

The South India

Motor Owner

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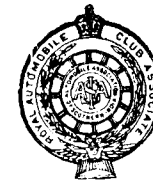
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THE SOUTH INDIA MOTOR OWNER

The Official Organ of the
Automobile Association of Southern India



Volume VIII Number 7

JULY 1936

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

Road Information

At the time of writing the following information has been received:
Tellicherry-Coorg Road (near mile 28) has been closed for traffic owing to the submersion of the road.

From Alwaye to Angamalay and Alwaye to Pannur.

For about 12 furlongs the water is at a height of 3 feet. The water is still rising.

Trichur to Kottayam (Main Central Road embankment).

River at mile 145.2 and 3. There is no *junghar* service; but there is a ferry service. The water is flowing over the road at a depth of about 9 feet but the Main Central Road (148 mile) Thanipuzha crossing over Periyar is passable with difficulty. The flood is high.

Short Term Licences for Motorists going to Mysore

The Government of Mysore propose to introduce a system of 7-day and 30-day licences with the appropriate and proportionate taxes in each case. They are as follows:—

Sevenday licences.

Motor cycles 20 annas.
Cars—below 15 cwt. unladen weight 40 annas.
" —over " " " 56 "

Thirtyday licences.

Motor cycles—Rs. 3/12.
Cars—below 15 cwt. unladen weight—Rs. 7/8.
" —over " " " Rs. 30/-

A Member Writes :

"I am fortunately the possessor of a small bungalow at Palmaner which I often use at week-ends; my motoring journeys occasionally take me through parts of the Chittoor District, such being the case I have often felt that I would like when opportunity offered to give expression to my thanks and appreciation to those who are responsible for the upkeep of those roads, so first of all I take advantage of this opportunity.

"Next I would venture to weary you with an enquiry and a few comments.

"Last Monday I had occasion to motor from Yercaud to Palmaner via Krishnagiri.

"I had on a former occasion (as a matter of adventure: and a desire to learn by experience) motored from Kuppam through to the Vellore-Krishnagiri road, but the less said about that journey the better. I had been told and expected a rough ride (it is now just a bad dream), but on my last journey by road from Madras to Yercaud I had noticed on the main Vellore-Krishnagiri road, at a distance of about 6 miles from Krishnagiri, a direction post of the usual main road type (Black letters on white) worded 'Kuppam 15 miles.'

"When I saw it I made a mental reservation that on my return journey I would try it.

"I then presumed that on my first journey from Kuppam I must have struck the wrong road, and that probably the route indicated by the direction post might be a better proposition. As a matter of fact it was a nightmare by comparison with my original bad dream venture in the opposite direction except for the last 7 miles of the journey from where the track ended and a real road began, i.e., when the Chittoor District was entered it then became a pleasing contrast to what I had just passed through.

"I learnt from the demarcation post when I entered the Chittoor District that the Salem Authorities were those responsible for neglecting the villainous track I had just traversed. Incidentally, if ever Ford's Agents require an illustration of what a V8 car can get through I would suggest they send a photographer *on foot or horse back* to take photos. No sane motorist previously informed would make the venture, fortunately for me the start was bad and discouraging so, in spite of a local guide, I preferred to sleep in the car overnight near a forest bungalow, rather than risk a continuance of the journey in semi-darkness; and daylight showed that I still have sane moments, in at least desiring daylight to assist my motoring adventures.

"What I would like to know is whether you can suggest any means by which it is possible to get something or other done to improve that 5 miles of the atrocious track, which now occupies about the middle 5 miles of that journey from Kuppam to the Vellore-Krishnagiri Road, which lies in the Salem District.

"Now that the Mysore Authorities have made what are virtually prohibitive conditions on entry by motorists into Mysore Territory it is very necessary that there should be at least a road of some sort connecting Kuppam with the main trunk road to Krishnagiri, as otherwise it means adding at least 50 miles to one's journey." (The last para is not the case at present—see note on short term licences, Mysore).

Motoring Prosecutions.—From A. A. London Circular

Increased Defence for Motorists

The Automobile Association has decided to extend its legal benefits to the protection of members and their drivers against the possibility of being charged with manslaughter in England and Wales and equivalent charges in Scotland and Ireland.

The Home Office statistics for the three years 1933-1935 show that whilst 364 motor drivers were charged with manslaughter 267 of that number were acquitted. This means that roughly three out of every four motorists charged with this grave offence have established the fact that they were innocent.

Today ninety per cent of motorists are persons of moderate means to whom the heavy expense consequent upon a charge of this nature would be a serious matter. The legal costs in these cases can amount to three or four hundred pounds. In future, therefore, every member of the Automobile Association who is unfortunate enough to be involved in a charge of this character will be able to look to the A.A. for free defence, including the employment of experienced Counsel, at both Police Courts and Sessions.

In announcing this benefit the Automobile Association reserves to itself the right to refuse to undertake the defence of any member where, on investigation of all the circumstances, it is found to be against the public interest to do so.

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 thereunder	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
"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.



"As safe as a Ford V-8"

SAFETY comes first in the Ford V-8 because Ford has an obligation to the public to build a safe car. Cost is not counted—it's a matter of finding what is right and best and building it into the car. Ford V-8 was the first economically-priced car to give you the extra protection of all-steel bodies, and now in the 1936 V-8 models Safety Glass is provided all round (in all windows as well as wind-screen). In addition the V-8 has super safety brakes of the long-tested, sure-acting mechanical design, and easier steering and gear changing. Ford Centre-poise riding combined with deep, restful

upholstery ensures maximum comfort with safety under all driving conditions. With the unrivalled performance and economy of its famous V-8 engine, the distinctive beauty of its appearance and all-round safety, Ford V-8 for 1936 offers outstanding value.



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WORLD'S
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U. Z. M. PETROL TABLETS
 More Miles Per Gallon of Petrol, Quicker Starting and Smoother Running Assured.
 Cartons of 75 Tablets & 20 Tablets Rs. 6 & Rs. 2-4 each respectively.
 One Tablet to each gallon of Petrol.
 Apply Box No. 52, C/o. "The South India Motor Owner."

The A. A. Makes History.—From A. A. London Circular

Membership reaches 600,000 today, 12 May, 1936

This morning at 11-30 the membership of The Automobile Association, the world's largest motoring organisation, passed the 600,000 mark.

Side by side with the wonderful development of the British motor industry, the expansion of the A.A. stands out as a romance of modern times.

Founded in 1905 by a few enthusiasts to fight prejudice against motorists and the unfair enforcement of the 20 mile speed limit, the Association has grown to its present magnitude in just over thirty years.

At the outbreak of the Great War the A.A. membership had reached 83,000. The first 100,000 was obtained in February 1920 followed by the quarter million in 1926. On the 24th August, 1933, the Association's membership passed the half million mark and since then—in less than three years—a further 100,000 members have been added.

The A.A.'s origin was humble indeed, with less than ninety members and a few pounds in the bank. This is in striking contrast to the present vast organisation.

In quick succession the A.A. initiated the road patrol system which remains unique, the free legal defence, sign-posting on national lines, a network of roadside telephone boxes and an ideal of motoring service which has since spread throughout the world.

During the present season motorists have enrolled at the rate of nearly 8,000 a month—a new A.A. member for every two minutes of each working day.

The Association remains as in 1905, a militant organisation pledged solely to the protection and advancement of the interests of motorists.

Question Times.—From A. A. London Circular

A. A. Analysis of Night-Time Enquiries

An analysis made by the Automobile Association of the calls received by the 24-Hour Emergency Service shows that the type of enquiry varies according to the time of night. Members of the Association who call in person after the usual office hours appear in the greatest numbers between 6 and 8 p.m. and the majority of requests for information during this period concern the shipment of cars for holiday tours abroad, foreign routes with mileages and recommended hotels in the Irish Free State and on the Continent.

A noticeable decline occurs in the amount of calls received when the hour for dinner arrives but a rush period

usually consists of requests for short evening runs and particulars of Road Houses within easy reach of London, together with calls relating to garages in theatreland.

Dinner time arguments frequently occur and many points of controversy are set before the Emergency Staff for an unbiased expert opinion.

Home Touring is a popular subject at any time during the night, the largest number of calls, however, is received between 9 and 10 o'clock. Breakdowns predominate after midnight and home touring is again a favourite theme from 7 a.m. onwards.

As the hour of the night has an effect upon the number and type of enquiries received so does the day of the week. Sunday, when the majority of motorists have been on the roads, bring with it reports of lost property and Friday with the week-end in view, inundates the Emergency Staff with requests for day drives, routes and weather reports.

Information covering all aspects of motoring was given to over 50,000 A.A. members last year, by this staff which operates at the Association's Headquarters (Telephone Whitehall 1200) between the hours of 6 p.m. and 9 a.m.

Tour

Madras-Ranipet (70 miles)—Bangalore (140 miles)—Mysore (87 miles). Total 297 miles.

Madras

Visit:—The Marine Aquarium (originated by Lord Amphil) situated on the promenade and fashionable drive of the Marina.

The Lighthouse tower (at the Esplanade) is about 160 feet high and the light visible 20 miles off at sea. Madras looks decidedly attractive from the top of the lighthouse. The Museum: S. W. from the top of the Pantheon Road, which leads to the Kirk, we have the number of very fine buildings of the Madras museum. Including there are the Victoria Technical Institute, the Museum Theatre and the Connemara Library (which has an exceedingly fine reading room).

Laid out in an ornamental manner are the Horticultural Gardens, lying towards the S. W. end of Mount Road. After crossing Marmalong Bridge is a small rocky hillock known as Little Mount, which must not be confused with St. Thomas' Mount (Big Mount) lying (8 mile) South-west of Madras. These two Mounts are dedicated to the memory of St. Thomas, apostle and martyr.

The Race Course at Guindy about 6 miles from Madras Egmore Station.

Mahabalipuram or the Seven Pagodas (53 miles).

This will be about 11 p.m.

MOTOR *Safely* ON

DUNLOP

'90'

The unequalled experience of Dunlop ensures SAFETY under all road conditions. The Dunlop '90' tyre is as silent as safety permits. . . it is perfectly silent on the straight run, but when cornering at speed it gives that soft audible hum which is your assurance that it is gripping the road.

The World's Master Tyre

Leave Madras for Bangalore.

There are two roads by which to leave Madras.

(a) Direct to Poonamalee High Road which commences near the Central Station and runs almost due west. The surface of this road is very rough in places beyond Municipal limit and is usually congested by cart traffic. It is however a straight road.

(b) Mount Road over Marmalong Bridge on the far side of which turn to the right and bear right at all road forks. At road near foot of St. Thomas' Mount turn right (no signpost). This road is longer than Poonamalee High Road.

(25 miles) Sriperumbudur; (25 miles) Balichettichattram; (5 miles) Damal; (13 miles) Wallajahpet; (2 miles) Ranipet; (5.4 miles) Ponnai River Causeway, passable except during very heavy rains and floods; (33.4 miles) Venkatagiri—5 miles after Venkatagiri and for five miles, runs a Ghat. At about the 19th mile after the Ghat, we have the Mysore Boundary; (12 miles) Mulbagal with road at the foot of a steep embankment. (Road on left leads to the Kolar Gold Fields).

Kolar town is approximately 168 miles from Ranipet. (Visit the mines); (10 miles) Narsipur Tollgate (Re. 1); (19 miles) Whitefields; (13 miles) Bangalore on road to left.

WHEN VISITING MADRAS

STAY AT
FOR COMFORT

HOTEL BOSOTTO
AND
EXCELLENT CUISINE

Bangalore

Visit:—*Thè Lalbagh* 1½ miles East of the City of Bangalore. On account of its fine and large collection of tropical plants and colourful flowers, it is a most beautiful garden, and is said to have been laid out during Hyder Ali's rule.

Leave Bangalore by the continuation of South Parade through the City Toll.

Closepet (30 miles); Maddur (20 miles); (at 51 miles from Bangalore Road on left to Sivasamudram—see the Sivasamudram Waterfalls and Gardens); Shittihalli (32 miles); Seringapatam (4 miles from Shittihalli). See Tipu Sultan's Fort, Summer Palace (Darya Dulat). The Swinging Bridge in the Fort, Scott's Bungalow (in connection with the tragedy of Col. Scott who drowned himself after his wife and daughter died of cholera). The bungalow is said to be in exactly the same state as he left it in 1817.

Mysore—87 miles from Bangalore.

Visit:—The Zoo, Chamundy Hill, Gardens and Dam at Sree Krishnarajsagar. The latter (12 miles from Mysore) must be visited at night. The fountain 'Garden' being lit up by coloured lights at night produces an extremely pleasing effect.

Hotels

The following hotels allow to members of the

A.A.S.I. a 10% discount on total bills exclusive of drinks.

Madras Bosotto, Lyric, Clarence, Funnells.
Bangalore, Sastry's (Indian), Marlin, Rugby, Shilton House, Joyburn Guest House, Mrs. Maish's Boarding House, Rochester Boarding House.

Route Itineraries

83 itineraries were issued during the month of June covering a distance of 58,467 miles.

Membership

During the month of June 1936, 16 new members were enrolled.

These new members were introduced by the following

Two each by Messrs. W. G. Smith, A. W. Hopton and T. T. Krishnamachari
One each by Major A. W. Waters, Messrs. C. J. H. Penning, J. C. Hunter, A. P. Adam, Major D. L. P. S. Stuart-Shepherd, Rao Bahadur C. Gopal Menon, Mrs. E. M. Pater, the remainder were enrolled by the staff.

New Members

Col. H. C. Winckworth,
C/o Grindlay & Co. Ltd., 6 Church Lane, Calcutta

Capt. C. Mandeville
C/o No. 48 (Independent), M. T. Section, Trimulgherry, Deccan.
Md. Kazim Khaleeli, Esq.,
Khaleel Abad, Pantheon Road, Egmore.
Mrs. Ellen Mary Pater
Carlton Hotel, Kodaikanal.
W. E. Bentley, Esq.,
9, Buckingham Gardens, Perambur Barracks P. O.
V. K. Thiruvankata Chari, Esq.,
66, B Lloyds Road, Cathedral P. O., Madras.
S. P. Pater, Esq.,
Carlton Hotel, Kodaikanal.
W. M. Browning, Esq.,
C/o Burma-Shell Oil Storage & Distributing Co., Esplanade, Madras.
F. G. Jones, Esq.,
Nandydroog Mines Ltd., Oorgaum P.O., S. India.
U. R. Rao, Esq.,
Manager, Govan Bros. Ltd., Mount Road, Madras.
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11/14 Armenian Street, Madras.
M. Baliah Naidu, Esq.,
"Luz House", Luz Church Road, Mylapore, Madras.
C. H. D. Leonard, Esq.,
Commercial Credit Corp. Ltd., Mount Road, Madras.
J. E. A. Pereira, Esq.,
"Gitanjali", Quilon, Travancore.
N. G. Fairbairn, Esq.,
C/o The Mysore Sugar Co. Ltd., Mandaya, Mysore State.
W. H. George, Esq.,
Champion Reef P.O., Kolar

"UNITY IS STRENGTH"

From a Correspondent

IN his interesting address to the Bangalore Rotary Club on April 18th last—a report of which appeared in our issue for May—Major Nabi Khan, in his concluding remarks, stated that 95% of motorists in Europe are members of a Motor Association and that consequently the opinions of these well-organised bodies carried a great deal of weight.

What is the position in this Presidency?

There are over 10,000 motor car and motor cycle owners but—membership of the only organised body who looks after their interests is confined to a comparatively small percentage of enthusiasts.

Ask a motorist non-member to join the Automobile Association of Southern India. What is the sort of reply you get? "What does the A.A.S.I. do for you?" You explain as patiently as may be. "Well, if you're already doing all that, why should I join?"

You try again. Why should a large body of the community—at no expense—benefit by the labours and subscriptions of a few? Again, how can any Association such as the A.A.S.I. be of any real use unless it has funds?

Here is the vicious circle. The Association can't do as much as it would like because it has insufficient funds. It can only get funds if it gets more members.

Think it out for yourselves.

However, the A.A.S.I. is now recognised by Government and no legislation or alteration in the rules is put into force without the Association being first consulted. But before Government—or anyone else—can be thoroughly convinced that the suggestions, the criticisms and the representations of the A.A.S.I. really embody the views of the majority of motorists in the Presidency, they naturally wish to be assured that that majority is represented by the Association.

Fifteen rupees *per annum* for a car owner and five for a motor bike! Isn't it worth it? Here are some of the benefits to be had for your subscription:—

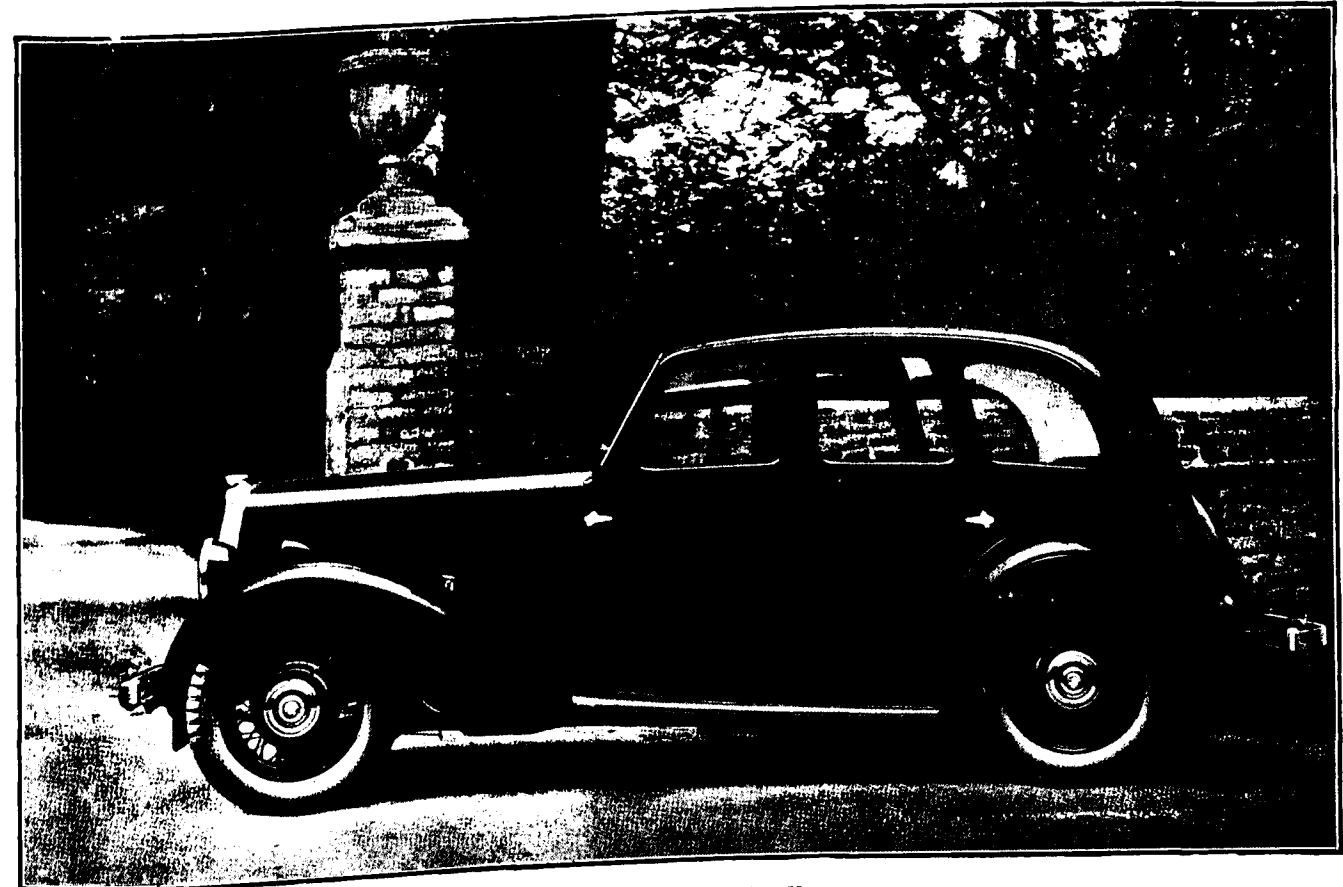
1. Ten per cent reduction on the premium for insuring your Car/Motor cycle if you insure with one of the "Tariff" companies. This

is over and above any other reductions to which you may be entitled on account of "no claim" bonus, etc.

2. Federation benefits of the Royal Automobile Club, London, on payment of a reduced subscription.
3. Associate benefits of the Automobile Association of Great Britain on payment of reduced subscription.
4. Affiliation privileges of:—
The Automobile Association of Malaya.
,, Western India A.A.
,, A.A. of Bengal.
,, A.A. of Ceylon.
,, Northern India A.A.
,, A.A. of Iraq.
,, United Provinces A.A.
,, Burmah Motor Association and many similar bodies Overseas.
,, Nilgiri A.A.
5. FREE legal advice.
6. ,, Technical advice.
7. ,, Licence Reminder Service.
8. ,, Tour Itineraries.
9. Tax-paying and M.V. Licence obtaining service.
10. A free copy every month of "The South India Motor Owner," the official organ of the A.A.S.I.
11. A 10% reduction in the Hotel bills of a certain number of approved Hotels in South India. A list of these is in course of preparation.

The ten per cent reduction which the "Tariff" companies are now giving on the insurance of your car will either pay your subscription to the A.A.S.I. or go a long way towards it—according to the value of your car.

INTERESTING NEW ANNOUNCEMENT FROM THE FAMOUS MORRIS FACTORY



The Morris 14-6 Series II.

THE Morris Factory has recently made an interesting announcement concerning an addition to their range of Series II models. This new model will be known as the Morris 14-6 Series II, and the general design and specification follows closely those of the other models in the Series II group, which were announced about this time last year.

It will be remembered that last year Lord Nuffield, the head of the Morris Organization, entirely went away from the ancient tradition in the British Motor Trade of producing a new model every year on a certain date, usually just before the Motor Show at Olympia in October. Since the very birth of the motor industry, this announcement of new models towards the end of every year, has been faithfully adhered to, and consequently the motoring public have been in the past tied to this tradition, and obliged to wait until the end of every year for the new models to be announced.

Lord Nuffield's action was not well received in all quarters of the trade, but obviously his decision was a wise one, and his getting away from seasonal announcements of new models, has been greatly in the interests of the

buying public, and definitely in the interests of the trade as a whole.

From the export point of view, the old system of introducing new models every year on the 1st of September, was very undesirable, as it made things extremely difficult for overseas dealers, in view of the very considerable congestion of orders which the factory booked at the Olympia Show every year. Lord Nuffield's policy of introducing models as and when they are ready, so that his cars have ceased to be known as models of any particular year's production, is of tremendous advantage to the buyer, for the car is not thus dated. Another great advantage is that as improvements are desirable or necessary, the Morris Factory can make them without a drastic change of design, and the consequent heavy expense of new patterns and plant.

Lord Nuffield, has throughout his life, been notorious for taking up a plucky and independent attitude, often in the face of severe criticism and opposition. Undoubtedly this particular feature of his character has gone a long way towards placing him in his present position as the biggest Motor Magnate in Great Britain. He has always been an extremely long sighted man, and his ideas

while often revolutionary in character, have invariably proved to be sound in principle and also successful in the result that has been achieved.

To get back to the new Morris 14-6, this model will fill a very useful place in the present Morris range of cars. For the whole of last season there was rather a gap between the 12-4 Series II selling at just under Rs. 4,000 and the Morris 18-6 Series II model, the list price of which was Rs. 5,565. The new 14-6 which has already been announced, and which will be available in India within the next few weeks, will sell at approximately Rs. 4,725. The specification is as under:—

Bore	61.5 mm.
Stroke	102 mm.
Cubic capacity	1818 c.c.
Treasury rating	14 h.p.
Wheelbase	105 in.
Track	56 in.
Tyre size	5.25 x 18
Wheel size	3.25 x 18
Gear ratios 1st	18.069
2nd	8.928
3rd	5.33
Reverse	22.919
Sparking plugs	Champion L. 10
Petrol tank capacity	8½ gallons
Engine oil capacity	2 gallons 1 pint
Gearbox oil capacity	2 pints
Rear axle oil capacity	2¾ pints

As will be seen from the illustration, the car has very pleasing, but modern lines. It is definitely a five-seater, and there is plenty of head and leg room in the back seat, while the front seats are provided with a range of adjustment of 8", so as to accommodate a driver of any stature.

Amongst the special features well worthy of mention, is a box section frame of exceptional strength and rigidity, upon which the all steel body construction is bolted, thus producing a double box section of enormous strength. The body has narrow pillars and an exceptionally large windscreen, giving the maximum range of vision. The seating accommodation is luxurious, and the floors are flat with no wells, although the centre of gravity is very low in accordance with modern practice. Such fittings as a Spring Steering Wheel, built-in Hydraulic Jacks, built-in Luggage accommodation, Extra Low Pressure tyres, etc., have already proved their value on the present range of Morris cars, and these are, of course, all incorporated in the new 14-6.

The engine which has undergone rigorous tests on the benches of the Morris Engine Factory, and also under gruelling conditions in Spain and other countries in Europe, is rubber mounted on five points. It has exceptionally good acceleration, and this undoubtedly is the result of the Morris principle of balancing reciprocating parts to very close limits according to the best Aero practice.

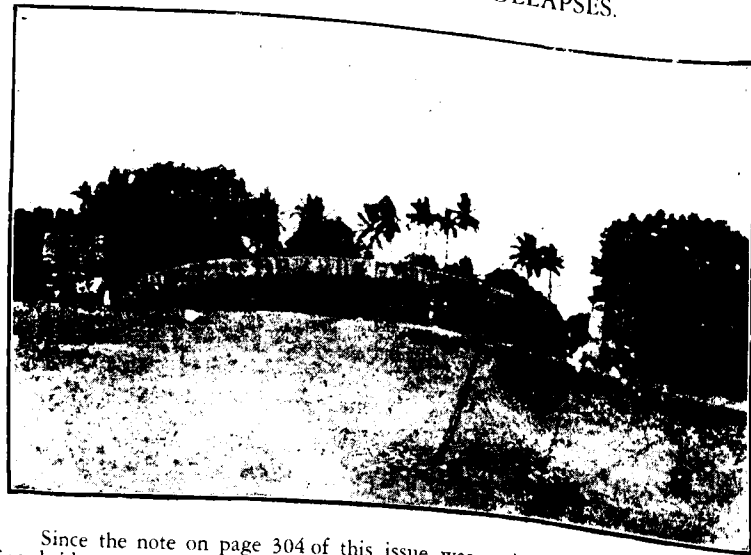
As in the other Morris Series II models, an air cleaner and silencer is incorporated in the induction system, the advantages of which are, of course, very obvious. The Electrical equipment is 12 volt of the usual Lucas type, which has been standard on Morris cars for many years. All switches are accessibly mounted on the instrument panel, with the exception of the horn button and the trafficator switch, which are conveniently mounted on the centre of the steering wheel. The positive earth system is employed for the wiring, ensuring long life for the ignition components.

As in all the other Morris models, very definite attention has been paid by the designers and engineers to make the cars as suitable as possible for export conditions. Long before this new 14-6 was announced, sample cars were built and, (suitably disguised!) carried out extensive tests in the Alps and other mountainous parts of Europe, and also on the hot and dusty roads of Spain and Africa, where road and climatic conditions of the worst type are to be experienced. Close contact was maintained between testers and designers throughout many months of elaborate and careful checking to ensure that when the new model was placed upon the market, it should be as perfect and as reliable as was humanly possible.

So careful in fact was this new model tested, that a new Experimental Department has now been established in the Morris Works, where "excess testing" of cars taken from daily production is carried out, to ensure that the quality and efficiency of Morris products are well maintained.

Messrs. Addison & Co., Ltd., the distributors for Morris cars for South India, hope to be able to offer delivery of the new Morris 14-6 towards the end of this month.

DE HAVILLAND'S ARCH COLLAPSES.



Since the note on page 304 of this issue was written, this famous swing-bridge at Seringapatam has collapsed. It was built by Thomas Fiott de Havilland about 130 years ago when he was in the service of the East India Company to illustrate the possibility of bridging the Cauvery with similar spans. De Havilland also constructed the sea-wall and St. Andrew's Church at Madras.

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

Road-Rail Competition

If public opinion counts for anything, the proposals to be placed before the Transport Advisory Council meeting in July are likely to prove highly controversial. The principal questions to be discussed are, it is understood, based on the need to re-establish the railway financial position and the measures which should be adopted in regard to road development and the operation of motor transport which will tend to assist in bringing about an improvement in railway finances.

There exists considerable doubt to what extent any measures of control or additional burden of taxation on motor transport, which are believed to be under consideration and have been intimated in the press, should be admitted or are even justifiable to assist in re-establishing railway finances by driving back traffic to the railways.

This outlook is prevalent, for, it is felt in certain quarters that the railways have not done everything possible to adapt themselves to changed conditions, nor is it believed that they have yet implemented in practice all those valuable suggestions made by such expert Committees as the Mackay Committee, the Pope Committee and the Indian Retrenchment Committee.

Further since the Niemeyer recommendations have been published whereby the Provincial share of the income tax is dependent upon the solvency of the railways, there has been a growing desire to see the transfer of the liability on account of strategic railways to general revenue as it cannot be justifiably considered as a railway obligation. The transfer of this item alone would reduce the deficit of 4½ crores by 2 crores plus the saving of 1.36 crores on account of interest payable on the capital cost of such railways.

It is realised that the transfer of this loss in revenue to any other account would bring no relief to the taxpayer for it would have to be made good in some form of taxation, but by distributing it over a wider section of the community, the deficit to be made good by railways would be considerably reduced and such improvement should tend to relieve motor transport of the danger of a possible injustice in the severity of restrictions that may be visualised.

It may be of interest to quote again the remarks of the late Commerce Member, Sir Joseph Bhore, on motor competition, which goes to show that it would be unwise to impose excessive restrictions or taxation on this form of transport which might result in depriving the public of the benefits which scientific research has conferred:—

"Scientific research may, quite conceivably and perhaps sooner than we imagine, cut down by a substantial margin to-day's operating costs of motor transport. Whatever may be the strictly narrow Railway view of such competition, present and prospective, we must all admit that in the larger interests of the country it is good that it should exist, for only through

such rivalry can the public be assured of the maximum efficiency in service at a minimum cost. Apart from everything else, such competition is inevitable, and there is only one sound method of meeting it. So long as Railways do not live in the past, so long as they endeavour strenuously to meet fully, efficiently and effectively the ever varying demands of the present and yet keep their eyes searchingly on the future and its possibilities, so long and no longer will they endure successfully."

If competition is eliminated by legislative coercion, which is suspected in certain quarters to be the intention of Government, it would tend to make the railways relapse into monopolistic apathy, if not inefficiency. Railways as a transport service must earn their way as efficient carriers on their merits and not seek refuge behind their privileged position *vis-a-vis* the Government.

This Association advocates certain measures of control, but is strongly opposed to any indiscriminate suppression of road transport by increased taxation in the interests of the railways. The views of the Association are clearly stated in the following letter addressed to the *Statesman* by the Calcutta Branch of the Association:—

Sir,

Attention has been focussed on Road-Rail Competition and much has been said by Railway spokesmen of the effects of competition from Road Transport on Railway earnings. The extent to which Road transport can be held responsible for the present Railway deficits—and the extent to which over-capitalization, high interest charges and the need for overhaul, are to be held responsible for these deficits—are perhaps matters of opinion, though the weightiest authorities have urged the need for a special investigation of the whole financial structure of Railways and a thorough overhaul of expenditure.

However that may be, this Association has throughout stood for co-ordination of Rail and Road Transport, and pressed for the alleviation of competition from the Road to the extent to which it may be unfair, by the adoption of regulations designed to exercise desirable control; to ensure a reasonable minimum standard of soundness of the vehicle; to require for public services the fixation of fares and time-tables and third party insurance; to prohibit overloading and so on. These measures are also in the public interest, and in the ultimate interest of both forms of transport.

But the Associated Press message from Simla contained in your issue of the 4th instant in regard to the meeting of the Transport Advisory Council (not Railway Transport Advisory Council as stated therein) next month makes it desirable for my Committee to emphasize that equally this Association is most strongly opposed to any attempt at any indiscriminate suppression of road transport. The Associated Press message states in connection with proposed measures for control of motor transport:—

"It may be suggested as against this that instead of adopting these devices to raise the cost of road transport and divert traffic

to the Railways, the Government might raise the duty on Petrol and get funds for the purpose."

My Committee do not know from where this message emanates but if there is any tendency in certain quarters to regard measures to ensure the sound operation of motor transport as merely a "device" to raise the cost of road transport in the interests of the railways and to consider an increase in the already fantastic direct taxation on motor transport as an alternative "device", they feel that such an attitude of deliberate suppression of road transport would entirely alienate the sympathy of the public, and would make more difficult the task of the Central Government of persuading the Provincial Governments, whose concern roads are, to co-operate in their plans.

(Sd.) H. L. LEROY,

for Hon. Secretary,
Calcutta Branch,
The Indian Roads and
Transport Development Association Ltd.

Diesel Oil Vehicles

It is understood that the Government of India are considering steps to remedy the artificial stimulus given to Diesel oil vehicles by the present inequalities in the taxation of motor fuel.

We are all aware that we pay a tax of 10 annas per gallon on petrol. High Speed Diesel oil, on the other hand, pays a negligible duty and it gives twice the mileage of petrol. While Government are apparently by no means disposed to discourage the use of such vehicles, they are anxious about its probable effect on revenue.

From our information there is a relatively small number of such vehicles in use in the country and there is an increasing revenue to the Government of India from the tax on petrol—so that Government should have little to fear at the present time from any actual loss of revenue from Diesel powered vehicles.

The question of taxation, however, is not so simple as it appears, for only a small percentage of Diesel oil produced and imported is used by road vehicles. An increased tax on Diesel oil will penalise all other consumers of this oil and disorganise a great many industries, and in particular the innumerable small owners of Diesel units used for small rice and flour mills and irrigation purposes, etc.

If, however, it is necessary to make the Diesel engined road vehicles pay their fair contribution to the upkeep of the roads and revenue, the most practical way would be to place a tax on the vehicle itself as is done in Ceylon and until recently in England.

In India, however, the revenue from licenses is the property of the provinces and not the Central Government, while the excise and import duties on petroleum products are Central Government duties. The matter, therefore, presents a difficulty which may only be overcome by special legislation in regard to taxation of such vehicles.

Transport Advisory Council

We hear that the Viceroy will open the forthcoming meeting of the Transport Advisory Council which commences in Simla on July 13th.

The meeting will be attended by representatives of the Government of India and those of the provincial Governments. The representatives of the Government of India will include Sir Frank Noyce, Sir James Grigg, Sir Mohamed Zafrullah Khan and Sir Guthrie Russell, while the provincial Governments' representatives will include Ministers for Communications and their technical experts.

The Government of India have addressed the Association and invited their observations on the subjects on the agenda of the meeting.

Earth Road Specialist

The construction of economical earth roads suitable to take slow and fast moving traffic is a problem which has to be faced in India and is one which will require much research before being solved. The question was considered at the last Roads Congress and recommendations have been made for a specialist to work under the Consulting Engineer (Roads) to the Government of India to carry out such research. It is possible that a suitable Indian research student will be selected for training under Dr. Keene at the Bureau of Soil Science in England and will also be sent for a few months to America to gain further experience with Mr. Hogentogler, the leading expert in that part of the world.

On arrival in India, it is likely that the new physicist will commence preliminary work in Sind on the chemical and physical analyses of all soils. With the correct knowledge of their consistency and the practical tests that will be made, it is hoped to arrive at the correct method to be employed to build good and lasting earth roads.

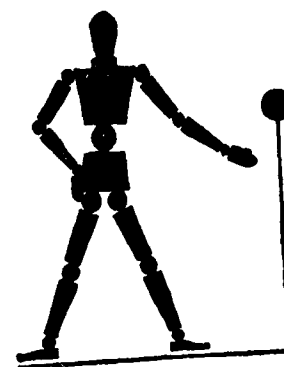
New Roads in Siam

A proposal has been submitted to the Assembly at Bangkok for the construction of some 2,000 miles of new roads which is estimated to cost £2,800,000. The work will extend over a period of five years.

Special Bullock Cart Bodies

We have frequently referred in our News Letters to the many advantages of the pneumatic tyred bullock cart to the owner and the authorities responsible for road upkeep; but no reference has yet been made to the fact that special all-steel welded bodies for municipal and agricultural purposes are available in the country. We, therefore, give below some particulars of the various types of bodies made by Messrs. Guest, Keen, Williams Limited with their approximate prices, in the hope that they may be of interest to those municipal and other bodies contemplating the use of pneumatic tyred vehicles.

Sullage Cart.—Mild steel welded oval shaped tank cart mounted on pneumatic wheels with tyres, complete with draw-bar and yoke for two bulls, 300 gallons capacity. Rs. 410.



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Refuse Cart.—All steel welded covered refuse cart 8' long and 5' diameter having side doors sliding upwards for loading and back door to open for unloading, complete with brake equipment and pneumatic tyres, wheels and hubs. Rs. 475.

Refuse Cart.—All steel welded covered refuse cart, all as above but the size being 6' long by 4' diameter. Rs. 380.

General Service 4 Wheeler.—M. S. Platform lorry 10' long by 5' wide by 3' 6" high from ground, having 2 axles and front swivelling lock with drawbar and yoke for two bulls, and mounted on pneumatic equipment. Rs. 609.

General Service 2 Wheeler.—Mild steel welded cart 8' long with sparrd sides and plated bottom with drawbar and yoke for two bulls, complete with pneumatic equipment. Rs. 293.

General Service Agricultural Type Cart.—Wagon type cart all steel construction M. S. plates and sections welded sides and front fixed back prepared to lift off, complete with drawbar and yoke for two bulls also pneumatic equipment. The size being 8' by 4' by 2'. Rs. 333.

Hand Cart.—M. S. welded hand cart composed of M. S. sections and 1/16" thick sheets electrically welded, the size of the cart being 4' by 3' by 21" high *sparred sides* with front and back ends prepared to lift off, complete with shafts and pneumatic equipment, height of floor from ground level approximately 18". Rs. 210.

Hand Cart.—M. S. welded hand cart composed of M. S. Sections and 1/16" thick sheets, electrically welded, the size of the cart being 4' by 3' by 21" high *sparred sides* with front and back ends prepared to lift off, complete with shafts and pneumatic equipment, height of floor from ground level approximately 18". Rs. 185.

STANDARD CARS

"For Motorists who put quality first"

Distributors—THE UNION CO., MADRAS

Wagon Type Cart.—Steel cart for carrying coal or loose grain, etc., of all steel construction, complete with drawbar and yoke for two bulls, and all mounted on suitable pneumatic equipment. Rs. 345.

Roadwatering Cart. fabricated from mild steel plates completely welded with suitable sprinkler pipe valve and standard 15" diameter manhole, having a drawbar with yoke for two bulls and all mounted on suitable pneumatic equipment.

Rs. A.

(a) Capacity 200 gallons	325 0
(b) Capacity 300 gallons	380 0

All welded revolving type Nightsoil Cart. having cylindrical tank, underslung cradle frame with stub axles and nuts, wheels and with roller bearings and pneumatic tyres, also drawbar with timber yoke.

Rs. A.

(a) Capacity 100 gallons, one bull	225 0
(b) Capacity 150 gallons, one bull	275 0
(c) Capacity 200 gallons, two bulls	315 0
(d) Capacity 250 gallons, two bulls	360 0

The following are some of the municipalities using pneumatic tyred vehicles with special all-steel welded bodies—Bombay, Bandra, Hubli, Jalgaon, Delhi, Bharatpur, Secunderabad, Broach, Dhrangadhra, Ajmer, Simla.

Lack of Roads in Sind

The absence of roads is the subject of deep grievance to zemindars. Their lack is materially retarding the

development of Barrage lands and is said to be affecting to some extent the revenues of the Province. Until proper provision of roads is made the zemindars ask that they should be permitted to use the "service roads" now reserved exclusively for the use of officials. In the present conditions the zemindars, it is pointed out, cannot personally supervise the development of their lands "without which scientific development can hardly be expected."

Abolition of Tolls in Deccan States

Several of the Deccan States continue to impose tolls on road transport and an attempt is being made now that tolls have been abolished in the Bombay Presidency for similar measures to be adopted in the Deccan States which will further facilitate the movement of road transport.

Rural Uplift and Roads

In the Rohilkhand Division much progress has been recorded in the improvement and development of rural conditions. To accomplish this a special co-ordinated effort of the inhabitants is being made. One important form of community effort has been the construction

of a motor road from the Bareilly-Naini Tal provincial road to Shahgarh. In two places cart roads have been constructed with the help of the villagers.

Templehof Airport's Own Railway

Europe's most up-to-date airport, the Templehof Airport, is to have its own electric railway. This will be part of a wide extension scheme now being put into operation. Hangars to accommodate 120 machines are to be built, and the electric railway service will run round the grounds to transport passengers and their luggage direct to their aeroplane.

Lorry Damaged by Bad Road

Decree against District Board.—The liability of a District Board to keep the roads under its control in good condition was discussed in the court of Rai Sahib Madan Mohan Seth, Subordinate Judge of Badaun, who passed a decree against the District Board of Badaun, who passed a with costs to be paid to the proprietor of a lorry which was damaged while passing over a bad road.

It appears that the condition of the road between Badaun and Bisauli is very bad and a lorry was badly damaged while passing over it. The proprietor filed a suit against the District Board for the loss sustained,

the Judge passing a decree in his favour. It is understood that the Board is preferring an appeal to the High Court.

Road Building in the Soviet Union

The Road builders in the Soviet Union are faced with many difficulties—the principal of which are—

(a) the great extent of the territory, (b) the variety of topographical conditions, (c) large swampy regions without stones either for road foundations or for surfacing, and (d) the short annual duration of the road building season on account of the long period the country is under snow.

In spite of this, according to a paper submitted to the Eighth Congress of the Soviets in 1935 some 114,954 miles of new roads have been built since the last Congress in 1931. At the end of 1934 there were 180,000 motor vehicles using the roads.

The roads are classified according to the traffic carried only and not according to historical frontiers of districts and territories or type of construction.

There are six classes of roads namely:—

Class I.—Roads of importance to the whole of the U.S.S.R. which may be called Federal Roads.

Class II.—Roads principally serving one of the national republics only or National Roads.

Class III.—Roads lying within the limits of a region, or of an autonomous republic, known as Regional Roads.

Class IV.—District Roads.

Class V.—Rural Roads.

Class VI.—Internal administrative roads not opened to general traffic.

The roads are built largely with the aid of the people in conjunction with the work of the "Collective" farmer who has learnt that work of the roads is of as much importance to him as cleaning his stables, planting his vegetables, etc.

This year special attention is being paid to the construction and repair of roads when it is anticipated some 500 miles of new road will be built.

Overloading of Motor Transport

Overloading of road transport is an evil which is by no means new and has been on the increase in recent years. It is of vital interest to the Central and Provincial authorities to see some control instituted to remedy the situation and it is believed that some action will be taken as the result of deliberations on the subject at the meeting of the Transport Advisory Council in July.

The overloading of bullock carts has of course been going on from time immemorial causing unnecessary distress to the bullocks and excessive damage to roads.

Neither is it an uncommon sight to see that more modern means of transport, the motor bus, which has done so much to encourage travel in the mofussil, carrying passengers far in excess of the numbers for which it is registered. This, together with the reckless speed at which they so often operate and the top heavy nature of their loads, makes them a serious menace to public safety and they are at the same time causing excessive damage to the road surfaces.

More recently this evil has extended to the motor lorry and several flagrant cases have been reported amongst which is an instance of cotton being transported in grossly overladen vehicles from Amritsar to Bombay and another instance of 14,000 bales of cotton being transported by road to Bombay from a market centre situated some 200 miles away.

In both these cases their owners have possibly through overloading found it more economical to transport these goods by road than by railway. Their profit is made, however, at the expense of the public as their vehicles are causing excessive damage to the roads which are maintained at public expense.

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This Association is anxious to see this state of affairs corrected and has for some years advocated that lorries should be taxed on their laden weight (instead of the unladen weight which is the present system) on which basis their rate could be established more in relation to the damage they do to the roads.

Suggestions have been made that the manufacturers should fix a plate on the dashboard of all their vehicles indicating the gross weight, *i.e.*, the unladen weight, plus the maximum pay load which may safely be carried. This would be of great assistance to the registration and controlling authority in checking overloads and at the same time should be favoured by the manufacturers because it would lessen guarantee troubles arising from overloading.

While the Provincial authorities would be interested in a control on these lines which would result in an economy in road maintenance costs, the Central Government and the railway authorities would also no doubt welcome it as it would tend to place road and rail transport more in line with one another.

Road Expenditure

In commenting on the table of expenditure on extra Municipal roads printed in the April News Letter

we stated that it did not include the sums spent from the Central Road Development Fund. It has since been pointed out to us that this observation is incorrect, as all appropriations except those from purely municipal sources, are included in the statement referred to.

In the light of this modification the falling off in road expenditure during the last few years, and particularly from 1931-32 onwards, is even more disappointing. It will be noticed that in 1928-29—before the Road Fund came into being—the total expenditure was Rs. 305.9 lakhs on original works and 514.3 lakhs on road maintenance. In 1933-34, these fell to 104.9 and 404.1 lakhs respectively in spite of the fact that a sum of roughly Rs. 80 lakhs on an average is distributed to the Provinces annually from the Road Development Fund for original works.

In maintenance charges it is true a small part of the reduction can be attributed to the economies made possible by surfacing of roads, as in the Punjab; and in some places to the slight reduction in actual costs, but on the whole both Local Governments and District Boards have made unduly drastic curtailments in their road expenditure to meet their depleted revenue position during recent years

and, now that their position is improving, it is hoped they will restore their allotments to the 1928 level.

Lahore Adopts Pneumatic Tyred Carts

We learn on good authority that the Lahore Municipality has placed an order for 50 steel cylindrical type rubbish carts and 30 steel nightsoil carts, all of which are fitted with pneumatic tyre equipment.



Ford V-8 Saloon photographed at Battacombe Beach, Devonshire.

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Automobile Association of Southern India

An Announcement of Interest

We have pleasure in announcing to our members and the general motoring public that we have completed an agreement with the Madras Accident Insurance Association under which our private individual members will be able to secure a reduction of 10% from their private car and motor cycle premiums. The list of Tariff Insurance Companies subscribing to this agreement is as follows:—

- | | |
|---|--|
| 1. Alliance Assurance Co., Ltd. | 25. New India Assurance Co., Ltd. |
| 2. Atlas Assurance Co., Ltd. | 26. New Zealand Insurance Co., Ltd. |
| 3. Bombay Fire & General Insurance Co., Ltd. | 27. Northern Assurance Co., Ltd. |
| 4. British India General Insurance Co., Ltd. | 28. Norwich Union Fire Insurance Society Ltd. |
| 5. Caledonian Insurance Co. | 29. North British & Mercantile Insurance Co., Ltd. |
| 6. Century Insurance Co., Ltd. | 30. Ocean Accident & Guarantee Corporation Ltd. |
| 7. Clive Insurance Co., Ltd. | 31. Pandyan Insurance Co., Ltd. |
| 8. Commercial Union Assurance Co., Ltd. | 32. Pearl Assurance Co., Ltd. |
| 9. Concord of India Insurance Co., Ltd. | 33. Phoenix Assurance Co., Ltd. |
| 10. Eastern Federal Union Insurance Co., Ltd. | 34. Prudential Assurance Co., Ltd. |
| 11. Essex and Suffolk Equitable Insurance Society Ltd. | 35. Queensland Insurance Co., Ltd. |
| 12. Fine Art & General Insurance Co., Ltd. | 36. Railway Passengers Assurance Co. |
| 13. General Accident, Fire & Life Assurance Corporation, Ltd. | 37. Royal Exchange Assurance Corporation. |
| 14. Guardian Assurance Co., Ltd. | 38. Royal Insurance Co., Ltd. |
| 15. Hercules Insurance Co., Ltd. | 39. Scottish Insurance Corporation Ltd. |
| 16. Indian Globe Insurance Co., Ltd. | 40. Scottish Union & National Insurance Co. |
| 17. Jupiter General Insurance Co., Ltd. | 41. South British Insurance Co., Ltd. |
| 18. La Concorde Insurance Co., Ltd., of Paris. | 42. Sun Insurance Office Ltd. |
| 19. Liverpool & London & Globe Insurance Co., Ltd. | 43. Tokio Marine & Fire Insurance Co., Ltd. |
| 20. London Assurance Corporation. | 44. Triton Insurance Co., Ltd. |
| 21. London & Scottish Assurance Corporation, Ltd. | 45. Union Assurance Society, Ltd. |
| 22. London & Lancashire Insurance Co., Ltd. | 46. Union Insurance Society of Canton Ltd. |
| 23. Motor Union Insurance Co., Ltd. | 47. Universal Fire & General Insurance Co., Ltd. |
| 24. National Fire & General Insurance Co., Ltd. | 48. Vulcan Insurance Co., Ltd. |
| | 49. Yorkshire Insurance Co., Ltd. |

Enquiries respecting this rebate should be addressed to the Insurance Company concerned, the Secretary of the Madras Accident Insurance Association—or the Secretary, Automobile Association of Southern India, and where the enquirer is already a member of the Automobile Association of Southern India, membership number should be quoted.

IN SOUTHERN LANDS

PART II

ACROSS THE HILLS TO MADURA

By

Fred Barrie



On the road near Vaikom.

IN the freshness of early morning we left Ernakulam and Cochin with regret, but still had with us the charm that is Malabar. To the motorist alternate routes are available. He may ferry the car across the two miles of backwater separating Ernakulam from Cochin, and motor southward over a road lying between the backwaters and the sea; or he may select the second route that runs from Ernakulam parallel with backwaters and the interior. Both roads are in excellent condition and meet at Trivandrum, the capital of Travancore, a hundred and fifty miles down the coast. As we were, however, leaving the coast at Kottayam, forty-eight miles away, and turning eastward into the interior, we chose the second route.

This laterite road, its even surface mottled with sunlight and the shadow of palms, twisting and turning, among backwaters set in luxuriant tropical scenery, among thousands of palm trees, over narrow canals, ferrying channels or skirting great open vistas of lake, is a stretch of unalloyed delight to a motorist; a route that is one of the most beautiful along the coast. It offers to Man his ideal conception of tropical Nature, and the most picturesque of West Coast scenery.

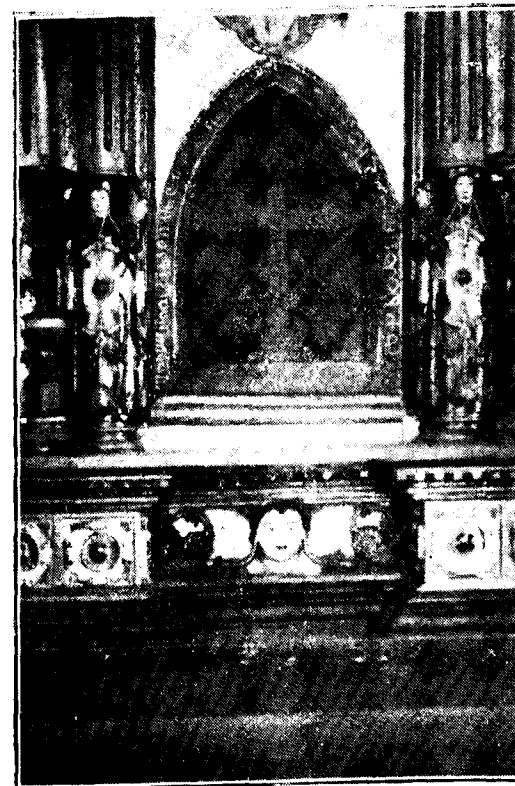
A few miles from Ernakulam two ferries are encountered within a short distance of each other, conveying the motorist across deep, unbridged channels. Cochin State is left behind; and, after Customs formalities which cause little inconvenience to the touring motorist, one enters into Travancore. Everywhere along this route the scenery is delightful, but to my mind the scenic gem lies in the landscape approaching Vaikom and a little beyond this town, which has its own particular niche in the ancient and modern history of Travancore. It contains a famous shrine, dedicated to Mahadeva, in a temple which is a typical example of Malabar architecture. Ten years ago,

a great deal of attention centred on Vaikom when Mr. Gandhi visited the place to share in a *sathyagraha* on the vexed question of free access to temples for all classes.

As we wound amid the environs of this town, beneath avenues of palms fringing stretches of translucent water sparkling in the sunlight, and air of peace and restfulness brooded over all. It was with regret that we restrained ourselves from breaking journey, and lazing away a few days in the charming Travellers' Bungalow situated in its midst.

Rolling southwards, level country gave way to undulating lowlands as we approached Kottayam, a large town whose history is inextricably associated with the early history of Christianity as introduced by St. Thomas, the Apostle, when he left Palestine and settled in South India. On enquiry we were directed to Valiapalli, a ward of Kottayam, where an old Syrian Christian church exists, still adhering to ancient Syro-Chaldean rites. Built first as a wooden structure in the middle of the sixteenth century it was reconstructed in its present laterite form thirty years later. Near the High Altar is one of those ancient Pahlavi granite crosses, several of which are said to be found in Southern India, and about which information is so meagre. Legend repurposes this cross as one shaped and chiselled by St. Thomas himself when he visited Travancore as early as A.D. 52. This, however, lacks authenticity; and is not supported by epigraphists who state that the original cross at St. Thomas' Mount, Madras, is not older than the ninth century after Christ. If so, then this smaller replica at Valiapalli may be assumed to be an imitation sculptured at some later period.

Midday found us leaving the coast and turning eastward across the thirty-three miles of plain and undulations leading to Mundakayam, lying at the foot of the Peermade



Pahlavi Cross in Syrian Church, Kottayam.

Hills. The road is good, with a variety of scenery and cultivation different to the type met with on the West coast. Coconut palms in their abundance faded, and were replaced by Tapioca, Banana, Pepper and Rubber plantations. Early at this stage of our journey we passed a number of pepper gardens. When harvest-time the freshly picked corns are green. These are strewn on mats in the sun; when, after a period they turn from green to black, and are ready for the market. We passed several of these mats scattered by the roadside, covered with pepper corns in various stages of curing.

Pepper is an agricultural commodity that played a humble but important part in the growth of the British Empire. It was the rising of the price of pepper by the Dutch that caused Englishmen in the reign of Good Queen Bess to sail East; resulting in the India Company, and the establishment of London as the centre of the world's markets for this spice.

It is a hardy crop needing little labour and attention, and is indigenous to Malabar. It forms one of the staple crops of Travancore; and, to the outside world, crops grown in these localities are known commercially as Alleppey or Black Pepper. It dates its importance as

a spice back to the very earliest times. In fact, some historians are of opinion that the Ophir of Solomon, from whence the Biblical monarch obtained his "incense, spices and myrrh", was no other than Beypore, situated near Calicut at the mouth of a river of the same name. In ancient times, a flourishing trade was conducted by Arab dhows between this place and the ports of Arabia.

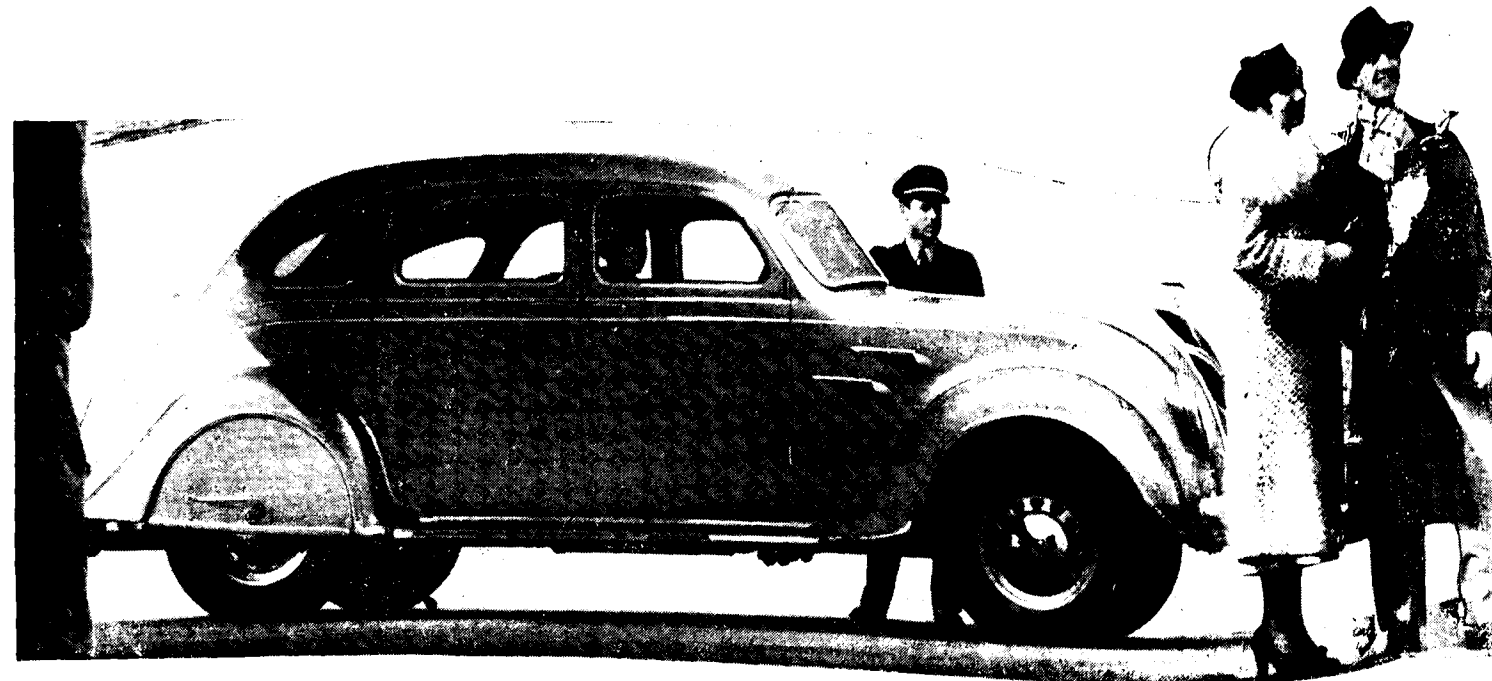
Eighteen miles from Kottayam the road begins to twist and turn, rises and falls, as one near the foothills. We passed Vazhur, and entered into rubber country; orderly rows upon rows of rubber trees standing slim and slender in contrast to the forestland and profusion of vegetation through which one motors.

We halted awhile at Mundakayam preparatory to undertaking the sixteen miles of ghat road leading to the Travellers' Bungalow at Peermade. The road up these hills, winding to an elevation of 3,500 ft., is narrow. The traffic up and down hill is seldom heavy; still, owing to its narrowness, it behoves the motorist to be careful as there is scarcely width for two cars to pass comfortably. Also there are ridges that cut across the road. These occur at frequent intervals, and appear to be the arches of culverts allowed to attain a greater height than the surface of the road. Owing to this carelessness in construction a great deal of second gear work becomes necessary that is not warranted by the gradient.

At four o'clock in the afternoon, we reached the Travellers' Bungalow in a situation commanding a wide view of the Hills. These cover



Travellers' Bungalow, Madura.



