

646

South India Motor Owner

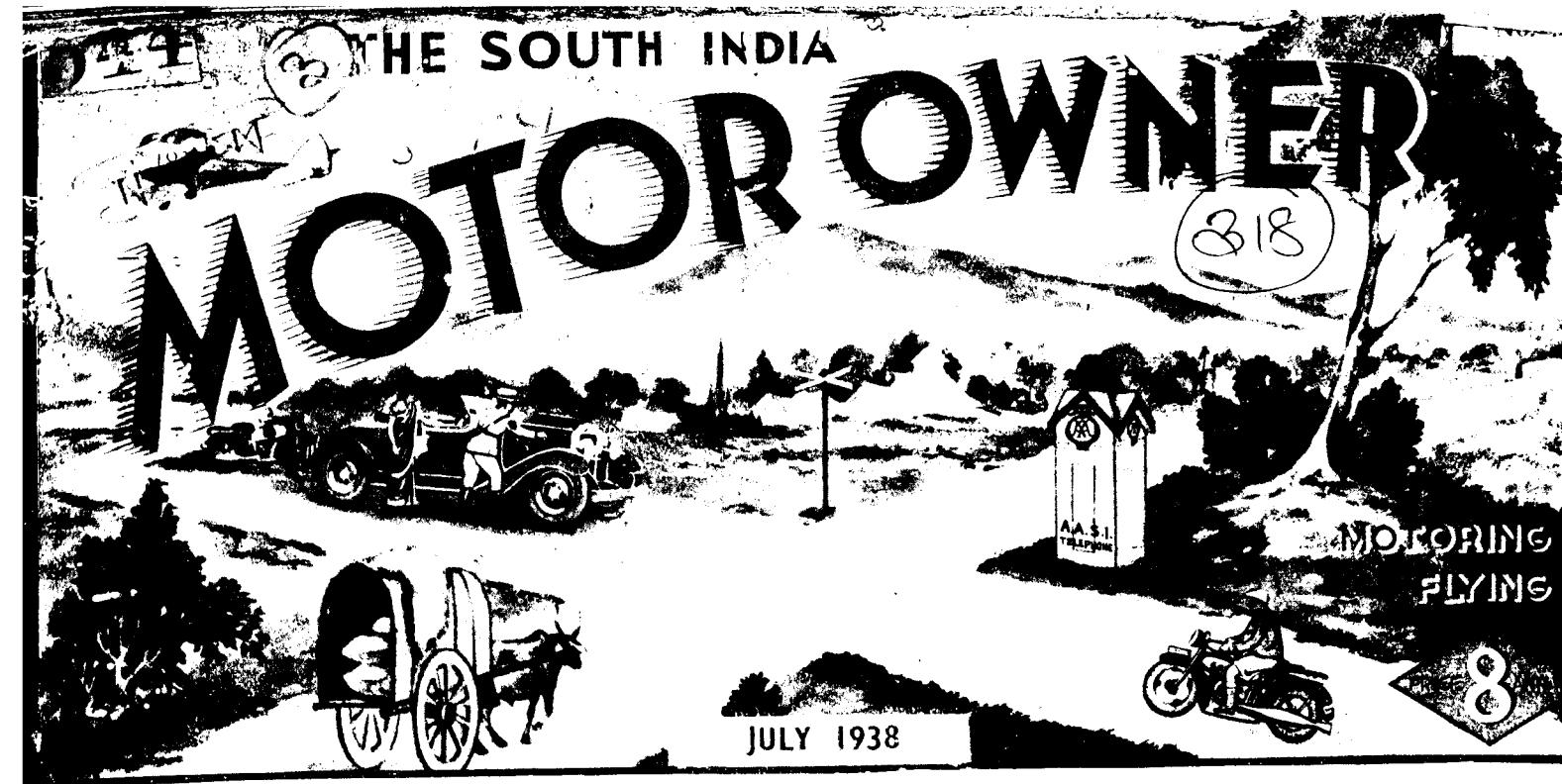
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Official Organ of THE AUTOMOBILE ASSOCIATION OF SOUTHERN INDIA

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SENIOR.T.T.

17th JUNE 1938



IN THE FASTEST I.O.M.T.T.!

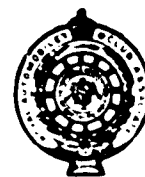
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THE SOUTH INDIA MOTOR OWNER



The Official Organ of the
Automobile Association of Southern India



Vol. X, Number 7]

JULY 1938

[Single Copy As. 8

SECRETARY'S NOTES AND NEWS FOR A. A. S. I. MEMBERS

All Members are entitled to a copy of this Magazine every month after their names have appeared in the monthly list of New Members Elected. Any member who does not receive his or her copy regularly is requested to inform the Secretary immediately.

Road Information

Latter Mahaling Road (Dated 15th June 1938)

The Girdar Bridge in mile 1 and 1/2 S. of the above road (which was seriously damaged) has been opened for through traffic from the 15th instant.

Since Balgal Pipe and wooden scantlings have been used in repairing the bridge, only light traffic is allowed. Loaded buses can pass over the bridge, but loaded lorries cannot for some time more. Further information will be given in due course.

Vital Kabaca Road (Vital Kabaca Bridge at Mile 2 1/2)

On account of its dangerous condition, the above bridge at mile 2 1/2 of Vital Kabaca Road is closed for all kinds of traffic.

The Great Western Trunk Road from the River Cooum Bridge to Mile 1 1/2 to Mile 8 0

To enable resurfacing and laying of cement concrete pavement by the Public Works Department, the Great Western Trunk Road from the Cooum River Bridge in Mile 1 1/2 to Mile 8 0 will be closed to traffic at night (from 8 p.m. to 5 p.m.) from 7th July 1938, until further notice.

Great Western Trunk Road Laying cement concrete pavement from M 3 5 to M 8 0 - Closing of the road from M 1 2 to M 8 0 to traffic at night

In confirmation of my interview with you along with the District Superintendent of Police, Saidapet on 12-6-38, I request that you will be so good as to order that the Great Western Trunk Road, from the Cooum River Bridge in Mile 1 1/2 to M 8 0, be closed to traffic at night (from 8 p.m. to 5 p.m.) from 7th July 1938, until further orders.

2. We have now closed the road to through traffic. This has enabled the laying of cement concrete pavement for nearly 2 miles length along the left or south half of the road, continuing the traffic to the right half. We have now to start the work of pavement on the right half. The contractors, Messrs. Gannon, Dunkerley & Co., whom I had to enquire, assure me that they will start concreting on the right side at M 8 0 and proceed eastwards from about the 20th instant and similarly start at M 1 1/2 on the 1st July and work westwards.

3. If the pavement on the right side will be finished level with that on the left, there is every danger of carts and lorries running over the green slab. The slab will be damaged if it is run over before it is completely cured and opened to traffic. The traffic during day time can fairly easily be controlled, but that at night will be without any control whatever, and any such control or regulation at night is impossible. Apart from this, the narrow half pavement on the left with the berm will be inadequate and dangerous for two line traffic at night, as with lorries or carts overtaking or passing each other.

It is therefore very necessary that the road should be closed to traffic at night from 8 p.m. to 5 a.m.

4. The contractors have agreed to provide themselves gates or chain barriers with arrangements for looking across the

Cooum River bridge in M 4/2 and the culvert in M 7/8 and provide also necessary notice boards, lighting and watchmen at those points. They will entrust one of their most responsible subordinates on the spot with the task of closing and locking or unlocking and opening at proper time. The duplicate keys of the locks will be lodged with me. If desired, the duplicate keys will be deposited in sealed covers at the Maduravoyal Police Station for use in case of any emergency.

5. There has been some delay in addressing you in the matter as I had first to ascertain from my contractors their programme of work. It seems enough if the road is closed to traffic at night from 7th July 1938, though the contractors may start concreting on the right side earlier as programmed by them.

6. I am writing this letter to you after obtaining personal approval of Superintending Engineer to the same.

An Appreciation of one of our Branch Offices

"Thank you very much for your prompt dealing with my inquiry regarding accommodation, etc., at Mettur. The information you have supplied will be of the greatest value to me.

Also, may I thank you for the immediate action taken by you on the letter from the Madras office of the A.A.S.I. in the matter of securing a 30-day C. & M. S. licence for me. The licence was delivered at my Bangalore address even before I had arrived there. May I say that this is most commendable, especially in India, where speedy business methods in such matters is not looked for, or expected.

I am inclined to invent a slogan to suit your branch—something along these lines:—"Join the A.A.S.I., and secure prompt and efficient service!"

Thank you very much.

Member No. 3014.

Obituary

We regret to announce the death of Mr. J. H. Jackman, on the 24th June, who was for many years the Honorary Secretary of the Nilgiri Automobile Association.

Scout's Report of his tour of the Nilgiris between the 6th & 19th June 1938

Ootacamund. The Scout called at the Ootacamund Club and at Messrs. Davis & Co., patrolled the roads and attended the concert at the Assembly Rooms. He called on Lieut.-Col. E. Swainson, Col. H. R. B. H. Irwin, Messrs. R. F. Stoney, G. Oakes, J. H. Wapshare, W. H. Horton, and E. E. Speight. He went to Lovedale to see Rev. E. Bull, who was away. He attended the tea party given to the Ministers at Mount Pleasant, at which there were about 40 cars.

Coonoor. He called at the Coonoor Club and attended the Bedford Talkies and the Flower Show with the permission of the Circle Inspector at which 250 cars attended, 63 belonging to members. He opened the gate for H. H. the Governor on his departure. He also called on the Secretary of the Coonoor Library, Messrs. E. B. Roley, E. T. H. Stevenson and Dr. W. F. Rule.

Wellington. He called on Lieut.-Col. Iyengar and the Local Chief Scout, attended the King's Birthday Parade where there were 50 members' cars. He also called at the Wellington Club and on the Secretary of the Gymkhana Club.

Coimbatore. He delivered a dozen pamphlets and application forms at addresses supplied by Mr. Dee, our Hony. District Representative.

Kolagiri. He called on Messrs. C. S. Venkatakrishna Rao and E. O. Eagen, both of whom were away, and also on Messrs. E. Hardy and C. V. Shortland. He also paid a visit to the Secretary of the English Club, who promised to distribute the pamphlets the scout left with him.

Aravankadu. He called on two car-owners, who promised to become members.

Shipping of Cars from Cochin to Colombo

The freight on Motor cars accompanying the owner from Cochin to Colombo is laid down at the uniform rate of Rs. 50 per car, irrespective of the size.

The landing charges on a motor car at Colombo vary from Rs. 20 to Rs. 35 according to the size of the car. There is a charge of Rs. 5 for Customs Rent dues at Colombo.

The shipping charges at Cochin is at the rate of Rs. 2/8 per ton of 40 c. ft. with a minimum of Rs. 25 per car. The transport charges for a car between Ernakulam and Cochin is Rs. 6/8 per car.

Farmhouses and Camping Sites for Motorists

Useful Publication issued by the A.A.

Much useful information for motorists spending their holidays at farmhouses, or camping with a caravan or tent, is given in a new book just published by the Automobile Association.

Full particulars of 400 farmhouses in England, Wales and Scotland which have been inspected by the A.A. are given under the headings of different countries, and particulars are included of more than 1,500 selected caravan and camp sites. Great care has been taken to make location simple by including mileages from nearby towns or villages. The book also contains 36 pages of indexed maps.

Expert advice to campers is given on a variety of points, and laws and regulations affecting the use of trailers have been summarised, together with sections of the Public Health Act which came into force last year. Copies of "Farmhouse Accommodation—Caravan and Camp Sites" easily recognisable by its attractive bright green cover can be obtained by members without charge on application to The Secretary, at the Association's London Headquarters, Fanum House, New Coventry Street, W. 1., or from any branch office of the A.A.

Car Parks at Wimbledon

Official car parks at Wimbledon for the principal lawn tennis events of the season—The Wightman Cup (10th and 11th June) and the All England Championships (20th June to 2nd July)—will again be under the control of the Automobile Association.

