose of stimulating the exchange of motor tourists.

What Motorists want to Know—Problems by the Score

Many members put conundrums to the London Headquarters of The Automobile Association where between four and five thousand letters are daily received from motorists in all parts of the World. Telephone enquiries also average more than three thousand a day throughout the year.

These requests for information are frequently unusual, interesting and sometimes amusing. Here are a few 'brain-wisters' which the A. A. has answered during the past few months:

"Can you supply me with the history and addresses of all the haunted houses in England and an itinerary by road to each?"

"What is the voltage of the electric supply in Taiping (Malaya) and is it alternating or direct current?"

"Where is the most suitable point on a large arterial road to install a cage of mice for medical research purposes?"

"What is the nicest part of Glasgow to live in and is Glasgow water hard or soft?"

By telephone "Can you trace my wife who is motor-ing in the lake District and break it gently to her that our house has been burnt down?"

"Can your A. A. patrols intercept a lorry en route from Newcastle to Worthing and tell the driver to deliver the chimpanzee to an address in London?"

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"What is the correct mode of address for a Tibetan priest?"

"What is the distance from John O'Groats to Lands End as the crow flies?"

"Can you obtain for me a list of the laundries in France and Germany and their charges?"

By Telephone—"Can you tell us the name of the place in Sussex where the famous pork sausages are made?"

"Are glow worms to be found in Middlesex and what is the best time of night to see them?"

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C/o Gunmanthal, Vidyasankar.

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11, Main Guard Cross Road, Bangalore.

P. Govindaraj, Esq.,
Motor Dealer, Guntur.

A. D. Mitchell, Esq.,
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Road Information in Report for May 1936

Road from Meetur to Debra Dun: should read "this road, till it joined the one from Saharanpur was the worst found on the whole run".

Once on the Saharanpur-Debra Dun Road: the going is almost perfect.

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During the month of May (25th) 1936, 19 new members were enrolled.

These new members were introduced by the following:

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One each by Major A. W. Waters, Lt.-Col. H. M. Hankin, Messrs. A. L. Hill, A. W. Hopton, A. P. Adam, Ghanashyamdoss Girdhadoss, N. Kirwan, A. Peebles;

the remainder were enrolled by the staff.

Capt. R. L. Haviland-Minchin, I.M.S.,
General Hospital, Madras.

P. Alexander, Esq.,
14, Binnyston Gardens, Bangalore City.

H. Gibson, Esq.,
Commonwealth Trust Ltd., Mangalore.

S. V. Padmanabha Iyengar, Esq.,
Judge, Court of Small Causes, Alwarpet, Madras.

R. J. Perry, Esq.,
St. Blanes, Sterling Road, Nungambakkam.

Rajah K. V. Rama Row,
Sanivarapett, Ellore, W. Godaveri.

Rajah Vijaya Appa Row,
Sanivarapett, Ellore, W. Godaveri.

The H. H. the Mir of Khairpur,
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New Members

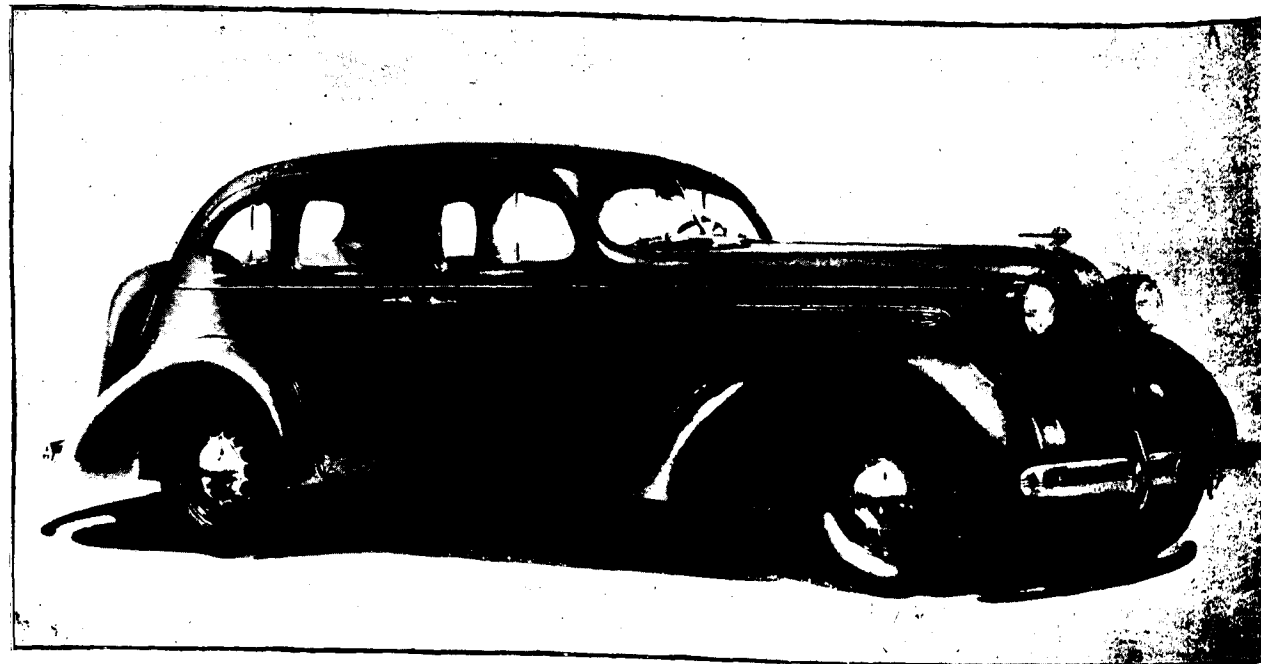
B. N. Pal, Esq.,
38, Lloyds Road, Royapettah, Madras.

Major C. P. J. Prioleau,
Military Adviser, Begumpet, Hyderabad, Deccan.

W. B. Horrocks, Esq.,
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THE 1936 PONTIAC

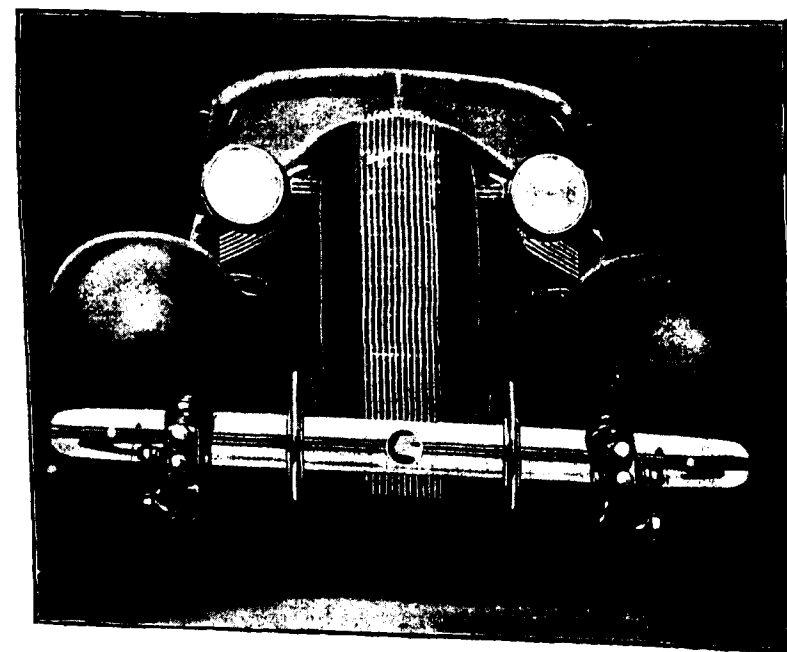
"MORE BEAUTIFUL THAN EVER"



The New Eight Cylinder Pontiac with built-in trunk.

THE new Pontiac six and eight cylinder models for 1936 styled more beautifully even than the original "Silver Streak", are now on public view at all Pontiac dealers' showrooms. Imaginative treatment and modern design have created in the new models an expression of motor car smartness not approached even by the 1935 Pontiac, which won universal praise as "the most beautiful thing on wheels". Yet beneath the exterior beauty of the new models is the ruggedest, safest, fastest, most dependable and economical car Pontiac ever built.

Most striking in the external appearance of the new models is the front end treatment which, in the designer's lexicon, has been "speeded up". The chromium grille continues to sweep up over the radiator and bonnet on the new models but this year's version finds the grille crowned to emphasize speed, and other front end changes give the impression of a longer,



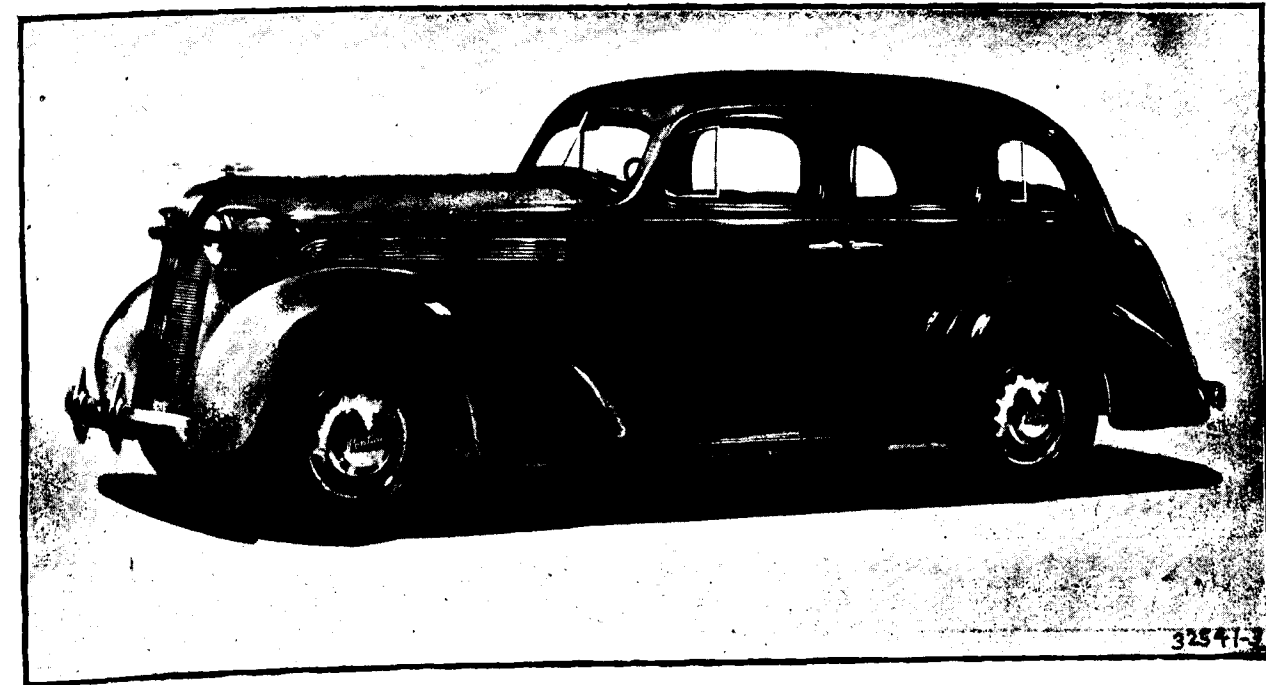
Head-on view of the 1936 Silver Streak Pontiac

sleeker, faster and lower car, despite unchanged wheel-bases of 117 inches on the eight and 112 on the six.

Safety Glass gives Protection

Safety plate glass all around is now standard equipment, and all models have such established Pontiac features as the exclusive cross-flow radiator, silver bearings, full-pressure metered flow lubrication, extra weight in the motor block, and other refinements too numerous to mention.

Improvements in all new models are new front end and mudguard design, all-rubber steel reinforced running boards which do away with shabby edges, new instrument panel and instruments, larger steering wheel, longer seat cushions newly designed, new synchromesh transmission silent in all forward speeds and reverse, rust proofed sheet metal, reduced oil consumption, more rigid frame



The New Six Cylinder Pontiac with built-in trunk.

for greater body stability and safety, chrome-plated hub caps of new design, front doors of all models hinged from the front, etc., etc.

New Hydraulic Brakes

Hydraulic brakes introduced on Pontiac last year are continued, but with more expensive cast-iron drums now standard for still greater safety in the triple-sealed brakes which, a year ago, were the best money could buy.

The head-on view of the new models presents a most striking appearance. Thirteen vertical chrome-plated bars form the centre grille and extend from the bottom of the radiator to the base of the windshield. On either side

of it are other grilles with horizontal bars tapered to conform to the contour of the radiator shell. The new Pontiac name plate rests on the centre grille and beautiful new die cast ornaments distinguishing the six from the eight decorate the top of the radiator.

Top bonnet panels sweep in an unbroken line forward to the radiator side grille mountings, and side panels have chrome-plated grille-type louvers coming forward to a knife edge to form one more speed line in the general symmetry of design. Chrome trimmed brackets support the headlamps on the radiator shell.

The new solid steel turret top which graces the new Pontiac not only affords complete safety but adds to the beauty of the car immeasurably.

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The Indian Roads & Transport Development Association, Ltd. Monthly News Letter

Bullock Cart Subsidy

IN our May 1935 News Letter we referred to the result of experiments with pneumatic tyred bullock carts carried out in Delhi and in the North West Frontier Province and as a result of which certain proposals were made by the Director of Agriculture of the North West Frontier Province to encourage the use of pneumatic tyred bullock carts by offering a subsidy to owners. We regret, however, from further information available that the scheme never came into force.

The matter, however, has not been left there, for our Punjab Branch has recently addressed the Punjab Government on similar lines and has put forward a very sound argument in favour of assistance being rendered by Government to encourage the conversion of the metal and wooden rimmed bullock carts to those with pneumatic tyre equipment.

The main arguments are the following:—

(a) From tests the estimated damage done to roads by metal tyred bullock cart is

Government of N.W.F.P.

Single Bullock Cart
Rs. 133 per annum

P.W.D. New Delhi

as high as Rs. 228 per annum

bearing hubs can carry with the same animals 750 bricks or a pay load of 5,250 lbs. In other words 300 bullock carts can do the work of the existing 450 iron tyred and wooden wheeled carts.

(e) The Branch suggests that an annual subsidy of Rs. 50 per cart is made for a period of 5 years which will cost Government Rs. 15,000 per annum.

Finally if, as is believed, the estimated damage done to the roads by metal rimmed carts is substantially correct, an enormous saving in road maintenance will be effected. The proposals made by the branch to the Punjab Government will give them a valuable opportunity to prove this contention. If the results are satisfactory there is no reason why Government should not be in a position in a short time to prohibit iron tyred and wooden rimmed carts carrying bricks over these two roads.

Similar experiments might be made in other provinces and other Branches of the Association are being invited to consider the question.

New U. P. Rules

At the forthcoming meeting of the Transport Advisory Council serious consideration is to be given to the pro-

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whereas the roads on which the pneumatic tyred carts operated, doing exactly the same test, showed no signs of wear at all.

(b) The fact that as the potential users of this new equipment (consisting of two tubes, two covers, two steel artillery wheels, two hubs fitted with roller bearings and an axle) are unable to face the initial cost which ranges between Rs. 186 and Rs. 215, some assistance is necessary if Government wish to encourage its use which will result in an enormous saving of public money on road maintenance costs.

(c) Our Branch has proposed that a trial should be made over specific routes such as the Amritsar and Ferozpur approaches to Lahore with carts used exclusively for carrying bricks so that the results may be more easily ascertained.

(d) It is estimated that there are 450 of these carts operating on these roads each carrying on an average 450/500 bricks or a pay load of 3,150 to 3,500 lbs. whereas those with pneumatic tyre equipment and roller

blem of road and rail competition and the possibility of a closer control being instituted over road transport to bring its operation more in line with rail transport. Before some of the regulations proposed can be introduced it will be necessary to amend the All-India Motor Vehicles Act of 1914 which will give the Provincial bodies the required authority. It has long been the opinion of this Association that if improved railway conditions are to be brought about no time should be lost in introducing legislation for this closer control. It is understood that the proposed amendment of the Act will come before the Assembly at the Autumn Session in Simla.

In this connection it is interesting to note that the Government of the United Provinces have gone ahead on this question and in August 1935 amended the Indian Motor Vehicles Act of 1914 in so far as it concerns that Province. They have in consequence framed new rules to regulate the use of Motor transport in that province, the main features of which are:

(a) A Board of Traffic and Communications has been

formed for the efficient administration of these rules. Its constitution is as follows:—

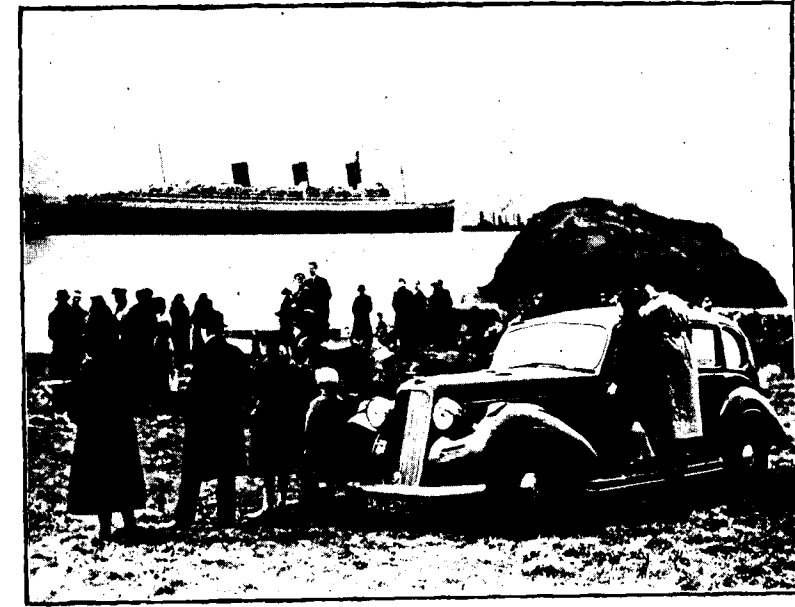
- (i) A member of the Board of Revenue (President),
- (ii) Secretary to Government in the Local Self-Government Department,
- (iii) Deputy Secretary to Government in the Police Department,
- (iv) Chief Engineer to Government, P.W.D.,
- (v) One representative of Broad Gauge Railways,
- (vi) One representative of Narrow and Metre Gauge Railways,
- (vii) Four members from non-official members of the Legislative Council.
- (viii) One member nominated by the United Provinces Automobile Association,
- (ix) Two members nominated by Government (one representing Municipalities and the other District Boards),
- (x) Two members nominated by Government to represent Chambers of Commerce in the U.P.

The functions of this Board are to co-ordinate the activities and the policy of all controlling authorities (described below) and to advise Government on all matters relating to the development and regulations of traffic in general and of motor vehicles in particular.

The Province has been divided into 10 traffic areas each with a *Controlling Authority* consisting of (a) the Commissioner of the Revenue Division (President), (b) Superintendent of Police, (c) Executive Engineer, P.W.D., (d) One member of Legislative Council resident in area and (e) Three non-official members, i.e., a representative of Municipal Boards, a representative of District Boards and a representative of owners of Public Service vehicles.

Government will appoint an officer to act as Secretary. The functions of the Controlling Authority are the following:—

- (1) To classify routes for purposes of taxation; as special routes or A, B or C class routes.
- (2) To determine the number of permits to be issued for each route within its area having regard to (a) suitability and capacity of roads for the carriage of public service vehicles, (b) the extent, if any, to which the needs of the proposed routes are already adequately served, (c) the extent to which the *proposed service* is necessary or desirable in the public interest, (d) the needs of the area as a whole in relation to traffic (including the provision of adequate, suitable and efficient services, the elimination of unnecessary services and of unremunerative services), (e) the consideration of all forms of transport.



R. M. S. "QUEEN MARY" on her first adventurous trip from the shipyard to the sea. She has proved herself a worthy upholder of British prestige, like the latest Humber Snipe in the foreground.

(3) To fix Fares.

(4) To fix Timings.

In addition to the Controlling Authority there is in each district a *District Traffic Committee* consisting of:—

- (i) District Magistrate (President),
- (ii) Superintendent of Police,
- (iii) Executive Engineer, P.W.D. or the District Board Engineer,
- (iv) A member of Legislative Council,
- (v) Three non-official members representing (a) District Board, (b) Municipalities, (c) Owners of public service vehicles.