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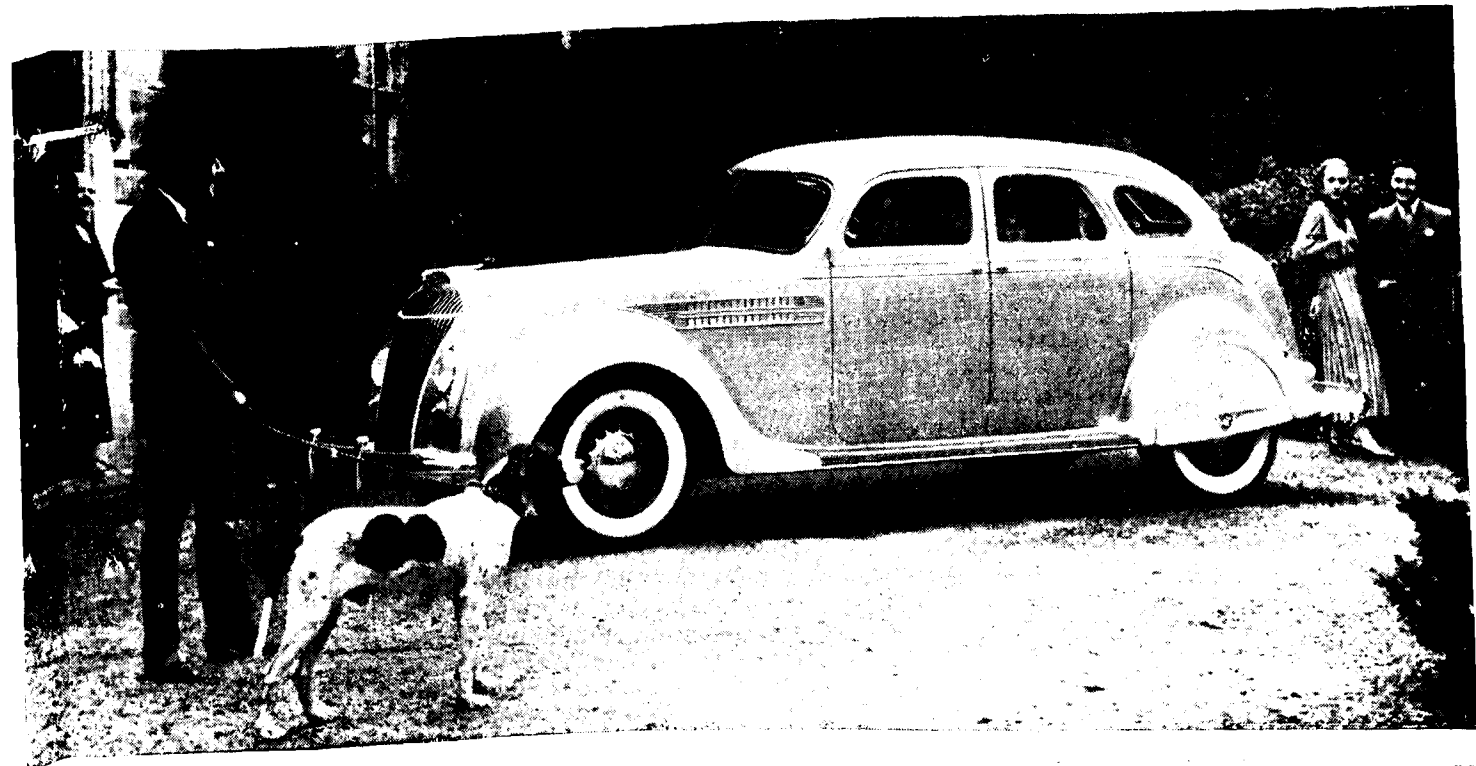
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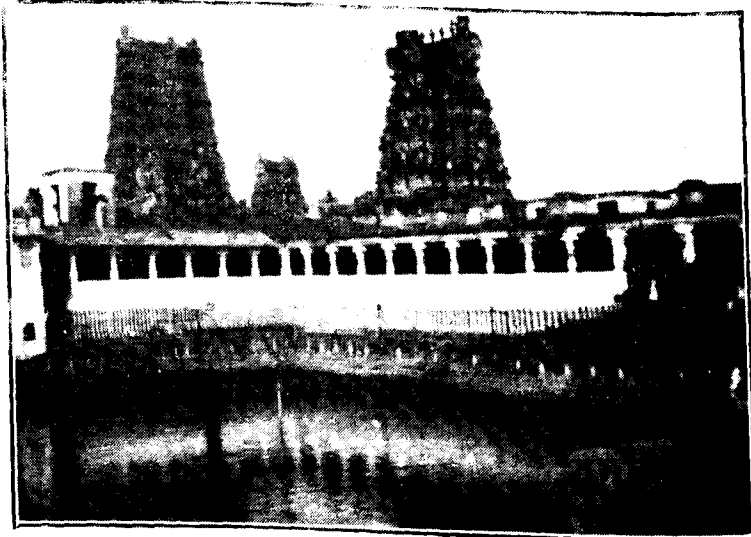
Each car has individuality. Modern features are thoroughly tried and tested by Chrysler engineers, and economy of operation is carefully studied. We shall be pleased to send you further details and catalogues of any car in the CHRYSLER RANGE.

"CHRYSLER" AIRFLOW
TOURING SEDAN



a wide area, forming a natural boundary between British India and Travancore. The bungalow is spacious, clean and comfortable, and the climate at the time of our visit delightful. A pleasant change after the sultriness of the coast.

We left this delectable spot, centre of a thriving planting district about eight o'clock the following morning en route for Madura 125 miles away. It is twenty-five miles downhill to Kumili, situated on the boundary line. The delightful drive down hill takes one through a changing kaleidoscope of beautiful views, the road at places meandering through the green of tea estates. At Vandiperiyar, we crossed the Periyar River over a fine road bridge. Adjacent in the hills lies the Periyar lake and dam which, we were told, is well-worth a deviation from the main road to visit.



Meenakshi Temple, Madura, showing Golden Lily Tank.

Nearing Kumili the ravines are thickly wooded with dense vegetation. At Kumili, we were halted by Custom House officials. While signing the register, my eyes caught a bold announcement in English. Written in prominent black lettering on a white background was the notice, "Smoking and spitting by chewing are strictly prohibited." Quaint and ingenious, but certainly emphatic.

The road to Cumbum is in fair condition. A waterfall two miles from Kumili forms a pleasant interlude, mingling with the green of vegetation on the hillside. But when we had passed through Cumbum the next twenty-five miles took us three hours to negotiate. I had been warned against the disgraceful condition of this stretch of highway in the heart of nowhere, and two or three planting friends had volunteered the pessimistic pronouncement that we would be stranded with broken springs if not with something worse. The road—if one may designate it by that name—is very bad indeed, except

in parts where it is execrable. Devoid of shade, it stretches its sun-baked, pot-holed, deep-rutted length in tired, dusty supineness. We bumped, and crawled cautiously from one pot-hole into another, praying inwardly for the blessing of even a smooth cattle track. It was the worst stretch we encountered throughout our tour, though it is the main link between Peermade and the eastern plains. It reflects little credit on those responsible for its maintenance. Eventually, after ploughing through a depression of sloppy, wet sand in which the car sank up to the hub caps, we breathed a sigh of relief as we approached Allinagaram, near Periyakulam, and a road that was a billiard table in comparison with the one whose agonies we had endured.

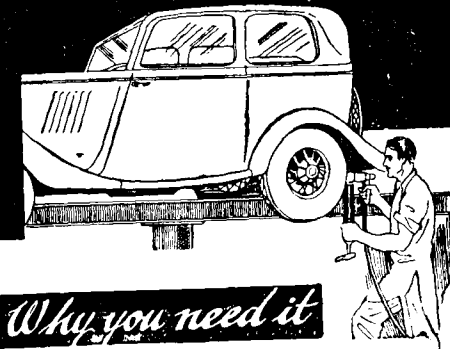
From here onward to Madura the road is in good condition. We were in Templeland, spinning beneath the shade of ancient peepul trees, approaching every minute nearer to the City of Temples. We were agreeably surprised at the coolness of the afternoon when we had expected heat and dust. When we arrived we appreciated the comforts of the spacious Travellers' Bungalow, its electricity and cold baths. A change of linen and late tea, and we motored aimlessly through the crowded, congested streets of this famous temple town, reserving for the morrow the principal places of interest.

The sacred town of Madura, standing on the right bank of the Vaigai, is rich in historical and religious associations and is a city of great antiquity. In its very heart uprears the Great Temple of Meenakshi in its massiveness, with a shrine that is a centre of constant religious activity. Within its walls is a thriving temple bazaar, the rents from stalls considerably augmenting the temple's revenues. It perplexes one to see the numerous stalls and booths, crowded with local and cheap Japanese and



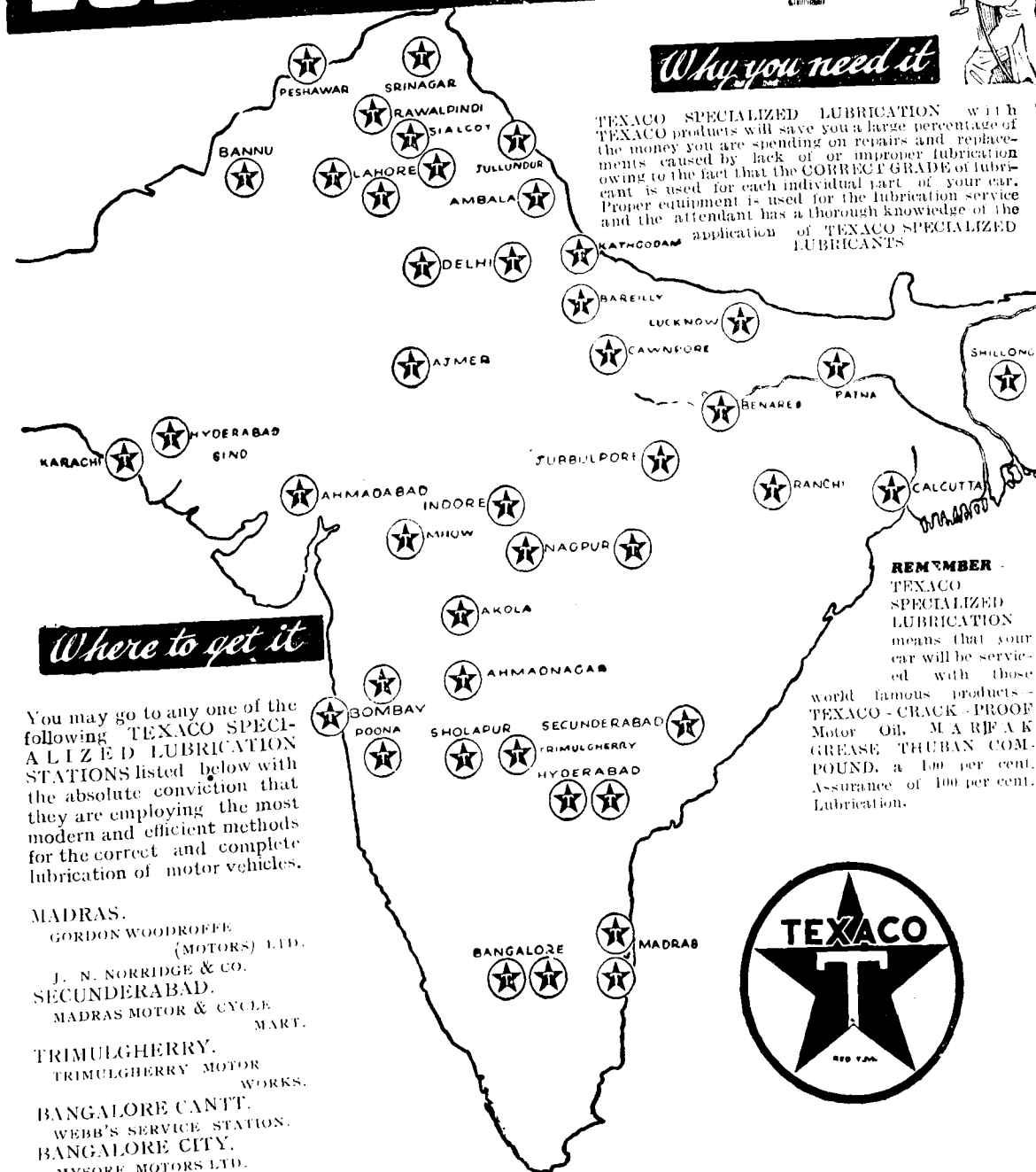
Booths and Stalls, Madura Temple.

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.

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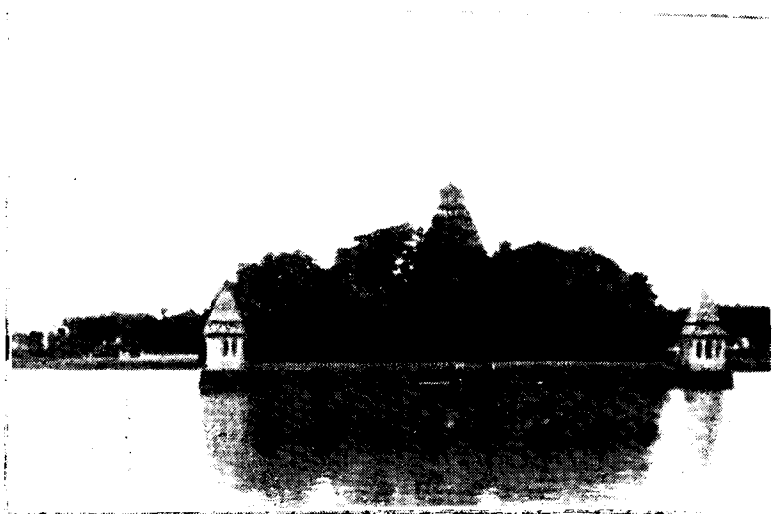
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Tirumala's Teppakulam, Madurai.

at the patience and ingenuity of those early sculptors. The Hall is a masterpiece of construction to the glorification of the Dancing Shiva, whose shrine is at one end behind an iron-barred door.

Much is to be seen in this Great Temple if one is interested and has the time to spare to view its inner shrines, its carvings, its cloisters and *mantapams*. But to thoroughly appreciate its wealth of beauties, as well as the many other sights of interest in Madurai, the visitor must be prepared to spend at least three or four days in the town. It is impossible to convey a description of all to be seen within the scope of a short article. Two, that on no account should be missed, are Tirumala's Teppakulam and the remains of this king's superb palace.

Motoring past an ancient Banyan tree reputed to be over two centuries old, whose shade covers a large area, one comes upon the loveliness of the Teppakulam. A temple, set on an enchanted isle amid tangled palm foliage, rises in the centre of a spacious tank; its approach guarded by sentinel stone elephants. It is an architectural gem in a picturesque setting, and to visit it a boat is available to convey the visitor across the water. Once there, one is secluded in a grove of romance and feels the world well lost.

But it is the remains of Tirumala's superb palace that intrigued and impressed us with the splendour of its construction. A many-pillared portico or courtyard commands the entrance, giving access to deep shadowed cloisters on three sides. These lofty, massive chunnam plastered

(Continued on page 322).

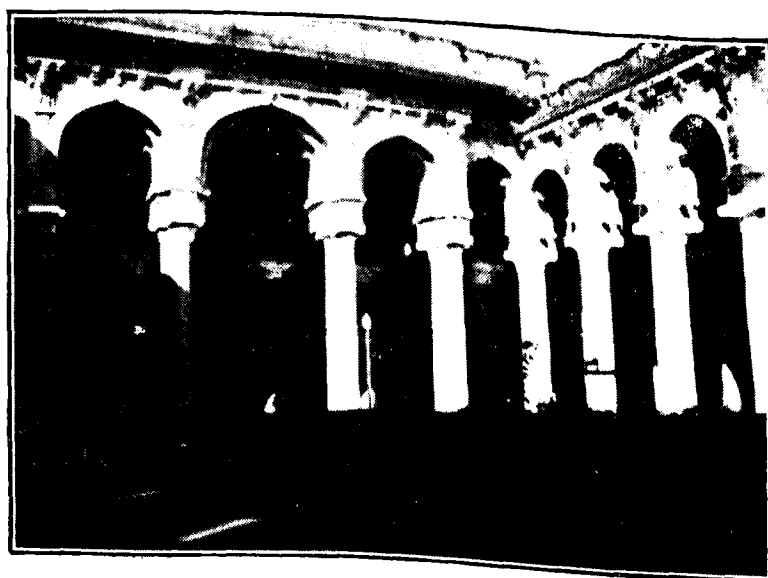
Continental wares, beguiling worshippers in parting with their money.

The temple stands out as a notable achievement of Dravidian architecture. It contains a labyrinth of cloisters, *mantapams*, shrines and tanks, whose carved and sculptured figures adorning the walls and pillars are said to run into many millions. Its vastness bewilders the visitor as he roams amid its sanctified gloom.

We spent three hours wandering in this temple, but many days are necessary even to slightly appreciate and understand its wealth of elaborate artistic detail. Our cicerone, a temple attendant, whose services we engaged to pilot us through this labyrinthine maze guided us through an elaborately carved *mantapam*, the sides of which were lined with booths, to the colonnaded beauties of the Golden Lily Tank, whose water is held in great repute. The tank is almost in the heart of the temple area, and from a corner of a many-pillared gallery a striking view is obtained of the lofty *gopurams*.

From there to the sacred Parrot Hall is but a pace. The granite pillars of this Hall, open on one side bordering the tank, are beautifully carved. From the hall, an open portal gives access to the shrine of Meenakshi. Visitors of an alien religion are not permitted entrance but, gazing into the gloomy void, one may discern glimmering lights marking the position of the shrine; while an odour of burning incense and votive oil assails the beholder.

Escorting us through the gloom of *mantapams*, our cicerone opened a grille door, and we followed him into the Hall of a Thousand Pillars. Each massive monolith, of which there are actually 985, is elaborately carved, none of the same design; and one is amazed



Tirumala's Palace, Madurai, Front Courtyard or Portico.

GENERAL MOTORS INDIA LIMITED AN INDIAN INDUSTRY

OPERATING STATISTICS YEAR 1935

NUMBER OF EMPLOYEES:—

INDIAN ...	752
BRITISH AND AMERICAN ...	21
TOTAL ...	773

Salaries and Wages ...	Rs. 9,00,000
Taxes paid ...	" 2,00,000
Rentals paid ...	" 1,50,000
Paid to Railways and Coastal Shipping ..	10,00,000
Other Expenditures for materials, travel, insurance etc. ..	15,50,000
Total Expenditures in India ...	Rs. 38,00,000

BECAUSE of the operation of the Assembly Plant at Sewri ...

- 1 This Rs. 38,00,000 has remained in India.
- 2 Seven hundred and fifty Indians have employment, which gives them training in modern industry and business methods.
- 3 Purchasers of General Motors cars paid Rs. 12,00,000 less for their cars than would have been necessary if the cars had been imported complete from Western countries.

**37% of all motor vehicles sold in INDIA, BURMA, and CEYLON
were assembled and sold by GENERAL MOTORS INDIA LIMITED**

CHEVROLET · BUICK · PONTIAC · OLDSMOBILE · OPEL
VAUXHALL · BEDFORD · LA SALLE · CADILLAC · G. M. C.

NEW INSURANCE FACILITIES

ELSEWHERE in this issue an announcement appears regarding the new insurance arrangements which the Committee of the Automobile Association of Southern India have been successful in completing. This first appeared as a notice in the daily press and the popularity of the move may be judged by the number of enquiries which have already been received.

The Automobile Association of Southern India, and the Nilgiri Automobile Association have now come into line with their affiliated Associations in India, Burmah and Ceylon. Members are reminded that if they visit the area controlled by one of the affiliated Associations they are automatically entitled to all privileges of membership of that Association and the benefits of their insurance policy under the new scheme are likewise extended.

The allowance of the rebate came into force from the 1st July 1936. That is to say that those members who already hold policies with any one of the Companies

mentioned will be immediately entitled on application to the bonus which will be allowed on a *pro rata* basis from the 1st July 1936 to the renewal date of the Policy. After that, of course, it will be allowed on the full new or renewal premium.

New members joining will, if their Insurance Policy has already been in force for some time, be similarly entitled to a reduction, from the time of joining for the balance of the current term of their policy, on a *pro rata* basis. Subsequent renewal premiums will be reduced in the ordinary way.

We should be pleased if members will tell all their motoring friends of this new facility and pass on the membership form contained in this issue.

More members mean a stronger Association and the stronger the Association and the more representative it is of the general motoring public, then the easier it is to agitate successfully for better roads and improved motoring conditions generally.

(Continued from page 320).

pillars, whose surfaces are polished until they resemble yellow marble, are over five feet in diameter, some attaining a height of more than seventy feet. They stand symbolical of the extravagances of those priests and kings of long ago. Much labour and wealth was squandered on this sumptuous palace, the apartments of which are now being used as courts of law and government offices. Yet, traces may still be seen of intricate designs remarkable for their colour schemes. Each apartment contains exquisite examples of carvings, and in one its black mammoth pillars almost deludes one into the belief that they are marble.

We spent the day roaming the city, from one interesting sight to another. And after dinner, crawled through crowded streets, where the car moved at a snail's pace through throngs of devotees and worshippers. It was then we realised the tremendous part religion plays in the lives of the peoples of the South. The Great Temple loomed massive and sombre against the darkness of the sky, broken by slender threads of electric lights that ran upward from base to summit of its *gopurams*. Looking at its huge bulk against the night sky we could imagine what it would be like on nights of festivals, when the vast structures are ablaze with tiny electric bulbs. Then it must be a magnificent sight, one that would linger long in the memory.

(To be continued.)

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.

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Increase your Mileage per Gallon of Petrol by using Germ Oils

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MOTOR VEHICLE TAX AND TOLLS RECIPROCAL ARRANGEMENT BETWEEN BANGANAPALLE AND MADRAS

THE Madras Government have issued the following Press Communique:

With effect from January 1, 1936, the following reciprocal arrangement has been entered into between this Government and the Banganapalle Darbar in the matter of payment of taxes and tolls on motor vehicles:—

(i) This Government have reduced the tax payable

payable to district boards and municipal councils under the Madras Local Boards and Madras District Municipalities Acts 1920. Licences at the concessional rate can be obtained on application made to the Licensing Officer at Koilkuntla (Kurnool District) accompanied by the certificate issued by the Dewan of the State.

(ii) The Banganapalle Darbar has on its part, reduced to two-thirds of the normal rate the toll payable

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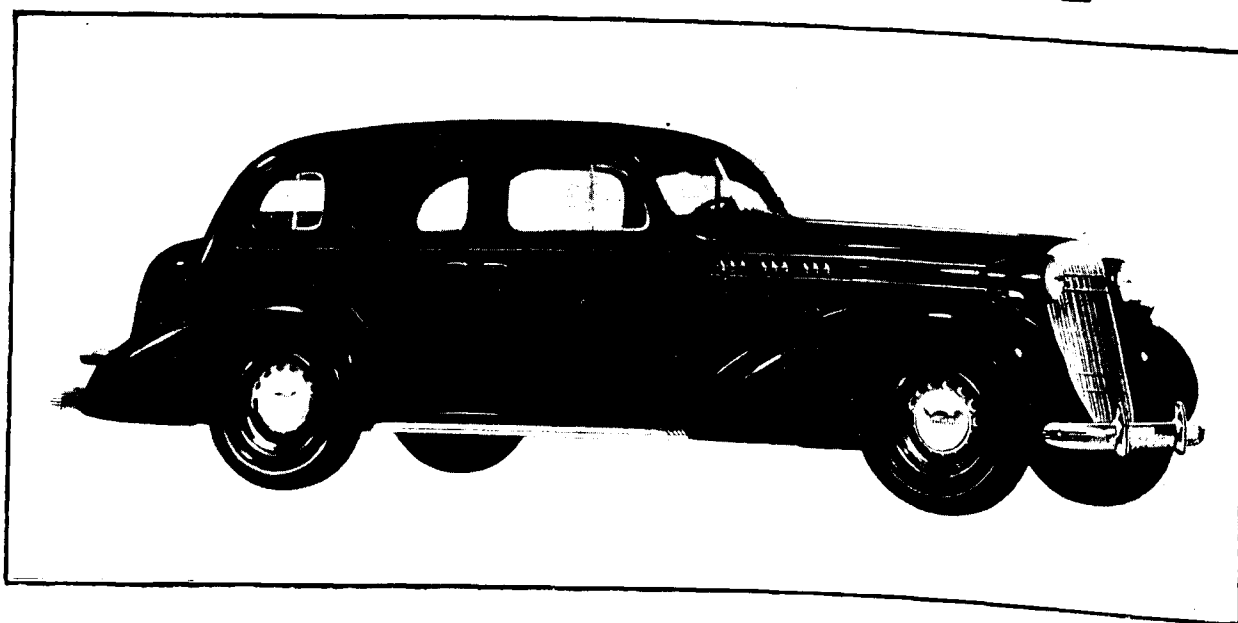
MADRAS.

under the Madras Motor Vehicles Taxation Act, 1931, in respect of motor vehicles (including cars, buses and lorries) owned by residents of the Banganapalle State and using the public roads in the Presidency of Madras by the Dewan of the State to the effect that the owner of the vehicle is a *bona fide* resident of the State will be accepted as sufficient for the purpose. The concession referred to above is not applicable to the licence fees

at the municipal and Nandivargam Toll-gates in respect of motor vehicles owned by the residents of the Madras Presidency.

(iii) For the purposes of allowing the concession referred in paragraph (ii) the address furnished in the registration certificate of the motor vehicle passing through the toll-gates of the State will be accepted as sufficient evidence of the place of residence of its owner.

THE 1936 OLDSMOBILE



THE 1936 Oldsmobile six and eight cylinder models represent exceptional value for money in performance, appearance and comfort.

Effortless handling is one of the outstanding characteristics of these cars and many are the features that contribute to the driver's convenience. The grouping of all controls within the driver's easy reach, the lighting system of the instrument panel, the clean unobstructed front compartment and the quickly adjustable driver's seat are a few of the many features that provide extra satisfaction and convenience for the Oldsmobile driver.

The suspension is extremely comfortable. Independent front-wheel suspension, popularly known as Knee-Action Wheels assisted by the Oldsmobile Ride Stabilizer react in harmony with the long, flexible springs at the rear.

The super-hydraulic brakes are easy to apply and are smooth and sure in action. The master cylinder is mounted directly behind the brake pedal lever. Direct conduits carry the fluid to a cylinder within each brake drum and pressure

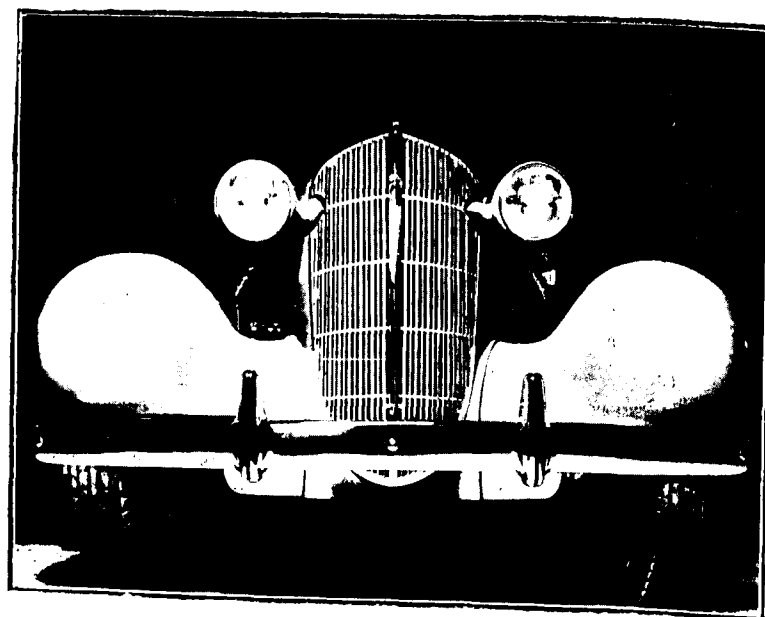
in the master cylinder results in equalized pressure in all four brake cylinders and on all four brakes. Because their self-energizing action utilizes the momentum of the car to increase stopping power, very slight pedal pressure is required.

Centre-control steering is fitted in which action is applied to the front wheels from a point exactly midway between the wheels and the control is very light.

Syncro-mesh, all-silent transmission renders gear changing clashless and the car is silent in all gears including reverse.

Both the six and eight cylinder engines are exceptionally responsive in acceleration and deliver more speed than the majority of drivers will ever want to use. Their smooth performance throughout their entire speed range is remarkable.

The solid steel "Turret-Top" bodies by Fisher with "No Draft" ventilation are comfortable to ride in and are well upholstered and appointed. Safety glass throughout is standard equipment on both models.



This Motoring by Stenson Cooke

THE ROMANTIC STORY OF THE



CHAPTER XXIII—(Contd.)

MAINLY FINANCIAL

The Secretary listened with relief, and caught the Chairman's eye.

"I can assure you and the Committee that your staff realize the seriousness of the present situation, and have it in mind. We want that six-figure membership. We were getting quite near to it when War broke out and stopped us. With ordinary luck we shall reach the hundred thousand mark by next March. That will be a triumph. Meanwhile, the brake shall be pressed well down upon expenditure, with the earnest hope that you, sir, and gentlemen, can enjoy the Annual General Meeting with a six-figure membership but not a six-figure deficit."

The Finance Chairman smiled approval. "I am content," he said. "The Secretary has put up to me—unofficially—seventeen separate and distinct ways of curtailing expenditure. Some of them are good, some may be bad in that they will irritate the members—and we mustn't do that. We must be like the cup that cheers but does not inebriate. I agree with our colleagues who have spoken. We won't apologize for the deficit. We'll take pride in it."

The Finance Chairman was right. In February 1920, the long coveted hundred-thousand mark was reached, and acclaimed with musical honours at a small dinner.

He tidied up and went home. "Well, how did it go?" She asked.

"Oh, splendid! Such a relief. They are good chaps! So full of understanding! And pluck? Oh, rather! They don't care a— I mean that they know we are doing the right thing for our members, and as one of 'em

put it—'The only time a decent chap need worry is when he's wrong!' Oh, yes! It's a great relief. I don't feel sick any longer."

"Oh! you don't! That's good!"

"What do you mean by 'that's good'?"

"Well! you looked positively awful this morning when I packed you off to Fanum, but it wouldn't have done any good to tell you so! Men are such babies when they're ill!"

At the Annual General Meeting in July, 1920, all went merrily as a marriage bell.

"Our accounts show a big deficit," said the Chairman, "and I'll leave the details to be explained by our friend the Chancellor of the A.A. Exchequer. But, gentlemen, just think of it. In the short space of twenty months—that is from November, 1918, to this morning, our membership has grown from thirty thousand to one hundred and forty thousand! We are now, and I hope forever shall be, the world's largest motoring organization." (Loud applause.)

And the Finance Chairman said, among other things: "For the first time in our history I present you with a deficit. And as a good Irishman says—(I'm Scotch myself)—'I'm proud of it!' The deficit amounts to seventy-one thousand pounds. But for foresight and devoted management by our staff—never mind about me—it might have been double that huge figure. That by the way. It was *your* money, gentlemen. We are the trustees of *your* money. We pay it out to the best advantage of you all. You have enjoyed the benefits which this big deficit occasioned. It may not be untimely or unreasonable for me to remind this meeting that we, your Committee, serve this great organization with affection and without gain. Whenever a function

or a journey is involved, we pay our own expenses. Please remember that.

"Just one more point," he continued. "We have ample reserves to meet the deficit to which I have referred with pride, as distinct from diffidence. We are solvent. You may also be assured that when, as I hope, we all meet again next year, the accounts will show a surplus—not too great—but, still, a surplus. I now formally move the adoption of the Accounts."

That was seconded and carried with acclamation. Votes of thanks, pats on the back, and the meeting broke up in perfect harmony.

The next year's accounts disclosed a surplus of income over expenditure amounting to twelve thousand pounds, which, replacing a previous deficit of seventy thousand, looked healthy.

Membership was wonderful. During ten weeks the net increase totalled twenty thousand, and the two hundred thousand mark loomed in sight.

"We must rebuild Fanum, gentlemen," said the Chairman, "and start without further delay. The situation is pleasant but embarrassing."

"Indeed it is, sir," added the Secretary. "The staff are working overtime and holiday time, and in turns over the week-ends, because there's no room for additional clerks, unless—"

He paused.

"Unless what?"

"Well, one of our senior men told me that if we go on like this much longer, we shall have typewriters ranged along the window-sills and clerks billeted in the corridors—and that wouldn't be efficient."

So plans for the great rebuilding were agreed.

Much quiet staff-work had already been done. An estate agent, keen and discreet, had acquired the necessary freeholds and leaseholds, without disclosing names or details which might have opened the mouths of the respective vendors. The young and hardly-known architect impelled admiration by the beauty of his "elevation," and his offer to build one-half at a time, thereby lessening materially the strain on the staff. The building corporation undertook to complete the whole job in so many months, later to assume virtue for being only a year over their contract time. Troubles innumerable and discomfort immeasurable were borne cheerfully by a loyal and sorely tried staff, with the reflection always that it was all in the day's work, and that one day it would be lovely! Enthusiastic minds vied with each other in suggesting improvements, labour-saving devices, and time-economizers.

"I think we ought to have a kitchen and a luncheon club on the top floor," said one. "Let's put it up to the Chairman."

"I most decidedly think not," said that experienced and calculating gentleman. "We're building a workshop, not a restaurant, and judging from past experience we shan't have enough room for our ever-expanding staff, even before these high-speed contractors have taken down the scaffolding."

A sympathetic Buildings Committee of the L.C.C. had approved the maximum height permissible, and Fanum House, London, W.1, showed a fine elevation of ten spacious floors, brightened by acres of handsome windows. "Plenty of daylight," it has been urged. "Let's give our people light—it helps to keep them cheerful—and glass doors from end to end to render supervision real instead of merely academical."

Three years saw the task finished. There was no formal reopening, nor even a house-warming. It happened just after the general strike, and everyone was too busy recovering, but the membership figures marked the great event by turning the three hundred thousand mark.

The Chairman's foresight was borne out. Fanum House, the beautiful, the spacious, which had earlier been regarded as meeting the last word in A.A. requirements, could accommodate four hundred workers, and no more. A few succeeding years of progress and prosperity enlarged the staff to five hundred and fifty.

"Who said kitchen and luncheon club?" asked he who had turned the idea down—and laughed.

"All right, sir. Your trick; but it goes to show what a wonder the A.A. really is. Our wildest dreams are exceeded before we have, so to speak, got out of bed. What next, I wonder?" said the happy Secretary.

County offices were established to relieve the pressure at Fanum, London. The very bright Area Secretary, who had built up both Eastern and Western districts, was called back to Headquarters, where he rightly belonged, to bring up the young county secretaries in the way they should go.

The Department tucked away behind Piccadilly Circus, known as the Workshop, was kept going—soon to be adapted for a double shift similar to munition works during the War—with a private telephone line.

In Camden Town, a few miles away, a three-storey building was erected, primarily as a repair department for the fleet of Road Service Outfits, motor cycles, and staff cars—later to accommodate clerks, addressographs, gammeters, and "stop press" printing machines—also with a private telephone line, of course.

"We must have the latest and quickest and best of everything, eh, gentlemen?"

"Yes, indeed!" said Charles Two. "Our motto must be penny foolish and pound wise! We want the last word in internal telephones—a branch exchange—with the cleverest and most amiable girl operators obtainable. Good shop-window dressing that."

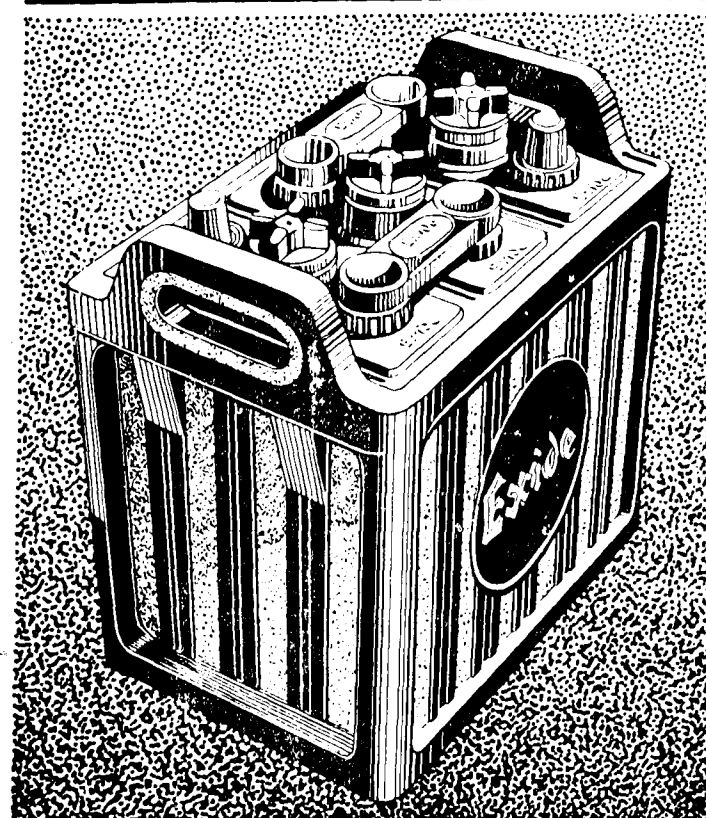
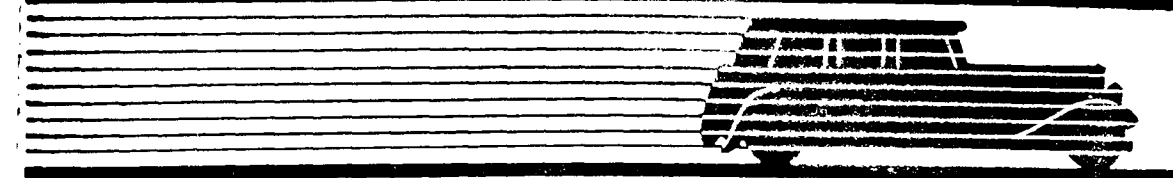
To put a crown on all this inter-communication, came yet another brain-wave.

"May we spend a little money on a new idea, please, Mr. Chairman? Only a very few hundreds."

"What, again! and why, pray?"

"Well," said the Secretary, rather diffidently, "it's like this"—(it always was "like this")—"I feel that we're in danger of losing that very valuable personal touch with the staff. It has always been one of our strongest points—our long suit, in fact—and now, with

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AND
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our people spread about in three separate buildings it's hardly possible to maintain contact. We propose to cross that particular bridge by something quite new—and rather attractive. Broadcasting!"

"But you don't expect to get a special A.A. wave-length out of the G.P.O., do you?"

"Oh, no! We don't need a wave-length. We propose to install a microphone, with loud speakers distributed over Fanum and Windmill Street, and Camden Town, connected up by wires, or as they call them, land lines, and then with the aid of our existing private 'phone lines, we can broadcast to the whole staff, whenever we like. A.A. news—copyright reserved, and all that. We've tried out the idea with a borrowed microphone, and a hundred feet of wire—and it worked, and a big firm assure me they can fit us up. We'll get all the money back in resiliency and increased efficiency within a year. We shall, really!"

"By Jove, I support that—it's a great idea," said the Engineering Member.

"I, too, Mr. Chairman," said he who still held the Brooklands twenty-four hours' record, as well as that of 'Best Seller.' "The idea alone is worth the money—in publicity."

So that was unanimously agreed and acclaimed. The work was done efficiently, as befitted a famous firm, and discreetly, in that nothing was allowed to leak out. The great day came and, for the very first time in the history of modern business, a regiment of A.A. workmen and work-women gleefully stopped dictating, typing, drawing, writing, "for just ten minutes, please," the while to hear a senior official, whom they might or might not have met in the lift, on the stairs, or at a staff cricket match, or dance, say: "Good afternoon, everybody. This is rather wonderful, don't you think?" and proceed to tell them all about everything.

Christian names of simple form abounded in the A.A. Committee.

Charles Two had materially strengthened a strong team by inspiring the co-option of a Charles—his co-director and close friend, a city magnate and world traveller—and the Chairman, himself a Charles, introduced the second medical member, also a Charles.

Yet another Charles had come over with the conquering Motor Union to be one of the two Vice-Chairmen. A Walter, a John or two, an Alfred, a Frederick, a Francis, a Richard, and a Philip, combined to maintain this eminently Anglo-Saxon flavour.

Charles Two further introduced another stalwart, a leader in the motoring community, known more familiarly as George.

Then to the lasting grief of all who knew and loved him, Charles Two died suddenly and tragically, whereupon the Committee, in a body, begged his brother to join them.

"Never mind how you feel about it—we know, but please fill his place. After all these wonderful years we can't imagine an A.A. Committee without the honoured name of your family."

The dear man blushed. "Oh, very well, Yes!" His two most importunate friends said, "Thank you, Joe!" and he was welcomed with open arms.

All too soon after this most desirable acquisition, came the A.A. the brain-wave to be the pioneer of Roadside Filling Stations in Britain, and many other valuable ideas. His Christian name was William. Charles Two's brother generously took over the duties of Treasurer, by unanimous request.

Good or bad events, certainly bad ones, seem to run in threes, for within a year or so the second medical member, who may be called Charles Six, passed away. His place on the Finance Committee was taken by the gentleman known as George.

One day a Big Man—capital B and capital M, please—said to another: "This A.A. is really wonderful! What's the secret of its success, do you think?"

The other replied, "TEAM WORK, my boy! Have you ever studied the list of Committee names? No? Well, look at your A.A. Handbook. Workers all! And Unpaid. There isn't one showman. I know a few of them," he continued. "They know each other and pull together for the Association's good, and never for their own. That's the secret."

CHAPTER XXIV POLITICS.

ELIJAH started it. He had retired from the Government Department which War had rendered rather too somnolent for one of his energy and ideas. Elijah liked starting things. Quite a few healthy National Institutions owed their existence to his initiative.

"Let's get together for political work," said he. "Form a Committee, put up some money—plenty—find a good man or two, pay them well—and there we are."

It was a good idea. Post-war motoring was becoming the object of legislation—local and general—and seemed easy prey. D.O.R.A.'s body lay a-mould'ring, but her spirit marched on, intoxicating those in brief authority—all in a plausible endeavour to make of Britain a land fit for Heroes.

Easy prey? Oh, rather—with motoring so much divided in the face of what once was its natural enemy, namely, any Government for the time being.

One organization thought "this," and said so. Another thought "that," and said so. And Governments said: "You fellows evidently don't know your own minds. So we will do as we think fit."

The A.A. Committee and staff liked Elijah's scheme, and promptly agreed to be one of the political group.

The great Manufacturers' Society liked it also, and agreed to join in.

There was much to be done.

The Transport Bill was before the House of Commons. Motoring was in danger of being legislated and

regulated out of existence. In Parliament, Reconstruction was becoming a disease; everybody seemed anxious to reconstruct everybody else—forgetting that the War was over, and the Sergeant-Major "de-mobbed." Nobody, apparently, was quite sane—yet.

During the War, when a bunch of great ones found themselves at a loose end, they would form a new Ministry of something or other, commandeer an expensive building, fill it with an expensive staff of officials, harass a despairing G.P.O. for innumerable telephone extensions, and call for Returns.

"We couldn't stop that, with a War on," said the Motor Trade to Fanum; "but we had better stand together and fight this new Transport Bill tooth and nail, or else we'll find motoring tied up in knots."

"Right! We're with you. We must ask the Other Powers to come in too, eh?"

"Of course, but if they won't—yet?"

"If they won't—yet," said the A.A. spokesman, "we'll go on by our two selves. How much ought we to guarantee, do you think?"

"Up to a limit of ten thousand pounds!"

"Very well, we'll go halves with you."

"Splendid!" said the Trade, and that was settled.

Nothing could have been more opportune than this friendly agreement.

In accordance with British tradition, a Committee was formed then and there. Advertisements for a Secretary were inserted, shoals of applications were received and considered by a Sub-Committee. Oh, yes! Almost the first duty of a British Committee, after selecting a Chairman, is to appoint a Sub-Committee—never mind what for, it must be done. In short, a Sub-Committee proposes in order that the Main Committee may dispose.

The shoals of applications were thus boiled down to three, and the Main Committee met, like a Grand Jury, to choose a Secretary.

One candidate turned up in full War kit, except, of course, for his tin hat. He had a merry blue eye, ingratiating smile, good teeth, hardly any hair, and a row of real War decorations.

The second was a big, upstanding, steady-looking chap from North of the Border, whose age obviously explained his civil attire. He produced convincing testimonials to his capacity as a political organizer, having worked for one of the greatest.

The third was very good, too.

He who had taken the Chair, almost as a matter of course—none could be fitter—put the candidates through their paces, asked them to retire, and having expressed his opinion, waited for that of his colleagues.

"I like the Scotsman," said Elijah.

"I favour the Warrior with the merry blue eye," said his friend Elisha.

A bright business mind, representing the Trade, solved the problem.

"Let's have both of them. We've plenty of funds. We've heaps to do. This is not the time to split hairs, or strain at gnats, or anything. Let's have both!"

And that, too, was settled.

Elijah, who was ever a good judge of workmen and workwomen, added to these two entirely opposite mentalities a third—feminine—learned, almost a blue-stocking, sound and reliable in every way. A couple of rooms and a typewriter, notepaper, a telegraphic address, telephone number, a typist, and an office boy, completed the establishment of The Motor Legislation Committee, of which the unpaid chief of the A.A. Committee, naturally, was Chairman. Elijah was appointed Deputy Chairman, and the blue-eyed Warrior and the Scotsman of over military age were respectively General and Parliamentary Secretaries. Four or five others, without portfolio, made up a team of first-class fighting men.

"And now we want a press man—a publicist!" said the Chairman. "Our first big job is to fight the Transport Bill—not to kill it, you know—it may prove to be for our common good—but to see that our interests are thoroughly safeguarded. We must have a publicist. Who can suggest one, please?"

And Elijah said, "I know the very man for the job—if he'll come. He's been in the Press gallery of the London County Council, editor of a municipal paper, and is keenly interested in public affairs. He's on the Committee of that big political Club which was bundled out of its marble halls to make room for some Ministry during the War—he's the very man, if he'll come."

He was. He did—to the lasting benefit of this new political machine.

The Warrior fought the motoring cause as well from an office chair as he had fought his country's cause in the trenches on the Western Front. The big, calm Scotsman sapped and mined in the lobby of the House of Commons. The new man, also over military age, and weight, worked his machine-gun, spraying paragraphs with diligence and precision, to such effect that the at-one-time detested and feared Transport Bill became smaller by degrees and infinitely less in its potentiality for evil to the interests of the reasonable Motor User and Trader.

"Hang these people," said Authority, legislative and administrative. "They are like the inhabitant of the Zoo—dangerous. When they're attacked they defend themselves. We'd better do something to placate them. We'll offer to put a clause in our Bill—the Transport Bill—giving the Minister powers to set up Advisory Committees, and we'll ask the motoring crowd to nominate members. There's a brain-wave for you, eh? That'll keep 'em quiet."

It was a brain-wave, but it did not act quite up to expectations. It *didn't* keep them quiet.

The clause was adopted, the invitation was extended, and the nominees duly paraded for necessary action.

Elijah was one, Elisha was another, and the Warrior a very good third. Fighters all! Several other faithful representatives of motoring in its various phases made up the team.

The greatest Road Engineer since the time of McAdam presided over what was officially termed the Departmental Committee on Taxation and Regulation of Road Vehicles in Great Britain and Ireland.

(To be continued).

ECONOMY PERSONIFIED

"I am really amazed," writes Mr. G. Brown to Messrs. Howards Ltd., of Brisbane, Australia, "at the remarkable performance of my 12/4 1936 Morris, on my trip to Sydney and return. You can safely tell Queensland and the world of the wonders of this wonder light car.

"A few accomplishments: No additional oil (only changed at Sydney), and no additional water. Touring

speed, comfortable at 50 m.p.h. Occasional spurt up to 70-75 m.p.h. Over mountains at 45 m.p.h. and picking up. No tail wag; other cars I picked up and passed wagged considerably round the mountain bends. Tons of reserve power at 50 m.p.h. No vibration at any speed. Lights perfect. Mileage per gallon between 33 and 35. It's economy personified—a real buy."

A CONTINENTAL TOUR

The following extracts are taken from a letter from Mr. Maurice Eyot, of Harrow, recently published in *The Autocar*. Mr. Eyot owns a Morris Eight:—

"Last July I took this car over to Germany and Austria, covering a distance of over 3,000 miles in about six weeks. The best individual run I did was from Leipzig to Cologne—a distance of over 330 miles—in thirteen hours.

"I left Leipzig at 7-30 a.m. in torrential rain which continued for over four hours, and arrived at my hotel,

situated in the very centre of Cologne, at exactly 8-30 p.m., in spite of stopping for over an hour for lunch, excluding sundry stops to refuel. I did not, however, feel like a round of golf or even a concert. This I attribute rather to the strain of finding one's road on a foreign map and the continual look-out for signposts than to any fault of the car.

"Throughout, the car gave absolutely no trouble at all, averaging about 39 m.p.g. and about 2,000 miles per quart of oil, in spite of prolonged cruising between 50-55 m.p.h."

TOP GEAR PERFORMANCE

The Motor Editor of the Australian newspaper *Farmer and Settler* was recently invited by Messrs. York Motors (Pty.) Ltd. of Sydney, Morris Distributors for New South Wales, to accompany one of their executives in an attempt to climb on top gear, on the same day, the Victoria and Bulli Passes, using one of the new Series II Morris 25 h.p. saloons.

"Both climbs," writes the Editor, "were successfully accomplished; it was an undoubted triumph for both car and driver. I had my doubts about the car being able to do either climb in top gear, but in each case the car performed wonderfully, and left no doubt in my mind as to its remarkable possibilities in top gear performance.

"The hill at Mt. Victoria was first taken. The test was started from the bridge close to the old historic home known as "Rosedale". The speed at the bridge was forty miles an hour, and on the rising ground beyond the speed once touched 60 miles an hour. Here speed had to be reduced greatly for the winding turns, that could not be seen round, before the actual steep section of the Pass was commenced. Mr. Howarth took no risks on the sections he could not see round, nor did anything that would cause a driver coming in the opposite direction anxiety. On Bulli Pass he drove in the same considerate way.

"On the steepest section of the Mt. Victoria Pass speed dropped to twenty-five miles an hour, but what I deem to be the hardest bend was rounded at forty miles an hour, and the extreme top of the hill was passed at forty-five miles an hour. The actual time taken in the climb was 3 min. 10 sec. over a distance of exactly two miles.

"The speed at which Bulli Pass was commenced was forty-one miles an hour. On the fairly level section of the Pass the speed at one time was fifty-eight miles an hour, but Mr. Howarth took the big half turn, about half way up the climb, at only twenty miles an hour (having purposely reduced his speed). Soon the car picked up to twenty-six and twenty-seven miles an hour, speed varying as the long final climb was covered, till the end of the climb was passed at twenty-five miles an hour. The actual time taken on the climb was 4 min. 1 sec., the distance being 2.25 miles.

"In these test the mileage readings were taken from the speedometer fixed on the car, and timing was done by stop-watch. The distance travelled was over 200 miles. To do these two climbs in one day, every inch on top gear, was a performance the writer will long remember. All the time there was a feeling of security and strength in the car."

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.
									15
Motor Car Owner									5
Motor Cycle owner or non-motorist									
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	"

MADRAS FLYING CLUB NOTES

THE chief event of interest during June was the advent of the B.A. Swallow making No. 4 of the Club's fleet. This incredibly docile machine was in operation before the close of the month and well patronised.

We welcomed a new member in the person of Mr. Bhuyan from Orissa, who intends to be a serious student of aviation, and also the return after an absence of three years of an old member in Mr. J. D. Italia who has come to renew his "A" licence after all this while.

In the way of cross country flying Mr. D. W. Law and a friend returned from Bangalore on one of the Gipsies on the first of the month. Messrs. J. Mathai and Sundararajan and Master Parthasarathy continued their flight in the Puss on the second, proceeding from Delhi via Cawnpore, Allahabad and Gaya to Calcutta and finally returned to Madras on the 11th via Vizianagaram, completing their journey in two final hops of 440 and 450 miles, and 4 gallons of petrol to spare at the end; on the 24th Messrs. Arya and Sundaram went to Bangalore in the Puss, returning next day, and lastly on the 29th our pilot Instructor took a charter flight with two passengers to Hyderabad, returning the following day with one.

Early in the month our Pilot Instructor took advantage of a slack spell to go by train to Coimbatore to approve the site of the Aerodrome which that go-ahead municipality proposes to lay out, and was able to approve most heartily. Thence he went on to Mandapam near Adams Bridge and examined sites for an emergency landing ground there on the Ceylon route. Our Ground Engineer, while on leave in Bangalore, took the opportunity of examining sites at Kolar Gold Fields for an emergency landing ground as well as one for a possible future aerodrome there.

FLYING TIME FOR JUNE 1936.

Dual instruction to members under training	..	8-0
Advanced dual to "A" licensed pilots	..	8-20
Solo flights by members under training		—
Solo flights by "A" and "A-1" pilots	..	13-5
Pilot with passengers (A, A-1, & B Pilots)	..	40-0
Joy rides	..	1-40
Cross country trips by the club instructor	..	7-25
Other flying	..	0-15
Test flights	..	0-45
Total	Hrs.	79-30

The following members took dual instruction during the month:—

Europeans:

Mr. P. W. Lomax	Advanced dual.
Mr. P. Somerville	do.
Mr. D. W. Law	do.

Indians:

Mr. V. Sundaram	Advanced dual.
Mr. R. Sitaram	do.
Mr. R. Rajaram	do.
Mr. S. M. R. M. Solayappa Chettiar	do.
Mr. J. D. Italia	do.

Mr. S. Parthasarathy	(Renewal of his "A" licence).
Mr. M. D. Sundararajan	do.
Mr. M. Ananda Prasad	do.
Mr. S. Bhuyan	do.

New members during the month:
Mr. S. Bhuyan.

CROSS COUNTRY FLIGHTS DURING JUNE 1936.

Date	Machine	Pilot	Passenger	Journey	Time
1-6-36	VT-ACU	Mr. D. W. Law	1 passenger	Bangalore to Madras	H. M.
24-6-36	VT-ACB	Mr. G. C. Arya	Mr. V. Sundaram	Madras to Bangalore	1-40
25-6-36	VT-ACB	Mr. V. Sundaram	Mr. G. C. Arya	Bangalore to Madras	2-25
29-6-36	VT-ACB	Mr. Tyndale-Biscoe	Mr. J. F. E. d' A. Willis & another	Madras to Hyderabad	1-40
30-6-36	"	"	Mr. J. F. E. d' A. Willis	Hyderabad to Madras	4-40

CROSS TRIP TO DELHI AND RETURN.

1936 May 25	VT-ACB	Mr. M. D. Sundararajan	Mr. Mathai & Mr. Parthasarathy	Madras to Hyderabad	4-45
"	"	"	"	Hyderabad to Jubbulpore	5-0
" 26	"	Mr. Mathai	"	Local at Jubbulpore	0-20
" 30	"	Mr. Sundararajan	"	Local at Jubbulpore	1-15
" 31	"	Mr. Mathai	Mr. Sundararajan & Mr. Parthasarathy	Jubbulpore to Agra	5-30
June 2	"	"	"	Agra to Delhi	2-0
"	"	"	"	Delhi to Cawnpore	3-20
"	"	"	"	Cawnpore to Allahabad	1-40
" 3	"	Mr. P. S. Warrier	Nil	Local at Allahabad	1-10
"	"	Mr. Mathai	Mr. Sundararajan & Mr. Parthasarathy	Allahabad to Gaya	1-55
" 10	"	Mr. Sundararajan	Mr. Mathai & Mr. Parthasarathy	Gaya to Calcutta	2-20
" 11	"	"	"	Calcutta to Vizianagaram	5-5
"	"	"	"	Vizianagaram to Madras	5-15

RADIO

HIGH COMMISSIONER ON THE VALUE OF BROADCASTING

IN the course of a broadcast to the Empire on June 1, the High Commissioner for the union of South Africa, the Hon. C. T. E. Water, made some interesting references to broadcasting. He said:—

"While South Africa has been flourishing and growing sleek on her gold premium, and while our trade has boomed and our farmers are surely recovering the ground lost during the bad years of the world slump, two political events, both standing out in importance to South Africa from the many happenings of the year, have taken place in this past year. The first is the passing of General Hertzog's Native Bills. The second is the nationalisation of broadcasting, and this governmental act which took place with the usual ripple on the political surface—without which we South Africans would never be happy—will, I believe, mark the year 1936 as a milestone in our history. To those of us who live in the outer world, and have daily opportunity of observing the immense importance of this service which science has given to men, the need of national control is beyond argument.

"Possibly no better example of the working of this system and its intimate and pervading influence can be given than the broadcast of the death of the late King, which so deeply stirred the emotions of the whole world.

"In South Africa, with its race problems and wide distances, the radio, if wisely organised and controlled, will bring a better understanding between the people of our towns and

countryside, and provide a means of 'vicarious contact', if I may use the phrase, with the outside world, for thousands of our people who may never have the opportunity of knowing or seeing the world.

"I remember this thought striking me vividly in a chance conversation I had with Sir John Reith of the BBC, at a dinner party about four years ago. That conversation, if I may unroll a

page of back history for one moment, eventually led to our Government being persuaded by me to invite Sir John Reith to visit South Africa, and that visit to the nationalisation of broadcasting—in South Africa.

"I often cite this as the only example in my experience of something really good emerging from a dinner party, which, as some of you know, is the bane and curse of High Commissioners in London.

"The broadcast must, in my opinion, be a true and objective reflex of our national life. While the South African Corporation should not slavishly ape other systems, it would be wise to study all systems closely, to take from them what is good and reject what is alien to our tastes. In its objectivity—that is to say, in its power to present facts uncoloured by prejudice and policy—lies its real power, which will become in due course greater than that of the written word.

"So, if I may advise South Africa, do not be niggardly or backward in the development of this most important of modern methods of communication, which I believe, will prove to be of the greatest potential value in the formation of our national character, and in the sealing of our national unity."



Big Ben (General View).

(B) Courtesy of the B.B.C.).

EMPIRE BROADCASTING MISCELLANY

Misunderstanding?

AS for the new organ for St. George's Hall, many people imagine that it is to be an ordinary cinema organ, which it is not. It is a very special instrument composed of our separate units—an orchestral organ, a "straight" organ, an organ of the ordinary cinema type, and an electrone, which produces musical tones by electrical means without using pipes at all. This latter, by the way, is a patent of the John Compton Company. We are sorry to labour the matter, but we thought we might take the occasion to clear it up, for the benefit of any other possible adherents to the "white elephant" point of view.

From the Empire

At an early date the BBC hopes to initiate a series of talks on local current affairs by speakers from the Dominions, who

will actually speak from their own countries and be heard by British listeners. Full details of the plans are not yet available, but the BBC is in negotiation with overseas broadcasting organisations concerning this matter. Even the Dominion to initiate the series has not yet been chosen, but its eventual selection will to a certain extent be governed by technical limitations. For instance, at certain periods of the year it is not possible to relay programmes in Great Britain from some Dominions at a time which would be convenient to British listeners.

The Olympic Games

The Olympic Games—an event of pre-eminent importance for athletes and sportsmen all over the world which takes place every four years—will be held this year in Germany, from August 1 to August 16. The BBC will give a series of broadcasts of the Games, and though precise details remain to be fixed, arrange-

ments are already well under way. It is at present the intention of the Outside Broadcasting Department to broadcast several evening bulletins from Berlin. These will include three or four of the principal track events, such as the 100-metres race, one or more swimming and rowing events, and perhaps some boxing. But as the lists of entries for the various events are not at present available, it is impossible precisely to indicate which events will prove of most interest for British listeners. No special sporting commentators will be sent out from this country on behalf of the BBC. When it is known who will be going to the Games, an attempt will be made to select experts on the various sports and to give them some instruction in microphone technique before they leave for Germany.

Salvete et Valet

Very soon Empire listeners will say good-bye to Cecil Madden, who has been responsible for so many excellent programmes broadcast from Daventry. He will shortly be transferred to the Television Department at the Alexandra Palace, where he will produce feature programmes. Madden joined the BBC many years ago and started work in the Talks Department. Later he was transferred to the Outside Broadcasting Department, and joined the Empire staff a few months after the opening of the Empire Broadcasting Service. As well as being an accomplished broadcaster, he is a versatile playwright, and a number of his plays have had successful runs in the West End of London. He has introduced scores of celebrities to the microphone for the first time. We feel sure Empire listeners will join in wishing him all success in his responsible new post.

While bidding farewell to Cecil Madden, we can welcome Miss Margery Wace, who is shortly coming to the Empire Department to take charge of talks. For some years she has been responsible for the morning talks broadcast in the Home programmes. Her past experience will stay her in good stead in the important work which she now has in hand.

Seventy-five Towels

We are still encountering odd sidelights on Broadcasting House. The other night we met a man whose job it is to change the roller-towels in the various wash-places for staff, artists, bands, etc. Every night he changes seventy-five towels, and at top speed it takes him an hour and a half to get round. Needless to say, somebody else looks after such farflung dependencies as St. George's Hall and Maida Vale.

Every week or so a smart young man pokes his head round our office door and asks "Any trouble with mice or rats, sir?" He is the official responsible for vermin, insect, and pest control throughout all the BBC premises in London. Any time the BBC takes over new premises he starts on his ruthless task of extermination. One of his other jobs is to search parcels and packages coming from abroad, especially music, for unpleasant insects.

In Memoriam

When the announcement was made that it had been decided to broadcast excerpts from the works of Rudyard Kipling there were many expressions of appreciation from Empire listeners. From letters which have been received it is evident that these broadcasts are realising the expectations that were formed. It seems abundantly clear that Kipling is still the favourite author of most Britishers overseas. Mr. Eric Linklater, during a recent broadcast, referred to the hold which Kipling has on the affections of those who know India well:—

"We were lying in the Hooghly river. It was early morning and already hot. I was standing by the rail and the river pilot came to me and said 'Have you heard the news? Kipling is dead.' He was a strong, red-faced, hardy man, and his voice was rough with suppressed emotion. He added with unnecessary defiance, 'He was a great writer.'"