Accommodation for 3,000 vehicles has been planned in such a way that inconvenience and delay will be reduced to a minimum. Specially trained A.A. patrols will be in attendance to supervise the parking of cars, and a system of loud speakers will be installed so that chauffeurs can be directed to pick up their passengers at the North Hall exit.

Berths can be reserved for the All England Championships on application to the Secretary, the Automobile Association,

Fanum House, New Coventry Street, W.1., or any Branch Office of the A.A. where full particulars can also be obtained with maps showing recommended routes approved by the Commissioner of Police of the Metropolis.

Free Shooting of Tigers

The areas within a radius of three miles round about Pandaravalli, Bhaktarahalli and Malamammanagalur Taluq, are thrown open for free shooting of tigers for a period of three months.

Secretary's Report on his tour to Coimbatore and Trivandrum with Mr. R. C. Bromley.

Leaving Madras on Sunday, the 5th June, we stayed the night at Mettur, where Mr. Bromley had business with the Superintending Engineer on Monday evening. We proceeded to Coimbatore that afternoon, and I called on Messrs. Dee, Benniston, Campbell, Burton and Beckett, the D.S.P.

Mr. Campbell was of the opinion that a scout should be stationed permanently in the Coimbatore District where he could recruit a large number of new members, and would do much to encourage existing members to continue their membership, as

After opening the new office amidst cheers, he said he was very glad to associate himself with that function. He had been connected with the Association from almost its inception; he had been an office-bearer of the Association for many years, a member of the Royal Automobile Club and of the Automobile Association of Great Britain. The Automobile Association of S. India had done very useful work in the Presidency. One of the thriving industries in Travancore was its motor industry. The Association's work was to give all possible assistance to motorists regarding roads, amenities of travel, road maps, instructions on roads, etc., and also information to those responsible for the maintenance of roads regarding the difficulties of motorists, and thus generally to help the administration and the motoring public with a view to making motoring safe.

In this respect the Association had done very good work. For example, it was at their suggestion that keen competition had been inspired amongst the European Schools in S. India for the collection of cast bullock shoes; as a result of which, some 25,000 shoes have been collected in the past few months. That might sound a small thing but it is very useful work indeed. The motorist in S. India had cause to thank the Association for all they had done. As an Association helpful to the motoring public in general, they had done good work elsewhere, and the speaker hoped that they would do the same in Travancore also, under the auspices of the new Branch. With cheers for the Maharajah, the function came to a close.

ZILVARO PRECISION WATCHES
 KNOWN OVER HALF A CENTURY FOR PERFECT TIMING
E. A. WATCH COY. RATTAN BAZAAR & 10, COMMERCIAL ST.,
 — MADRAS — & — BANGALORE —

he had heard many complaints from members that they received nothing in return for their subscriptions.

On Wednesday the 8th, we left for Trichur, where we spent the night. On Thursday we went to Ernakulam. We crossed over to Willingdon Island and stayed at the Malabar Hotel. Mr. Grubb, our Hony. Port Representative at Cochin very kindly took both of us separately for flights in his aeroplane, all round the harbour.

On Saturday the 11th we left for Trivandrum, and on arrival there I learnt that the Dewan was away on tour in Munnar. I wired him on Sunday morning asking if he would be good enough to open the branch office on Tuesday morning. I received his reply, consenting to do so, on Monday afternoon.

Under the very able supervision of Mr. A. K. Tampi, our local Hony. Secretary, a pandal was erected, chairs and carpets were borrowed, the necessary furniture was purchased and the sign-board erected. Everything was completed by 6 o'clock the next morning. The necessary labour was provided by Mr. Tampi who worked strenuously throughout the night. Invitations were dispatched to all prominent officials, most of whom attended, and were delivered by the motor-cycle scout on Monday evening. The guests arrived a few minutes before 9 o'clock, and promptly at 9 o'clock the Dewan, Sir C. P. Ramaswamy Ayyar, arrived. He was received by Mr. Tampi and me, and garlanded.

B

During the Dewan's speech H. H. The Maharajah passed on his way to the temple, and showed great interest, bowing and acknowledging our homage.

Among those present were:—Mr. C. O. Madhavan (Acting Chief Secretary to Government), Lieut.-Col. H. L. Watkis (Commandant of the State Forces), Rao Saheb Udarasiromani T. Padmanabha Rao, Rajyarakshapaveena R. Pitchu Ayyangar (Commissioner of Police), Mr. C. N. Sriranganatha Sastri (Devaswom Commissioner), Mr. C. Kumara Das (Director of Industries), Mr. E. G. Salter (Superintendent of Transport), Mr. G. N. Tampi (Municipal President), Dr. H. Parameswaram (Director of Technology, and Mr. A. N. Tampi (Dean of the Faculty of Education in the University of Travancore).

H. H. The Maharajah granted me an interview at 4 o'clock the same evening. I stayed for 20 minutes, during which time he showed very great interest in the activities of the Association.

On Wednesday we proceeded to Munnar via Kottayam, and the next day went out to Mr. C. H. John's estate at Periakanal, which is 21 miles from the Club. We were fortunate in having a break in the weather, and were able to enjoy the beautiful scenery.

The next day we left for Coimbatore and thence to Coonoor to pick up the scout who had been on tour there during my absence. His report will be published separately.

I returned to Madras in my own car from Coimbatore on Tuesday, while Mr. Bromley remained on further business.

Secretary.

Bangalore Notes

BY MAJOR A. W. WATERS, M.B.E. (Retd.)

Hon. Secretary, Bangalore Branch, A.A.S.I.

BRANCH REPORT FOR JUNE.

A record, or peak, month in the history of A.A.S.I. activities here. The decision (greatly appreciated) of the Committee to increase the staff, could hardly have anticipated the rush of work in June. This was partly due to the Bangalore "Fort-night" commencing on the 17th June and running for 3 weeks to the 7th July.

The addition to the staff of a car park attendant from the 17th exactly fitted in with the gaieties, and he took daily duties with the Scout at all the functions. Their presence at some places was, I was told, the first knowledge that a few visiting motorists had that an A.A. existed here.

A lot of A.A.S.I. literature and membership proposal forms in business reply paid envelopes was distributed, but with what results I can't say. Quite a lot of visitors must have come from other territories, in fact, Bangalore has been very full this year.

Scout's and Car Park Attendant's work:—

A detailed report of this has been separately submitted. It may not be out of place here to say that Bangalore is lucky to have two such highly qualified motor mechanics for their Scout and Car Park Attendant.

The Office:—

149 motorists (including 15 non-members) called for road information, routes, licenses or information about them; accidents and information as to what procedure to take; technical advice as regards traffic and driving rules in the case of cars involved in minor incidents with the police; licence and tolls disputes; refunds on licenses and excess charges; accommodation at various places and brief sketch-maps of tourettes, etc., etc.

One car badge, three A.A.S.I. Maps of the M.P. and 15 licenses were supplied to members. Also one Composition of Tolls in Mysore State.

Correspondence:—

147 letters were received from all sources.

Letters issued were:—

To the Secretary	..	..	90
Others—Outstation	..	..	23
Local	..	..	68

Total .. 181

This is an increase of 38 over May, and an increase of 59 over the monthly average from January to May last.

Interviewing members and others:—

I often try to visualize in how many years this part of the work will require a special staff. 145 in June was an average of 5 a day including Sundays. I include Sundays because they call on that day. My weekly Bridge on Sunday mornings is invariably disturbed (readers don't be shocked by the Bridge; no gambling and I go to church before and after, and we haven't time to talk of our neighbours). On the 4th July nine cars

came and were timed by the clock between 8-30 a.m. and 6-30 p.m. at exactly 4 hours and 15 minutes. On that day 15 letters were despatched including some important ones connected with police traffic notices of visitors to Bangalore; on that day I closed the post and was just in time to post in the mail train at 9-15 p.m. Although this was in July, I mention it whilst on the subject.

A retrospect:—

At the end of another half year (and 8 months since this office was promoted from that of a District Representative to a Branch) it is fitting to look back some eight years and compare things. I well remember the red letter days when I got a letter from a member. One or two a month, often none. At the end of the year, I sent off my postage account and almost apologised when I asked for the refund of about Rs. 2/12/- for the year, with my word of honour (or something like that) that I had kept down expenditure to the lowest.

After some years, I plucked up courage to ask the Secretary for a little stationery which I had never bothered about before. This met with such generous response, that I inwardly cursed myself for not tapping his resources earlier.

A comparison of letters written:—

January to June 1937	..	..	212
July to December 1937	..	..	593

Total for year 805

January to June 1938	..	..	789
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Organization:—

With the growth of the activities here, the office is taking on a more businesslike appearance. Maps on the walls; Press cuttings of road information; Revenue holidays in regard to

Driving Licence Reminder Form

The Secretary,
Automobile Association of Southern India,
Box No. 704,
Cathedral P. O., Madras.

Name of member.....

Membership No.....

Full Postal Address.....

Dated.....193

My Driving License No.....

dated.....issued by.....

Expires on..... Will you kindly
record this for your reminder service.

Signature.....

N.B.—It is important that every change of address
be promptly communicated.

getting licenses; Telegraph and Postal working hours, and Guides; Train timings; Lighting up time; a pad of telegram and money order forms, and a few Mysore, Madras and Station license schedules for ready use if I am out, and stocks in the locker, etc.

The Illuminated Sign is not yet hung as the estimates to install this on a separate power cycle at the cheap advertising rate for the current are prohibitive, and the question of taking it off the present installation and house meter at the house rate of 4 annas per unit will be put up. The cost will be a fraction of the former, though the recurring cost of the current will be 4 times the former, but this will be largely off-set with no meter hire to pay.

Members' reports:—

(1) A member's car entered Hosur for just 40 minutes and was served with a Traffic Notice under the Madras M. V. Taxation Act, 1931; "Is this correct" he asks "and if so, it is a D....." I am dealing with the Notice, and any number of others weekly. I can only repeat, that it is the law as one may not use the Madras Roads for a moment without a Madras licence. This member is fortunate that it happened subsequent to 15th June and the little trip will cost him only Rs. 4/4 for a short term 7-days licence, instead of as formerly. Rs. 25 for a quarterly one with an immediate refund of 3/5ths or Rs. 15 which leaves Rs. 10 to pay. Members will see from the Madras G.O. No. 2783 of 31st May 1938, and published

Kotta road when making from Bangalore to the Mettur Dam or Salem (unless heavy rain prevails at the time) and vice versa. The latter cuts off 12½ miles.

Salem-Trichy Road:—

A motorist recently took this road and found it, he says, so unutterably bad that on his return, he came via Ooty and Mysore. In many places 5 miles an hour was most uncomfortable. About the same time, another military officer, on the same road, broke three springs and burst two tyres.

Is it not strange that one can smash up one's car on a road in bad repair; even turn over and be killed, yet have no legal redress against the authorities concerned. Yet, if a roller, some road repairing implements, or a heap of road metal is dumped in a dangerous position on the roadway, one can prosecute and claim compensation. At least that is, I gather from legal writers in the Home Journals, the law in England but I am open to correction if any of our legal members care to do so.

Telegraphic Addresses:—

My telegraphic address is: "Waters Infantry road Bangalore". Occasionally, I have had to wire (for members) to other A.A.S.I. Representatives, when I have signed just "Waters". This for cheapness, and presumed that my fuller address for replies is known from the Journal.

AUTO•CIN•DEK

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on page 179 of the S.I.M.O. for June, that a visit to the Presidency without a licence now entails no penalty beyond taking out short-term licences.

Every motorist will continue to look on all these annoying licences as penalties, and quite rightly too, whereby one has to get a fresh licence every time one puts one's nose over the borders of so many States; and if and when the Associations can get this system replaced by a modern system as in England, they will have earned the life-membership of all existing members and others too. I, personally, have yet to be convinced that it is not possible to abolish licences and include it on the petrol (as in France I believe) so that he who runs, pays. Is it not a fact that no car tax exists in Germany?