Their functions are to advise the Controlling Authority on all matters relating to the maintenance and development of Communications and the regulation of motor vehicles within the district.

Classification of Routes.—The object of the classification of routes is to encourage by preferential taxation the development of motor services in rural areas, without making express provision for monopolies and to grade taxation with regard to the probable income to a user of the road and also to the quality of the road provided.

In classifying routes the main consideration is the income which may be expected to accrue to the holder of a permit. Routes running parallel to railways will generally be either 'A' class or special routes. The latter category in respect of which the highest tax is payable comprises roads unusually expensive to build and maintain or roads on which owing to an abnormal volume of traffic, profits and the wear and tear on the road are likely to be considerable.

Permits.—Permits are issued only for specified routes.

Fixation of Fares.—This system has not yet generally been adopted but the Lucknow Controlling Authority has fixed fares at 3 pies per mile on routes parallel to railways and 5 pies per mile on other routes. The fares have to be displayed in the vernacular. If it is found impossible to enforce, the rules give power to make the issue of tickets compulsory.

Fixation of Timings.—The object of this provision is to secure the convenience of combined road and rail services by the co-ordination of time tables in consultation with the railways. So far it is understood only one instance of such co-ordination had become fact. One route has 30 permitted lorries which ply hourly, half the number each way over 15 hours a day; the lorries check in at police thanas en route. At either end, the starting and arrival times are checked by the Munshi at the stand whom the lorry owners employ.

These new rules which came into force on the 1st January this year if applied in full should no doubt satisfy railway opinion regarding their complaints of unfair competition—and it is believed that with the amendment of the All-India Motor Vehicles Act by the Government

the Railways may merely cease to be in deficit. Such a result would also tend to prejudice or delay the relief which the Provinces are entitled to expect. I believe that both the early establishment of effective co-ordination between the various modes of transport and the thorough-going overhaul of Railway expenditure in itself are vital elements in the whole Provincial problem."

As the grants to be made to the provinces in the report are conditional upon the profitable working of the railways and the renewal of their contribution to general revenues, there is no doubt that the provinces will give their support to any reasonable suggestion regarding a closer control of road transport which will reduce competition and help to re-establish railway financial equilibrium.

This sympathetic attitude by the provinces is however likely to be conditional on a further serious effort being made by the Government of India and the Railway Department to put their house in order, by which is meant more particularly measures being taken to remove some of the evils resulting from a too centralised control.

It is true railways have already effected large economies as a result of reorganisation of the administration and operation of their lines, but if they are to be allowed to operate on a profitable "commercial" basis it seems that

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of India other Provincial Governments will proceed to amend their Provincial rules on the same lines.

The application of this closer control will doubtless throw an additional financial burden on the Provincial revenues in the employment of additional police and other personnel—a burden which many are perhaps not disposed to meet unless some special arrangement with the Government of India can be reached regarding the utilisation for this purpose of a share of the Central Road Fund.

When taking into consideration the many advantages of this control of motor transport it is still improbable whether railways will benefit to the extent they anticipate, for experience goes to show that the further we get from "Lorry Piracy" and the nearer to a system of organised service to the public using the roads the greater becomes the popularity of road transport which thus retains all its advantages as compared with the railway and loses its dangers and discomforts.

Niemeyer Report

A very significant reference is made in the Niemeyer Report to the need for co-ordination of transport in the following terms:—

"The position of the Railways is frankly disquieting. It is not enough to contemplate that in five years' time

some relinquishment of control and the interference from the centre which exists at the present time is essential.

If an eminent authority on transport is brought out to advise Government and make recommendations for the improvement of the railway financial position, it is doubtful whether much more can be done towards this end than has already been done so long as the interference from the centre exists in its present form.

Railway Finances.—We give below a brief statement of the financial position of the railways so that our members may more readily appreciate the position.

Railway Board Report, 1934-35 (From "Commerce").—The results of the working of State Railways for the year 1934-35, as derived from the Report of the Railway Board for the year, furnish a striking proof of the unsatisfactory nature of railway finances. Stated briefly, the position during the year was as follows: for the greater part of the time, the improvement begun the previous year continued; in the last two months, however, progress was arrested, and to make matters worse, the setback extended into the first few months of the current financial year.

Gross traffic receipts, however, amounted to Rs. 90.20 crores, or Rs. 3½ crores better than in the previous year; working expenses on the other hand, totalled to Rs. 50¼ crores, excluding depreciation at Rs. 77 lakhs

more than in 1933-34; including depreciation, they amounted to Rs. 64 crores, or about a crore more than in the previous year. Net traffic receipts were Rs. 26.21 crores against Rs. 23.57 crores in 1933-34, an improvement of Rs. 2 2/3 crores. The total net revenue amounted to Rs. 26¾ crores, as against interest charges of Rs. 31¾ crores. The deficit of Rs. 5 crores was Rs. 3 crores less than in 1933-34. The appropriation to depreciation fund was Rs. 13¾ crores, and the withdrawals therefrom for renewals and replacements Rs. 8 2/3 crores. The net accretion to the fund during the year was rather more than Rs. 5 crores, and just enough to meet the year's deficit of net earnings as compared with interest. The actual balance at the credit of the fund remained at Rs. 99½ crores, while the nominal balance amounted to Rs. 37 crores. Capital expenditure during the year was considerably reduced by large reductions of stores balances, amounting to nearly a crore of rupees, and by writing down capital on account of retired assets. The net addition to capita was thus only Rs. ¼ crore. Store balances at the end of the year amounted to just over Rs. 9 1/3 crores, which constitutes a fresh low record.

At the end of 1934-35 the liabilities of railways to be met in subsequent years amounted to Rs. 48¼ crores, of which Rs. 27½ crores represent loans from the Depreciation Fund, and Rs. 20¾ crores, contributions, due to general revenue from 1931-32 to 1934-35. Details are as follows:—

	In Crores of Rupees			
	1931-32	1932-33	1933-34	1934-35
Loan from Depreciation Fund	4.25	10.23	8.05	5.06
Unpaid contribution to general revenue	5.36	5.23	5.21	5.04

Separation of Railway Finance.—The separation of railway finance from the general Budget was effected during the financial year 1924-25, under a resolution of the Legislative Assembly to the effect that "the railway finances shall be separated from the general finances of the country, and the general revenues shall receive a definite annual contribution from the railways which shall be the first charge on the net receipts of the railways." This separation was thought desirable "in order to relieve the general Budget from the violent fluctuations caused by the incorporation therein of the railway estimates and to enable railways to carry out a continuous railway policy based on the necessity of making a definite return to general revenues on the money expended by the State on railways." The principle of the separation of railway from general finances is unexceptionable on theoretical grounds; but whether, in actual practice this separation has yielded the results expected of it, is an altogether different proposition, since the working of the railways during the last five years has been adversely influenced by the prevailing world-wide depression. A general idea of the

nature of the working of the railways since the year 1928-29 is furnished by the following table:—

	(Lakhs of Rupees)			
	1928-29	1929-30	1930-31	1931-32
Mileage	29,111	30,878	31,197	31,640
Capital at charge (crores)	747	778	791	798
Gross traffic receipts	1,03.73	1,02.70	95.10	86.63
Operating expenses	54.22	55.59	54.39	49.31
Depreciation Fund	12.00	12.59	13.07	13.46
Net revenue	37.14	34.50	27.53	23.87
Interest Charges	29.33	30.46	32.72	33.07
Surplus (+) or deficit (—)	+ 7.81	+ 4.04	5.19	9.20
Contribution to general revenue	5.23	6.12	5.74	..
Transferred to railway reserve	2.58	2.08	10.93	4.95

	1932-33			1934-35
	1931-32	1932-33	1933-34	1934-35
Mileage	..	31,642	31,644	31,636
Capital at charge (crores)	..	797	795	795
Gross traffic receipts	..	84.43	86.63	90.20
Operating expenses	..	49.08	49.50	50.27
Depreciation Fund	..	13.77	13.56	13.72
Net revenue	..	22.68	24.26	26.74
Interest Charges	..	32.91	32.58	31.80
Surplus (+) or deficit (—)	..	10.23	7.96	5.06
Contribution to general revenue	..	..	..	..
Transferred to railway reserve	..	..	..	..

Ministry of Communications

Although we have no confirmation of the facts we give the following from "Indian Finance" on the possible adjustment of portfolios in the Governor-General's Council, to permit of the appointment of a Minister for Communications:

"It is expected that when Sir Frank Noyce retires in March next he may be succeeded by Mr. T. A. Stewart, at present Commerce Secretary. By that time the new portfolio of Communications would also have come into existence. Sir M. Zafrulla will be in charge of Communications while Mr. Stewart will be in charge of Commerce and Industries. As Mr. Mitchell is not likely to return, Mr. Clow will be Secretary of the Industries Department."

Road Communications in Travancore

Reviewing the administration of Mr. G. B. E. Truscott (Chief Engineer with the Travancore Government in charge of the Department of Engineering) the Government of Travancore observe that they are pleased to record their appreciation of the good work done by the department during the past year.

The toll-revenue obtained by the department during the year increased from Rs. 4,42,253 in the previous year

to Rs. 5,56,021. The total grant sanctioned for the department in 1934-35 was Rs. 38,45,852 against Rs. 47,38,903 in the previous year, including Rs. 52,567 spent on contribution work. The total expenditure on 'works' during the year amounted to Rs. 36,12,429 against Rs. 43,01,368 in the previous year. The amounts spent on communications, buildings and miscellaneous public improvements, during the year under review, were Rs. 16,71,393, Rs. 6,62,411 and Rs. 1,87,742 respectively. Of the total amount spent on communications Rs. 6,49,003 was on the construction of new roads and bridges and for improvements and special repairs to existing ones, and the balance of Rs. 10,22,390 on maintenance. The total length of communications maintained during the year was 5,267 miles.

Government observe that the policy of the department, in the matter of devoting increased attention to the improvement of road-communication was continued. Out of a grant of Rs. 3,37,000 sanctioned for the year from the road-development funds, Rs. 2,08,749 was spent on the improvement of roads. The total outlay on the bridge at Neriymangalam across the river Periyar was Rs. 3,99,220.

An expenditure of Rs. 1,22,155 was incurred for protecting irrigational works, against Rs. 1,01,516 in the previous year. The sum of Rs. 19,325 being spent for the maintenance of existing sources of irrigation.

Travancore Government and particularly their Chief Engineer are to be congratulated on their far-sighted policy of road development in the State.

Plan to Link Calcutta with Barisal

Mr. A. J. King, Special Officer, Road Development Project, Bengal, has written to the Chairman of the District Board of Bakarganj, giving preference to the construction of a motor trunk road from Barisal to Calcutta. The suggested route is Barisal, Kirtipasa, Kowkhali, Kadamtala, Bagerhat, Khulna, Sathira, Basirhat and Dum Dum.

The other projects suggested are roads from Barisal to Bhurghata and then to Madaripur and Faridpur.

New Bridge Construction to Link Cochin and Travancore

In consideration of the long felt need for an overland route connecting Cochin and Travancore, the Travancore State has given priority to this work over another bridge construction already sanctioned.

The project involves construction of a bridge over the backwaters at Aroormukham some thirty miles north of Alleppey, and, it is understood, the necessary preliminaries have been carried out. The proposed bridge will be over 600 yards in length and will span the backwaters at a height of 15 feet over the water level at high tide and the scheme is estimated to cost Rs. 5 lakhs.

According to Mr. M. P. Mawney (Executive Engineer, Travancore, Darbar) the bridge will be built at a cost of Rs. 5 lakhs.

backwaters have clearly revealed that there was clay at a depth of less than 60 feet and that the soil would facilitate successful construction of the proposed bridge work.

When this question of providing a cartable bridge was recently under consideration before the Cochin Government, the Government of India offered to contribute as much as one half of the total expenditure, provided the other half was shared equally by the governments of Cochin and Travancore. The scheme was estimated to cost Rs. 5,00,000.

The Cochin Government declined the offer, because, they believed that the Travancore State was much to be benefited by the proposed project and as such it was not advisable to spend State funds on such a project. The Grand Trunk Road providing a through road-communication between Kashmir and Cape Comorin, as a result, remains yet to be completed.

More about Punjab Roads

70 per cent Increase in Metalled Mileage. A ten year road programme framed in 1926 by the Punjab Government is now nearing completion and the following figures make a striking example what enormous economies can be effected in road maintenance costs by the treatment of these surfaces, making them dustless and giving them a protection against the ravages of the monsoon.

These figures are the result of a definite pre-conceived plan of surfacing which has given the Punjab the best roads in India an example which other provinces would do well to follow.

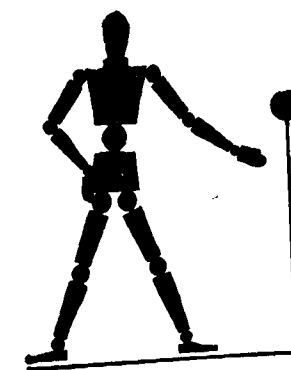
In 1925-26 there were 1,626.52 miles of metalled and 1,268.76 miles of unmetalled provincial roads, out of which only 24 miles were tarred.

The total mileage of metalled roads, to the end last year had increased to 2,757.45 miles out of which only 322 miles or 11.7 per cent, remained untarred. The maintenance cost during 1925-26 amounted to Rs. 29,56,584, this figure last year stood at Rs. 39,93,898.

Deducting receipts from the Central Road Fund amounting to about Rs. 8 lakhs per annum and the yield from motor taxation, which gives Rs. 6,38,315 as against Rs. 1,97,585 in (1925-26) the net charge to provincial revenues amounts to Rs. 25,55,583. While the mileage of metalled roads has increased by nearly 70 per cent, the maintenance cost has only increased by 44 per cent. Provided there is no abnormal increase in traffic, it is hoped that the maintenance cost per mile, which was Rs. 1,449 in the last year, will be reduced to about Rs. 1,100 a mile within the near future.

Assam Motor Taxation

Change Proposed in System. The Assam Motor Vehicles Taxation Bill, 1936, introduced in the Assam Legislative Council, was referred to a Select Committee a few days ago. By this Bill, it is proposed to substitute a single provincial tax for the present taxation of motor vehicles



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YELLOW LIGHT FOR MOTOR CARS

By Doctor R. Faillie

Director of the Laboratoire de Physiologie" at the Conservatoire National des Arts et Metiers", Paris.

Governing Ideas

A FEW years ago yellow light (so-called selected light) was applied to car head-lights primarily for reducing dazzle when vehicles pass each other in opposite directions and in the second place for obtaining better visibility in misty weather.

This application was responsible for a great deal of research regarding the following points. The complete bibliography of this question covers about 250-300 references, from which we will only quote the most important and most accurate investigations, both as regards the severity of the scientific examination and the authority of the author.

Tests in Misty Weather

- (i) Numerous observations by designers of head-lights and by road users have shown that when the fog is not too thick the head-lights equipped with yellow lamps showed a range that was almost always greater than that of head-lights equipped with white lamps.
- (ii) American experiments in artificial fogs produced in the laboratory have shown the longer range and the smaller diffusion of sources emitting long-wave radiations (red and yellow), a fact which by the way has been commonly observed. The increase of diffusion with shorter wavelengths is also an old acknowledged fact.
- (iii) The observations made in Germany and England in very thick natural fogs did not lead to any conclusion in favour of yellow light. But fogs having an opacity of those referred to in the said observations very rarely occur in France.

(iv) Theoretical considerations (the Rayleigh law, the Stocks law, the Beer law) based on absolutely reliable physical facts, lead one to believe that yellow light must present a certain number of advantages in light or medium fog, chiefly as regards the range of the head-lights. Here the problem is the same as that of the range of fixed coastal lights and of lights for aviation purposes.

Tests During Clear Weather

The majority of investigations with regard to yellow light have been directed towards establishing the following points:

range of the head-lights;
 dazzle;
 visual acuity;
 visibility of objects; contrasts.

(i) Range of the head-lights.

At one and the same voltage, the range of head-lights fitted with yellow lamps is always found to be equal or greater than the range of the same units equipped with white lamps.

(ii) The study of dazzle.

The study of dazzle has been effected in various ways.

1. Research on the speed of psychomotive reactions.

With screens of yellow or orange glass the tests of Messrs. R. Faillie, Escher-Desrivieres, R. Jonnard and H. Vial showed that dazzle is less than in white light (*Report of the Ac. des Sciences*, 1935 p. 699).

The same authors when comparing white and yellow lamps of the same power, found the previous results confirmed; moreover they found that sources of dazzling white light produced a period of complete glare making the eyes unable to see anything at all. This period of complete

blindness is considerably shorter with yellow light, on account of the shorter duration of the after-images under the same conditions (see further on) (*Report of the Ac. des Sciences*, 1934 p. 1325).

2. Measurement of the threshold sensibility.

Curves published by M. Y. Le Grand (*Report of the Ac. des Sciences*, March 5th 1934) give evidence which differs from the conclusions of this author, as they show that the threshold contrast-sensitivity is less disturbed (it being lower) by a dazzling yellow headlight than by a white one, even when the test object itself is lighted by yellow light (absence of colour contrast). These results are therefore in favour of yellow light and its use in motor-car head-lights.

3. Study of the pupillary diameter.

The curves contained in a paper (*Reports of the Ac. des Sciences*, June 18th 1934) of MM. R. Faillie, R. Jonnard and H. Vial show that, with the same intensity in the pupillary plane, yellow light contracts the iris muscle less than white light, the advantage being specially marked for light of less than 1 footcandle or above 10 footcandles. These measurements have been confirmed and specified in a more recent investigation by the same authors (*Reports of the Ac. des Sciences*, November 1935) in which the pupillary diameter has been measured photographically by means of infra-red light.

The less harmful action on the retina of lights having a long wavelength always discloses itself by lesser pupillary contraction, which is quite in agreement with the numerous investigations conducted in England.

4. Persistence of after-images.

The preliminary investigations by Messrs. R. Jonnard and Escher Desrivieres (*Report of the Soc. de Biol*, November 9th 1935) having shown that the duration of after-images produced by the lighting of the eye may under certain conditions be considered a characteristic of the action of the retina, measurements of the duration of such images produced by white or yellow light-sources of the same intensity has proved a greater duration in the case of white light-sources. The diminution of the duration of these images in the case of yellow light is very important when dazzle has been produced by car head-lights: this shows that yellow light allows prompter recuperation of the sensitivity of the retina.

5. Visual acuity.

The research effected by M. Durup (*Travail Humain*, Sept. 1935) shows that in quite a number of cases yellow lamps have proved superior to white ones (at the same voltage) as regards visual acuity, which is not reduced to the same extent when the observer is dazzled by yellow light.

These results should be compared with the following publications:

Guild: Proc. of the Optical Convention 1936. Improvement of visual acuity by filtered light reducing the chromatic aberration of the eye.

Broca: Bull. Soc. des Electriciens 1913: the same conclusion.

Luckiesh: Journ. of the Optical Soc. of America 1933: Constant improvement of acuity in monochromatic light.

Lythgoe: Report of Comm. upon the physiology of vision. In this report it is shown that every time dazzle seems to favour visual acuity it is because there is the corrective influence of a greater pupillary contraction. In view of what is known about the significance of the pupillary contraction this fact may serve as a corrective for certain doubtful experiences of M. Durup which it is out of place to criticise here.

6. Visibility of objects: study of contrasts.

A close study of the minimum contrast visible (in reality this is the true measure of threshold sensitivity to contrast) defining the threshold visibility of an object positioned under definite conditions corresponding to the driving of a car, has been made at the Conservatoire des Arts-et-Metiers. It was found:

1. that yellow light proved favourable in a great number of cases of contrast that could be realised, and especially in the case of dark objects placed on a black base, which has never been studied before because this investigation required a special equipment.
2. that a mixture of white and yellow lights is generally less favourable than the exclusive use of yellow light; this latter fact had already been noticed during the researches mentioned above regarding measurement of the rapidity of psychomotive reactions.