"And he was, of course. Fashions have changed in poetry as in dress, and much of Kipling's writing may seem to those who walk hand in hand with modern literature as quaint and unreal as a Victorian family album. But there are many parts of the earth which do not move as quickly as literature, and there you will find not only that Kipling lives in the minds of men, but that the minds and habits of men are very much what Kipling described. Every European in India will correct you if you misquote a Kipling ballad; and the lives of many people in India are still the proper material for a Kipling story. I met half

a dozen people who were cretianly the sons and daughters of characters in 'Plain Tales from the Hills', and in Hong-Kong there was a chief engineer who beyond question was first cousin to MacAndrew. Kipling was a great man, and I am glad that I heard of his death, not in a room at home surrounded by books, but on a hot, white morning in the middle of that treacherous river in the country that is still a testimony to his faith and to the clearness of his artistic eye."

The Announcers Speak

Stuart Hibberd, the senior announcer of the BBC, and W. M. Shewen, the chief Empire announcer, recently faced a company of Press representatives at Broadcasting House, and for once endured and enjoyed the experience of talking to listeners who were able to talk back.

Hibberd was asked the qualifications for an ideal announcer. He said "the ideal announcer must be (1) an educated man keen on broadcasting generally,—boredom soon shows in the voice; (2) quick to deal with unexpected situations; (3) the possessor of a good voice, manner, and personality, and have a good knowledge of languages and of the world generally."

He added that the BBC receives each year a large number of applications from men between thirty and thirty-five who are anxious to become announcers. That, he said, is quite a suitable age. A man has more knowledge of the world at thirty than when he first comes down from the university.

W. M. Shewen said that the Empire announcers worked more or less on the same basis as other announcers, but at a slower rate of speech. One difference between Empire listeners and Home listeners was that the Empire listeners did not like gaps in the programmes, and if an Empire announcer unexpectedly found himself with a couple of minutes to spare owing to the programme running short, he would tell his listeners something about the weather in London, or any other topic of current interest. There was no doubt that the news bulletins were the most eagerly awaited items of the Empire programmes, and the Empire service has received many expressions of appreciation for the accuracy and impartiality of these bulletins, especially in dealing with foreign affairs.

Storm in a Swell-Chamber

Seeing the announcement that John Compton was to build the new organ for St. George's Hall, an angry correspondent wrote to us and said (in effect) that the Compton organ in the Concert Hall at Broadcasting House, often heard by Empire listeners, was a white elephant, and why wasn't somebody else given the job of building the new one? As he assumes that everybody else feels the same way about it as he does, it may be worth saying that expert opinion does not bear him out. Under very difficult conditions, such as limitations of space, the Compton people are generally considered to have built an extraordinarily fine instrument, and it is very doubtful whether any organ could produce better results in this particular hall. Incidentally, before this organ was ordered, the claims of all first-class organ-builders were considered, tenders and specifications were received from several firms, and many organs were visited, inspected, and tried.

The British Commonwealth

The series of half-hour talks on the British Commonwealth and Colonial Empire, which are being given for the benefit of British listeners by Professor R. Coupland and H. V. Hodson, shows signs of becoming one of the most popular initiated by the BBC. There are ten talks in all:—

1. "The British Empire, a World Society."
2. "The Nations of the Commonwealth".
3. "The Nature of the Commonwealth".
- 4 & 5. "The Organisation of the Commonwealth"—(a) Political and (b) Economic.
6. "The Commonwealth and the World".
7. "The Dependent Empire".
8. "Colonial Economic Development".
9. "Political Development".
10. "Trusteeship".

Although—owing to their length, and for various other reasons—these talks have not been included in the Empire programmes, they will all be published in "The Listener", the official literary journal of the BBC. *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.).

GSH 21.47 Mc/s (13.97 m.).

GSG 17.79 Mc/s (16.86 m.).

GSE 15.14 Mc/s (19.82 m.).

In this transmission Greenwich Time Signal is given at 9.30 p.m. (1 p.m. G.M.T.).

SUNDAY, JULY 19.

5.30 p.m.—Big Ben. 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.

6.15 p.m.—A Recital of Irish Songs by Gabriel Lavelle (Baritone).

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 by Boris Pecker (Violin).

7.45 p.m.—Reginald King and his Orchestra.

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.—Musical Interlude.†

9.50 p.m.—The BBC Military Band.

10.15 p.m.—The London Palladium Orchestra.

10.30 p.m.—Close down.

MONDAY, JULY 20

4.30 p.m.—Big Ben. Paul Dalman (Trumpet) and Al Shaw (Songs with Guitar).

4.45 p.m.—The BBC Northern Ireland Orchestra.

5.45 p.m.—English Humorists—12.

5.55 p.m.—Waltzes.†

6.5 p.m.—"The Proposal." A jest in one act, by Anton Tchekov. Production by William MacLurg.

6.50 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. The Davis Cup Inter-Zone Finals.

9.25 p.m.—The News and Announcements.

9.45 p.m.—The Cellini Trio. Marion Browne (Soprano).

10.15 p.m.—Kipling Reading.

10.30 p.m.—Close down.

TUESDAY, JULY 21

4.30 p.m.—Big Ben. Surprise Item.

4.47 p.m.—The New Manchester Hippodrome Orchestra.

5.15 p.m.—"Late Extra!"* A feature programme following through the life of a London newspaper, from its origin in a timber forest to its sale as an extra edition. Devised by S. E. Reynolds; produced by Pascoe Thornton.

* Electrical recording.

† Gramophone records.

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6-0 p.m.—"Starlight," Number Twelve. Interviews with famous stage people, and excerpts from their repertoires. No. 12: Gordon Harker (the celebrated character actor).
 6-15 p.m.—A Recital by Stephen Wearing (Pianoforte).
 6-30 p.m.—The News and Announcements.
 6-50 p.m.—Racing Pigeons.*
 7-10 p.m.—Envoi.†
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. "Imperial Affairs,"* by H. V. Hodson.
 7-47 p.m.—The Davis Cup Inter-Zone Finals.
 9-25 p.m.—The News and Announcements.
 9-45 p.m.—"Country Life." John Reynders with his Orchestra.
 10-30 p.m.—Close down.

WEDNESDAY, JULY 22.

4-30 p.m.—Big Ben. Quentin Maclean, at the Organ of the Trocadero Cinema, Elephant and Castle, London.
 5-0 p.m.—"Imperial Affairs,"* by H. V. Hodson.
 5-15 p.m.—Charles Manning and his Orchestra, from the Granda, Walthamstow.
 5-45 p.m.—"The Emperors Again,"*
 6-30 p.m.—The News and Announcements.
 6-50 p.m.—Geiger and his Orchestra, from Claridge's Hotel, London.
 6-58 p.m.—A description of a practice launch of the Walmer Lifeboat, from the beach at Walmer.*
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. A Recital of songs and Duets by Vera Siddons (Soprano) and George Pizzey (Baritone).
 8-0 p.m.—Luss Games. A running commentary by George Blake, from the Games Park, Luss, Loch Lomond.
 8-30 p.m.—The Bournemouth Municipal Orchestra.
 9-15 p.m.—"Round and About,"*
 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 23.

4-30 p.m.—Big Ben. "Holidays,"*
 4-45 p.m.—The BBC Northern Ireland Orchestra.
 5-15 p.m.—"The Blue Peter,"* A comic opera in one act, by A. P. Herbert.
 6-30 p.m.—The News and Announcements.
 6-50 p.m.—The Garrick Theatre Orchestra, directed by W. Chapman.
 7-0 p.m.—Variety: Sydney Howard.*
 7-10 p.m.—The Garrick Theatre Orchestra (cont'd).
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. The Central Band of his Majesty's Royal Air Force.
 8-30 p.m.—"Holidays: Some Unusual Angles on Holidays in England,"*
 8-45 p.m.—"Duet—By Accident,"*
 9-15 p.m.—Ten Hot Minutes by Harry Leader's Swing Quartet.*
 9-25 p.m.—The News and Announcements.
 9-45 p.m.—Dance Music.
 10-30 p.m.—Close down.

FRIDAY, JULY 24.

4-30 p.m.—Big Ben. Around the Counties, No. 2.* "The County of the Downs."
 5-0 p.m.—The BBC Dance Orchestra, directed by Henry Hall.
 5-30 p.m.—Talk.*
 5-45 p.m.—Friday Midday Concert.
 6-30 p.m.—The News and Announcements.
 6-50 p.m.—A Programme of New Gramophone Records.
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. "Celluloid Rhythm,"*
 8-15 p.m.—Surprise Item.*
 8-30 p.m.—A Symphony Concert. The BBC Midland Orchestra.
 9-25 p.m.—The News and Announcements.
 9-45 p.m.—"Seascapes,"*
 10-15 p.m.—The Alphas.
 10-30 p.m.—Close down.

SATURDAY, JULY 25.

4-0 p.m.—Big Ben. England v. All-India: an eye-witness account by Howard Marshall of the second Test Match, from Old Trafford, Manchester.

4-10 p.m.—The Leslie Bridgewater Harp Quintet.*
 4-50 p.m.—The Scarborough Spa Orchestra.
 5-10 p.m.—The Children's Hour. A Programme of Variety.
 5-55 p.m.—England v. All-India: an eye-witness account by Howard Marshall of the second Test Match, from Old Trafford, Manchester.
 6-5 p.m.—The Commodore Grand Orchestra.
 6-30 p.m.—The News and Announcements.
 6-50 p.m.—Dance Music.†
 7-0 p.m.—Sporting Commentaries. England v. All-India: the second Test Match, from Old Trafford, Manchester, and the Davis Cup Challenge Round, from Wimbledon.
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. Sporting Commentaries. England v. All-India: the second Test Match, from Old Trafford, Manchester, and the Davis Cup Challenge Round, from Wimbledon.
 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, JULY 26.

5-30 p.m.—Big Ben. A Religious Service,* from the Studio.
 5-47 p.m.—Recital by Arthur Dulay Quintet.
 6-25 p.m.—Weekly Newsletter, Sports Summary, and Announcements.
 6-45 p.m.—Close down.
 7-0 p.m.—Big Ben. Vimy Ridge Ceremony. Unveiling of Canadian Memorial.
 8-0 p.m.—The BBC Northern Orchestra.
 8-35 p.m.—A Religious Service,* from the Keswick Convention.
 9-25 p.m.—Weekly Newsletter, Sports Summary and Announcements.
 9-45 p.m.—Troise and his Mandoliers.
 10-30 p.m.—Close down.

MONDAY, JULY 27.

4-30 p.m.—Big Ben. England v. All-India: A Commentary on the Second Test Match.
 4-45 p.m.—The BBC Northern Ireland Orchestra.
 5-15 p.m.—Variety.
 5-55 p.m.—England v. All-India: A Commentary on the Second Test Match.
 6-5 p.m.—A Fairground programme.*
 6-30 p.m.—The News and Announcements.
 6-50 p.m.—Arthur Salisbury and his Orchestra.
 7-0 p.m.—Commentaries on the Davis Cup Lawn Tennis Challenge Round and Second Test Match.
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. Commentaries on the Davis Cup Challenge Round from Wimbledon, and the Test Match from Old Trafford, Manchester.
 9-25 p.m.—The News and Announcements.
 9-45 p.m.—A Recital by Pachmann.†
 10-5 p.m.—Kipling Reading.
 10-30 p.m.—Close down.

TUESDAY, JULY 28.

4-30 p.m.—Big Ben. England v. All-India: A Commentary on the Second Test Match.
 4-45 p.m.—Concert by New Victoria Cinema Orchestra, Bradford.
 5-15 p.m.—A Sonata Recital.
 5-55 p.m.—England v. All-India: A Commentary on the Second Test Match.
 6-5 p.m.—A Folk Song Recital.
 6-30 p.m.—The News and Announcements.
 6-50 p.m.—Concert by the Birmingham Theatre Royal Orchestra.
 7-0 p.m.—Commentaries on the Davis Cup Lawn Tennis Challenge Round and Second Test Match.
 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.—Commentaries on the Davis Cup Challenge Round from Wimbledon, and the Test Match from Old Trafford, Manchester.

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FRIDAY, JULY 31.

9-25 p.m.—The News and Announcements.
 9-45 p.m.—The Vario Trio.
 10-30 p.m.—Close down.
 WEDNESDAY, JULY 29.
 4-30 p.m.—Big Ben. A Cinema Organ Recital by Quentin Maclean.
 5-0 p.m.—"Foreign Affairs,"* by Sir Frederick Whyte, K.C.S.I.
 5-15 p.m.—Charles Manning and his Orchestra.
 5-45 p.m.—A Schumann Programme: "Andante Doloroso".
 6-30 p.m.—The News and Announcements.
 6-50 p.m.—Musical Interlude†
 6-53 p.m.—Talk: The Fishing Industry—1,* by Wynn Thomas.
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. A Pianoforte Recital.
 7-45 p.m.—The Bournemouth Municipal Orchestra.
 8-40 p.m.—"The Emperors Again". Another edition of the popular Concert Party.*
 9-25 p.m.—The News and Announcements.
 9-45 p.m.—The BBC Dance Orchestra.
 10-30 p.m.—Close down.

THURSDAY, JULY 30.

4-30 p.m.—Big Ben. Talk: Holidays—2.*
 4-47 p.m.—Orchestral Concert.
 5-15 p.m.—A Tod Slaughter Programme.*
 5-45 p.m.—A Studio Concert.
 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. The Band of the Royal Marines.
 8-15 p.m.—A Talk on Holidays—2.*
 8-30 p.m.—Variety.
 9-15 p.m.—"Round and About".
 9-25 p.m.—The News and Announcements.
 9-45 p.m.—Dance music.
 10-30 p.m.—Close down.

4-30 p.m.—Big Ben. Band Concert.
 5-0 p.m.—The BBC Dance Orchestra.
 5-45 p.m.—Letters to a Golf Club Secretary.*
 6-5 p.m.—Concert by Birmingham Hippodrome Orchestra.
 6-30 p.m.—The News and Announcements.
 6-50 p.m.—Variety.
 7-5 p.m.—Dance Music.†
 7-15 p.m.—Close Down.
 7-30 p.m.—Big Ben. "Ladies' Night", presented by William MacLurg.
 8-15 p.m.—Sports Talk.*
 8-30 p.m.—The BBC Midland Orchestra.
 9-25 p.m.—The News and Announcements.
 9-45 p.m.—The Serge Krish Septet.
 10-30 p.m.—Close down.

SATURDAY, AUGUST 1.

4-30 p.m.—Big Ben. "Ladies' Night"*.
 5-15 p.m.—Children's Hour Programme: Plymouth Navy Week.
 6-0 p.m.—Orchestral Concert.
 6-30 p.m.—The News and Announcements.
 6-50 p.m.—A Commentary on the Surrey v. Notts Cricket Match.
 7-5 p.m.—"London Again" Suite by Eric Coates.†
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. Cinema Organ Recital.
 8-0 p.m.—The Band of His Majesty's Grenadier Guards.
 8-45 p.m.—Tod Slaughter and Jenny Lynn.
 9-15 p.m.—Olympic Games. A description of the Opening Ceremony from the Olympic Stadium, Berlin.
 9-45 p.m.—The News and Announcements.
 10-5 p.m.—Dance music.
 10-15 p.m.—A commentary on the Cricket Match between Surrey and Notts.
 10-30 p.m.—Close down.

* Electrical recording.

† Gramophone records.

SUNDAY, AUGUST 2.

- 5-30 p.m.—Big Ben. A Short Religious Service,* from the Studio.
 5-47 p.m.—The Adolph Hallis Quintet, with Lola Gordon.
 6-30 p.m.—Weekly Newsletter, Sports Summary, and Announcements.
 6-50 p.m.—Songs of the Open Air. Appleton Moore (Baritone).
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. The BBC Empire Orchestra.
 8-30 p.m.—A Religious Service (Congregational),* from Whitefield's Tabernacle, London.
 9-20 p.m.—Musical Interlude.†
 9-25 p.m.—Weekly Newsletter, Sports Summary, and Announcements.
 9-45 p.m.—A Programme of New Gramophone Records.
 10-15 p.m.—A Recital by Egerton Tidmarsh (Pianoforte).
 10-30 p.m.—Close down.

MONDAY, AUGUST 3.

- 4-30 p.m.—Big Ben. The Leon Wayne Sextet.
 5-0 p.m.—"Remembrance of Things Past,"*
 5-30 p.m.—Jack Simpson (Xylophone) and Harry Carter (Saxophone).
 5-45 p.m.—An Organ Recital by Douglas Hawkrige, from the Chelsea Parish Church of St. Luke.
 6-30 p.m.—The News and Announcements.
 6-50 p.m.—Cricket—Surrey v. Notts at the Oval: a commentary by C. B. Fry.
 7-5 p.m.—The BBC Variety Orchestra.
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. The BBC Welsh Orchestra.
 8-30 p.m.—"London Pie."
 9-0 p.m.—Operatic Music.†
 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—Surrey v. Notts, at the Oval: a commentary by C. B. Fry.
 10-30 p.m.—Close down.

TUESDAY, AUGUST 4.

- 4-30 p.m.—Big Ben. The BBC Midland Orchestra.
 5-45 p.m.—"A Remote Corner of the Empire: the Cayman Islands," by A. W. Cardinall.
 6-0 p.m.—Around the Counties, No. 3. "Surrey—the County Suburban."
 6-30 p.m.—The News and Announcements.
 6-55 p.m.—Cricket—Surrey v. Notts, at the Oval: a commentary by C. B. Fry.
 7-10 p.m.—Envoi.†
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. "World Affairs."
 7-46 p.m.—Jack Wilson and his Versatile Five, with Jack Ford (Tenor).
 8-5 p.m.—"The Fourth of August, 1914."* Some recollections and reminiscences looking back after twenty-two years. Devised and produced by Stephen Thomas.
 8-45 p.m.—Light Classical Concert.
 9-25 p.m.—The News and Announcements.
 9-50 p.m.—Cricket—Surrey v. Notts, at the Oval: a commentary by C. B. Fry.
 10-5 p.m.—The BBC Dance Orchestra, directed by Henry Hall.
 10-15 p.m.—Kipling Reading.
 10-30 p.m.—Close down.

WEDNESDAY, AUGUST 5.

- 4-30 p.m.—Big Ben. Quentin Maclean, at the Organ of the Trocadero Cinema, Elephant and Castle, London.
 4-45 p.m.—"World Affairs."*
 5-0 p.m.—"London Pie."*
 5-30 p.m.—The BBC Empire Orchestra.
 6-30 p.m.—The News and Announcements.
 6-55 p.m.—"Down to the Sea in Ships: Sea Harvests—Inshore Fishing in Scotland."* William Keir.
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. A Recital by Veronica Mansfield (Australian Mezzo-Soprano).
 7-45 p.m.—The Bournemouth Municipal Orchestra.

- 8-30 p.m.—"The Proposal."*
 8-55 p.m.—The Music of Brahms. A Recital by Nancy Weir (Australian Pianist).
 9-10 p.m.—"A Remote Corner of the Empire: the Cayman Islands."* by A. W. Cardinall.
 9-25 p.m.—The News and Announcements.
 9-50 p.m.—The BBC Dance Orchestra, directed by Henry Hall.
 10-30 p.m.—Close down.

THURSDAY, AUGUST 6.

- 4-30 p.m.—Big Ben. "Holidays, No. 3. Some Unusual Angles on Holidays in England: Village Cricket,"* by W. A. Darlington.
 4-47 p.m.—The Trocadero Cinema Orchestra.
 5-15 p.m.—Variety: "Top of the Bill."†
 5-40 p.m.—The BBC Military Band.
 6-30 p.m.—The News and Announcements.
 6-55 p.m.—The Pavilion Theatre Orchestra.
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. "Pastoral."
 8-15 p.m.—"Holidays, No. 3. Some Unusual Angles on Holidays, in England: Village Cricket."* by W. A. Darlington.
 8-30 p.m.—"The 1936 Frolics."
 8-40 p.m.—"A commentary on the Olympic Games, from the Olympic Stadium, Berlin.
 8-55 p.m.—"The 1936 Frolics" (cont'd).
 9-15 p.m.—The Cellini Trio.
 9-25 p.m.—The News and Announcements.
 9-50 p.m.—Tommy Finnigan's Band.
 10-30 p.m.—Close down.

FRIDAY, AUGUST 7.

- 4-30 p.m.—Big Ben. "Empire Magazine," No. 3.*
 5-12 p.m.—The BBC Dance Orchestra, directed by Henry Hall.
 5-45 p.m.—A commentary* on the Olympic Games, from the Olympic Stadium, Berlin.
 6-0 p.m.—Music by Mozart.†
 6-30 p.m.—The News and Announcements.
 6-55 p.m.—The BBC Theatre Orchestra.
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. The New Georgian Trio.
 8-0 p.m.—Ann Penn (Impersonations).
 8-10 p.m.—Musical interlude.†
 8-15 p.m.—"Night Shift."* From Beachy Head Lighthouse.
 8-30 p.m.—A Symphony Concert. The BBC Midland Orchestra.
 9-25 p.m.—The News and Announcements.
 9-50 p.m.—Medvedeff's Balalaika Orchestra. Olga Alexeeva (Soprano). Max Turganoff (Tenor). Vladimir Elin (Baritone).
 9-55 p.m.—A commentary on the Olympic Games from the Olympic Stadium, Berlin.
 10-10 p.m.—Medvedeff's Balalaika Orchestra (cont'd).
 10-30 p.m.—Close down.

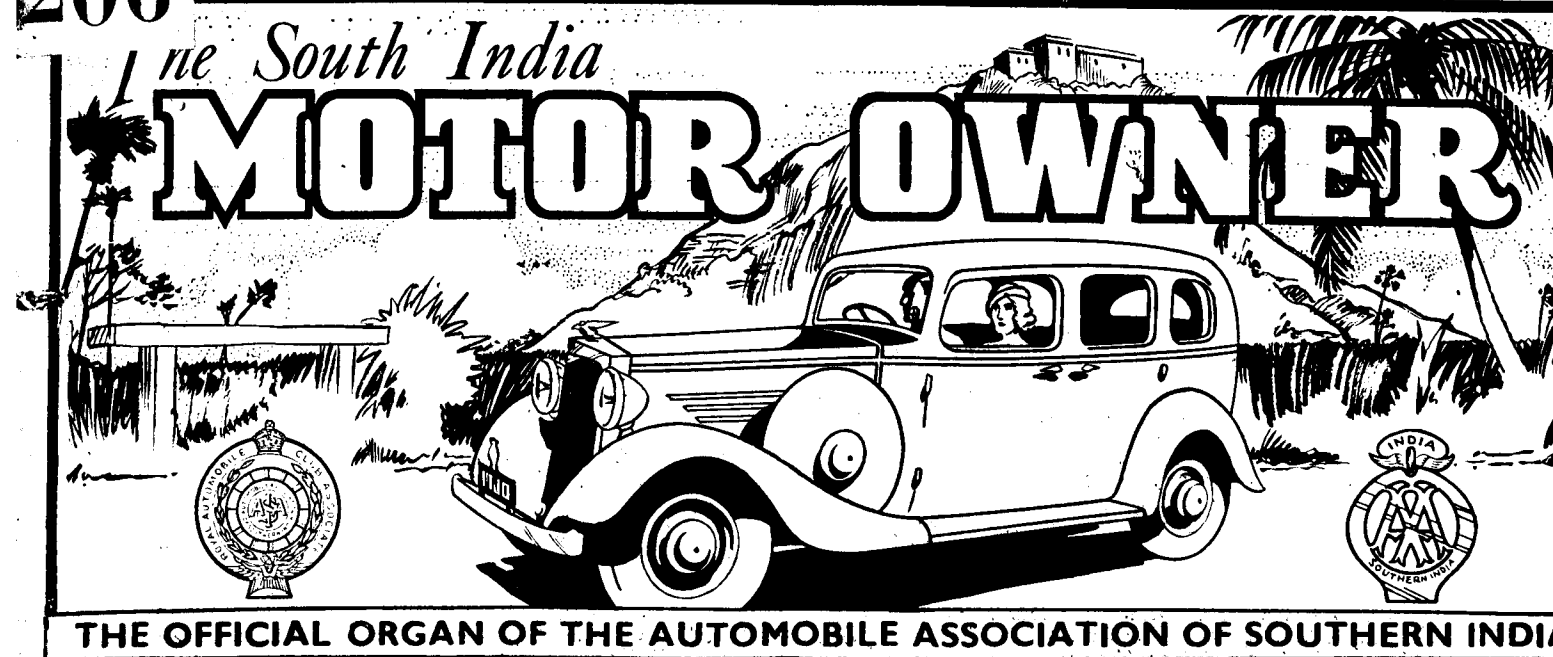
SATURDAY, AUGUST 8.

- 4-30 p.m.—Big Ben. The BBC Northern Orchestra.
 5-0 p.m.—A commentary* on the Olympic Games, from the Olympic Stadium, Berlin.
 5-15 p.m.—The Children's Hour.
 6-0 p.m.—The Commodore Grand Orchestra.
 6-30 p.m.—The News and Announcements.
 6-55 p.m.—The BBC Dance Orchestra,* directed by Henry Hall.
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. Donald Thorne, at the Organ of the Granada, Tooting.
 8-0 p.m.—Dance Music of 1925 and 1926.†
 8-25 p.m.—A commentary on the Olympic Games, from the Olympic Stadium, Berlin.
 8-55 p.m.—The Gershon Parkington Quintet.
 9-25 p.m.—The News and Announcements.
 9-45 p.m.—"Empire Magazine," No. 3.*
 10-25 p.m.—Envoi.†
 10-30 p.m.—Close down.

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Vol. VIII. No. 8.

AUGUST 1936

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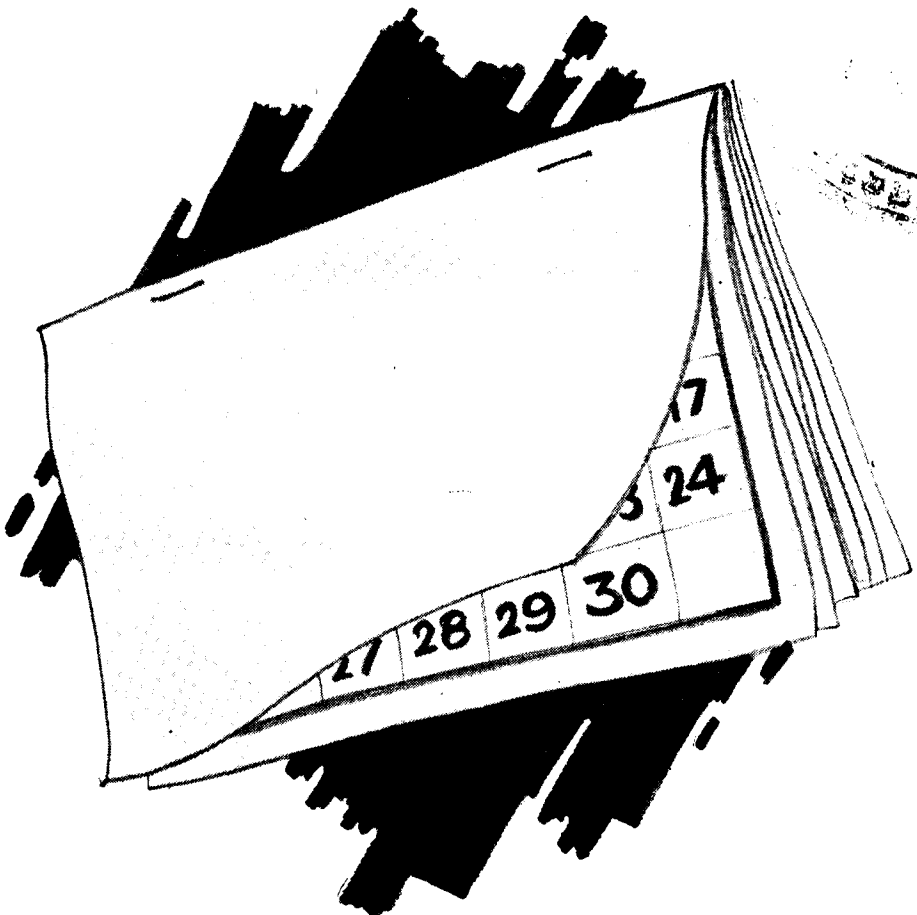
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Published monthly. Annual Subscription Rs. 3, Single copy As. 8, inland Post Free.

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Contributions and photographs are invited and will be paid for if accepted. An adequately stamped, addressed and suitable envelope should accompany all contributions and photographs for their return if not accepted.

The Proprietors of this journal do not hold themselves responsible for the opinions expressed or statements made by its contributors.

Advertisement "copy" to be supplied without application from the publishers by the 20th of the month preceding that in which the advertisement is to appear, failing which current "copy" will be repeated or where no current "copy" is available, space booked will be reserved and the advertiser will be held responsible for the cost.

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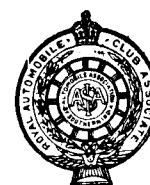
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The Official Organ of the
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Volume VIII Number 8

AUGUST 1936

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

A. A. S. I. Offices

THE Association is moving to more commodious premises and its offices will be installed on the first floor of "Navaz Mansions", Mount Road, Madras, (opposite Spencer's Petrol Pump) on and after the 31st August 1936.

Membership Numbers

Members of the A.A.S.I. are requested kindly to quote their membership number when in correspondence with the Secretary of the Association.

Tour

Ootacamund to Madras via Mettur and Ranipet—(Distance 346 miles).

N.B. There are 13 hairpin bends between Coonoor and Mettupalaiyam. Drive with caution.

Ootacamund.

Visit: The Government Botanical Gardens through which Government House may be approached. The colourful gardens are beautifully laid out in terraces—exceedingly enchanting—at the foot of a hill which gradually rises till it reaches its highest point of development in the peak of Dodabetta (1,206 feet above the gardens and 8,640 feet above sea-level); Murkurti Peak (8,380') West of Ooty (16m), lies among the Kunda Hills, grand in their desolation—Avalanche Hill is 8,497' and Kunda Peak 8,304 feet high. "It is a spot held sacred by the Todas as the residence of a personage whom they believe to be the keeper of the gates of heaven."

Pykara Falls (and electric power station) N. West and Marlimund Lake. Besides these there are other picturesque picnic spots and places of interest and—shoot—needless to say, on the Nilgiris is interesting and

varied. The same may be said of fishing at Avalanche River, Krurmund River, Emerald Valley River, Murkurti River and the River Mekod. The afore-mentioned rivers are trout streams. There is also hunting—for the lover of that sport—the quarry being the Indian Jackal.

Kotagiri (12 miles from Coonoor)—a quiet and restful holiday resort....

Leave Ootacamund for Lovedale (2m); Ketti (4m); Aruvankadu (2m); Wellington. (An excellent golf course provides an extremely good game for enthusiasts).

Coonoor. Here also as in Ooty there are pleasurable and charming walks and drives. Visit:

Lamb's Rock and Water Falls

Lady Canning's Seat—which is said to be the best view point on the Nilgiris. The Droog—During Tipu Sultan's days many English prisoners were thrown down from the top of this gigantic rock to the ravine below. Like Ooty, Coonoor can boast of beautiful gardens such as Sim's Park.

Leave Coonoor for Kateri (3m); Runnymede (1m); Hillgrove (4m); Adderley (4m); and Mettupalaiyam (8m).

Bear straight — Annur — Coimbatore/Satyamangalam Trunk Road, join on right follows this road about 2 furlongs, then turns left. Look out for number of water cuts (or Irish bridges) which cannot be taken at top speed.

Road junction (56.4 miles from Mettupalaiyam) turn left on to Calicut-Madras Trunk Road; Road Junction (0.1m) turn left and bear right; Avanashi (Petrol in cans) (0.4m); Perumanallur (7.7m); Chengapalli (4.7 m); Perundurai (11.3m). Keep straight on;

Sittodu—keep straight on—(10.4m); Bhavani (3.6m) turn left and follow road north through village street marked "to Mettur". Petrol pump opposite Cauvery bridge; Naranjipalli (15.2m).

Mettur (8.3m) There are both European and Indian Rest-Houses and Circuit Houses at Mettur.

The Circuit Houses are available for use by the general public and no prior permission is necessary. However the European Circuit House is in great demand and preference is given to persons who have booked accommodation in advance. Both Circuit houses are fully equipped with furniture, crockery, utensils, bed, linen, etc.

A Butler is in attendance at the European Circuit House who can provide meals if orders and sufficient notice are given.

The daily fees for accommodation are:—

European Circuit House. Single Rs. 3 per unit. Couple Rs. 4/8 per unit.

Indian Circuit House. Single Rs. 1/8 per unit, Couple Rs. 2/4 per unit.

Letters for booking accommodation in advance should be addressed to The Executive Engineer, Head Works Division, P.W.D. Mettur.

The Rest-Houses are intended primarily for local touring Officials who carry their own servants and kit. Meals cannot be provided, although the Rest-Houses are equipped with essential furniture while the European Rest House has crockery, utensils, beds, mattresses and pillows, but no linen. The daily fees are:—

European Rest-House .. Re. 1
Indian Rest-House .. As. 8

Leave Mettur Rest-house, then turn right on main Road. At mile 1.5 turn right—(Road straight on goes to park and fountains). Cauvery River (0.4m) bridged, 4 hairpin bends—drive with caution; (0.6m) Bridge over sluice gates, Memorial Pavilion on hill to left. Bridge on curve—drive with caution; Mechcherri (96m) keep straight on; Toppur (11.4m Madras/Salem Road); Admankottai—road forks, take right branch (12.3 m); Dharmapuri—narrow village street—left for Dharmapuri Town (56m); Road Junction turn right and then left over bridge (0.2m); Kaveripatnam (19.0m); (2.5m) sharp bends in road; (4.1m) Road junction left to Krishnagiri, right to Mettur, and straight on to Bangalore—turn right beyond P.P.; (1.4m) branch right; (20.2m) Nattarampalli; Vaniyambadi (10.7m); Ambur (10.0m).

Vellore (142.0m from Mettur Town).

The historic town of Vellore, with its old Rock Fort and beautiful Temple are well worth a visit. The town is situated on the Palar River in the North Arcot District. The town was rendered famous by the Vellore Mutiny, and by the fact that Tipoo Sultan was imprisoned in the extensive Mahal for a considerable period. The fort, which withstood several sieges during the several wars which finally led to the establishment of British Rule in India, is well preserved.

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	2 0 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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A:— CHEVROLET

Q:— What is the only low-priced car with SOLID STEEL ONE-PIECE TURRET TOP?

A:— CHEVROLET

Q:— What is the only low-priced car with KNEE-ACTION SPRINGING?

A:— CHEVROLET

Q:— What is the only low-priced car with NEW PERFECTED HYDRAULIC BRAKES?

A:— CHEVROLET

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CHEVROLET

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Ask your dealer for particulars of the G. M. A. C. Plan of Easy Payments

There is a Travellers' Bungalow near the Cantonment Railway Station, about half mile south of the Fort Gate. Here meals can be supplied by the Khansama if previous notice is given. The bungalow is not particularly clear and the European tourist would be well advised to make his way to Katpadi Junction, which lies about three miles north of the town on the road to Chittoor, and on the far side of the Palar River which is crossed by an old stone bridge. At Katpadi there is a good Refreshment Room (Spencer's) also a railway rest-house to use which, permission should be obtained from the Divisional Superintendent of this section of the M. & S. M. Railway, before leaving Madras.

Setthuvacheri (2 miles from Vellore)

Arappakkam (5.4m) bear right at fork; Arcot town (3.4m) turn left, cross the Palar river by the W. n. l. o. c. k Causeway—a stone paved roadway which is only difficult in crossing during heavy rains. Ranipet (1.0m); Wallajahpet (2.0m); (20.0m) Road Junction bear left; Sriperumbudur (18.0m); Poonamallee (11.0m); right St. Thomas' Mount and alternate road to Madras 6 miles longer but carrying less cart traffic and better surface than direct road; St. Thomas' Mount (10.0m) turn left in Village; Marmalong Bridge turn right over bridge and follow Mount Road—(5m) MADRAS.

Hotels

The following hotels allow to members of the A.A.S.I. a 10% discount on total bills—exclusive of drinks.

N. Arcot—Nellore—'Majestic'.

S. Arcot—Pondicherry—Hotel L'Alsacien, Grand Hotel d'Europe, Sankar Lodge.

Cochin—Terminus (Ernakulam), Harbour (British Cochin).

Coimbatore—Davy.

Madura—Carlton (Kodaikanal).

Kurnool—Udipi.

Mysore—Metropole.

Nilgiris—Manor (Coonoor), Hampton Guest House (Coonoor), Hill Grove (Coonoor), Blue Mountain (Kotagiri), Cecil (Ooty), Willingdon House (Ooty), Savoy (Ooty).

Malabar—Empire (Tellicherry), Victoria (Tellicherry), Beach (Calicut), West Cliff (Cannanore).

Secunderabad—Percy's, Montgomery.

Tinnevely—Chandra Vilas.

Waltair—Grand, Beach, Sea View.

AUTOMOBILE ASSOCIATION OF SOUTHERN INDIA

NOTICE

CHANGE OF ADDRESS

On and after the 1st September 1936, the office of the Association will be located on the 1st floor of NAVAZ MANSIONS, opposite Spencer's Petrol Pump.

The Post Box Number and the Telephone Number will remain the same, i.e.

Post Box No. 352 & Telephone No. 2439

Consequent on this change this Office will close on the 31st August, 1936 and will re-open at the above address on the 1st September, 1936.

India—Taxes

Rates of Taxation in Bombay Presidency

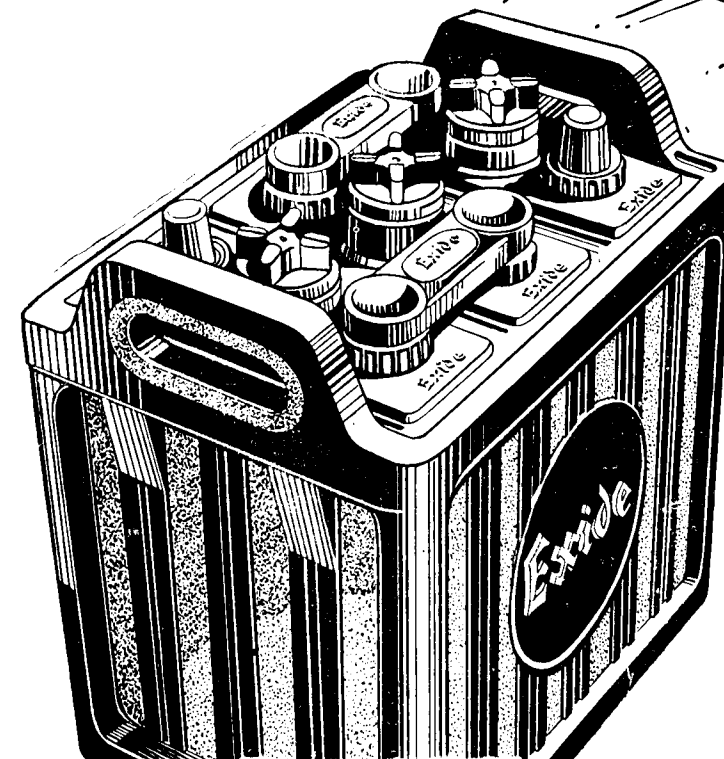
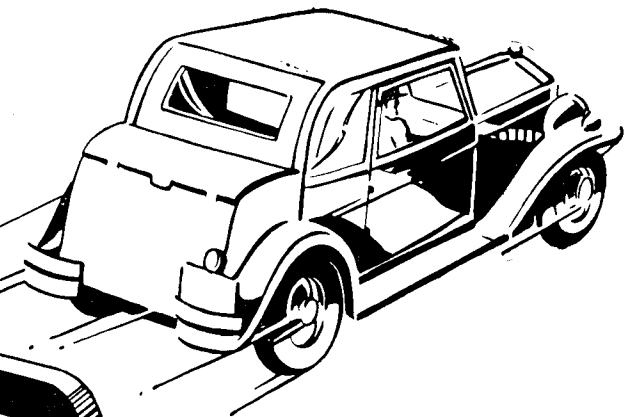
The following are the new rates of taxation in the Bombay Presidency, payable in advance:—

1. Annually.
2. For one or more quarters on payment for each such quarter at one-fourth of the annual rates, plus six and one-fourth per centum, or
3. For any period less than a quarter, expiring on the last date of any quarter, at the quarterly rates referred to above, less one-twelfth of the annual rate of tax for every complete month which has expired during such quarter.

Passenger carrying motor vehicles privately owned (annual rates):

- | | |
|--|------------|
| (a) Vehicles not exceeding 15 cwt. unladen | 40 rupees. |
| (b) Vehicles not exceeding 15 cwt. but not 30 cwt. | 60 " |
| (c) Vehicles not exceeding 30 cwt. but not 45 cwt. | 80 " |
| (d) Vehicles not exceeding 45 cwt. | 110 " |
| (e) Additional tax in respect of such vehicles used for drawing trailers:— | |
| (1) For each trailer not exceeding 1 ton unladen | 25 " |
| (2) For each trailer exceeding 1 ton unladen | 50 " |

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provided that two or more vehicles shall not be chargeable under this clause in respect of the same trailer.

(f) Motor cycle not exceeding 200 lbs.	18 rupees.
" " exceeding 200 lbs.	24 "
Motor tricycle	24 "
Additional for sidecar or trailer	3 "
Registration fees (a) for a motor vehicle	*8 "
Registration renewal	2 "
Driving licences	5 "
Driving licences renewal	1 "
Temporary Driving Licence	2 "
Duplicate Driving licence or Registration Certificate	1 "

* The Registration Certificate issued in respect of a vehicle is only valid for the period for which tax has been paid. Hence, the 8 rupees annual registration fee may be paid in four quarterly instalments with tax at the rate of 2 rupees per quarter.

General—Special Facilities for the Transport of Motor Vehicles by Rail

The special facilities for the conveyance of motor cars by rail in France under the conditions explained in previous F.R.s. have been extended in so far as that the French railways have agreed that holders of through International tickets qualify—previously one had to obtain the passenger tickets in France.

Applications for any such reservations in France may be made through the Continental Enquiry Office of the Southern Railway (Victoria Station) who are in possession of the special forms for completion, and will collect the difference, if any, between the fares paid by passengers over the French Railways and the minimum charge for the conveyance of cars.

As the Continental Enquiry Office will have to forward the completed forms to the French port for the necessary reservations to be effected, it is essential that as long notice as possible of the passengers' requirements be given.

Racing Cars

In the first place a distinction is made between races run on tracks or roads, such as the Grand Prix or the

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France—Customs

Unaccompanied Cars.

The Director-General of French Customs has agreed to exempt motorists and Associations from the obligation of presenting letters of explanation in such cases where a car arrives in France unaccompanied by the actual owner.

In such cases, however, where the vehicle is being imported by a chauffeur or representative of the owner, he (the importer) must be in a position to satisfy the Customs at the port that the person on whose behalf the vehicle is being taken into France is indeed one entitled to temporary importation facilities.

Henceforth, the A.A. will no longer issue any letters to the French Customs saying whether or not within the past six months, the holder of the new document has had a Triptyque or Carnet discharged by the French Customs.

Vehicles with Advertising Matter—Prohibited Importation

Under no circumstances may a motor vehicle of any type be imported temporarily into France if it carries advertising on any part of the body.

Such vehicles are liable to the outright payment of duty, no matter the period of importation.

Trade and address inscriptions on motor coaches are not considered in the nature of advertisement.

Automobile Club de l' Ouest's Twenty-four Hours of Le Mans, etc., and competitions which have at the same time a character of sport and touring, such as the Tour of France, the Alpine Cup and various other motoring races.

As regards track and road races, the regulations vary according to whether cars are driven by professional or private racers. Motor vehicles driven by professional racers, engaged by motor manufacturers and participating on behalf of these latter, may be imported temporarily on condition that the vehicles are of foreign manufacture.

Privately owned motor vehicles driven by amateurs competing on their own behalf may also be imported temporarily on condition of the car belonging to a person whose principal place of residence is not in France.

In either case, however, the temporary importation of vehicles and spare parts must take place under cover of an Acquit a' Caution for a limited period of three months.

As regards lorries and vans used for the road transport of racing cars and accessories, these will be allowed temporary importation under the same conditions as the racing cars themselves.

The necessary authorisation will be granted by the Chief of the Customs at the port or frontier concerned on the application of the persons concerned—or the motoring association representing them—and in this connection it is necessary to stipulate if the vehicles are being driven by professional or private racers. The use of such vehicles

temporarily imported for any other purpose than that intended will constitute a violation of the regulations on temporary importation and will lead to the immediate payment of import duty and taxes.

On the other hand, racing cars, whether transported by lorries or not, may also (as well as the lorries) be imported under cover of Acquit a' Caution, Model A, (this is a new document about which fuller information will follow in due course—towards the end of 1936), which has to be made out in the following:—

1. Vehicles participating in competitions organised in France Acquit valid for three months.
2. Vehicles participating in competitions organised abroad and passing in transit through French territory, Acquit valid for the duration of the competition concerned, it will be necessary to present the Card of Invitation to the foreign event made out by the organising Club, or else a declaration by an accredited Club (one by the A.A. will be accepted) certifying that the vehicle is proceeding to the country in question to participate in such and such a race.
3. Motor vehicles participating in endurance trials, i.e. Motoring Rallies, the Tour of France, etc., having a purely touring character, may be imported temporarily under cover of Triptyques or Carnets de passages en Douanes or Acquit a' Caution, Models A.1 and A.2.

The importation of any special type of fuel for the consumption of racing cars during a sporting event is liable to the outright payment of duty. Furthermore, it is necessary to make an application in advance to the Direction General of French Customs for permission to import such a fuel.

Germany—General Monetary Regulations

During the period of the Olympic Games the amount of currency that may be taken into Germany in Marks is being increased from 30 to 60 Marks. No note for a value greater than 20 Marks may however be imported in the total of the 60 Marks. This concession is only applicable during the period of the Olympic Games.

"This Motoring"

The romantic story of the A.A. by Sir Stenson Cooke is now being sold by this Office at a reduced rate of Rs. 2. As there remain only about nineteen copies, those desirous of securing a copy or copies are requested to book their orders as early as possible to avoid being disappointed. Original price—Rs. 4/8.

Route Itineraries

Seventy itineraries were issued during the month of July covering a distance of 29,037 miles.

Membership

During the month of July 1936, 64 new members were enrolled.

These new members were introduced by the following:—

Four by Major A. W. Waters,

Two each by Major E. G. Bowers, Messrs. J. C. Hunter and N. Kirwan.

One each by Messrs. Addison & Co., C. H. D. Leonard, C. J. H. Penning, K. Krishna Menon and A. P. Adam.

The remaining 49 were enrolled by the staff.

New Members

E. A. Nuttall, Esq.,
Imperial Bank of India, Madras.

G. E. Walker, Esq.,
200, Mount Road, Madras.

P. H. B. Learoyd, Esq.,
Post Box No. 157, Madras.

F. G. Cooper, Esq.,
3, Springhaven Road, The Harbour, Madras.

W. F. Ruffle, Esq.,
Presidency Port Officer, Madras.

J. Heywood, Esq.,
C/o Best & Co. Ltd., Madras.

C. A. Muirhead, Esq.,
Trichinopoly, S. India.

B. S. Laurence, Esq.,
C/o Best & Co. Ltd., Madras.

C. H. D. Curtoys, Esq.,
C/o The Bombay Co. Ltd., P.O. Box No. 109, Madras.

Dr. Jean F. Strandgard,
Handin Road, Bangalore.

Major T. Denton,
"Ely House", 12, Cunningham Road, Bangalore.

Roxy Talkies (Rep. N. M. Mistri, Esq.),
Vepery P.O., Madras.

Lt. C. M. Best, R.N.R.,
"Springhaven", Springhaven Road, Madras.

C. A. Henderson, Esq., V.D., I.C.S.,
Madras Club, Madras.

Lt.-Col. M. G. Platts,
Mettur Dam, Mettur P.O.

E. M. Moyes, Esq.,
Oorgaum P.O., Mysore State.

J. H. A. Hill, Esq.,
Burmah-Shell, Esplanade, Madras.

Rev. C. T. Key,
The Parsonage, Holy Trinity Church, Yercaud, Salem Dist.

K. K. Srinivasan, Esq.,
Branch Manager, New India Assurance Co. Ltd.,
1st Line Beach, Madras.

Messrs. Wilson & Co.,
5/6, Jehanghir Street, Madras.

C. G. Barber, Esq., C.S.I.,
P.W.D., Chepauk, Madras.

A. D. Buckley, Esq.,
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- Rajakumari Chennajammanni of Mysore,
4, Cunningham Road, Bangalore.
- J. Smith, Esq.,
C/o Binny & Co. (Madras) Ltd., Madras.
- Rev. D. R. Bazely,
Chaplain, St. Matthias' Church, Vepery, Madras.
- J. Dalziel, Esq.,
Mandaya, Mysore State.
- E. J. M. Leigh, Esq.,
C/o Binny & Co. (Madras) Ltd., Madras.
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THE CASE FOR AN

AUTOMOBILE ASSOCIATION

BY A FORMER SECRETARY

(By courtesy of "The Statesman")

ON the face of it there should be no occasion to state a case for the Automobile Associations of India, yet the fact remains that an unduly large percentage of motorists abstain from joining one or, which is worse, discontinue their membership after a period.

Let it be at once frankly admitted that few, if any of the Associations have reached a stage approaching to perfection. There have been cases in which the secretary has been a round peg in a square hole; there have been others in which the Committee never took the least interest in the discharge of their duties and where, so far from backing up their secretary, they have dismally failed to give him that support without which it is impossible for him to initiate, much less carry out, a progressive policy. Such cases are, however, the exception and not the rule and the main reason why the percentage of motorists who join an Association is comparatively small; why many who join subsequently resign and why there is frequently a marked apathy in the matter is that the owners of cars in India forget the teaching of two old saws:

United we stand; divided, we fall, runs the one.
Rome was not built in a day says the other.

A Welcome Change

Although there has been a marked and welcome change in this connexion in recent years, people in India, whether they be Indians or Europeans, are largely lacking in civic sense. Every man for himself has been inclined to be the attitude of mind towards corporate action of any kind. We are apt to look to a paternal government to do everything for us, forgetting that if we only make our combined voices loud enough, that paternal government will be likely to do far more for us than if a single voice crying in the wilderness is all that is heard; forgetting also that we are growing up and that it is time we thought of fending for ourselves, rather than continuing to be entirely dependent on our parents.

One result of the attitude of mind has been that the motorist, as an individual, whilst recognising that Automobile Associations may serve a very useful purpose, fails to appreciate his own duty, in his own interests, to join one. Most of the benefits that membership confers, he argues, will be his without his becoming a member. He enjoys the use of the road signs, the danger signals and the lighting up time notices that the Automobile Associations erect just as much as a non-member as he would as a member. He forgets, how, that if everyone looked on the matter in that light there would be no members, no

Associations and none of those conveniences. He appreciates any legislation that is passed in the interests of motorists; any protests that are made against further taxation and any efforts that are made to get the present heavy burdens under this head reduced but he fails to realize that it is only through the combination of motorists, in other words, through the Automobile Associations, that such legislation is pressed and such protests made, at least with any hope of success. He is glad when the police make such new traffic regulations as will be advantageous to the motor car user but he ignores the fact that in almost every such instance those regulations have been introduced as the direct result of representations made by an Automobile Association.

In other words, the motorist who "can see no point" in becoming a member is very happy to allow other people to pull the chestnuts out of the fire for him.

The Actual Benefits

That way of looking at the question, however, is not altogether unnatural, having regard to the manner in which human nature is constituted and it is most desirable that the individual motorist should be made fully aware of the actual as well as the potential benefits to be derived from membership of an Association, if the total of that membership is to be increased.

The first point to be noted is that the larger the membership, the greater the benefits to be derived. For it is axiomatic that, with more funds at their disposal, Automobile Associations could do very much more than they are able to undertake at present. One has only to consider the history of the Automobile Association of Great Britain in order to be convinced of the accuracy of that statement. That Association was born on the road. Founded in 1905, with the sole object of protecting motor users from the numerous police traps of those days, it has grown to be the greatest motoring organization in the world, with a membership of more than half a million. A squad of cyclist patrols on the London-Brighton road at week-ends formed the nucleus around which that Automobile Association has grown up. So useful were those first patrols of 1905 that it was decided to establish the service on a permanent basis. To-day that patrol service covers practically every road of any importance in England, Wales and Scotland and has also been extended to Ireland and its activities of to-day cover every single interest of the motorist, from free legal defence down to the provision of drinking water for motorists' dogs at their telephone booths scattered throughout the territories they

serve. Yet, in spite of the unrivalled position which that Association at present enjoys and in spite of the well-nigh innumerable benefits it confers on its members, the Committee, in their latest hand-book, state:—"Members will perceive that, as the membership increases, road and other services can be expanded and developed."

A Long Way to Go

Although the Automobile Associations in India have obviously and inevitably a very long way to go before they can aspire to conferring benefits even approximating to those enjoyed by the members of their sister organization in Great Britain, the former are able to point to a service that they render of which they have no reason to feel ashamed. For a yearly membership fee that is less than most men spend in a month on cigarettes the motorist in India becomes entitled to varied assistance in varying forms, such as he might well be called on to pay for from his own pocket in one day, if he come not a member.

The Associations render free legal advice and, if they are satisfied that the circumstances justify their doing so, they will fight a case in the law courts on behalf of a member. The latter point is one of the greatest importance and there are instances on record in India where the member of an Automobile Association has been saved as much as a thousand rupees in this particular connexion. And it must be borne in mind that the individual motorist might well abstain from fighting such a case, conscious of the amount it would cost him even if he won, so that the benefit conferred on the motoring public in general through this privilege of membership and through the precedent in case law that its exercise may mean, may well save motorists incalculable sums in the future.

Some Benefits

A member of an Automobile Association is entitled to a reduction of ten per cent on his motor car insurance premium. This is not a concession that the insurance companies granted of their own accord. The writer will, perhaps, be pardoned if he claims to take some personal pride in this concession. When he was secretary of one of the Associations in India, he conducted a campaign with this object in view. Quite naturally and quite rightly, the insurance companies refused for many weary months to concede his point. Eventually, however, he succeeded in convincing them that their interests and those of the motorist who was a member of an Association were identical in this matter and the concession was granted. It is probable that, in its implications and not necessarily in its actual benefit, that concession is the greatest argument in favour of a motorist joining an Automobile Association that could be advanced. For the companies conducting motor car insurance in India under a tariff are controlled by a body of men second to none anywhere in the world in business acumen, upright dealing and progress. And it is very certain that they would not have agreed to the reduction of ten per cent in the premium of members of an Automobile Association had they not been convinced that membership of such an Association meant that the risk of claims being submitted was

thereby minimised. They argued that the erection of the varied forms of road signs to which reference has been made; the breakdown facilities which Associations provide and the fact that Associations were managed by men of repute who would not lend their support to any but a completely genuine claim were assets for which they could well afford to forego that ten per cent.

Pioneer Days

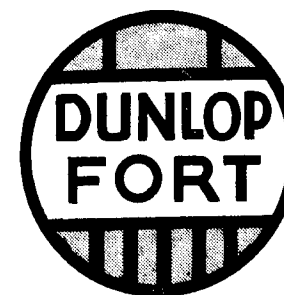
Time was and that not so very many years ago when a motorist in India who accomplished a journey of anything over about three hundred miles was considered to be something in the nature of a pioneer, unless he were travelling on the Grand Trunk Road. The admiration was induced, not by the length of the journey but by the fact that the motorist had succeeded in finding his way. Those who attempted such a journey even so recently as ten years ago will confirm that the word, pioneer, was no misnomer. Today the Automobile Associations, by reason of the data they have collected, have succeeded in rendering almost any journey from any place to any other a picnic. Not only have they prepared most excellent maps which give the distances between places on the route, but they are in a position to afford one information as to hotel accommodation, refreshment rooms, garages and petrol pumps. Not the least useful part of the Associations' activities in this particular connexion is their classification of hotels which enables one, on occasions, to decide that, instead of stopping at the place where one has thought to remain for the night, to proceed a further ten miles and be very much more comfortably accommodated.

Garages all over the world have an unenviable reputation of being robbers. In some cases the appellation is justified; in others it emphatically is not. Members of an Automobile Association in India are able to obtain the benefit of the most careful inquiries that the latter have instituted and be supplied with the names and addresses of selected garages in the towns they propose to visit. Such garages are actually appointed garages to the Association and a member is assured of efficient service at a reasonable cost. Indeed, a discount on certain spares and accessories is granted to members. That, however, is not the main advantage. The proprietor knows that if he fails to give satisfaction to an Automobile Association member he will be reported and lose his special recommendation. The result, naturally, is that he takes particular care to ensure that satisfaction is given.

Fewer Breakdowns

With the high stage of excellence to which the manufacture of cars has today attained, breakdowns are much less frequent than was the case a few short years ago. But, even as accidents will happen in the best regulated families, so may a breakdown occur in the case of the best make of car. A telephone message to the headquarters of one's Automobile Association will ensure a breakdown motor cycle and side-car, under the charge of a competent mechanic being despatched to one's aid, post-haste. Where funds permit of this being done, the

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breakdown service is available throughout the twenty-four hours and it needs no great imagination to be able to realise how tremendous a convenience this may prove to be to one personally. It may, indeed, make just the difference between being able to get on one's way again within an hour or two and having to spend the night, hungry and thirsty and uncomfortable, at the side of a road.

That the Automobile Associations serve an undoubtedly useful purpose is amply shewn by the fact that they are to some extent recognised by Government and in a number of instances Government servants are to be found on the committees. The Public Works Department co-operates with the Automobile Associations in a number of ways that are of great benefit to the latter, not least of those ways being that officials of the Department are always ready and anxious to render assistance by answering inquiries as to the state of a particular road; whether bridges are damaged, rivers in flood; whether a particular road is under repair at any point.

The Automobile Association of Great Britain reciprocates with those in India; a member from any of the latter Associations is always made welcome at home and his Indian membership entitles him to certain reductions in the fees payable when on leave.

Too Provincial?

A criticism that is frequently levelled at the Automobile Associations in India is that they are too provincial or parochial, a criticism that is not infrequently heard in other connexions in this country. It must be admitted

that there is a certain amount of justification for this particular criticism. On the other hand, it must be remembered that Automobile Associations in India are of comparatively recent origin and it is probable that in the early days their entirely separate entities was all for the good. For people are naturally keen on their own particular areas and it is beyond question that the Automobile Associations have accomplished more, conducted on an area basis, than they would have done on an all-India one. Latterly, however, inter-provincial jealousies between the Automobile Associations in India have tended to assume proportions which have been detrimental to the interests of the motoring public, viewed as a whole. There are, obviously, a number of matters that are of provincial interest only, and no fault can be found with an Association for giving a great, if not the greatest, portion of its energies to those particular matters. On the other hand, there are many questions that affect the motoring public of the whole of India and it is most desirable that the Associations should combine in dealing with such questions. Moreover, any representation to Government, to the Police or to the Public Works Department must, inevitably, carry more weight if it has the authority of the whole of India, rather than that of an area only, behind it.

It is, therefore, a matter for congratulation that a decision has been arrived at to hold a conference of the Secretaries of all the Automobile Associations in India in November of this year, when matters affecting the interests of motorists as a whole will be discussed.

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TRAFFIC CONTROL IN MADRAS

CYCLISTS A MENACE TO OTHER ROAD USERS

More Exacting Test for Motor Drivers

(By courtesy of "The Madras Mail")

THE menace of cyclists to other road users, pedestrians mainly responsible for accidents, and new tests for motor drivers, are some of the points mentioned in the report of the Commissioner of Police, Madras.

He says:—

An Undesirable Practice

The Central traffic investigation staff was in charge of the investigation of all important street accidents and took over 202 such cases as against 201 in the previous year. This staff undertook enquiries into 35 cases registered under the Indian Penal Code, and 14 cases of inquest under S. 174, Criminal Procedure Code. Of these 35 cases, 31 were charged, 15 ended in conviction, 7 are pending trial, 1 was withdrawn, 6 ended in acquittal and 2 cases were allowed to be compounded by the magistrate. The accused in the two last cases were charged for rash and negligent driving under Section 279, Indian Penal Code. It does not seem desirable that composition should be allowed in such cases and the matter has been reported to Government.

The Law and Order Police dealt with 1,153 petty offences under the Motor Vehicles Rules and Act as against 1,606 in the previous year. Of these 969 cases ended in conviction and 69 were pending trial at the end of the year. The Central Traffic Investigation Staff took over 174 of these cases of which 114 were convicted and 40 are pending trial. Of these offences 119 were charged under Section V, Motor Vehicles Act, for rash and negligent driving; 80 cases ended in conviction and 24 are pending trial. Fines imposed in the majority of the cases are still altogether inadequate, the average being Rs. 5-2.

Pedestrians Principally Responsible

Street accidents are largely at tributable to the lack of road sense of pedestrians and cyclists. Pedestrians were definitely found responsible for 51.7 per cent of the cases, cyclists for 16 per cent., hand carts, rickshaws and other wheeled vehicles for 4 per cent. and motorists for the remainder.