(2) Another member reports the dangers at the junction of Resthouse Road and Resthouse Road Crescent: this matter has gone to the C. of P., C. & M. Station. Also the bad state of Sidney Road from its junction with Sampangy road up to the Cenotaph. This will be taken up with the City Authorities.

Bad Roads:—

Members are reporting as very bad, the road from Bangalore to Krishnagiri. In consequence of this, and despite what I said in the last note of my May's report (p. 189 S.I.M.O. for June) I think it better to take the Uddannapalle and Royah

PART II

TRAVEL

BEAUTIFUL MYSORE, THE MOTORISTS' PARADISE

Talakad, or the city of buried temples:—

Months ago, I promised a few notes on this historic place, and the present is an appropriate time to do so.

28 miles south east of Mysore, and about 19¾ from Sivasamudram Bluff. This year in July, when five Mondays happen to come in the month of Karthika, of course not every year; as a matter of fact, I believe, only every 12 or 13 years; the sand hills are partly excavated to expose the temples or one or two of them, ready for the visit of untold numbers of devotees. This is named "Panchalinga Darsana".

Several square miles of this town are covered by sand dunes which, from a casual glance of a large scale map, might be ascribed to a sudden and acute turn of the river Cauvery causing it to silt up on its outer bank. Tradition records that it was due to the famous curse of the Rani Rangamma who, in 1634, hastened from Seringapatam to attend her sick husband at Talakad. Raja Wodeyar of Mysore being desirous of possessing a costly nose jewel she was wearing, and also to acquire fresh territory, took an army and proceeded against Talakad, which he took by escalade. The Rani Rangamma thereupon went to the banks of the Cauvery and throwing in the jewel,

drowned herself opposite Malingi, at the same time uttering the three-fold curse,—‘Let Talakad become sand; let Malingi become a whirlpool’, etc. Any Gazeteer will give one more details.

How to get there:

Make Sivasamudram your headquarters and also include in the trip, a look at the new “Shimsha Project”, a place which is likely to exceed in popularity as a week-end resort, the already famous Sivasamudram. From Bangalore, take the road to Mysore, just beyond Maddur at milestone 50¼ turn left to Sivasamudram, and at milestone 19½ turn left at signpost for Shimsha, which is 7¼ miles off the road: total miles from the Head P.O. Bangalore to Shimsha 78¼ miles. Take a look round here, not omitting to see “The Falls View”, then retrace to Sivasamudram, a distance of 14½ miles, or a total of 92¾. Toll of Re. 1 at 42 miles, and another just before Sivy. Keep the last one for use next morning when leaving Sivy (if within 24 hours) for Talakad.

Talakad, 19¾ miles from Sivy Bungalow. Proceed along the left bank of the Cauvery towards T-Narsipur. At Milestone 32 turn left to Talakad (now signposted) this is about 13½ miles. Thence about 6¼ miles brings one to Talakad from Sivy at Milestone 6/40; and at 4/30 on the side road to Talakad, are beautiful Topes of trees which from January to March take on the lovely autumn tints to be found in England. There are some narrow village streets *en route*, and the cattle thereabouts are very nervous of cars. Cartmen and even droves of cattle consistently adopt the continental rule of the road, although this often means for them, the lee or dusty side.

If you have time, on return to the main road at m/s 32, turn left and go to Sosale 6½ miles, then turn right to the famous Somnathpur Temples another 3½ miles, then back to T-Narsipur new bridge and bask in the Cauvery which here is half a mile wide, clean and silvery sand where one can stretch out in depths varying from ankle deep to the waist, and no crocodiles at that spot.

The tinted trees I referred to above are known in Sivy as the “Karachi”. I have spelt it phonetically. They abound in Sivy where, I was told, they are indigenous, as also over the river in the Coimbatore District. In the latter place they are a monopoly of the Madras Government, at least, so I was informed. And the bark is used for making the rope used for Charpoys. These trees attract most people and they grow all around the Inspection Bungalow. This bungalow is much improved and is one of the most comfortable throughout India. Replete with everything including a Frigidaire sanitary fittings, hot and cold water etc. A most restful holiday for jaded nerves which are soothed by the constant rippling of the running water just outside. The comfort of these bungalows is one more instance of the watchful care of the Dewan of Mysore.

The Swimming Bath at Sivy:—

We missed this it having given way for expansion of the turbines. Many visited Sivy for this pool, and it is hoped that when the new head-works are completed, another site will be found for a larger and improved bath.

A Suggested Attraction is a platform under the Falls, but above the pool where one could have a shower bath from the falling spray similar to that at Courtallam, Travancore. Steps already exist to get down to the side of the right-hand Fall, and the cost would be small.

I enclose a few snaps of Talakad etc. if the Editor can find room for them.

Notes on Talakad and Sivasamudram.

Note. (1) Tolls. There are two toll-gates in the vicinity of Sivasamudram, only one of which need be paid within any period of 24 hours, and correct timings should be insisted upon. They are:—

(a) Toll gate No. 81. “Panditahalli Check Gate,” 6 miles from Malavalli, or midway from there to Sivasamudram.

(b) Toll gate No. 80. Sivasamudram Bridge, (on the way to Talakad, T-Narsipur, and Mysore.)

(2) If one passes No. 81, in the afternoon, it is possible to use this receipt the next morning to get through No. 80, on the way to Talakad etc.

(3) No. 81 comes between Sivy and the “Shimsha Project,” (and of course, Sivy—Bangalore).

Bangalore Scouts and Car Park Attendant's report for June 1938

Scouts.

One Scout was present throughout the month, as follows:—

Scout L. White from 1st to 12th, he resigning on his own account on the grounds of ill health from the 13th June 1938.

He had been suffering for some 6 to 8 months, and in December last took special sick leave to Madras for treatment for “Hernia”, but it was it seems a temporary patch-up and latterly his work had frequently to be eased up to enable him to keep going. He was also subject to attacks of Malarial Fever.

Scout J. W. Gorman was appointed from the 13th July.

He is a very capable and intelligent man, with good testimonials and motor mechanical knowledge. Age 30, Height 5' 8", smart appearance.

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In the past he was:—

8 years in the 14th Field Battery. R.A. (A.F.I.) until its being handed over to the Indian Artillery.

Line Inspecting Motor Mechanic in the Indian Tea Cess Committee of S.I.

Mechanic to Timber Contractors to Timber Transporting Department, Muthanga Estates, Wynaad, North Malabar District.

Mechanic in charge of G. B. Lorry Service Contractors to the Mysore Sugar Co., Ltd., Mandya.

Electrical Fitter of Electric and Electric Motor Pump Driver.

Motor Driver in several places and with good chits.

Took a motor training at F. T. Peters Motor Engineering workshops; also at Messrs. Gallio's Motor Engineering Works, Bangalore.

*Car Park Attendant.

A car park attendant having been appointed for Bangalore, one was entertained from the 17th June 1938.

Name:—G. A. Whyms. Age 33. Height 5' 9", very smart and soldierly.

In the past he has been:—

Served in the same Battery of Artillery as Gorman (above). Inspector in the Assembly Department of General Motors. Many places as a driver of Buses, lorries and cars. Long period on general overhauling of private cars.

Duties:—The entertainment of these two men almost synchronized with the advent of the “Bangalore Fortnight” which ran from the 17th June to 7th July during which Bangalore filled up with visitors from all over the South.

It was necessary therefore to get these men out on duty, and the uniform withdrawn from ex Scout White was cleaned and divided between the two men according to which fitted them, and they were actually out for the first function, viz.—Morning, Horse Show; and Afternoon, Polo Tournament at the Palace Ground, both on the 17th June.

From then onward, their chief duties followed the daily programme laid down for the “Fortnight”, and most of this was by day; the Car-park Attendant taking duty along with the Scout, and generally, at the same place and time.

Below, I give a concise statement of functions attended:—

Summary of duties:—

- | | | |
|--------|----|---|
| 4 days | .. | Bangalore Races. |
| 4 | .. | Polo at the Palace Ground. |
| 3 | .. | Horse Show. |
| 1 day | .. | Dog Show. |
| 1 | .. | Residency Central Charities Annual Ball, from 8-30 p.m. to 4 a.m. |
| 1 | .. | Race Ball at B.U.S. Club, all night. |
| 1 | .. | Supper Dance at the B.U.S. Club. |
| 1 | .. | Residency Ball in honour of The King's Birthday, 10 p.m. to 2-30 a.m. |
| 1 | .. | Mayo Hall, Exhibition of Photography. |
| 2 days | .. | Band in the Cubbon Park, City. |
| 2 | .. | Cinderella Dances at Bowring Institute. |
| 3 | .. | B.U.S. Club; casual visits. |

7 days .. Golf Club; casual visits.

9 .. Bowring Institute: casual visits to car park of Owner-drivers.

5 .. Various Cinemas.

15 car licenses obtained for members and delivered to their residences except a few for despatch by post.

Patrols:—from 1st to 16th June, all important roads in the City and C. & M. Station were patrolled, also Restaurants and busy shopping centres.

Hours of duty:—

Except when on special functions, these followed the hours in the past month.

Off-Day.

Changed from Tuesdays to Sundays from 1st to 16th, but from the 17th, when the “Fortnight” commenced, there were no holidays; compensatory leave being held over to July, by mutual agreement with the men.

A. W. WATERS,

Hon. Secretary, Bangalore Branch, A.A.S.I.

CORRECTIONS

(1) The fourth entry from the end of the list of new members on page 151 of the May 1938 issue should read:—

Capt. W. M. S. Lillie, R.E.

(2) On page 157 of the May 1938 issue the word “not” should be inserted between the words “weighing” and “more” in para 2 (a) at the foot of the page to read:—

Weighing not more than 15 cwt.

Membership

38 new members were enrolled in the month of June 1938.

These were introduced by the following:—

6 by Mr. A. K. Tampi, Hon. Secretary, Trivandrum Branch.

3 by Major A. W. Waters, M.B.E., Hon. Secretary, Bangalore Branch.

2 each by Messrs. U. R. Rao and T. S. Rajam.

1 each by Messrs. P. R. V. Sarma, G. P. Joseph, Simpson & Co. Ltd., A. P. Adam, Scout L. White, Miss Teale, Messrs. A. P. D. Lodge, L. H. Jacob, Khan Bahadur V. Hameed Sultan Maricair, Messrs. P. V. Sankara Ayyar, the Jupiter General Insurance Co. Ltd., and Mr. A. W. Hopton.

The remaining 13 were enrolled by the staff.