7. Speed of perception.

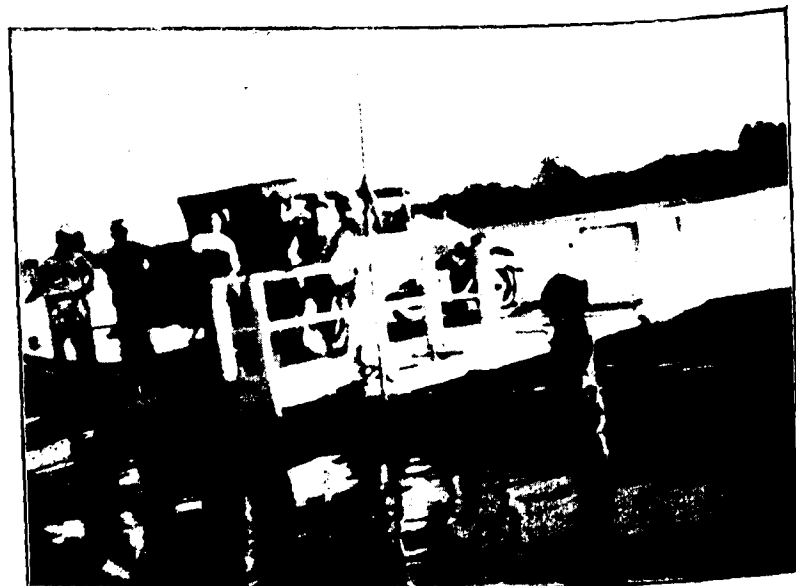
It must be admitted that the critical frequency of winking, established by means of light that is extinguished periodically (Porter), is less high according as fatigue of the retina is less. Under these conditions and at equal brilliance, yellow light requiring a lower critical frequency than white light should cause less fatigue of the retina; the recuperation of the functions of the retina after lighting and therefore, the speed of perception of the objects, will be increased accordingly.

IN SOUTHERN LANDS

PART I

ON THE ROAD TO MALABAR

By
Fred Barrie



The ferry at the first of the two channels across the Periyar River.

LIKE Kipling's cute little elephant I suffer from a curiosity complex, and strange lands and places of interest breed a yearning within me to visit them. Of times, alas, though the imagination is stirred and the spirit needs no goading, the purse is woefully deficient. Therefore, when an opportunity did present itself to enjoy a week's motor tour in Southern lands—lands I had never seen before and whose historical associations had always intrigued me—I did not need much persuasion.

Dawn of an early morning saw a car, laden with suitcases, bedding and luncheon baskets, accommodating four persons, a servant and a canine pal, slip from the compound of a bungalow in the Nilgiris on a long and interesting journey of nearly eight hundred miles. And, believe it or not, Life scarcely bestows a more appreciative experience than placing a man behind the wheel of a car on a keen, crisp, sun-splashed, winter's morning. Then, the steady purr of the engine attunes his mind to Nature's, and his body tingles with an exuberance of spirits. It is good to be alive and feel, that even in these days of international turmoil and unrest, life is still worth living.

For an hour and a half the going was downhill over a ghat road in perfect condition, tar-macadam almost to the foothills. Fourteen hair-pin bends were negotiated in the curling ribbon, disclosing at fleeting intervals through the morning mists vistas of the plains rolling far back into the horizon. Then we were on the level, crossing a bridge spanning the Bhavani River, and entering into a beautiful grove of acacia palms, whose tall, feathery tips incline gracefully toward each other and form a most charming arcade. The accelerator was depressed, and the four miles separating Mettupalaiyam—

terminus of the broad gauge from the foothills were covered in almost as many minutes.

Thirty-two miles of our first day's journey had been accomplished. We were in the plains, and began to feel the warmth of a rising sun. Warm coats and stockings were discarded in favour of shirt sleeves and light canvas shoes. Bare-legged and cool, we settled down in earnest; and within the hour had covered the 22 miles separating Mettupalaiyam from Coimbatore, piloting the car through the crowded bazaar traffic of the latter city.

Here we were faced with the choice of two routes, one via Pollachi, a town lying at the foot of the Anamalai Hills, and the other via Palghat. In the matter of distance there was nothing to choose between them; but, when on enquiry, the consensus of opinion inclined to the Palghat route as the better one, we chose the latter; especially as I was keen on motoring over land that figures prominently in South India's legendary history.

It was past eleven o'clock before we left the dust of Coimbatore behind, and faced the 50 miles of road to Palghat. Noon found us lunching in the meagre shade of a solitary tree standing disconsolately by the side of a sun-scorched road, dusty and barren in the extreme. It was hot, damnably hot to those accustomed to the cool of the Nilgiris. We perspired profusely, but we lunched; and glad I was that we had fortified ourselves, because the next fifteen miles into Palghat proved a road bespattered with pot-holes caused by the ubiquitous, grinding, creaking, iron-tired bullock cart, bane and despair of every motorist.

In passing it may be of interest to mention that many passes pierce the walls of the Western Ghats. All others, however, are dwarfed into insignificance by the Palghat Gap, main channel of trade between the West Coast and

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the interior. At this spot, the hills seem to have been rolled aside by some natural convulsion, unique in its physical characteristics, equalled only by its economic importance. Legendary history ascribes its origin to Parasu Raman who, when he reclaimed Kerala—as Malabar was known to the ancients—from the sea, was confronted with an impassable barrier in the East. Perturbed at the difficulty of procuring inhabitants for the reclaimed land he tore aside the mountains with his own hands, thus forming a chasm in the Ghats which is now known as Palghat Gap.

Through this Gap, twenty-five miles in breadth in the middle of which stands Palghat town, the south-west winds in their season bring moisture-laden air and beneficial showers to the thirsty, parched plains of Coimbatore and its environs. But what rivetted my attention was the peculiar formation and colouring of the many hills we passed. I am no geologist, and can best express them as iridescent; clothed in earth of various hues of green, mauve, red, greys and browns, with splashes of gold and copper, resembling the colouring of hills that one usually associates with gaudy picture postcards.

From Palghat to Shoranur, a town said to contain a temple at whose shrine prayers for women afflicted with fits or possessed of devils have a curative effect, the distance is 29 miles. The road is in fair motoring condition, and slopes gently down towards the West. The country did not strike me as being particularly fertile, though here and there the palmyra palm presents a contrast to the groves of graceful coconut palm met with later on as one nears the coast.

From Coimbatore we had been motoring in a westerly direction. From Shoranur we turned south and ran parallel to the West Coast. About three o'clock in the afternoon we arrived at Trichur, the old capital of Cochin, a town of reputed antiquity and sanctity said to have been founded by Parasurama, the sixth incarnation of Vishnu.

This old-world town still remains a centre of thriving industry, whose chief articles of trade comprise paddy, timber, oil and cotton fabrics. Set in its midst is a large temple dedicated to Vadakkinnathan, with entrances at the four cardinal points of the compass. During the month

of April, many thousands of pilgrims are attracted by the annual festival of Puram.

In Cochin and Travancore the type of temple is different to those seen elsewhere. No massive pyramidal *gopura* and carved elaborateness of Dravidian architecture characterise them. They are usually a raised rectangular building standing within a quadrangle whose principal entrance is at the East. Gazing at the general aspect presented by these temples, as well as by some of the dwelling houses, one obtains a fleeting reminder of Chinese influence; a nation, who at a remote period, traded with the inhabitants of this coast.

Motoring through the town, we commenced the last lap of our journey to Ernakulam, forty-eight miles away. On the outskirts, we crossed an old railway bridge spanning the river upon whose banks Trichur is situated. Loose planks rattled and groaned as we crawled wearily behind a lumbering bullock cart, laden to bursting point, with piles of earthenware chatties. No amount of honking could induce the straining bulls to move a whit faster, and it was with relief that I passed them on the other side, and spun along a good tarmacite road threading the red ribbon through ten million times ten million picturesque coconut palms, throwing a green expanse of feathery tips in one broad belt down the coast line.

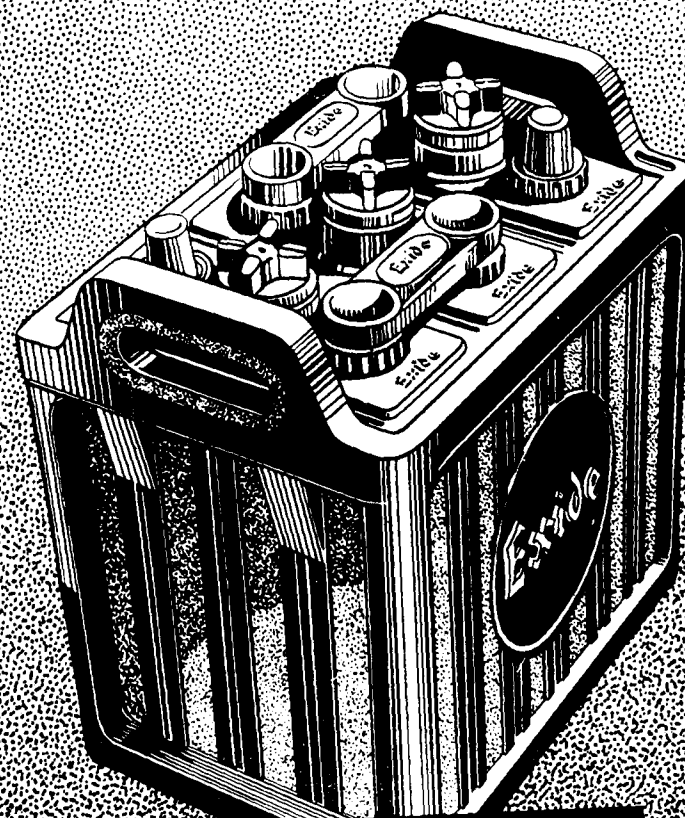


Village life adjoining the ferry service.

Now onward to Kottayam, nearly a hundred miles down the coast which was as far as we motored in this direction, we scarcely emerged from these billions of palms that are the chief glory of Malabar. We had left dusty plains behind, and had entered into a land whose greenness and fertility was soothing to the eye. Dwelling houses merge into hamlets, hamlets into townships, and repeat the process in one continuous stream, flanking each side of the coastal road mile after unending mile; broken occasionally by streams or rivers, or by some peaceful, placid, palm-fringed lagoon, thatched huts nestling on its green banks mid shady aisles; *wallums*, piled high with coconuts, floating languidly on the smooth surface of the water.

As the cool of evening descended on the land, we seldom escaped the never-ending crowds of white-clothed men and women promenading the sides of the shady road. I have never before seen so many people

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thronging the countryside; and, as long as we motored down the coast, whether during the morning hours, afternoon or evening, this unique aspect of country life, totally at variance to other parts of India, caused us to wonder. Judging from the multitudes we passed I can now understand the assertion that Malabar is the most densely populated tract in this vast Peninsula. Wealth, as it is understood elsewhere, is not apparent; but the masses seem care-free and content. Later, I was to learn that nearly everyone of its dense population engage in coconut cultivation or allied industries in some form; that large families obtain a modest living without much labour from the possession of a few of these invaluable tropical trees.

Twenty miles from Trichur we crossed over a long bridge spanning the Chalakudi River, emerging from Cochin territory into Travancore. Nearby, are what was once known as the Travancore Lines, though now hardly anything remains to be seen. This embankment or moat, many miles in extent, was constructed during the eighteenth century by the Travancoreans to protect their country against an invasion by Tippu Sultan—the only tract of land in India, by the way, that has never been overrun by an invader. Tippu's army was repulsed; and, owing to an accident, the Sultan was lamed for life. Deeply mortified, he ordered reinforcements from Seringapatam and, though he was successful in piercing the Lines, other affairs claimed his attention and the invasion petered out.

Ten miles farther on, we encountered the first of the ferries that assist motorists across the two channels of the Periyar River. We had tea, and ran the car aboard; the ferry proving a welcomed interlude in the journey. It was a delightful experience being paddled across the water in the cool of evening amid ideal tropical surroundings. Bonzo, our canine pal voiced his joyous appreciation as he splashed and swam in the river. It had been a hot day, and more than one of us walked knee deep in the cold water emulating his example.

A mile separates the second ferry from the first. Like all ferries met with on this route there is no official charge, though one is expected to tip the boatmen. Tolls, however, had commenced, and jolted us back to the annoyances of feudal times. A point worth remembering by those contemplating a similar trip is the retention of toll tickets, as certain toll-gates may be passed through free of charge on their production.



Village hut, Malabar.

From here to Alwaye, a one-time favoured summer resort before the advent of the railway, is a short distance. The town boasts an old Syrian church, and has been noted throughout the ages for its basket and umbrella craft. The non-collapsible umbrella is made from palm leaves and bamboo. They afford excellent protection against sun and rain, with the added advantage that worshippers are permitted to take them into the sacred precincts of temples where those of a foreign variety are prohibited.

Dusk intensified on the completion of a hot, though enjoyable and interesting journey of 180 miles, before we re-entered Cochin territory. After complying with Custom House formalities, by signing a register declaring we carried no dutiable articles, we brought the car to a stand-still in the compound of the comfortable Travellers' Bungalow at Ernakulam. Contrary to expectation not a breath of sea breeze stirred, but we passed a pleasant night under mosquito nets whose usage once again seemed strange after these many years.

Next day was devoted to sight-seeing. We decided against ferrying the car across the mouth of the Cochin River which, with the sea, forms a backwater between the mainland and the island. Instead, we hired rickshaws to carry us a mile to the jetty, where a steam launch plies to and fro conveying passengers across. It was a unique experience finding oneself perched high in the air, like some nodding Chinese mandarin gazing benevolently downwards at less fortunate mortals; listening to the sharp staccato *he-hi* of the rickshaw coolie treading his way along crowded thoroughfares. These rickshaws are the only means of locomotion at present at Ernakulam and Cochin—at least, so we were informed—and we found them very convenient, clean and comfortable.

For the princely sum of three annas each first-class tickets were purchased, and we boarded *The Himalayan Little Flower* that vibrated and chugged its fussily important passage passed Willingdon Island, a strip of land still in the pangs of birth, graced by the Malabar Hotel with its modern conveniences, and berthed after half an hour at a crazy jetty on the Isle of Cochin: a dot of land, owned partly by the British and partly by Cochin State, lying on the edge of the Arabian Sea.

Cochin has been described as a picturesque little town in a beautiful setting. The description is apt; and viewed

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from the mainland of Ernakulam it presents a perfect picture set in shimmering, rippling backwaters, dots of palm-clad islets scattered in the vicinity. A fleet of *pattamars*, or fishing smacks, generally ride at anchor near the opening near the sea; strange native craft, and *wallums*, hoisting hessian sails, move slowly in every direction, each concerned with its own particular business.

Civilisation is now taking a hand in the affairs of this town whose importance as a port dates far back into the dim ages. As soon as the fourth stage of the Cochin Harbour Works are completed, Cochin will rank as a big international port rivalling Bombay. Its vast expanse of natural harbourage will serve the needs of the greater part of South India on the West. And, we were informed, that ultimately the coast at Alleppey will be pierced by a deep water channel. If this scheme materialises, it will mean safe anchorage among the backwaters and Lake Vembanad, stretching parallel to the sea for over thirty miles, for vessels of all sizes; with one entrance at Alleppey and the other at Cochin. Further, it is under consideration to link the foreshore at Ernakulam to Willingdon Island by a bridge that will carry the broad gauge railway right into the heart of the Harbour Area. Commercial enterprises are expanding rapidly, and while we were there we heard of the floatation of a State Power and Electric Light Corporation.

As we disembarked, we were immediately surrounded by a gang of vociferous rickshaw coolies who, in divers dialects interspersed with broken English and Hindustani, commenced bargaining for our patronage. Bidding opened at a hire of one rupee an hour; but, as competition increased and excitement rose, the rate declined to four annas! Starting four of these arm-chairs on rubber-tired wheels, we commenced a tour of the Island to the accompaniment of tinkling bicycle bells fixed on the shafts.

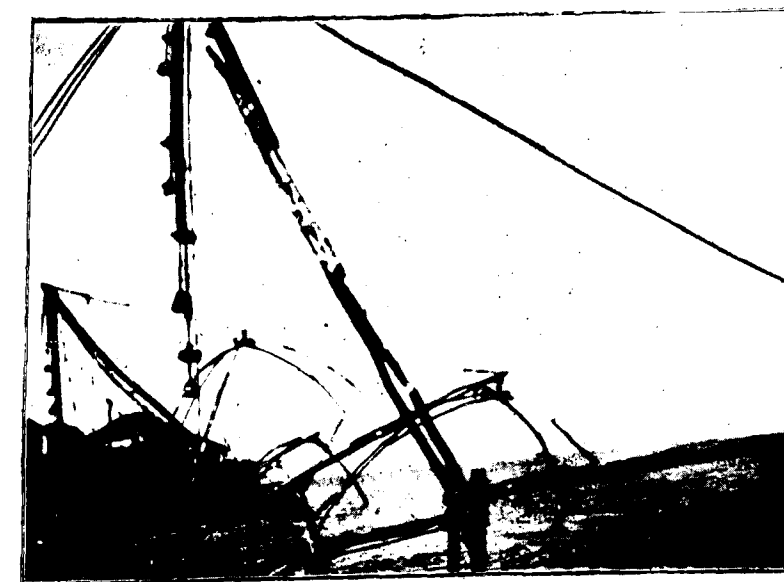
Adjacent to the jetty, in the area of Muttancheri belonging to Cochin State, is an ancient palace where the Cochin Rajas assume the reins of government. Nearby, is the Jewish quarter where reside the White and Black Jews of Cochin, famous throughout India, whose origin in the land is an enigma to the historian. Legendary history states that they are descendants of the tribe of Manasseh who, when the Temple was destroyed, were banished from Jerusalem by Nebuchadnezzar and sought refuge at the eastern extremity of his empire, migrating to Malabar in A.D. 68. Here they

were hospitably received; and they hold a charter engraved on copper plates granted them by Erawi Wanwara, Emperor of Malabar, in A.D. 378. The Black Jews, on the other hand, maintain that they were the first arrivals, a point still hotly contested. There is, however, no doubt that, whereas, the White Jews have kept themselves exclusive, the Black Jews have intermarried with the original inhabitants. There are two chief synagogues, one belonging to each of the rival factions, situated at opposite ends of the quarter.