The common faults of pedestrians are (1) suddenly crossing the road regardless of the speed of oncoming vehicles and (2) emerging from behind a stationary or moving vehicle into the path of oncoming traffic without paying due regard to their own safety. It is noteworthy that the majority of the pedestrians injured were illiterate.

Cyclists A Menace

Cyclists are a menace to other road users. They have increased in numbers from 1,650 in 1928 to 15,800 in

1935. They obey no rules of the road, and there is no law in force at present to make them obey traffic signals. Government have been addressed in the matter. 463 cases of negligent driving and 1,209 cases of pillion riding were charged and all convicted, but the fines awarded averaged only 9 annas and have had no deterrent effect.

Of the 20 fatal accidents reported, 10 were due to private motor vehicles, 5 to lorries, 4 to buses and 1 to a motor cycle.

The duty of inspecting motor buses and granting brake certificates has been transferred from the Commissioner of Police to the Deputy Commissioner of Police, Traffic and Licensing, who is now responsible for all inspections of motor vehicles. This work is steadily increasing and if the proposed rule in the new Motor Vehicles Rules insisting on the annual inspection and registration of all lorries is accepted, I consider that the appointment of a motor vehicle inspector will be necessary to assist the Deputy Commissioner.

Handicaps to Effective Control

During the year considerable improvement was effected in the traffic control staff by introducing more efficient supervision over the point duty men and by holding frequent instructional classes during parade hours. As an experiment traffic sergeants and head constables were removed from point duties and placed in charge of traffic group centres with definite responsibilities for the conduct, work and discipline of the men attached to the group. They were also required to patrol and report traffic irregularities within their area. This experiment has been a great success and has resulted in a very considerable improvement in traffic conditions generally.

The sergeants are, however, very much handicapped in dealing with cyclists and fast moving traffic, and to deal more effectively with these offenders, I consider mounted patrols on motor cycle combinations to be necessary. My proposals relating to this and an increase in the traffic staff which is considerably overdue, will be placed before Government shortly.

Good Results from Buses

Buses have been brought under more effective control. The number of street accidents due to buses have been reduced to 49 as compared with 84 in the previous year. Fatal accidents due to these vehicles have also been reduced from 9 to 4. During the year the maximum number of buses has been prescribed for each route and regular services at various intervals to suit the public demand have been introduced. More effective out-door supervision has resulted in less disciplinary action being required against

owners, drivers and conductors. The figures are 2,177 cases as against 5,935 in 1934. This is a remarkable decrease and has been effected by the steady elimination of undesirable owners, drivers and conductors. Drivers and conductors are now much better behaved, and respectable owners are making good profits and are well content.

A new type saloon bus providing greater safety and comfort for the passengers has been introduced and the replacement of a large number of old and unserviceable vehicles has been effected. The fleet of taxis in the City almost entirely consists of new saloon vehicles.

Bus owners on several routes worked for a time in small association of their own, and chiefly owing to lack of proper organization, most of these associations were not successful. The owners on the Perambur route, working under an organization styled the "Amalgamated Bus Control" have been working very satisfactorily. The Bus Trade Council organized by Mr. V. S. Mani has also been functioning in the Mount Road-Kelly's Road route and has been working fairly well with occasional lapses. Mr. Mani made an attempt to extend the working of this Council to the Triplicane route but was not successful.

The use of white paint to demarcate traffic lines at important crossings and street junctions which has proved unsatisfactory in the past has been discontinued and white bricks of a special composition have been manufactured by the Corporation and embedded in important places. These have proved a far more satisfactory and less expensive substitute.

New Tests For Motor Drivers

More exacting tests for new motor vehicle drivers have been prescribed before the issue of driving licences are permitted. These tests take considerable time to execute and the present staff find it extremely difficult to deal with the applications received.

Rickshaw pullers and hackney carriage vehicle drivers were also given instructions in the rule of the road and "Safety First" principles before the issue of permits. These vehicles have increased very considerably since 1929 and the present staff allotted is unable to cope with the work properly.

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	Rs.	A. P.	Rs.	A. P.
Vehicles Taxes.				
1. Motor Cycles	1	4 0	3	12 0
2. Motor cars constructed to carry in all not more than seven persons including the driver				
(a) Weighing not more than 15 cwt. unladen ..	2	8 0	7	8 0
(b) Weighing more than 15 cwt. unladen ..	3	8 0	10	0 0
3. Motor cars constructed or adapted to carry eight persons or more including the driver	10	0 0	30	0 0

H. E. The Viceroy Chooses A Wolseley

A Wolseley 25 h.p. Super Six Saloon has been shipped to India to the order of H. E. the Viceroy, the Marquis of Linlithgow. The car is painted in a dual essence blue, and the upholstery is of brown crushed grain leather.

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

Roads Congress

It has now been decided that the Third Indian Roads Congress will take place in Lucknow in January 1937 instead of in Calcutta as was originally arranged. The reason for this change is that certain experiments which were to be carried out at the Alipore Test House will not be sufficiently far advanced to be of interest to members of the Congress this year, so that the postponement of the Calcutta session for one year has been deemed advisable. The proposed exhibition, which was being arranged in conjunction with the Congress in Calcutta, will, therefore, not be held.

Transport Advisory Council

The Second session of the Transport Advisory Council, which began in Simla on Monday, the 13th July, under the Chairmanship of Sir Frank Noyce, was opened by His Excellency the Viceroy and concluded on Thursday, the 16th instant.

The proposals considered were mainly based on measures to be adopted to eliminate road-rail competition which, it is understood, were by no means unanimously passed.

Their conclusions have been divided into six sections. The first, dealing with the construction of roads and railways, emphasises the need to consider the existence and interests of railways when planning or constructing new roads. The second concerns the control of traffic and comprises a catalogue of new regulations for the maintenance of a high standard for vehicles and the restriction of the number of buses plying for the service of the public in order to avoid wasteful competition. The granting of monopolies on certain roads was also favourably considered. Another proposal in this section of even greater importance is one to restrict the carriage of goods by motor transport to its appropriate sphere by means of the issue of road service permits which would not normally be granted for the long distance transport of goods. In certain circumstances the permits will also specify the classes of goods which may or may not be carried in the vehicles concerned. Another section deals with the organisation and administrative machinery necessary to handle these transport problems. Section four deals with the amendment of the Indian Motor Vehicles Act 1914 on the lines of the draft bill considered by the Council. It also proposes the appointment of a Committee to consider the desirability of enforcing compulsory insurance against third party and passenger risks as well as the compulsory insurance of vehicles.

In the fifth section the question of introducing a uniform basis for the taxation of motor vehicles throughout the country is recommended.

The sixth section deals with the resolution concerning the disposal of the Road Fund which the Government of India propose to amend and move at the forth-

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coming session of the Central Legislature. The first condition for participation in this fund is that the Local Governments will adopt and enforce to the satisfaction of the Government of India adequate rules for the control of motor traffic. Another condition provides that the new allotments from the Fund to the Provincial Governments will take the form of credits.

As might be expected, the recommendations of the Transport Advisory Council were by no means unanimously passed. We hope shortly to have fuller details of the deliberations which took place.

Central Taxation on Motor Transport

The expenditure on extra-municipal roads in the Governors' Provinces has diminished from Rs. 820 lakhs in 1928-29 to Rs. 509 lakhs in 1933-34 and there are no signs of improvement even to-day. Yet on the other hand the contribution made by motor transport to the general revenue of the Government of India—apart from contributions it makes to Provincial and local authorities which might conceivably go back to the roads—last year reached the enormous sum of Rs. 570 lakhs as per details below:

	In Rupees lakhs.	
	1934-35 Actuals. Rs.	1935-36. Actuals. Rs.
Import duties on motor vehicles and parts thereof	133.69	128.78
Import duties on pneumatic rubber tyres and tubes	34.89	34.75
Import duties on motor spirit	5.18	8.24
Excise duty on motor spirit	490.18	536.24
	663.94	708.01
Less 25 per cent. of duty on motor spirit, transferable to the Road Development Fund	123.84	136.12
Net contribution of Motor Transport to Central Government Revenues ..	540.10	571.89

If the closer control of motor transport visualised by Government of India is applied to restrict motor transport purely with a view to driving traffic back to the railways and to assist in improving railway finances it behoves them to remember that such a measure will result in a diminishing revenue from the above source and will not represent any advantage to the tax payer but merely a transfer from general revenue to railways a procedure which should be most strongly opposed.

Burma's Five-Year Plan of Road Development

The Burma Communications Board at a meeting held some weeks ago has recommended to the local Government a 5-year plan of Road Development costing about Rs. 60 lakhs.

Included in this programme are:

(a) *Improvements (premix coating) to*—the Rangoon Mandalay Road in Kyaukse and Pegu Districts (Rs. 12.14 lakhs) and the Rangoon-Prome-Ava Road in Insein and Tharrawaddy Districts (8.01 lakhs).

(b) the construction of a fair weather road from Belin to Papum, Thaton and Salween Districts (Rs. 2.75 lakhs).

(c) the construction of the following road sections as fair-weather roads (4.72 lakhs), the Nabuaing-Myotha section of the Rangoon-Prome-Ava Road in the Sagaing and Myingyan Districts, (ii) the Waw-Sittang section of the Pegu-Moulmein-Mergui Road in the Pegu District, and (iii) the Thanbyuzayat-Ye section of the Pegu-Moulmein-Mergui Road in the Amherst District, and

(d) construction of Kaleinaung Bridge on the Pegu-Moulmein-Mergui Road in the Tavoy District (3.66 lakhs) and Ye Bridge in the Pegu-Moulmein-Mergui Road, Amherst District (1.60 lakhs).

The total allotment of the Local Government for original works (Communications) during 1936-37 is 10.33 lakhs of which 7.2 lakhs will be found from the Road Development Fund.

Silencing of Motor Vehicles

An invention which, it is claimed, will revolutionise the silencing, not only of motor vehicles, but also of aeroplanes, machine guns and submarines, was demonstrated recently in London. Known as the Servais Silencer, and manufactured by Servais Services, Limited, of 8, Old Pye Street, Westminster, S. W. 1, the apparatus can be attached to the exhaust pipe of a motor vehicle so as to render the exhaust almost inaudible. During the demonstration it was used on an engine having a penetrating exhaust note with satisfactory effect. It is already in use on public vehicles, including motor sweepers used by the City of Westminster. The principle of the silencer is absorption of sound frequencies over any desired range, and thus it is adaptable to a large variety of purposes.

Motor Transport Industry in Great Britain

Interesting statistics relating to Road Transport are contained in Road Notes, Great Britain, 1935-36, a brochure issued recently by the British Road Federation. The importance of the industry is shown by the figure of 1,272,000 representing the total number of persons engaged in road transport, a majority, it is pointed out, of 597,000 over the figure for railway transport. Of the former total 210,000 represents drivers and conductors of public vehicles and staff, 515,000 lorry drivers, mates and fitters, 245,000 motor manufacture, 102,000 garage industry, and 100,000 road construction and maintenance. As to the work performed, it is shown that in the twelve months 1934-35, 9,724.6 million passengers were conveyed by road at a total revenue of £82,400,000; by rail, including the L. P. T. B., 1,645.9 million were carried, the revenue being £59,300,000. There are no equivalent figures with respect of goods traffic by road. The first report of the licensing authorities, however, published in March, 1936, showed that there were 27,096 holders of

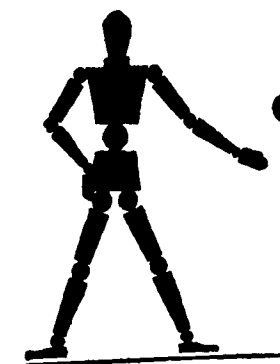
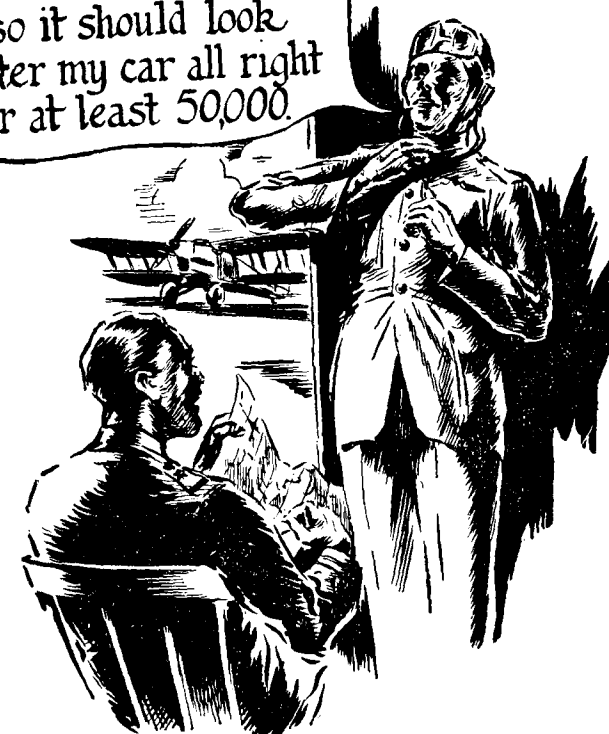
"A", 35,089 of "B", and 149,083 of "C" licenses, the vehicles authorised under each category being 100,182, 55,558 and 303,886, respectively. It is noted that since the licensing of goods vehicles came into force in 1934 the number of "A" and "B" vehicles has been almost static, few increases being permitted, whilst there has been a large increase in the "C" or ancillary user, class.

As to rolling stock, it is of interest to observe the remarkable increase in the number of private cars in use since 1926. In that year the figure was 683,913; in 1935 it stood at 1,477,378. This growth is almost entirely due to the increasing popularity of the small car. Those of 10 h.p. and under have more than doubled in number since 1931 (315,002 to 697,323) while cars of over 10 h.p. have remained relatively stationary (768,155 to 780,055). No doubt the low price of small cars has had much to do with the decline since 1929 in the number of motor cycles in use (732,300 to 516,567). The influence of the Road Traffic Act is shown in the total number of omnibuses, coaches and trolleybuses in use, which reached its peak figure (52,658) in 1930, and in 1935 stood at 47,215. Whilst, however, the Act has resulted in fewer vehicles the greatest reduction has occurred in the smaller types, the rearrangement of services following the proceedings of the traffic commissioners having tended towards a larger proportion of vehicles of higher seating capacity. On the goods vehicle side the numbers have been affected by taxation, the increased duties in respect of the heavier categories having resulted in an increase since 1926 of 96.9 per cent. in vehicles of under 3 tons and a decrease of 23.5 per cent. in those of over 3-tons capacity. The total number of goods vehicles in service has grown from 257,123 in 1926 to 434,723 in 1935.

The diesel engine, which is described as the most efficient power unit known, has made rapid strides since its first appearance in a commercial vehicle in Great Britain in 1928, and the number of vehicles so powered in 1935 amounted to 10,970, comprising 5,541 passenger and 5,429 goods, compared with 2,398 passenger and 4,317 goods in 1934. It is pointed out that this form of power unit has suffered from official discouragement. A special scale of vehicle taxation was imposed in 1934, when a 10 ton lorry had to pay £225 per annum, but in August, 1935, this was replaced by a tax of 8d. per gallon on fuel. In view of its heavy first cost, only operators over long distances can now afford the diesel engine, and its development from the heavy and medium types down to the smaller classes of goods vehicle has been retarded.

On the question of highways, the report states that the mileage of classified roads has increased by 11.1 per cent in the last ten years, but in spite of the growth of 69.4 per cent. in the number of commercial vehicles which use these roads for almost all their work, the cost of upkeep has actually been falling. The number of motor vehicles per mile of classified road has increased from 34.6 in 1924 to 59.2 in 1935, or on all roads from 7.4 to 14.5 per mile. It is pointed out that in 1935 the yield of motor taxation, including the amounts received in respect of vehicle taxation and driving licenses and taxes on petrol and oil, totalled £69,500,000. The total cost of the roads in that year is estimated at £53,000,000,

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the excess of taxation thus amounting to £16,500,000. Of the £69,500,000 received in motor taxation, only £26,500,000 was paid into the Road Fund, the remaining £43,000,000 being absorbed by the exchequer, and, of the £26,500,000, which the Road Fund received, £12,000,000 was paid out in direct grants to the roads, £6,500,000 to local authorities, and £1,500,000 in administration or other expenses, making an aggregate of £20,000,000. To make up the total sum of road costs, therefore, local ratepayers had to provide the balance of £33,000,000. Under the new system proposed by the Finance Bill of 1936, the Road Fund will remain for the purposes of grants to road authorities, but it will receive only so much as is provided by Parliament from year to year out of the Exchequer. Motor Transport, it is stated, claims no special privileges in the use of the roads, but at present it is paying in taxation over £15,000,000 more than the total annual cost of the roads. "Motor transport should be called upon to pay its fair share of the cost of the roads and no more. If it is necessary to levy special taxation for national purposes above this figure it should be paid by all forms of transport and not by one alone."—(From "Modern Transport.")

Communications Board in Sind

It is understood that orders have been passed by the Government constituting an Advisory Communications Board of Sind.

The Board will be representative of all district and Government departments as well as of leading commercial bodies of Sind and will include a representative of the Sind Branch of the Indian Roads and Transport Development Association. Its functions will be to advise the Government on the division of roads into classes, according to importance and utility, laying down standards to which each class should conform, the allocation of funds that may be available from time to time, the policy with regard to the provincialization of roads and, generally, the construction of roads, their maintenance and utilization by various forms of transport.

The Board may further suggest new lines as feeders to railways or extensions to existing ones to keep pace with the commercial development of the country and the colonization of new tracts. It may also suggest, when necessary, increased facilities for transport of various kinds and also deal with the question of railway co-ordination and matters concerning communications by air and water.

New Board of Communications in Orissa

A Board of Communications has been formed for the new Province of Orissa, constituted as follows:—

President:

1. The Revenue Commissioner.

Secretary:

2. The Chief Engineer and Secretary to Government, Public Works Department.

Members

3. The President of the District Board, Ganjam.
4. The Ex-Officio President, Agency District Board, Koraput.
5. The Chairman of the Balasore District Board.

6. The Chairman of the Sambalpur District Council.
7. The Chairman of the Cuttack District Board.
8. The Chairman of the Puri District Board.
9. A representative of the Bengal Nagpur Railway.
10. A representative of the Indian Roads and Transport Development Association.

The Board will be designated the "Board of Communications, Orissa." Its functions will be advisory and all important questions relating to co-ordination between all forms of transport and their future development will normally be referred to the Board for advice. The Board may at its discretion co-opt additional members to assist it in the discussion of particular subjects.

2. The rules appended to this order will regulate the procedure for the transaction of business of the Board.

3. The Board as now constituted will, unless otherwise ordered, remain in operation up to the 1st July 1937.

The New Chief Engineer and Secretary to Government Public Works Department is Mr. A. Vipan, A.M.I.C.E., late of the P.W.D. in Madras and who was responsible for drafting a very valuable report on the Road Communications in the Madras Presidency.

Five-Year Road Plan in South Africa

South Africa having no navigable rivers for internal communication, a great road development programme has been announced, as all travelling not done by rail and air must needs be done by road. The ox-wagon is still to be seen on the roads, but its employment as a means of transport is rapidly giving way to the motor truck.

About a year ago a National Roads Board was inaugurated in the Union of South Africa. The Union comprises an area of 471,917 square miles, made up as follows: Cape Province, 276,536; Transvaal, 110,450; Orange Free State, 49,647; and Natal, 35,284 miles. The population is sparse and scattered, and the interests are in some way conflicting, so that the problem of deciding upon a programme of national road construction presents difficulties. The task before the Board has been to select from approximately 75,000 miles of existing roads those routes which are most important from the national viewpoint.

The general plan recommended by the Board provides for fourteen routes having a total mileage of 5,396. Provision is made for a highway running longitudinally through the centre of the Union from Beit Bridge, on the border between the Union and Southern Rhodesia on the North, to George, on the seaboard at Mossel Bay, Cape Province, on the South. This route, together with two coastal routes, forms the main arteries of the system; the remainder joins up the principal centres with these routes or radiate from them, forming in all a network of highways linking up the main centres.

Chiefly, the routes projected are on the roads which are in existence, but which required considerable improvement to come up to a national standard. In carrying out the proposed programme, the Board recommends that one-fifth of each route or section of the route in each province be constructed, reconstructed or improved, as the case may be, each year.

How money will be raised. The programme, which covers five years from April 1, 1936, calls for an expenditure of £11,157,094 and the construction, reconstruction, and maintenance of 5,400 miles of road. Of the above mileage, 3,011 of national roads are located in the Cape Province, 1,075 in the Transvaal, 727 in the Orange Free State and 583 in Natal.

By law, motor trucks are not allowed to compete against the railways in carriage of freight. The railways, which are Government-owned, do, however, maintain road services, the extent and importance of which may be estimated from the following figures for December, 1935; vehicles miles, 574,299; cream conveyed, 120,532 gallons; passengers carried, 225,792; tonnage conveyed, 33,261.

The standards of construction will provide as far as possible for safe, rapid, economical and all-weather transport. The scheme of national roads provides, over the 5,396 miles, for the construction of about 20 to 25 per cent. thereof to bituminous standards. The average cost of construction over the whole mileage, exclusive of major plant and bridges, is estimated at £1,000 per mile.

In anticipation of the work to be undertaken by the National Roads Board, a National Roads Fund was created in 1935, when the United Government allocated £500,000 for its establishment. The balance of the moneys required by the Board to carry out their programmes during the next five years will be obtained from loans to be raised, amounting to £4,107,000, and from the proceeds of the petrol tax at present in force—(From "Highways and Bridges").

Cotton for American Roads

An amount of 1,300,000 dol. has been allotted by the U.S.A. Department of Agriculture for a practical nation-wide demonstration of the possibility of using cotton for roads, and the programme calls for the construction this summer of 565 miles of 18 ft. wide cotton roads in nineteen states. The 565-mile programme will use 5,961,562 square yard of cotton fabric, and in addition cotton mats to be used in curing concrete roads will absorb 2,530,000 square yards.

Argentine Road and Rail Development

An official decree issued on May 25 announced the approval of expenditure of 300,000,000 pesos (£16,700,000), an increase of 150,000,000 pesos in the original estimate, for the completion of the highway network scheme by 1942. At the same time it was announced that an agreement had been reached between the Government and the railway companies removing obstacles which have stood in the way of railways development.

Future Roads in Abyssinia

A Royal decree published in Rome recently allots about £9,800,000 to the Ministry of Colonies, a large percentage of which is earmarked for expenditure in public works in Abyssinia. This includes large sums for arterial road construction and consolidation. So far plans have been passed for 1,840 miles (approximately) highways. The chief schemes are:—(1) From Agar to Dessie (some 400 miles); (2) Debra to Addis Ababa (360 miles); (3) Adigrat to Addis Ababa (530 miles); (4) Assab to Dessie (360 miles); (5) Addis Ababa to Jimma (190 miles). This is to be followed at a later date by an arterial road linking Addis Ababa with Allata, Negelli and Dolo (690 miles). As a rule, the roads will be 17 feet wide, with tarred macadam surfaces. The work will involve cuttings, embankments, tunnelling, and extensive bridge building in ferroconcrete. The work is to be under the control of a State Roads Board, with offices at Addis Ababa. Drills and other tools, with their equipment, are being consigned from Naples to Massawa for the work.

The Abyssinian roadways are to form junctions, where possible, with the highways systems of the Italian colonies. 1,200-mile coastal road.

Meanwhile another grandiose Italian road building project in Africa is being brought rapidly to completion. This is the Tripolitan coastal motor road running from the borders of Algeria to those of Egypt, just over 1,200 miles long. For the last fourteen months an average of over 9,800 men (of whom about 650 are Italians) have been working on this magnificent highway, which has cost approximately £1,400,000. It is hoped that the work will be finished late this summer, and it is proposed to open ceremonially for motor traffic towards the end of October. This scheme has not involved any engineering difficulties comparable to those to be faced in Abyssinia.

Solving Rail-Road Competition

Nawanagar plan for unified control.—A scheme for the co-ordination of bus and rail services in Nawanagar State has been evolved by which all bus owners will form themselves into an association and will work under the control and guidance of the Jamnagar and Dwarka Railway.

Bus routes have been allotted to various bus owners who are to develop traffic in those areas but are not to poach on other owners' areas. They will provide their own buses, with drivers, cleaners, etc., and they will be responsible for their safe running. The fares will be fixed by the Railway, which will also draw up scheduled

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AUTOMOBILE ASSOCIATION OF SOUTHERN INDIA BADGES

The Committee of the Automobile Association of Southern India have decided that the price of A.A.S.I. Car badges to all members who have purchased badges since the 1st July 1936 shall be Rs. 5 instead of Rs. 10 as hitherto. Members who have purchased badges since 1st July will be credited with the sum of Rs. 5 when their next subscription is due.

timings for the bus services. The Railway will issue, check and collect tickets through its own staff, and keep the accounts. The buses will be insured against third party risks by the Railway, which will ensure that serviceable buses only are admitted to the pool.

Railways remuneration.—In return for this, the railway will retain a fixed percentage of the gross earnings and remit the balance to the proprietors month by month. The maximum bus fare has been fixed at half an anna per mile, which may be reduced in special cases for long distance traffic where buses will act as feeders to the railway in obtaining additional traffic.

There will be a Board of Arbitration, consisting of Colonel R. K. Himatsinhjibhai and Rai Saheb Girdharlal, Railway Manager, to settle all points of dispute. The Board's decision will be final, but subject to appeal to the Jam Saheb.

This scheme will apply to passenger service only for the present, but it may be extended to goods traffic in due course.

No Tramways for the Anamallais

For some time past there has been a move on the part of planters of the Anamallais to link Cochin with

Anamallais through a forest tramway connection. It is now learnt, however, that the Cochin Government have definitely abandoned for the time being the proposal to extend the Tramway to the Anamallais at a cost of Rs. 20 lakhs on account of their heavy commitments in connection with the Cochin Harbour.

Mr. H. J. Walmesley, M.L.C., Member for Planters' and ex-President, United Planters' Association of Southern India, has put forward another proposal now of linking up the Anamalais with Cochin by road, near the northern side of the Adirapally stream. He is of opinion that this road work will cost only Rs. 4 lakhs. The total tonnage that would be handled along this route will be 18,500 and the diversion of the trade now passing through Calicut, Madras and Tuticorin, would be of immense profit to Cochin. Mr. Walmesley is of opinion that the linking up of the Anamallais with Cochin cannot be put off any longer in view of the development of the Cochin Harbour and the advisability of opening up a rich planting district by a direct outlet to Cochin. He adds that the Cochin Government should follow the example of Travancore in such matters and see that the resources of the State are tapped to the fullest extent.

100,000 "EIGHTS"

ON 13th July, the 100,000th Series I Morris Eight came off the assembly line at Cowley. This represents an average of over 1000 a week since the car was announced in September, 1934.

Such an achievement has never before been approached by any other British car manufacturer. Probably there are models which have been equally well known to the motoring public. One recalls the famous Morris Cowley, the car which, more than any other, was responsible for putting the British motor industry on its feet after the War. This car was notable for two main features: its steady development over long period of years, and its reliability throughout the whole of that time.

Nevertheless, its success was not so immediately spectacular as that of the Series I Eight, which has continuously accounted for over 60% of all new cars taxed at 8 h.p. in Great Britain. In addition, the Morris Eight has attained great popularity overseas, there being very few countries to which it has not penetrated, and performed some noteworthy feat.

The Morris Eight was so far in advance of its time that it has never been necessary radically to alter its design. Apart from one or two minor improvements, the cars being delivered to-day are exactly the same as those which have been on the road for nearly two years, and week by week the Eight is still selling in even greater numbers.

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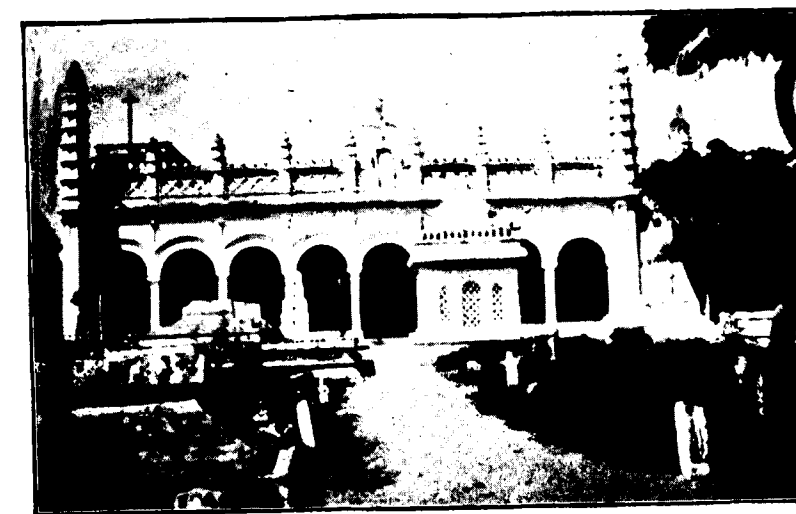
IN SOUTHERN LANDS

PART III

IN THE FOOTSTEPS OF CLIVE

By

Fred Barrie



Mohammedan Mosque outside Madura.

TO the motorist there are two direct routes from Madura to Trichinopoly. We selected the more popular beaten track, 106 miles in length, along the Great Southern Trunk Road, because we wished to visit Dindigul. Crossing the Vaigai River, we turned sharply to the left; almost immediately coming upon a lone mosque, the most revered in this land of temples.

At the invitation of the Moulvi, delighted to meet a congenial sahib who could speak his beloved Hindustani, I removed my shoes, and was escorted within its sacred interior. It contains two tombs said to be those of a king named Ala-ud-din and his brother. On one side, within the building, stands a stone pillar with a long Tamil inscription dated 1575 engraved on its surface; confirming a grant of land given to Mohammedans by one of the Pandyan kings. The chief peculiarity of this sacred edifice is, however, the dome; said to measure 22 feet from base to apex and 69 feet in diameter, cut out of a single block of granite.

In choosing this route to Trichinopoly we were compelled to retrace our footsteps for twenty-five miles, then bore in a north-easterly direction. The road is good, shaded by ancient banyan and peepul trees; and a gentle breeze blowing all day made our journey a pleasant one. The motorist, however, should be constantly alert for Irish causeways and acute depressions that yawn before him with startling suddenness. The same remark applies to the road connecting Trichinopoly with Coimbatore.

We crossed the railway at Kodaikanal Road station, where the Trunk Road throws aside a branch to this popular hill resort, and by ten o'clock saw in the distance the famed fortress of Dindigul. Seen from afar, it

resembles some gigantic, recumbent monster crouching on a pillow of naked rock, brooding distrustfully on the quiet of the surrounding countryside and the peaceful town basking in the shadow of its domination.

Halting the car at the foot, we alighted and climbed the flight of six hundred shallow steps, chiselled into the rock surface, that leads to the one and only gateway giving access to the fortress. Passing through, one is disappointed at the barren interior devoid of buildings. There are some deep fissures said to contain water even during the driest season. Above one of these natural reservoirs, is a circular brick bastion with two rusty cannons gazing with dulled supineness over the ramparts on to the town below. In the citadel, at the highest point of this rock hill, stands a ruined and dilapidated temple, with an inscription that dates back four centuries, before the embattled borders encompassing it were constructed.

The fortress has been the scene of many sieges, changing hands on several occasions. Held once by Tippu Sultan, it was ceded by him to the British in whose possession it has since remained. Now, it is a melancholy place browsing on past memories.

In its shadow, we came upon another relic of the Past, an oil mill, creaking its busy round, crushing the dry kernel of some nut which, as the local manufacturer informed us, was in great demand in Indian households. Care-free and contented, he occasionally raised his voice in song in which the driver joined; while phlegmatic bullocks, seizing the opportunity, stopped and chewed the cud; until the driver, awakening to a sense of his responsibilities, goaded and cursed them to lumbering activity.

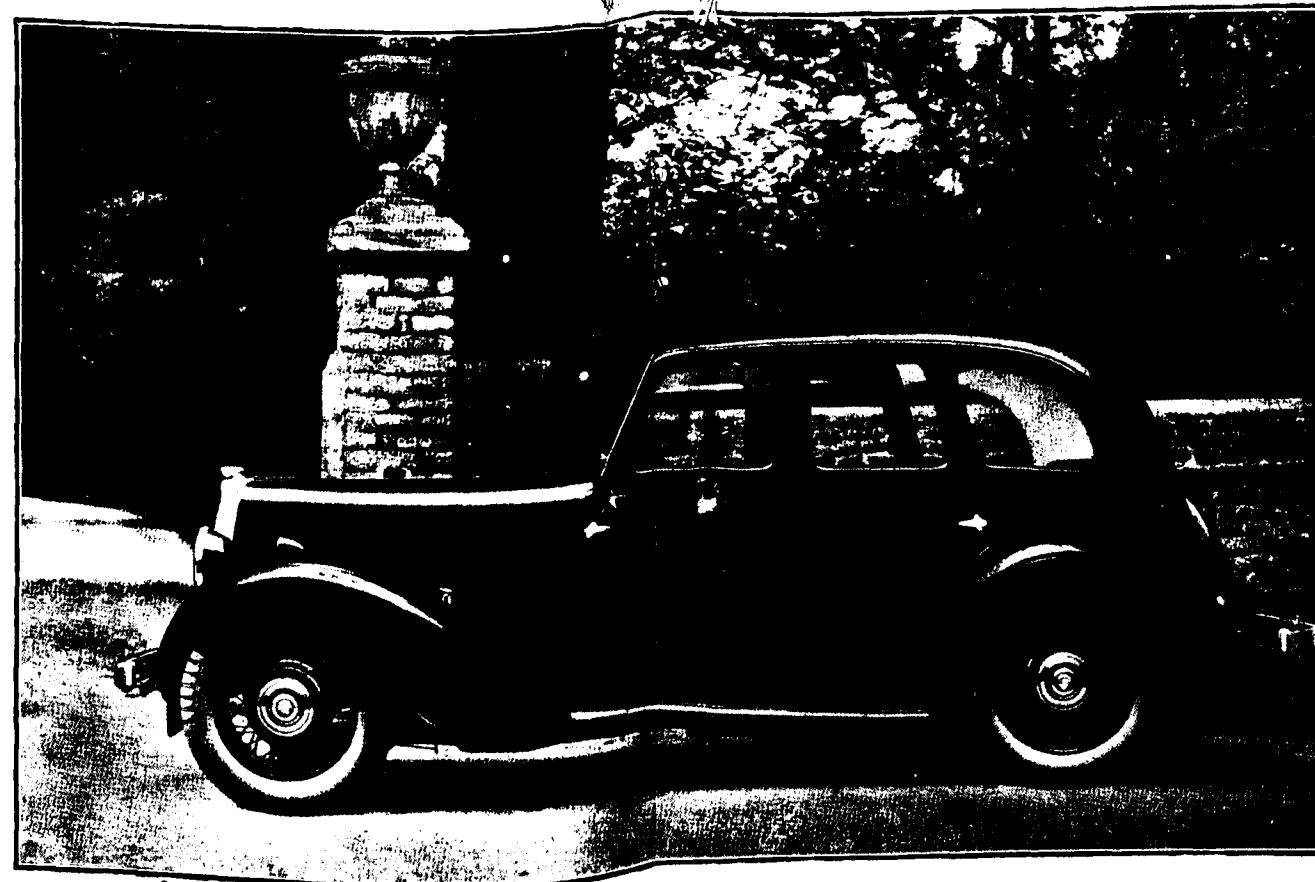
Purring steadily towards Trichinopoly my mind unconsciously reviewed the Past. We were following in

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of doubtful merit but only details that protracted trials have proved successful, and that have survived the stringent "excess tests" to which all Morris cars are subjected both in the Experimental Department and in regular production.

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The old Fort at Dindigul.

the footsteps of Clive, that dauntless soldier Empire Builder, whose intrepidity and astounding luck laid the foundations of what India is today. Old battle-fields are cold places if they rely for interest only on a dead and silent romance, still every inch of ground, over which we moved so rapidly, seemed to voicelessly speak of some gallant deed or scene. Rival factions have vanished; kingdoms have disappeared; and peace and unity has, at last, been bestowed upon a land torn and swayed by wars and strife for centuries.

It was early afternoon when we swung through a gate giving entrance into a dusty, white-walled compound, containing a dreary-looking Travellers' Bungalow. Condemned as unfit for human habitation the preceding November, and ordered to be repaired, it stood dejectedly in its forgotten dilapidation. It was the worst bungalow we struck on our tour reflecting little credit to the fair fame of Trichinopoly, whose railway station is a splendid architectural example of concrete engineering. I smiled at the incongruity as I cooled myself beneath an electric fan with a gaping hole in the roof. However, we had arrived and made the best of bad accommodation. We had intended spending the whole of the next day in this city. Instead, we had a high tea, and commenced sight-seeing the same evening.

I have sometimes heard it remarked by Indian friends that the British rule has

produced no outstanding examples of architecture like those to be seen at Agra, Fatehpur Sikri, Delhi and elsewhere. In a way, this is no doubt true; but a visit to Golden Rock, with the admirable orderliness of its railway Colony, is an example of what has been achieved under this same rule for the benefit and amelioration of the labouring masses; who, after all, when happy and contented, form the backbone of any country. This area of the town is delightful to the eye; wide, open spaces, good roads free of traffic, and spacious, comfortable bungalows and houses for railway workers.

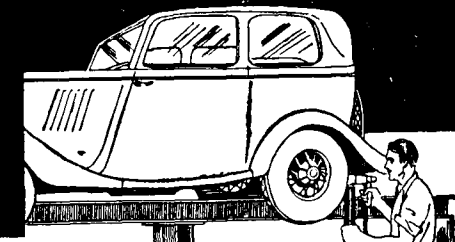
Golden Rock takes its name from a red-sandstone eminence rising above a wide plain on which the railway colony and large workshops have been built. According to local tradition, treasure lies buried somewhere in the immediate vicinity, hence its name.

The shades of dusk were throwing long shadows across the road when we turned our backs on Golden Rock, motored through the town, crossed the Cauvery on which Trichinopoly is situated, and wended our way among the trees that grace the Isle of Srirangam. This is a long strip of land enclosed by the river Cauvery, which bifurcates at one end and is called the Cauvery on one side and the Coleroon on the other. On this island is the Temple of Srirangam, that ranks among the seven



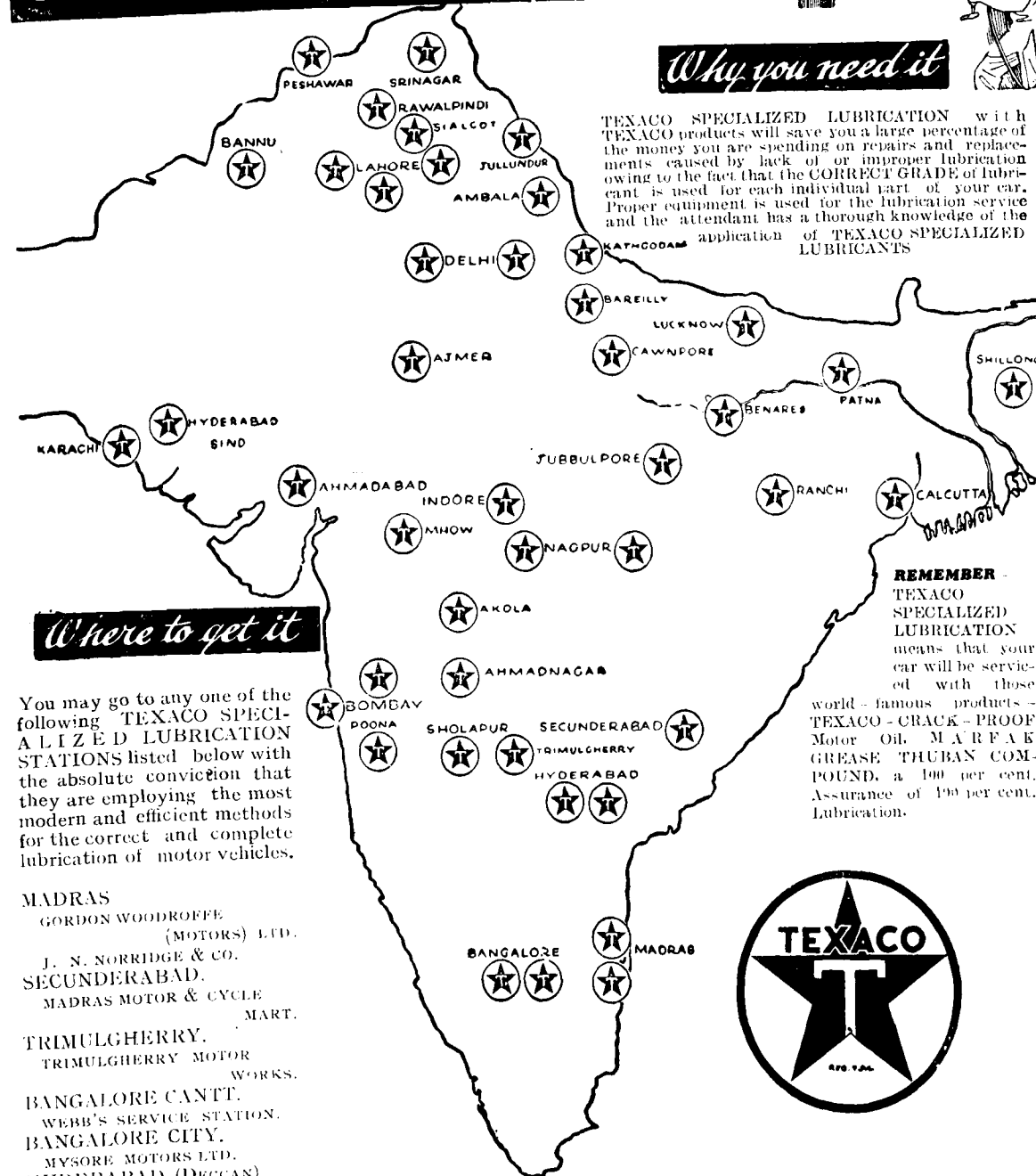
Rusty Cannon in Dindigul Fort.

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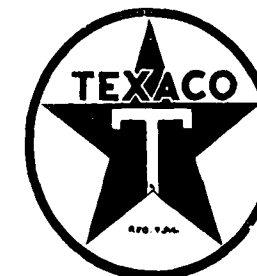
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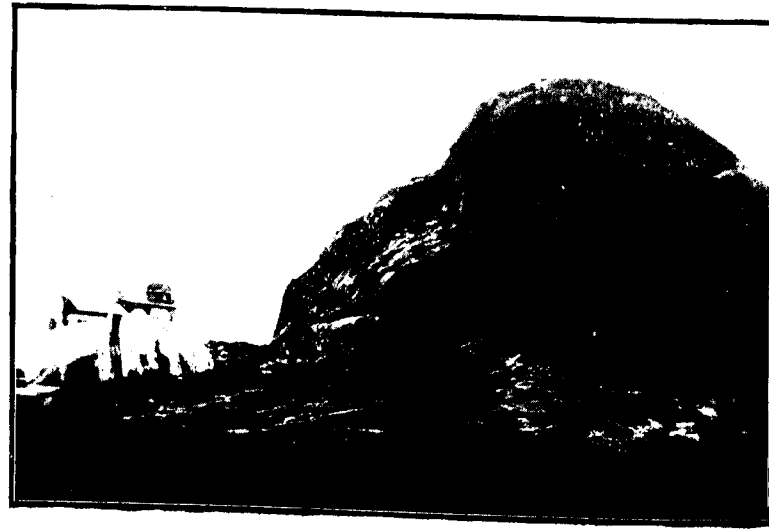
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sacred places of Hinduism. In such deep veneration is the temple held that an old-time record declares: "Those who visit Srirangam, those remain there even for a few minutes, and those who only see the place, will not alone be saved from Hell, the abode of Yama, god of death, but will be free from all disease and agony at the time of death, and will be preserved from a death untimely." With this comforting assurance, we parked the car near the main *gopuram* and entered within the sacred enclosures of the temple.

It is a vast maze of buildings as bemusing and bewildering as the great temple at Madura. During the struggle for supremacy in the Carnatic both French and English occupied the temple in turn, converting it into a fortress when the exigencies of the occasion demanded. Everywhere, we noticed the same commercial activity as prevails in Madura. The ladies of the party spent their time buying little sandalwood effigies of the gods, the favourites being jovial, pot-bellied Ganesha and the deeply venerated Sri Krishna.

Accompanied by a temple attendant I wandered amid the gloom of its lighted passages and labyrinths; passed its shrines, and admired its carvings, until I emerged on to a roof and gazed down on a temple whose dome shone like a ball of burnished gold in a ray of departing sunlight. Retracing my footsteps, my guide manoeuvred me to a massive iron chest with a slit in the cover, the temple



Golden Rock, Trichy.

money-box, and I contributed my moiety to the large sum collected annually.

Without a single pang of regret we left the Travelers' bungalow next morning. Our way led past Trichinopoly Rock, known as the Rock Fort, a granite mass, famous in the annals of the South, that rises 275 feet above the streets below it and dominates the town. Legend ascribes it to be a splinter of Mount Meru blown into its present position by the divine breath of Brahma, the Creator.

It has long since relinquished claim to be called a fort, but its Rock Temple is reputed to be of great antiquity. Manoeuvring the car through narrow crowded streets, we drew up at the entrance. Alighting, we climbed up a fatiguing flight of nearly 150 rock steps, painted in stripes of red and white, winding upward through the interior to the summit. On our way we passed a cave, hewn and pillared out of solid rock, attributed to the ingenious whim of a Pallava king.

Gracing the summit is a temple dedicated to my favourite Ganesha, reached by a flight of shallow steps hewn in the rock. From this coign of vantage a wonderful panorama of Trichinopoly and the surrounding country is obtained, the silvery streak of the Cauvery losing itself in the far distance.

Trichinopoly Rock figured prominently in the Carnatic Wars. Nearby, is reputed to be a building, now belonging to St. Joseph's



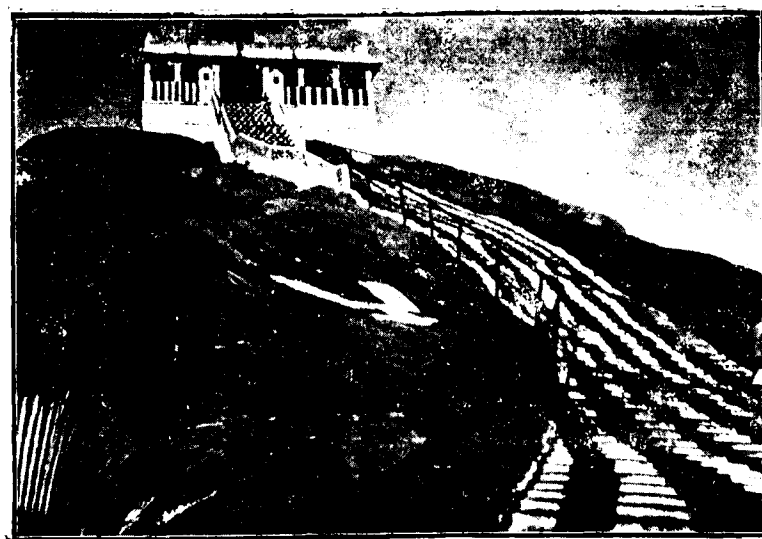
A citizen of Trichy out for a morning drive in his bullock tonga.

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Ganesha's temple on summit of Rock Fort, Trichy.

College, in which Clive resided during a period of his eventful life, and where he very nearly lost his life at the hands of a deserter whose pistol missed fire when aimed at him. Had Fate decided otherwise, the history of India of the eighteenth century may have been different.

Turning our backs on this arena of historical interest, now a flourishing modern town known the world over for its cigars, we took the road to Coimbatore, 136 miles to the north. For miles the road follows the windings of the river. But we had scarcely left its environs when our first puncture occurred; a bullock shoe with the edge of a scimitar piercing tyre and tube in six different places. The mishap remedied, we had an uneventful passage to Coimbatore. The road is good, but approaching Coimbatore during early afternoon hours proved hot and dusty.

Coimbatore is a rapidly expanding town with a railway station hardly in keeping with its growing commercial importance. Among its noteworthy buildings it boasts an Agricultural College and Forest College; besides several educational institutions, cotton mills, cement works and various other industrial activities. Everywhere, we noticed new buildings in course of construction, and other signs of increasing prosperity.

Fifty-four miles remained between us and Ootacamund, along a road travelled before, so we did not leave Coimbatore till nearly ten o'clock next morning...and then our

troubles commenced. I had had the previous day's punctures vulcanised, and had replaced the rim for the spare substitute. Half-way to Mettupalaiyam the tube sprang a leak. The car being of a type that carries the luggage and spare at the back, it meant the wearisome task of unloading luggage before the stepney could be reached. We performed the operation, changed rims, reloaded the luggage, and continued our journey reckoning not what Fate had in store for us. We had scarcely gone a mile when the spare gathered within its inflated bosom, on a stretch of sun-scorched road without a tree for shade, a bit of cast-off ironmongery in the shape of a sharp, double-edged bullock shoe, and burst with an emphatic, disgruntled escape of air.

I cursed long and fluently. The spare was beyond repair, and a new tube had gone the way of all things when rubber is brought into contact with destructive, rusty iron.

Once more the luggage was dismantled, and in a blazing sun I struggled with a recalcitrant rim, eyes blinded by continuous trickle of perspiration. My temper had almost reached explosion point, when relief came in the form of a grinning bus driver. With a deftness acquired by long and bitter experience he had the tube patched and inflated, and the rim in position, within the space of twenty minutes. I have never before parted with a tip with a sense of deeper gratitude than I did when my rupee changed hands.



Cave and pillars hewn out of a single rock—Trichy Rock Fort.

An hour and a half later saw us at Coonoor at the top of the ghats, breathing once again the cool, balmy air of the Nilgiris after a climb of 6,000 feet in sixteen miles. From there to Ootacamund is a step, and we curtailed the pleasure of our servants by arriving a day earlier than anticipated.

Before closing this article on a most enjoyable motor itinerary in Southern Lands, it may be of interest to those motorists contemplating a similar trip of this description but who are deterred from doing so on account of the expense, to summarise the expenditure incurred. I kept a strict account which, in round figures, worked out as follows:—

Petrol, oil and spares	..	125	0	0
Ferries and tolls	..	12	0	0
Tips, etc.	..	25	0	0
Bungalow fees	..	20	0	0
Food (including servant's korakhi)	..	68	0	0
Total	..	Rs. 250	0	0

This, of course, excludes depreciation on the car, a 18 h.p. six cylinder of a 1928 vintage, with a voracious appetite for oil. Loaded and weighted to full capacity, it behaved splendidly; performing, within an hour, the last uphill stage without a falter.

The actual mileage of the tour, from start to finish, including sightseeing excursions in towns, was 783 miles. So that, the cost works out to 2 as. 6ps. per mile, with petrol @ 1-10 per gallon; except at Trichinopoly where Russian competition prevented exploitation of the motorist and reduced the price to 1-2-6. Remembering that the car conveyed four persons, a servant, luggage and a dog, the cost is less than a third-class fare by rail per

head. With the decided advantage that we were independent of other means of locomotion, moved freely, saw the country and the life of its inhabitants, and were saved taxi-hire in towns—no mean consideration.

The catering was in competent hands and showed great economy. By taking a butler, capable of plain cooking, we were saved meal charges at the various bungalows at which we halted; besides affording us a personal servant devoted to our interests. Our meals were unconventional, lacking the appointments considered necessary in a dining room of an established bungalow; but we never missed these conventionalities, enjoying best the open-air ones by the roadside. We always had a sufficiency to eat supplemented, when necessary, by tin provisions. We treated the trip as one long, delightful picnic, and felt the better for the change; with a subsequent appreciation of the comforts of home on our return.

The chief charm of a motor tour lies in its sense of freedom. And motorists in India are gradually appreciating the fact that the land in which they reside is a land of many strange and interesting places. At least once a year there comes a time when a few days' relaxation may be snatched from the toil and moil of busy life. Then my advice to fellow motorists is to get road maps, work out an itinerary, select a route, and put the nose of the old bus at the commencement of the always interesting road.

In these days petrol is available everywhere, even in the most unlikely places. Discomforts will, no doubt, be experienced—what in life is worth anything without the?—but the joy of roaming open spaces, untrammelled by conventions, will breed a yearning for repetition, proving more attractive than the cloying, enervating atmosphere of crowded towns and cities.

(The End).

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A SPECIALLY DESIGNED CARAVAN-CUM- TOURER CHEVROLET BODY



USING a six-cylinder Chevrolet with a wheelbase of 112 inches, 12 cwt. chassis, the Raj Kumar Thakur Shatranjaya Singh of Amethi Estate has designed this streamline car body, embodying special and novel features for extensive touring in India.

The car is a seven-seater, equipped with hammock style beds which may be set up or packed away in a few minutes. Other features of comfort-on-long-trips are adequately and cleverly planned.

The designer has made an attempt at air-conditioning by having a gap between ceiling and top. On the run air enters a vent just above the top of the wind-screen and passes out of another vent at the tail, carrying off the heat from the "turret".

The luggage question is tackled very cleverly, the extra long and commodious beetle-shaped tail takes several suitcases, holdalls and personal requisites, while a trailer takes other camp accessories, etc.

The body is coach-built, the framework being entirely of teak covered with plywood sheets, to which the hand-hammered panels of iron sheeting are tacked, the seams being covered with aluminium beading.

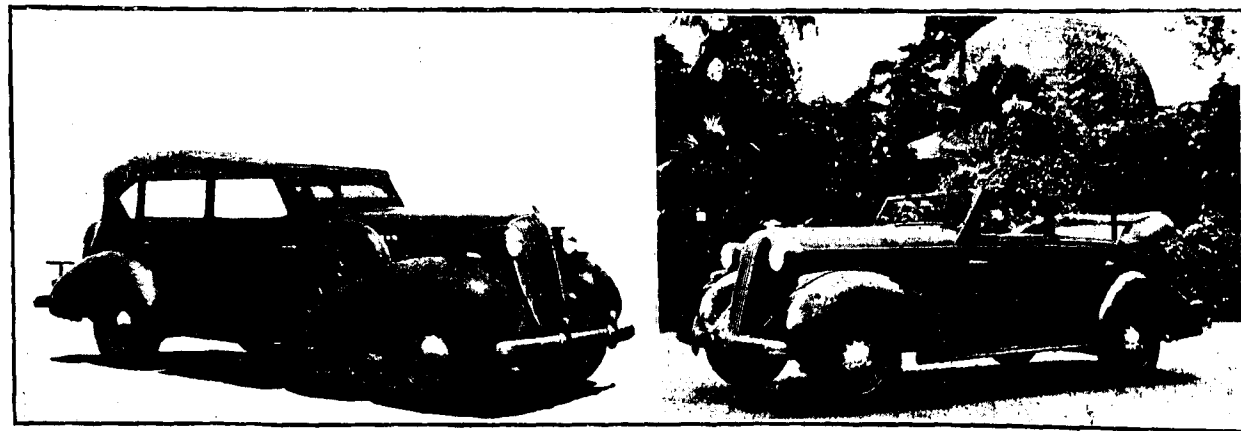
The Indian Maistry with his half-dozen crude hand tools is responsible for this fine piece of work. The joints

are all mortise and tennon, and half-lap, carefully chiselled and assembled. Some very difficult joints, such as where the hoop-sticks join scuttle arches and pillars, are skilfully executed.

The curved iron sheeting panels of the body are shaped on blocks of wood by ball-pane hammers carefully wielded so as to produce the right bulge.

Drip beading is used to deflect rain drops from the windows. The body is a light gray with cream waist-line and black beading. The side-sweep and beetle-shaped back afford a good streamline. The prime cost of this caravan-cum-tourer body is roughly estimated at Rs. 1,600.

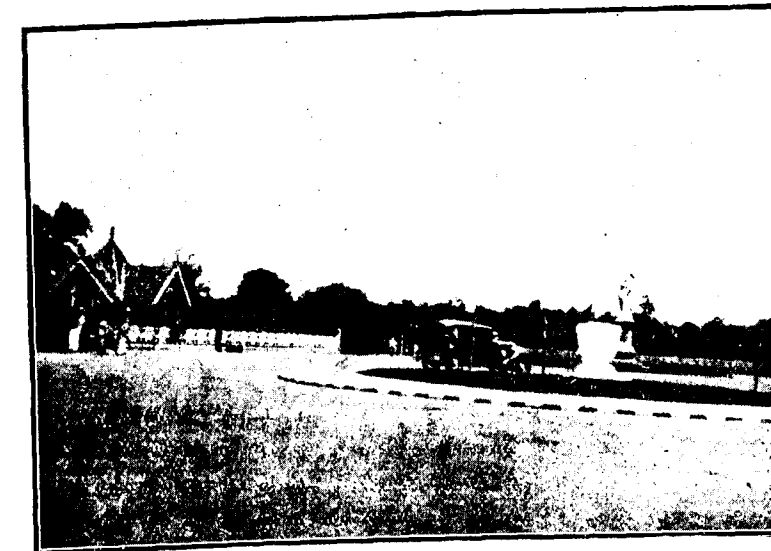
The Raj Kumar who is an extremely keen motorist will shortly be touring India along with friends. The approximate programme will be Allahabad, Lucknow, Delhi, Lahore, Amritsar and other cities of importance in the Punjab. Return to Delhi via Jaipur, then to Bombay where the Kumar Sahib will stay a few weeks. Then on to Hyderabad, then to Madras. From here direct to Calcutta if ferry transport, etc. are possible, otherwise via the Central Provinces to Nagpur, etc. Then to Ranchi via the Grand Trunk Road. Returning to Allahabad after a two months' trip and covering about 10,000 miles.



The new Oldsmobile and Pontiac tourers. Both these models are equipped with Knee-Action springing and rigid side curtains. The latter equipment allows the cars to be driven as convertible saloons as well as open tourers.

"SAFETY ISLANDS"

THE 3rd of July seemed a very busy day and it looked as if all the cars in Bangalore were on the road so I thought it rather a good idea to watch the traffic in the vicinity of the "Islands" on South Parade. The one at Wrenn Bennett's corner has proved its worth and released Traffic Policemen. The "Island" or "Roundabout" as it can be termed, near the Queen's Statue is of more recent date and of neat and ornamental design while it certainly controls traffic effectively. The accompanying picture shows most of it clearly with the Statue in the background. The car in the scene came



The "Island" near the Queen's Statue, Bangalore.

along South Parade and went round on to Queen's Road. Several motorists have grumbled about this "Island" being too large but, situated as it is, where five roads converge, it has without doubt cramped the speed merchants' style. In "Walls vs. Motors and Safety" which appeared in April's issue of "The South India Motor Owner," I pointed out two other road junctions where "Islands" would be very useful. The necessity for them still exists and I trust my suggestions will be considered in the interests of safety, not only for motorists, but for all other forms of traffic as well.

F.H.S.



Mr. G. D. Riedel, Regional Director for the Mediterranean Zone, General Motors Export Company, paid a short visit to the Assembly Plant of General Motors India Limited. He is seen with Mr. Sultan Chinoy, Managing Director of The Bombay Garage, Chevrolet distributors (figure on the left).

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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.

Table with 2 columns: Description, 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

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:—

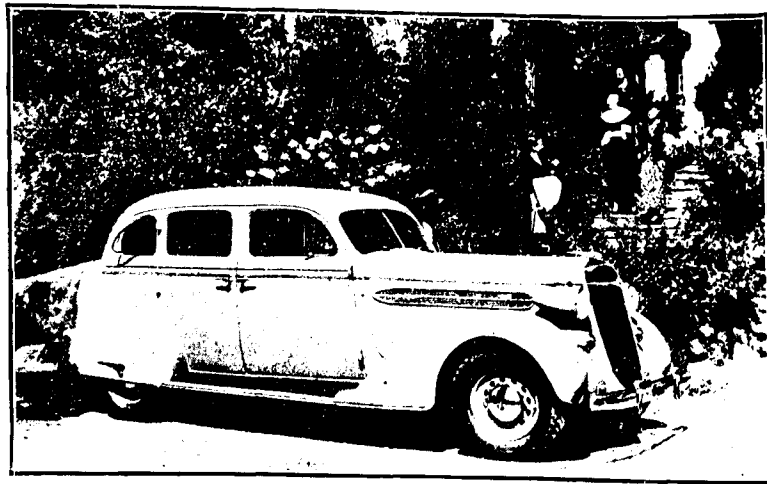
Table with 3 columns: No., Description, Rs. A. P. No. 1 for Any round bar (state diameter) 1 4 0 each, No. 2 Radiator cap or any vertical bolt 0 12 0, No. 3 Any horizontal bolt 0 12 0, No. 4 60% Angle bracket for bolt securing Dumb iron apron 0 12 0, No. 5 Any flat bar or plate 1 8 0, No. 6 Two long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

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CHRYSLER PRODUCTS FOR 1936

Interesting Details of
this Famous Line of
Cars



Chrysler 6 Airstream Touring Sedan de luxe.