New Members

A. Hilaly, Esq., I.C.S.,
Dalesford, 1, Rhenius Street, Richmond Town,
Bangalore.

W. I. Lavery, Esq.,
Basin Bridge Power Station, Perambur Barracks, Madras.

- A. K. Tampi, Esq.,
Thanjavoor Amma Veedu, Trivandrum.
- P. R. Rama Varma Rajah, Esq.,
Belhaven, Trivandrum.
- Dr. E. K. Menon,
Hon. Surgeon, Tanjore.
- Dr. P. V. Francis,
10, Bishop Lane, Vepery, Madras.
- Capt. F. G. Dally,
35, South Parade, Bangalore.
- K. Gopinath Menon, Esq.,
Kamalalayam, Francis Road, Chalapuram P.O.,
S. Malabar.
- Dr. C. T. Verghese,
62, Gangadeswaran Koil Street, Pursawalkum, Madras.
- Dr. B. de Prazer,
41, Stephens Road, Fraser Town, Bangalore.
- S. Ramanujam, Esq.,
Advocate, Tallakulam.
- S. Padmanabhachari, Esq.,
Additional Public Prosecutor of Ramnad District, Madura.
- Dr. A. Srinivasulu Naidu,
41, Harrington Road, Chetput, Madras.
- B. H. Swallow, Esq.,
C/o Messrs. Binny & Co. (Madras) Ltd., Madras.
- P. B. Emmet, Esq.,
S. P. G. Mission, Nandyal R.S.
- E. Greig, Esq.,
Carnatic Gardens, Perambur Barracks, Madras.
- V. Krishna Tampi, Esq.,
Dilkush Mahal, Vazhuthaikal, Trivandrum.
- T. P. Menon, Esq.,
D. T. S., S.I. Railway, Madura.
- H. D. Yoonis, Esq.,
Main Road, Trivandrum.
- Kayiath Madhavan, Esq.,
Padma Mandiram, Thycaud, Trivandrum.
- R. F. H. Crowther, Esq.,
Manavala Kurichi, Via Colachel, Travancore.
- Miss Z. Walford,
St. Ebba's School, Mylapore, Madras.
- F. Girsperger, Esq.,
C/o Messrs. Volkart Bros., Madras.
- S. Srinivasa Iyengar, Esq.,
Anijad Bagh, Luz Church Road, Mylapore.
- A. K. Kader-Kutty, Esq., M.L.A.,
Uliyal P.O., N. Malabar.
- J. W. Ewing, Esq.,
Nagamullay Estate, Kalthuritty P.O., Travancore.
- P. R. Baggs, Esq.,
C/o 14/A, Wheeler Road, Cleveland Town,
Bangalore.
- S. A. Jackson, Esq.,
"Madras Mail," Mount Road, Madras.
- N. G. Ranade, Esq.,
2/7, Rundall's Road, Vepery, Madras.
- J. J. A. Johnson, Esq.,
Quilon, S. India.
- H. Perkin, Esq.,
19, Buckingham Gardens, Perambur Barracks P.O.,
Madras.
- A. K. A. Lasa Maricair, Esq.,
Joint Deck Passenger Broker and Dubash,
B. I. S. N. Co. Ltd., Negapatam.
- T. S. Narayana Iyer, Esq.,
Electrical Engineer, Volkart Bros., Engineers, Madras.
- P. M. Dorai Raj, Esq.,
Contractor, Puducottah Road, Trichinopoly.
- M. Achutha Naidu, Esq.,
Messrs. Hutchins & Co., Wallajah Road, Madras.
- Rev. R. B. Spear,
Methodist Mission, Dharapuram, Coimbatore.
- AR. A. Shenbaga Nadar, Esq.,
and
P. V. P. Valasubramania Nadar,
Automobile Dealers, Madura.
- A. R. Srinivasan, Esq.,
"Srinivas", Edward Elliotts Road, Mylapore.

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

Motor Vehicles Bill, 1938

THE final views of the Association on the Motor Vehicles Bill were submitted to the Government of India on 15th June for the consideration of the Select Committee which will meet in Simla on 7th July.

The following are the terms in which Government were addressed on the subject:—

Motor Vehicles Bill, 1938

Sir,

The above Bill has been receiving the consideration of the Council of the Association, and I am directed to submit the following views to the Government of India with a request that these views may be placed before the Select Committee.

The Association has long since recognised that motor transport has outgrown the provisions of control embodied in the Indian Motor Vehicles Act of 1914 and that a complete overhaul of the Act should be undertaken in order to suit present-day transport requirements. My Council desire me to say, therefore, that they have no hesitation in welcoming the present Bill in so far as it is designed to assist the regulation of motor transport along healthy lines.

The Bill, however, has a second object which is stated to be the co-ordination of road and rail transport. On this point my Council regret they are unable to accord their support as they find that the actual provisions of the Bill are not powers of co-ordination between various forms of transport, but powers to subordinate the interests of road transport to the commercial interests of the railways; the Transport Authorities for which the Bill provides are given power to regulate and restrict only motor transport functions and development, at the same time being charged with the responsibility of safeguarding the interests of the railways.

The only form of co-ordination, which would seem to my Council to be suitable, would be that which provided for an authority having equal powers over the Railways and Motor Transport and charged with considering the interests of both in addition to the interests of those using transport services and the interests of the public as a whole.

Unless such an Authority is to be set up, then it would seem that the Bill should be confined to the regulation of motor transport and that any Authority or Authorities set up to regulate Motor Transport should be charged only with considering the interests of that form of transport, of those using motor transport services and of the public as a whole.

But although my Council, as explained, cannot agree to motor transport being so restricted under this Bill as to promote the interests of the railways, they are fully in agreement with its being regulated to a proper standard of safety and efficiency and they fully support the principle of the Bill in respect of insistence upon a reasonable standard of maintenance of vehicles, the financial stability of the operators, compulsory insurance, enforcement of speed limits according to the conditions obtaining in individual Provinces, medical inspection of drivers, regulations against overloading, limitation of the hours of work of drivers and similar provisions.

My Council would, however, draw a line between regulations and restrictions, and as regards the latter consider that the Bill requires amendments in the following respects:—

1. Private goods vehicles should not be restricted in relation either to the area of operation or to the class of goods they may carry. Permits for such vehicles should be issued as a mere formality, as was agreed to by Sir Frank Noyce, speaking in the Central Legislative Assembly on 4-9-36, and should be valid throughout the whole area of the Province in which it is issued.

2. The restriction in regard to laden weights of vehicles should be modified and applied to axle weights only. Road damage is determined by the axle weight of a vehicle and not by the laden weight.

3. Bus services should be permitted to fix their own established rates instead of having them fixed either absolutely or within limits specified by a Transport Authority.

4. The necessity of having uniform motor vehicle rules in all Provinces should be borne in mind and a revised set of model rules should be issued by the Government of India. Provinces should follow these unless required by circumstances to make alterations to suit local conditions.

5. The provisions of the Bill designed to regulate motor vehicles to a proper standard of efficiency and safety will automatically remove the uneconomic operation of such vehicles, and the restriction of long-distance traffic specifically provided for in the Bill is therefore quite unnecessary. My Council would point out that in a country of vast distances such as India, the resources of which are mainly agricultural, a flexible and economical means of transport for the conveyance of goods to markets and ports is an important factor governing the ability of the producer to compete in the world's markets, and likewise it is no less essential for the advancement of trade and industry.

6. The procedure in respect of the issue of Public Carriers' Permits should be such that there would be an unfettered right on the part of the traders to select the form of transport which they approve and which is most convenient and economic for their purposes. No conditions should be attached to these permits in regard to routes or the classes of goods that can be carried.

7. The constitution of the Transport Authorities provided for in the Bill is unsatisfactory. The Council are strongly of opinion that it is necessary to have a Provincial policy of road transport and a policy of co-ordination between Provinces in the matter of road transport, which it is not possible to achieve on the basis of regional authorities who are empowered to lay down restrictions within the regions to which they are assigned. The Council recommend that the control of road transport should be in the hands of the Provincial Transport Authority who would be empowered to delegate functions to subordinate authorities who would then represent and act on behalf of the Provincial Transport Authority in the areas to which they are appointed. Licences and permits issued by any authority should, as at present, be valid in a whole Province and should only require endorsement from neighbouring regional authorities in the case of public service vehicles.

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The Council are also of opinion that there should be an appeal from the decisions of the subordinate Transport Authority to the Provincial Transport Authority and from the latter to a Tribunal consisting of one or more officials with judicial experience to be appointed by the Provincial Government, or alternatively to a High Court Judge nominated by the Chief Justice. With the above arrangement in force, provision should also be made in each Province for the constitution of a Transport Advisory Council on lines similar to that in existence in England or the conversion of the existing Provincial Boards of Communications to carry out these duties. This Council would be advisory and might be expected to be called three or four times a year into consultation by the Provincial Transport Authority.

The foregoing are the views of the Council as regards the broad principles involved. Turning to the details, I am directed to forward herewith a Memorandum setting out the opinion of my Council in respect of those clauses upon which they desire to submit their views.

I have the honour to be,
Sir,
Your most obedient servant,
(Sd.) H. C. SMITH,
General Secretary.

In dealing with the various clauses of the Bill the Association have briefly made the following comments:—

Chapter I. They favour compulsory insurance but they consider that it should not be enforced except as an all-India measure. They recommend that an earlier date than five years be fixed for it to be simultaneously compulsory throughout India.

The remainder of the Chapter deals with definitions and in this connection the Council have proposed certain additions, modifications and clarifications in their wording.

Chapter II. Provides for the licensing of drivers and their validity throughout British India. Council have recommended that licences issued to *bona fide* residents of Indian States or Foreign Settlements should only be valid in British India provided these States reciprocate.

Other clauses in this Chapter deal with the conditions under which licences may be issued, revoked or refused.

Chapter III. Deals with the registration of machines and lays down that a vehicle once registered shall not require to be re-registered elsewhere in British India, except where a vehicle registered in one Province remains in another for a period exceeding 12 months.

Council have suggested that motor vehicle Registration Certificates issued in Indian States and the French or Portuguese Settlements should not be valid in British India unless the same privileges are extended to vehicles visiting them and registered in British India.

This Chapter also provides for the issue of a certificate by the maker or assembler stating the maximum laden and axle weights for which a vehicle is designed. Council have suggested, in view of the danger of abuse of the privilege by small assemblers, that the assembler should be one duly authorized by the original manufacturer of the vehicle to prepare and sign such certificates.

Chapter IV. This Chapter deals with the co-ordination aspect which without control is stated to be an impracticability. It, therefore, covers special legislation for the control of trans-

port vehicles, i.e., vehicles carrying passengers for hire or reward or goods whether for hire or reward or otherwise.

Under the provisions in this Chapter no transport vehicle may use the road unless under the authority of a permit issued by the transport authority. It also lays down that Local Governments shall appoint Regional Authorities to operate within specified areas within the Province.

Council hold the views, as expressed in their covering letter to Government, that co-ordination of road and rail transport cannot be achieved except by an authority having control over both forms of transport and that as the authorities contemplated in the Bill have no control over the railways, they are unsuitable. The re-organisation of road transport contemplated in the Bill is considered by Council to be a prerequisite to co-ordination between different forms of transport and the latter objective should be provided for in an entirely separate Bill. Holding these views they have recommended a number of consequential amendments to this Chapter.

Chapter V. Imposes on the owners of Motor Vehicles the obligation to maintain their vehicles in proper repair and in an efficient state and gives powers to the Provincial Governments to make rules in this connection. Council have recommended that Government of India should draw up model rules with a view to securing as great a measure of uniformity in rules throughout the different Provinces as Local conditions will permit.

Chapter VI. Provides for the control of traffic and it lays down speed limits for different categories of vehicles which Council have recommended should be left to Provincial authorities.

The Chapter also lays down a limit of weight of vehicles using the roads. Council have objected to this as being unscientific for if the measure is to save the road surface there are other factors such as axle weight, tyre equipment and speed by which such damage is determined. They have suggested that the axle load should be increased from 9,000 lbs. as laid down in the Bill to 10,600 lbs. which will permit vehicles equipped with dual 32 x 6 tyres to operate to their fullest economic extent.

Chapter VII. Prescribes the conditions subject to which motor vehicles brought temporarily into India may be possessed and used in British India.

Chapter VIII. Deals in detail with the conditions of compulsory insurance in regard to which Council have made one or two minor comments.

Chapter IX. Deals with offences, penalties and procedure in regard to the provisions of the Bill.

Chapter X. Provides for certain exemptions.

There are in addition eleven schedules connected with the Bill covering application forms for driving licences, the licensing of vehicles and various certificates, also conditions of Driving Tests. Other schedules cover proposed registration marks, maximum loads for pneumatic tyres of various sizes, speed limits, road traffic signs, driving regulations and signals.

Statistics on Carriers' Licences in Great Britain

The following statistical information relates to goods vehicles authorized to operate in Great Britain under Carriers'



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Licences as given in the Baillie Report on the Regulation of wages and conditions of service in the Road Motor Transport Industry, dated May 1937.

The Road and Rail Traffic Act, 1933, introduced three classes of carriers' licences, A, B, and C.

The Public Carrier's (or A) licence entitles the holder to use the authorized vehicles for the carriage of goods for hire or reward, but, in general, for no other purpose.