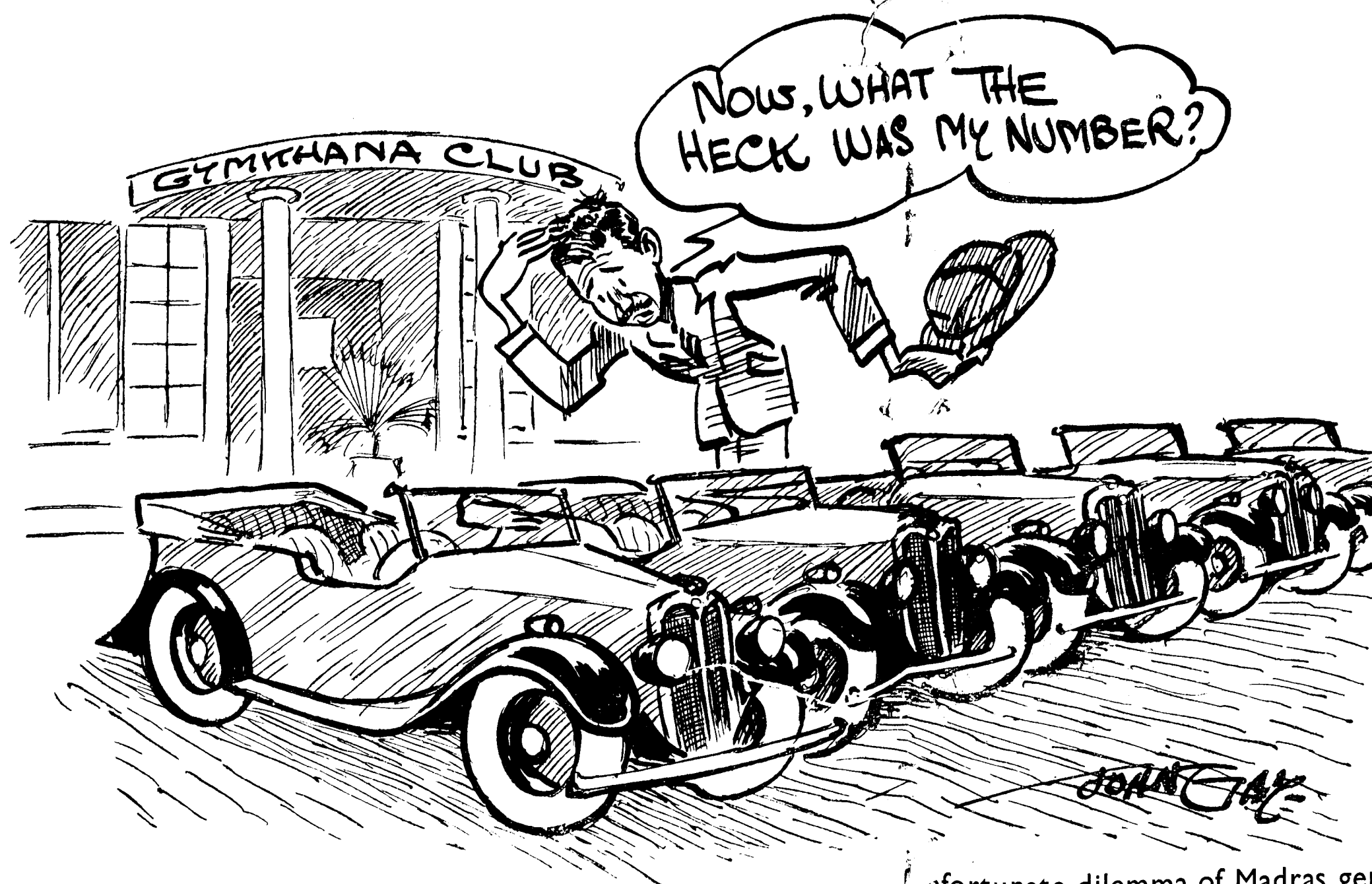
Emerging from these narrow streets we perambulated the Island. Cochin is interesting historically as being the first European settlement in India after Alexander the Great. At the close of the fifteenth century the Portuguese were the first to arrive. They held what is now known as British Cochin until expelled by the Dutch in 1663; this nation in turn being ousted by the British at the latter end of the eighteenth century. These conflicts for supremacy bred acts of vandalism, and now the only items of historical interest are the remains of an old Dutch fort, three bastions facing the sea front one of which contains a light-house; the old Dutch Cemetery with massive, quaint tombstones and monuments; old houses of Dutch architecture, since renovated and used as residential bungalows.

In the same locality is probably the most ancient European monument in India. It is the present church, said to have been an annexe of the great Portuguese Cathedral of Santa Cruz long since demolished. The church contains a large number of engraved stone tablets of the Portuguese and Dutch, set like panelling in the walls at the entrance. In the chancel, a stone slab in the floor marks the spot where Vasco de Gama was buried, his body being removed later to a tomb at Belem in Portugal. The Indian sacristan showed us old records of the church, including writings pierced on dried palm leaves. These unique manuscripts are called *olai*, and are extremely valuable. It may also be of interest to know that the first book printed in India was the one issued in Cochin in 1577 by the Jesuit priests.

Bowling along the sea front we came upon traces of Chinese influence handed down from those days during the early years of the Christian era when an extensive trade existed between Malabar and the Celestial Empire. These are fixed fishing nets, with all



Fixed fishing nets on foreshore, Cochin.



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the cumbersome paraphernalia necessary for successful manipulation. They are conspicuous objects, seen nowhere else in India except along this coast. Groaning and creaking, these fixed nets are lowered into the water while the fishermen wait patiently for a prescribed period to elapse. Then the weighted ballast of large stones at the other extremity is pulled down, the net raised, and the haul, if any, extracted. An ingenious though crude method, permitting of a minimum of labour in wresting a meagre livelihood from the sea.

From the shaded verandah of a hotel we watched the dredger hard at work on the horizon, widening and deepening the channel that will soon permit vessels of deep draught safe access into the inner anchorage. Then, after being conveyed through the congested streets of the Indian town, we boarded the launch and returned to Ernakulam for a late lunch.

In the cool of evening, we motored through picturesque coconut groves, across bridges spanning lazy backwaters, to Tripunithura, eight miles in the interior, where the princely house of Cochin has its palace. Everywhere, we

encountered throngs of clean-clothed people strolling the shady road. They appeared to be happy and contented with this placid life, which seems so inextricably woven into the Malayalam proverb that God bestowed the coconut on Malabar for the benefit of its people, and therefore no part is useless.

Returning to Ernakulam, we glided slowly along the waterside. Skirting the railing of the Irwin Public Park, our attention was attracted by the strains of music. We stopped the car to investigate. Hundreds of people lazed on the green sward, or strolled well-kept paths, listening to a loud-speaker broadcasting a radio programme. Conducted by the Cochlin State, this form of free, open-air entertainment in ideal surroundings helps immeasurably to the well-being of the residential population.

A sumptuous dinner of fish served in various forms, which at Ernakulam is of great variety, cheap, good and plentiful, rang down the curtain on one of the most enjoyable days of our tour.

(To be continued)

CAR IMPORTS INTO INDIA

The Official Customs Import Returns for the year ended 31st March 1936 have just been published and an examination of the figures are exceedingly interesting.

A comparison of the Motor Car Imports covering the last three financial years is given in the table below:—

Country	1933/4	1934/5	1935/6
From United Kingdom	5,348	6,311	6,744
„ U.S.A.	2,227	5,564	3,851
„ Canada	1,715	2,057	2,328
„ Germany	106	120	335
„ Other Countries	363	382	332
Total	9,759	14,434	13,590

The table shows unmistakably the steady growth of the British Car Trade, in this country, up to its present position of supplying approximately 50% of the total cars imported.

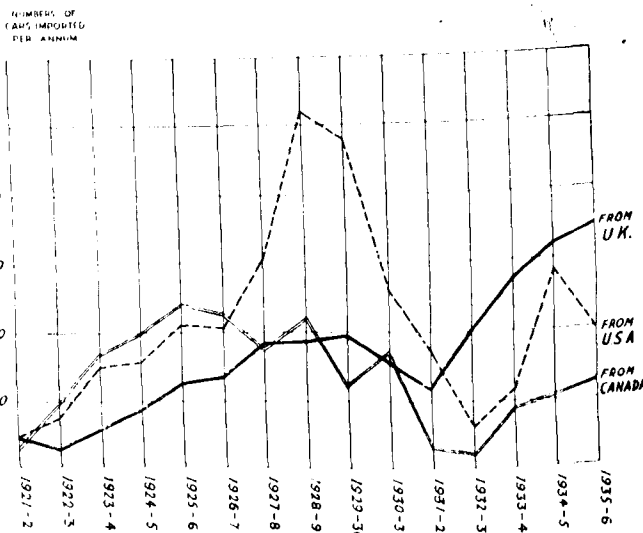
It will be seen that in the last financial year, America supplied about 28.5% and Canada a little over 17% of the total, while the United Kingdom supplied 49.6%.

The dropping off in the total imported in the year 1935/6 as compared with the previous year is surprising as it had been hoped that the number would approach that of the 'peak' year 1928/29 when the Car Imports were 19,567, but there is little doubt that the continuance

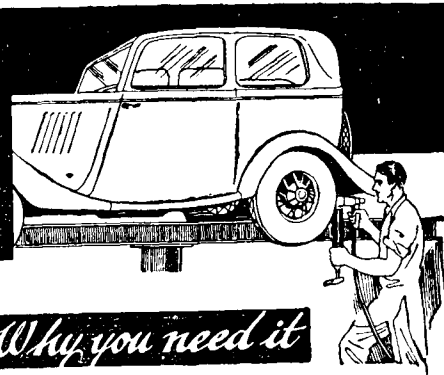
of the high rates of Import Duty on Motor Vehicles is largely responsible for the slowing down in sales last year.

It is to be hoped that the Government will soon see their way to reduce these rates of duty, as this would do much to encourage the development of motoring in India.

The accompanying graph will also be found of interest because it shows at a glance the variation in Car imports into India from the principal supplying countries during the last 15 years.

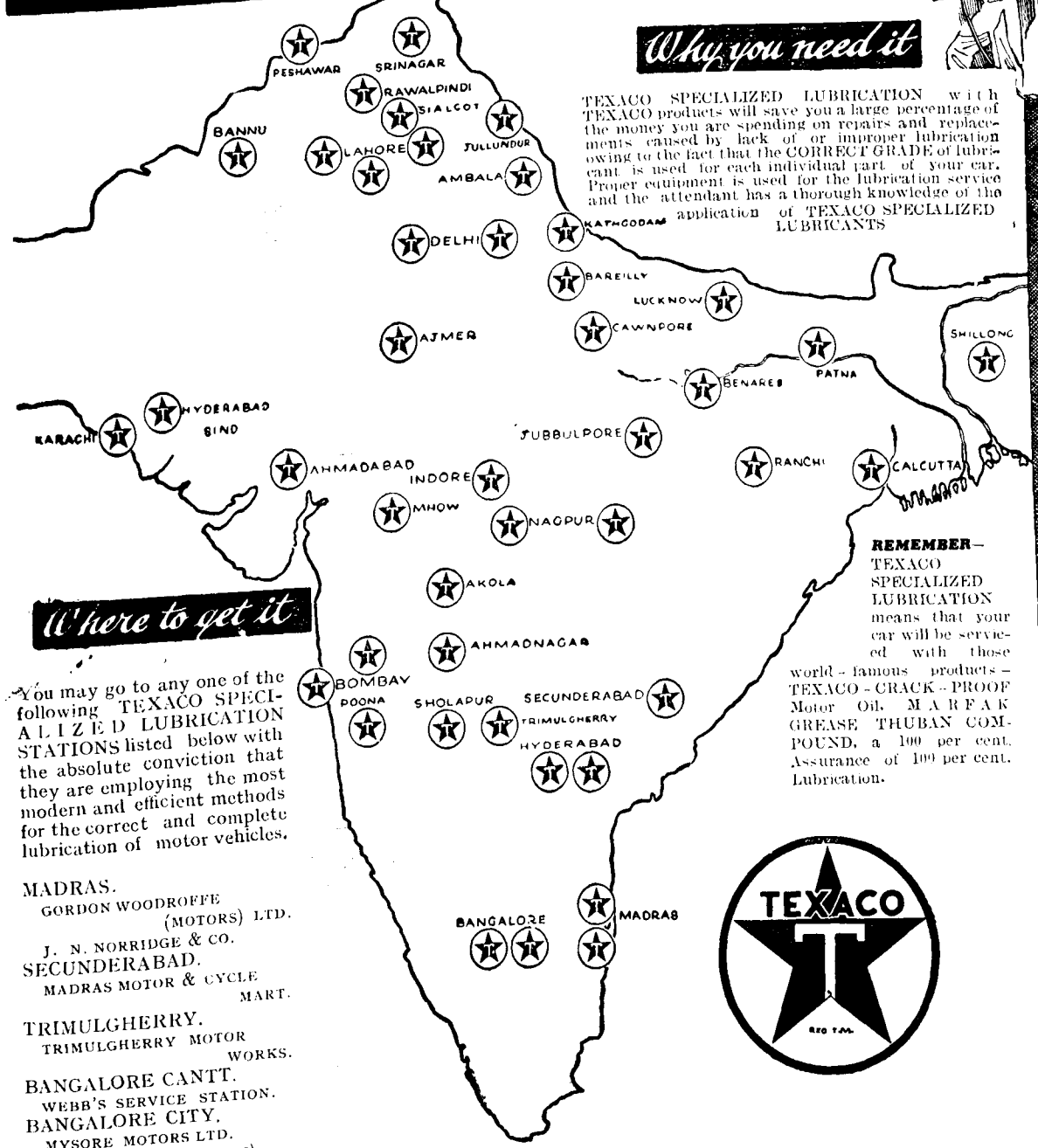


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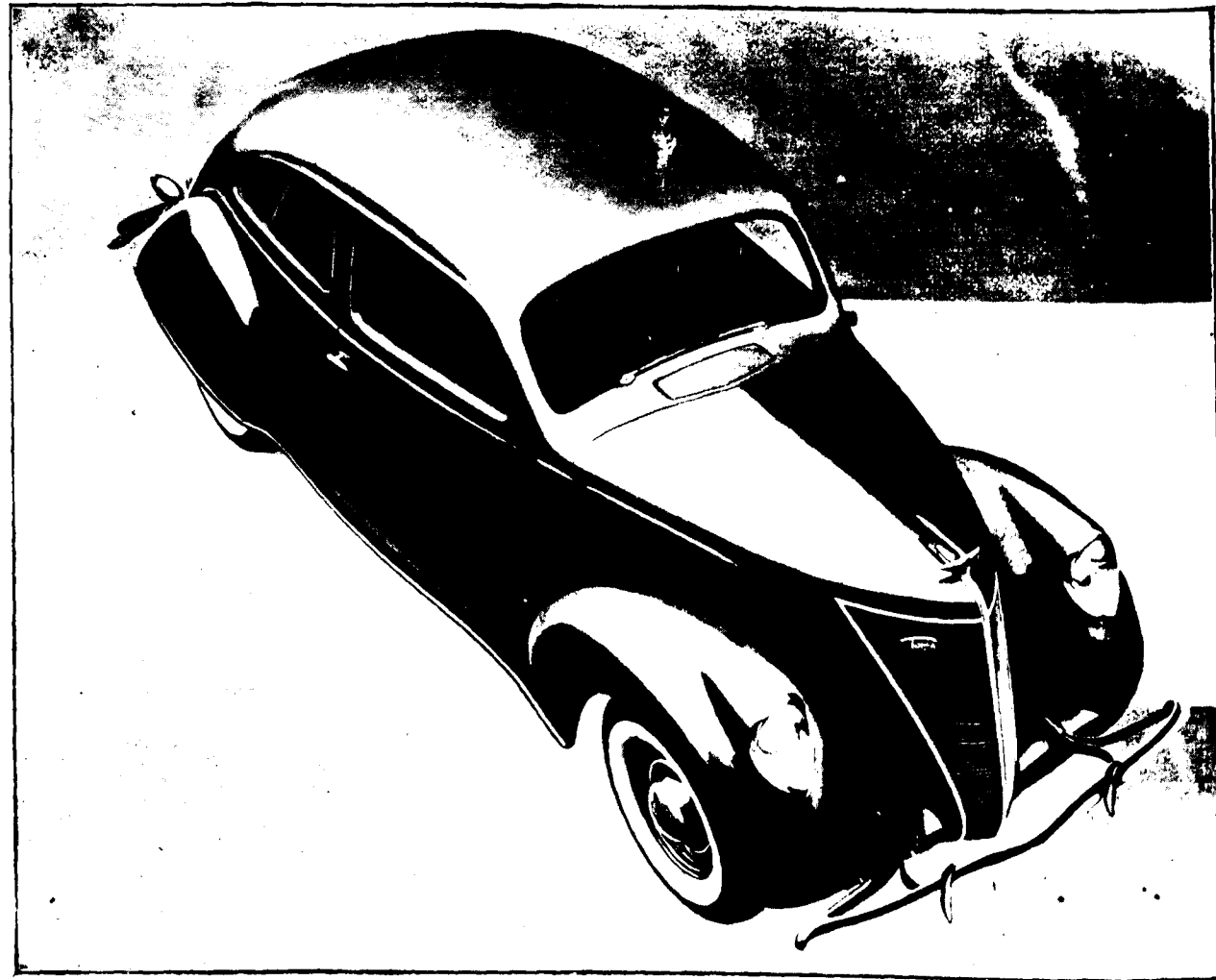
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Head Office: BOMBAY.

Branches: CALCUTTA, COLOMBO, KARACHI, MADRAS.

A Complete List of Texaco Lubrication stations in India can be had on application to our Head Office, Bombay.



The Lincoln-Zephyr two-door Saloon.

Wheels are of new design, similar to those adopted for 1936 Lincoln cars. The centre section is rather narrow, so that the rim appears to be almost integral with the brake drum, to which the wheel is bolted. The hub caps are large, the polished centres as well as the mouldings on their outer rim, being of rustless steel.

The approximate petrol consumption of 16 to 18 miles per gallon was experienced by "The Autocar" (test report in March 27th issue) when they tested the Lincoln-Zephyr.

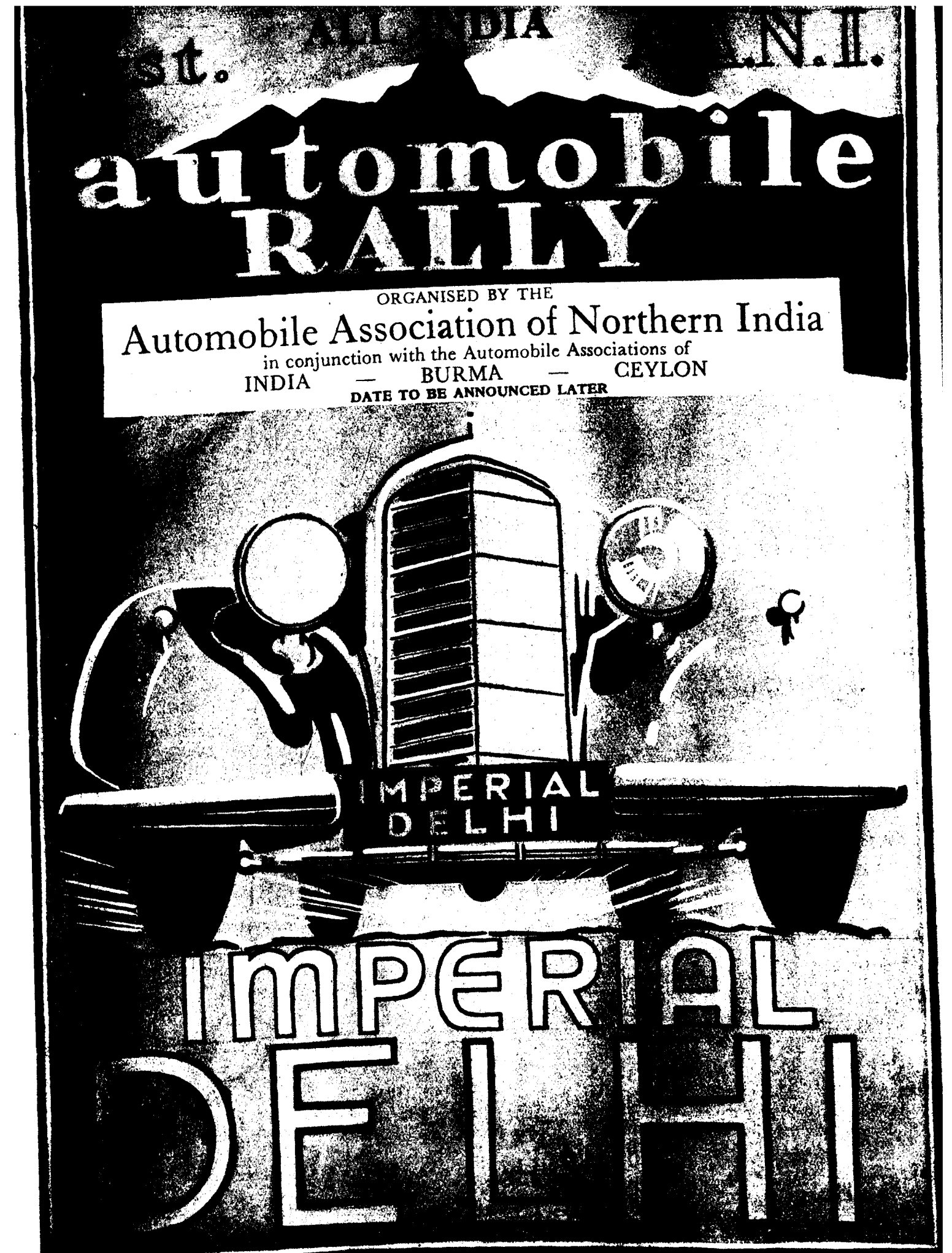
AN INTERESTING AND ATTRACTIVE PUBLICATION

THE Ford Motor Company of India, Ltd., have just published a very attractive Announcement Paper of the 1936 Ford V-8.

This paper which was printed in Bombay on the only Photogravure Press in India, is the first Commercial Advertising matter to be printed in this country by this process and India might justly feel proud of such excellent

workmanship. In Photogravure some of the processing has to be done in an air-conditioned room.