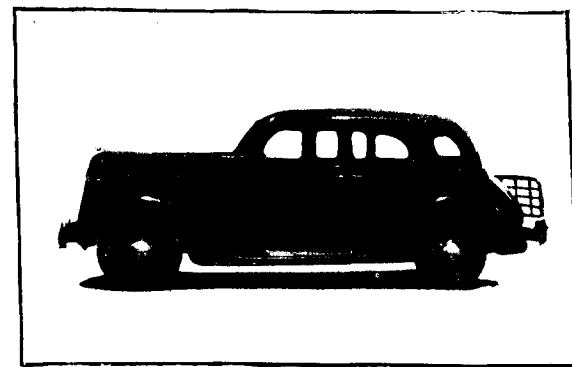
BEFORE briefly describing the various models manufactured by the Chrysler Corporation for 1936, it is perhaps worthy of note that originally the Chrysler was the only make manufactured by this concern, at the head of which is Walter P. Chrysler, who can definitely be considered one of the cleverest automobile engineers and designers that the industry has yet experienced.

In his early days Mr. Chrysler was instrumental in the design and production of several famous American cars, and it is worthy of consideration that right from the very start of his own manufacturing enterprises, under his own name, every model was a success. Quite apart from the Chrysler cars themselves, the interests of the DeSoto factory were absorbed, and also the old established and very sound Dodge concern was eventually taken over by the Chrysler Corporation.

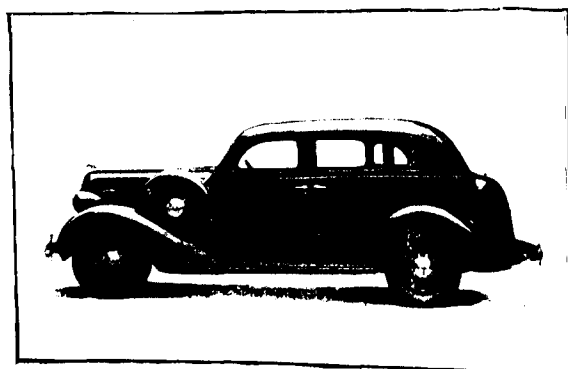
Walter P. Chrysler has, always, been a man with ideas and opinions well in advance of present-day practice. He has led the industry consistently in the adoption of certain very sound principles of design and construction. At a very early date, in fact, in 1924, he adopted the principle of Hydraulic Brakes, and this system was standard on his various productions, at a time when these new "fangled" ideas were considered dangerous and undesirable by the

more conservative and less enterprising manufacturers, not only in America but in other parts of the world also. Going steadily on from one improvement to another, Chrysler has undoubtedly done his share towards giving the motoring public much better and much more reliable motor cars. He is a man who takes the deepest interest in the productions manufactured by the Corporation that bears his name, and it is a significant fact that he is almost constantly to be found in the Engineering shops and laboratories of the great plant at Detroit, where the bulk of the manufacturing is undertaken.

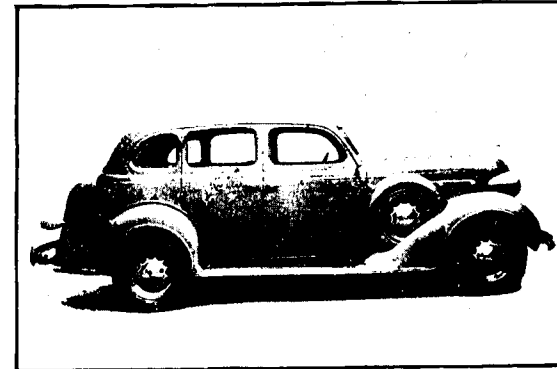
Starting first with the Chrysler models, these are of two types, designated Airflow and Airstream. The Airflow model which was introduced about two years ago, has met with considerable popularity and great success, not only in America, but in many other parts of the World. It is for instance a notoriously popular car in Great Britain. The largest car in this group is the Chrysler Airflow Imperial, which has a wheelbase of 128", and it is difficult to imagine a more luxuriously appointed, or a more comfortable car than one of these big Chryslers. The "Airflow" idea, originally introduced by Chrysler, has now achieved popularity to a very great degree, and what was thought at first to be rather an unconventional appearance, has now been definitely accepted as a scientific and graceful design. The next in size and price to the Imperial



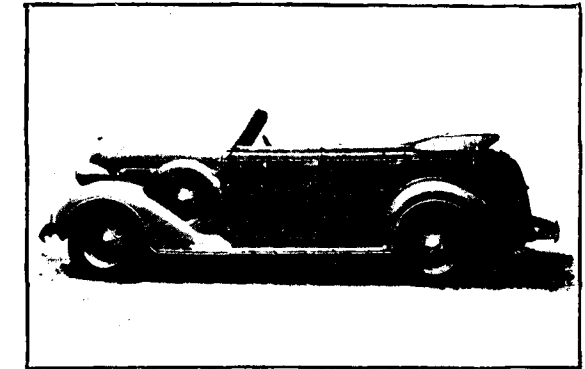
Chrysler Plymouth 5 passenger Business Sedan.



Chrysler Plymouth de luxe Touring Sedan.



DeSoto Airstream touring Sedan de luxe.



DeSoto Custom built convertible Sedan with luggage trunk.

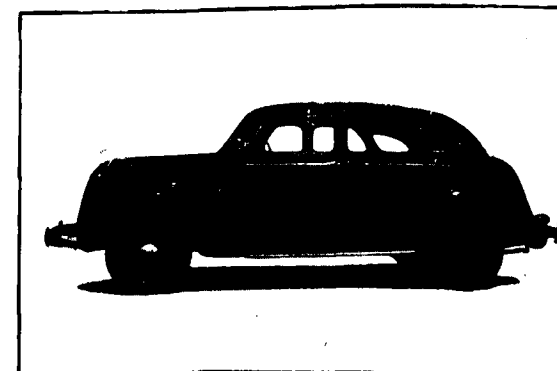
models, is the Airflow Chrysler 8, which is a six passenger sedan, offering exceptional comfort in both front and rear seats, and the all steel "ribbed" body is the safest type of construction ever embodied in a motor car. Airflow models are literally built up piece by piece, and in a similar way to the modern Cantilever Bridge, the Airflow unit construction of body and frame have accomplished the same results as that of bridge girders and trusses. The engine in the Chrysler Airflow 8 has a bore of $3\frac{1}{4}$ " and a stroke of $4\frac{7}{8}$ ", giving a H.P. rating of 33.8. On the bench at 3,400 R.P.M. the horse power output is over 115. A great feature of this particular model, apart from the excellent visibility and ease of control, is the truly astounding acceleration provided by this great engine. It is, of course, essential that with a car of this type, the brakes should be entirely faultless, and in this connection, ample braking is provided by the special Chrysler Hydraulic Brake system, which is equipped with a vacuum power booster, on all four wheels, and the actual total brake contact area for the car is almost 200 square inches.

The Airstream Chrysler which follows a more conventional trend of design, is also an extremely handsome car, as will be seen from the accompanying illustration. The most popular model in this range, is the 6 cyl. touring sedan, which has ample room for five passengers and in addition there is an attractive luggage compartment at the rear, inbuilt with the all steel body. The engine mounted in the Airstream 6 has a rated H.P. of 27.34, but over

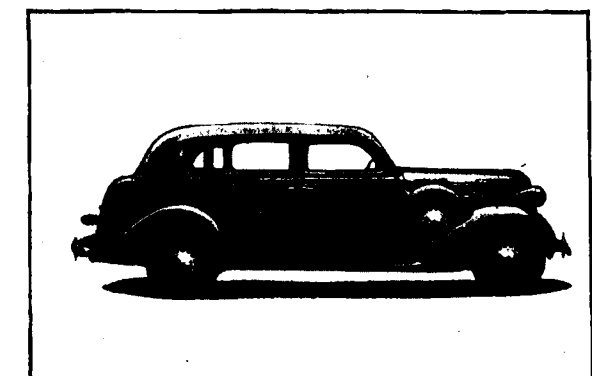
87 H.P. is developed on the bench at "peak" revolutions. The frame construction on Chrysler models is of the double drop X girder truss type, and on the Airstream 6 Chrysler the front suspension is by individually sprung wheels of an improved and perfected knee action type. The wheelbase of the Airstream 6 is 118" and the overall length, taking in the bumpers, is 197". Deluxe accessories are available on all Chrysler models, and these are attractively fitted, and the interior finish and layout generally shows considerably more thought in this direction than one is accustomed to find in cars of American manufacture.

The DeSoto models follow very closely the principles adopted in the production of the Chrysler cars. The DeSoto is available as an Airflow model and also as an Airstream 6. Regarding the Airflow type, the wheelbase is rather less than that of the Chrysler, and the engine, although of a similar L head type with the famous floating power mountings, has a rating of 39.57 c.c. The brake H.P. output as proved by bench test is over 87 at 3,400 R.P.M. The DeSoto still well maintains the graceful appearance that has always been an outstanding feature of these cars.

A very attractive model in this range is the special convertible sedan, which is definitely a very beautiful car. This is not one of the regular production lines, but is Custom built throughout, and the finish, fittings and materials generally used in the body are of very high order indeed. This type of sedan is extremely popular in this



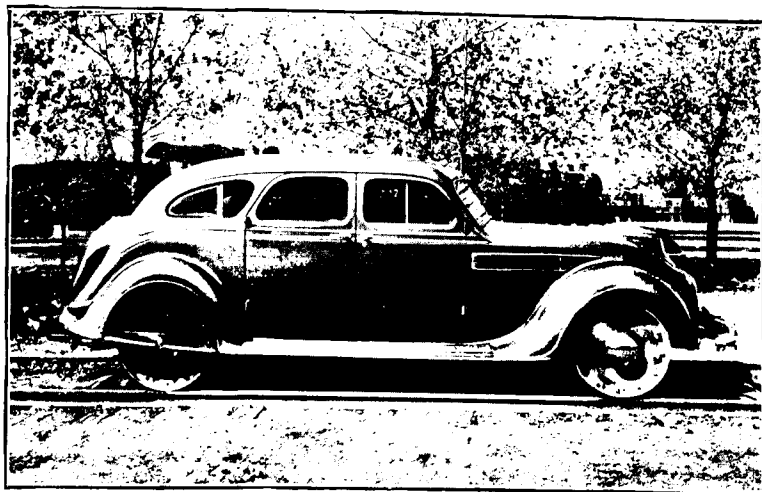
DeSoto Airflow 6 passenger Touring Sedan.



Dodge 7 passenger de luxe Sedan.

country, as the hood is made to drop and fold away neatly, giving the amenities of an open touring car which can be converted into a fully closed sedan within a few minutes, as all the doors are provided with mechanically operated glass windows, so that side curtains with their obvious disadvantages are entirely dispensed with. A feature of this type of coachwork is the ingenious method employed for providing adjustment of the driver's seat. This is easily and readily adjustable throughout its range of movement, and the mechanism is operated by a small and unobtrusive handle fitted in the back of the front seat panel.

Next to the DeSoto in price class comes the Dodge, which has, of course, for many years enjoyed an excellent reputation, in this country, for dependability and economy, and more particularly for its ability to stand up to really hard work under adverse conditions. The Dodge has always been a good car, but since Chrysler Engineers have assisted with its design and manufacture, the Dodge has well maintained its lead, and statistics show it to be the most popular car in its price class. It is interesting to note that twelve years ago the Dodge pioneered the all steel body for motor cars. Undoubtedly, this has had a great deal to do with its success in a country like India, where wooden body construction has never been entirely successful, owing to the inroads of dry rot and the destructive action of white ants on vital body parts. With this background of



CHRYSLER AIRFLOW TAKES TO THE RAILS.

This Chrysler Airflow Imperial was recently bought by the Missouri, Kansas and Texas Railroad for the use of Matthew Sloan, President and Chairman of the Board, on his inspection trips over the line. The regular wheels were removed and replaced by steel flanged wheels. The advantage of the motor cars for an inspection trip is obvious because of the perfect vision on all sides and the closeness to the rails. A permanent jack placed under the frame makes it easy to lift the car from or onto the rails.



CHRYSLER HAS AMPLE ROOM FOR LUGGAGE.

The built-in trunk that is standard equipment on all 1936 Chrysler Sedan models is one of the most appreciated features of the new line. The one pictured here is an Airflow Sedan. The spare tire is carried in its own special compartment in the trunk, leaving plenty of space for a large amount of baggage as shown. The accessibility and commodiousness of this trunk give an added pleasure to touring.

experience, it is no wonder that the bodies of the 1936 Dodge models incorporate tremendous inherent strength beneath their beautifully contoured lines and curves. The present models have been made roomier through lengthening and broadening, and even safer and more comfortable than before, through a new and lower design. The Dodge like other Chrysler products, incorporates the X type frame.

The strikingly beautiful new Dodge radiator grille characterizes the stream lining of the entire car. Of Gothic design, it is composed of three vertical sections of chromium-plated bars. The radiator filler cap has been placed under the bonnet, and thus the appearance is even more improved, and the radiator finish thus protected when filling water in the system.

Reducing frontal resistance, the new pronounced slanting angle of the Dodge windscreen adds attractively to the appearance of these new models. The lower corners of the new windscreen extend downwards, providing greater vision with a consequent greater safety. The Dodge is now provided with a new inset steel top. Incidentally, this new steel top makes an efficient radio-aerial, to which connections are already attached, greatly simplifying radio installation.

On the Touring Sedan, the Convertible sedan and the seven-seater saloon on the long chassis, very large luggage trunks are built into the rear body panels. It is

interesting to note that although these luggage trunks have been made bigger for 1936, the seating capacity and leg room has actually been increased, so that this greater accommodation does not interfere with the passenger's comfort.

The Dodge engine has a capacity of 3596 c.c. or a nominal H.P. of 25. Economy has always been a feature of the Dodge, and a very creditable figure of petrol consumption is obtainable with these 1936 models. As with other Chrysler products, Hydraulic Brakes, Hydraulic Shock Absorbers and Floating Power are all incorporated, and the tyre equipment is 600 x 16 airwheels.

Passing on to the Plymouth, this very popular car completes the range of products manufactured by the Chrysler Corporation.

luggage trunk, which in no way detracts from the amount of seating and leg room in the body. All Plymouth cars have real leather upholstery and the usual full equipment, instruments, etc. The engine has a nominal H.P. of 25.1, but it is a lively engine with quick acceleration, and develops at full revolution over 70 H.P. Great economy is one of the features of the Plymouth, and well over 20 M.P.G. is easily obtainable. Like all other Chrysler products, fully water jacketed cylinder bores assist greatly in keeping the frictional surfaces of the engine cool, and this means long life to pistons, with the minimum of cylinder wear. Every car in the Chrysler range has Hydraulic Brakes and Cross Braced frame, together with many other very desirable features, the soundness of which has been tried and tested before incorporation by the Chrysler Engineers.

WHEN VISITING MADRAS

STAY AT

FOR COMFORT

HOTEL BOSOTTO
AND
EXCELLENT CUISINE

Successful right from the start, the Plymouth soon became popular on account of its excellent performance and endurance. Even though more expensive than other competitive makes, the Chrysler Plymouth has for a very long time consistently maintained third place in actual registration figures in the United States, which can be taken as a very good standard by which to judge the popularity and success of any American car.

The Chrysler Plymouth is available in three models.

The Standard Business Sedan, a full five-seater saloon, but with only one spare wheel, simplified equipment and with luggage carrier only. There is also the Plymouth deluxe sedan which has the same type of body, but with deluxe accessory fittings, two spare wheels, side mounted, encased in metal covers with folding luggage carrier at rear, and 600 x 16 airwheel tyre equipment. The most expensive car in the Plymouth range is the deluxe Touring Sedan, which has the same features as the model just mentioned, but in addition there is an attractive inbuilt

An attractive innovation for 1936, common to all the Deluxe models of the Chrysler group is the availability of coloured upholstery leather to tone with the paintwork of the body. This is a feature which has not been offered previously to any great extent by any American manufacturers, and the combination of coloured leather upholstery adds very greatly to the smart appearance and good finish of these cars.

The whole of the Chrysler group is handled by Messrs. Addison & Co. Ltd., Mount Road, Madras, who have for some years acted as distributors of Chrysler products in South India.

Just before going to press, we learn that advice has just been received from America, to the effect that the combined lines of Chrysler motor cars are now in second place in the United States by a substantial margin, which is very tangible proof of the quality and value offered in this fine range of cars.

THE SCHOOL PATROL

PART I

By A. S. Trollip, Honorary Joint General Secretary

The Safety First Association of India, Electric House, Fort, Bombay

Purpose and Origin of the School Patrol

THE education of children in leaving and approaching their homes and schools in a proper manner, and in crossing streets in conformity with personal safety and consideration for others, is of the greatest importance, as it serves not only to diminish the toll of, and confusion on, the road, but also to bring a child's studies into a closer relationship with the problems of every-day life.

It was for the purpose of the dissemination of this education by the children to the children that the first School Patrol was created in Chicago in 1921.

As a result of its utility, the idea soon spread, and to-day School Patrols are operating in 1,800 towns and cities in the United States of America, where approximately 200,000 boys and girls are serving to protect the lives of 5,000,000 children annually. In every town without exception where the system has been operating a reduction in child fatalities has been reported, and as evidence of what it is capable of accomplishing the case of Des Moines, a town in Iowa, might be cited.

There are 52 schools in Des Moines, of which 22 have school Patrols, and during the past three years no child attending these schools has been hurt in a motor car accident; whereas last year only twenty-nine children from the other 30 schools were injured by automobiles.

First Patrol in India

Because of its proved importance and great utility, it was a foregone conclusion that the movement would spread all over the globe, and it came to India in December, 1935, when the first Patrol was organised at the *Antonio D'Silva High School, Dadar, Bombay*. From that time the Patrol has been in effective daily operation, directing and controlling the children as they go to and from school, and seeing that they cross the streets correctly at the proper points in the vicinity, instead of rushing haphazardly across them; and it has attracted so much attention that, in response to several requests for further enlightenment, this short account is being written, in the hope that it will materially assist teachers and others who are desirous of adopting the School Patrol as a practical and demonstrative part of the standard instruction in *Road Safety*.

Selection and Composition of Personnel

The personnel of the Patrol should be selected by the Principal as the result of personal observation coupled with recommendations from the teachers, and it should normally consist of boys or girls from the higher standards, as these command greater respect and have more control. But keenness to serve on the Patrol should never be overlooked; and it will often be found that those who

present a problem in management will do quite well in its ranks, acquiring a new stability from the sense of responsibility which the service breeds.

Each Patrol should consist of a Captain and a sufficient number of Life Guards to take care of the crossings and gates, and to provide reliefs and substitutes in case of illness; and the standard insignia recommended is a 2-inch-wide Sam Browne Belt of white material with the school badge worn on the left breast. *Very careful Preliminary training in the practice advocated by the "Safety First" Association is essential before the patrol begins to function on the streets.*

Patrol Stations

Guards should be stationed at all street corners in the immediate vicinity of the school, being employed in pairs at the more dangerous crossings and singly at the others. In addition, one Guard should be posted at each street exit from the school, with strict instructions to prevent children from crossing in the middle of the block. The Captain should not normally be assigned to any definite post, but should be at liberty to move about from point to point supervising the work of the Guards.

Assembly and Posting

In order to impress upon the children that this Road Patrol duty is not a portion of their play but something to be treated seriously and which calls for both earnestness and a sense of responsibility every movement of the Patrol should be conducted with military precision and discipline, no scamping or slackness on anybody's part being permitted by the school authority.

Assembling his Guards in the school grounds, the Captain must call them to attention, dress them by the right, number them, and then inspect them to see that they are smartly turned out and that their belts and badges are clean and in good condition. Having done so, he next details the Guards for duty at the various points, and marches the Patrol off smartly, stopping at each point to place his men, who should be in position ten to fifteen minutes before the opening of school in the morning, and should remain on duty till the bell for class entry rings. The Guards appointed in the morning should be on duty that day, and at interval and break up time should be permitted to leave their classes a couple of minutes in advance of the others, so that they might be at their posts when their fellows come out.

Where two Guards are necessary to control a crossing and one has to cross the street, he should always do so in accordance with correct practice, stopping at the curb and waiting for the proper moment. Since their behaviour is to be a precept for others, they must do things correctly or not at all.

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FASTER

AT LESS EXPENSE

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Mobiloil

Made by the General Motors

WHY DO OTHER MOTOR OILS SELL FOR LESS?

Have you ever wondered why you pay less for other motor oils than you do for Gargoyle Mobiloil?

Has it occurred to you that if other motor oils are as good as Gargoyle Mobiloil, they should command the same price?

The fact is that Gargoyle Mobiloil costs more to make, because better crudes, better methods of refining, better research work, are used in its manufacture. It is not simply a case of producing some oil which will give some kind of lubrication. It is a case of producing the best oil possible, to give the best results.

And so Gargoyle Mobiloil—
Costs more to make
Costs more to buy
And is worth more!

DEMAND



Mobiloil

PART II

THERE is a time and a place for everything, and to this universal rule crossing the streets is no exception. The streets are public property, and everybody has a right to use them; but this does not mean that everybody should demand to use them at one and the same time, and cause endless confusion, resulting all too often in death, by obstructing each other.

Always try to remember that a street is generally composed of two distinct sections, the pavement and the roadway, the former reserved for the use of pedestrians, the latter for vehicles; and when a pedestrian wishes to cross from one pavement to another, he must do so at the proper time and place. Where an actual pavement does not exist, the edge of the roadway takes its place.



The proper place—and there is one and only one such place—is at the street intersections or at marked crossings where no intersections exist. The proper time is when there is a gap, natural or artificial, in the traffic. The former occurs when no cars or other vehicles are passing or immediately about to pass; the latter when a traffic policeman creates it by stopping traffic.

It is the duty of every Life Guard to protect life, to prevent it from being risked or foolishly jeopardized, and the Life Guards of the School Patrol must bear in mind that while they are on duty they are responsible for the lives and limbs of their fellows as well as all others who pass their duty points.

They should, then, as illustrated in Figure 1, stop the passage at the corner by spreading out their arms at a height suitable for children both big and small, bearing always in mind that whereas the bigger children would understand the signal, the smaller ones might not and would be likely to slip through under the Guards' arms, and so go to their deaths.

It is at no time the duty of the School Patrol Guard to stop traffic. So he must wait, and as soon as a gap occurs, motion the children to cross quickly, at the same time raising his arm, as in Figure 2, to warn approaching vehicles to proceed with caution, as the crossing is being used by others, whose rights must be respected. As soon as the children have crossed, the Guard assumes the "Stop" position, Figure 1, and once more prepares to prevent children from using the crossing till the next gap occurs.

Where traffic is moderately heavy, two guards per crossing should be used, one stationed on the curb at each side; and where it is so heavy that natural gaps are of infrequent occurrence, the School authorities should ask for the assistance of a Traffic Constable, in conjunction with whose signals the Patrol Life Guards will act.

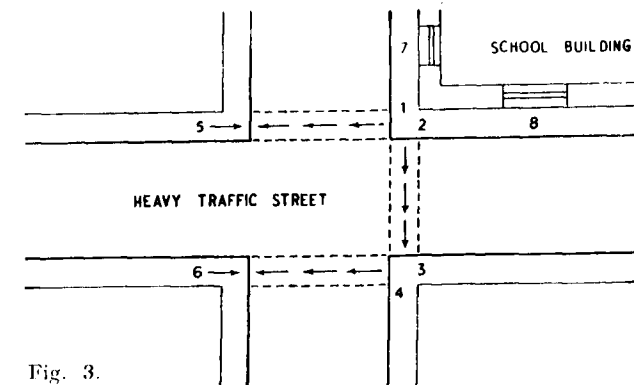


Fig. 3.

DIAGRAMMATIC EXPLANATION. The diagram below should be carefully studied both by teachers and the Patrol Captain and used as a guide in assigning Life Guards to their positions.

The thick black dotted lines represent pedestrian lanes or crossings, along which the children should move on their way to and from school. Children approaching from the directions A or B come to Life Guard No. 5, who, at the proper time, passes them on to Life Guard No. 1; they are then out of danger and can run along to School by either No. 7 or 8 gate. Children approaching from C and D are taken care of by Guard No. 6, who passes them to No. 4, where they join children from E and F and are sent forward by Guard No. 3 to 2. The method of progress is reversed when the children are leaving school. When traffic is light Guards No. 1, 2 and 4 can be eliminated in the approach circuit and 5, 6 and 3 in the exit.

Guards No. 7 and 8 are stationed at the edge of the pavement opposite the gates, and their duty is to prevent children from running across the street at those points. They should direct them to the proper crossings.

In the event of a Life Guard not being able to see approaching traffic clearly on account of parked vehicles, he should step off the pavement on to the road till his view is clear, then, after directing his charge across, he should return to his station. When stepping off the pavement, he should be careful to keep his arms extended at the "Stop" signal (Fig. 1), so that his movements may not be misunderstood.

CO-OPERATION OF PUPILS. To be successful, the School Patrol must have the respect and co-operation of the entire student body, who should be made to understand that the Life Guards are *authorised* to care for and direct them and that their Signals must be implicitly obeyed. Any case of disobedience and any attempt to lower the prestige of the Patrol or a Life Guard should at once be brought to the notice of the Captain, who must refer it to the Principal for disciplinary measure.

HOW THE SCHOOL PATROL BENEFITS THE COMMUNITY. The benefits which accrue from the proper working of the School Patrol are so many and widely spread, that to enumerate them all would require considerably more space than I have at my disposal. Principal amongst them are the peace of mind which parents derive, especially mothers, from knowing that their little ones, whom they have to send out on their own day after day to attend school, are having drilled

into them, by an interesting and practical means, the safety lessons of the classroom, and are thus being more efficiently protected than they would be otherwise. It is, then, the duty of every mother to help the spread of the movement, by contributing her mite to the funds of the Safety First Association, which is sponsoring it.

By educating children in the principles of Road Safety, the School Patrol Movement is slowly but steadily helping to reduce appreciably the dread toll of the road; and it stands to reason that in time to come the children who are receiving this beneficial instruction, will pass it on in the same practical and successful form to their own children as well as to their companions. How much universal good will accrue to mankind from this it is impossible to estimate, but it is undoubtedly the duty of every school, no matter how big or how small, no matter where situated, to help the movement on, and of every parent to demand that it be adopted as part of the curriculum.

Finally, the movement helps to build character and to develop vigilance, thoughtfulness and common sense; golden virtues, whose value cannot adequately be expressed in words or figures.

Any further information required by anybody anywhere in India will be sent gladly by THE SAFETY FIRST ASSOCIATION OF INDIA, ELECTRIC HOUSE, FORT, BOMBAY.

THE LIGHTING OF PETROL-STATIONS

AS a result of the increase of traffic on arterial roads, the number of petrol-stations along these roads is also steadily increasing. Nowadays petrol-stations do not merely consist of one or two pumps placed by village black-smiths in front of their smithies to add to their earnings, but are separate buildings specially equipped for the purpose and usually offering the necessary service for repairs. These stations are open day and night, their commercial basis being formed not so much by securing a permanent clientele as by rendering service to motorists who happen to be driving past. The modern appearance and practical equipment of such a station is suggestive of prompt and reliable service.

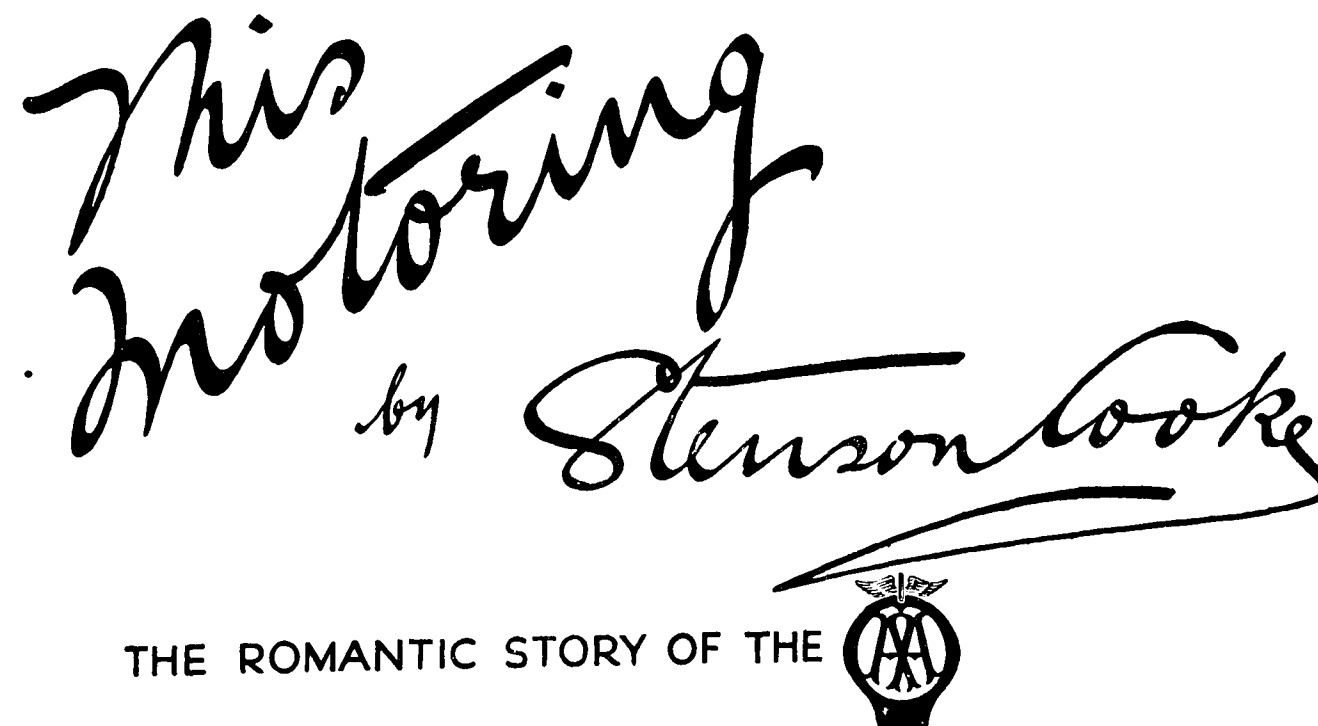
The lighting of a petrol-station is a problem in itself, for at night nothing is more important than impressive illumination. When motorists have once passed a petrol-station they were too late in noticing, they are not in the habit of turning back! From the moment they first become aware of a petrol-station ahead, they should have sufficient time to consider at their ease how things stand with the petrol supply.

For this reason a petrol-station should be discernible a long distance away at night in order to attract the motorist's attention in good time. This means that light—plenty of light—is required, which should preferably be of a conspicuous colour so as to stand out prominently amidst other lights.

Up-to-date petrol-stations have an approach consisting of a large roofed-in gradient, the roofing of which is splendidly adapted for floodlight illumination, like the facade of public buildings on festive occasions. To this end a few floodlight lamps can easily be mounted behind projecting edges, etc., so as to light up the ceiling evenly and reflect an indirect shimmer which brightly illuminates the environment.

The "Philora" lamp is certainly appropriate here, for in the first place its light is coloured—orange yellow for sodium light and bluish green for mercury light—so that it attracts attention, whilst a further advantage lies in the fact that a small number of these lamps will suffice, as they give a large amount of light for little current. In addition the kind of light may be selected at will, it being possible for instance to use mercury light only for mercury light blended with sodium light, whilst the advertising effect may be further enhanced by neon-light texts.

A petrol-station that is illuminated in this impressive manner will not escape the notice of motorists even on the busiest roads, and the brightly lighted ceiling will stand out against the darkness at a great distance away. Plenty of light, and that coloured, is in this case the only effective advertisement—and it is one that ensures success at a single glance!



THE ROMANTIC STORY OF THE

CHAPTER XXIV—(Contd.)

POLITICS

The Committee was quite a success. At a long, narrow table Motor User and Trader faced Bureaucracy, and each found the others to be quite nice people, personally.

Above the quite nice people, personally, and beyond the reach of criticism or anathema were, however, the Big Ones—Ministers of this and that.

So, when on the vital subject of a Taxation formula for motor cars, the Departmental Committee unanimously recommended a flat-rate of duty on petrol, with continuance of the existing rates on motor vehicles—in short, "pay as you run"—the big people said, "Thank you very much, but we don't agree. The petrol duty has got to go, and that's all about it. Now get to work again upon a formula based on Horse-power."

The A.A. said "No!"

Weeks of discussion ensued. That beloved offspring, a Sub-Committee, toiled at the job of fixing the amount per horse-power which would provide the several millions sterling needed to put Britain's highways in repair. Statistics were misleading. The War had destroyed their efficacy. The Sub-Committee did its best, and recommended that the tax on motor cars should be at the rate of one pound per horse-power; motor-cycles, thirty shillings and three pounds, according to weight, with an extra pound for a sidecar. This system was approved by the Main Committee.

The A.A. said "No!" and in so saying stood alone!

"What's the good of sticking out against the H.P. tax?" asked several people. "You've heard what the Big Ones say—the petrol tax has got to go!"

"That doesn't turn black into white," came the reply. "The system is wrong. Even if special taxation of motor owners, for road costs, were right—and it isn't—the system is still wrong. We're to be taxed according to the cars we own, and not, as it should be, according to the use we make of our cars. It's inequitable, and unjust. Take whisky. Eight shillings and sixpence duty is payable on a single bottle—for revenue purposes. We may like whisky—you may not. What would you say if you had to pay fifteen pounds a year for duty on whisky whether you consume five bottles or fifty?"

There was no effective answer to that reasoning—at any rate, so far as the privately-owned motor car or cycle was concerned.

The First Interim Report of the Departmental Committee was duly completed, submitted and published. It was signed by twelve members, and it recommended the Horse-Power Tax.

There was a Minority Report signed by one—the A.A.

The A.A. was convinced that it was right—and this conviction was given full endorsement one memorable night when the People's Representatives of all Parties tucked their knees under a great dinner-table at the House of Commons, and—later—avowed with one voice that "Taxation according to Use" was the only logical basis for motoring to make roads fit for itself.

The Debate in the Commons was long. For hours the seemingly irresistible arguments were marshalled by eloquent speakers who—thanks to good staff-work—knew their brief.

But in the face of the divided counsels, the single-handed fight was lost!

It was rather an unpropitious start for the Motor Legislation Committee to have a measure of disunion in the first big fight, but Britain has a curious way of beginning badly and ending well.

Thereafter, in practically every case, accord reigned and discord was avoided. The M.L.C. did splendid work, and it still does. The number of contributing organizations expanded from two to ten, making an imposing show on the official notepaper. The atmosphere was healthy and invigorating: a Committee composed of workers, ready to combat anything and any Corporation, Municipality, Urban or Rural Council in the House of Lords, or House of Commons, or in the Press. Ready to heard the Chancellor of the Exchequer in his den. Ready, in fact, to do any old thing for the good of the cause.

The Agenda read like a Menu.

Soup. Minutes read and confirmed.

Fish. Apologies for absence—not many, and correspondence—not much.

Joint. "Here's something into which we can get our teeth," said the Chairman. "The Blanketer Corporation is promoting a Bill for greater powers. Among other things it aims to provide that motor cars shall stop every time a tram stops to pick up passengers. We can't allow that, can we?"

Chorus of "Fight it!"

"Good, gentlemen! The Bill will come before a Select Committee of the House of Lords. That entails briefing Counsel to oppose it. It will cost—how much do you think, Mr. Secretary?"

"Oh! Anything up to five hundred pounds, sir! But we'll get in touch first with the promoters and see if we can induce them to withdraw the clause. Otherwise! Fight 'em!"

"Here's another! The Blank District County Council want to increase the charge for water used in washing motor cars from twenty shillings to twenty-five shillings per annum.

"Here's another! A Borough Council has promoted a Bill which, among other things, aims to prohibit pillion-riding. That's interfering with the liberty of the subject. They might as well try to stop the working man from giving his tired mate a lift on the step of his bicycle.

"Well, gentlemen, our policy is clear, eh? We'll speak them fairly, but, if that doesn't suffice, oppose them strongly."

"Agreed!"

Sweets! Letter from the Ministry of Transport. "It is proposed to issue new Regulations concerning the size and shape of number plates," or something equally innocuous. A perfectly phrased letter meaning, in effect: "Have you anything to say about it, please?"

"Rather! And a pat on the back for the Ministry. Nice people! And commendably human. They don't put on side"

"We can safely leave this to our Secretary, eh, gentlemen? He'll telephone for an appointment to talk the matter over, and, what he may agree, we confirm."

Time sped, and in due course the Chairman of this very practical community of workers for the Cause had to resign. He had been promoted to a place in His Majesty's Government. That was the first step to one of the highest offices in the State, later to a seat in the House of Lords. His necessary resignation was accepted with regret blended with pride in the reflected glory, and signified by a delightfully conceived testimonial, which no doubt would be made an heirloom of his family.

Who was to succeed him?

The Manufacturers' Society, which had gone halves with the A.A. in this great and eminently successful adventure, said, generously, "Our exalted friend was an A.A. man. He was fine. Let's have another A.A. man."

So they chose the A.A. Finance Chairman—never to regret it

More changes. The Warrior, he of the merry blue eye, was wanted and taken to be chief paid official of the great Manufacturers' Society. And the Committee appointed in the Warrior's stead the capable publicist of machine-gun press-notice fame, also never to regret it.

CHAPTER XXV

MAINLY LEGAL

HE who a decade or so earlier was recommended by Elijah as a bright young mind, with legal attributes, had gone from good to better in A.A. service. He added Parliamentary erudition to that of Law, acted as Junior Counsel at Motor Legislation Committee meetings, making sure that no point should be missed by the A.A. spokesman, kept track of the proceedings of the Departmental Committee, and read Hansard with his morning cup of tea.

Under such nursing the legal and political work of Fanum, London, and the Fanums everywhere else, flourished apace.

"What more can we do for our members?" was an ever-recurring question.

"Well," said Legal; "we defend them free—that's pretty good—but sometimes the case goes against us, and sometimes it's unfair. Suppose a member wants to appeal, to save an unjust endorsement on his licence, for example, it may not be a point of what we call public interest, which would of course justify our fighting his case right through the Appeal Court, and paying all the costs, but it may be very vital to him or her, personally—prestige—what the neighbours say—you know!"

"Quite good," said his colleagues. "What if the A.A. were to go halves in the expense of an appeal—up to a limit of, say, twenty-five pounds—granted always that we are convinced there has been a grave miscarriage of justice, and that there is a fair sporting chance to win?"

"Good! We'll put it to the Committee," said the Secretary.

And the Committee answered, "Yes!"

(To be continued).

MADRAS FLYING CLUB NOTES

THROUGHOUT July the Madras aerodrome was green instead of its usual spring to autumn tawny colour. Almost a flowery mead in fact due to unwonted rain, the S.W. Monsoon having been kind enough to reserve a little rain for Madras instead of bestowing it all to the westward.

July, moreover, proved a somewhat busier and cheerier month for the Club, a number of hearty persons blowing in temporarily from the great outside world to join in the Club's life. For a few brief days they tarried with us and then went their ways. There was Mr. C. Penn Hughes, from far England, who would have flown himself home in the Club puss had it not been for the spectre of 20 odd days marking time before permission could filter through from the obscurer countries on route. Then Mr. and Mrs. E. E. Fennell descended from their mountain fastness in the Nilgiris where they grow tea to grace the Club with their presence while Mr. Fennell piled in the hours for renewing his "A" Licence. And from Colombo came the stalwart oar Mr. G. D. Armstrong to combine rowing for Ceylon with learning to fly, which latter he accomplished after an all told dual period of 4½ hours (counting in 40 minutes he did at Colombo in February). Old friends from Trichy in the persons of Mr. and Mrs. C. E. Cayes and Major and Mrs. Wigfall also looked in to take a spot of dual in the new wonder aeroplane the Swallow. At least the gentlemen did.

We welcomed a new flying member at the latter end of the month in the person of Mr. S. Thirumalai, and we had two first soloists namely, Mr. S. Bhuyan and the aforementioned Mr. G. D. Armstrong.

The former passed the solo flying tests for his "A" licence before the month was out.

Two "A-1" licences were vouchsafed from on high to the Club during the month, one for Mr. J. Mathai and the other for Mr. G. C. Arya. These two young gentlemen now share whatever joy riding turns up to be done.

In the way of cross country flights there were two to Colombo and back, the first by Mr. M. D. Sundararajan who took Master Parthasarathy as passenger and the other by Mr. L. S. Flamer Caldera with Mr. J. Mathai. Mr. Caldera is thus the first Ceylonese to have flown solo to his native land.

Mr. C. Penn Hughes flew to Bangalore and back on one occasion and finally when the time came for him to depart for England, flew *Via* Hyderabad to Poona taking Mr. J. Mathai with him who then with Mr. G. C. Arya flew the machine back *via* Bellary. Mr. Caldera also flew to Pondicherry and back, and to Nellore and back in preparation for his flight to Colombo and both and he and Mr. Ananda Prasad did an instructional flight to Bangalore and back with the Pilot Instructor. Mr. E. E. Fennell similarly did an instructional triangular non-stop flight of 160 miles over Nagari and Arni.

On every Sunday of the month there was a Club breakfast party and Committee meeting and some extra flying activity.

FLYING TIME FOR JULY 1936.

Dual Instruction to members under training	13-5
Advanced dual to "A" licensed pilots	20-15
Solo flights by members under training	8-20
Solo flights by "A and A-1" pilots	40-40
Pilot with passengers (A, A-1, and B Pilots)	62-15
Joy rides	1-20
Other flying	0-10
Cross country trips by the Club instructor	—
Test flights	0-35
Total Hours	146-40

The following members took dual instruction during the month:—

Europeans:

Mr. P. W. Lomax	Advanced dual.
Mr. H. M. Gordon	do.
Mr. P. Somerville	do.
Mr. E. E. Fennell	do.
Mr. C. Penn Hughes	do.
Mr. G. D. Armstrong	do.
Mr. C. E. Gayes	do.
Major Wigfall	do.
Mr. Bayne	Trial Dual.
Mr. Drakeford	do.

Indians:

Mr. M. Ananda Prasad	Advanced dual.
(Instructional Cross Country).	
Mr. M. D. Sundarajan	Advanced dual.
Mr. J. Mathai	do.
Mr. G. C. Arya	do.
Mr. A. S. Ratnam	do.
Mr. J. D. Italia	do.
Mr. S. M. R. M. Solayappa Chettiar	do.
Mr. V. Sundaram	do.
Mr. R. Sitaram	do.
Mr. L. S. Flamer Caldera	do.
(Instructional Cross Country).	
Rajah of Vizianagram	Advanced dual.
Mr. S. Bhuyan	
Mr. S. Thirumalai.	

Members who flew first solo during the month:

Mr. S. Bhuyan and Mr. G. D. Armstrong.

New members during the month:

Mr. S. Thirumalai
Mr. E. E. Fennell
Mr. G. D. Armstrong
Mr. N. Hussain
Mr. C. Penn-Hughes (Temp. Member).

RADIO

BBC OVERSEAS PRESS BULLETIN

The Broadcast Programme

AN altogether novel instrument for creating unity of thought and emotion between scattered individuals has been evolved by broadcasting. Never before in history has it been possible to appeal simultaneously and orally to people divided in space and in mood and unaffected by the influences of crowd psychology. Yet it will be agreed that this truth, become trite, returned not only in its original clarity but with a grave and enhanced intensity on the night of the 20th of January, 1936.

If it is true to say that broadcasting touches the life of the modern community at most points, it is obviously true that a Broadcasting Corporation must attempt to fulfil the needs of men and women of widely varying tastes and requirements. The musician is called upon to remember those who are physically or spiritually deaf to music before he assesses broadcasting as a whole. The intellectual will ignore the true nature of the problem if he fails to attach great importance to the provision of straight-forward recreation and entertainment in millions whose tastes are more simple than his own. The BBC tries to ensure that each programme shall be good of its kind, and it earnestly invites responsible criticism—both technical analysis of individual programmes and the guidance of those who will look beyond the individual programme to its place in broadcasting as a whole, bearing in mind that it is the general conception of the purpose and quality of broadcasting, and not the sum of broadcast programmes at a given moment, which determines whether and in what direction it is to progress.

Secondly, it is desirable to emphasise once more the essential part played in broadcasting by the individual listener. From time to time

it is pointed out that broadcast programmes could be made better if there were fewer of them. This is true in the abstract, but it represents an ideal which is unrealisable if broadcasting is to serve a large, modern community. Broadcasting must and will struggle continually to offer to its listeners the great works of art performed by the great artists of the day, but it must serve listeners and groups of listeners of different tastes, different social backgrounds and domestic habits, listeners who can only listen attentively at certain times or on certain days. Its programmes, then, are bound to be catholic and numerous and spread over many hours of every day, and the conception of broadcasting as an eclectic activity is one which can only find support among leisured people, for whom, incidentally, broadcasting is not the necessity it has become for the great majority. Absent-minded or half-attentive listening, and the translation of programmes into an almost endless stream of noise, not only prevent the growth of a listening art; they discourage also the arts of good broadcasting. But this is a problem whose solution depends, in reality, on the listener and not on the BBC. The BBC provides a service of which intelligent or stupid use can be made, and it is for each listener to use or abuse it.

If members of the intelligent public will give the BBC the assistance of their informed criticism, and their help in making known the destructiveness of indiscriminate listening, the efforts of the BBC to device and maintain a programme policy of which they will approve will have an infinitely greater chance of success.



Empire Broadcasting Station—Transmitter Hall. (By courtesy of the B.B.C.).

TO STUDY OPERA

Stanford Robinson has given his last concert as regular conductor of the BBC Theatre Orchestra, which is frequently heard by Empire listeners in Transmission 4. During the three years since he took it over, the Orchestra has become one of the best bands in Europe, and in our opinion its broadcasts have reached an entertainment level that no other branch of broadcasting has surpassed. May it long continue to thrive! As for Stanford Robinson, he is to spend the next year studying the opera situation throughout Europe—broadcasting methods, singers, orchestras, and so on—and then he will start the big drive in the broadcasting of opera that the BBC is planning to make. At intervals he will return to the Theatre Orchestra as guest conductor. We hate to lose him, but he is going to one of the most im-

portant jobs in broadcasting, and we wish him luck.

This season, by the way, opera broadcasts from Covent Garden are being handled in a new style. The microphones that pick up the orchestra are connected direct to Broadcasting House, and all that Raymond Sufield and his colleagues have to do, at the control point in the Opera House, is to look after the microphones on the stage. The orchestra and the singers are then finally "mixed" at Broadcasting House. We were rather relieved to hear this; we always felt rather sorry for the man who had the whole thing on his hands, especially in the cheerless surroundings of that dimly-lit room with "Attendants" on the door, hidden away in one of the labyrinth of passages far down under the stage.

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.).

GSH 21.47 Mc/s (13.97 m.).
GSG 17.79 Mc/s (16.86 m.).
GSF 15.14 Mc/s (19.82 m.).

In this transmission Greenwich Time Signal is given at 9-30 p.m. (4 p.m. G.M.T.).

SUNDAY, AUGUST 16.

5-30 p.m.—Big Ben. A Visit to the Empire Transmitters at Daventry.*
5-51 p.m.—The Broadhurst 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. The BBC Empire Orchestra.
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.—A Recital by Dorothy Folkard (Pianoforte).
9-59 p.m.—"Rathlin."* A programme from the lonely island off the coast of Northern Ireland.
10-30 p.m.—Close down.

MONDAY, AUGUST 17.

4-30 p.m.—Big Ben. England v. All-India: a commentary by Howard Marshall on the third Test Match, from the Oval, London.
4-45 p.m.—The Whitby Municipal Orchestra.
5-15 p.m.—Closing Ceremony* of the Olympic Games.
5-30 p.m.—Dance Music.†
5-45 p.m.—"Monologue in Melody."
5-55 p.m.—England v. All-India: a commentary by Howard Marshall on the third Test Match, from the Oval, London.
6-5 p.m.—Marek Weber and his Orchestra.
6-15 p.m.—"An Australian Garland."*
6-30 p.m.—The News and Announcements.
6-50 p.m.—The Gershom Parkinson Quintet.*
7-15 p.m.—Close down.
7-30 p.m.—Big Ben. England v. All-India: a commentary by Howard Marshall on the third Test Match, from the Oval, London.
7-45 p.m.—"Street in Havana."*
8-24 p.m.—Musical Interlude.†
8-30 p.m.—Ballad Concert. Gwladys Williams (Contralto). Bernard Lewis (Tenor).
8-55 p.m.—England v. All-India: a commentary by Howard Marshall on the third Test Match, from the Oval, London.
9-5 p.m.—Roland Powell's Quintet, from the Slieve Donard Hotel, Newcastle, County Down.
9-25 p.m.—The News and Announcements.
9-45 p.m.—A Recital by Norbert Wethmar (Violin).
10-10 p.m.—Sports Talk.*
10-25 p.m.—Envoi.†
10-30 p.m.—Close down.

TUESDAY, AUGUST 18.

4-30 p.m.—Big Ben. England v. All-India: a commentary by Howard Marshall on the third Test Match, from the Oval, London.
4-45 p.m.—The New Victoria Cinema Orchestra.
5-15 p.m.—"Three Per Cent. Cucumber."
5-45 p.m.—Dance Music.†
5-55 p.m.—England v. All-India: a commentary by Howard Marshall on the third Test Match, from the Oval, London.
6-5 p.m.—The Cedric Sharpe Sextet.
6-30 p.m.—The News and Announcements.
6-50 p.m.—The Birmingham Theatre Royal Orchestra.
6-58 p.m.—Sir Seymour Hicks.*
7-15 p.m.—Close down.
7-30 p.m.—Big Ben. England v. All-India: a commentary by Howard Marshall on the third Test Match, from the Oval, London.
7-45 p.m.—"World Affairs,"* by H. V. Hodson.
8-0 p.m.—The Clifford Quintet.
8-30 p.m.—Military Band Concert.†
8-55 p.m.—England v. All-India: a commentary by Howard Marshall on the third Test Match, from the Oval, London.
9-5 p.m.—The BBC Dance Orchestra.*
9-25 p.m.—The News and Announcements.
9-45 p.m.—The Victor Olof Sextet.
10-30 p.m.—Close down.

WEDNESDAY, AUGUST 19.

4-30 p.m.—Big Ben. England v. All-India: a commentary by Howard Marshall on the third Test Match, from the Oval, London.
4-45 p.m.—The BBC Empire Orchestra.
5-55 p.m.—England v. All-India: a commentary by Howard Marshall on the third Test Match, from the Oval, London.
6-5 p.m.—Operatic Music.†
6-30 p.m.—The News and Announcements.
6-50 p.m.—Musical Interlude.†
6-53 p.m.—"Down to the Sea in Ships: Sea Harvests (4)"
7-15 p.m.—Close down.
7-30 p.m.—Big Ben. England v. All-India: a commentary by Howard Marshall on the third Test Match, from the Oval, London.
7-45 p.m.—The Bournemouth Municipal Orchestra.
8-55 p.m.—England v. All-India: a commentary by Howard Marshall on the third Test Match, from the Oval, London.
9-5 p.m.—Musical Interlude.†
9-10 p.m.—"An Australian Garland."*
9-25 p.m.—The News and Announcements.
9-45 p.m.—Dance Music. Eddie Carroll and his Music.
10-0 p.m.—"Life on Board a Whaler."
10-15 p.m.—Eddie Carroll and his Music (cont'd).
10-30 p.m.—Close down.

THURSDAY, AUGUST 20.

4-30 p.m.—Big Ben. "Holidays—No. 5."
4-47 p.m.—The Trocadero Cinema Orchestra.
5-6 p.m.—"Street in Havana."*
5-45 p.m.—Jack Martin and his Hotel Majestic Orchestra, from the Hotel Majestic, St. Anneson-Sea.
6-30 p.m.—The News and Announcements.
6-50 p.m.—The BBC Variety Orchestra.
7-0 p.m.—Close down.

* Electrical Recording.

† Gramophone Records.

7-30 p.m.—Big Ben. Military Band.
8-15 p.m.—"Holidays—No. 5."
8-30 p.m.—Musical Interlude.†
8-35 p.m.—"She Dreamt of Paris."*
9-25 p.m.—The News and Announcements.
9-45 p.m.—Dance Music. Austin Treiving and his Orchestra.
10-30 p.m.—Close down.

FRIDAY, AUGUST 21.

4-30 p.m.—Big Ben. A Recital by Millicent Silver (Pianoforte).
4-45 p.m.—"Life on Board a Whaler,"* by Mrs. Beryl Goddard.
5-0 p.m.—Val Rosing and his Orchestra.
5-30 p.m.—The Band of His Majesty's Scots Guards.
6-30 p.m.—The News and Announcements.
6-50 p.m.—Trefniadau Newydd o Hen Alawon Cymraeg Cenir hwynt gan Wythawd Meibion y Gwalia (New arrangements of Old Welsh Airs, sung by the Gwalia Male Octet).
7-15 p.m.—Close down.
7-30 p.m.—Big Ben. "R.S.V.P." An Empire party.
8-15 p.m.—Empire Bookshelf.
8-30 p.m.—The BBC Midland Orchestra.
9-25 p.m.—The News and Announcements.
9-45 p.m.—Medvedeff's Balalaika Orchestra. *W'ib:* Olga Alexeeva (Soprano), Max Turganoff (Tenor), and Vladimir Elin (Baritone).
10-30 p.m.—Close down.

SATURDAY, AUGUST 22.

4-30 p.m.—Big Ben. The BBC Northern Orchestra.
5-0 p.m.—"Coastal Craft."*
5-15 p.m.—Scottish Children's Hour.
6-0 p.m.—The Commodore Grand Orchestra.
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. Donald Thorne, at the Organ of the Granada, Tooting.
8-0 p.m.—"In Accordance with Regulations."*
8-30 p.m.—Musical-Comedy Selections.†
8-45 p.m.—The Gershwin Parkington Quintet. Mervyn Saunders (Tenor).
9-15 p.m.—A commentary on the Fifteenth International Ulster Grand Prix Motor Cycle Race. Run over the Clady Circuit, County Antrim, Northern Ireland.
9-45 p.m.—The News and Announcements.
10-05 p.m.—Camp Fire on the Karroo.*
10-30 p.m.—Close down.

SUNDAY, AUGUST 23.

5-30 p.m.—Big Ben. The BBC Scottish Orchestra.
6-30 p.m.—Weekly Newsletter, Sports Summary, and Announcements.
6-50 p.m.—Musical Interlude.†
6-55 p.m.—A Religious Service,* from the Studio.
7-10 p.m.—Envoi.†
7-15 p.m.—Close down.
7-30 p.m.—Big Ben. The Eugene Pini Tango Orchestra.
8-15 p.m.—Talk: "Waterloo Bridge."*
8-30 p.m.—A Religious Service,* from Fishermen's Church, Filey.
9-20 p.m.—Musical Interlude.†
9-25 p.m.—Weekly Newsletter, Sports Summary, and Announcements.
9-45 p.m.—Musical Interlude.†
9-50 p.m.—Chamber Music.
10-30 p.m.—Close down.

MONDAY, AUGUST 24.

4-30 p.m.—Big Ben. Syncopated Pianoforte Music.
4-45 p.m.—The BBC Northern Ireland Orchestra.
5-45 p.m.—Sports Talk.*
6-0 p.m.—"The Nursery Wall."
6-30 p.m.—The News and Announcements.
6-50 p.m.—Arthur Salisbury and his Orchestra.
7-15 p.m.—Close down.

7-30 p.m.—Big Ben. "Three Per Cent Cucumber."* A Programme about water.
8-0 p.m.—Light Orchestral Music.
8-15 p.m.—Reading.
8-30 p.m.—A Brass Band Concert.
9-15 p.m.—The Hungaria Gipsy Orchestra.
9-25 p.m.—The News and Announcements.
9-45 p.m.—The Frank Walkar Octet. Stanley Pope (Baritone).
10-30 p.m.—Close down.

TUESDAY, AUGUST 25.

4-30 p.m.—Big Ben. The New Victoria Cinema Orchestra.
4-51 p.m.—Talk: "Waterloo Bridge."*
5-6 p.m.—A Song Recital.
5-30 p.m.—"In accordance with Regulations."* A farce in four scenes.
6-0 p.m.—An Organ Recital.
6-30 p.m.—The News and Announcements.
6-50 p.m.—The Theatre Royal Orchestra, Birmingham.
7-15 p.m.—Close down.
7-30 p.m.—Big Ben. Talk: "In England Now."
7-46 p.m.—The Torquay Municipal Orchestra.
9-0 p.m.—Mat Mulcaghey.*
9-15 p.m.—"Round and About."
9-25 p.m.—The News and Announcements.
9-45 p.m.—The Continentals.
10-30 p.m.—Close down.

WEDNESDAY, AUGUST 26.

4-30 p.m.—Big Ben. A Cinema Organ Recital.
4-45 p.m.—Talk: "In England Now."*
5-0 p.m.—Feature Programme: Bret Harte.*
5-30 p.m.—The BBC Empire Orchestra.
6-30 p.m.—The News and Announcements.
6-50 p.m.—Musical Interlude.†
6-53 p.m.—Talk: "Down to the Sea in Ships: Sea Harvests (5)." W. C. Hodgson.
7-15 p.m.—Close down.
7-30 p.m.—Big Ben. A Revue: "Home from Sea."*
8-16 p.m.—A Recital of New Gramophone Records.
8-46 p.m.—Talk: "Vanishing Coastal Craft."
9-1 p.m.—An instrumental Recital.
9-25 p.m.—The News and Announcements.
9-45 p.m.—Dance Music. Lou Preager and his Band.
10-30 p.m.—Close down.

THURSDAY, AUGUST 27.

4-30 p.m.—Big Ben. Talk: "Holidays—No. 6."*
4-47 p.m.—A Cinema Organ Recital.
5-15 p.m.—The BBC Military Band. Leslie England (Pianoforte).
6-10 p.m.—A Song Recital.
6-30 p.m.—The News and Announcements.
6-50 p.m.—The Philip Whiteway Ensemble.
7-15 p.m.—Close down.
7-30 p.m.—Big Ben. Military Band.
8-15 p.m.—Talk: "Holidays—No. 6."*
8-30 p.m.—A Concert Party.
9-15 p.m.—"Round and About."
9-25 p.m.—The News and Announcements.
9-45 p.m.—Dance Music.
10-30 p.m.—Close down.

FRIDAY, AUGUST 28.

4-30 p.m.—Big Ben. A Revue: "Home from Sea."*
5-17 p.m.—The BBC Dance Orchestra, directed by Henry Hall.
5-45 p.m.—Chamber Music.
6-30 p.m.—The News and Announcements.
6-50 p.m.—Musical Interlude.†
6-55 p.m.—"Spilling the Beans."
7-10 p.m.—Envoi.†
7-15 p.m.—Close down.

* Electrical recording.

† Gramophone records.

7-30 p.m.—Big Ben. A Studio Concert.
7-55 p.m.—Feature Programme: "Salute to Vancouver."*
8-0 p.m.—A Symphony Concert. The BBC Midland Orchestra.
9-25 p.m.—The News and Announcements.
9-45 p.m.—The Eugene Pini Tango Orchestra.
10-30 p.m.—Close down.

SATURDAY, AUGUST 29.

4-30 p.m.—Big Ben. The Coventry Hippodrome Orchestra.
5-0 p.m.—Mat Mulcaghey.*
5-15 p.m.—The Children's Hour.
6-0 p.m.—The Commodore Grand Orchestra.
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. Harry Farmer at the Organ of the Granada Cinema, Tooting.
8-0 p.m.—The Band of H. M. Grenadier Guards.
8-55 p.m.—"The Nursery Wall."*
9-25 p.m.—The News and Announcements.
9-45 p.m.—Dance Music.
10-30 p.m.—Close down.

SUNDAY, AUGUST 30.

5-30 p.m.—Big Ben. Brass Band Concert.
6-0 p.m.—A Pianoforte Recital by Cecil Baumer.
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 B.B.C. Empire Orchestra.
8-30 p.m.—A Religious Service (Church of England),* from Margate Parish Church. Address by the Rt. Rev. W. J. Carey, D.D.
9-20 p.m.—A Musical Interlude.†
9-25 p.m.—Weekly Newsletter, Sports Summary, and Announcements.

9-45 p.m.—Troise and his Mandoliers, with Don Carlos.
10-15 p.m.—The Commodore Grand Orchestra.
10-30 p.m.—Close down.

MONDAY, AUGUST 31.

4-30 p.m.—Big Ben. A Ballad Concert.* Enid Cruickshank (Contralto). Eric Greene (Tenor).
5-0 p.m.—The Whitby Municipal Orchestra; leader, Tom Jenkins; conductor, Frank Gomez. From the Spa, Whitby.
5-40 p.m.—Cricket. Middlesex v. Surrey: a commentary by C. B. Fry, from Lord's Cricket Ground, London. Gloucester v. Notts: a commentary by P. G. H. Fender, from Gloucester.
6-0 p.m.—"Around the Counties, 4."
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. The BBC Welsh Orchestra.
8-30 p.m.—Reading.
8-45 p.m.—The Northern Ireland Brass Band.
9-15 p.m.—"Round and About."
9-25 p.m.—The News and Announcements.
9-45 p.m.—Charles Ernesco and his Quintet, with Webster Booth.
10-30 p.m.—Close down.