The Limited Carrier's (or B) licence entitles the holder to use the authorized vehicles for the carriage of goods either in connection with a trade or business carried on by him or (subject to any special conditions attached to the licence) for hire or reward.

The Private Carrier's (or C) licence entitles the holder to use the authorized vehicles for the carriage of goods in connection with any trade or business carried on by him, but (with certain limited exceptions) not for the carriage of goods for hire or reward.

At 30th April, 1936, the number of licence-holders of each class, and the numbers of vehicles authorized under each class of licence were:—

	A	B	C	Total
Licence-holders	27,755	34,119	161,221	223,095
Vehicles authorized	102,855	54,590	329,195	486,640

The industry is in general composed of fairly small units; the average number of vehicles specified on an A licence is about $3\frac{3}{4}$, on a B licence $1\frac{1}{2}$, and on a C licence 2.

It is difficult to draw an exact line of demarcation between carriers for hire and reward and private carriers since the two meet in the person of the B licensee; further, there is a certain amount of overlap between the three classes, since numbers of operators hold more than one class of licence.

Public Carriers, under A licences, constitute about $12\frac{1}{2}$ per cent. of the total number of licensees and control over 21 per cent. of the total vehicles authorized. Roughly two-fifths of the A motor vehicles are held by operators of less than 5 vehicles each, nearly one-third by operators of 5 to 25 vehicles each, and just over one-quarter are held by operators of more than 25 vehicles. The railways and the road transport undertakings controlled by them own about 13 per cent. of the "A" vehicles.

Limited Carriers, under B licences, constitute about 15 per cent. of all licensees and control about 11 per cent. of the authorized vehicles. They are in general smaller operators than are A licensees. About four-fifths of the authorized "B" vehicles are held by operators of less than 5 vehicles each and only about one-fiftieth by operators of over 25 vehicles each. Of the 34,000 odd B licensees, about 40 per cent. are coal, coke and peat merchants or agents or colliery proprietors; about 8 per cent. are builders, builders' merchants, plumbers, decorators or gasfitters; $6\frac{1}{2}$ per cent. are farmers, dairymen or livestock dealers; and about 6 per cent. are greengrocers or fruiterers. Nearly 18,000 B licensees are authorized to carry general goods, but of these about 54 per cent. can only carry within 20 miles; over 10,000 are authorized to carry builders' materials, but about 45 per cent. of these can only carry within 20 miles; 5,500 are authorized to carry coal, etc., but of these nearly 70 per cent. are restricted within 20 miles. Nearly 40 per cent. of all descriptions of goods authorized to be carried for hire or reward under B licences fall within a 20 miles radius.

Private Carriers, under C licences (sometimes called "ancillary users") comprise over 72 per cent. of all operators and

nearly 68 per cent. of the vehicles. There are no statistics available showing the distribution of ownership among C licensees.

Transport Advisory Council Committee on "Services and Rates"

Towards the end of 1937 the Transport Advisory Council in Great Britain adopted the recommendations of a special committee appointed by them to investigate the subject of 'service and rates' in relation to goods traffic borne by rail, canal, road and coastwise shipping.

The Committee came to the following general conclusions:—

- that, with a view to avoiding unnecessary overlapping of services and uneconomic competition, it is desirable to establish as great a degree of co-ordination as possible among the various forms of transport engaged in the carriage of goods, so as to ensure that each form of transport is used to the greatest national advantage;
- that the best line of approach to achieve co-ordination is to aim at securing for traders adequate alternative facilities, care being taken that the resultant competition is on fair terms; and
- that there should be an unfettered right on the part of the trader to select the form of transport which he approves and which is most convenient and economic for his purposes.

They go on to say in their report that:

"It is, therefore, our view that any attempt to dictate services and to endeavour to decide that certain goods should go by certain forms of transport would be impracticable, and would certainly not be tolerated by public opinion. We hold that all forms of transport should, where practicable, be rate-controlled, with publication and non-discrimination, in order to ensure a fair basis of competition, and we proceed on the assumption that, if the rates charged are stabilized within each form of transport and voluntary agreements are then concluded between the various forms of transport, the greatest possible degree of co-ordination will be secured, since each form of transport will tend to carry those traffics to which it is best suited. In this we are in agreement with the view expressed by Mr. Oliver Stanley, then Minister of Transport, who said on the Third Reading of the Road and Rail Traffic Act 1933:—

"I believe it is far better that this kind of co-ordination, which has got to come, should come through the voluntary effort and the voluntary agreement of the transport interests concerned."

In considering the co-ordination of road and rail rates the Committee came to the conclusion that:—

- The internal organization of the Road Transport Industry must be regarded as an essential preliminary to further progress; and
- The stabilization of wages, working conditions and rates within the Road Industry requires to be dealt with before serious progress can be made in its relation to other forms of transport.

Although conditions in England and those existing in India are by no means similar, the foregoing conclusions of the Transport Advisory Council in regard to the need for the internal organization of the Road Transport Industry apply nonetheless in this country and go to substantiate the views of this Association on the Motor Vehicles Bill inasmuch that the Bill should

deal first with the organization of road transport and that co-ordination between other forms of transport should come later.

British Road Federation and Co-ordination

The British Road Federation submitted an extensive memorandum to the Transport Advisory Council on the question of service and rates from which the following passages might be of interest to our readers particularly at a time when the question of road transport control and co-ordination is so much before the public in this country.

Possible lines of approach to co-ordination and division of function.

Desire for further co-ordination.—There appears to be a widespread feeling that a closer degree of co-ordination between the different agents of transport than at present exists is necessary in the interests of the public, but that such an objective cannot be reached until each branch of transport has achieved a satisfactory measure of internal co-ordination. It must, therefore, be borne in mind that any scheme for the road haulage industry to "put its own house in order" must be framed with this end in view, so that it may ultimately fit into a larger scheme for the co-ordination of transport as a whole. It may appear rather premature to plan further steps towards co-ordination before the full results of the Road and Rail Traffic Act have had time to become apparent, but some time must elapse before the next road transport legislation can be placed on the Statute Book, and an early indication of the trend of thought among road operators may be useful.

Scope of Co-ordination. Co-ordination is a word which has enjoyed considerable popularity of recent years without having achieved any exactness of definition. In the case of the road haulage industry, however, it may be taken as affecting scope of services rendered ("division of function") and rates, and it is, under these two headings that the subject can most conveniently be approached. The road haulage industry suffers, however, under a severe handicap compared with the railways, in putting forward recommendations, owing to the lack of detailed official information as to road haulage activities. It is, nevertheless, possible to lay down certain broad principles with regard to services, which would appear, to those engaged in the road haulage industry, to be matters of fundamental importance, and to draw up a scheme by which road haulage rates could in time be effectively controlled, and perhaps ultimately brought into a working relationship with railway rates.

Freedom of the Trader. An "authoritarian" solution would, however, be quite foreign to the spirit of British business. The trader, within limitations, is still free to decide how he will despatch his traffic, whether by road haulage, rail, water or air, or in his own vehicles. He makes his decision according to the relative cost and convenience of the different means of transport at his disposal: Thus the efficiency of all agents of public transport is promoted by the necessity, under which they all labour, of having to sell their services to the trader and not merely reap the fruits of a monopoly. If a trader uses a particular method of transport, it may be assumed that he finds it either cheaper or more convenient than the alternatives. Any limitation of choice imposed on the trader means that he runs the risk of losing something in cheapness or convenience, through being compelled to make use of an agent of public transport, which, had he remained free to choose, he would not have employed. Transport should be the servant of the community, and any "authoritarian" restrictions of the kind envisaged will tend to increase costs of production and distribution. Put very

briefly, if a trader prefers one form of transport to another, he usually has good reasons for his preference.

"Division of Function" through the Rates Structure. Any "division of function" should, in the opinion of the road haulage industry, result from the rates charged and the efficiency of the alternative services offered. Should the rates charged be made to reflect at all accurately the differences in the cost of service of road and rail, an "economic" "division of function" left to the trader would result in each piece of transport work being performed by the agent of transport able to undertake it most cheaply and most efficiently, and would represent the maximum economy in operation for the transport industry as a whole. It has, however, frequently been stated that the railways do not know the cost of any particular piece of transport work, owing to the difficulty of making a fair allocation of "fixed charges." The same also applies to the difficulty of allocating charges over the different items making up a single train-load, so that even the direct costs may present a complex problem. It is suggested, however, that the closer railway charges can be made to approximate to railway costs, the more economical, in the national sense, will be the "division of function." It may well be that the true railway costs for many of their "competitive traffics" are higher than their current charges, and it is possible that the profits of the railway companies are actually made in the heavy standardized traffics on main routes in which the roads are least competitive. The difficulties of the railways concerning their costs are, however, a factor which would apply equally, whether a policy were adopted of an "economic" or an "authoritarian" "division of function." If an "economic" "division of function" be accepted as desirable, the problem of co-ordination is at once relegated from one of "limitation of function" to one of "rates and services."

"Obligation to Carry." Before leaving the question of services, it is necessary to make some reference to "obligation to carry", since it is often pointed out that the railways are compelled by Statute to accept and carry at published rates any traffic given to them, while the road haulage industry is exempt from any such obligation. It must, however, also be remembered that the railways are free to use whatever quantity of rolling stock they like in connection with their traffic, while road hauliers are restricted as to the number of lorries they may operate. It would seem completely illogical, on the one hand, to tell a haulier he may only have five lorries, and on the other to tell him he must carry all traffic offered to him. So long as there is restriction of the number of lorries, there can be no acceptance of a general "obligation to carry." It is possible, however, that a limited "obligation to carry" might be workable on the lines that a haulier normally undertaking a particular type of service must not refuse traffic, provided he has space in his vehicles available for that traffic, although the difficulties of enforcement would be very great. It is doubtful, however, whether any practical purpose would be served by the enforcement of a limited "obligation to carry" of this kind, since the implication of the proposal, viz., that hauliers with space in their vehicles refuse consignments for places to which their vehicles are going, which would pay their usual rates, is in itself absurd. An "obligation to carry," moreover, necessarily presupposes the fixing and enforcement of maximum rates.

Free Co-ordination to allow for changes in "Division of Function." It is appreciated that the determination and enforcement of a road rates structure would require considerable time, but it is felt that there is perhaps a tendency to over-emphasize the urgency of some of the problems demanding solution, and that far better ultimate results would be achieved

through the more or less free co-ordination of all forms of transport through rates structures, than can be achieved by arbitrary restrictions. The relative efficiency and usefulness to the community of the various forms of transport has altered in the past and will no doubt continue to alter in the future; any scheme of co-ordination should be sufficiently flexible to allow changes in the "division of function" to be made, as the relative efficiency of the different forms of transport alters or as new forms arise. In theory it might be possible to achieve this by a centralized control embracing all agents of public transport, which would have no axe to grind in preferring one form rather than another, but in practice there would be insufficient incentive to increase efficiency, and the unwieldiness of such a huge organization would make changes difficult, while there might be an unwillingness to provide for a sufficient rate of obsolescence in the different instruments of transport.

Independence of each Agent of Transport under a supreme Tribunal.

The best results are likely to come from an ultimate co-ordination based on each agent of transport being able to speak as a co-ordinated unit, and having every incentive to improve its efficiency and increase its traffic, with some form of Supreme Tribunal to co-ordinate rates and adjudicate upon disputes. Such a system would leave a useful element of competition and take full account of the realities of technical change, while avoiding the difficulties besetting complete amalgamation. It must, however, be emphasized that a solution on these lines can only be treated as a goal for the distant future.

Annual Report of the Safety First Association

Another year's most useful work is set out in the Annual report of the Safety First Association. The Branch Committees are to be congratulated on their success. The year opened with two active Branches in Bombay and Bengal and in July a third was opened in Bihar with headquarters at Jamshedpur. The Association has stimulated individual and private agencies to take an active interest in the problem of preventing accidents. It has served the whole country as an authentic clearing house of accident prevention information. It has carried out more publicity on the causes and methods of accident prevention.