No less than six and a half tons of paper were required for the publication of this announcement which contains many interesting facts and pictures of the latest Ford V-8 cars and trucks and the Lincoln Zephyr, the latter being the latest V-12 car built by Ford.





A picturesque view en route to the farm.

A VISIT . . . TO THE RUSSIAN FARM

By
F. H. S.

WITHIN three quarters of an hour's run from Bangalore there is a fine expanse of water shown on the map as the Agara tank, about two hundred feet away from the Southern shore of which stands a farm owned by a Russian gentleman, M. Kirichenka, where you get the feeling that there is no hot weather. The best time out there is from about four in the afternoon till sunset.

I thought that most car owners in Bangalore had visited this place but was surprised to discover that very many had not even heard of it and several had not been out here on the plea that the road is "just too bad", as one lady put it. Risking this, I set out with a party of four in a Morris Minor at 4 p.m. and accomplished the journey quite comfortably.

The route we followed was down Hosur Road on which the surface is tarmac for about one mile. The road runs past the Government Dairy Farm under a continuous avenue of large shady trees which present a beautiful vista of green picked out in parts with the brilliant gold mohur, in full bloom. Ignoring branches we turned to the main road and forked to the left where there is a stone slab indicating "Ijalur", exactly 2.4 miles from our starting-point. From where the tarmac ends to this turning the road is decidedly "bad"—pot holes of course—necessitating driving down considerably, but after the turning it seems to improve, altho' still in the "bad" category. However one is compensated for this by the splendid

scenery the road winding for more than a mile under a lovely avenue on top of a high embankment built up thro' the bed of what at one time must have been a huge natural lake the water of which is banded in on the right of the road and is now a fine tank. The roadway is defined by white painted stone fencing posts on both sides and the large expanse of water on the right, which looks quite deep judging from the height of the embankment, and low lying land on the left show a pleasing contrast. At the South Eastern end



The ambulance section of the Military Training Camp at Ibalur.

of this tank is Agara, a village of considerable size and importance. Looking across the water towards the village the view is picturesque with the pinnacle of a temple among the red tiled houses. I took a snap of the car on this part of the road, but a larger camera would have shown up more of the background, (snap No. 1).

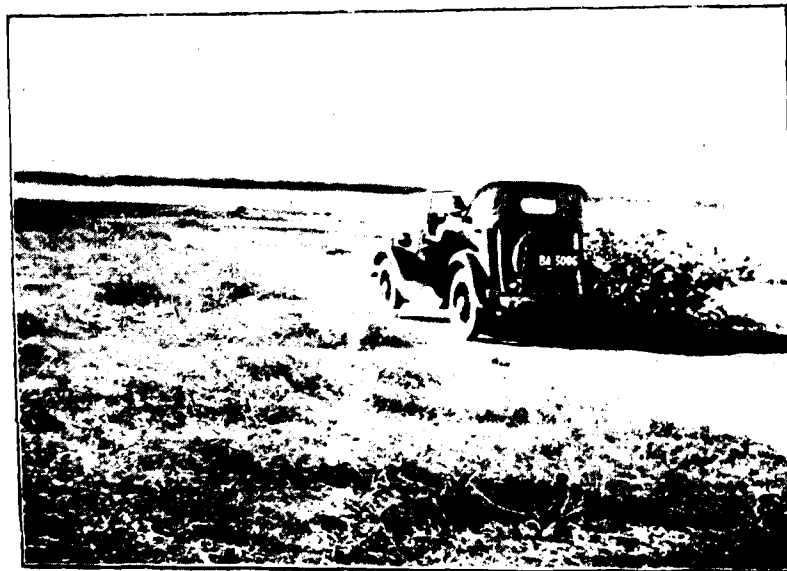
The bund extends almost two miles and after passing "Lakeside village", as I called Agara, the road curves slightly to the right and within a mile the Rifle Range is passed on the left. A little further on the road we saw the Military Training Camp at Ibalur, and we took a snap of the Ambulance section, (No. 2). Here we diverged off the Main road to the left and passed between two trees, the trunks of which appear somewhat in the formation of a football goal post with a large branch as the cross bar. This is clearly seen in the accompanying snap No. 3. I have named this "The Gate" and suggested to the owner of the farm that an indication board would not be amiss at this point. "The Gate" let us on to a cross country track, a trifle over a mile long, cut out by the constant passage of cars which is now quite smooth to drive along, the only nullah of any pretensions having been bridged with stone slabs. Snap No. 4 shows the car on its way. With the Agara tank in full view the whole way practically the track leads round to the left of the farm boundary at the corner of



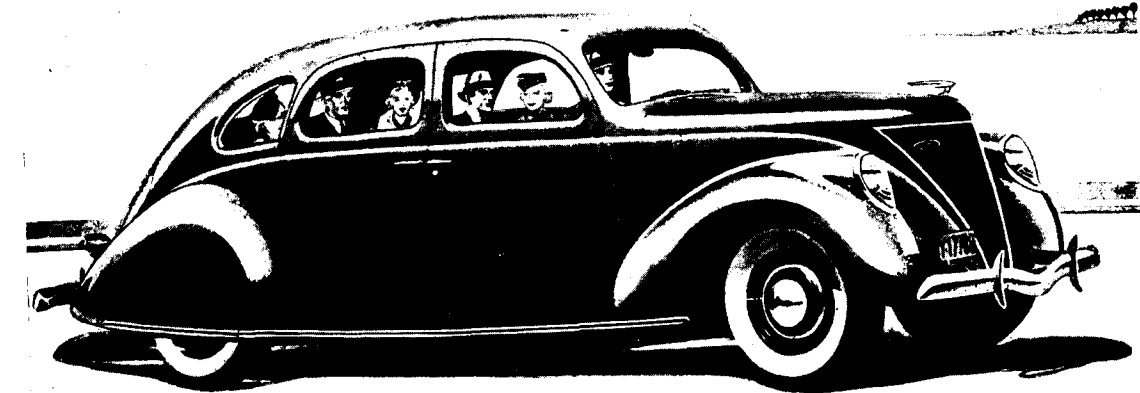
"The Gate", at which point a diversion off the main road was made.

which we turned right and within 200 yards reached the farm gate proper. Here we were met by the Owner, a stalwart sunburnt man, clad in khaki shirt, shorts and sandals, who told us his property covers twelve acres of ground, which he takes care to keep strongly fenced in. Except for about half a hundred chickens running around, none of the activities usually connected with a farm are apparent nor are there any signs of cultivation, but there are several mango trees which have borne a fine crop this season, also a fringe of young casuarinas.

The tank, which ought really to be raised to the status of "Lake" is an immense sheet of muddy looking water, (I should say about 7 miles walking round it) on which Mr. Kirichenka has two boats of indefinite seating capacity (I have seen as many as 10 up in each) but perfectly water-tight and easily handled, which he hires out to visitors at eight annas an hour per boat, for sailing or rowing. We got a picture of one with sails hoisted as it had just come in. There being no landing stage people have to wade out about one hundred feet in the slime to the boats, which performance has to be repeated when disembarking. But this is part of the fun. Since the breeze generally blows from North to South it is nice to row away towards the further shore and then set sail for the home



The cross country approach to the farm with the Agara tank in full view practically the whole way.



The LINCOLN-ZEPHYR—V-12

The Lincoln-Zephyr is an entirely new automobile, embodying innovations and engineering principles, which, up to this time have never been expressed completely in a motor car.

With all of its new ideas, with all of its advanced features of construction, the Lincoln-Zephyr is engineeringly sound. Back of it are years of continued study and experiment by both Lincoln and Ford Engineers. When the car was finally approved and production begun, there were months of testing, proving, changing and retesting behind it.

By the merit of its design, the Lincoln-Zephyr creates a new understanding of riding comfort, of safety, of performance and of utility. Its distinctive and pleasing appearance has established an entirely new standard of streamlined beauty. The result is a splendidly balanced design.

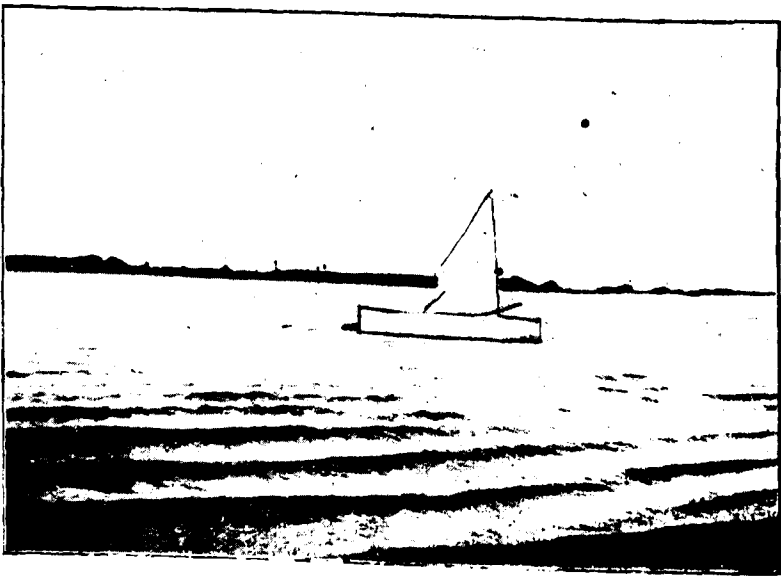
The performance of the Lincoln-Zephyr is phenomenal. Its swift acceleration in traffic, its surprising hill-climbing ability—and the way it hugs the road can only be expressed as marvellous and only be believed by proof. Powerful as it is, the Lincoln-Zephyr's V-12 engine is surprisingly economical.

As it stands in the street or driveway, the Lincoln-Zephyr is a thing of beauty—a beauty that reaches its full expression in motion, for then it becomes alive. To drive the Lincoln-Zephyr is to experience a new thrill in motoring. Riding in it is a revelation.

FORD MOTOR COMPANY OF INDIA, LIMITED

run. Actually this is the chief attraction here yet people do row into the centre of the lake and swim. Anyhow a very pleasant time can be spent on the water followed by tea, not obtainable at the farm, either on the shore of the lake or under the mango trees on the estate.

We started for home when the sun was like a ball of fire low down on the horizon, after having spent a couple of pleasant hours and backed by a cordial invitation from the genial farmer to call again. The return journey was completed in 35 minutes, the total distance covered on the round trip being 13.9 miles. The bad road ought not to detract from the enjoyable time one can have at the Russian Farm. Talking of the bad road, we observed stacks of road metal at several points along the way so it looks as if this much used and abused, road is to be repaired in the near future. Good old Road Tax!—Go to it and good luck!



One of the two boats on the tank which are hired out to visitors for sailing or rowing.

ROAD INFORMATION FOR MOTORISTS

THE Secretary, Automobile Association of Southern India intimates that the Kistna Anicut near Bezwada is closed to road traffic and will remain closed until floods in the Kistna River subside early in the new year.

Motorists moving between Bezwada and Guntur will have to rail their cars at Bezwada on the left (or north) bank of the river; either Guntur Railway Station

(Metre Gauge) or at Kistna Canal Railway Station at Tenali Railway Station on the right (or south bank). The Freight is about Rs. 10 in each case and trucks conveying motor cars can be attached to all trains except Mail and Express.

Twenty-four hours' notice is required by the Station Master at the entraining Station to ensure that a suitable truck is available.

SALES STILL INCREASING

THE combined overseas sales of Morris, Wolseley, Morris-Commercial and M.-G. products for the first nine months of the present season, August 1935 to April 1936 inclusive, showed an increase of 28% compared with the corresponding period of last season. Orders continue to be received at a very satisfactory rate.

The territories mainly responsible for this added turnover are New Zealand, Europe, Australia and India (including Burma and Ceylon).

AN EIGHT IN INDIA

The owner of a Morris Eight in India has written to us describing a journey from Calcutta to Ranikhet. "According to the A.A.B. itinerary, this is 881 miles," he says, "but it must have been nearer 950 as we performed it.

"We had on board two adults, baggage consisting of two suitcases, two sets of bedding, food for most of the journey, and a dog. All of which were in the back of

the car—nothing on the luggage carrier. Also a 2-gallon can of petrol, and for part of the way, a 2-gallon tin of water.

"The car gave no trouble of any kind, not even a puncture, and we averaged 30 m.p.h. on driving time. She did just under 42 m.p.g. The end of the journey (the last day) was a climb of some 6,000 ft., a lot of which had to be done in second gear, but she gave no trouble."

3000 ENGINES A WEEK

Morris Motors Ltd., Engines Branch, Coventry, Britain's largest engines factory, is working day and night. One of the chain of Morris specialised plants, it is operating at full capacity.

Maximum output has been maintained practically continuously over the last two years, and a production of 3,000 engines a week was recently attained. These engines are used mainly for Morris vehicles, but a growing demand is being received for those units especially designed for marine and industrial purposes.

AUTOMOBILE ASSOCIATION OF SOUTHERN INDIA
DO YOU WANT
BETTER ROADS?

If so:—Why not join the A.A.S.I. and help it to press the case for Motorists?

Dear Sir,
I forward herewith my application for membership of the Automobile Association of Southern India and enclose Rs. being my annual subscription for one year from this date, the badge fee and cost of fitting (see below).

Please send me a copy of the rules and a badge with a fitting suitable for (see below).

(Signature).

To
THE SECRETARY,
A.A.S.I., P.O. Box 352,
Mount Road, MADRAS.

For Office use only

Date.....
Name of Member.....
Address.....
Member proposing.....

Ackd.....
Entd.....
Cheque/Cash/M.O.....
Badge No.....Fitting.....
Elected.....

ANNUAL SUBSCRIPTION.

	Rs.
Motor Car Owner	15
Motor Cycle owner or non-motorist	5
There is no entrance fee and subscriptions are current for 12 months from date of signing application	

form. Non-returnable fee for a badge is Rs. 10. Badge includes two small bolts with double nuts
Special fittings can be supplied, if required, as follows:—

	Rs.	A.	P.
No. 1 for Any round bar (state diameter)	1	4	0 each.
No. 2 " Radiator cap or any vertical bolt	0	12	0 "
No. 3 " Any horizontal bolt	0	12	0 "
No. 4 " 60% Angle bracket for bolt securing Dumb iron apron	0	12	0 "
No. 5 " Any flat bar or plate	1	8	0 "
No. 6 " Two long bolts with plates for securing badge to front of radiator	0	12	0 "

STANLEY WOODS IN THE ROUGH



Mr. Stanley Woods, the famous T. T. rider, astride an Ariel motor cycle in the Patland Cup Reliability trial. It is not generally known that in the off-season Mr. Stanley Woods is a keen participant in the important Irish reliability trials and of late years he has ridden an Ariel in these events. The photograph—a singularly interesting one, particularly at this juncture when interest in the English T. T. Races is at its highest—will give some of our readers an idea of the nature of British reliability trials.

ROYAL SIGNALS DISPLAY AT
ROYAL TOURNAMENT, OLYMPIA

TRIOUMPH motor cycles are again chosen for the display of trick riding by the Despatch Riders of the Royal Corps of Signals in the Royal Tournament at Olympia.

This entertainment, apart from its extremely daring nature, subjects the Triumph machines to the most gruelling tests it is possible to devise for finding out what a motor cycle is made of, and the riders are compelled to place their fullest confidence in the reliability of their mounts.

The motor cycles, in turn, are jumped into the air to between 10 and 15 feet by the riders, over horses, cars and men, meeting the ground with terrific force—a per-

formance repeated time and again in various ways. As "Wharfedale" says in "The Motor Cycle" of April 30th, "It speaks well for the 250 c.c. single-port Triumphs that are used and seem quite unharmed by this treatment". There are many such thrilling stunts in the display including the carrying of two men on a see-saw suspended over the rider of a solo machine—a very clever act and proof of the wide margin of safety provided in the construction of the Triumph. It should be borne in mind that every Triumph used is a standard machine in every way—not specially built.

It speaks volumes for Triumphs that they are the repeated choice of the Royal Corps of Signals for their display each successive year since 1930.

This Motoring by Stenson Cooke

THE ROMANTIC STORY OF THE



CHAPTER XXII—(Contd.)

THE FIRST PETROL PUMPS.

TROUBLESOME? Yes, but well worth while. Warming, too, to be able to help the member anyhow, anywhere—anywhen; to be able to answer the bell—be it 'phone or door.

Or door. . . .

Ting. Ting. Ting. Zero hour.

"Sorry to knock you up so late, but I'm a member and saw a light."

"You're quite welcome, sir."

"Thanks. The fact is, I've just had a cable and must leave in a few hours for East Africa. I want the car taken care of until I return. Overhauled, etc. I wondered if the A.A. could look after all this."

And, of course, the A.A. did.

"Leave it at the door, please, and let me have the key. I'll turn your instructions over to the Engineering Department when it opens."

"Thanks tremendously. I must apologize for troubling you when you are closed."

"That's all right, sir; *we are never closed.*"

CHAPTER XXIII MAINLY FINANCIAL.

THE agreed principle of going all out for a six-figure membership—waking things up, and be hanged to the expense—was being carried out joyously. Secretary and staff revelled in the work, and were unafraid.

Village and Direction Signs were put up by the thousand. Patrols—ex-Service men, of course—were taken on by hundreds. A.A. Branch Offices were reconstituted as Areas, with a Secretary in command, and complete with Road Manager, Touring Department, Legal, and in many cases Engineering Departments. "Pocket Fanums," they came to be called.

The budget for Road Service alone was in the region of a hundred and twenty thousand pounds for the year. The campaign for home-produced fuel was costing a cool thousand a month. Political work almost as much. A monster A.A. petition against the prohibitive price of petrol had been presented to the Prime Minister. It took months to prepare and was signed by one million two hundred thousand people.

Home routes could now be reconstructed. At one time every route card had been written out by hand from a map or an experienced mind. After a while they were typed, but only one at a time. Yet this was absurd; so those who were responsible considered the possibility of mass production.

Some said, "It can't be done!"

"Nonsense! It must be done!" decided the Secretary.

"But you'll spoil the individuality of the route, the personal touch, and we're so proud of that. Must it go?"

"Sorry—but there's no alternative. Your idea of tea made fresh for each customer is all very pretty, but it simply won't work when we have armies of members to supply."

A bright mind called attention to the fact that A.A. routes were still typed on cards. "Why not on sheets," he asked, "with a strong cover to keep them flat?"

"And why not print them?" asked another.

"Of course! That's the very idea of mass production. Let's get on with it."

It took months, and cost thousands—but it worked! The time soon came when A.A. routes could be boomed throughout the membership, whereas before it was hardly safe to attract requests for fear that they couldn't all be supplied in time. Mass production became a mild fever.

"This is splendid!" said the joyous ones. "Home routes are going to be a star turn—an attraction to be shown prominently in A.A. windows. We must have filing cabinets and the latest ideas in card index. Let's get an expert in Printing estimates. Wake things up—that's the stuff."

The timid ones were proved to be wrong. The routes were even better than those prepared like tea—fresh for each customer. Later there was equipped a fleet of cars, driven by bright young men with road sense highly developed, and aided by the last word in gradient meters and other products of science. Their job was to log every mile an A.A. member would one day traverse. Thirty thousand miles marked the first season's work—and it was good.

The next development was with Foreign routes. How far afield this work progressed was evidenced one summer morning when Royalty from Southern Europe honoured Fanum with a personal visit. He evinced keen interest in the Routes Department. So something was taken out of the A.A. "window"—that is, a map of Europe was laid out on the table.

"If your Majesty would kindly ask for a route from anywhere to somewhere, please."

"Certainly." A Royal finger indicated from "here to there"—a thousand kilometres from home.

"And note the time, please!"

It was a teaser, and no doubt meant to be, with hardly a main road. But like magic it was built up with sheets drawn from mysterious pigeon-holes, and it was presented within five minutes.

"Good!" said Majesty, and the chief of A.A. Routes Service whispered to himself; "Good be blown, it's right!"

Oh, yes! Routes by the million cost a fortune, but the money came back tenfold in new memberships.

The cost of practically everything was up by thirty or forty per cent. Small wonder that the Finance Chairman began to look thoughtful, as he sanctioned commitment after commitment.