TUESDAY, SEPTEMBER 1.

4-30 p.m.—Big Ben. A Programme of New Gramophone Records.
5-5 p.m.—Fred Hartley and his Novelty Quintet, with Brian Lawrance (Australian Vocalist).*
5-45 p.m.—Sports Talk.*
6-0 p.m.—An Organ Recital by Arnold McC. Shields. From St. Machar's Cathedral, Aberdeen.

* Electrical Recording.

† Gramophone Records.

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3/33 MOUNT ROAD, MADRAS

6-30 p.m.—The News and Announcements.
 6-50 p.m.—The BBC Dance Orchestra.*
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. "World Affairs."
 7-46 p.m.—The Norris Stanley Sextet.
 8-15 p.m.—Beck and Aston, in a Lancashire Interlude.
 8-25 p.m.—Scots Songs and Duets. John Tainsh (Tenor). Neil Forsyth (Baritone).
 8-45 p.m.—Brass Band Concert.†
 9-25 p.m.—The News and Announcements.
 9-45 p.m.—The Serge Krish Septet.
 10-30 p.m.—Close down.

WEDNESDAY, SEPTEMBER 2.

4-30 p.m.—Big Ben. Harold Ramsay, at the Organ of the Regal Cinema, Kingston-on-Thames.
 5-0 p.m.—"World Affairs,"* by H. V. Hodson.
 5-15 p.m.—A Recital by Hebe Simpson (Soprano).
 5-30 p.m.—The BBC Empire Orchestra.
 6-30 p.m.—The News and Announcements.
 6-50 p.m.—A Musical Interlude.†
 6-53 p.m.—"Down to the Sea in Ships."
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. Alexandre Borowsky (Pianoforte).†
 7-45 p.m.—The Bournemouth Municipal Orchestra.
 8-29 p.m.—A Recital by Olga Haley (Mezzo-Soprano).
 8-49 p.m.—Star Variety.†
 9-25 p.m.—The News and Announcements.
 9-25 p.m.—Dance Music.
 10-30 p.m.—Close down.

THURSDAY, SEPTEMBER 3.

4-30 p.m.—Big Ben. Variety.†
 4-45 p.m.—The BBC Welsh Orchestra.
 5-45 p.m.—"Blackout." A drama by Howard Thomas.
 6-14 p.m.—A Musical Interlude.†
 6-20 p.m.—An eye-witness account* of the Golf Competition for the Walker Cup. Relayed from America.
 6-30 p.m.—The News and Announcements.
 6-50 p.m.—The Philip Whiteway Ensemble. Philip Whiteway (Violin).
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. The Central Band of His Majesty's Royal Air Force.
 8-30 p.m.—"Pleasure on Parade."
 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.—Dance Music.
 10-30 p.m.—Close down.

FRIDAY, SEPTEMBER 4.

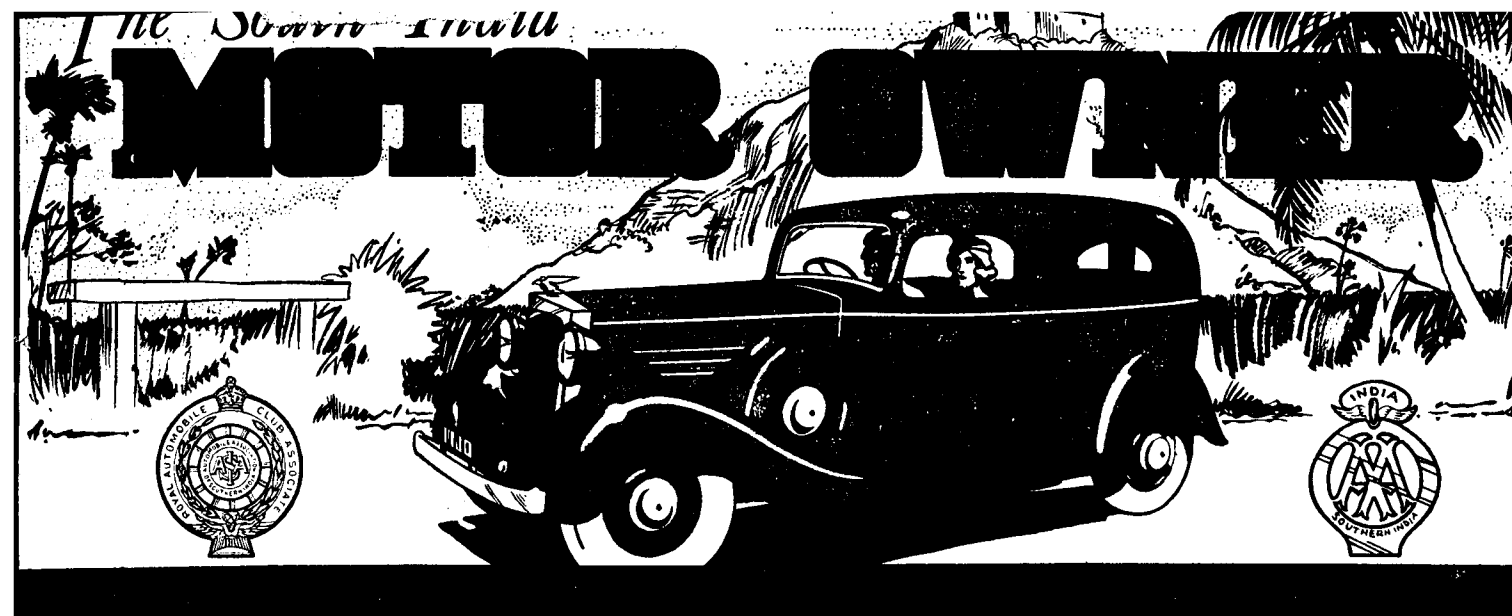
4-30 p.m.—Big Ben. Munn and Felton's Works Band.
 5-0 p.m.—"Pidgin English in the South Seas."*
 5-15 p.m.—Ben Oakley and his Band.*
 5-45 p.m.—Variety.*
 6-0 p.m.—The Birmingham Hippodrome Orchestra.
 6-20 p.m.—An eye-witness account* of the Golf Competition for the Walker Cup. Relayed from America.
 6-30 p.m.—The News and Announcements.
 6-50 p.m.—Handel Programme.†
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. The Victor Olof Sextet.
 7-50 p.m.—"Hotel Tariff."
 8-30 p.m.—The BBC Northern Ireland Orchestra.
 9-25 p.m.—The News and Announcements.
 9-45 p.m.—John Reynders with his Orchestra.
 10-30 p.m.—Close down.

SATURDAY, SEPTEMBER 5.

4-15 p.m.—Big Ben. A commentary on the Royal Automobile Club Tourist Trophy Motor Car Race over the Ards Circuit, near Belfast, Northern Ireland.
 5-15 p.m.—The Children's Hour.
 6-0 p.m.—The Commodore Grand Orchestra. From the Commodore Theatre, Hammersmith.
 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. Donald Thorne, at the Organ of the Granada, Tooting.
 8-0 p.m.—The Continentals, presented by Boris Yvain, in songs and dances. With Carmen Del Rio.
 8-45 p.m.—A commentary on the Royal Automobile Club Tourist Trophy Motor Car Race over the Ards Circuit, near Belfast, Northern Ireland.
 9-45 p.m.—The News and Announcements.
 10-5 p.m.—Dance Music.
 10-30 p.m.—Close down.

* Electrical Recording.

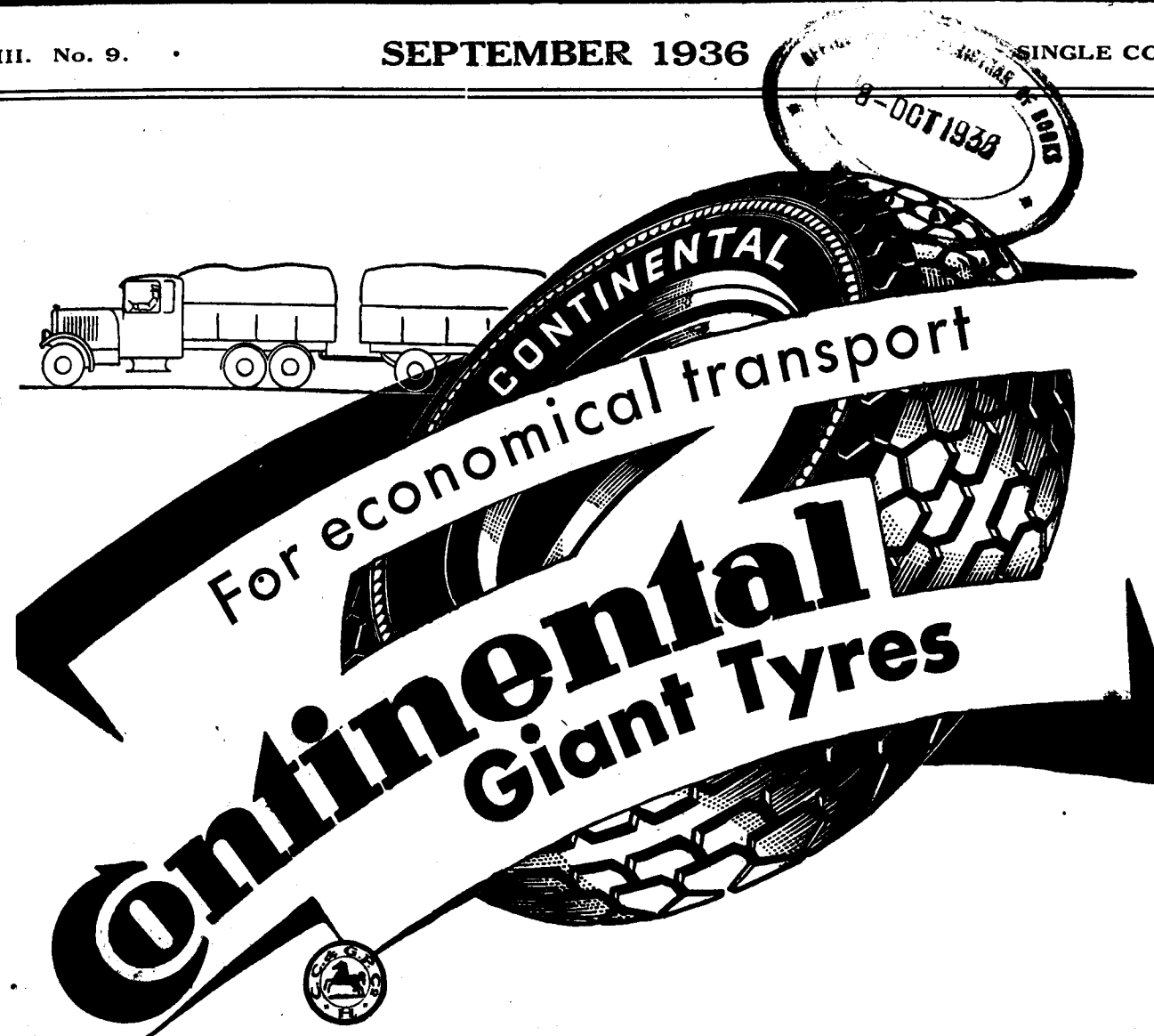
† Gramophone Records.



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SEPTEMBER 1936

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The Proprietors of this journal do not hold themselves responsible for the opinions expressed or statements made by its contributors.

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THE SOUTH INDIA MOTOR OWNER



The Official Organ of the
Automobile Association of Southern India



Volume VIII Number 9

SEPTEMBER 1936

NOTES AND NEWS FOR A.A.S.I. MEMBERS

Road Information

THE weather having been favourable throughout the month, there is nothing unusual to report under this heading except the state of

It is regretted that the reports in the newspapers were not contradicted earlier by the authorities concerned who might thus have saved a lot of unnecessary worry to motorists.

Signpost at Dindigul

On a representation made to the Commissioner of the Dindigul Municipality by the Automobile Association of Southern India regarding the illegibility of the signposts in the town of Dindigul, it is gratifying to learn that an estimate for re-lettering the signposts has been prepared and placed before the Municipal Council for sanction. It is hoped that the Council will sanction this estimate and see that the signposts are erected at an early date in the interest of motorists.

Madras-Bangalore Trunk Road

Reports show that the surface of this road is in a very bad state. A culvert under construction between miles 72 and 73 has necessitated a diversion road for a distance of half a mile across the fields, which is liable to flooding. Motorists are therefore warned to avoid this road and to go via Wenlock Causeway, Arcot, Vellore and Chittoor, until the road is repaired.

Mettur Rest House

In future applications to reserve accommodation at Mettur Rest House should be addressed to the Sub-Divisional Officer, P.W.D., Stanley Dam Sub-Division, Mettur Dam P.O., and not to the Executive Engineer, Headworks Division, P.W.D., Mettur.

Trichy-Tanjore Road

A culvert at mile 12/6 on this road with 3 brick arches is very weak and dangerous and motorists are advised to drive over it with caution at a walking pace.

Corrections

Major Phythian-Adams, one of our oldest members, very kindly pointed out two mistakes which occurred in the Notes and News of our August issue.

It was stated that prisoners, after being confined in the Fort on the Droog near Coonoor, were thrown over

Gudalur-Ooty Road

Information from the District Board Engineer has been received to the effect that there was no truth whatever in the reports contained in the newspapers regarding the above road some time back. The road is open for traffic and has been so throughout the monsoon with the exception of a few hours on one occasion, when several large trees fell across the road during a severe gale.

**MADRAS M. V. TAX FOR OCTOBER/DECEMBER QUARTER
SHOULD BE PAID BEFORE 1st OCTOBER 1936**

the precipice into the ravine below. This item was extracted from a handbook relating to the Nilgiris, and, as the book appeared to be of a semi-official character, the item was taken to be correct. Apparently there is no historical foundation for this story.

A more glaring mistake referred to the "rock-fort" at Vellore accompanied by a statement that Tippu has been confined there.

This also was extracted from some old records, and we are indebted to Major Phythian-Adams for pointing out that there is no rock-fort at Vellore, that Tippu was never a prisoner of the British and that it was Tippu's sons who were confined in Vellore as political prisoners after the fall of Seringapatam.

Procedure to be adopted for shipping cars from Cochin to Europe and back.

1. Cars to be shipped to Europe.

- It is sufficient if the car arrives at Ernakulam one day previous to the vessels sailing.
- Petrol tank must be emptied.
- It is not necessary to drain the sump and differential.
- It is only necessary to disconnect the battery.
- The conveyance charges from Ernakulam to Cochin Customs and thence to the vessel are Rs. 25, inclusive of handling charges, and this applies to all sizes of vehicles, with the exception, of course, of motor lorries or vans.
- No return tickets are issued for motor cars. The return freight being double the single freight.

2. Cars shipped from Europe and landed at Cochin.

- The landing charges on motor cars from steamer to the Customs uncased, is Rs. 2/8 per ton of 40 cft. with a minimum of Rs. 25 and the charges for clearing the cars through the Customs are Rs. 5 per car, and the cost of conveyance from Customs to Ernakulam is Rs. 6/8 per car.

General. If cars are carried on deck they are suitably covered with tarpaulins, but where possible they are always carried in the 'tween deck.

It is advisable to insure the car for the voyage. The risks which will be covered in the case of crated as well as uncrated cars, are as follows:—

"W. A., Theft, Pilferage and/or shortage, however caused, Shipowners' liability and/or short and/or non-delivery breakage, and war, but excess of £5 each and every claim."

The risks of loading inside Cochin Harbour and whilst discharging at port of destination are automatically included.

Notification—G. O. Ms. No. 1777—Public Works

In exercise of the powers conferred by clauses (a) and (b) of sub-section (1) of section 3 of the

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	2	0	0
The Madras M. V. Ta tion Act. A booklet explaining the implications of the Act and Rules made thereunder	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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Madras Government Roads Traffic Control Act, 1931 (Madras Act V of 1931), the Governor acting with Ministers is hereby pleased to make the following amendments to the rules for the use of, and regulation of traffic on, the Tellicherry-Coorg and the Calicut-Chundale-Nilgiri Frontier roads published with Public Works and Labour Department Notification No. 217, dated the 20th May 1931, at page 692 of Part I of the Fort St. George Gazette, dated the 26th May 1936.

AMENDMENTS.

1. In rule IV of the said rules—

(i) for clauses (a), (b) and (c), the following clauses shall be substituted, namely:—

"(a) carry any load of timber or other material weighing over two cadies in all on a vehicle fitted with tyres of less than 4 inches in width; or

"(b) carry or drag any load of timber or other material, more than 20 feet in length (i) except in a motor lorry, or (ii) during the period between half an hour after sunset and half an hour before sunrise, without providing a red light at the extreme rear end of the load, or

"(c) load any timber or other material on, or unload any timber or other material from, any vehicle on the highway of the road between the side drains; or"

(ii) in clause (f) the word "or" occurring at the end shall be omitted; and

(iii) clause (g) shall be omitted.

A.A. London Agents at Marseilles

Messrs. Wagons-Lits/Cook are the Agents of the A.A. London at Marseilles and are willing to assist members in connection with the loading and unloading of their cars.

A. A. London—Annual Meeting

The Annual Meeting of the Automobile Association was held at the Savoy Hotel at noon on 22-7-36. Mr. Chas. McWhirter, the Chairman of the Association presided.

The Chairman stated that it had been a most successful year, both as regards the increase in membership and the increase in services rendered to members. This success he attributed to the fact that there had been no deviation from the purpose for which the A.A. was formed over a quarter of century ago, the rendering of service to members on the road and the protection of their interests, both in Parliament and elsewhere.

At the end of the financial year, April 30th last the Association's membership was 598,444 an increase of 39,386. To-day said Mr. McWhirter, the figure is 618,219 of which 91,500 are lady members in their own right.

Referring to the 30 mile speed limit the Chairman said that when this measure was first introduced it was

left to local authorities to discriminate as to the roads on which it should operate. The line of least resistance was taken and in a very large number of cases entire districts had been scheduled as built-up areas. This was quite contrary to the intention of Parliament. The Association had expended much time and effort in disentangling the muddle which resulted and had been successful in obtaining the de-restriction of considerably more than 300 sections of road.

The speed limit had also caused an enormous amount of A.A. work in the police courts and in order to ensure that members were not subjected to unfair treatment every case where there was a reasonable defence had been vigorously contested. The Association's solicitors had successfully defended more than 7,400 members during the year. This represented over 50% of all 'contested' prosecutions handled under the A.A. Free Legal Defence Scheme.

On many occasions Counsel had been briefed and appeals averaging one a fortnight had been lodged against convictions which were considered to be incorrect. The majority of these were successful.

Referring to the Association's work on the roads the Chairman pointed out that A.A. patrols rendered assistance to members on nearly 4 million occasions covering in the course of duty more than 37 million miles. Calls from roadside telephone boxes numbered 213,000 during the year.

In concluding his speech Mr. McWhirter referred to the recent announcement of the Government's intention to nationalise 4,500 miles of important trunk roads throughout Great Britain. "I regard this as a most encouraging indication of a more progressive and enlightened road policy" he said, "and on behalf of the

"A.A. I should like to felicitate Mr. Hore-Belisha on the enterprise which he and his department have shown in this matter."

The Report and Accounts were unanimously adopted and the proceedings terminated with a hearty vote of thanks to the Chairman.

A. A. Road Book of England and Wales

The Automobile Association of London's new Road Book of England and Wales which has just been issued, has been specially designed to enable the motorist to plan his route to suit his own requirements.

Over 35,000 miles of itineraries are included and these with the 8,000 references in the gazetteer, the 130 town plans and the touring articles, aid the selection of either a fast direct route or a holiday tour through attractive country.

The gazetteer contains comprehensive notes and items of historical, architectural and scenic interest, and a novel

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feature is the inclusion of details concerning the type of foreshore to be found at various seaside resorts.

Forty-four pages are devoted to clear scale maps of England, Wales and London, all of which are 'keyed' to the gazetteer. These maps are fine examples of craftsmanship and are beautifully printed in full colours.

The Road Book of England and Wales contains more than 700 pages, and is offered at a special price to members of the A.A.

New A. A. Routes—The results of two years' work

Members of the Automobile Association of London whom have recently applied for itineraries will have noticed that alterations have been made in the familiar route sheets. Two years' work involving the printing of 12 million new sheets on 12 tons of paper has been necessary to bring about the numerous improvements from which tourists will benefit this summer.

Over 8,000 special sketch maps have been drawn and the series of town plans increased by 50%. Intermediate mileages which were formerly shown side by side with route directions are now also indicated on the sketch map of the road being traversed.

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Specially equipped A.A. logging cars have covered more than 50,000 miles during the past eighteen months, whilst checking gradients, directions, road numbers and mileages. This has been made necessary by the large number of recent road improvements and the construction of new by-passes which have considerably altered some of the main highways in contour and direction.

The new routes are now being issued at the rate of over 3,000 miles a minute during each working day, by the A.A.'s Home Touring Departments in London and the Provinces.

The Lady who ran—Successful pedestrian crossing appeal

The Automobile Association of London has just successfully appealed at Grimsby Quarter Sessions against the conviction of an A.A. member who was fined 10/- with 2s.-6d costs for an alleged pedestrian crossing offence at Grimsby on March 12th.

The facts of the case are extraordinary. The prosecution alleged that the motorist forced a woman and two children to run to the pavement for safety whilst on a pedestrian crossing.

A police officer then stopped the car and questioned the pedestrian who was stated to have been impeded, but

was told by her that she had no complaint to make, that she did not see the car until she had reached the pavement, that it was always her practice to run across roads and that on this occasion she was allowed a free and uninterrupted crossing. Nevertheless a summons was issued and the Grimsby Borough Bench convicted the motorist.

At the hearing of the Appeal, Counsel was briefed by the Automobile Association and after hearing the evidence for the police without calling on the appellant, the Deputy Recorder said he was not satisfied that even a *prima facie* case had been made out and quashed the conviction awarding costs in both Courts, against the police.

Hotels

List of Hotels who allow to A.A.S.I. members from 5% to 10% reduction in their bill, exclusive of drinks, on production of their *current* membership card.

Arcot South—Pondicherry—Grand Hotel D'Europe, Hotel L'Alsacien, Sanker Lodge.

Bangalore—Joyburn Guest House, Marlin (Boarding House), Mrs. Maish's Boarding House, Rochester Boarding House, Rugby, Sastry's, Shilton.

Cochin—Ernakulam—Harbour.
British Cochin—Hotel Terminus.

Coimbatore—Davey, Majestic.

Kistna—Bezwada—Morris.

Kurnool—Udipi.

Ganjam—Gopalapur—Seaside, Yatton.

Madras—Bosotto, Clarence, Funnells, Lyric.

Madura—Kodaikanal—Carlton, Wissahickon.

Malabar—Calicut—Beach.

Cananore—Hotel Westcliffe on Sea.

Tellicherry—Empire, Victoria.

Mysore—Metropole.

Nellore—Majestic.

Nilgiris—Coonoor—Hampton Guest House, Hill-grove, Manor.

Kotagiri—Blue Mountain.

Ootacamund—Cccl, Savoy, Willingdon House.

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Route Itineraries

71 itineraries were issued by the A.A.S.I. during the month of August covering a distance of 31,173 miles.

Membership

49 new members were enrolled during the month of August 1936.

These new members were introduced by the following:—

Two each by Rao Sahib D. S. Prasada Rao and Mr. A. Rajakumar.

One each by Major A. W. Waters, Major E. G. Bowers and Messrs. C. Fowler, C. V. Rajan and A. P. Adam.

The remaining 41 were enrolled by the staff:—

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Hector Ville, Coonoor R.S.

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Mrs. Frank Lees,
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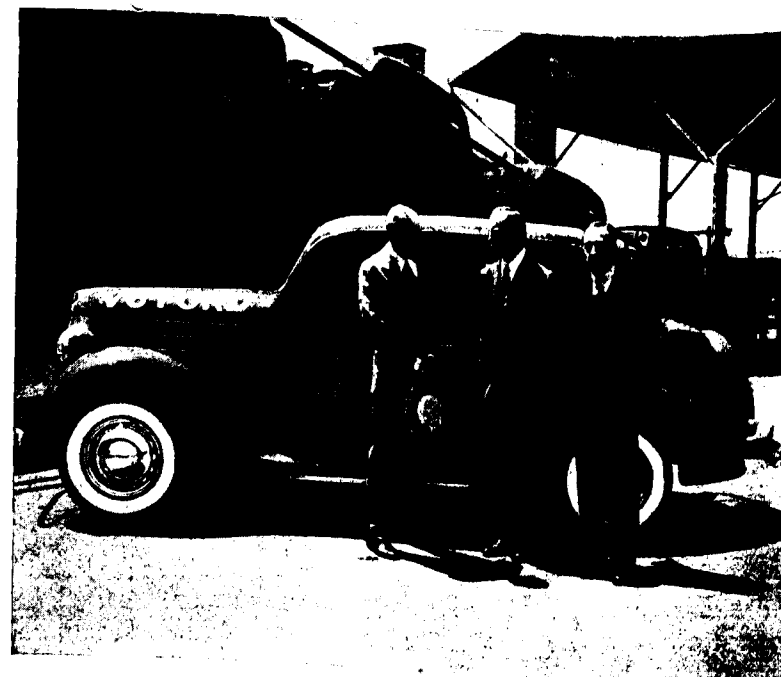
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Secretary to Government, Development Department,
Fort St. George, Madras.
- Rao Sahib R. Vira Raghava Ayyar,
C/o V. Natarajan, Esq., Assistant, Imperial Bank of India,
Trichy.
- T. S. Subramania Iyer, Esq.,
Dy. Acctt.-General, Fort St. George, Madras.
- A. W. Morrison, Esq.,
Garstead, Attikan P.O.
- K. N. Parameswara Sarma, Esq.,
High Court Vakil, Alleppey.
- Sir Alladi Krishnaswamy Ayyar,
27, The Luz, Mylapore.
- The Clive Insurance Co.,
1st Line Beach, Madras.
- C. McLaughlin, Esq.,
Rodier Mills, Pondicherry.
- H. M. Hood, Esq., C.I.E., I.C.S.,
Secretariat, Fort St. George, Madras.
- J. Elliot, Esq.,
Commissioner of Police, Madras.
- Rao Bahadur K. P. Janardhana Rao,
Asst. Inspector-General of Police, I.G. Office, Mylapore.
- The Hon'ble Dewan Bahadur Justice K. P. Lakshmana Rao,
High Court, Madras.
- Lt.-Col. C. A. F. Hingston, C.I.E., O.B.E., I.M.S.,
College Bridge House, Commander-in-Chief Road, Egmore.
- K. N. Nilakanta Sastri, Esq.,
3/29, T. P. Koil Street, Triplicane.
- E. Perfect, Esq.,
7, Sterling Gardens, Nungambakkam.
- J. E. Sampson, Esq.,
Thenmally Estate, Talliar P.O., Travancore.
- E. A. Jackson, Esq.,
19, Rest House Road, Bangalore.
- M. S. Duraiswami Ayyangar, Esq.,
Executive Engineer, Alwaye.
- D. K. Krishnamachari, Esq.,
Asst. Commissioner of Excise, Bellary.
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27, Lloyds Road, Royapettah.
- J. P. Jenkins, Esq.,
C/o Messrs. A. & F. Harvey, Tuticorin.
- B. Gerdt-Larson, Esq.,
The East Asiatic Co. Ltd., 119/120, Armenian Street,
Madras.

3,000,000TH
V-8 FORD IS
PRODUCED



HENRY FORD (left), Viscount Wolmer, head of a party of British cement manufacturers who were touring the Rouge Plant, and Edsel Ford, are photographed with the 3,000,000th V-8 Ford after it was driven off the final assembly line at the Ford Motor Company plant. The car was driven to Dallas and displayed in the Ford Exposition building at the Texas Centennial. More than 24,000,000 Fords of all models have been built since the Ford Motor Company was established 33 years ago. The 25,000,000th Ford unit will come off the assembly line early in 1937.

A MAN FOR MR. FORD'S SHOES

Constant Companionship With a Parent Who Fostered the Best has Equipped Edsel Ford to Preside Over a Billion-Dollar Business with the Same Ease Associated With Its Founder

BY

GLENN F. JENKINS

EDSEL FORD is now the fully accredited voice of the vast industrial "empire" founded by his father. It is he and not Henry Ford who is most frequently heard in matters of Company policy; who comes forward as official spokesman when important decisions are made; who is consulted in internal affairs, as well as important public relations. Less frequent are the utterances of his father, save for occasional interviews with writers who enjoy his confidence. Henry Ford's contacts are now few and chosen. He lives in a world apart, but not for himself; he is deep in research, seeking in many ways and with unstinted millions to solve the problem of more abundant living for the man who toils.

The business of supply, manufacture and distribution of Ford products, amounting to a billion dollars a year and reaching to all parts of the globe, is administered by Edsel Ford, president. Perhaps no other man in industry has a job that is so intricate, so unique and so arduous. Carrying a load that would stagger one of less capacity, Edsel Ford goes about his work with the ease and grace of his father—never idle and never a slave to the job. He was taught by a master to learn as much as possible about everything encountered and not to lose sight of balance or prospective in details. In many ways the Fords are alike as two peas in a pod, yet each traverses his own individual course, in a distinctly separate orbit.

Though Henry Ford has long since relinquished many manufacturing activities, and is said to be not even on the company pay roll, Edsel has not superseded him. The son is the first to acknowledge that this never could be accomplished. Herein lies a unique and beautiful relationship. Two individuals, so compatible, yet so divergent, in their tastes, have combined to strike the modern note in manufacture—welding industry, science and art. One is the rugged pioneer, the engineer; the other is the administrator, the artist, the finisher. To a remarkable degree, each has an inherent sense and working knowledge of the other's talents. Even those who are close to both men in their daily activities are unable to determine where one leaves off and the other begins.

No like combination has ever existed in the development of other great American enterprises. The Armours, the Hills, the Wanamakers, the Marshall Fields and the Rockefellerers built well. They were rugged pioneers, plunging into uncharted territory. The institutions they founded continue to exist to this day in one form or another, even though their founders have in many instances been submerged by the thing they built. The Fords, however, continue to build upon the original structure, the foundations of which were laid by Henry Ford more than forty years ago. • So gradually has Edsel come up in the industrial

world that he has attracted little attention in the world at large. The towering character of his father has had much to do with it, but that is not the only reason. It would be difficult to find a person who has greater love, respect and admiration for a father than does Edsel, and he has purposely kept himself in the background. But Edsel has not lost thereby. With him deference is not a weakness. It has given him many opportunities to quietly establish himself against the day when he alone will carry on the Ford traditions. In the inner executive circle of the Ford company there is complete agreement that Edsel is the answer to all questions about the future of the business.

Edsel Ford has been in and near the motor industry all his life. When he was scarcely a year old, a brown-eyed baby in his mother's arms, he heard the first startling noise that doomed the horse-and-buggy days. That noise, a deafening clatter, was the violent turning over of the first experimental motor made by his father. Henry Ford, then (in 1893) a \$15-a-week engineer in the Detroit Edison plant, had been working for a year or more on a gasoline engine.

He fashioned a crude cylinder out of a piece of gaspipe. To a makeshift piston was attached a connecting rod and a flywheel, both of which had been fished from a junk pile. A spark was borrowed with a snag of wire run to a light socket. The carburetor was funnel-like opening into the cylinder.

When the inventor was ready for the first test, in the kitchen of the humble Bagley Avenue home where a big down town theatre now stands, Mrs. Ford acted as his assistant. She left off tending the baby to manipulate the carburetor. At a signal from her husband she fed gasoline into the funnel, a drop at a time. Simultaneously, Mr. Ford gave the flywheel a spin and applied the spark. There was a deafening noise. It was as though the house had been blown up. The motor worked. The violent revolutions nearly wrecked the kitchen sink, to which it was attached.

This was Edsel's initiation into the motor industry. From that time on whatever the father did the son was in on it. He rode frequently in the first car which Henry Ford set about immediately to build. He admits, however, that he has no recollection of these jaunts, which must have thrilled the youngster.

Edsel's first lasting impression was of the famous "999", built by Henry Ford and raced by Barney Oldfield in 1903. This was the elder Ford's first dip into showmanship, that superb mastery of situations with which he has amazed the world for more than one third of a

century. Even then he envisioned a motorised world and superhighways. To establish an industry, to do what he had in mind, he knew he must do something startling. He had to attract attention, and "999" turned the trick. This famous racer was the forerunner of the Ford Motor Company, organised in 1903, Edsel's tenth year.

Next we find the youngster a frequent visitor at the little Mack Avenue plant, where the original Ford Cars, about which the world was soon to sing and make jokes, went into production. The boy was interested in the machinery and everything that went on in the factory. It now develops that, even at this early time, and foreseeing the future, the canny Henry Ford was guiding the youth, not to be a mechanic or an engineer, but to be an observer, an administrator. It was during this period that Edsel was unconsciously acquiring the skill of observation and inquiry.

Older employees and executives, now recall how intensely interested Edsel was in the mechanical operations, moving up and down the factory floor on his velocipede, nothing escaping his observation. The Edsel of today is not different from the Edsel in his early teens. Then, as now, he was his father's constant companion, before and after school. Through all the intervening years this companionship has not been broken nor scarcely interrupted. And now, as then, each is deeply interested in what the other is doing. Nearly every workday afternoon they spend two or three hours together.

The part the velocipede played in shaping Edsel's career is significant. More than meeting a youthful ambition it served to take the young rider where his father wanted him to go, into the realm of transportation. There is finesse in everything Henry Ford did then and does now. He watched over the boy with definite care, supplying whatever was needed to bring out the best in him and allowing him to follow a natural course, unhampered. After the velocipede came Edsel's first Automobile, a present from his father, and no restrictions laid down. He was then in his mid teens.



The biggest caravan publicity stunt to be ever staged in Europe was recently undertaken and carried out successfully by the great Opel Factory in Germany. 11 caravans were sent out on an eight weeks' tour through Germany. By means of this publicity stunt the public had an excellent opportunity of becoming acquainted with the high standard and value for money of the Opel range of passenger cars.

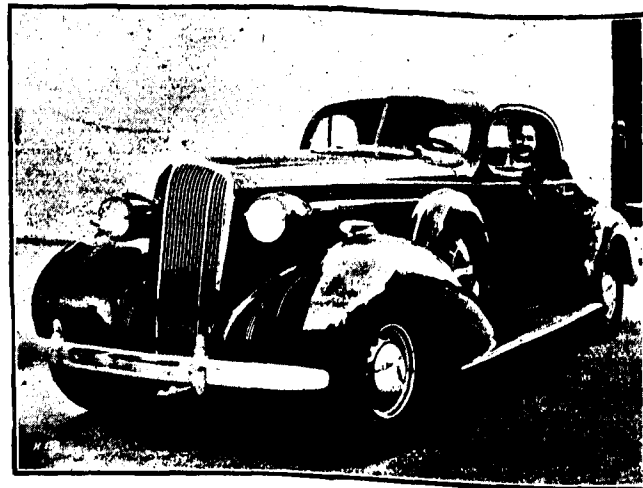
"By this time," Edsel said, "we began to have more money. After the velocipede my first automobile, there came another motorcar, if you could call them that in the early 1900's. As I was able to handle them and knew everything about them in the way of performance my father supplied me with one after another, of competing makes of cars. I suppose he would have bought them regardless of me, for it was his custom eventually to take them apart to see how and of what they were made.

"Naturally, I was interested in motor cars—how could I help it? So the machines father bought served a double purpose. Yes, it must have cost him a lot of money, but he never thinks of a dollar as being made up of 100 cents. As long as I can remember he seemed to have enough for what he wanted to do. I have never heard him complain about money as being either plentiful or scarce. With him it is rarely a subject of conversation, and then only in emphasizing a point in morals or economics."

When Edsel was 19, he entered the employ of the Ford Motor Company, having completed his studies in the Detroit public schools and the Detroit University school. This was in 1912. After a thorough round of the factory, supplementing with actual experience the vast spread of mechanical knowledge he had absorbed from his velocipede days up, he was made Secretary of the company when he attained his majority. At 25 he became president, and at 27, treasurer, and has continued in these offices since.

He has been his father's business partner now for 20 years, and in his official capacities is said to have handled more money and has been responsible for the manufacture and distribution of more automobiles than any other individual in the industry, including his father.

Like his father, Edsel lives modestly. Neither of the Fords has any invested capital outside of their partnership. Their entire personal holdings may not be worth more than a few millions of dollars, which is not much for men who have helped to change the habits and thinking of the entire civilized world.

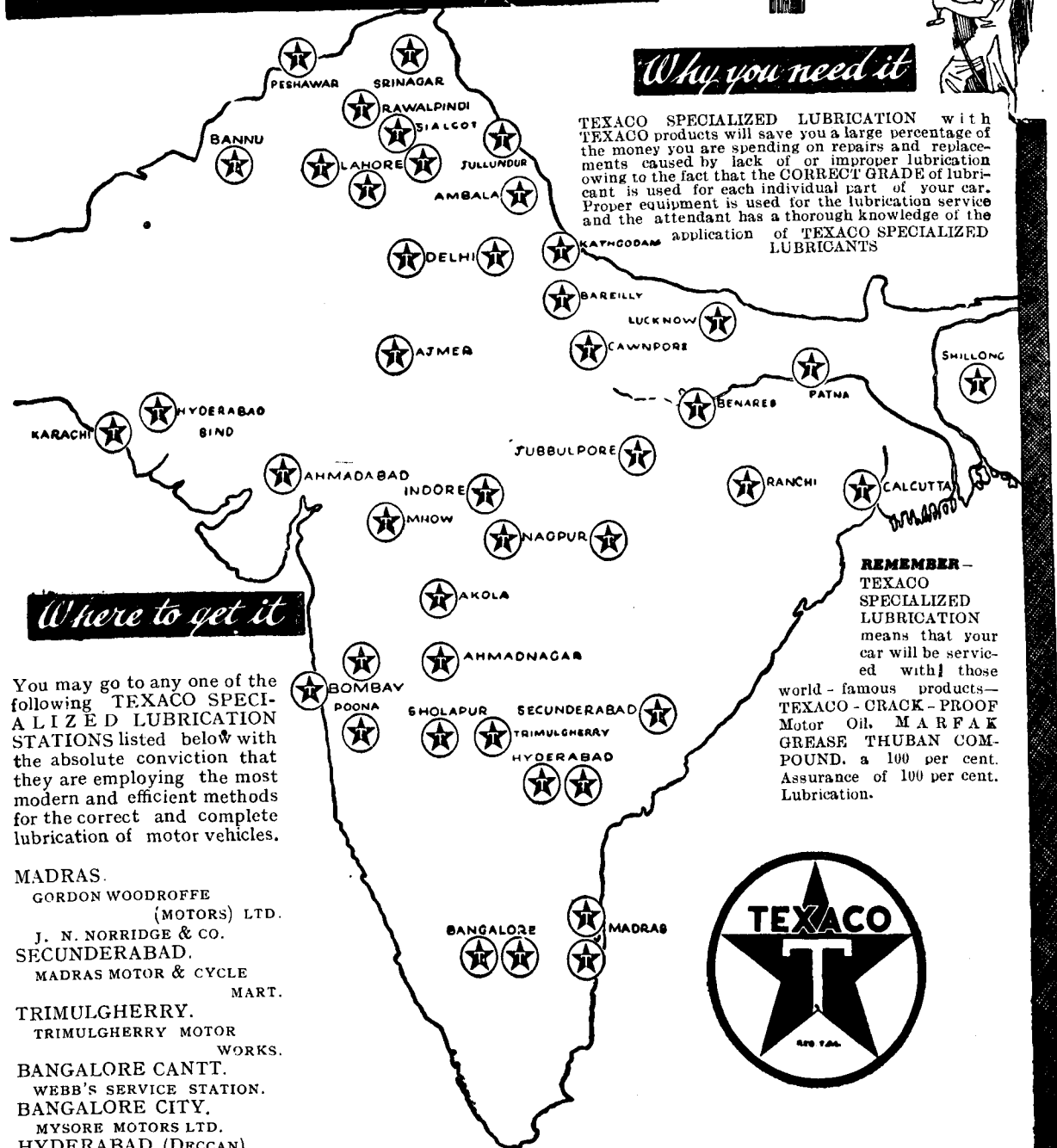


Keye Luke, young Chinese-American painter and movie star, who has just signed a long contract to play the part of the famous Charlie Chan's son, celebrates his good fortune by purchasing a Buick sport coupe.

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

New Roads for Sind

RS 30 Lakhs to be Spent in Five Years.—Considerable progress has been made with the Sind Government's five year road programme, for which, it is believed, nearly Rs. 30 lakhs have been earmarked.

The Government convened a conference of presidents and chief officers of district and local boards in Sind, which met in the Sind Advisory Council hall under the presidency of Sir Shah Nawaz Bhutto. The conference decided that district and local boards should contribute Rs. 5 lakhs towards the Road Development Fund.

It is understood that at the end of the five-year period nearly 900 miles of roads would have been laid out all over the province. Experimental work on roads has already started in Hyderabad district.

Rs. 2 Lakhs Road Scheme

The Cawnpore Municipal Board has adopted a road programme for the year 1936-37 which will cost Rs. 2,00,000 out of which Rs. 86,258 will be spent on new works, Rs. 73,776 on the renewal and painting of roads and Rs. 21,766 on the maintenance of roads.

Rubber Tyres for Bullock Carts

In our May issue we referred in detail to the recommendations made by our Lahore Branch to the Punjab Board of Communications to consider the granting of an annual subsidy of Rs. 15,000 to encourage the conversion of metal and wooden tired bullock carts to pneumatic tyres. We now learn that the Board of Communications have recommended the matter for the consideration of the Punjab Government.

The Government of Baroda, to encourage the conversion of bullock carts to pneumatic tyre equipment and also economy in road maintenance costs, have reduced the taxes by 50%.

Sialkot Municipality, we learn, have reduced taxes on such carts by 25 per cent.

The Municipality of Bombay have the question under consideration.

An interesting article appeared in *Commerce Engineering Supplement* of July last on bullock cart bodies to which we would call the attention of our readers.

Co-ordination of Road and Rail Transport—Hyderabad (Dn.)

We have on several occasions referred in the *News Letter* to the co-ordination of road and rail transport in Hyderabad State and the operation of road motor transport in conjunction with the railways by the administration of the Nizam State Railways.

It is now understood that a further order for buses has been placed so that by the end of 1936 there will be a passenger fleet of 250 buses operating services over 3,800 route miles. It is calculated that 7 million miles per annum will be covered by the fleet. The service will connect most of the important stations on the railway system with outlying towns and districts and will operate to regular timings as the train services, having regular stopping stations along the routes.

Such a system is unique in India but is in existence in other parts of the world.

Motor Taxation Bill in Punjab

There is a proposal to bring forward during the coming final session of the Punjab Legislative Council two Bills, one of which will increase the road tax on certain classes of motor vehicles, and the other abolish the existing unrestricted powers of municipalities and small town committees to impose local taxes on lorries.

Local Bodies will, of course, be compensated by the allotment of some share of the proceeds from the tax, but the Bill will prevent the kind of difficulty which has arisen as the result of the Amritsar Municipality having taken the maximum advantage of the existing law by taxing vehicles to such an extent as to leave a very small margin of the share for the Provincial Government.

Overloading of Motor Transport

The question of overloading to which we referred in our June *News Letter* is already receiving the attention of the authorities. From Madras we learn that the City Police are conducting a vigorous campaign against lorries which have been registered as "Private" and are carrying loads of more than the scheduled weight, coming from different centres in the Presidency to Madras City, thereby causing loss of revenue to the S.I.R. and M. & S. M. Railway. We are all in favour of any measures which will prevent overloading of motor vehicles.

Progress of Flying in India

In the past flying clubs which qualified for a Government subsidy found themselves unable to plan for the future, financial assistance being granted for one year only. This resulted in various difficulties especially in engaging instructors and technical staff who were not willing to accept short term contracts.

During the next three years, however, this difficulty will be overcome, as a revised subsidy has been decided upon. It may be hoped therefore that the decrease of members and machines registered in 1935 will not only be made good but considerably increased.

In 1935-36 subsidies came to Rs. 1,33,000 while the budget grant for 1936-37 is fixed at Rs. 1,50,000.

It must, however, be remembered that the clubs contribute to Government revenues through indirect taxation on petrol, oil and fuel, for certificates and licenses, the total amount contributed last year coming to Rs. 56,000.

Punjab Roads

The Ministry of Agriculture, Punjab, is inclined to the view, according to the latest Administration Report of the P.W.D., that when funds are available, the best policy will be to provincialise all the District Board metalled roads and to set free all amounts which the District Boards now spend on them, for opening out village communications and maintaining Kacha roads in good condition, thus leading to the speeding up of transport, "which will break down village prejudices, monotony, stagnation and mental starvation". At the same time the Ministry feels that the district staff of the Buildings and Roads Branch should have the right to inspect and approve roads maintained by the District Boards if the latter are to claim any grant from Provincial Funds. The proposal is under the examination of the Ministry.

To encourage the extensive use of grading outfits for road maintenance the Punjab Government have inaugurated a "Grader Fund" to which a sum of Rs. 4,000 was allotted in 1934-35. The amount was distributed between the Gurdaspur and Sialkot District Boards on the basis of work done during the preceding financial year.

Bombay-Poona Road

The closing of a section of the Bombay-Poona Road during the monsoon to vehicles exceeding 4,000 lbs. axle weight, laden, has been a matter of considerable dissatisfaction among transport operators whose hopes that the practice would be discontinued this year were falsified when the usual District Magistrate's order appeared in June. The Chairman of the Bombay Branch of the Association took a keen interest in the matter and joined in the protests voiced from different quarters.

The authorities have since reconsidered the matter and under instructions from Mr. T. A. Andrew, the Chief Engineer, Bombay, the notification has been withdrawn, and instead, the speed limit for vehicles formerly prohibited has been restricted to 10 miles an hour.

Miles 86 to 91 of the Igatpuri-Nasik Section of the Bombay-Agra Road which was also closed as usual to vehicles carrying more than 9 passengers, has been opened to traffic likewise, with speed restricted to 10 miles an hour.

Poona Municipality's Road Loans

The Poona Municipality has requested the permission of the Government of Bombay to raise two loans in the open market, one of Rs. 1,50,000 for constructing a road from the Reay Market to Govind Halwai Chowk in Raviwar Peth, Poona City, and the other of Rs. 3,00,000 for widening of the Bohari Ali Road.

In 1929 the Municipality raised its first Road Loan amounting to Rs. 1,75,000 for the construction of the East-West Road. This is to be paid in 10 years, against

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which six yearly instalments of Rs. 14,578 each have been placed in the Sinking Fund.

The Municipality spent Rs. 87,271 on Roads in 1933-34, Rs. 85,124 in 1934-35 and Rs. 1,59,819 in 1935-36. The taxes on animals and vehicles collected by the Municipality during these three years were Rs. 32,360, 26,947 and 33,228 respectively.

Indian Roads Congress

The Association has addressed the Government of India on the necessity of some definite decision being taken regarding the financing of future meetings of the Indian Roads Congress. They had agreed to defray the cost of travelling allowance of official delegates and other expenditure incidental to the meeting of the Congress for the first three years. The finances necessary to cover the expenses of the Congress to be held in Lucknow in January 1937 are therefore assured.

The intention of the Congress was that it should become self-supporting from membership subscriptions but as the present total receipts from this source have only reached about Rs. 3,000 it is urgently necessary, in the opinion of the Association, if the Congress is to continue its good work, that some financial guarantee to meet future expenditure should be given from the Reserve account of the Central Road Fund.

An Air Transport Romance

Ten years ago prospectors forced their way through the jungle of New Guinea from Salamua on the sea coast and discovered the rich gold-fields in the Wau area. The problem of developing the gold fields was one of transport, for the difficult terrain from the coast could only be traversed by native bearers, and the time occupied was fourteen days! To-day gold-mining in New Guinea is carried out on an extensive scale and the aeroplane is the sole method of transport. Although each load has to be flown up for many thousands of feet above jungle-clad mountains, one of the organisations operating these services has now succeeded in carrying just about 30,000 tons of freight, and well over 30,000 passengers, to and fro between the gold mines and the coast. Now-a-days, when air loads from the coast have reached the aerodrome up at Wau in the mountains, portions of them are transhipped to other planes and flown on to Rama, Watut, Roaring Creek and other subsidiary landing-grounds away in valleys and on mountain sides. The work of the surveyors and prospectors is being pushed farther into the interior, and now there are several thousand Europeans who depend upon air transport for the receipt of their supplies. In addition to ore, machinery, mining equipment and such things as motor lorries, the air-freighters carry a remarkable variety of loads. Among one recent batch of cargo, waiting on the aerodrome at Salamua for dispatch over the mountain, were barrels of cement, tins of kerosene, bags of rice and flour, sheets of corrugated iron, metal telegraph poles, cases of tinned food and meat from the refrigerators. The trip from the sea-coast to the mines, which formerly occupied a fortnight, is now made in half an hour by air.

Tata's Air Services

The steady progress of the Tata Air Services is shown in the great increase in the volume of traffic of all kinds, mails, passengers and freight. The introduction of air freight—a comparative innovation in India—has become popular, and is being availed of by merchants as well as others who require quick and safe transport of their goods.

Inquiries show that there has been an increase of nearly 20 per cent. during the last six months in air freight traffic, which is said to be due to the appreciation of the very much lesser risk of damage to goods in air transport, for they are handled only twice, once when they are put in and next when they are taken out for delivery; whereas in the case of the usual rail and sea transport, they would necessarily have to be handled several times at railway stations, ports, and then again railways, increasing to a very great extent the risk of damage by careless handling. Traders' samples, jewellery, machine parts and many other articles are now being conveyed by air, and to cope with this increasing traffic special arrangement has been made by Tatas.

Comparative Figures.—Comparative figures of the Tata Air Services for the past four years show that whereas the number of miles flown in 1932 was 28,000, it increased to 138,600 in 1933, and 145,000 in 1934, and reached the figure of 287,000 miles in 1935. While the passenger miles flown in 1933 stood at 5,500, the figures rose to 8,300 in 1934 and jumped to 26,000 in 1935. The amount of air mails carried was only 3,150 lbs. in 1932 but increased to 23,500 lbs. in 1933 and 41,500 in 1934, and totalled 67,650 lbs. last year.

A study of the figures for the first six months of 1935 and the present year show that there is an increase of nearly 20 per cent. in the miles flown, and that the figure of passenger mileage had doubled itself.

Ribbon Development, Bye-Pass Roads—Dustless Roads

A letter in the following terms has been addressed by the Council of the Association to all municipal local Board and Provincial authorities calling their attention to the urgent need for some action to be taken on the above matters:—

SIR,

I am desired by my Council to address you on certain points regarding the construction and improvement of municipal and village roads which will result in the saving of public money and an improvement in the health and safety of the public, while at the same time it will be possible for the advantages which motor transport offers, in the matter of speed and comfort of travel, to be enjoyed to a fuller extent.

These points may be classified under the following three headings:—

(a) the need for bye-pass roads to avoid congested areas;

(b) the need to provide dustless roads through municipal areas and villages;

(c) the need to maintain the full value of main roads for fast traffic by a closer control of the construction of buildings bordering the main roads or in other words the prevention of ribbon development.

India is a country of vast distances and the development of motor transport being in its infancy, full advantages should be taken of the experience gained and measures adopted in other countries to deal with the problems arising out of the development of motor traffic.

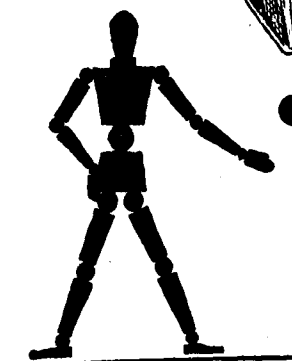
Bye-Pass Roads.—The trunk and main roads run through the centre of thickly populated small towns and villages. Fast moving through traffic constitutes a danger and annoyance to the residents as also an inconvenience and delay to the traffic. The narrowness and type of construction of village roads are rarely of a nature to accommodate, or sustain wear and tear of, through traffic and there is often a division of responsibility between the village section and that of the main roads. I am, therefore, to suggest as a remedy that bye-pass roads should be constructed to carry the traffic clear of congested villages and town areas. Mysore State has already carried out a considerable amount of successful work in this direction. There is an urgent need in some cases for these bye-pass roads and I am to ask if you will give the matter of their construction your early consideration. To some people such action may appear premature but if we are to profit from the experience of other countries it is urged that the Provincial Governments and local authorities adopt a policy of including in their road development programmes, schemes for the immediate acquisition of land for the construction of bye-pass roads before their cost becomes prohibitive.

Dustless Road Surfaces.—Where bye-pass roads are not practicable and traffic must continue to pass direct through villages, it is strongly urged for reasons of public health and the maintenance in good condition of road surfaces that some system of tarring, asphaltting or concreting be undertaken on these sections. It is realised that it may not be possible at present to surface all main roads in this manner, but it is suggested some steps might be taken at once for the treatment of those sections passing through villages where the public suffer so much from the dust.

Any steps tending to allay the dust nuisance which is so largely responsible for the spread of disease should receive the full support of the health authorities, as well as those interested in village uplifts, for in the case of the latter it would assist in the improvement of the sanitary and hygienic conditions of the inhabitants.

Ribbon Development.—As roads have been improved and conditions of travel made easier, there has been a growing tendency for the population in cities to move outwards with the result that extensive house building has taken place bordering the public highways, which is called

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Ribbon Development. The evil of ribbon development lies in the fact that the availability of the width of the road for through traffic is greatly reduced by tradesmen's vehicles and private cars standing outside their houses and premises. For instance, a 30 ft. highway, which in the open country will carry 3 lines of traffic, will only take two lines if there are vehicles every 100 ft. standing on the side of the road and this available width will be further reduced if vehicles are standing on both sides.

The proximity of buildings to main thoroughfares also represents a serious danger to children and others occupying the houses.

A further inconvenience is the effect of laying services on these roads which means that when cuttings are made across a road, the surface can never be restored to its former condition and frequent cuttings ruin the surface.

Legislation has been introduced in England to restrict such building operations along frontages on main roads. Buildings are therefore being erected on side roads or they are set back some distance from the main road with a subsidiary road frontage which in no way causes a reduction in the value of the main road for through traffic.

Traffic is growing rapidly and there are instances in the neighbourhood of the larger cities where, with the improvement of the main roads, extensive house building operations are taking place which are greatly reducing the value of the road and adding to the growing problem of traffic congestion.

I am, therefore, to recommend that measures should be taken immediately to prohibit the building of houses within say 200 ft. of the main thoroughfare and encouragement should be given so that access to the houses and properties should be from a side road leading on to the main thoroughfare. These restrictions regarding building, should also apply to any bye-pass roads.

My Council, in bringing these points to your notice trust that they will be given your very careful attention as they will, in their opinion, play a very important part in the future development of the country.

I have the honour to be,
Sir,
Your most obedient Servant,
(Sd.) H. C. SMITH.
General Secretary.

In the above letter mention is made that Mysore State have already taken action and we now learn that the Government of Burma have also sanctioned grants for the following four bye-pass roads:—

- (i) Constructing a diversion, Pyuntaza-Nyaunglebin (Section of the Rangoon-Mandalay Trunk Road) from mile 41/6 to 49/1—Estimated cost Rs. 2,16,400.

- (ii) Constructing a diversion, Kyauktaga-Yindaikkon (Section of the Trunk Road) from mile 64/4 to 68/4—Estimated cost Rs. 1,32,000.

- (iii) Constructing a diversion near Penwagon (Section of the Trunk Road) from mile 71/1 to 72/5—Estimated cost Rs. 72,400.

- (iv) Bye-Pass at Magwe from mile 2/4 of the Magwe-Taungdwingyi Road to mile 2/1 of the Magwe-Natmauk Road.

Where the land required for the diversion on these roads has not already been acquired, provision for its acquisition has been made.

Control of Transport

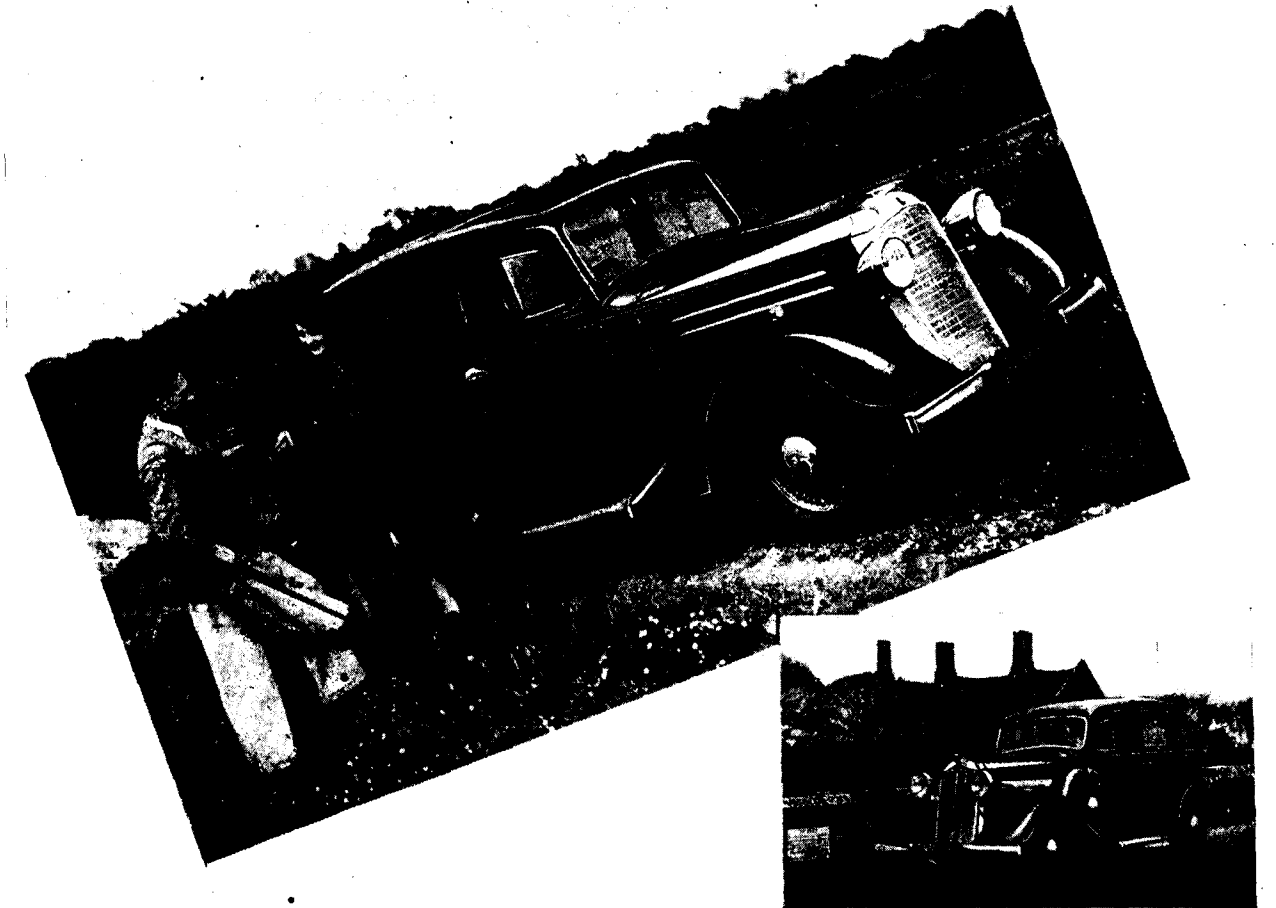
In our July *News Letter* we gave a brief statement of the proposals arising out of the discussions of the Transport Advisory Council regarding control of traffic, and the future disposal of the Central Road Fund.

The Association has for some years been pressing the Government of India to institute (a) closer control of motor transport which would lead to the elimination of competition to the extent to which it may be unfair and uneconomic, (b) an improvement in the soundness of vehicles, (c) third party insurance and (d) the fixation of maximum fares and time tables, all of which points are covered by the recommendations of the Transport Advisory Council. There is however a strong feeling that the intention of the Government of India in regard to these proposals is to go a great deal further than is considered to be necessary by the Association.

The enabling Bill which has just been published in the *Gazette* empowers the Provincial authorities to introduce a closer control over motor traffic; for motor transport has clearly out-grown the existing rules and regulations.

The fact that according to the Concise Statement of Policy the first of the conditions laid down for the participation in the Road Fund is that Provinces should adopt and enforce to the satisfaction of Government of India adequate rules for the control of motor traffic, is surely of sufficient significance to cause the Association to be apprehensive of the intention of Government of India on the subject of control. The introduction of this clause in the Road Fund Resolution and the amendment of the Indian Motor Vehicles Act as now proposed are closely inter-dependent and, taken together, they affect the Provincial Governments in an important degree, both in regard to their constitutional rights over road traffic and in regard to road development. It is all the more important therefore that the Resolution in regard to the disposal of the Road Fund and the amending Bill should be considered together by the Assembly.