The work calls for good-will and financial support from all public-spirited citizens, civic organizations, commercial and industrial bodies, etc.

Jubilee of the Pneumatic Tyre—1888-1938

The Dunlop Rubber Co. celebrate this year their fiftieth anniversary of the pneumatic tyre.

The first pneumatic tyre made for commercial use can be seen in the Royal Scottish Museum, Edinburgh. It is the front tyre of a bicycle to be equipped with pneumatic tyres. A tyre which was ridden 3,000 miles, was never punctured and never removed from its rim.

To-day there are tyres for every kind of mechanically propelled vehicle for horse-drawn and animal-drawn equipment. Dunlop tyres for the largest Imperial Airways liners are 22 inches thick and can carry more than eight tons each.

In India to-day the Dunlop Rubber Co. are, amongst other things, making pneumatic tyre equipment for bullock carts. There is a great field for development in this direction when one considers the millions of bullock carts in use in the country. We wish them success; for every vehicle so equipped saves the public money in reducing the cost of road maintenance.

Road-Rail Co-ordination in France— Branch Railway Lines

According to a plan which is now in operation to provide more economic co-ordination of road and rail transport, over

2,000 miles of French railways will be closed. The sections in question are to be replaced by bus routes.

This reminds us of the recommendation of the Wedgwood Railway Enquiry Committee (1937) on the subject of "Closing of Branch Lines." The Wedgwood Committee states that insufficient attention has been given in India to the question of closing unremunerative branches, particularly in cases where there may be reason to think that the branch has been rendered unremunerative by the development of motor transport. The Committee recommends that the position of Branch Lines, particularly those affected by motor transport, should be reviewed periodically and if it is found that the continuance of the branch is costing and is likely to cost more than it brings in, the administration concerned should report the case to the Railway Board with its recommendation as to the steps to be taken. The Board could then decide whether, in the interests of the community generally, the loss involved should, or should not, be allowed to continue. The Committee goes on to say:

"The same conditions apply where the problem involved is the discontinuance of a passenger or goods service without the actual closing of the branch itself.

Before any final step is taken, we assume that the Board will approach the Provincial Government concerned and ascertain whether they would be prepared to make any contribution towards the continuance of the branch or service.

On the question generally, we see no justification for the maintenance of an unremunerative branch line service at the expense of the railways as a whole or of the general taxpayer, and we consider that, apart from exceptional cases, such services should be withdrawn. This applies particularly to narrow-gauge lines which with their speed limitations are quite unequal to facing bus competition. In the general interest the sooner the situation is recognized the better."

Technical Sub-Committee of the Transport Advisory Council

It will be remembered that the President of the Association, while referring to the Transport Advisory Council in the course of his address at the Annual Meeting on 29th April, stated that that Council has appointed a special Technical Sub-Committee to tender advice on specific matters, and that the composition of the Sub-Committee as laid down provides for the co-option of two non-official members.

Early in May the Association was informed by the Government of India that the first meeting of the Sub-Committee was being held in June and that Government would be glad if the Association would suggest the name of a person interested in transport problems in India who could be nominated to the Sub-Committee for the purpose of this first meeting. The Council of the Association decided to suggest the General Secretary who was accordingly co-opted to the Sub-Committee by the Government of India, and he (Colonel Smith) attended the meeting, which was held in Simla on the 6th, 7th and 8th June. The questions placed before the Sub-Committee for discussion related to the regulation of motor transport and other matters covered by the Motor Vehicles Bill.

Five-Year Plan of Rural Road Development: Madras

It is understood that a comprehensive five-year rural road development programme will shortly be launched by the Madras Government after hearing from all the 24 district boards in the Presidency which have been circularised to submit schemes not exceeding Rs. 2,00,000 for each district. The whole scheme is expected to cost not more than Rs. 50,00,000.

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LONDON MOBILE POLICE PATROLS CHOOSE TRIUMPH

SOME weeks ago a considerable amount of publicity was given by the national press of England to the use of motor cycles by the London Metropolitan Police. The selection of these machines was controlled by New Scotland Yard Engineer's Dept., who in recent years have built up a highly efficient and specialised organization for the careful selection of suitable motor transport of all kinds, for Police use.

After selecting eleven important British makes, and subjecting them to the most stringent tests in the hands of 110 mobile police officers, the final choice fell on the new Triumph Speed-Twin.

When one considers that these machines were tested under all possible conditions likely to be met with, such as bye-pass roads where speeds of 90 m.p.h. are sometimes necessary for police chasing, down to the most congested traffic conditions such as are found in Piccadilly Circus and Oxford Street, some idea of the varied requirements of the successful machine can be obtained.

It is well known that a motor cycle is a type of vehicle which is eminently suitable for Police patrol and traffic regulation on modern roads, and although the London Police have used various makes of machines for a number of years, they all had considerable shortcomings in one way or another. Therefore the accumulated data obtained by this experience has enabled the Police Engineer's Department of New Scotland Yard to draw up a schedule of tests which would exactly fit the re-

quirements. Some idea of the headings of these individual tests can be obtained from the following:—

Performance: Test standing quartermile and maximum speed with full equipment at Brooklands.
Petrol consumption.
Engine idling.
Mechanical and exhaust noise.
Oil Leaks.
Clutch destructibility.
Flexibility in traffic.
Cruising and maximum speeds in gears.
Steering at high and low speeds.
Ease of gear change.
General comments.

There is no doubt to-day that the Police Department of Great Britain is extremely efficient, and numbers amongst its staff and personnel highly skilled and specialised engineers and some of the finest motor cycle riders, many of whom have been culled from the ranks of competition motor-cyclists, and it must be gratifying to the Triumph Company to feel that the new Triumph Speed-Twin more nearly filled these stringent requirements after extended tests, than any other make tested.

One of the special London attractions now being held at Olympia is the International Horse Show, and the programme will include a display by Police Patrol men on motor cycles, all of whom are mounted on the new Triumphs.

The Modern Woman : Up-to-date at a Bound

AN old lady of 93, Mrs. Ann Budd, living in Hampshire, recently expressed a wish to travel in an aeroplane. When the South Hants Motor Company, of Southampton, heard of her request, they offered not only to arrange for her to fly, but also to introduce her, in one day, to most of the transport developments which have taken place during her lifetime.

The programme began by a journey in a fleet of Ford V-8 cars, accompanied by the Mayor of Southampton, to Southampton airport, where the mayor accompanied the old lady on her flight. After a luncheon in her honour, she was the guest of the Cunard White-Star Line on the "Queen Mary", then in dock, and after tea she was invited to take a ride in a speedboat, powered by a Ford engine.

Thus she experienced four of the most modern methods of transport in one day—flying, motoring, speedboating, and life on board the world's largest liner.

Leave Arrangements—A Correction

In the "NOTES from LONDON" published in our April 1938 issue, one or two discrepancies have been brought to our notice which we desire to correct. These are as follows:—

Page 137, paragraph under caption "Leave Arrangements":—(i) The distributors for Humber, Hillman and Talbot cars in the Madras Presidency are Messrs. Simpson & Co. Ltd., 201, Mount Road, Madras. (ii) The ultimate sentence of this paragraph must be cancelled—driving and technical instruction is not given free.

Page 137, paragraph under caption "Guaranteed Resale":

(iii) The figure 70, where it appears the first time, i.e., "after three months" should read 75%.

Indian Casket for Mr. Henry Ford

To commemorate the 75th birthday of Mr. Henry Ford, which he celebrates today, July 30th, the Ford Dealers in India have sent to him a proper 'deshi' gift in the shape of an address contained in a magnificent Indian Silver Casket.

Made of pure Indian Silver throughout, the casket was made by Indian craftsmen and shows famous Indian views such as the Taj Mahal (Agra), Gateway of India (Bombay), Kutab Minar (Delhi), Victoria Memorial (Calcutta), Golden Temple (Amritsar), etc.

THE MOTOR VEHICLES BILL

Extract from the Legislative Assembly Debates, Vol. II No. 15.

The Assembly met in the Assembly Chamber of the Council House at New Delhi, on Monday, the 21st March, 1938.

THE Honourable Sir Thomas Stewart made the following speech when he introduced the proposed new Motor Vehicles Bill:—

Sir, this is the third occasion within the past two years on which the Government of India have brought forward in this House an amending Bill of major importance, and when I apply the term "major" to this Bill, it is not because of its size but because of its subject matter and it is that which makes it comparable with the Companies Act and the Insurance Act amending Bills which have recently been put on the Statute-book. The Bill is, I confess, a formidable document, and I must ask the indulgence of the House if I take up some little time in my endeavours to explain what has been its origin, what is its structure and design and the background against which we must view it.

It will be seen from the Statement of Objects and Reasons that the Bill has two main objectives: one, to codify and bring up to date the law regulating motor vehicles in India, and secondly to make possible the co-ordination of the various forms of transport which for so long has been considered to be desirable. It is not possible to keep these two aspects of the Bill entirely separate, and in the following summary of the events which have led up to the introduction of the Bill, I shall confine myself to a chronological statement of what has happened and will make no attempt to separate out the emergence of problems of one sort or the other.

The basic law in regard to the regulation of motor vehicles is the Act of 1914. This is a comparatively short measure of 20 sections only, and its brevity is easily understandable when one thinks back to what was the state of development of motor traffic 24 years ago. But the Act of 1914 does not constitute the entire corpus of motor vehicle law in India. The various Provincial Governments have from time to time taken advantage of the powers given by section 11 of the Act and have framed rules and these rules form a very considerable volume of subsidiary law. It is somewhat surprising that only one or two Local Governments have taken advantage of the opportunity that was afforded by the constitutional changes of 1919 to pass legislation supplementary to the existing Act.

In the period during the war there was little development of motor traffic. One of the principal reasons was that it was very difficult to get delivery of motor cars; but by the middle of the 1920's, the road problem had become very acute and as a result of a Resolution passed in the Council of State in February, 1927, there was appointed the Indian Road Development Committee under the chairmanship of Mr. M. R. Jayakar. This was a Committee of both Houses of the Legislature and it was asked to examine the desirability of developing the road system of India and in particular the means by which such development could be financed. The main recommendations of the Jayakar Committee were these; that road development was eminently desirable, but adequate measures for its development were beyond the ordinary resources of the Local Governments and local bodies who were responsible for the maintenance of roads and for their development. The Committee

therefore suggested that it would be reasonable to consider that the development of a road system was a matter of national concern and that such development should be, to some extent at least, a fair and reasonable charge upon central revenues. They went on to suggest that in order to finance road development a special tax should be imposed and, contrary to usual practice, the proceeds of this tax should be applied to the one specific object of road development. It was suggested that a proper tax would be a surcharge on the existing duties, excise and customs, on motor spirit. The committee realised that if a fund was to be raised from central taxation it was constitutionally desirable that the Centre should have control over the distribution of this fund and the Committee recommended that distribution should be made to the provinces in accordance with principles laid down by the Central Government and after a Standing Committee of this House had approved of the individual schemes to which it was proposed to apply the provincial contributions. They did not suggest that the whole of the money should be distributed to the provinces but that a certain portion should be retained at the Centre to be applied for research, for intelligence and, in necessitous cases, as grants-in-aid to the provinces. They also put forward the proposal that the activities of the Centre and of the Provinces in regard to road development should be co-ordinated and they suggested that there should be frequent meetings between representatives of the provinces and those Members of the Government at the Centre who were concerned with communications. But, while they were considering the question of road development, the Committee also considered the question of motor regulation. They found that as they went from province to province there was no uniformity and they very strongly recommended that steps should be taken to evolve some harmonious scheme of codification which would remove the difficulties under which the users of motor cars suffered as they moved to and fro in India.