In October, 1919, the Auditor called by appointment. He, too, looked thoughtful, and said:

"On the figures for the first four months of this financial year, May to August inclusive, we show a most

disquieting deficit. In fact, if you don't pull up soon, the A.A. will go bankrupt!"

"Ooh!" said the Secretary. "Is it as bad as that?" "It certainly looks like it."

"But we're doing it with our eyes open. We have the reserve funds; it's all part of an agreed policy for Recovery; and look at our membership returns! They're wonderful. We added two thousand, six hundred and sixty-six in one week! that's nearly one new member a working minute. Our total to date is eighty-five thousand and sixty-five. That's splendid," went on the Secretary, "and at that rate we ought to reach six figures by next Spring. Why should we get the wind up, Mr. Auditor? Even if we do finish this year with a big deficit, it will all level up next year!"

"That may be," said the Auditor; "but my duty is to the general body of members; and I tell you straight that you can't go on spending thirty shillings for every pound you receive, without eventually going bankrupt. You had better put the brake on before it's too late."

He gathered up his papers and left, and a very thoughtful quartette applied themselves to the problem his plain remarks had engendered.

"Hang the chap," said one of the four. "He may mean well, but he gets on my nerves. We're going ahead like one o'clock, reconstructing and raking in new members—waking things up—and then he dashes a bucket of cold figures over us and leaves us gasping."

"Don't shoot the Auditor; he's doing his best—he only wants to help!" said another.

"After all, figures don't lie! We are most grateful for the warning," said the Secretary.

"Mind you! I'm not afraid," he continued, "but I feel rather like a little boy caught in the act, and I'm wondering what our respected Finance Chairman will say when he sees the accounts. We may still be on the right side. I think we are, but never mind that. Supposing we are *wrong*. Let's apply ourselves to that possibility. What can we do to cut down expenditure if we find that we must?"

"We can't sack anybody!" said one.

"No! That would be suicide, not economy."

"We mustn't close down any departments or Area Offices."

"Agreed."

"We can stop recruiting for the road staff."

"Certainly."

"And ease up the fuel campaign."

"Yes!"

"And charge a small fee for routes?"

"Worth trying if it comes to a pinch."

"And only issue the Handbook on demand, instead of generally. That would save a few thousands."

"Yes!"

These and other potential savings were agreed for submission by the Secretary at the next Committee Meeting, with a faint hope that they might not be deemed

necessary. There was no waste. That always had been anathema. To use a sheet of new notepaper for an unimportant note or message was regarded as a sin. Inter-departmental memoranda must be written on second-hand sheets, and transmitted in envelopes used time after time, with the aid of gummed labels stuck across the flap. These were but two of a hundred similar economies.

The fateful day arrived. He put on his hat to go to the office. He felt rather sick. She noticed it.

"What's the matter?"

"I don't feel at all well, dear. I wish I hadn't to go. It will be a most trying Meeting. I ought to be in the pink of condition—on my toes, if you understand me—full of go and grit, and all that, and instead, I feel anyhow. I don't know how they'll take the figures."

"Nonsense!" said She. "Pull yourself together—there's nothing the matter with you. Now run along and don't be so nery! It will come out all right!"

He went.

The Minutes were read and approved and signed. Correspondence was dealt with. New members were elected, and then—the Finance Chairman presented the accounts.

"At first sight the situation is disturbing," said he. "Our first four months show a deficit of forty thousand pounds. If we go on at the same rate we may—I don't say we shall, but we may—be a hundred and twenty thousand overspent at the end of this financial year. That's what we have to visualize!"

"But look at the members we've just elected! Look at the progress we're making!" cried he who was affectionately termed Charles Two.

"Quite so, and very good," was the reply. "But according to the figures we may find ourselves in a bad way at the end of April, 1920—if we don't pull up!"

Deep depression. Further outlook unsettled.

"What are our reserves?" asked the Chaplain.

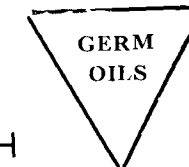
"About one hundred and fifty thousand!"

"Thank you for that timely question, Chaplain," broke in Charles One. "The situation isn't so bad as it looks. What, after all, have we to worry about? We

pledged ourselves to a policy of Recovery, and we're carrying that policy through amazingly well. A hundred and fifty thousand! Gracious! I remember the time when we hadn't three hundred. After all, we may be spending money, but we're not wasting it, and the reserve was built up

EXTRA OILINESS

GREATER
FILM
STRENGTH



LOW CO-
EFFICIENT
OF
FRICTION

THREE FINE POINTS OF THE GERM
TRIANGLE WHICH MEAN SO MUCH TO EVERY
KEEN MOTORIST

Germ Lubricants Ltd., London, were the first to manufacture Lubricating Oils on a patented process embodying all the essential points of the Germ Triangle. The Wells-Southcombe patented process alone permits of such quality being embodied in any Lubricating Oil. They are highly stable, resist oxidation, and having a low carbon content, Germ Oils are used in over 60 countries all over the world.

— EXTRA OILINESS MEANS LESS JUICE —

Increase your Mileage per Gallon of Petrol by
using Germ Oils—

Remember an Oil without "Oiliness" is not a
Lubricant.

DON'T SIMPLY OIL IT—GERM IT—

Sole Agents for the Madras Presidency:—

Marshall Sons & Co. (India) Ltd.

No. 9, Second Line Beach, MADRAS

for just the present contingency. We want members, more members, and still more members! We must keep going, and keep serving them!"

The Doctor caught his enthusiasm, and cried: "I support that! Let us stick to the policy we agreed. Let's sail close to the wind."

"And what shall we say at the Annual General Meeting?" asked the Finance Chairman. Of course I'm with you. We'll face the criticism, even with a hundred thousand pounds deficit—if that's the view of you gentlemen."

"Well spoken, sir," cried the Doctor. "Face the music—that's the stuff. Why should we apologize for having done what we knew was for the best. After all, as the Jingoists used to sing, 'We've got the ships, We've got the men—We've got the money, too!'"

(To be continued).

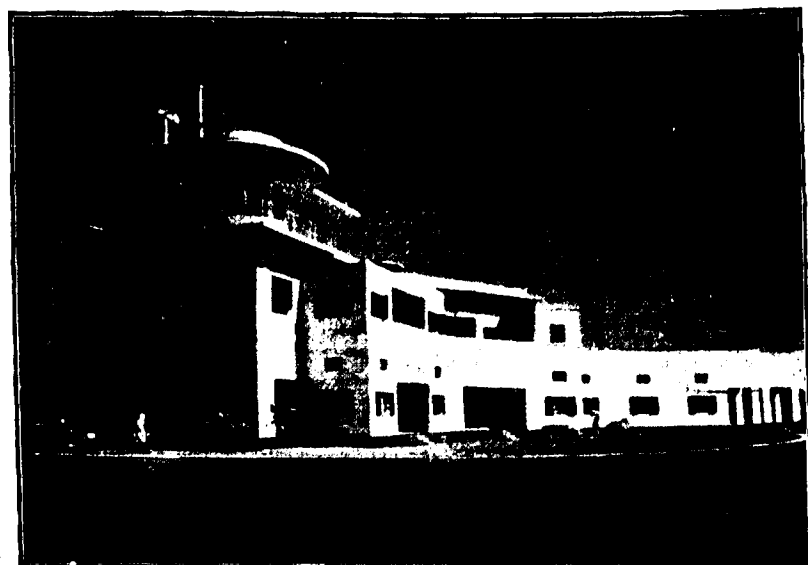


The 1936 Ford V-8 Tudor Sedan.

A black and white photograph of a large, two-story building with a flat roof and a small cupola on top. The building has many windows and a series of columns on the right side. It is situated on a grassy field.

The building has an octagonal central block and from this there run out three wings. In the centre of the building is a large octagonal hall. Around its eight sides are counters forming the fronts of a number of offices of companies who have interests at the aerodrome such as Indian Transcontinental Airways, Tata's, and Indian Air Survey. Two of the three wings consist of one storey and the other of three. The restaurant, big enough to seat forty people, takes up one wing; the postal and telegraphic service rooms another and the aerodrome officers', pilots', and

The most notable feature of the second floor is the aerodrome control room, where the control officer has an unobstructed view in all directions and at his hand are switches and loud speaker controls. The central octagon of the station has a domed roof and on the top of this is placed a neon beacon. This is visible from a distance of 50 miles in any direction and gives the signal "D" for Delhi. The roof over the control officer's room is



The Willingdon Air Station—New Delhi.

THE SOUTH INDIA MOTOR OWNER

The opening day was commemorated by the air race from Madras to Delhi for the Viceroy's Challenge Trophy. This was a handicap race and was won by Lieut. Misri

(Courtesy "Shell Aviation News.")

A SOMEWHAT slacker month, May, than its predecessors. No flights to Ceylon owing to the Ratmalana Aerodrome being given over to surfacing operations and no charter flights otherwise. Early in the month, Mr. Sundaram and a friend and then Mr. Sundararajan with Mr. Parthasarathy as passenger flew the Gipsy II moth to Bangalore and back, stopping over a night. On the 11th Messrs. Mathai and Sundaram flew forth in the Puss Moth on a flight via Hyderabad, Sholapur and Poona to Bombay and then all the way back on the 14th via Poona and Bellary. The following day the same machine took Mr. T. P. M. Alexander and the pilot instructor on a flight via Trichy to the mountains of Travancore and back, for the purpose of taking photographs of certain steep forest clad head waters thought to be suitable for growing cardamoms. As ill luck would have it large white clouds interfered with the photography and the purpose of the flight was frustrated. Returning over Pondicherry it was noticed that M. deEstailleur—Chantereine's Farman aeroplane was preparing to emerge from under its shelter, and half an hour later it followed the Puss on to Madras, the first French aeroplane ever to visit us. The party of aeronauts was suitably greeted, their aeroplane filled to the brim with litres and litres of essence and away they flew next morning non stop for Calcutta, 890 miles. Cross country flying then slept till the 25th when Messrs. Mathai and Sundararajan took the Puss, with Mr. Parthasarathy as passenger, on a tour northwards to include Delhi and Calcutta. They met with adversities however at Jubbulpore necessitating a new propeller and by the end of the month they had got as far as Delhi, instead of being back in Madras as hoped.

Besides the French aviators we had but one other aeroplane to visit us during the month, a Gipsy Major Moth

The following members took dual instruction during the month:—

Mr. D. W. Law	Advanced dual.
Mr. H. M. Gordon	do.
Major Ebdon	

Mr. Ananda Prasad	Advanced dual.
Mr. M. D. Sundararajan	do.
Mr. G. C. Arya	do.
Mr. J. Mathai	do.
Mr. W. Parthasarathy	do.

Mr. L. S. Flamer Caldera.

The following members flew first solo during the month:

Mr. L. S. Flamer Caldera.

The following members qualified for "A" licence during the month:

Mr. S. Runganathan
Mr. L. S. Flamer Caldera
Mr. R. Atmaram
Mr. W. Parthasarathy (almost).

RADIO

THE BBC AT PLAY

By W. J. Cross

(So much interest has been shown by listeners in the staff of the BBC who are responsible for the operation of the Broadcasting Service, that we are pleased to publish this brief article by W. J. Cross.—Ed.)

THE BBC is essentially a young organisation, young in history and young in personnel. Its employees are selected from people in all walks of life. The present staff numbers well over 2,000 persons—probably a surprising figure to many people—and it does not consist solely of announcers, programme producers, and engineers, which is a popular supposition. Besides these officers, the staff includes accountants, editorial staff, legal advisers, auditors, publicity experts, stenographers, filing clerks, watchmen, liftmen, commissionaires, librarians, advertising representatives, labourers, carpenters, caterers, telephonists, cleaners, waitresses, cloakroom attendants, book-keepers, pages, draughtsmen, porters, firemen, packers, studio attendants, and photographers.

As in the Navy, so with broadcasting: "all work and no play makes Jack a dull boy", and even more makes Jill a dull girl; so that in the interests not only of its staff but of its own efficiency, the BBC has made ample provision for adequate recreation. It has followed the example of some other large employers by adopting as far as possible the five day week, work on Saturdays being reduced to a minimum. This concession, which was introduced in the interests of the general health of the staff in order to allow greater time for exercise, fresh air, and outdoor pursuits, has shown that there is no reduction at all in the general output of work, but rather an increase in all-round efficiency.

Nearly all members of the BBC staff belong to the BBC Club. From a very modest beginning the BBC Club, in the course of a few years, has become the possessor of facilities for recreation probably unsurpassed by any other organisation in Great Britain. The headquarters of the Club are situated at Motspur Park, where there is ample provision for cricket, football, hockey, tennis, and netball. There is a magnificent clubhouse, with facilities for every kind of indoor game—from billiards and badminton to shove-ha'penny—and containing not only a restaurant, but a small swimming bath. There is also a large central hall where dances and concerts and other activities take place. In addition to Motspur Park, there are branches of the Club at all Regional stations, where adequate provision has been made for recreation. At Daventry, the home of the Empire Broadcasting Station, for instance, there has been many a tussle at billiards, cricket, football, and tennis between the BBC engineers and the inhabitants of this ancient town. Cricket matches between the BBC and the Town Council are held each year. S. Fry, the son of the famous C. B. Fry, plays cricket regularly for the BBC. He is in every respect a worthy son of his father. The red-letter day in the history of BBC cricket is when a visit is paid to Hamble to meet the team captained by "C.B." who, despite his sixty-four years, is still more than a match for many of the younger generation. Sunday cricket matches are a great attraction. The great event so far this season has been a match between the BBC and a team brought down by the famous English cricketer, A.P.F. Chapman, which included several other first-class players in addition to himself. The head groundsman at Motspur Park was a well-known county cricketer in his day, and takes the keenest interest in maintaining the standard of cricket at the highest level. Among individual players, C. G. Graves, formerly Director of Empire and Foreign Services, and now Controller of Programmes, is an exceedingly useful bat. B. Walton O'Donnell, of Military Band fame, is another very keen cricketer.

The standard of Rugby Football is also high. Several men who distinguished themselves at their universities are now playing for the BBC. Howard Marshall, formerly of the BBC staff, and now one of the best-known commentators on sporting and general events, at one time played for the Harlequins. The Swimming Section of the BBC Club also has a large membership. The Motoring Section of the Club is in a flourishing

condition. Extraordinary ingenuity is displayed in maintaining interest on the part of the members. There are treasure hunts, scavenger parties, and reliability trials. During a recent evening competition, members of the Motoring Section had to collect, among other articles, a freon, the top of a milk bottle, one ounce of silver paper, a bulb consuming only one watt, and three different yellow flowers.

The Rifle Section is one of the more recent activities of the Club. Naturally, its appeal is mainly to men, but the membership includes a number of promising shots drawn from women members of the staff. Matches with other organisations are regularly held.

The Tennis Section probably has the most general appeal to all, although closely rivalled in popularity by its younger brother, table tennis. Squash rackets are available within easy travelling distance of Broadcasting House. Hockey and netball also flourish mainly among the women members of the staff, but quite a number of men have now taken up the former game seriously.

Physical culture classes are also held near headquarters, and violet-ray treatment is at the disposal of all who care to apply for it. It may be mentioned, incidentally, that the BBC is most careful of the health of its employees, and at Broadcasting House a matron and nurse, with a well-stocked dispensary, are constantly in attendance. Facilities are also provided for more expert medical advice and inoculations against the common cold.

Many members of the staff known especially to Empire listeners take considerable part in the activities of the Club. W. M. Shewen, Chief Empire Announcer, is Captain not only of the Men's Tennis Team, but of the BBC Squash Team. He is also an enthusiastic hockey and cricket player, and an excellent shot. R. N. Dougall, another Empire Announcer, has for the past two years won the squash cup and is also a keen cricketer. A. W. Russell, of the Empire News Department, who hails from New Zealand, is also an enthusiastic cricketer. J. C. S. Macgregor, Empire Programme Director, finds his relaxation in golf on one of the courses on the northern heights of London, while J. B. Clark, Director of the Empire Service, finds the hobby of carpentry an exceedingly useful recreation and a relaxation from his ordinary duties.

In addition to purely sporting activities, the BBC has Debating Societies, a Photograph Section, and a very live Dramatic Section. Many ambitious plays have been produced, such as "The Passing of the Third Floor Back", and "Trelawney of the Wells", but pantomimes and revues are probably the most appreciated. In these productions the BBC is often thoroughly "guzzed" by members of its own staff. The next play to be produced by the BBC Club is "The Sport of Kings", in which the Director-General, Sir John Reith, will take the part of a butler. Through the generosity of its members the BBC Club maintains a welfare centre for unemployed workers known as "BBC House", at Gateshead-on-Tyne, in the heart of one of the most depressed areas. This club for unemployed now has a membership of over three hundred men and one hundred women. There is ample provision for both outdoor and indoor games and general recreation.

The main object of the centre is to find occupation for men and women out of work, and "BBC House" contains facilities for instruction in woodwork, shoe-repairing, hand-weaving, and other trades for men, and all kinds of needlework for women. At a recent exhibition of handicraft held in Newcastle for unemployed clubs throughout the North of England, members of "BBC House" won the championship. At Christmas, seven hundred toys were made by members in the club workshops and distributed to children of the unemployed.

EMPIRE BROADCASTING MISCELLANY

Broadcasting in New Zealand

NEW Zealand has made great strides in broadcasting, as borne out by recent licence returns. There are now 185,008 listeners registered in the Dominion, representing 11.8 per 100 of the total population. This percentage is slightly higher than that for the Commonwealth of Australia. The increase in licences since the broadcasting system was taken over from private enterprise by the official New Zealand Broadcasting Board is 113,652. Such figures tell a tale.

The New Empire Station

We hear that considerable progress has been made in the erection of the building which is to house the new Empire transmitters. One additional high-power transmitter has now been ordered, bringing the total number of new transmitters not up to three. The future of the present transmitters has not yet been decided. It is possible that they may be combined to form one transmitter of high power, or they may be retained in their present form in order to serve the nearer parts of the Empire. A contract for the erection of eight new masts with an average height of 300 ft., will shortly be awarded. At present there are two masts with a height of 500 ft., and two with a height of 350 ft.

It is contemplated that when the new scheme of transmission has been completed, there will be altogether twenty-two different aerial arrays.

Radio-heated Policemen

Electrical heating of airmen's clothing has been successfully practised for some time. A correspondent of "World-Radio"—the official foreign and technical journal of the BBC now describes a proposal to render the lives of Moscow "traffic cops" bearable, in a somewhat similar manner, during the appalling cold in which they have to perform their duties. It is suggested that they shall be provided with wireless from a neighbour-wire-netting, which will be heated by wirecoats interlined with ing station. The account which we have read concludes with the naive remark: "the results of such an experiment will be interesting to watch." We can imagine that a policeman who was endeavouring to deal with a bad traffic jam what time an engineer at the station made an error in the frequency or power he was putting out, would be intensely interesting to watch.

BBC News Bulletins

In recent months expression has been given to an opinion that the BBC officials responsible for the compilation of the news bulletins broadcast both in the home and Empire programmes of the BBC are subject to censorship by Government Departments. This again is an illusion which it is better should be promptly dispelled. The BBC news bulletins are compiled by officials of the Corporation from information supplied by the leading news agencies. In presenting news about matters of controversy, these officials always endeavour to include the views of all bodies of opinion. It should be pointed out that the Corporation has no editorial opinions, and the duty of its news editors is to present bulletins dealing with available facts unflavoured by any editorial comment.

Rhyming Slang—Home Lesson

Try your hand at translating the following passage with the aid of our specially-prepared dictionary:—

"I went up the apples and pears to go to Uncle Ned and put my head on the weeping willow for a bo peep. I'd just hung up my tit for tat and blown out the Harry Randle when my old gooseberry pudden started to down and out. I didn't want a bull and cow so I went out of the Rory O'Moore for a ball of chalk up the frog and toad. I went to a lollipop for some Jack the Rippers, some Tancy

Lee and a slice of strike me dead. When I'd eaten these I bought a linen draper and turned my daisy roots back home Jack Jones."

Apples and pears—Stairs
Uncle Ned—Bed
Weeping willow—Pillow
Bo-Peep—Sleep
Harry Randle—Candle
Gooseberry Pudden—Woman—This is usually shortened to 'Gooseberry'.