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GENERAL MOTORS INDIA LIMITED

SYSTEM OF TAXATION OF ROAD TRANSPORT

Cost of Operation and What It Pays to Government

Contributed to the *Statesman* Supplement of 21-6-36 by Lt.-Colonel H. C. Smith, O.B.E., M.C.,
General Secretary, The Indian Roads and Transport Development Association Ltd.

THE incidence of taxation of motor transport varies considerably throughout the country; for under the Scheduled Tax Rules, taxation of motor vehicles is a matter of provincial legislation and no co-ordinated basis of taxation exists at present. Each province and in many cases the District Boards and municipalities impose taxes as they think fit. In fact certain types of vehicles in some provinces are paying for registration fees, Government permits, brake testing fees, district fees, municipal tolls, car stand fees, all varying and dependent upon the ideas of local officials.

In addition to these multifarious taxes the Government of India collect from motor transport in the form of import duty and excise on petrol, customs duties on cars, buses, trucks, tyres, accessories, etc., some seven crores of rupees out of which six crores go to General Revenues and the balance of approximately one crore goes to the Central Road Fund. While the incidence of taxation imposed by the Government of India remains the same for motor vehicles throughout the country, the provincial and local taxes vary to such an extent that in some districts it can safely be said that certain classes of vehicles are paying more in taxation than in any other part of the world.

A system of taxation by two independent bodies—on the one hand the Government of India for revenue purposes and, on the other, the Provincial Governments to assist in meeting the cost of maintenance and development of their roads—unless properly co-ordinated, constitutes a serious menace to the development of this form of transport. The Indian Roads and Transport Development Association, realising the weakness of taxation in this manner, have for the past six years been endeavouring, as a first step, to bring about a common basis of taxation in all provinces; in fact the aim has been the compounding of all local taxes into one provincial tax. This was discussed at length at the Road Conference held in Simla in 1931 and some progress has since been made towards this end. To-day we find that Bihar, Bengal and the United Provinces have abolished all other taxes and introduced one Provincial tax, while Bombay, Madras, and the Central Provinces have done so in a modified form, still permitting certain municipalities to continue to impose a wheel tax and in Assam, Punjab and the North-West Frontier Provinces the introduction of a Provincial Tax is still under consideration. The diversity of taxes which still exists in the Provinces will be more easily

appreciated if we take as examples the taxes imposed on the following popular types of vehicles:—

Private Cars between 20 and 30 cwts.†

Bombay.—Provincial Tax 60; Municipal Tax 100	Rs. 160
Madras.—Provincial Tax	100
Bengal.—Provincial Tax	48
B. & O.—Provincial Tax	50
U. P.—Provincial Tax	45
C. P.—Provincial Tax 30; Municipal Tax 15	45
Punjab.—Provincial Tax 80; Municipal Tax 36	116

Bus 30 cwt. 20 seater—Mofussil‡

Bombay.—Provincial Tax 376; Municipal Tax 60	436
Madras.—Provincial Tax 700; D. B. Tax 600	1,300
Bengal.—	111
B. & O.—	342
U. P.—	241
C. P.—Provincial Tax 160; Municipal Tax 36	196
Punjab.—Provincial Tax 50; Municipal Tax 48	*74

†Excluding Registration, permit and similar fees.
*Deducting rebate of half the Municipal Tax.

Lorries 30 cwt. Unladen

Bombay.—Provincial Tax 300; Municipal Tax 120	420
Madras.—Provincial Tax 400; District Board if plying for hire 400	800
Bengal.—	125
B. & O.—	250
U. P.—Private	100
U. P.—Public	235
C. P.—Provincial Tax 100; Municipal Tax 50	150

Even though certain provinces have introduced a compounded provincial tax, there still remains great diversity in the method of taxation; for instance private cars are taxed on the *unladen* weight in Bombay, Madras, U. P. and C. P. while in Bengal they are taxed on the *area* and in Bihar and the Punjab on the seating capacity. As regards the *buses* and *trucks*, there exists some uniformity in that they are generally taxed on their seating capacity and unladen weight respectively.

It is essential that these anomalies should be removed and one common system of taxation introduced throughout the country and although it may be too much to expect at present, a common rate of taxation should be aimed at so that a motor vehicle registered in one province could circulate in any part of India without being subject to further taxation until the expiry of the period for which the original tax was paid.

The basis recommended by the Indian Roads and Transport Development Association is as follows:—

Motor Cars.—On the unladen weight as declared by the manufacturers.

Motor Buses.—On the registered seating capacity.

Lorries.—On the gross laden weight, namely the unladen weight, plus the certified carrying capacity laid down by the manufacturers.

Uniformity of taxation on this basis would assist the authorities in instituting a closer control over the overloading and overcrowding of lorries and buses respectively which is difficult under the present system, particularly in the case of trucks, as the gross laden weight is not established by the taxation authorities.

So far we have considered the anomalies of taxation in the provinces and the need for the introduction of a common system of taxation. But to revert to the total incidence of taxation on motor transport we must also consider the contributions in taxation made to the Government of India by motor transport.

I am, therefore, giving below details of the running costs of a 23 seater motor bus in the different provinces and the amount of taxation paid in one form and another to the Government of India, Provincial Governments and local authorities.

From the figures it will be seen that the total incidence of taxation varies from nearly 20 per cent in Bengal and the Punjab to 33.5 per cent in Madras. While there is little variation in the contribution to the Central Government, the taxation within the Provinces varies considerably being as low as 2 per cent in Bengal and as high as 18.9 per cent in Madras.

†Note.—Since writing this, the Transport Advisory Council, which met in Simla in July, has recommended that taxation of motor vehicles should be on a uniform basis—unladen weight for private cars, seating capacity for buses and registered laden weight for goods lorries.

It is true the Provinces are gradually working towards a common basis of taxation, but there is wide divergence in the rates charged, and if some steps could be taken towards the adoption of a common rate throughout the country, it would facilitate considerably the development and circulation of motor transport.

Another important point which the above statement brings out is the high incidence of taxation of the Central Government in comparison with the incidence of taxation within the provinces—a most unjustifiable arrangement when we realise that Provincial and local authorities are financially responsible for the maintenance of roads used by motor transport whereas the Government of India have no such responsibility.

It is an unquestionable fact that the contribution of the motor industry to the Central Revenues is far beyond its just share, and apart from the essential relief that the industry deserves in this respect, some readjustment of taxation between the Government of India and Provincial Governments would appear necessary if taxation of motor-transport is to be placed on an equitable basis.

While the financial difficulties under which railways are labouring and the implications of the Niemeyer Report in regard to financial contributions to Provinces from the Centre seem to hold forth little prospect of the question being tackled in the right way at the present time, it must be recalled that the need for a scientific plan for the taxation of motor transport has long been recognised by the authorities, both Central and Provincial. The question was discussed at some length at the Road-Rail Conference in Simla in 1933 and it was the unanimous recommendation of that body that *in the interests of all concerned, a co-ordinated plan should be drawn up for the taxation of motor transport by the various authorities concerned*. It is to be hoped that further consideration will be given to the subject at the forthcoming meeting of the Transport Advisory Council.†

(By courtesy of the I.R.T.D.A. Ltd.)

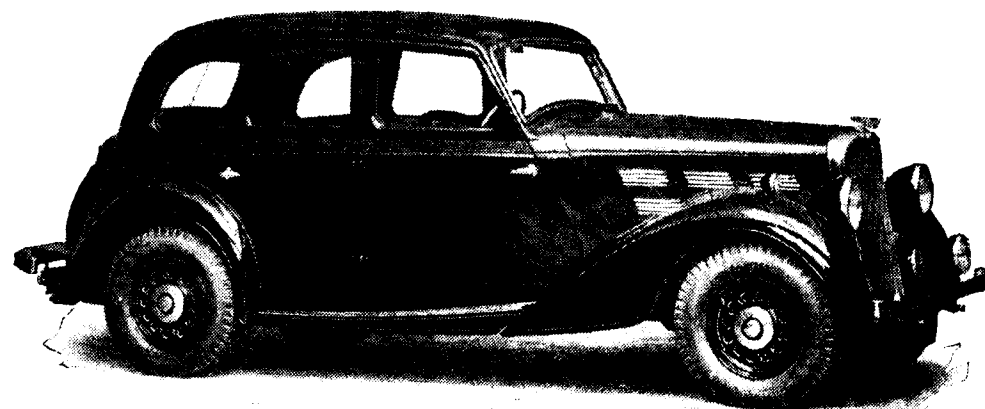
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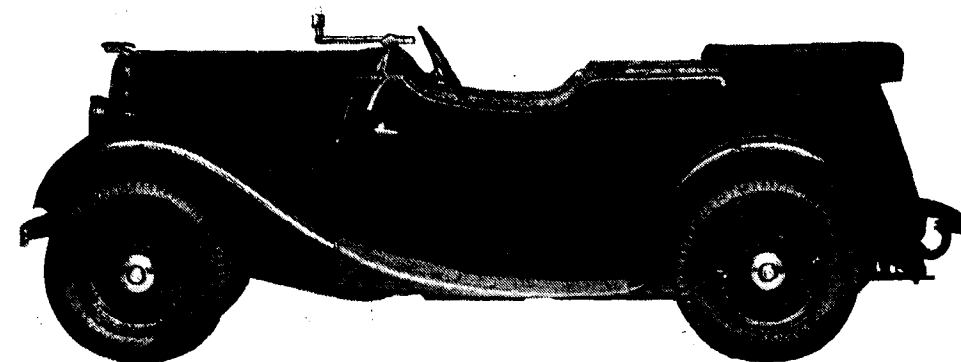
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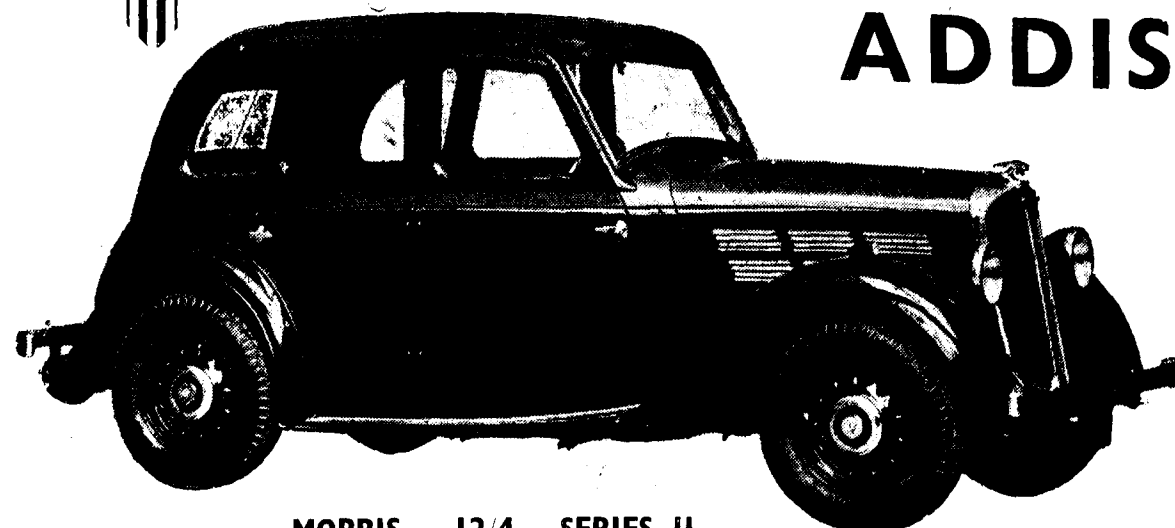
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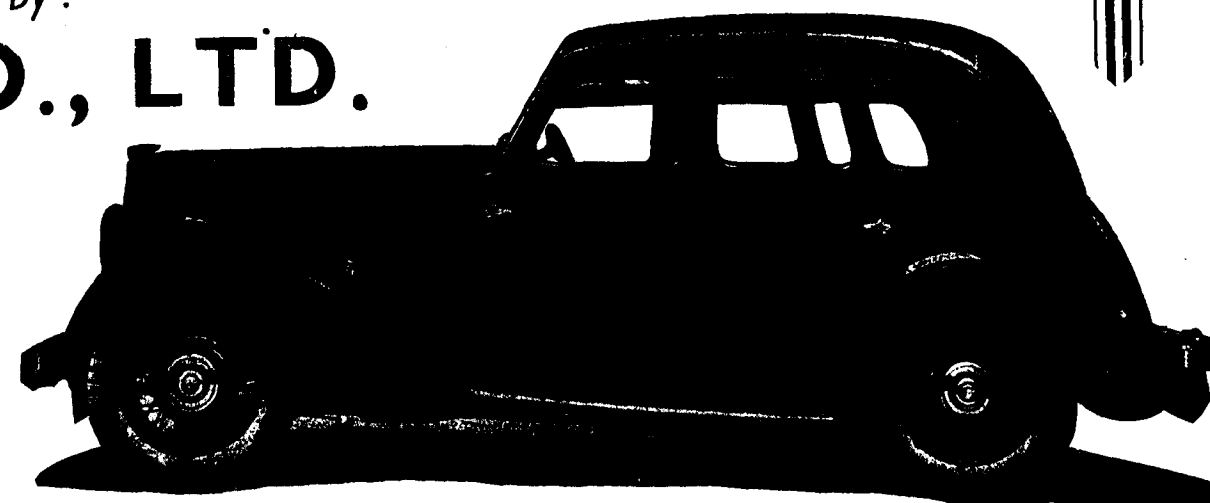
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OPERATING COSTS AND TAXATION—23 SEATER BUS

A—Running costs per annum—average annual cost over 3 years—(omitting fractions of a rupee)
B—Element of taxation included in A.

	MADRAS.		BOMBAY.		BENGAL.		B. & O.		U. P.		C. P.		PUNJAB.		ASSAM.		REMARKS.
	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	
I. ANNUAL STANDING CHARGES.																	
1. Taxation.																	
a. Provincial Tax ..	805		424		120		400		288		184		*44				* 68 minus
b. Registration Fee ..	5		4		10		..		..		..		30		5		Rs. 24 [half Municipal tax].
c. Owners permit ..	10		3		..		..		..		..		..		500		[This applies
d. Drivers Permit ..	..		6		..		..		..		2		..		..		to scheduled
e. Inspection Fees ..	50		..		..		38		..		12		..		10		roads only
f. Driving License ..	3		2		6		3		6		4		6		3		and varies
g. District Board Fee ..	600		..		..		..		..		..		..		50		from Rs. 50
h. Municipal Tax ..	60		60		..		..		..		36		48		50		to Rs. 3,000.
i. Car Stand Fees ..	..		..		..		..		..		..		24		..		
Total Direct Taxes— Provincial and Local	1533		1533		499		499		136		136		441		441		
Depreciation @ 33 1/3% per annum on Rs. 3,500, cost of bus	1166		*146		1166		146		1166		146		1166		146		*Proportion
3. Other Standing Charges.																	
Insurance ..	267																of the total
Wages of Driver, Cleaner and Conductor ..	960																sum written
Establishment charges in- cluding sundries ..	500																off, which is
Garage rent @ Rs. 10 per month ..	120																attributable
Interest on capital Rs. 3,500 @ 6% ..	210																to the im-
Total—other standing charges	2057		2057		2057		2057		2057		2057		2057		2057		port duty of
II. ANNUAL RUNNING CHARGES.																	
Petrol 1,200 gallons. @ Rs. 1/5 @ 20 m p.g. ..	1575	750*															*25% of this
Oil and grease ..	200	2															goes to the
Tyres, 3 sets @ Rs. 320 ..	960	192															Road De-
Repair charges ..	300																velopment
Spare parts ..	300	90															Fund and
Total—running charges	3335		1034		3335		1034		3335		1034		3335		1034		is distributed
TOTAL ANNUAL COST	8091		2713		7057		1679		6694		1316		6999		1621		to the Pro-
% of Central Govt. taxa- tion on running costs ..	14.6		16.7		17.6		16.9		17.2		17.4		17.6		16.4		vinces.
% of Prov. & local taxa- tion ..	18.9		7.1		2.0		6.3		4.3		3.5		2.2		8.6		
% of total taxation on running costs ..	33.5		23.8		19.6		23.2		21.5		20.9		19.8		25.0		

(By courtesy of the I.R.T.D.A. Ltd.)

“SAFE DRIVING”

PART I

“TWO POINTS OF VIEW!”

EVERY once in a while we see something that shows up our own little human weaknesses and inconsistencies so clearly, that we just can't help laughing at ourselves. For instance, some of us may have been amused by a little verse that appeared recently. It went like this:

“Who is the driver of that car, whose face is dark with wrath

For every poor pedestrian that comes across his path?

What! Can it be? Why, yes 'tis he who, walking, yesterday,

Was equally annoyed by all the cars that came his way;

For what we think and what we do,

Depends upon our point of view.”

Now that's more truth than poetry. Nearly all of us go around part of the time on foot, and part of the time on wheels, and it's just surprising how completely our outlook changes when we're driving compared to when we're walking, and *vice versa*.

But just because we are the drivers and the walkers both we ought to be able to judge pretty fairly. And when we do we're apt to feel that the Safety First Associations are just about right when they give us their statistics about motor car accidents in which pedestrians are involved. They show that about 29% of all motor car accidents involve pedestrians. And in almost two-thirds of these cases the fault seems to lie with the pedestrians.

Just think of it! “We Drivers” who ought to know so well how to walk and how not to walk, if we want to keep out of trouble with cars, do the very things we shouldn't do when we become walkers ourselves. For instance, there probably isn't one of us that hasn't crossed a street in the middle of the block or against the traffic lights. In fact most of us do it all the time. And yet when we take a real look at accident facts, crossing streets in the middle of the road turns out to be the cause of more pedestrian accidents than almost anything else.

And naturally! Drivers are apt to slow up a little at corners and the chances are that they're on the lookout for

anyone that may be crossing. But they just don't expect to find people darting out into the street, so they aren't so ready for it if it does happen. And when you aren't on the lookout and prepared for a quick stop, then for somebody to suddenly appear right there in front of you is more than you can handle. And of course this applies equally to playing in the street, and to crossing corners diagonally. When we cross corners that way we're bound to be in the very path of cars no matter which of the four directions they may be coming.

One of our engineer friends offers some facts he has figured out, that are probably pretty accurate. And they give us something to think about. In the first place he says it takes the average person walking about 11 seconds to cross the average street, and in that time a car going 20 miles an hour travels over 300 feet. So what pedestrians have to remember is that cars have to be a good long way off before it's safe to cross in front of them. Then he goes on to say that if it takes a driver one second to see a pedestrian and start to apply the brakes, his car will travel nearly 30 feet before he gets the brakes to working and over 50 feet before it can stop. And it takes about 150 feet at 40 and 275 feet at 60. So anybody that steps out on to a street in front of a car at less than those distances, is in danger of being hit.

The gist of it all is that if we always cross streets where we're supposed to, the way we're supposed to, we haven't got much to worry about. Of all the pedestrians hurt on our streets, only 1% are crossing at corners, at right angles, and with the signal. So no wonder a good many cities have passed laws that get after pedestrians who don't walk right, just as they get after drivers that don't drive right.

But after all we don't all live in cities, and maybe some of you that live in the country are wondering if we aren't going to say something about your pedestrian troubles. For instance, one elderly lady wants to know what she is going to do about walking on the streets, now that she's 60 years old and can't jump ten feet on a second's notice. Well, first of all it's up to us drivers to be careful and considerate of people that have to use the streets for walking. And then too, the best thing for the walkers to do is to always walk on the right side of the road, so that they can see what's coming, and be able to depend on the driver's eyes and their own eyes too, instead of just his.

PART II

"STEP LIVELY!"

EVER since we began discussing driving safety we have cautioned against going too fast. And if we hadn't I don't suppose we would dare do what we're going to do tonight—and that is to talk about going too slow! Even so we're going to have to be mighty careful. We're skating on rather thin ice, perhaps, because there's hardly one of us that doesn't feel as though going slow is pretty safe, and that our everlasting impatience is responsible for a good big share of the driving accidents.

But that's just the trouble. Impatience is a factor we have to contend with. We might just as well make up our minds to that. And there's no use denying that there are times when, if we drive too slowly we're bound to tax the patience of anybody and everybody that happens to be behind us. And when we do that, those people are apt to take chances that don't always turn out right.

Suppose, for instance, we're out quite a way from the curb or the side of the road and travelling along at a pace that's considerably less than the average speed of the traffic—perhaps an average speed that's perfectly reasonable and safe, only we don't feel like going even that fast. Well, sooner or later, the traffic behind catches up with us, and the first thing we know cars are passing us on the right, and on the left too. Because when that old impatience gets to working, people are going to pass one way or another, on the left or on the right, rules or no rules. And then anything may happen. Of course, we haven't broken any laws. You can't get arrested for going too slow. But just the same if we hadn't been going so slow out there in the middle of traffic, nobody would have had to pass us and we wouldn't have started any trouble.

When we stop to think about it, it isn't enough just to never break the law. We just have to think about human nature, in driving the same as in everything else. And a little bit of consideration goes a long way.

Take one of those Sunday afternoons, for instance, when the weather is nice and everybody feels like getting

out for a good long drive. That's when traffic gets to be a real problem. And that's when we get a chance to see how important it can be to keep traffic moving and at a reasonable rate, too.

Now suppose we get on a road that is none too wide, so that passing means crossing the outer line a little bit. And we decide to just kind of loiter along at say 18 or 20 miles an hour. One thing is sure—the rest of the folks aren't going to do that. Not most of them anyhow. And so there starts in such a scurrying past, and dodging back in line that if we could see the road from up in an airplane, it would look like an animated map of narrow escapes. One car just missing a collision with another car coming the other way. Another cutting into line in such desperate haste that the fellow just behind has to slam on his brakes and maybe get bumped by the car behind him, or maybe a whole series of bump, bump, bumps all along the line. And then, every now and then one of those cases where the passing car couldn't turn back soon enough to miss the on-coming car headed the other way; or a driver that saved himself from that but crowded somebody else off the road getting himself back into the line of traffic.

And who was the cause of it all? The fellow who didn't have the patience to stay behind and go along at 18 miles an hour just like us? Well maybe. But then again if we had just made our speed 25 instead of 18; still perfectly safe, still well within the law. . . . well, you never can tell! And when we take a look at statistics and see the percentage of accidents that result from being on the wrong side of the road; sometimes we wonder if somebody who kept out of trouble himself wasn't observing the law to the letter but forgetting the golden rule.

And the golden rule certainly applies in this case. Because some other day, in some other mood, or perhaps with some mighty good and important reason for getting to our destination on time, we wonder how in the world that fellow up ahead can be so unreasonable, and so inconsiderate as to hold up the whole line of traffic by crawling along like that.

PART III

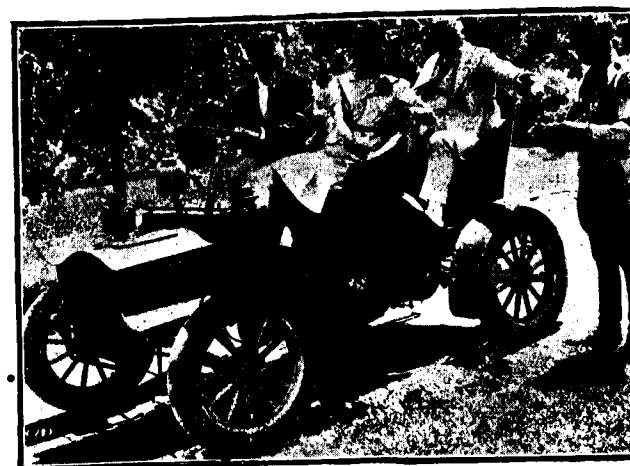
"POWER-TO SPARE"

HOW to make our streets and highways safer is of course a job for all of us—not only for those of us who drive, but for our road builders, too, and our law makers and law enforcers and certainly our car builders. When we stop to think of it a large part of the motor car improvements of the past few years have been *Safety* features.

But cars haven't been made to go more slowly. And since going too fast often has a lot to do with our driving

troubles, naturally, a good many people wonder why. If we shouldn't drive our cars as fast as they will go, why build all that speed into them in the first place?

Well, the first thing to remember is that motor cars have to be built to do a good many things, and do them in a way that will suit the men and women who are going to own and drive them. Several of those things are so important to the average driver that he won't have a car that can't do them and do them right. And it happens



While visiting the city of Fredericks, Maryland, recently Lily Pons, famous French opera star, went for a spin in a 1905 Cadillac with Governor Harry Nice and his family. They were speeding along at twelve miles an hour when, after a long hard chase, a motorcycle officer gave them a ticket for speeding. The camera newsman was also on the spot to catch this sensational picture.



Al Jolson in one of the most elaborate scenes from his latest picture, "The Singing Kid". The scene is supposed to represent Broadway sometime around the 1940's when everyone has dropped exhausted to the sidewalk from dancing and left Jolson triumphant with his Mammy song. As can be seen, many General Motors cars were used in this set.

that some of these requirements are of such a nature that when the engineers provide them, an ability to go fast just naturally results.

For instance, nearly everybody likes to get going as promptly as possible. Now that's just a matter of power we have in our engines and how our car is geared.

Then there is the business of hill-climbing. That may not mean as much in some localities as in others, but cars have to be built to suit us wherever we may live and wherever we may want to go.

Engineers tell us that they could build a fairly low-powered car that would pull us up the steepest hill. But if they did, they would have to gear it so low that when we got over the top and on to a level stretch, we could only go crawling along at a rate that wouldn't satisfy even the most conservative drivers.

But perhaps the most important reason for having our power what it is in modern cars, is a matter that many of us have never considered.

We all know what happens to us, when we, ourselves, are going at high pressure all the time, either physically or mentally. A person can work 12, 14 or 16 hours a day. But we know we get along best when we don't tax our last reserves of energy all the time.

In the same way, anybody who has ever run machinery knows that if you keep it going at full capacity and

full speed day-in-and-day-out, you're just multiplying the chances of a breakdown, sooner or later.

And that is how it is with a car. By building in the ability to run at *high* speed, engineers make it *practical* to run at *reasonable* speed. If our car can go seventy miles an hour, let us say, then it won't have to strain to go along at thirty-five. So we can drive it at sensible speeds hour after hour, day after day, without over-working it.

When we stop to think about it, lots of things are built with that added safety margin. The elevators in our office buildings *could* carry far heavier loads than the weight of all the people they can hold. So could modern bridges. The steel girders of our buildings, the rails under our trains,—in fact, any number of things we depend on day-by-day—are much stronger than they really have to be. They all have that extra margin of protection.

So, with our cars, what we have to remember is that speed is simply a by-product of power. We can use that power unwisely, or we can use it sensibly and get better performance and dependability as the result. But that's something the manufacturer can't decide for us. It's all up to us. (Contributed by General Motors India Ltd.)

(To be continued).

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MORRIS PRODUCTION POLICY

AN important announcement was recently made by Morris Motors Ltd. The Series I and II cars have been so successful that the types now being built are to be exhibited at the forthcoming Olympia Motor Show. Equally important is the statement that in spite of rumours of increase, the English selling prices of the whole range of Morris cars will remain unaltered.

Sales for the 1935/6 season are considerably in excess of those for the previous season, which was itself a record, not only in the history of the company, but also in that of the British Motor Trade.

Commenting on this policy, Mr. L. P. Lord, Managing Director, said: "In view of the increased sales, there is obviously no public demand for any change in models. Modifications in details have, of course, been made following our policy of incorporating improvements as and when thorough tests have justified them. We are, however, against changing models merely on the score of creating new designs or of having new models year by year—a practice which necessarily dates them. The present cars have been phenomenally successful, the delivery of the hundred thousandth Series I Eight, recently announced, being but one example of the popularity of the Morris

incident may best be related by quoting from the London *Daily Telegraph*:—

"Ptes. James Durrie and Albert Barret, of the Cameron Highlanders, were badly wounded when a party of telephone linesmen, escorted by four soldiers, were ambushed 20 miles north of Jerusalem. Mr. R. W. C. Tout, the British engineer leading the party, had a remarkable escape. During the night telegraph and telephone wires between Jerusalem and Nablus had been cut, and the linesmen were sent out to repair them. The Arabs who had cut the wires were in hiding, and when the repair work was started they opened fire.

"The attackers had between 40 and 50 rifles, and kept up a furious fusillade. Mr. Tout braved the hail of bullets to go for assistance. He reached his car, and although the windscreen was splintered by a bullet, he drove to a telephone post. From there he informed a detachment of the Dorsets at Ramallah what had happened. Two sections were sent and brigade headquarters at Jerusalem warned."

Another Good Season

The 1935/6 season of Morris Industries Exports Ltd. ended on 31st July last, and, once again, we have pleasure

DEPENDABLE	DURABLE	ECONOMICAL
PABCO "CIN-DEK" PAINT		
COLOUR CARDS & LIST UPON APPLICATION,		Agents:— SPENCER & CO., LTD. Madras & Branches

light cars. At the other end of the range, the Big Sixes have sold in larger numbers than ever before."

The continuation of the present Morris programme follows out the policy announced in May last year. It was then stated that in future new Morris cars would be announced only after they had passed the most exhaustive tests and were ready for the public, and not to mark any annual event such as the Motor Exhibition.

The current Morris models to which the foregoing statement refers are: The Series I Eight, the Series II Ten and Twelve, the Series II Fourteen, Sixteen, Eighteen, Twenty-one and Twenty-five models, and the 5-cwt. and 10-cwt. vans.

A Close Shave

The owner of a Morris car had a narrow escape from injury, possibly death, during the recent disorders in Palestine, when a bullet hit the windscreen diagonally and was deflected. Thanks to the Triplex glass, the driver was unscathed.

This information has been received from the Morris Distributors in Jerusalem, Messrs. Freeman & Co., and the

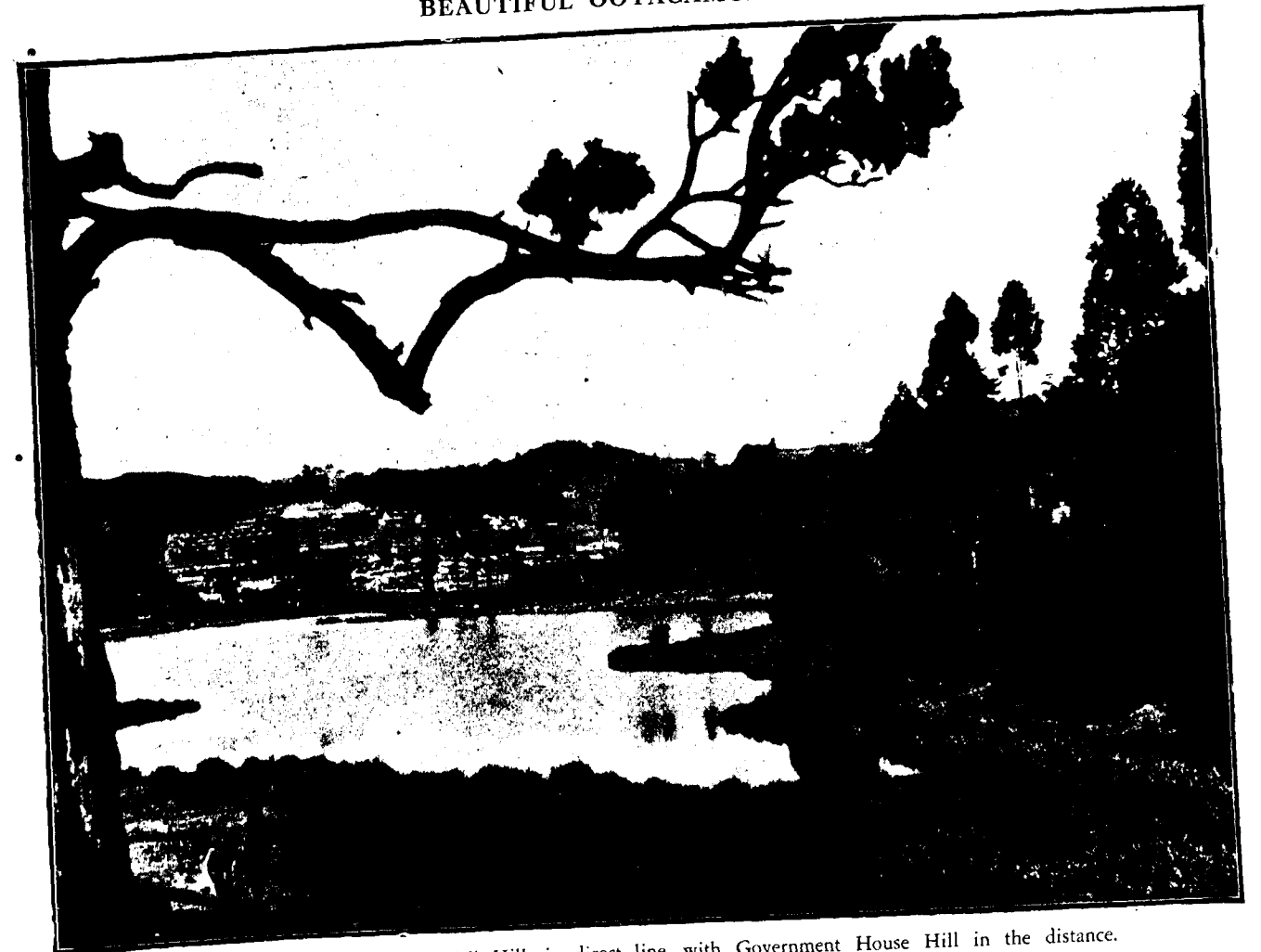
in announcing a substantial increase over the preceding season's business. The combined overseas sales of Morris, Wolseley, Morris-Commercial and M.G. products for 1935/6 represented an increase of more than 30% compared with the 1934/5 season.

Among the territories responsible for this advance—which is, however, mainly an all-round one—are New Zealand (where Morris cars have been heading the British registrations for many months), Australia, India (including Burma and Ceylon) and Europe.

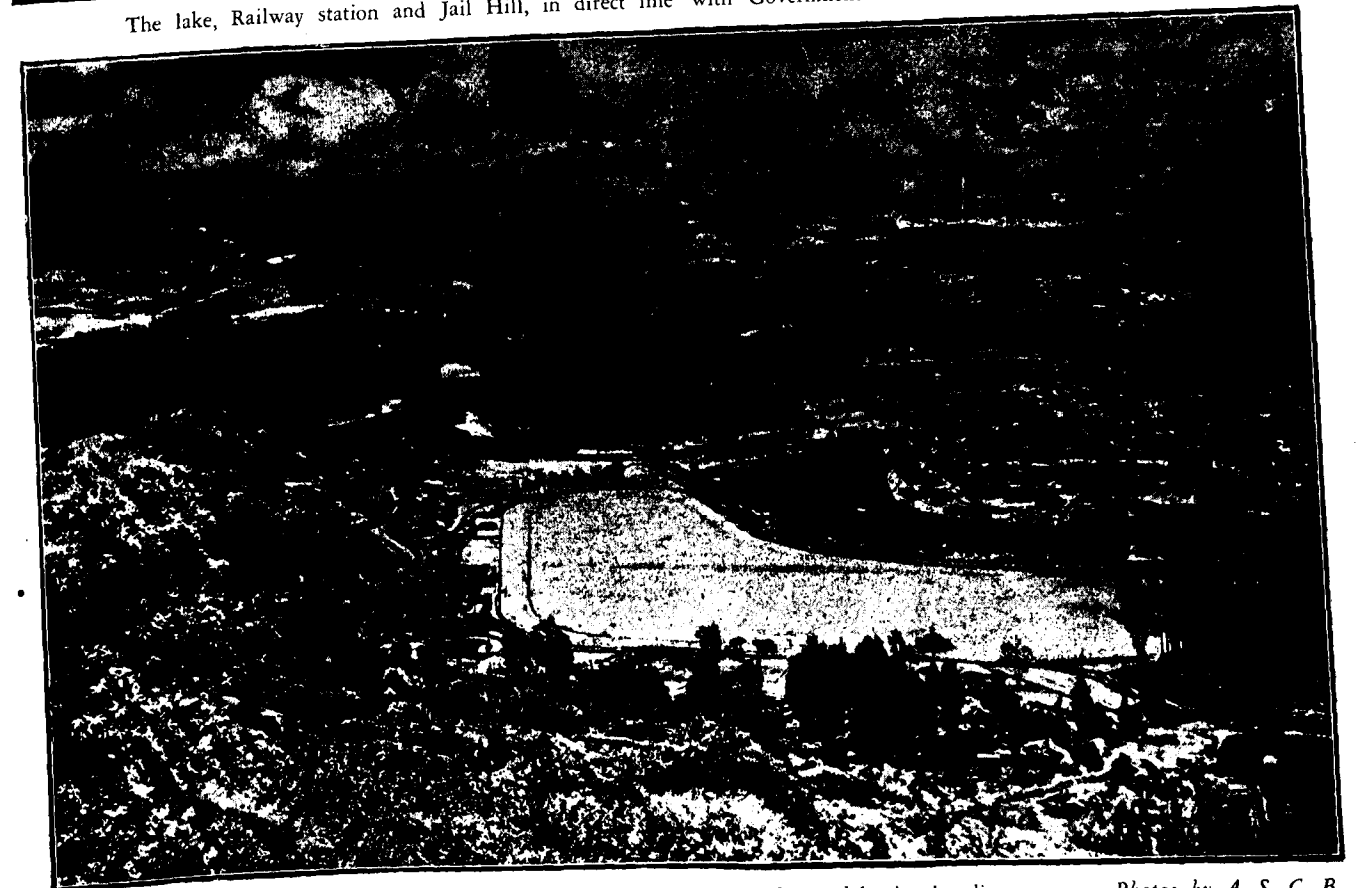
Large as the "M.I.E." buildings at Cowley already are, they are not being found extensive enough to cope with our steadily expanding business, and Offices and Packing Shop are at the moment being enlarged to an extent of 20,500 sq. ft. In addition, an entirely new Shop is being erected which will cover a further 20,000 sq. ft. Extra railway lines are being provided, and very soon "M.I.E." will have five private sidings at its disposal, with accommodation for approximately 150 trucks.

It is interesting to note that, of the total passenger car exports from the United Kingdom for the eleven months ended June last (the latest figures available), 29.3% consisted of Morris, Wolseley and M. G. cars.

BEAUTIFUL OOTACAMUND.



The lake, Railway station and Jail Hill, in direct line with Government House Hill in the distance.



An Infra Red view of the Race Course and Kundahs in the distance.

Photos by A. S. C. B.

M. G. SUCCESSES

THE recent Limerick Grand Prix was, to quote *The Irish Times*, "the most exciting race that has ever been seen in Ireland," and it is gratifying to record that an M.G. Midget, driven by Mr. A. Hutchinson, proved the winner, covering the difficult course at an average speed of 57.14 m.p.h. Ten cars finished out of a field of twenty-four, and another M.G., of 1087 c.c., driven by Sir A. W. MacRobert, was fifth, at an average speed of 60.37 m.p.h. The race was, of course, on handi-

cap, and attracted many famous car types of various nationalities.

In the South Wales Automobile Club Cardiff Rally, three M.G.s won starting point prizes, and an M.G. Two-Litre saloon driven by Mrs. Wisdom won first place in its class in the Coachwork Competition. Two Morris cars won first prizes in other classes. A Wolseley won one of the starting point prizes, and another Wolseley was first in its class in the final Rally results.

"SPLENDID PERFORMANCE"

AS Distributors of Morris cars in South Australia," writes Mr. J. W. Durkin, of Sydney, to Messrs. Motors Ltd., Adelaide, "I feel you will be interested to hear of the splendid performance of my Morris Eight roadster on a recent run from Sydney to Adelaide. Briefly, then, the salient facts are as follows:—

"First Day: Departed from Sydney on Tuesday at 8-15 a.m. and finished the day's driving at 10-15 p.m., a total of 502 miles in 14 hours, including customary stops for meals and refuelling.

"Second Day: Departed Wednesday at 8-30 a.m. and arrived in Adelaide at 10 p.m., a total of 428 miles in 13½ hours.

MORE "CONCOURS" AWARDS

A STANDARD Morris Twelve-Four sliding head saloon, black with red upholstery, was awarded the Grand Prix and a Cup at a Concours d'Elegance recently held in Beyrouth, Syria. The Morris was entered by M. Joseph Khouri, and was the only English car competing, the remainder being French and American vehicles.

In England, at the Bexhill "Concours," first prize in Class 3 was won by a Morris Twelve-Four coupé driven by Mrs. Wisdom. At Ramsgate, a Morris Fourteen saloon driven by Mrs. Eccles obtained first prize in its class. A Morris Eight also won its class, whilst in a higher class an M. G. Two-Litre was second.

"FIT AND FORGET"

K. L. G.

SPARKING PLUGS

Rs 2-0-0 each. Set of 4 Rs 7-8-0 Set of 6 Rs 10-8-0

Sole Agents:—

J. N. NORRIDGE & CO.

3/33 MOUNT ROAD

MADRAS

Telephone 3329

THE USE OF GASEOUS DISCHARGE LAMPS IN LUMINOUS ADVERTISING

LUMINOUS advertising is the only form of publicity that can assert itself at night. A good luminous advertisement always works suggestively, is not tiresome and never disturbs the harmony of its environment. Whilst so many other advertisements mar the aspect of the city and are a source of vexation, this form of advertising will not easily cause a feeling of protest. On the contrary, the nocturnal aspect of town-centres is entirely dominated by light which, shining forth in motley variety, makes its way upwards along the frontages of houses, towering high above streets and squares. Each individual element attracts attention in its own way, by colours, lines of light or intense contrasts.

In designing luminous signs one has to utilise every new possibility, since one can never go far enough in the direction of variety. The available possibilities are, however, restricted to the choice between a small number of different light-sources. At first there was only the incandescent electric lamp, i.e., white light, which could if necessary be coloured by neons or filters.

Colour has always been an important factor in luminous advertising, because coloured light attracts attention more forcibly and does not get lost amid the light of street lamps and shop windows. The advent of neon tubes was therefore a great asset to the technique of publicity illumination, since these tubes give light of an agreeable tone and readily lend themselves for forming all kinds of letters and patterns in continuous lines of light.

Another great asset which again opens up further possibilities is the new gaseous discharge lamp. Like neon tubes, sodium and mercury lamps give coloured light, but in contrast to neon they have a high light-power. What cannot be achieved with neon light; the application of the unit as a source of indirect light for the floodlighting of signboards and facades, is therefore a task to be assigned to those new sources of light.

Another advantage over neon tubes is the easy mounting of the new lighting unit, since with the aid of a small auxiliary apparatus it can be directly connected to the electric mains without the use of a high-tension transformer. This also obviates the necessity for safety precautions which invariably have to be taken in the case of high-tension installations.

Both sodium and mercury light possess a conspicuous colour. Sodium light is bright orange yellow, mercury light of a bluish tint, and both these colours arrest the gaze at a considerable distance away. This is an advantage compared with the incandescent lamp, whose light can only be coloured by means of filters entailing a great loss of light. Besides, sodium and mercury light is even cheaper than the white light of the incandescent lamp, since the efficiency of gaseous discharge lamps is 4 to 5 times as high. Then again, the sodium and mercury lamp has a much longer life.

For luminous advertising signs the efficiency and life of the light-source are very important considerations, since the lamps have to continue burning night after night without interruption. With the new gaseous discharge lamps one can illuminate even larger surfaces at high intensity without going to too much expense.

The great value of sodium and mercury light may be summarised in the following points:

1. The light-sources are applicable as indirect for flood-lighting large surface-areas.
2. Visual acuity, especially with sodium light, is much greater than with white light, so that advertisement texts on hoardings and facades are readily discernible a long distance away.
3. Thanks to the high efficiency of the new light-source, it gives a plentiful and yet cheap illumination.
4. The striking colours are exceptionally well adapted for luminous advertising.
5. The life of the gaseous discharge lamp is much longer than that of an ordinary incandescent lamp (sodium lamps last three times as long, mercury lamps twice as long).
6. The new gaseous discharge lamps burn on normal voltages.

From both the practical and the economic point of view the sodium and mercury lamp is therefore a great asset to luminous advertising, though this does not mean that the two other sources of light are rendered superfluous. Both the incandescent lamp and the neon tube retain their importance in view of their special properties, but the gaseous discharge lamp introduces an altogether new element into luminous advertising. Of particularly great significance is its high brightness and the possibility it affords of flood-lighting large surfaces or even entire facades. Of no less importance, along with these features, are the many new applications in which high-powered lamps are required, as for instance the use of penetrating light for transparent screens of large size e.g., on the roofs of buildings.

An extraordinary effect is obtained when the two kinds of light are blended with each other; the orange yellow sodium light and the bluish light of mercury give fantastic lighting effects when surfaces with relief-work are floodlit. The shadows due to mercury light are then supplemented by the orange-coloured light of the sodium lamp, and *vice versa*.

Needless to say, the use of these lamps will go a long way towards embellishing the aspect of a city at night.

NEED FOR MORE & BETTER ROADS

Bad Communications that Hamper an Agricultural Country

Contributed to the *Statesman* Supplement of 29-7-36 by Lt.-Colonel H. C. Smith, O.B.E., M.C.,
General Secretary, The Indian Roads and Transport Development Association Ltd.

INDIA, with an area of 1,773,000 square miles and a population of nearly 353 million, has barely 300,000 miles of road, of which some 75,000 miles only are metalled or provided with some surface better than mother earth. This represents only one mile of metalled road for every 23 square miles, surely sufficient proof that the country needs more and better roads.

Until recent years, India has depended on her railways as the principal means of transport, in fact the development of railways has outstripped the development of roads with the result that our system of communications is unbalanced and needs to be corrected.

Railways have served their purpose well and it is now realized that to enable the country to continue the development of its potential wealth, roads must be opened up and improved—not to supplant the railways in removing goods and people over long distances but to provide a properly co-ordinated supplement to railway transportation.

Hampering Work

The Royal Commission on Agriculture pointed out that "India being essentially an agricultural country, bad communications not only hamper the agriculturist in marketing the produce but also raise the price of his produce and purchases from elsewhere. In fact it has been the improvement in communications generally since the middle of the last century that, more than any factor, has brought about the change from subsistence farming to the growing of money crops such as cotton, jute, groundnuts and tobacco."

"Bad communications also impose a constant strain on the stamina of draught animals and seriously reduce their efficiency for the all-important work of cultivation."

The effect of good roads on the rural population is as much social and political as economic. It has been said that "good roads annihilate distances: Instead of counting by miles we begin to count distance by time." It is difficult to exaggerate the effect on the life of the nation of this annihilation of distance and the consequent awakening of the rural population.

It was in 1927 that the Government of India appointed the Indian Road Development Committee to examine the desirability of developing the road system, the means by which such development could be most suitably financed, and the function of a Central Road Board for the purpose of advising in regard to and co-ordinating the policy of road development in India.

The result of their inquiries proved most conclusively the desirability of developing the road system which they considered was passing beyond the financial capacity of local Governments and local bodies and was becoming a subject of national importance and ought to some extent to become a proper charge on the central revenues.

A Proper Charge

It was considered that expenditure on roads was ordinarily a proper charge on the general revenue of the provincial and local authorities and at the time this source of revenue showed little possibility of expansion. The source of the Central revenues i.e. excise and import duty on petrol and import duty on motor vehicles, spare parts, tyres and accessories, on the other hand, was more elastic and expenditure on road development tended to increase receipts from this source to an extent that might be regarded as remunerative.

It was, therefore, recommended that as motor transport created additional demands and requirements on road expenditure, these additional requirements should be met to some extent by additional taxation on motor transport. Consequent upon this inquiry and strong recommendations made by the Indian Roads and Transport Development Association the Central Road Fund came into existence in 1929, its revenue being derived from the increase of the tax on petrol from four annas, as it then was, to six annas per gallon. An amount of 7 crores of rupees has since been made available from this source for road development. The tax on petrol, however, has since been raised to 10 annas per gallon, for purposes of general revenue, motor transport deriving no direct benefit whatever from this additional burden.

The Committee, before making recommendations regarding the types of roads on which this Central Road Fund should be spent, took evidence from all sections of the public and, as might be expected, each section emphasized the importance of the communications in which it was immediately interested. For instance, the agriculturist favoured the improvement of subsidiary roads connecting the villages, etc., the motorist and the promoter of motor transport needed motorable roads and the railways, on the other hand, pressed for feeder roads. The Committee's ultimate recommendation, however, was that as the additional tax would fall on motor transport, the proceeds should be applied to roads on which motor transport operated or in any case to meet its requirements.

As the expenditure on main roads would be met very largely from the additional tax on motor transport, it was hoped that the contribution already made by the provincial authorities from the general revenue on these roads

For sure unfailing performance under all conditions



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For CAR STARTING & LIGHTING

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.

would be relieved to some extent for the improvement of village roads and feeders to railways, the importance of which was fully emphasized.

Things, however, did not work out as anticipated, for the Provincial Governments in consequence of the loss in revenue due to the general depression were forced to reduce their grants for road development with the result that the development and maintenance of rural and feeder roads have remained at a standstill to the detriment of railways, while the expenditure on arterial and inter-district roads from the Central Road Fund has continued and even increased to the benefit of motor transport.

The position can be understood more clearly from the following figures which show the expenditure in the Governors' provinces from the provincial and local revenues, including their share of the Road Fund, on the construction and maintenance of extra-municipal roads. The grants from general revenue for road purposes from 1928-29 to 1933-34 will be seen to have fallen by approximately 3 crores of rupees per annum.

1927/28	820 Lakhs.	
1928/29	820	"
1929-30	786	"
1930/31	815	"
1931/32	634	"
1932/33	535	"
1933/34	509	"

These figures include grants from Central Road Fund, averaging about 90 lakhs of rupees per annum.

The position has not greatly improved even to-day and the question arises as to what is to be done to correct this unbalanced state of our communications. More than seven years have passed since the Road Fund came into existence during which time little or no progress has been made to meet the needs of the rural inhabitants in outlying districts.

To those who do not get opportunities to know rural conditions and realize the appalling condition in which some villages are placed, it may be of interest to know that there are many villages entirely cut off from the civilized world for a large part of the year, while a still larger number are closed for any wheel traffic all the year round. There are other villages where fast traffic is practically unknown.

Ninety per cent of the population of India live in villages. Seventy-five per cent live on agriculture and have to cart their produce to markets and to railway stations. No Scheme for the improvement of communications can, therefore, be complete unless necessary provision is made for more and better roads for these teeming millions so that they may be brought into touch with the civilized world and afforded the advantages of modern means of transport.

In an article I wrote some four years ago, I quoted what the United States was doing in this respect and pointed out that "Until 15 years ago, though she had 3 million miles of tracks (roads) she was practically without roads as they are understood to-day. Of these tracks, 662,450 miles or 21.9 per cent are now surfaced and of this mileage 112,500 miles or 17% are surfaced with high class material. The work of construction and maintenance in the U. S. A. is being pushed forward at

the rate of 55,000 miles a year on which during 1930 they spent £351 million sterling". Think of this vast sum in comparison with the expenditure of approximately 8 crores of rupees in this country. However, the necessity of extending our roads is every day becoming more apparent. The economic loss caused by the inaccessibility of agricultural districts in the rainy season is considerable and this cannot be remedied until the system of trunk and feeder roads to railways is more adequately developed.

To Attract Traffic

The efforts being made to improve rural conditions and the need of the railways to attract traffic to assist in improving their present parlous financial position have brought the question of the development of rural roads and feeders to railways again into prominence.

The whole question, however, is dependent upon the provision of funds and, as I have pointed out, the provincial Governments and local authorities have between 1928-29 and 1933-34 reduced their grants so that during the past six years road development and maintenance, particularly on rural roads, have suffered to the extent of 16 to 18 crores of rupees.

The financial position of the provincial Governments is showing some improvement and it is hoped that their grants from general revenue for road communications may be substantially increased and brought up to the 1929 standard; meanwhile, the only possibility of rectifying the unbalanced state of our road communications would appear to be to divert some of the steadily increasing amounts available from the Central Road Fund for the development of rural roads and feeders to railways.

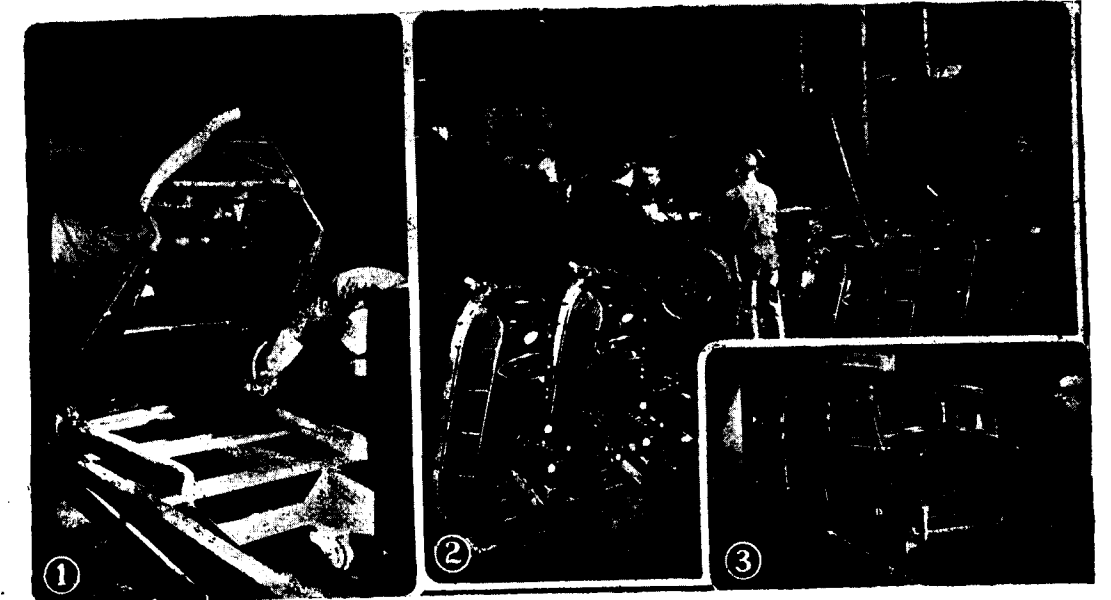
Such a change may be in contradiction to the original recommendations of the Road Development Committee in as much that the whole fund would not be spent to the immediate benefit of motor transport; it may, however, be considered an investment from which it will ultimately be amply rewarded by the extension of the field of motor transport.

No Neglect

It is not suggested that our main arterial roads and inter-district roads should be entirely neglected, far from it, for a very large mileage serves as feeders to the railways. They serve a definite and very important purpose in the system of communications in the country and vast sums of public money have been invested in them which should no more be sacrificed than that invested in the country's railway system. Moreover, the maintenance of these roads in good condition assures the public of an economical means of transport, which if allowed to go into disrepair will result in an increase in the cost of operation of modern transport from which the public will suffer.

The correction of the present unbalanced state of our communications and the laying down of the role which each form of transport can most economically serve during the next few decades is an urgent necessity and will be one of the principal factors to assist in the return of prosperity to the country. (By courtesy of the I.R.T.D.A.)

DODGE TRUCK PLANT IS SCENE OF MANY UNIQUE OPERATIONS



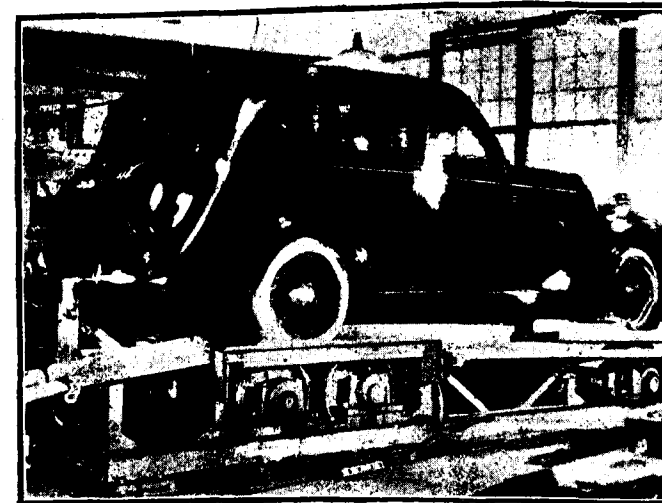
DETROIT—Large scale production of all types of trucks and commercial cars along the assembly lines of the truck plant of the Dodge Division of Chrysler Corporation reveals numerous sidelights in industrial achievement. Many unique systems involved in the manufacturing operations in this plant have established precedent in the perfection of interesting mechanical movements in both the main assembly line and departmental subassemblies.

The photograph No. 1 at the left, shows the cab of a Dodge Truck in a tilted position while the under side

of it is being sprayed with enamel. The cab is placed upon a special conveyor which holds it securely to this tilted position. This enameling operation is one of the numerous measures that are taken in the manufacture of Dodge Trucks to protect the metal.

MOUNTING THE RADIATOR

Following the mounting of the engine on the chassis on the assembly line at the Dodge Truck Plant, the radiator is then placed in position. This is pictured in photo-



The Car must be good.

In the unusual scene pictured here, a new Dodge is undergoing "punishment pit" treatment of the Belgian Roll, a contrivance designed to subject cars to machine-made wear and tear of such concentration that a single day's mechanical torture is the equivalent of years of the most strenuous actual service.



Speeding up Chrysler Production.

The world-wide popularity of Chrysler motor cars has resulted in a rush of activity at the Chrysler plant, Detroit. Here is the body of a Chrysler Six being lowered on to the chassis, one of the steps in progressive assembly that enables Chrysler to turn out those fine cars at the rate of more than one a minute when the line is moving at full speed.

graph No. 2. This photograph shows a part of the department which assembles the complete radiator and delivers it to the main assembly line where the men in the background place it on the chassis as the unit reaches this point. From this department on, the fenders are placed in position and the completed truck begins to take shape. These radiator shells represent the first sign of beauty in the assembly-line operations involved in the manufacture of a Dodge Truck. In a few minutes, the

partially completed unit will move on to the place where the body is mounted.

The photograph at the lower right (No. 3) shows truck cabs emerging from the enamelling ovens. At this point, the workman inspects them closely to make sure that the smooth enamel surface is perfect in all respects. From this point the cab is carried on the conveyor to the body assembly line where skilled workmen, equip it with upholstery, dash panels, and various accessories, and make it ready for the main assembly line where it is then mounted upon the chassis.

PHILIPS AND AIRLINE

RADIO RECEIVERS FOR
ALL ROUND THE WORLD RECEPTION
ALL TYPES IN STOCK FROM Rs. 150/-

SEND FOR OUR CATALOGUE OF AC - DC BATTERY AND
AUTOMOBILE SETS

J. N. NORRIDGE & CO.

Phone 3329

3/33 MOUNT ROAD, MADRAS

FOR SALE

1934 SINGER "NINE" DE LUXE SALOON. SUNSHINE ROOF. Excellent condition. Apply—Box No. 34 c/o "THE SOUTH INDIA MOTOR OWNER"

*This
Motoring
by Stenson Cooke*

THE ROMANTIC STORY OF THE



CHAPTER XXV—(Contd.)

MAINLY LEGAL

Another idea; civil cases—comparatively unimportant but irritating. For example, a member would have a dispute with a local repairer—not an A.A. Agent, of course. The bill might be excessive. He had the unpleasant feeling of being "done," and yet it was only a matter of a couple of pounds. He was a busy man. "Silly," he would mutter, "to have gone to anybody who didn't hold the official A.A. appointment. Better pay up and be done with it. But, half a minute, before doing so, why not let the A.A. know and see what they think about it? It might be worth while."

"Leave it to us!" he was told. "We'll take it up with the repairer, quite nicely! He may see reason."

"And if he doesn't?"

"Then he can issue a County Court Summons, and we will fight the case for you."

"Thank you," said the member, and went away content.

The need for taking so firm an attitude gradually disappeared as post-War conditions got smoother and tempers calmer. Many a misunderstanding was cleared up by a tactful letter or two, and in most cases the local repairer concerned in due time earned inclusion in the A.A. Handbook.

"We must be resilient and sympathetic," said a prominent Committee member in Meeting. "Times are difficult for everybody. Don't let us stick too closely to our Rules and By-Laws, but stretch them. Temper the wind to the shorn lamb—that's the way to maintain confidence!"

"Good! Agreed!"

On the strength of this admirable decision, an ex-officer received a pleasant surprise when he called at Fanum to tell his woes. "I've been in a dreadful mess," he said. "Just avoided a conviction for Manslaughter at Blankshire Assizes. I had to get a big man from London to defend me, and I'm nearly ruined by the expense."

"But why didn't you come to us before?"

"I know! I know! But let me tell you! One unforgettable night on the so-and-so road, I was nearly home, driving quite alone. It was pouring with rain and pitch dark. I hit something—the wheel was nearly jerked out of my hand. I pulled up, got down, and searched anxiously with my electric torch for about a quarter of an hour. I was soaked. I found nothing, and concluded I must have brushed the branch of a tree, so I went home, to bed."