The first step to implement the recommendations of the Jayakar Committee was taken in the Finance Act of 1929 when there was imposed an additional duty of two annas per gallon on motor spirit. It was somewhat more difficult to secure agreement with the Provincial Governments as to the principles that were to be applied when the road fund was distributed. At a conference that was held the provincial representatives pressed for the recognition of an unconditional right to utilise their share of the road fund as they chose. This was a position that the Central Government could not accept, though in deference to the very strong expressions of opinion by the Provincial Governments, the Government of India were prepared to limit their interference with Provincial Governments to an examination of the schemes which the Provincial Governments proposed to undertake.

As regards the codification of motor rules and regulations there was much more unanimity and in a conference held in 1931 between the representatives of the provinces and of the Government approval was given to draft a set of model rules. When, however, this draft came under scrutiny in our Legislative Department, it was found that the law of 1914 could

not support so comprehensive a code, and, therefore, the project was necessarily held in abeyance until some more substantial basic law was passed. What we did do was to send to the Local Governments so much of the code as we thought was justified by the 1911 Act and left it to them to make such use as they could of the material we had supplied. Meanwhile, we had been seeking to give a more concrete definition to the principles upon which the distribution of the road fund should be based, and in the budget Session of 1930 there was adopted by both Houses of the Legislature a Resolution which set out in definite terms the conditions on which the provinces were to share in the Road Fund. The main provisions of this road Resolution were these. In order to provide some degree of continuity the duty was, in the first place, to remain in operation for five years. Out of the total proceeds of the duty, ten per cent. was reserved as a central reserve to be applied as I have just described, and the remaining 90 per cent. was to be distributed amongst the provinces, minor administrations and States in the same ratio as the petrol consumption in these areas. All schemes in respect of which expenditure from the road fund contribution was to be incurred required the previous approval of the Government of India, acting on the advice of the Standing Roads Committee. We had just at that time got into the great economic depression and in 1931 our scheme required some modifications. On the credit side of the account we had the surcharge imposed by the Supplementary Finance Act of the autumn of 1931 which meant that the Road Fund increased by 25 per cent. On the other hand, we were faced with the position that the provincial shares, instead of being, as they should have been, applied to develop provincial roads, in fact, became the only means that the provinces had in order, not to develop their roads, but to maintain them with even moderate efficiency. The fact was that a new road at that time, because of its maintenance charges, was a liability and not an asset or an advantage to some of those provinces, and it was with some reluctance and only because of the sympathy for some of the more needy provinces that the Government of India agreed to a temporary diversion of the Road Fund to purposes of ordinary maintenance, and these diversions were treated as temporary, non-interest bearing loans, which had to be returned in due course to the Road Fund. Several of these loans were given but all of them have since been repaid.

From what has been said, I think it will be apparent that by 1931 steps had been taken to bring about a co-ordination of the rules and regulations governing motor vehicles. There had also been steps taken to bring about a co-ordination of road development policy, but it then became apparent that co-ordination had to go one step further. Road development had been pushed on without any very great regard to existing means of communications, and, I fear, without any very great regard for the interests of our railway systems. There was raised then the problem of road-rail competition and that we regarded as a matter of national interest since it affected our greatest national asset. It was felt that it was desirable to carry out an examination of the nature and intensity of this problem, and in July, 1932 two officers of the Government of India, Mr. Mitchell and Mr. Kirkness, were placed on special duty in order that they might investigate the problem. The Mitchell-Kirkness report was received in January, 1933, and in April of that year there was summoned to Simla the Road-Rail Conference. The meeting of this Conference was a significant event in the transport history of India. It consisted of representatives of the Central Government, representatives of the Local Governments,—the Ministers or Members who were

charged with administration of roads,—representatives from the railways, whether Company-managed or State-managed, representatives from the river transport companies, and, finally, from road development interests. It may be claimed, therefore, that any decisions taken by that body are decisions that are entitled to respect. When so many divergent interests have expressed themselves in agreement, that agreement must carry with it some considerable authority. The Resolutions are interesting and those who want to read them will find them in the appendix at the end of the printed proceedings of the Road-Rail Conference. But I should like to read over to the House the first of their Resolutions because it seems to me that it constitutes the confession of faith of those varying interests. The Resolution reads as follows:

"This Conference is of opinion that, in the general public interest, the time has come for increased co-operation and a more intelligent co-ordination of effort between the various authorities and interests concerned, in the matter of:

- (a) future Railway development, and of
 - (b) the future development of road communications,
- whether used for motor transport or other purposes, so as to secure a more comprehensive and uniform plan of general development than at present exists.

In areas where uneconomic competition between railway and road transport has been proved to exist, such increased co-operation and co-ordination may necessitate the adoption, by mutual agreement, of measures designed to reduce such uneconomic competition to the minimum compatible with the maintenance of healthy competition.

Any comprehensive or uniform plan of general development must sooner or later involve a gradual expansion of facilities for rural motor transport, complementary to the railways and to other existing arterial forms of transport, but as internal district communications—apart from the main arteries—are largely controlled by local bodies, and intra-provincial co-ordination of effect must necessarily in the first instance be a matter for the Local Governments and Legislatures, who, in such matters, should consult and, to the best of their ability, co-operate with the Railway and other interests concerned."

I venture to think that few Members here will deny that in essentials this statement of the Road-Rail Conference is correct. I should also like to make a very brief mention of two other Resolutions which were adopted at the Road-Rail Conference and I do so because they have a very direct relevance to what will come later on. Firstly, the Conference was of opinion that the Road Fund should be continued permanently and at the same time that there should be a reconsideration of the classes of roads to which it should be applied. Previous to the Conference, there had been a tendency to concentrate on trunk roads and to refrain from the development of feeder systems. Secondly, the Conference recommended that there should be set up both in the provinces and at the Centre some machinery which would ensure the permanent co-ordination of the efforts that were being made in regard to traffic control and to road development.

The immediate results of the recommendations of the Road-Rail Conference were two. The Government of India accepted the recommendation that the Road Fund should be continued and they started again, in consultation with provincial authorities, to consider whether it was necessary to make any changes in the principles laid down to govern the distribution of the Fund. The same arguments as had been put forward



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MADRAS.

in 1930 on behalf of the provinces were again pressed and again the Government of India had to refuse to the provinces the unconditional right to dispose of their share of the Road Fund as they wanted. On behalf of the smaller provinces, the more backward provinces so far as road development was concerned, the plea was put forward that the basis governing the distribution of the Fund was unfair. The larger provinces and especially those with large cities in them naturally consumed a very considerable amount of petrol. Those smaller provinces who had very little in the way of roads and therefore very little in the way of motor traffic were relatively in a very much worse position than the more highly developed provinces. To meet the case of these smaller and less developed provinces it was decided that the Central reserve should be 15 per cent. of the realisations instead of 10 in order that there might be available a larger fund from which grants-in-aid to provinces like Bihar, Orissa and Assam might be given. The rules were to a certain extent liberalised in that the Government of India agreed that expenditure need not be confined to works expenditure but that it would be a legitimate charge upon the fund to pay the cost of tools or plant required in order to carry out any particular scheme of construction. The Central Government were also at that time willing to allow the provincial share of the Road Fund to be used for the service of loans that might have been contracted in order to carry out schemes of road development. These results were embodied in the Road Resolution of the 21st April, 1934.

The second result of the recommendations of the Road-Rail Conference was the setting up in the provinces of Boards of Communications and at the Centre of the creation of the Transport Advisory Council. This latter body consists of the Members of the Government of India who are concerned with communications and the provincial Members, or Ministers as they now are, in charge of roads. It was brought into being so that there might be afforded an opportunity to those of us at the Centre and the concerned authorities in the provinces to discuss freely and informally the problems of transport that were of mutual interest and concern. The first meeting of the Council was held in January, 1935, and there emerged from the discussions of the Council a concise statement of policy. This was an agreed statement but it was not of course in the nature of a protocol binding on the various Provincial Administrations. On the contrary, it was agreed that it was subject to ratification by the Provincial Governments and for that purpose it was circulated to all Local Governments and has to a greater or lesser extent been ratified by them all. The recommendations of the Conference were shortly these, that all available resources should be utilised for the development of communications which did not duplicate existing means of transport, should be utilised on providing transport facilities where these did not exist, and on the construction of feeders to main roads and railways so as to promote the movement of agricultural produce towards markets. At the same time the Conference was of opinion that steps should be taken towards traffic control. They suggested the possibility of the limitation of the number of buses and the prescription of the routes on which buses might run. They wanted to set up reasonable standards of maintenance of vehicles. They suggested the medical inspection of drivers, and insurance against passenger and third-party risks. While these questions were under the consideration of Government, it became very strikingly and painfully apparent that the development of motor transport was out-running any steps that had been taken towards

its control and co-ordination. The railways, already hard hit by the economic depression, were faced with still further and more serious losses, were steps not taken to control or stop the rot that was setting in. The Government of India felt that they must reconsider their position. They could not afford to contribute from their own resources indefinitely towards a development which was ruining their railways. They thought that two things were desirable. Firstly, that there should be a very early initiation of closer control over motor transport, so that uneconomic competition might be eliminated. Secondly, they thought that the extension of the general system of communications so as to provide new access to railways and to open up areas inadequately served should be expedited. At that time, too, it was noticed that some of the Provincial Administrations had failed to utilise the contributions paid to them, in the way in which it was intended that they should be utilised, and that these sums, and considerable sums too, were remaining unspent and were really being utilised in order to maintain the ways and means position of the provinces rather than for the purpose of road development. The Government of India, therefore, placed before the Transport Advisory Council in 1936 their proposals for tightening up the administration of the Road Fund contributions to the provinces. Their proposals were naturally not very heartily welcomed, but ultimately the new régime was accepted and was given form in the Road Resolution of 1937. The main differences that are shown in the later Resolution are these. First of all, in order to prevent the accumulation of large unspent balances in the hands of provinces, it was decided that the provincial contributions should be retained at the Centre until such time as the provinces were in a position to spend the money. Provision has also been made in the latest Resolution that the whole or part of any balances standing to the credit of a province may be resumed if that province fails to take adequate steps for the control of motor vehicles or even if it delays unreasonably in the utilisation of the funds that have been placed at its disposal. Any such sums as may be resumed will in due course be distributed to the provinces that have shown co-operation. I may state, in passing, that there has been no instance of resumption in regard to those grants which have already been sanctioned. At the same time, in order to make the control over expenditure more effective, the Government of India withdrew the permission that they had before given in respect of the service of loans from the provincial contributions.

I have departed for a minute from the chronological sequence in order to bring the Road Fund story up to date but I now come back to the second Transport Advisory Council which met in July 1936. They made four very important recommendations. First, that immediate steps should be taken to amend the Indian Motor Vehicles Act, 1914. It was their opinion that an interim measure should be passed pending the possibility of carrying out their second recommendation, *viz.*, that a complete overhaul of the Indian Motor Vehicles Act, 1914, should be undertaken in consultation with the Local Governments. Their third recommendation was that a committee should be appointed to investigate the desirability of compulsory motor insurance. And fourthly, they recommended that the incomplete road code which had been prepared and then abandoned should again be taken up. Action was at once taken on the first of these recommendations and in the September Session of 1936 there was introduced into the Assembly a Bill to carry out the interim amendment of Motor Vehicles Act. This Bill it was intended to send to a Select Committee, but the Bill was somewhat hardly handled in the

course of debate and Government accepted a motion for its circulation. I do not propose to recapitulate the arguments that were used in the course of the debate on that make-shift Bill, but I have no doubt that the Bill would have been proceeded with in due course but for two important happenings. In the cold weather of 1936 there was appointed the Indian Railway Enquiry Committee and the terms of reference to that Committee laid special emphasis on the question of rail-road competition. Again in that year we accepted the recommendation of the Transport Council in regard to the insurance inquiry and a Committee under the chairmanship of Mr. Roughton also carried out an inquiry in that cold weather. The Government of India decided, therefore, instead of going on with the make-shift Bill, that they should wait until they had an opportunity of seeing what had been recommended by the Wedgwood Committee and by the Roughton Committee and at the same time they decided to attempt the complete overhaul of motor vehicles legislation which had been recommended by the Transport Advisory Council. The result is the Bill which is now before the House.