Down and Out—Shout
Bull and Cow—Row
Rory O'Moore—Door
Ball of Chalk—Walk
Frog and Toad—Road
Lollipop—Shop
Jack the Rippers—Kippers
Tancy Lee—Tea
Strike me dead—Bread
Linen Draper—Paper
Daisy Roots—Boots
Jack Jones—On my own.

Television Progress

Great progress is being made, we learn, at the BBC Television Station at the Alexandra Palace.

Several appointments to the television production staff are now announced. Mr. Hyam Greenbaum, who has been chosen for the post of Television Music Director, served for nine years until 1925 as Principal 2nd Violin in the Queen's Hall Orchestra. He has been music director and recording manager for a well-known gramophone company, and has acted as music director for various films. He held a similar position with C. B. Cochran's production for three years.

Mr. Stephen K. Thomas and Mr. Dallas Bower have been appointed Television Producers. Mr. Thomas has been technical and artistic adviser on lighting in the Exhibitions Division of the Department of Overseas Trade, and assisted the Department with exhibitions in Toronto, Antwerp, Paris, and Brussels. Mr. Harry Fringle and Mr. Peter Bax, who will act as stage managers, have both had many years' experience in a similar capacity on the stage.

Major L. G. Barbrook, who has been appointed Film Assistant, was from 1924 to 1928 Inspector of Gendarmerie in the service of the Albanian Government. Since then he has worked in Hollywood, and from 1931 to 1935 was in charge of cinematograph arrangements for various expeditions in South America, France, and Africa. Mr. G. More O'Ferrall, who has had many years' experience of the stage, has been appointed an Assistant Producer.

He Fell from Grace

Every effort has been made by the BBC to standardise pronunciation for the benefit of its announcers, and in particular the pronunciation of names of places and people.

In taking such action, the BBC has not attempted to adapt the English language to any particular style or accent, but it feels that it is essential that uniformity of pronunciation should be maintained by all its announcers. In compiling its recommendations of pronunciation for announcers, the BBC has had the assistance of a distinguished advisory committee, including some of the greatest authorities on the English language. Both the BBC and its committee are fully alive to the fact that inhabitants of a particular town or village are most naturally susceptible to the manner in which its name is pronounced, and in compiling its list of place names, the committee has consulted local interests in nearly all cases of doubt.

In spite of all these precautions, mistakes must sometimes occur which are as regrettable to the BBC as they are disturbing to local residents.

Quite recently an announcer in the BBC Empire transmissions caused the receipt of many letters from Malta by inadvertently pronouncing Valetta, the capital, Valceta. We feel sure, however, that all listeners will appreciate that announcers themselves, in spite of all precautions taken by the BBC, are not infallible, and that when they consider the many thousands of place-names, not only throughout Great Britain, but throughout the world, which must be pronounced at short notice—often without opportunity to refer to the long lists of printed recommendations or to an authority—they must sometimes fall from grace.

Mount Everest Expedition

The Director of the Empire Service has received a wireless message from the Signals Officer of the Everest Expedition stationed at Camp III. Previous to the start of the Expedition for India, the Signals Officer paid a visit to Broadcasting House, where arrangements were made for advance details of the programmes to be supplied to the Expedition up to the last possible moment. In this special wireless message the Signals Officer thanked the BBC for their letters and reported that transmissions from GSH and GSF up to date provided reliable reception. The programmes, he said, and specially the news, were much appreciated. A reply from the BBC was broadcast to the Expedition later in Transmissions 2 and 3.

Big Ben's Rival

Big Ben, probably the world's most popular broadcaster, is shortly to have arrival. On July 1, London telephone subscribers will, by dialing TIM at any time of the day or night, be able to obtain the exact time. The subscribers will be immediately connected to what is virtually a talking electric clock.

Some months ago a competition was held, open to 15,000 telephone operators, and from these Miss Ethel Cain, known as "the girl with the golden voice" was selected to make gramophone records from which time signals would be reproduced. Her voice has been recorded on special glass discs and will be reproduced by means of a photo-electric cell. The discs will be synchronised with an electric clock.

Empire Howlers

Listening to the first edition of the new Empire feature programme "Empire Magazine", we chuckled at some of the howlers of schoolboys throughout the Empire, described by Mr. Norman B. Shalders.

One schoolboy in Kenya described the holders of the O.B.E. as "Objects of the British Empire". In South Africa a coloured boy described Hamlet as "the leg of a little pig", and a senior wrangler was "an ancient fisherman".

"Public debt", wrote a Johannesburg schoolboy, "is caused by wars, females, and other pestilences". Another boy from the same city announced the fact that C.O.D. stood for "Caught out for a Duck".

One boy in New Zealand was told to write an essay on King Alfred, but not to attach too much importance to the story about the cakes. He finished his essay as follows: "One day he visited a certain woman's house, but the less said about that the better".

Best of all, we thought, came from a schoolboy in Cape Town, who described the birth of the Pretender. "The last straw which broke James II's back," he said, "was the birth of the Pretender, who was never really born, but was brought in a warming-pan to the Queen."

Miaow!

It was with some surprise that we walked into the Empire studio the other day and encountered Albert, the only cat in the world, we believe, holding a railway season ticket, who was rehearsing for his microphone debut in "Looking Backwards" on May 27. At first Albert attempted to "high-hat" us, but like good reporters we made a dash for the cat, and returning, obtained Albert's life-story over a bowl of milk. Albert asked us whether we had any mice around, but on a second

thoughts, said that he had a season ticket, but he hadn't yet purchased a wireless licence, so perhaps he was expecting too much.

"My headquarters are at a goods-yard in Wakefield, Yorkshire," Albert explained, "but I'm fond of travelling, so whenever the mood takes me I just jump a train. I'm proud to say that every station-master, ticket-collector, and porter on the line knows me, and I never have the slightest trouble. I always look out for a train with a dining car, and the restaurant-car chefs are all my very good friends. By the way, just a message to friends overseas: Yorkshire mice are the finest in the world—they're champion. And as for fish-heads—well, try Hull."

Television Announcers

After saying good-bye to Albert, we vanished into the lift at Broadcasting House and descended to the sub-basement, where



Miss JASMINE BLIGH and Miss ELIZABETH COWELL, who have been appointed as television hostess-announcers by the BBC. (By courtesy of the B.B.C.)

we surprised an informal tea party given to welcome Miss Jasmine Bligh and Miss Elizabeth Cowell, who have been appointed as the first women television announcers in the world. They will shortly take up their duties at the new BBC Television Station at the Alexandra Palace. Very charming we found them. Miss Bligh, who is twenty-two years of age, has already had three years' stage and film experience. She plays tennis, golf, and squash rackets, and has travelled widely. Miss Cowell, one year her senior, has worked as a mannequin, and specialised in dress design and display. Miss Bligh and Miss Cowell were chosen from 1,122 applicants. They will spend some weeks in intensive training preparatory to the opening of the new television service. Television artists will require slight facial make-up in colours of yellow and blue.

Meanwhile, the search still goes on for the ideal man announcer for television purposes. Chief qualification is a "photogenic" face of masculine type.

"The Empire Broadcasters".

B. B. C. Empire Service Programmes

Transmissions 2 and 3

NOTE.—All times given are Indian Standard Time which is five hours and thirty minutes ahead of Greenwich Mean Time. Wavelengths shown for each Transmission are those in use at time of going to press. Changes, if any, will be duly notified by microphone which should be listened for in the announcements made at frequent intervals.

MONDAY, JUNE 22.

- Transmission 2:—4-30 to 7-15 p.m. I.S.T. (11 a.m. to 1-45 p.m. G.M.T.).
- GSH 21.47 Mc/s (13.97 m.).
 - GSG 17.79 Mc/s (16.86 m.).
- In this transmission Greenwich Time Signal is given at 6-30 p.m. (1 p.m. G.M.T.).
- Transmission 3:—7-30 to 10-30 p.m. I.S.T. (2 to 5 p.m. G.M.T.).
- GSH 21.47 Mc/s (13.97 m.).
 - GSG 17.79 Mc/s (16.86 m.).
 - GSF 15.14 Mc/s (19.82 m.).
 - GSD 11.75 Mc/s (25.53 m.).
- In this transmission Greenwich Time Signal is given at 9-30 p.m. (4 p.m. G.M.T.).

SATURDAY, JUNE 20.

- 4-30 p.m.—Big Ben. The Coventry Hippodrome Orchestra; conductor, William Pethers. From the Hippodrome Theatre, Coventry.
- 5-0 p.m.—"In England Now,"* by Reginald Arkell.
- 5-15 p.m.—The Children's Hour. "The Sandcastle," a play with music by L. du Garde Peach and Victor Hely-Hutchinson, followed by some songs by Victor Hely-Hutchinson and nonsense verse by Edward Lear.
- 6-0 p.m.—Musical-Comedy Selections.†
- 6-30 p.m.—The News and Announcements.
- 6-50 p.m.—Envoi.†
- 6-55 p.m.—Close down.
- 7-10 p.m.—Aviation Service. Presentation of a Royal Air Force Ensign and a Civil Air Ensign. His Grace the Lord Archbishop of Canterbury will dedicate the gift and give the address. From Canterbury Cathedral.
- 8-10 p.m.—The Serge Krish Septet.
- 8-30 p.m.—Great Britain v. U.S.A. A running commentary on the International Polo Match, from Hurlingham.
- 9-20 p.m.—Musical Interlude.†
- 9-25 p.m.—The News and Announcements.
- 9-45 p.m.—Maurice Winnick and his Orchestra.
- 10-30 p.m.—Close down.

SUNDAY, JUNE 21.

- 5-30 p.m.—Big Ben. Operatic Music.†
- 5-40 p.m.—"Down to the Sea in Ships: Sea Communications: (10) The Question at Issue."* Sir Alan Anderson, G.B.E.
- 6-0 p.m.—The Ralph Elman Sextet.
- 6-30 p.m.—Weekly Newsletter, Sports Summary, and Announcements.
- 6-50 p.m.—Pianoforte Music.†
- 6-58 p.m.—A Short Religious Service,* from the Studio.
- 7-15 p.m.—Close down.
- 7-30 p.m.—Big Ben. The BBC Empire Orchestra; leader, Daniel Melsa; conducted by Adrian Boult. Cyril Smith (Pianoforte).
- 8-30 p.m.—Bells, and an Empire Service,* from St. Paul's Cathedral, London.
- 9-20 p.m.—Musical Interlude.†
- 9-25 p.m.—Weekly Newsletter, Sports Summary, and Announcements.
- 9-45 p.m.—London Scenes, No. 4. Hyde Park, by Clough Williams-Ellis.
- 10-0 p.m.—The BBC Military Band; conductor, B. Walton O'Donnell. Wilfrid Parry (Pianoforte).
- 10-30 p.m.—Close down.

* Electrical recording.

† Gramophone records.

TUESDAY, JUNE 23.

- 3-15 p.m.—Big Ben. Trooping the Colour. Celebration in honour of the birthday of his Majesty the King. Trooping the Colour on the Horse Guards Parade, including a commentary by Major J. B. S. Bourne-May (late Coldstream Guards). From the Horse Guards Parade, Whitehall, London.
- 4-30 p.m.—The New Victoria Cinema Orchestra, directed by Sydney Phasey. From the New Victoria Cinema, Bradford.
- 4-40 p.m.—"Living in the Past: Love, Courtship, and Marriage."* G. B. Harrison.
- 5-0 p.m.—The BBC Scottish Orchestra.
- 6-0 p.m.—"Starlight," Number Eight. Interviews with famous stage people, and excerpts from their repertoires. No. 8: Edith Day (the well-known musical-comedy actress).
- 6-15 p.m.—A Recital by Lilly Phillips (Violoncello).
- 6-30 p.m.—The News and Announcements.
- 6-50 p.m.—The BBC Dance Orchestra,* directed by Henry Hall.
- 7-15 p.m.—Close down.
- The following programmes may be interrupted for commentaries on the Lawn Tennis Championships from Wimbledon.
- 7-30 p.m.—Big Ben. "Imperial Affairs," by H. V. Hodson.
- 7-47 p.m.—"A Midsummer's Eve Miscellany." A programme of verse, prose, and music, including excerpts from "A Midsummer Night's Dream," by William Shakespeare. Incidental music by Felix Mendelssohn. The BBC Women's Chorus and the BBC Empire Orchestra; leader, Daniel Melsa; under the direction of Eric Fogg. Production by William MacLurg.

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8-35 p.m.—A Vocal Recital.†
8-50 p.m.—Light Programme.†
9-25 p.m.—The News and Announcements.
9-45 p.m.—John Reinders with his Orchestra.
10-30 p.m.—Close down.

WEDNESDAY, JUNE 24.

4-30 p.m.—Big Ben. Quentin Maclean, at the Organ of the Trocadero Cinema, Elephant and Castle, London.
4-45 p.m.—The BBC Empire Orchestra; leader, Daniel Melsa; conductor, Eric Fogg.
5-45 p.m.—"Imperial Affairs,"* by H. V. Hodson.
6-0 p.m.—"Each Hour of Every Day,"* A revue in miniature. Book, lyrics, and music by Nancy Logan, Geoffrey Wright, Diana Morgan, and Robert MacDermot. Production by William MacLurg.
6-30 p.m.—The News and Announcements.
6-50 p.m.—"Round the Maypole," (English Country Dances and Dialect Songs.)†
7-10 p.m.—Close down.

The following programmes may be interrupted for commentaries on the Lawn Tennis Championships from Wimbledon.

7-25 p.m.—A commentary on the Northumberland Plate, from Gosforth Park, Newcastle-upon-Tyne.
7-50 p.m.—Light Orchestral Music.†
8-15 p.m.—Sports Talk.*
8-30 p.m.—A Programme of New Gramophone Records.
9-0 p.m.—"Agriculture in the British Isles: Horticulture,"* by Sir William Lobjoit.
9-15 p.m.—The John MacArthur Quintet, directed by John MacArthur.
9-25 p.m.—The News and Announcements.
9-45 p.m.—The BBC Dance Orchestra, directed by Henry Hall.

10-15 p.m.—Canterbury Festival of Music and Drama. From the Cathedral, Canterbury. The BBC Orchestra (*Strings of Section F*); conductor, Adrian Boult.
10-30 p.m.—Close down.

THURSDAY, JUNE 25.

4-30 p.m.—Big Ben. "Alabama Bound" No. 2.* A Southern journey, with Phyllis Scott, John Rorke, and Albert King. The book by Phyllis Scott and John Rorke, and the music, old and new, arranged by Phyllis Scott. Presented by William MacLurg.
5-0 p.m.—The Trocadero Cinema Orchestra, directed by Alfred Van Dam. From the Troxy Cinema, London.
5-20 p.m.—Surprise Item.
5-35 p.m.—Dance Music.†
5-45 p.m.—The Philip Whiteway Ensemble.
5-55 p.m.—From "Peak to Pick,"* A study in summer contrasts, by George Blake and P. I. Keith Murray.
6-30 p.m.—The News and Announcements.
6-50 p.m.—The New Manchester Hippodrome Orchestra, directed by Charles Windsor. From the New Manchester Hippodrome.
7-15 p.m.—Close down.

The following programmes may be interrupted for commentaries on the Lawn Tennis Championships from Wimbledon.

7-30 p.m.—Big Ben. "Books to Read." Some suggestions for the listener's bookshelf, by Eric Gillett.
7-47 p.m.—A Recital of Popular Ballads by Megan Thomas (Soprano) and Wilfred Essex (Bass-Baritone).

* Electrical recording.

† Gramophone records.

8-10 p.m.—Chelsea Reach.* A night-time stroll along part of the Thames Embankment, meeting Cockneys, coffee-stall keepers, young couples, pavement artists, visitors musicians, and come what may. In company with S. E. Reynolds and Cecil Madden.
8-40 p.m.—Gramophone Records.
9-15 p.m.—The Harp Trio: Tina Bonifacio (Harp); Harry Dyson (Flute); Gethyn Wykeham-George (Violoncello).
9-25 p.m.—The News and Announcements.
9-45 p.m.—Sidney Chasid and his Dance Orchestra.
10-30 p.m.—Close down.

FRIDAY, JUNE 26

4-30 p.m.—Big Ben. "Empire Magazine," No. 2.* Consisting of surprises, a sketch, stunts, a serial, visitors, and types. Edited by Cecil Madden.
5-10 p.m.—The BBC Dance Orchestra, directed by Henry Hall.
5-45 p.m.—A Recital by Dorothy Cambera (Australian Soprano).
6-0 p.m.—"New Inventions—No. 4: Novelty Inventions," by H. Stafford Hatfield, Ph.D.
6-15 p.m.—The Birmingham Hippodrome Orchestra; conductor, Harry Pell. From the Hippodrome Theatre, Birmingham.
6-30 p.m.—The News and Announcements.
6-50 p.m.—Marches and Waltzes.†
7-15 p.m.—Close down.

The following programmes may be interrupted for commentaries on the Lawn Tennis Championships from Wimbledon.

7-30 p.m.—Big Ben. Around the Counties, No. 1. "Men of Kent and Kentish Men."
"O famous Kent,
What county hath this Isle that can compare with thee?"
The programme devised and produced by William MacLurg.

8-7 p.m.—Gramophone Records.
8-30 p.m.—The Hotel Victoria Orchestra; leader, A. Rossi; under the direction of Emilio Colombo. From the Hotel Victoria, London.
9-15 p.m.—Gramophone Records.
9-25 p.m.—The News and Announcements.
9-45 p.m.—The Gershwin Parkington Quintet.
10-30 p.m.—Close down.

SATURDAY, JUNE 27.

4-0 p.m.—Big Ben. An eye-witness account of the first Test Match, from Lord's Cricket Ground, London.
4-10 p.m.—"Fools in Fantasy."* Devised and written by Ronald Frankau. Music by Monte Crick, Billie Barness, and Conrad Leonard. Presented by Dennis Read head, with Hebe Haworth, Elsie Sterndale, and Jackson Brown.
4-45 p.m.—A Recital by Nancy Phillips (Violin).
5-0 p.m.—"Books to Read."* Some suggestions for the listener's bookshelf, by Eric Gillett.
5-15 p.m.—The Children's Hour. "The Breaking of the Spell." A midsummer-eve play by Ida Gandy, presented by the Clunbury Players. Shropshire Folk Music, by the St. Mary's Bridgnorth School Choir, conducted by U. C. Brunner.
5-55 p.m.—An eye-witness account of the first Test Match, from Lord's Cricket Ground, London.
6-5 p.m.—Variety.* Greta Keller and Sydney Howard.
6-30 p.m.—The News and Announcements.
6-50 p.m.—Sporting commentaries from Lord's Cricket Ground, from Wimbledon, and from the Royal Air Force Display, Hendon.
7-15 p.m.—Close down.
7-30 p.m.—Big Ben. Sporting commentaries, from Lord's Cricket Ground, from Wimbledon, and from the Royal Air Force Display, Hendon.
8-55 p.m.—An eye-witness account of the Test Match, from Lord's Cricket Ground.
9-15 p.m.—Sporting Commentaries (cont'd).

9-25 p.m.—The News and Announcements.
9-45 p.m.—The BBC Dance Orchestra, directed by Henry Hall.
10-30 p.m.—Close down.

SUNDAY, JUNE 28

5-30 p.m.—Big Ben. A Chopin Recital, by George Loughlin (Pianoforte).
5-45 p.m.—A Short Religious Service.*
6-0 p.m.—The Bernard Crook Quintet. Enid Cruickshank (Contralto).
6-30 p.m.—Weekly Newsletter, Sports Summary, and Announcements.
6-50 p.m.—Music by Handel.†
7-15 p.m.—Close down.
7-30 p.m.—Big Ben. A Religious Service, from the Studio. Conducted by John R. Mott, F.R.G.S., I.L.D., President of the World's Alliance of the Y.M.C.A.
8-15 p.m.—Hebridean Songs, sung by Cathie B. McLean (Soprano).
8-35 p.m.—London Scenes, No. 5. Westminster Abbey, by R. A. Usborne.
8-50 p.m.—A Recital by Edith Penville (Flute) and Muriel Liddle (Pianoforte).
9-10 p.m.—Weekly Newsletter, Sports Summary, and Announcements.
9-30 p.m.—"Everyman's Club." A programme designed to celebrate the twenty-first birthday of Toc H.
10-0 p.m.—Chamber Music. The London String Trio: Jean Pougnet (Violin); William Primrose (Viola); Anthony Pini (Violoncello).
10-30 p.m.—Close down.