"That's a pity! You should have called in at the nearest Police Station to report the incident, just in case."

"I know!" said the poor chap, "but I didn't think of it. The next day the Police came to my house, and asked to look at my car. It had a bent nearside wing."

"Were you out last night?" I was asked, and I replied:

"Yes, on the so-and-so road about four miles north of here—and I explained to the officer what had transpired."

"Well?"

"It wasn't at all well! I had hit the handle-bar of a cycle in such a curious way that machine and rider were hurled down a bank, and—you can judge what happened."

(Continued on page 432).

Automobile Association of Southern India

To members of the A.A.S.I. **10% REBATE** on the premia of all private individual cars and motor cycles insured with any of the "TARIFF" Companies (see opposite page.)

Join **NOW** and secure this 10% reduction given on the insurance of your car. A 10% REDUCTION which will pay your subscription to the A.A.S.I. or go a long way towards it — according to the value of your car.

Fuller details may be had from the Secretary.

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. 5. 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	1	0	0 „
No. 4 „ 60° Angle bracket for bolt securing Dumb iron apron	0	12	0 „
No. 5 „ Any flat bar or plate	2	8	0 „
No. 6 „ Two long bolts with plates for securing badge to front of radiator	0	12	0 „

LIST OF TARIFF INSURANCE COMPANIES AND THEIR ADDRESSES

Alliance Assurance Co., Ltd., Agents, Messrs. Best & Co., Ltd., 1st Line Beach, Madras.	Norwich Union Fire Insurance Society Ltd., Agent, Messrs. Binny & Co. (Madras) Ltd., Armenian Street, Madras.
Atlas Assurance Co. Ltd., Agents, Messrs. Binny & Co. (Madras) Ltd., Armenian Street, Madras.	North British & Mercantile Insurance Co. Ltd., Agents, Messrs. W. A. Beardsell & Co. Ltd., 2nd Line Beach, Madras.
Bombay Fire & General Insurance Co. Ltd., Agent, Messrs. Kochikar Bros., Mount Road, Madras.	Messrs. Parry & Co. Ltd., 1st Line Beach, Madras. Messrs. T. A. Taylor & Co., 100, Armenian Street, Madras.
British India General Insurance Co. Ltd., Agents, Messrs. Govan Bros. Ltd., Mount Road, Madras.	North Assurance Co. Ltd., Agents, Messrs. Best & Co. Ltd., 1st Line Beach, Madras. Messrs. McDowell & Co., Ltd., 2nd Line Beach, Madras.
The Tropical Insurance Co. Ltd., "Sanjeevi Buildings", 189/B, Mount Road, Madras.	Messrs. Volkart Bros., Armenian Street, Madras.
Caledonian Insurance Co., Agents, Messrs. Govan Bros. Ltd., Mount Road, Madras.	Ocean Accident & Guarantee Corp'n. Ltd., 169, Broadway, Madras.
The South Indian Export Co., Errabalu Chetty Street, Madras.	Pandyan Insurance Co. Ltd., Agents, Messrs. A. F. Harvey, Madras.
Century Insurance Co. Ltd., Agents, V. K. Chetty, Esq., Thambu Chetty Street, Madras.	Pearl Assurance Co. Ltd., Agent, Messrs. W. A. Beardsell & Co., Ltd., 2nd Line Beach, Madras.
Clive Insurance Co. Ltd., Agent, Messrs. Gillanders' Arbuthnot & Co., 1st Line Beach, Madras.	Phoenix Assurance Co. Ltd., Calcutta Branch.
Commercial Union Assurance Co. Ltd., Madras Branch, 169, Broadway, Madras.	Prudential Assurance Co. Ltd., Agent, Messrs. Gillanders' Arbuthnot & Co., 1st Line Beach, Madras.
Concord of India Insurance Co. Ltd., 99, Armenian Street, Madras.	Queensland Insurance Co. Ltd., Agent, Messrs. Shaw Wallace & Co., 8/9 Thambu Chetty Street, Madras.
Agent, Messrs. Govan Brothers, Mount Road, Madras.	Railway Passengers Assurance Co., Calcutta Branch.
Eastern Federal Union Insurance Co. Ltd., Agent, Messrs. Devanesan & Sons, 12, Sunkurama Chetty Street, Madras.	Royal Exchange Assurance Corp'n. Agent, Messrs. Parry & Co. Ltd., 1st Line Beach, Madras.
Fine Art & General Insurance Co. Ltd., Agent, Messrs. Best & Co., 1st Line Beach, Madras.	Royal Insurance Co. Ltd., Agents, Messrs. Bombay Co. Ltd., Beach, Madras. Messrs. Gordon Woodroffe & Co. (Madras) Ltd., 1st Line Beach, Madras.
Essex and Suffolk Equitable Insurance Society Ltd., Secretary at Calcutta.	Scottish Insurance Corporation, Agent, Messrs. Govan Brothers, Mount Road, Madras.
General Accident, Fire & Life Assurance Corporation Ltd., Agents, Messrs. W. A. Beardsell & Co. Ltd., 2nd Line Beach, Madras.	Scottish Union & National Insurance Co., Agents, Messrs. Binny & Co. (Madras) Ltd., Armenian Street, Madras.
Messrs. Vernon & Co., 2nd Line Beach, Madras.	Messrs. Gordon Woodroffe & Co. (Madras) Ltd., 1st Line Beach, Madras.
Guardian Assurance Co. Ltd., Agents, Messrs. Wilson & Co., 2nd Line Beach, Madras.	Principal Agents, C. E. Woods-Scawen, Esq., 7, 2nd Line Beach, Madras.
Messrs. Ralli Brothers Ltd., 1st Line Beach, Madras.	South British Insurance Co. Ltd., Agent, Messrs. Best & Co. Ltd., 1st Line Beach, Madras.
Hercules Insurance Co. Ltd., Agent, Messrs. Parry & Co. Ltd., 1st Line Beach, Madras.	Sun Insurance Co., Ltd., Agent, Messrs. Parry & Co. Ltd., 1st Line Beach, Madras.
Indian Globe Insurance Co. Ltd., 42, Broadway, Madras.	Tokio Marine & Fire Insurance Co. Ltd., Agent, Messrs. Gordon Woodroffe & Co. (Madras) Ltd., 1st Line Beach, Madras.
Agent, Messrs. Kothari & Sons, 42, Broadway, Madras.	Triton Insurance Co. Ltd., Agents, Messrs. Binny & Co. (Madras) Ltd., Armenian Street, Madras.
Jupiter General Insurance Co. Ltd., 99, Armenian Street, Madras.	Messrs. Bombay Co. Ltd., Beach, Madras.
Messrs. Narayandas Girdhardas, 99, Armenian Street, Madras.	Union Assurance Society Ltd., Agent, Messrs. Gordon Woodroffe & Co. (Madras) Ltd., 1st Line Beach, Madras.
La Concorde Insurance Co. Ltd. of Paris, Agent, Messrs. Oriental Mercantile Agency, 19/20, Linga Chetty Street, Madras.	Universal Fire & General Insurance Co. Ltd., Agent, Messrs. Kothari & Sons, 42, Broadway, Madras.
Liverpool & London & Globe Insurance Co. Ltd., Agent, K. H. Chambers, Esq., Errabalu Chetty Street, Madras.	Vulcan Insurance Co. Ltd., Agent, Messrs. N. G. Dwaraka & Co. Ltd., Madras.
London Assurance Corporation, Agent, Messrs. Gillanders' Arbuthnot & Co., 1st Line Beach, Madras.	Yorkshire Insurance Co., Agents, Messrs. Govan Bros. Ltd., Mount Road, Madras. Messrs. Gordon Woodroffe & Co. (Madras) Ltd., 1st Line Beach, Madras.
London & Scottish Assurance Corp'n. Ltd., Agent, Messrs. A. Brunnschweiler & Co., 104, Armenian Street, Madras.	Union Insurance Society of Canton Ltd., Agents, Messrs. Bombay Co. Ltd., Beach, Madras. Messrs. Gordon Woodroffe & Co. (Madras) Ltd., 1st Line Beach, Madras.
London & Lancashire Insurance Co., Agents, Messrs. Wilson & Co., 2nd Line Beach, Madras.	Messrs. T. A. Taylor & Co., 100, Armenian Street, Madras.
Messrs. South Indian Export Co., Errabalu Chetty St., Madras.	
Motor Union Insurance Co. Ltd., Agents, Messrs. Govan Bros. Ltd., Mount Road, Madras.	
Messrs. Hope Prudhomme & Co., 271, Angappa Naick Street, Madras.	
National Fire & General Insurance Co. Ltd., 362, China Bazaar Road, Madras.	
New India Assurance Co. Ltd., 4, North Beach Road, Madras.	
Agent, Messrs. Govan Brothers Ltd., Mount Road, Madras.	
New Zealand Insurance Co. Ltd., Agent, Messrs. Govan Brothers Ltd., Mount Road, Madras.	



The photograph shows H. M. the King at the unveiling of the Canadian War Memorial at Vimy Ridge. His Majesty has just descended from his Humber Pullman Car.

(Continued from page 429).

I was horrified. My wife and I did everything possible for the poor man's widow, but local feeling was strong. I was regarded as one of those callous people who had become used to slaughter—having got the D.S.O.—and nothing could prevent my standing in a dreadful dock at the Assizes, looking like a criminal and feeling almost like one.

"Now I'm exonerated, but broke! It cost me nearly four hundred pounds to get off."

"Never mind," he was comforted. "Your case shall be put up to the Committee for sympathetic consideration. Our Meeting is next Tuesday—you may expect to hear from us by Thursday at the latest."

He received a letter on the Wednesday morning, containing a contribution towards his law costs—"as an act of grace."

There were bigger things than deeds of chivalry to the individual member in distress.

"We must be ready for the new Motor Traffic Bill," said Legal. "It occupies a pigeon-hole in Whitehall and is taken out and dusted every time a fresh Government comes into power. One of these days the Cabinet-for-the-time-being will call for the Bill and throw it at an unsuspecting House of Commons."

"Yes—and it is our job to see that the Commons is not caught unawares. What can we do about it?"

"Well, the question of the twenty-mile-an-hour speed limit is the biggest risk. Much publicity has been given to the idea of raising the limit, but retaining the principle. The A.A. has always fought for abolition. We have opposed speed limits as being arbitrary, and proved them so. The point now is how many

of our members are 'Pro' and how many 'Con'?"

"There is only one way of settling that," said Legal; "and that is to take a vote on this point—and also on those others which affect the motorist vitally."

Out went the questionnaires, and back they poured, to a total of one hundred thousand.

Pros and Cons—Ayes and Noes—were collated by an expert staff of tellers—and the vote was:

92% for the abolition of the 20 m.p.h. speed limit.

81% for the abolition of the 10 m.p.h. speed limit.

98% for legislation to penalize joy riders, and

97% in favour of a tax on motor-spirit to replace the horse-power tax.

With this Vote of Confidence from its constituents, the A.A. stood its ground. And it came to pass, in the very fullness of time, that the Traffic Bill was rudely jerked from its pigeon-hole—to receive the shock of its

sequestered life. It was passed—and, with it, passed the speed limit—into oblivion, to join the Shades of P.C.'s X and Y, who ran that "Trap No. 1" on the Brighton road a quarter-century back—but for which there would have been no A.A.

Speed Limits had served at least one good purpose! Out of Evil, etc.



The Indian Cricket Team now visiting England made an inspection of the Humber and Hillman factories at Coventry on July 20th. They were received by Col. J. A. Cole, Chairman of the Company, and were particularly interested in the various processes which go to the manufacture of these well-known cars. They expressed much appreciation of the care and meticulous craftsmanship lavished upon their production.

After being entertained to luncheon presided over by Mr. R. C. Rootes, Managing Director, the team left for Manchester in a fleet of the latest (1937) model Humber and Hillman cars.

CHAPTER XXVI

OVERSEAS

CANADA was calling. A project to send somebody on a visit to the Western Hemisphere for propaganda and peaceful penetration had had to be shelved in '14 for "the duration."

It was revived and submitted to the Committee.

"I support that strongly," said the Vice-Chairman. "We must build up our Overseas connexions, not only across the Atlantic, but throughout the Empire in time. I suggest that our Secretary goes, and treats the trip as his annual leave. We'll pay all his expenses, of course."

"I support Charles One," said his neighbour; "with a slight amendment. Let's send two. Then we can call it a Mission."

"Very well!" agreed the Chairman. "One of our Committee, eh? Hands up, please, anyone who would like to go!"

"Just a moment, please," said the Finance Chairman. "This matter of a Mission raises an important point of policy. While I am entirely in favour of the idea, don't let us forget what I said when presenting the accounts at the last Annual General Meeting but one—'We serve our great organization with affection and without gain.' Therefore, unless any other member is keen to represent us, I will go, on one condition—that I pay my own expenses."

"Splendid of you. And while you are about it, you can look in at the United States, too; don't you think so?"

"All right!"

The matter was settled—the Mission duly appointed.

Plymouth, New York, Washington, Pittsburg, Cleveland, Chicago, Detroit, Buffalo, Toronto, Ottawa, Montreal, Boston, New York, and Plymouth, made up a rather hurricane itinerary, lasting only seven weeks. The Missionaries were dubbed "The Hustlers from Britain"—a title quite well earned.

It was heartening to note the genuine pleasure with which the A.A. Hustlers were welcomed in every city. "You've taken the trouble to come to see us," said, in effect, each reception Committee. "We're friends now. We can write to each other without formality. We will surely return your call one day—not in single spies but in battalions."

Those promises were fulfilled. The tendency of motoring visitors to Europe, complete with family and car, had been to land at a French or Italian Port. Thereafter they were inspired to have a look at Britain first.

The General Manager of the Back of Beyond Motor Club saw to that.

"Land in England, Fred!" he advised. "We'll fix it all up for you with the British A.A.—membership, badge, papers, and everything, before you start. You'll be received with a salute at Southampton, ushered ashore like a Prince, and saluted like a General all along the roads by the A.A. men. Your people will be tickled to

death. And then, go to London. I'll give you a letter to my opposite number, and he'll greet you—with a siphon in one hand and—"

And Fred would say, "That sounds pretty good, Gil! Call it a deal!"

Thus, it may be claimed without immodesty, was really started the "Come to Britain" movement—a decade later to become National and official, and backed by a Government grant—all too insufficient, but, still, a gesture of encouragement.

The A.A. did it!

"Blood is thicker than water, my boy, and, to quote a war-time chorus, 'We don't want to lose you, but we think you ought to go.' And what is more, we'll keep your job open, just in case you are able to come back."

The man to whom this was said, choked a little, and tried to smile his appreciation. He was the Irish-born New Zealand-bred, Olympia Motor Show journalist at a loose end, who had been taken on the strength to build up A.A. Ireland, and having done so with commendable efficiency, had been moved to A.A. Midland Area to take over from Elijah's original nominee, hurriedly transferred to Head Office to fill the gap so tragically created by a skid on a wet Saturday night in December, '13.

"I hate to have to leave this wonderful show, but what can I do?" he had said. "We're New Zealand people—my wife's mother is calling her. I promised that she should go back if ever she was wanted, and I can't break a promise, can I?"

"Of course, you can't. Blood's thicker than—but I said that before. Now, let's think for a minute. How much good can we extract from this very regrettable situation. Everything is said to happen for the best, although it isn't easy to believe that—at the time."

"Couldn't I do something for the A.A. on the way out?"

"Of course you can!" said his Chief. "Our successful mission to Canada and the U.S.A. provides the very idea. Send your wife and little one out direct. She won't mind that purely temporary separation. Clean up and hand over to your deputy, and then—"

"Yes?"

"Filter through to the Antipodes—take a couple of months. Do what our Mission did in the Western Hemisphere, or as much like it as possible."

"Oh, that sounds good."

"It is good. Think what it means. Our postbag shows that the A.A. spirit is spreading and spreading. We are getting inquiries from motoring organizations overseas asking this and that, and that and this—how to run a patrol force, how to prepare routes, how to get members, how to assist the growing tide of visitors to Britain, which the dear people love to call 'Home.'"

His Chief got more and more excited, and continued:

"Let your wife take all the big stuff with her. Cut your personal gear down to the lowest possible limits.

You can always buy a toothbrush or an extra shirt. Then—don't you see?—you can jump ashore at Port Said, and run along to Cairo to shoot a card, and ginger things up. We want an A.A. in Egypt one day. And do the same at Bombay, and Colombo, and Singapore. No? Not Singapore?—a pity, but never mind! Australia? Yes? Good. We have friends in every State—tackle the lot. That's the stuff. Then New Zealand—but that's easy—you'll be at home. And when—when you're able to come back—”

“Oh! thank you. I do hope so.”

“Right—a cable will settle that—at any time. When you're able to come back, you can do so by way of South Africa, and shoot more cards, and make more friends.”

The eyes of the exile-to-be-glistened.

“It's—it's fine! Depend on me, I'll rub our beloved A.A. into the mind of everyone I meet. We'll not stop running until there's an A.A. of South Africa, and who knows? we may live to see an A.A. in Australia, in New Zealand, in India—and—it's wonderful.”

So he departed, loaded with send-off gifts, good wishes, last-minute instructions, and enthusiasm.

Every outpost of Empire was tackled according to plan. The parable of the Sower was re-enacted, with a minimum of stony ground. Sydney, Australia, proved to be the first really fruitful soil. Within seven years it boasted the largest motoring organisation in Greater Britain, running towards a six-figure membership, and run on A.A. lines.

New Zealand motor organizations were linked up with Fannum, London, while the A.A. man's kith and kin were saying to each other, “How nice to be together again.”

But it all had to happen according to plan. The A.A. Good Fairy saw to that.

A year later a cable to Fannum, London, from Auckland, New Zealand, asking, “Does your offer stand; if so, quite ready to return,” was answered, “Yes, but return by way of South Africa, as arranged, and clean up as you come along.”

The Empire Theatre of Varieties, Leicester Square, was lovingly termed the centre of the world. Fannum House, being within a stone's-throw, possibly acquired reflected glory therefrom. Anyway, it could fairly claim to be the hub of the motoring wheel—the spokes of which were thousands and thousands of miles long.

The motoring wheel never ceased turning, and the overseas membership expanded rapidly on the snowball system. It received impetus, for example, by a member of the Fighting Services going out to join his Unit in Iraq, or on the North-West Frontier, or China, or elsewhere. “I'm taking my little bus with me, and shan't be home for three years. It will look strange without the jolly old A.A. badge—can't I keep it?”

“Of course you may,” he was told. “We will put you on the supernumerary list, at a special subscription of half a guinea. Then, when you come home on leave, you can have the fullest possible benefits all the time for the same little half-guinea.”

“Right ho!” said the soldier, and when he got out in the Far East, or South, he would tell his brother officers about the scheme, and chaff them for parading with their cars “improperly dressed,” until they, too, would write home for badges to clothe them, and for supernumerary membership.

Visitors from all parts of the Empire also gave the snowball a hearty push. Members of the Greater British Civil Service, and motorists from all parts of the Empire, having enjoyed A.A. amenities at home, displayed similar reluctance to take the badge off the car. “It has been a good friend—we'd hate to part with it,” they pleaded, and joyfully became supernumerary members. And getting back to this or that corner of His Majesty's Dominions, they, too, inoculated those about to go Home with A.A. enthusiasm.

“You can't do without it, old man. You'll feel so ‘off the map’ in Britain; so do it now—it's cheaper from this side.”

South Africans brought matters to a head. Nice people, travelling with nice luggage, and nice thoughts, they flowed in and out of Fannum, London, and Fannum, North, South, East, and West, enjoying every crowded day, feeling less and less like a number at a big hotel, and more and more like a brother or sister or cousin in a great-hearted family.

Small wonder that within a few years A.A. members were to be found, proudly flaunting their badges everywhere throughout the Union—in Natal, the Transvaal, the Orange Free State, Queenstown, and the Cape Province. And the leaders of motoring, most of whom had been to Europe and to Britain, and had seen and admired, said to each other, “Here's a Big Idea! Why shouldn't we federate with the Mother A.A., change the pattern of our badge to hers—with permission, of course—and then when we go Home we shall be under A.A. protection from the moment we land?”

The Big Idea did not take long to materialize. Queenstown, in Cape Province, began it. Johannesburg chimed in. Durban carried on.

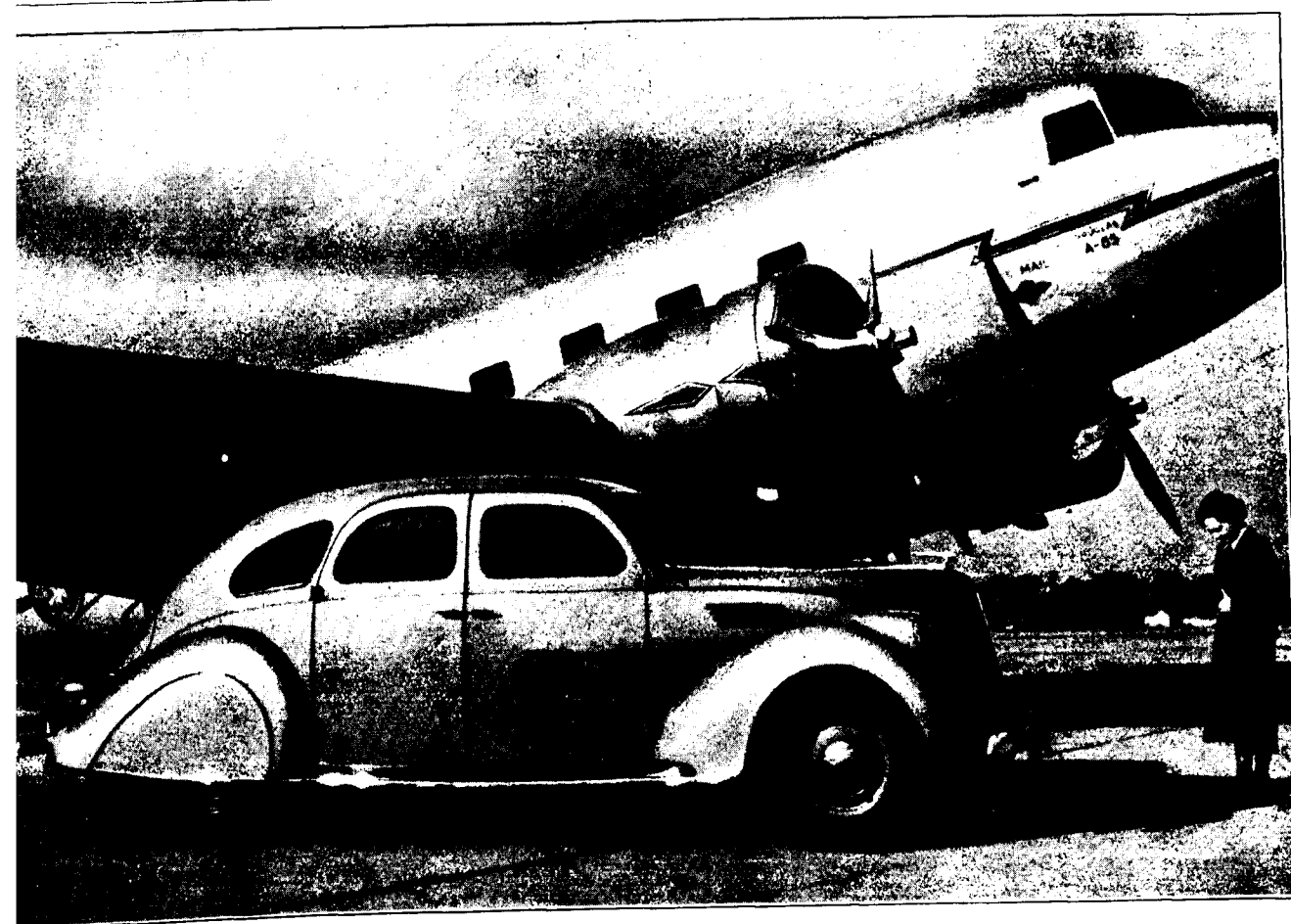
That was why and how the Union of South Africa was the first great overseas nation to federate with the A.A., and adopt the A.A. badge.

Organization didn't do it—sympathy and understanding did.

“Of course we must put things in black and white,” said the ambassador from Durban, “and observe certain formalities. A gentlemen's agreement. Oh, yes! but it's the spirit of the bond that will appeal to our people. And mind!” he ended, “some of you fellows *must* come out to see us—and soon! We won't let you off.”

“Oh! really now,” said his hosts. “That's a charming thought, but we can't see it materializing yet. Such a long way, you know. Let's compromise by seeing you and yours off, at Southampton.”

“Never mind,” said “Durban.” “I have second-sight, and take it from me, you'll be drinking coffee with us at the Marine Hotel one fine morning—sooner than you may think. You've simply *got* to come.”



Douglas Air-Transport similar to the one which placed in the London-Melbourne Air Race last year, alongside a new Lincoln-Zephyr, Ford's recent contribution to luxury motoring.

The Good Fairy of the A.A. must have been listening-in at “Durban's” elbow. There ensued a bewildering succession of coincidences.

One eventful night, in Paris, a Very Nice Girl cried herself to sleep, after reading a cable from her boy, who was keeping his end up in the Malay States. They were engaged to be married in the following Autumn. The idea had been that he should get leave to come West as far as Cairo for the wedding, in which case it would be easy. But the cable was to say that it could not be. It might spoil his prospects, and sorry—terribly sorry—out—

Girls mustn't be allowed to cry too long. So her parent said, “For goodness' sake, darling, don't take on so. Perhaps there may be a way round. Let's try to find it. Hang it all, it's about time I took a decent holiday, after twenty-five years in the saddle. Impossible to promise, of course, but, perhaps, I might be able to take you out to him.”

The tears dried up—rather sceptically—but the funny part was that it came off. An always sympathetic Committee said, “Splendid! Off you go, and trust us and the staff not to burn Fannum down while you're away. No really efficient man is indispensable, otherwise he wouldn't be efficient.”

“But,” he was adjured, quite superfluously, “make it a bus-driver's holiday, and of course come back by way

of South Africa. Look in at Egypt, and Bombay, and Colombo, and Penang, if only to give them the glad eye of encouragement.”

And when “Durban” heard, he chuckled, and said, “What did I tell you?”

The Good Fairy of the A.A. smiled and pretended that she had done nothing.

Ceylon was ripening to become A.A. The Vice-President and founder of the motoring body of that delightful island had been Home the year before, with his wife, to join the Fannum Brotherhood, and to return to his tea plantation full of pleasant memories and the idea of federation, saying, as “Durban” had said, “You *must* come out, you *must*,” and to be laughed at for saying so. The Ceylon Secretary had followed a little later, and gone back full of the idea. Blessings on the personal touch, which costs but little and means so much.

Again, all went merrily as a marriage-bell, and this time it was a real bell.

The Very Nice Girl who, six months earlier, had cried herself to sleep in Paris, was wedded, in charming surroundings, all complete with orange-blossom, and wearing her mother's bridal veil—which the A.A. Good Fairy must have inspired to be kept—in case.

(To be continued).

MADRAS FLYING CLUB NOTES

THE strange portent of a lush green aerodrome stayed put throughout August, with almost nightly showers to keep it so.

Two competitions were held during the month, annual in their nature. Firstly a landing competition for the Ames shield held on two successive Sunday mornings, with breakfast for all. Sixteen members entered. The winner was Dr. R. J. Dyson, with Mr. D. W. Law second and Mr. V. Sundaram third. The second competition was for a cup presented by the Raja of Pithapuram in memory of the late Raja I. V. Krishna Rao who lost his life in an aeroplane accident a year ago. It was decided to make this a competition in general flying, including a short cross country flight, a forced landing, steep and climbing turns, a spin off a climbing turn and many subsidiary matters. There were eleven competitors and the winner was Mr. M. D. Sundararajan, Mr. P. W. Lomax coming second and Mr. G. C. Arya third.

Forty one hours, and forty minutes of cross country flying was done during the month, not including what was flown in the Krishna Rao competition. Three flights to Bangalore and back, one by Mr. M. D. Sundararajan and one by Messrs. G. C. Arya and V. Sundaram, both in the puss, and one instructional in a Gipsy, Mr. Italia with the instructor. Messrs. Sitaram and Rajaram flew without landing to Cuddalore and back and, to Nellore and back and similarly Mr. J. D. Italia flew to Pondicherry and back. Towards the end of the month the instructor in the way of charter work flew the puss to Colombo to bring back two passengers, going and coming via Trichy. Mr. S. Bhuyan took advantage of the ride empty to Colombo to practise map reading and generally to observe. On the 30th, the day of the annual general meeting, Mr. M. D. Sundararajan flew the puss to Trichy to collect Major Wigfall, the president of the Trichy branch of the Madras Flying Club to attend the meeting, a matter of 4 hours return. At this meeting Dr. R. J. Dyson was elected chairman in place of Lt.-Col. C. Newcomb who is, to everyone's great regret, leaving India upon retirement. Mr. T. M. Rangachari was elected vice-chairman and Mr. D. W. Law was re-elected Hon. Secretary and Treasurer.

Mr. S. Bhuyan finally qualified for his "A" licence during the month and Messrs. J. D. Italia and L. S. Flamer Caldera graduated on the puss moth.

FLYING TIME FOR AUGUST 1936.

Dual instruction to members under training	9-50
Advanced dual to "A" pilots	28-45
Solo flights by members under training	—
Solo flights by "A" and "A 1" pilots	56-30
Pilot with passengers (A, A-1, & B pilots)	24-15
Joy rides	1-30
Cross country trips by the club Instructor	10-50
Other flying	0-10
Test flights	0-20

Hours 132-10

The following members took dual instruction during the month:—

Europeans:

Mr. T. P. M. Alexander Advanced dual.

Indians:

Mr. S. Bhuyan Advanced dual
Mr. W. Parthasarathy do.
Mr. M. D. Sundararajan do.
Mr. R. Rajaram do.
Mr. T. M. Duraiswamy do.
Rajah of Vizianagram do.
Mr. J. Mathai do.
Mr. J. D. Italia do.
Mr. S. Thirumalai do.

Ceylonese:

Mr. L. S. Flemer Caldera do.

Members qualified for "A" licence during the month:

Mr. S. Bhuyan.

New members during the month:

Mr. J. N. Norridge
Mr. G. T. Boag, I.C.S.
Mr. T. M. Duraiswamy



The following cable dated 13th August 1936 has been received from Messrs. Germ Lubricants Ltd., London, "London New Castle Air race first, second, third on Germ Motoil XH."

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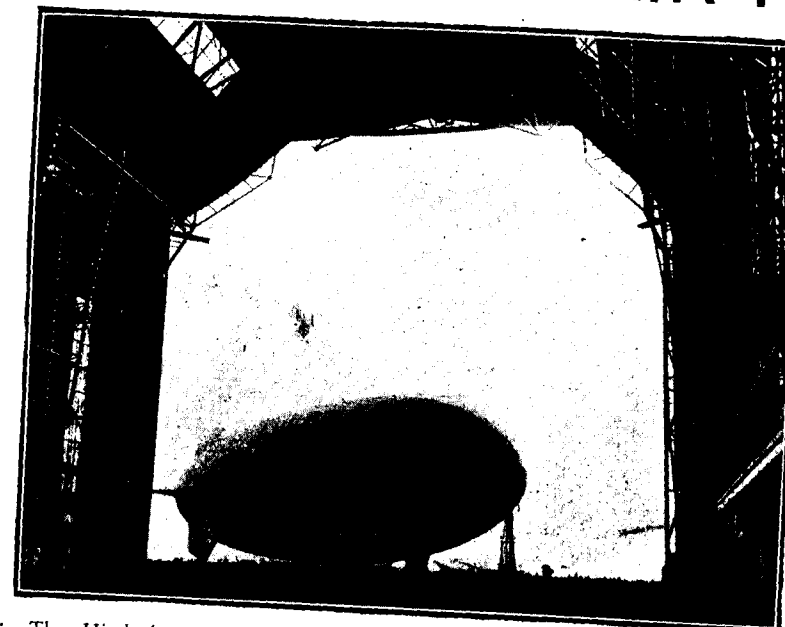
GERMANY'S NEW AIR PORT

THE new Rhine-Main airport is ideally situated geographically. It lies at the intersection of two of Germany's new motor roads, where the main North-South road crosses the main East-West road, at a point 360 feet above sea-level, making it easily accessible for the airships. Also Frankfurt is one of the most important railway junctions in Germany, and lies on the trans-continental waterway which links the North Sea with the Black Sea by way of the Rhine and the Danube.

Here in future will be the base for the transatlantic Zeppelin passenger service. Friedrichshafen will remain the headquarters for the construction of airships, and in the shops there work has already begun on the sister ship of the Hindenburg, the LZ. 130.

The new airship base, 920 acres in extent, lies to the south of Frankfurt. The first thing one notices about it is the enormous hangar at the southern side. The biggest hangar in the world, 900 feet long by 170 feet in height and width, this houses the now famous "Hindenburg." Its vast doors, weighing 200 metric tons each, can be opened in five minutes even in a high wind by means of an electric 13.6 h.p. engine. The hangar is built of steel and it took 2,600 tons of high-grade steel to build it.

Special facilities for the landing and manoeuvring of the airships are employed. Semi-circular rails are laid



The Hindenburg at mooring outside her hangar on the new Rhein-Main airport at Frankfurt on Main.

at either entrance to the hangar and on these runs a small car to which the stern of the airship may be anchored. The mooring-mast, to which the nose of the ship is attached runs on a track right through the hangar, and thus with her nose and stern under perfect control, the huge ship can be easily navigated into the hangar. In the event of a high wind it is also made fast on landing to a set of specially constructed rollers which again runs on tracks.

Alongside the hangar is the compressor station. The hydrogen for filling the ships is brought 8 miles through pipes from the German Dye Trust's works at Höchst.

On the north side of the airport is the administration building which contains reception rooms, post office, customs house, refreshment rooms and waiting rooms. In a six storey tower close by is a weather observatory and radio station.

A special feature of the new airport are the devices employed for ensuring a maximum of safety, particularly in night flying. In addition to the usual safety guides, on the roof of the hangar is a revolving beacon of 1,800,000 candle power. On the north, east and west the field is marked out by a chain of lights, while the direction of the wind is signalled by blue neon lamps attached to arrows. To show the trend of the surface wind an electric smoke furnace has been placed in the centre of the field.

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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.).

GSH 21.47 Mc/s (13.97 m.).

GSG 17.79 Mc/s (16.86 m.).

GSF 15.14 Mc/s (19.82 m.).

In this transmission Greenwich Time Signal is given at 9.30 p.m. (4 p.m. G.M.T.).

SUNDAY, SEPTEMBER 13.

- 5.30 p.m.—Big Ben. Charles Ernesco and his Quintet, with Webster Booth.
- 5.55 p.m.—A running commentary* by F. J. Findon and Earl Howe on the International Open Hill Climb for Racing and Sports Cars (under the auspices of the Midland Automobile Club). From Shelsley Walsh.
- 6.15 p.m.—A Recital by Walter Delmar (South African Baritone).
- 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 BBC Empire Orchestra.
- 8.30 p.m.—A Religious Service,* from Ferme Parke Baptist Church, Hornsey.
- 9.20 p.m.—Musical Interlude.†
- 9.25 p.m.—Weekly Newsletter, Sports Summary, and Announcements.
- 9.45 p.m.—A Recital by Basil Parsons (Baritone).
- 10.0 p.m.—Mantovani and his Tipica Orchestra.
- 10.30 p.m.—Close down.

MONDAY, SEPTEMBER 14.

- 4.30 p.m.—Big Ben. "Daylight Robbery," or "The Thief in the Night."*
- 5.22 p.m.—Dance Music.†
- 5.30 p.m.—Sports Talk.*
- 5.45 p.m.—Medvedeff's Balalaika Orchestra. With Olga Alexeeva (Soprano), Max Turganoff (Tenor), and Vladimir Elin (Baritone).*
- 6.30 p.m.—The News and Announcements.
- 6.50 p.m.—A Recital by Vera Towsey (Pianoforte).†
- 7.15 p.m.—Close down.
- 7.30 p.m.—Big Ben. The BBC Scottish Orchestra.
- 8.30 p.m.—"Blackout."*
- 9.0 p.m.—The Forum Theatre Orchestra.
- 9.15 p.m.—Variety.†
- 9.25 p.m.—The News and Announcements.
- 9.45 p.m.—The Emilio Colombo Octet.
- 10.30 p.m.—Close down.

TUESDAY, SEPTEMBER 15.

- 4.30 p.m.—Big Ben. South African Talk.*
- 4.47 p.m.—The New Victoria Cinema Orchestra, directed by Sydney Phasey. From the New Victoria Cinema, Bradford.
- 5.0 p.m.—"Dixie Land Whar' I was Born in."*
- 5.0 p.m.—Chamber Music.†
- 5.0 p.m.—Karoly Klay and his Light Orchestra, with Brenda Gordon.

- 6.30 p.m.—Opening of the Johannesburg Exhibition.
- 6.55 p.m.—The News and Announcements.
- 7.15 p.m.—Close down.
- 7.30 p.m.—Big Ben. "Imperial Affairs," by H. V. Hodson.
- 7.47 p.m.—The Torquay Municipal Orchestra.
- 9.0 p.m.—A Ballad Recital by Margaret Balfour (Contralto) and Edward Reach (Tenor).
- 9.25 p.m.—The News and Announcements.
- 9.45 p.m.—"Penny Coloured."*
- 10.20 p.m.—Dance Music.†
- 10.30 p.m.—Close down.

WEDNESDAY, SEPTEMBER 16.

- 4.30 p.m.—Big Ben. "Game, Set, and Match."*
- 5.2 p.m.—Coon Songs.†
- 5.15 p.m.—"Imperial Affairs," by H. V. Hodson.*
- 5.30 p.m.—The BBC Empire Orchestra.
- 6.30 p.m.—The News and Announcements.
- 6.50 p.m.—"Down to the Sea in Ships: Sea Harvests (8)."
- 7.10 p.m.—Envoi.†
- 7.15 p.m.—Close down.
- 7.30 p.m.—Big Ben. "Gypsy Music."*
- 7.52 p.m.—The Dunlop Works Band.
- 8.30 p.m.—"Daylight Robbery," or "The Thief in the Night."*
- 9.20 p.m.—Musical Interlude.†
- 9.25 p.m.—The News and Announcements.
- 9.45 p.m.—A Recital by John Collinson (Australian Tenor).
- 10.0 p.m.—The BBC Dance Orchestra.
- 10.30 p.m.—Close down.

THURSDAY, SEPTEMBER 17.

- 4.30 p.m.—Big Ben. The Trocadero Cinema Orchestra, directed by Alfred Van Dam. From the Troxy Cinema, London.
- 5.15 p.m.—"If." If the French had landed in Bantry Bay in 1796.*
- 5.30 p.m.—A Greig Recital by Isobel Baillie (Soprano).
- 5.54 p.m.—"Penny Coloured."*
- 6.30 p.m.—The News and Announcements.
- 6.50 p.m.—The Philip Whiteway Ensemble.
- 7.15 p.m.—Close down.
- 7.30 p.m.—Big Ben. The Carlton Hotel Orchestra.
- 8.0 p.m.—Imaginary Biography. "Captain Robert Jenkins."
- 8.20 p.m.—Settings of Masfield's Poems. A Recital by Keith Falkner (Baritone).
- 8.41 p.m.—Beethoven's Sonatas for Violin and Pianoforte—No. 5. Albert Sammons (Violin). William Murdoch (Australian Pianist).*
- 9.12 p.m.—"Round and About."
- 9.25 p.m.—The News and Announcements.
- 9.45 p.m.—Dance Music.
- 9.55 p.m.—A Recital of New Gramophone Records.
- 10.30 p.m.—Close down.

FRIDAY, SEPTEMBER 18.

- 4.30 p.m.—Big Ben. A Song Recital by Peter Dawson (Baritone), with a Pianoforte Interlude by John Wills.*
- 5.10 p.m.—The BBC Dance Orchestra.
- 5.15 p.m.—Imaginary Biography. "Captain Robert Jenkins."
- 6.5 p.m.—A Recital by Eda Kersey (Violin).
- 6.30 p.m.—The News and Announcements.
- 6.50 p.m.—Light Music.
- 7.8 p.m.—Musical Interlude.†
- 7.15 p.m.—Close down.

TUESDAY, SEPTEMBER 22.

- 4.30 p.m.—Big Ben. "Empire Magazine," No. 6.
- 5.2 p.m.—City of Edinburgh Band; conductor, John D. Findlay. Drake Rimmer (Baritone).
- 5.45 p.m.—The Manchester Mid-day Concert.
- 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. "Foreign Affairs," by Sir Frederick Whyte, K.C.S.I., LL.D.
- 7.46 p.m.—The Margate Municipal Orchestra.
- 9.0 p.m.—Poetry Reading.
- 9.15 p.m.—Dance Music.†
- 9.25 p.m.—The News and Announcements.
- 9.45 p.m.—Dorothy Hogben's Singers and Players.
- 10.30 p.m.—Close down.

SATURDAY, SEPTEMBER 19.

- 4.30 p.m.—Big Ben. "Empire Magazine," No. 5.*
- 5.2 p.m.—"Monologue in Melody."
- 5.15 p.m.—The Children's Hour. "The Popple-cocks and the Golden Pear."
- 6.0 p.m.—The Commodore Grand Orchestra.
- 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. Variety.†
- 7.45 p.m.—"If." If the French had landed in Bantry Bay in 1796.
- 8.1 p.m.—The BBC Midland Orchestra.
- 9.0 p.m.—The Serge Krish Septet.
- 9.25 p.m.—The News and Announcements.
- 9.45 p.m.—"Empire Magazine," No. 5.*
- 10.15 p.m.—The BBC Dance Orchestra.
- 10.30 p.m.—Close down.

SUNDAY, SEPTEMBER 20.

- 5.30 p.m.—Big Ben. A Symphony Concert. The BBC Empire 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 Bernhard Crook Quintet.
- 8.15 p.m.—A Recital by George Parker (Baritone).
- 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.—Recital by Joseph Slater (Flute) and Anthony Collins (Viola).
- 10.15 p.m.—The Commodore Grand Orchestra, directed by Harry Davidson.
- 10.30 p.m.—Close down.

MONDAY, SEPTEMBER 21.

- 4.30 p.m.—Big Ben. Haydn Heard and his Band, from the West End Cinema, Birmingham.
- 5.15 p.m.—Talk.
- 5.30 p.m.—Dance Music.†
- 5.45 p.m.—Homage to Hatton.
- 6.30 p.m.—The News and Announcements.
- 6.50 p.m.—A Recital by Ernest Whitefield (Violin).
- 7.15 p.m.—Close down.
- 7.30 p.m.—Big Ben. Gramophone Records.
- 8.5 p.m.—Talk.*
- 8.20 p.m.—Musical Interlude.†
- 8.25 p.m.—A Sonata Recital by Watson Forbes (Viola) and Myres Foggin (Pianoforte).
- 9.0 p.m.—The Hotel Victoria Orchestra.
- 9.25 p.m.—The News and Announcements.
- 9.45 p.m.—The Broadhurst Septet.
- 10.12 p.m.—Talk.*
- 10.30 p.m.—Close down.

THURSDAY, SEPTEMBER 24.

- 4.30 p.m.—Big Ben. "The Grand Cham's Diamond."*
- 5.2 p.m.—The Trocadero Cinema Orchestra.
- 5.15 p.m.—The BBC Singers.
- 5.45 p.m.—A Programme of New Gramophone Records.
- 6.16 p.m.—A Short Recital by Louis Willoughby (Violin).
- 6.30 p.m.—The News and Announcements.
- 6.50 p.m.—Close down.
- 7.0 p.m.—Big Ben. The BBC Empire Orchestra.
- 8.0 p.m.—"In England Now," by Reginald Arkell.
- 8.15 p.m.—The Band of His Majesty's Royal Marines (Plymouth Division).
- 9.0 p.m.—Variety.*
- 9.25 p.m.—The News and Announcements.
- 9.45 p.m.—"Empire Magazines," No. 6.* A weekly review of things at home.
- 10.15 p.m.—Dance Music.
- 10.30 p.m.—Close down.

FRIDAY, SEPTEMBER 25.

- 4.30 p.m.—Big Ben. The Rutland Square and New Victoria Orchestra.
- 4.45 p.m.—"In England Now,"* by Reginald Arkell.
- 5.0 p.m.—The BBC Dance Orchestra.
- 5.45 p.m.—A Recital by Marie Korchinska (Harp).
- 6.0 p.m.—"Alabama Bound," No. 3.*
- 6.30 p.m.—The News and Announcements.
- 6.50 p.m.—A Recital by Joan Cross (Soprano).
- 7.15 p.m.—Close down.
- 7.30 p.m.—Big Ben. Evergreens of Jazz.*
- 8.1 p.m.—A Recital by Margareta Harvey-Samuel (Pianoforte).
- 8.30 p.m.—"Under the Southern Stars." Bailes Y Cantos Tipicos.
- 9.0 p.m.—The Carlton Hotel Orchestra.
- 9.25 p.m.—The News and Announcements.
- 9.45 p.m.—The Gershom Parkington Quintet.
- 10.12 p.m.—Short Story.
- 10.30 p.m.—Close down.

* Electrical Recording.

† Gramophone Records.

SATURDAY, SEPTEMBER 26.

4-50 p.m. Big Ben. Variety.
 4-55 p.m. Short Story.
 5-10 p.m. Musical Interlude.
 5-15 p.m. The Children's Hour. "The Pine Maid."
 5-45 p.m. Cwm Cwili. A Midland (Mod Gaeic Concert).
 6-0 p.m. The News and Announcements.
 6-50 p.m. Dance Music.
 7-0 p.m. The J. H. Squire Celeste Orct.
 7-15 p.m. Close down.
 7-50 p.m. Big Ben. The Band of His Majesty's Irish Guards.
 8-51 p.m. Variety.
 8-55 p.m. A Studio Concert.
 9-25 p.m. The News and Announcements.
 9-45 p.m. Billy Tholburn and his Music.
 10-50 p.m. Close down.

SUNDAY, SEPTEMBER 27.

5-50 p.m. Big Ben. The BBC Empire Orchestra.
 6-50 p.m. Weekly Newsletter, Sports Summary, and Announcements.
 6-55 p.m. Musical Interlude.
 6-55 p.m. A Religious Service, from the Studio.
 7-10 p.m. Envoi.
 7-15 p.m. Close down.
 7-50 p.m. Big Ben. Excerpts from Opera.
 8-0 p.m. Talk.
 8-15 p.m. The Eugene Pini Tango Orchestra.
 8-50 p.m. Musical Interlude.
 8-55 p.m. A Religious Service, from St. John's Wood Presbyterian Church, London.
 9-25 p.m. Weekly Newsletter, Sports Summary, and Announcements.
 9-45 p.m. A Recital by Sigurd Rascher (Saxophone), and Geoffrey Parker (Baritone).
 10-50 p.m. Close down.

MONDAY, SEPTEMBER 28.

4-50 p.m. Big Ben. Haydon Heard and his Band.
 5-0 p.m. Light Programme.
 5-50 p.m. Talk.
 5-45 p.m. An Organ Recital.
 6-15 p.m. Arthur Salcombe and his Orchestra, from the Savoy Hotel, London.
 6-50 p.m. The News and Announcements.
 6-55 p.m. Musical Interlude.
 6-55 p.m. Henry Hall's Melody Makers.
 7-15 p.m. Close down.
 7-50 p.m. Big Ben. Light Programme.
 8-0 p.m. Songs and Synopation.
 8-25 p.m. A Santa Recital. Joseph Shadwick (Violin), and Wilfrid Povey (Pianoforte).
 9-0 p.m. The Hotel Victoria Orchestra.
 9-25 p.m. The News and Announcements.
 9-45 p.m. The Eugene Pini Tango Orchestra.
 10-50 p.m. Close down.

TUESDAY, SEPTEMBER 29.

4-50 p.m. Big Ben. "Empire Magazine."
 5-2 p.m. A Brass Band Concert.
 6-0 p.m. Light Music.
 6-50 p.m. The News and Announcements.
 6-50 p.m. A Violin Recital.
 7-15 p.m. Close down.
 7-50 p.m. Big Ben. Talk: "Imperial Affairs."
 7-46 p.m. The Torquay Municipal Orchestra.
 8-45 p.m. Light Programme.
 9-25 p.m. The News and Announcements.
 9-45 p.m. The Victor Old Sextet.
 10-50 p.m. Close down.

WEDNESDAY, SEPTEMBER 30.

4-50 p.m. Big Ben. Talk: "Imperial Affairs."
 4-47 p.m. A Song Recital by Paul Robeson.
 5-0 p.m. "Around the Counties."

5-50 p.m. The Birmingham Hippodrome Orchestra.
 5-45 p.m. Feature Programme: The Fishing Industry.
 6-25 p.m. Musical Interlude.
 6-30 p.m. The News and Announcements.
 6-50 p.m. Light Programme.
 7-15 p.m. Close down.
 7-50 p.m. Big Ben. A Brass Band Concert.
 8-0 p.m. Talk.
 8-15 p.m. The John MacArthur Quintet.
 8-50 p.m. Light Programme.
 9-1 p.m. A Pianoforte Recital.
 9-25 p.m. The News and Announcements.
 9-45 p.m. The BBC Dance Orchestra.
 10-50 p.m. Close down.

THURSDAY, OCTOBER 1.

4-50 p.m. Big Ben. A Cinema Organ Recital.
 5-0 p.m. Talk.
 5-15 p.m. A Ballad Concert. The BBC Singers.
 5-45 p.m. Light Programme.
 6-25 p.m. Musical Interlude.
 6-30 p.m. The News and Announcements.
 6-50 p.m. Close down.
 7-0 p.m. Big Ben. The BBC Empire Orchestra.
 8-0 p.m. Talk.
 8-15 p.m. A Military Band Concert.
 9-0 p.m. Variety.
 9-25 p.m. The News and Announcements.
 9-45 p.m. Dance Music. Jack Payne and his Band.
 10-50 p.m. Close down.

FRIDAY, OCTOBER 2.

4-50 p.m. Big Ben. The Rutland Square and New Victoria Orchestra.
 5-0 p.m. The BBC Dance Orchestra.
 5-45 p.m. Feature Programme.
 6-25 p.m. Musical Interlude.
 6-30 p.m. The News and Announcements.
 6-50 p.m. Variety.
 7-10 p.m. Envoi.
 7-15 p.m. Close down.
 7-50 p.m. Big Ben. Fred Hittley and his Novelty Quintet.
 8-10 p.m. Reading.
 8-25 p.m. Musical Interlude.
 8-50 p.m. Light Programme.
 9-0 p.m. Light Orchestral Music.
 9-25 p.m. The News and Announcements.
 9-45 p.m. The Gershwin Parkington Quintet.
 9-57 p.m. "Around the Counties."
 10-50 p.m. Close down.

SATURDAY, OCTOBER 3.

4-50 p.m. Big Ben. A Programme of Strauss Waltzes.
 4-45 p.m. A Pianoforte Recital.
 5-15 p.m. The Children's Hour.
 6-0 p.m. The Commodore Grand Orchestra.
 6-30 p.m. The News and Announcements.
 6-50 p.m. A Recital of Greg's Songs.
 7-15 p.m. Close down.
 7-50 p.m. Big Ben. The Coventry Hippodrome Orchestra.
 8-0 p.m. "Empire Magazine."
 8-50 p.m. The Serge Krish Septet.
 8-45 p.m. Variety.
 9-25 p.m. The News and Announcements.
 9-45 p.m. The BBC Dance Orchestra.
 9-55 p.m. Variety.
 10-15 p.m. The BBC Dance Orchestra (Cont'd.).
 10-50 p.m. Close down.

(Supplement)

B. B. C. PROGRAMMES (Aug. 9 to 15)

SUNDAY, AUGUST 9.

5-30 p.m.—Big Ben. The BBC Northern Orchestra.
 6-15 p.m.—A Recital of Songs by Roger Quilter.
 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. Light Programme.
 8-0 p.m.—Drumhead Service.
 9-0 p.m.—The Band of His Majesty's Scots Guards.
 9-25 p.m.—Weekly Newsletter, Sports Summary, and Announcements.
 9-45 p.m.—The Band of His Majesty's Scots Guards (cont'd).
 10-0 p.m.—A Recital by Isabel Gray (Pianoforte).
 10-30 p.m.—Close down.

MONDAY, AUGUST 10.

4-30 p.m.—Big Ben. The Oscar Lampe Sextet.
 5-0 p.m.—Sports Talk.*
 5-15 p.m.—The Whitby Municipal Orchestra.
 5-45 p.m.—"Pastoral."* A programme in praise of quiet things, with the vocal and instrumental music of Alan Paul.
 6-30 p.m.—The News and Announcements.
 6-50 p.m.—Light Music.
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. The Arthur Dulay Quintet. Gwen Catley (Soprano).
 8-15 p.m.—Reading.
 8-30 p.m.—Brass Band Concert.
 9-15 p.m.—"Round and About."
 9-25 p.m.—The News and Announcements.
 9-45 p.m.—John Reynnders with his Orchestra.
 10-30 p.m.—Close down.

TUESDAY, AUGUST 11.

4-30 p.m.—Big Ben. The BBC Midland Orchestra.
 5-45 p.m.—"Rathlin."* A programme from the lonely island of the coast of Northern Ireland.
 6-15 p.m.—(A Recital of Popular Ballads by Frank Titterton (Tenor).
 6-30 p.m.—The News and Announcements.
 6-55 p.m.—"Music of the English Countryside."
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. "In England Now: Town and Countryside."
 7-46 p.m.—The Torquay Municipal Orchestra.
 8-55 p.m.—"Around the Counties, No. 3." "Surrey—the County Suburban."
 9-20 p.m.—Musical Interlude.
 9-25 p.m.—The News and Announcements.
 9-50 p.m.—The Celebrity Trio.
 10-30 p.m.—Close down.

WEDNESDAY, AUGUST 12.

4-30 p.m.—Big Ben. A Recital by Fritz Kreisler (Violin).
 4-40 p.m.—"The Undying Swan." Featuring the progress of ballet, by Robert Herring and John Pudney, with recordings of many famous ballets.
 5-15 p.m.—"In England Now: Town and Countryside."* by

5-30 p.m.—The BBC Empire Orchestra.
 6-30 p.m.—The News and Announcements.
 6-55 p.m.—"Down to the Sea in Ships: Sea Harvests."*
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. A Recital by Edmund Rubbra (Pianoforte).
 7-45 p.m.—The Bournemouth Municipal Orchestra.
 9-5 p.m.—A Visit to the Empire Transmitters at Daventry, in company with L. W. Hayes, who will introduce listeners to the plant and the staff. Preceded by an historical and descriptive account of the scene. Devised by S. E. Reynolds.*
 9-25 p.m.—The News and Announcements.
 9-50 p.m.—The BBC Dance Orchestra.
 10-30 p.m.—Close down.

THURSDAY, AUGUST 13.

4-30 p.m.—Big Ben. "Holidays, No. 4. Some Unusual Angles on Holidays in England."
 4-47 p.m.—The Trocadero Cinema Orchestra.
 4-55 p.m.—"She Dreamt of Paris."*
 5-45 p.m.—Empire Dental Meeting.*
 6-0 p.m.—A Programme of New Gramophone Records.
 6-30 p.m.—The News and Announcements.
 6-55 p.m.—The BBC Dance Orchestra.*
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. The Central Band of His Majesty's Royal Air Force.
 8-15 p.m.—"Holidays, No. 4. Some Unusual Angles on Holidays in England."
 8-30 p.m.—"The Arcadian Follies."
 9-15 p.m.—The Cellini Trio.
 9-25 p.m.—The News and Announcements.
 9-50 p.m.—Lou Preager and his Band.
 10-30 p.m.—Close down.

FRIDAY, AUGUST 14.

4-30 p.m.—Big Ben. Short Story.
 4-47 p.m.—Waltzes and Marches.
 5-0 p.m.—The BBC Dance Orchestra.
 5-30 p.m.—"Chess Masters at Nottingham."* An eye-witness account of the opening and the first session.
 5-45 p.m.—The Birmingham Ladies' Trio. Muriel Tookey (Violin); Lena Wood (Viola); Elsa Tookey (Violoncello).
 6-30 p.m.—The News and Announcements.
 6-55 p.m.—Claude Hulbert and Bobbie Comber.*
 7-10 p.m.—Edith Lorand and her Orchestra.
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. "The Undying Swan."*
 8-5 p.m.—A Recital by Shulah Doniach (Pianoforte).
 8-15 p.m.—"An Octogenarian Looks Back." Early Days in Australia.*
 8-30 p.m.—A Symphony Concert. The BBC Midland Orchestra.
 9-25 p.m.—The News and Announcements.
 9-50 p.m.—Walter Collins and his Light Orchestra.
 9-55 p.m.—Commentary on the Olympic Games, from the Olympic Stadium, Berlin.
 10-10 p.m.—Walter Collins and his Light Orchestra (cont'd).
 10-30 p.m.—Close down.

* Electrical Recording.

† Gramophone Records.

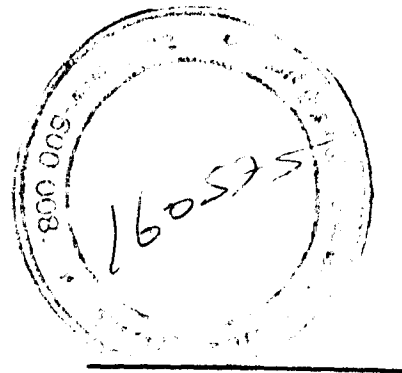
SATURDAY, AUGUST 15.

4-0 p.m.—Big Ben. England v. All-India: a commentary on the Third Test Match, from the Oval, London.
 4-10 p.m.—The BBC Northern Orchestra.
 5-10 p.m.—The Children's Hour. "King John and the Abbot of Canterbury."
 5-55 p.m.—England v. All-India: a commentary on the Third Test Match, from the Oval, London.
 6-5 p.m.—The Commodore Grand Orchestra.
 6-30 p.m.—The News and Announcements.
 6-55 p.m.—An eye-witness account* of the Olympic Games, from the Olympic Stadium, Berlin.
 7-10 p.m.—Envoi†
 7-15 p.m.—Close down.

(Note.—Short broadcasts from the Empire v. U.S.A. Athletic Meeting may be inserted in this transmission).
 7-30 p.m.—Big Ben. England v. All-India: a commentary on the Third Test Match, from the Oval, London.
 7-45 p.m.—Harry Farmer, at the Organ of the Granada, Tooting.
 8-0 p.m.—The Band of His Majesty's Grenadier Guards.
 8-55 p.m.—England v. All-India: a commentary on the Third Test Match, from the Oval, London.
 9-5 p.m.—The Leslie Bridgewater Quintet.
 9-25 p.m.—The News and Announcements.
 9-50 p.m.—Dave Frost and his Band.
 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	EACQ	Madrid (Spain)
6.010	49.92	COCO	Havana (Cuba)	10.260	29.24	PMN	Bandoeng (Java)
6.018	49.85	ZHI	Singapore (S.S.)	10.330	29.04	ORK	Rnyselede (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	PHI	Huizen (Holland)
6.060	49.5	ONY	Skamleback (Denmark)	11.750	25.53	GSD	Daventry
6.080	49.33	W9XAA	Chicago (Illinois, U.S.A.)	11.770	25.49	DJD	Zeesen (Germany)
6.080	49.33	ZHIJ	Penang (Fed. Malay States)	11.810	25.4	2RO	Rome (Italy)
6.083	49.31	VQ7LO	Nairobi (Kenya, Africa)	11.820	25.38	GSN	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	W2XE	Wayne (New Jersey, U.S.A.)
6.100	49.18	W9XF	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	COCD	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	W8XK	Pittsburgh (Pa., U.S.A.)	15.140	19.82	GSE	Daventry
6.150	48.78	CSL	Lisbon (Portugal)	15.180	19.76	GSO	Daventry
6.477	46.52	HJLABB	Barranquilla (Colombia, S. America)	15.290	19.74	DJB	Zeesen (Germany)
7.510	39.95	JVP	Tokio (Japan)	15.210	19.72	W8XK	Pittsburgh (Pa., U.S.A.)
7.797	38.48	HBP	Radio Nations (Prangins, Switzerland)	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	GSI	Daventry
9.510	31.55	GSB	Daventry	15.270	19.65	W2XE	Wayne (New Jersey, U.S.A.)
9.510	31.55	VK3ME	Melbourne (Australia)	15.280	19.63	DJQ	Zeesen (Germany)
9.530	31.48	LKJI	Jeloy (Norway)	15.310	19.60	GSP	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	W2XE	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	GSC	Daventry	17.790	16.86	GSG	Daventry
9.580	31.32	VK3LR	Lyndhurst (Australia)	18.830	15.93	PLE	Bandoeng (Java)
9.590	31.28	PHI	Huizen (Holland)	21.470	13.97	GSH	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, Switzerland)	21.530	13.93	GSJ	Daventry
				21.540	13.93	W8XK	Pittsburgh (Pa., U.S.A.)

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