MONDAY, JUNE 29.

4-30 p.m.—Big Ben. The First Test Match: England v. All-India. A commentary by Howard Marshall from Lord's Cricket Ground, London.
4-45 p.m.—English Humorists—9.
4-55 p.m.—Interlude.†
5-0 p.m.—The Whitby Municipal Orchestra; leader, Tom Jenkins; conductor, Frank Gomez. From the Spa, Whitby.
5-30 p.m.—"Fire at Sea," by Jerry Nunn.
5-45 p.m.—Dance Music.†
5-55 p.m.—Cricket Commentary (cont'd).
6-5 p.m.—Dance Music.†
6-15 p.m.—"Your Programmes from Daventry." A talk by the Empire Programme Director.
6-30 p.m.—The News and Announcements.
6-50 p.m.—Arthur Salisbury and his Orchestra, from the Savoy Hotel, London.
7-15 p.m.—Close down.

Programmes may be interrupted for commentaries by Colonel R. H. Brand and Captain H. B. T. Wakelam on the All-England Lawn Tennis Club Championships, from the Centre Court, Wimbledon.

7-30 p.m.—Big Ben. First Test Match: England v. All-India. Commentary by Howard Marshall, from Lord's Cricket Ground, London.
7-45 p.m.—Roland Powell's Quintet, from the Slieve Donard Hotel, Newcastle, County Down.
8-15 p.m.—Reading.
8-30 p.m.—A Ballad Concert. Léonie Zifado (Soprano). Ellis Keeler (Baritone).
8-55 p.m.—First Test Match: England v. All-India. Commentary by Howard Marshall, from Lord's Cricket Ground, London.
9-5 p.m.—"Your Programmes from Daventry." A talk by the Empire Programme Director.
9-20 p.m.—Musical Interlude.†
9-25 p.m.—The News and Announcements.
9-45 p.m.—Charles Ernesco and his Quintet, with Richard Callando.
10-15 p.m.—Kipling Reading.
10-30 p.m.—Close down.

* Electrical recording.

† Gramophone records.

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3/33 MOUNT ROAD, MADRAS

TUESDAY, JUNE 30.

4-30 p.m.—Big Ben. The First Test Match: England v. All-India. A commentary by Howard Marshall, from Lord's Cricket Ground, London.

4-45 p.m.—The BBC Northern Orchestra.

5-55 p.m.—Cricket Commentary (cont'd).

6-5 p.m.—"Starlight"—Number Nine. Interviews with famous stage people, and excerpts from their repertoires. No. 9: Magda Kun and Steve Geray (the musical-comedy and film stars).

6-20 p.m.—Dance Music.†

6-30 p.m.—The News and Announcements.

6-50 p.m.—The Birmingham Theatre Royal Orchestra; conductor, Sheridan Gordon. From the Theatre Royal, Birmingham.

7-15 p.m.—Close down.

Programmes may be broken into for commentaries by Colonel R. H. Brand and Captain H. B. T. Wakelam on the All-England Lawn Tennis Club Championship, from the Centre Court, Wimbledon.

7-30 p.m.—Big Ben. First Test Match: England v. All-India. Commentary by Howard Marshall, from Lord's Cricket Ground, London.

7-45 p.m.—Jack Wilson and his Versatile Five.

8-15 p.m.—Gramophone Records.

8-30 p.m.—"Foreign Affairs," by Sir Frederick Whyte, K.C.S.I., LL.D.

8-45 p.m.—Light Orchestral Music.†

8-55 p.m.—First Test Match: England v. All-India. Commentary by Howard Marshall, from Lord's Cricket Ground, London.

9-5 p.m.—Novelty Instrumental Music.†

9-25 p.m.—The News and Announcements.

9-45 p.m.—The London Zigeuner Orchestra, directed by Ernest Leggett.

10-30 p.m.—Close down.

WEDNESDAY, JULY 1.

4-0 p.m.—Big Ben. University of London Centenary Service, from St. Paul's Cathedral, London.

5-0 p.m.—A Pianoforte Interlude by Ernest Lush.

5-10 p.m.—"Foreign Affairs,"* by Sir Frederick Whyte, K.C.S.I., LL.D.

5-25 p.m.—Interlude.†

5-30 p.m.—The BBC Empire Orchestra; leader, Daniel Melsa; conductor, Eric Fogg. Nora Gruhn (Soprano).

6-30 p.m.—The News and Announcements.

6-50 p.m.—Variety. Claude Hulbert and Bobby Comber.*

7-5 p.m.—Geiger and his Orchestra, from Claridge's Hotel London.

7-15 p.m.—Close down.

Programmes may be broken into for commentaries by Colonel R. H. Brand and Captain H. B. T. Wakelam on the All-England Lawn Tennis Club Championship, from the Centre Court, Wimbledon.

7-30 p.m.—Big Ben. "Empire Mail Bag," No. 5. Compiled and presented in living form by Cecil Madden.

8-10 p.m.—Light Programme.

8-30 p.m.—Algernon Blackwood.*

8-45 p.m.—The Band of the 1st Bn. The Oxfordshire and Buckinghamshire Light Infantry (*by permission of Lieut.-Colonel L. A. Pargiter, D.S.O.*), from the Arboretum, Derby.

9-15 p.m.—The John MacArthur Quintet, directed by John MacArthur.

9-25 p.m.—The News and Announcements.

9-45 p.m.—The BBC Dance Orchestra, directed by Henry Hall.

10-30 p.m.—Close down.

THURSDAY, JULY 2.

4-30 p.m.—Big Ben. The Trocadero Cinema Orchestra.

4-45 p.m.—"This Tennis Racket." Service by John Pudney.

5-15 p.m.—Irish Songs and Dances. James McCafferty (Baritone). Ernest A. A. Stoneley (Violin).

5-45 p.m.—"Characters in Sport."* Some of the Empire players over here this summer, by the Hon. H. B. Hermon-Hodge.

*Electrical recording.

†Gramophone records.

6-0 p.m.—A Programme of New Gramophone Records.

6-30 p.m.—The News and Announcements.

6-50 p.m.—The Philip Whiteway Ensemble.

7-15 p.m.—Close down.

Programmes may be broken into for commentaries by Colonel R. H. Brand and Captain H. B. T. Wakelam on the All-England Lawn Tennis Club Championship, from the Centre Court, Wimbledon.

7-30 p.m.—Big Ben. "A Countryman's Diary," by A. G. Street.

7-45 p.m.—The Band of His Majesty's Royal Marines, Plymouth Division (*by permission of Brigadier H. C. Pope*), conducted by Captain F. J. Ricketts, Director of Music, Royal Marines. Frederick Harvey (Baritone). From the Abbey Hall, Plymouth.

8-30 p.m.—"The Arcadian Follies," under the direction of Ernest Binns, from the South Pier, Blackpool. Arthur Jackson (Pianoforte); Bobby Vincent (Comedian and Dancer); Cecil Frederick (Entertainer); Anita Eaton (Soubrette and Dancer); Madge Colin (Soprano); Ralph Humber (Baritone); Evie Carcroft (Soubrette); Mollie Deane (Comedienne); Max and Maisie Norris (Light Comedy Duets); Chris Wortman (Light Comedian); Harry Korris (Comedian).

9-45 p.m.—The Harp Trio: Tina Bonifacio (Harp); Harry Dyson (Flute); Gethyn Wykeham-George (Violoncello).

9-25 p.m.—The News and Announcements.

9-45 p.m.—Dance Music. Howard Godfrey and his Dance Orchestra.

10-30 p.m.—Close down.

FRIDAY, JULY 3

4-30 p.m.—Big Ben. The Rutland Square and New Victoria Orchestra, directed by Norman Austin. From the New Victoria Cinema, Edinburgh.

4-45 p.m.—Algernon Blackwood.*

5-0 p.m.—The BBC Dance Orchestra, directed by Henry Hall.

5-30 p.m.—Around the Counties, No. 1.* "Men of Kent and Kentish Men."

"O famous Kent,

What county hath this isle that can compare with thee?"

The programme devised and produced by William MacLurg.

6-5 p.m.—A Pianoforte Interlude by Cecil Dixon.

6-15 p.m.—"Club Room Conversation."*

6-30 p.m.—The News and Announcements.

6-50 p.m.—Toni and the North Pier Orchestra, from the North Pier, Blackpool.

7-15 p.m.—Close down.

Programmes may be broken into for commentaries by Colonel R. H. Brand and Captain H. B. T. Wakelam on the All-England Lawn Tennis Club Championship, from the Centre Court, Wimbledon.

7-30 p.m.—Big Ben. "Queue for Song," 2nd Edition.* An Empire promenade, presented by Reginald Smith.

8-10 p.m.—Musical Interlude.†

8-15 p.m.—"Fire at Sea,"* by Jerry Nunn.

8-30 p.m.—The Hotel Victoria Orchestra; leader, A. Rossi; under the direction of Emilio Colombo. From the Hotel Victoria, London.

9-15 p.m.—Variety.†

9-25 p.m.—The News and Announcements.

9-45 p.m.—The Serge Krish Septet.

10-30 p.m.—Close down.

SATURDAY, JULY 4

4-30 p.m.—Big Ben. "To people who have Gardens." A programme of songs and duets. Winifred Bury (Soprano). Henry Cummings (Baritone). Presented by Douglas Moodie.

5-0 p.m.—"A Countryman's Diary,"* by A. G. Street.

5-15 p.m.—Scottish Children's Hour. "Four-Footed Follies." The Aberdeen Animals present their popular Pierrot Party, with Harry Gordon, the Laird o'Inversneaky.

6-0 p.m.—The Commodore Grand Orchestra, directed by Harry Davidson. From the Commodore Theatre, Hamersmith.

6-30 p.m.—The News and Announcements.

6-50 p.m.—All-England Lawn Tennis Club Championship Meeting. Running commentaries by Colonel R. H. Brand and Captain H. B. T. Wakelam. From the Centre Court, Wimbledon.

7-15 p.m.—Close down.

7-30 p.m.—Big Ben. All-England Lawn Tennis Club Championship Meeting. Running commentaries by Colonel R. H. Brand and Captain H. B. T. Wakelam, from the Centre Court, Wimbledon.

9-25 p.m.—The News and Announcements.

9-45 p.m.—Dance Music. Maurice Winnick and his Orchestra.

10-30 p.m.—Close down.

SUNDAY, JULY 5

5-30 p.m.—Big Ben. All-England Lawn Tennis Club Championship Meeting. Running commentaries.*

6-17 p.m.—The Serge Krish Septet.

6-30 p.m.—Weekly Newsletter, Sports Summary, and Announcements.

6-50 p.m.—Musical Interlude.†

6-55 p.m.—A Short Religious Service,* from the Studio.

7-10 p.m.—Envoi.†

7-15 p.m.—Close down.

7-30 p.m.—Big Ben. A Recital of English Songs by Anne Wood (Contralto).

7-50 p.m.—London Scenes—6: the River, by James Jones.

8-5 p.m.—Reginald King and his Orchestra.

8-30 p.m.—A Religious Service (Church of Scotland),* from South Leith Church.

9-20 p.m.—Musical Interlude.†

9-25 p.m.—Weekly Newsletter, Sports Summary, and Announcements.

9-45 p.m.—The BBC Orchestra (Section C).

10-30 p.m.—Close down.

MONDAY, JULY 6

5-15 p.m.—Big Ben. Tynwald Ceremony, from the Isle of Man.

4-45 p.m.—Variety.†

5-0 p.m.—The Whitby Municipal Orchestra;

5-45 p.m.—English Humourists—10.

5-55 p.m.—Musical Interlude.†

6-0 p.m.—"Rifles of Singapore."

6-30 p.m.—The News and Announcements.

6-50 p.m.—Arthur Salisbury and his Orchestra, from the Savoy Hotel, London.

7-15 p.m.—Close down.

7-30 p.m.—Big Ben. Hampton Court Palace.*

8-30 p.m.—The Bolsover Colliery Band.

9-15 p.m.—Pianoforte Music.†

9-25 p.m.—The News and Announcements.

9-45 p.m.—Walter Collins and his Light Orchestra.

10-15 p.m.—Kipling Reading.

10-30 p.m.—Close down.

TUESDAY, JULY 7

4-30 p.m.—Big Ben. The New Victoria Cinema Orchestra.

4-45 p.m.—"Agriculture in the British Isles: Summing Up," by the Rt. Hon. the Viscount Bledisloe, G.C.M.G., K.B.E.

5-0 p.m.—"Owt Abaht Owt."* Final and Empire Number of the Northern Broadcast Magazine.

5-30 p.m.—British Dance Bands in British Numbers.†

6-0 p.m.—"Starlight," Number Ten.

6-15 p.m.—A Recital by Bernard Davis (Viola).

6-30 p.m.—The News and Announcements.

6-50 p.m.—The Birmingham Theatre Royal Orchestra.

7-15 p.m.—Close down.

7-30 p.m.—Big Ben. "Imperial Affairs."

7-47 p.m.—Harry Engleman's Quintet, with Vernon Adcock (Xylophone and Vibraphone).

*Electrical recording.

†Gramophone records.

8-5 p.m.—Dance Music.[†]
 8-15 p.m.—A Recital by Louise Nelson (Soprano).
 8-30 p.m.—A Concert of Modern Music.
 9-25 p.m.—The News and Announcements.
 9-45 p.m.—Gentlemen v. Players. A description of the play from Lord's Cricket Ground, London.
 10-0 p.m.—The Serge Krish Septet.
 10-30 p.m.—Close down.

SATURDAY, JULY 18

4-30 p.m.—Big Ben. The Bernard Crook Quintet.
 5-0 p.m.—"In England Now,"* by Stephen King-Hall.
 5-15 p.m.—The Children's Hour. "The Island."
 6-0 p.m.—The Commodore Grand Orchestra.

6-30 p.m.—The News and Announcements.
 6-50 p.m.—New Dance Music.[†]

7-15 p.m.—Close down.

7-30 p.m.—Big Ben. A running commentary on the Davis Cup Inter-Zone Final, from Wimbledon.

7-45 p.m.—The King's Prize. A running commentary by Captain E. H. Robinson on the final stage of the Competition for the King's Prize. From Bisley.

8-30 p.m.—A running commentary on the Davis Cup Inter-Zone Final, from Wimbledon.

9-25 p.m.—The News and Announcements.

9-45 p.m.—Ambrose and his Orchestra.

10-30 p.m.—Close down.

* Electrical recording.

† Gramophone records.

SELECTED SHORT-WAVE STATIONS

ARRANGED IN ORDER OF FREQUENCIES & WAVELENGTHS

mc s	m	Call Sign	Station	mc s	m	Call Sign	Station
4.273	70.2	RV15	Kharbarovsk (U.S.S.R.)	9.635	31.13	2RO	Rome (Italy)
4.470	67.11	YDB	Sourabaya (Java)	9.650	31.09	CTIAA	Lisbon (Portugal)
5.969	50.26	HVJ	Vatican City (Italy)	9.677	31	CTICT	Lisbon (Portugal)
6.000	50	RW59	Moscow (U.S.S.R.)	9.860	30.43	EAQ	Madrid (Spain)
6.010	49.92	COCO	Havana (Cuba)	10.260	29.24	PMN	Bandoeng (Java)
6.018	49.85	ZHH	Singapore (S.S.)	10.330	29.04	ORK	Ruyssede (Belgium)
6.020	49.83	DJC	Zeesen (Germany)	10.710	28.01	JVN	Tokio (Japan)
6.042	49.65	HJLABG	Barranquilla (Colombia, S. America)	10.740	27.93	JVM	Tokio (Japan)
6.050	49.59	GSA	Daventry	11.720	25.6	TPA4	Radio Colonial (Paris, France)
6.060	49.5	W8NAL	Cincinnati (Ohio, U.S.A.)	11.730	25.57	PHH	Huizen (Holland)
6.060	49.5	ONV	Skamleback (Denmark)	11.750	25.53	GSD	Daventry
6.080	49.33	W9NAA	Chicago (Illinois, U.S.A.)	11.770	25.49	DJD	Zeesen (Germany)
6.080	49.33	ZHJ	Penang (Fed. Malay States)	11.810	25.4	2RO	Rome (Italy)
6.083	49.31	VQ7LO	Nairobi (Kenya, Africa)	11.820	25.38	G8N	Daventry
6.097	49.2	ZTJ	Johannesburg (S. Africa)	11.830	25.36	CTIAA	Lisbon (Portugal)
6.100	49.18	W3NAL	Bound Brook (New Jersey, U.S.A.)	11.830	25.36	W2NE	Wayne (New Jersey, U.S.A.)
6.100	49.18	W9NE	Chicago (Illinois, U.S.A.)	11.860	25.29	GSE	Daventry
6.110	49.1	VUC	Calcutta (India)	11.870	25.27	W8SK	Pittsburgh (Pa., U.S.A.)
6.110	49.1	GSL	Daventry	11.880	25.23	TPA3	Radio Colonial (Paris, France)
6.120	49.02	YDA	Bandoeng (Java)	12.000	25	RW59	Moscow (U.S.S.R.)
6.120	49.02	W2NE	Wayne (New Jersey, U.S.A.)	12.082	24.83	CTICT	Lisbon (Portugal)
6.130	48.92	COD	Havana (Cuba)	13.075	22.94	VPD	Suva (Fiji)
6.130	48.92	ZGE	Kuala Lumpur (Fed. Malay States)	15.123	19.84	HVJ	Vatican City (Italy)
6.140	48.86	W8NK	Pittsburgh (Pa., U.S.A.)	15.140	19.82	G8F	Daventry
6.150	48.78	CSL	Lisbon (Portugal)	15.180	19.76	G8O	Daventry
6.477	46.52	HJLABB	Barranquilla (Colombia, S. America)	15.200	19.74	DJB	Zeesen (Germany)
7.510	39.95	JVP	Tokio (Japan)	15.210	19.72	W8NK	Pittsburgh (Pa., U.S.A.)
7.797	38.48	HBP	Radio Nations (Prangins, Switzer- land)	15.220	19.71	PCJ	Eindhoven (Holland) (Experimental)
8.750	34.29	ZCK3	Hong Kong	15.243	19.68	TPA2	Radio Colonial (Paris, France)
9.428	31.8	COCH	Havana (Cuba)	15.260	19.66	G8I	Daventry
9.510	31.55	G8B	Daventry	15.270	19.65	W2NE	Wayne (New Jersey, U.S.A.)
9.510	31.55	VK3ME	Melbourne (Australia)	15.280	19.63	DJO	Zeesen (Germany)
9.530	31.48	LKJI	Jeloy (Norway)	15.310	19.60	G8P	Daventry
9.530	31.48	W2XAF	Schenectady (New York, U.S.A.)	15.330	19.56	W2XAD	Schenectady (New York, U.S.A.)
9.540	31.45	DJN	Zeesen (Germany)	17.760	16.89	W2NE	Wayne (New Jersey, U.S.A.)
9.560	31.38	DJA	Zeesen (Germany)	17.760	16.89	DJE	Zeesen (Germany)
9.565	31.36	VUB	Bombay (India)	17.780	16.87	W3NAL	Bound Brook (New Jersey, U.S.A.)
9.580	31.32	G8C	Daventry	17.790	16.86	G8C	Daventry
9.580	31.32	VK3LR	Lyndhurst (Australia)	18.830	15.93	PLE	Bandoeng (Java)
9.590	31.28	PHH	Huizen (Holland)	21.470	13.97	G8H	Daventry
9.590	31.28	VK2ME	Sydney (Australia)	21.520	13.94	W2NE	Wayne (New Jersey, U.S.A.)
9.595	31.27	HBL	Radio Nations (Prangins, Switzer- land)	21.530	13.93	G8J	Daventry
				21.540	13.93	W8NK	Pittsburgh (Pa., U.S.A.)

This list is furnished from Official Sources by courtesy of the B.R.C.