It is a very far cry from the Act of 1914 with its 20 sections to the present Bill with 137 clauses and 11 schedules. I should like to tell the House how we set about the drafting of the Bill. We had before us a very considerable amount of material. We had the recommendations of the Jayakar Committee, of the various Transport Conferences that had met; there was the Road-Rail Conference and the subsequent meetings of the Transport Advisory Councils and on the top of this we had the Wedgwood Report and the Roughton Report. But these recommendations were all in general form and we had to consider how to give practical effect to these general recommendations. The problem was tackled in this way. Mr. Mitchell, our Consulting Roads Engineer, to whose share in the production of this Bill I should like to pay tribute here, and Mr. Reynolds, a Police officer with very considerable experience of traffic control in the Bombay Presidency, set themselves to examine the steps that had been taken in the various provinces and in other countries in order to meet those problems with which we are faced. Drawing particularly on the experience of the United Kingdom, they drew up a summary of the heads on which legislation seemed to be desirable and that preliminary summary was circulated to all Local Administrations last July. We asked them to send us as soon as possible their criticisms and their advice after consideration of the summary. In order to assist the Provincial Administrations still further, we sent Mr. Mitchell and Mr. Reynolds on tour for three months. They saw the representatives of every Provincial Government and discussed with them the proposals of mutual concern and mutual interest. They came back to us with rather heartening news. They found in every direction a readiness to co-operate and to assist and their impressions were confirmed when we began to get the replies to the references which we had made to the Provincial Governments in July of last year. The general opinion appeared to be that a complete overhaul of the existing Act was called for and that in broad outline our summary of heads on which legislation was proposed was acceptable to them. This opinion, of course, was accompanied by a most reasonable reservation. No Provincial Government was prepared to commit itself absolutely until it had an opportunity of seeing our legislation in its final form. They also made the very natural reservation that, whatever the form of the legislation, it must not trench upon Provincial Autonomy. Having got the opinions of the Provincial Governments, we then proceeded within the Depart-

ment to draft a Bill which might be laid before the Transport Advisory Council which met in December of last year. This Bill, which was, of course, purely a departmental draft, was considered by a Sub-Committee of the Transport Advisory Council which modified it and changed it in certain respects. The full Council met thereafter and considered the Bill and accepted the modifications which had been made by the Sub-Committee. At the same time, it was made clear by all representatives attending the Transport Advisory Council that their acceptance of all or any part of the Bill was subject to further opinion when they had an opportunity of studying the Bill as a whole. I want to make it clear that I am not trying to convince the House that there has been complete unanimity on all sides about the provisions of this Bill. It would be, I think, too much to hope for that in a Bill of this size and of this scope there would be complete agreement. There have, no doubt, been one or two differences of opinion that may certainly be regarded as serious and to these I shall refer later on.

Now, I turn to the Bill itself. I do not propose to take Honourable Members clause by clause through this Bill. It is in its nature a highway code and must necessarily be made up very largely of detailed and complicated provisions. If these have to be discussed, I suggest that the appropriate time for that discussion is at the Committee stage. But I should like to draw attention to the general structure of the Bill and to refer to some particular clauses where there has been any departure from the past practice or where any particularly important matter of principle is involved. The first Chapter is, of course, preliminary. It consists mainly of definitions and I think it is unnecessary that I should refer to any of those. I would, however, invite the attention of Honourable Members to sub-clause (3) of clause 1. It will be seen that whereas it is intended to put the main part of the Bill into operation at once, the insurance provisions need not come into operation until a period of five years has elapsed after the commencement of the rest of the Bill. That is a recognition of the difficulties which might be experienced in suddenly putting into operation so revolutionary a proposal as compulsory insurance. It will be remembered that early in my speech I referred to the two main objectives of the Bill, the regulative aspect and the co-ordination aspect.

In Chapter II, we find the regulative aspect. In framing these provisions we have been concerned to provide that no person who is in charge of a motor car on a public highway should, by reasons of defects of physique or of discretion or of competency, be a danger to other users of the public road. We have made provision for the issue of licences and for their revocation or suspension when circumstances have shown that the owner of the licence is no longer fit to hold a licence and, more particularly, in cases where his unfitness to hold a licence has been exhibited by a neglect of the responsibilities which are inherent in the possession of a motor driving licence. It may appear at first sight that we have introduced a very high degree of regimentation of the individual and that we are interfering with his elementary rights. Apart from the fact that the individual has no elementary right to be a danger to other people, we have provided in clause 13 some protection for the individual against the arbitrary refusal of licences. Clause 13 gives a right of appeal. Though it may be true that there is some considerable degree of regimentation of the individual, I should like to point out that the regimentation will be not by the Centre but by the Provinces who will be charged with the carrying out of these provisions. We have left them very wide rule-making powers in order that they may, according to their own wishes, regulate their licensing system.

Whereas Chapter II dealt with the man, Chapter III deals with the machine and lays down the conditions which must be fulfilled in order to secure registration of motor cars. The most important change of substance, and one that I trust will be welcomed, is to be found in clause 28 which provides that registration in any one Province will be recognised as valid for the whole of British India. This is a proposal that has sometimes been looked at with a certain amount of suspicion because of the close association that there has always been between registration and taxation, but we make it quite clear in the clause that though registration in one province means universal validity, it does not convey any exemption from provincial taxation. We have also laid down special conditions in regard to transport vehicles. In their case, we insist that their registration certificate must show what is practically the maker's specification of the vehicle and the load for which it is designed. The importance of this provision should be viewed in relation to later provisions of the Act which are aimed at the prevention of overloading of vehicles. If the controlling officer is in a position to see at a glance what is the permissible load for the particular vehicle he is then in a position to determine whether the overloading has taken place or not.

In Chapter IV, we move from the regulative to the co-ordination aspect and here we are breaking entirely new ground. There was in the 1914 Act no provision for the control of transport vehicles. The justification for introducing these control provisions, I think, must be obvious. It has been accepted as axiomatic that there should be co-ordination of all forms of transport. Now, Sir, co-ordination without control is an impossibility. Our scheme is this. No transport vehicle may use the roads unless under the authority of a permit issued by a transport authority. It will be incumbent on Local Governments to appoint Regional Transport Authorities who will operate within specified areas within the province, and if they so wish they may also constitute a Provincial Transport Authority to co-ordinate the activities of the various regional authorities. The provinces will of course have the widest discretion as regards the composition and the jurisdiction of Regional Authorities. In the clauses from clause 43 onwards, we lay down the general principles which should be followed by the Regional Transport Authorities. The considerations to be kept in mind vary according to the nature of the vehicle for which the permit is asked and for that purpose vehicles are put into four classes. First of all the stage carriages; that means really motor buses on recognised and regular routes. The second class is contract carriages represented mainly by taxis. The third class is the private carrier and the fourth is the public carrier. As regards the first two and the last of these classes, the considerations which we expect will be borne in mind by the Regional Authorities are these. First of all public necessity and public convenience, the prevention of uneconomic competition and the suitability of the roads to carry traffic for public carriers. There is the further consideration that while short distance traffic and the carriage of perishables by road should not be interfered with, long distance transport should ordinarily be left to the railways. We make a distinction in favour of the private carrier. He is not required to justify his application as the public carrier may be called upon to do and provided the roads are fit to carry extra traffic, it should be the case that the private carriers permit will be issued as a matter of course.

In this Chapter, in clause 61, we have introduced what I think is probably entirely a new provision. We have laid down limits for the hours for which the drivers of motor transport vehicles might work. It is well known that a very frequent

cause of accident is the weariness of the driver who has been overworked and has been driving for too long a period. I have informed the House that the intention of the Bill is that it should be obligatory on the Provinces to set up Regional Transport Authorities. To this proposal exception has been taken and it has been proposed that the Bill should be permissive and should not be a mandatory measure. The Government of India, I may say, attach the very highest importance to the mandatory character of this particular provision. We are very happy to acknowledge the spirit of co-operation that is being shown in many of the provinces. We feel, however, that unless the control of transport is on a secure basis there seems little hope of carrying out successful and complete co-ordination, and we cannot think that control could ever be on a secure basis unless this particular provision is made mandatory.

Chapter V imposes on the owners of motor vehicles the obligation to maintain these vehicles in proper repair and in an efficient state, and we have given very wide powers to Provincial Governments to make rules to ensure that all motor cars operating within their jurisdiction should conform to standards which make for public safety and which make for public convenience.

In Chapter VI we provide for the control of traffic. First of all, we seek to lay down speed limits and in the Eighth Schedule will be found the speed limits which have been suggested for various categories of vehicles. These limits have been reached after discussion with traffic authorities and after consideration of the safe speed in each case. The chapter goes on to lay down the limits of weight for vehicles using the roads. This is to some extent a safety provision but its value is greater to those who are concerned to maintain the roads. It is of the utmost importance to them, with their limited resources, that such vehicles should not be allowed on the roads as will rapidly cause them to deteriorate. We lay down these maximum limits of weight and speed, but we give Provincial Governments full power to vary them should the particular circumstances of any or all the roads in their provinces necessitate a modification. The rest of the chapter resembles very much what is called the Road Code in the United Kingdom, that is to say, provides for the erection of traffic signs, for the giving of manual or mechanical signals, definition of parking places and so on. These are all matters of detail.

Again Chapter VII is not of any considerable importance. It merely seeks to give effect to an international Convention for the circulation of motor vehicles. It covers the case of tourists arriving in this country for temporary sojourn. An international driving pass and international license will be recognised under this law as an effective substitute for a local license and registration.

Chapter VIII requires somewhat longer mention. This is a chapter which deals with compulsory insurance.

Our proposals in this connection are based on the recommendations of the Motor Vehicles Insurance Committee. In the course of the ensuing debate Honourable Members will have an opportunity of hearing Mr. Roughton who was Chairman of that Committee and he will set out the case for insurance with greater authority and greater ability than I can do. But I can only say this; that the Government of India were very greatly impressed by the facts that were revealed by the investigations of Mr. Roughton's Committee; and they have felt it incumbent on themselves to put forward proposals for the protection of that unfortunately too large number who are the

victims of motor accidents. It was somewhat appalling to read that the death rate from motor vehicle accidents in India is twice as high as that in any other country in the world. Whereas in New Zealand there are killed each year just over 7 people per 10,000 vehicles on the road, the corresponding figure for India is 100; and when we consider that perhaps the majority of the victims of these accidents here are poor and uneducated and—it may be—the sole support of a family, on humanitarian grounds alone there appears to be an overwhelming case for compulsory insurance. I recognise the strong arguments that can be advanced against it. Insurance means additional operating cost and the owners of motor vehicles who depend on them for their livelihood have very often very little margin on which to work. But the findings of Mr. Roughton's Committee have encouraged us to think that the burden that will be placed on the bus owner will not be heavy. One anna per passenger for a hundred miles or two annas per ton of goods for a whole day does not, I think, represent a very heavy incidence. The proposal has received very widespread support and though all Provincial Administrations are not in agreement with us as regards the necessity for making these provisions compulsory, we feel strongly that we must put our view before the House and ask for the support of Honourable Members.

I do not think that I need detain the House with a description of Chapters IX and X—these refer to offences, penalties and procedure. If in the opinion of Honourable Members any of these provisions are inadequate or unnecessary then the committee stage will, I submit, provide the opportunity for putting matters right. At this stage, however, I do not think they require our further consideration.

That, Sir, is an outline of our Bill. However detailed and however complicated it may seem, it may, I think, be briefly described as a measure which is designed to give effect to certain general principles the propriety of which has long been acknowledged, general principles moreover which have been debated on the floor of the House on the occasion of the motion on the Bill which we have now dropped. In pursuance of the decision of this House, the 1936 Bill was circulated for opinion and the opinions received have been given to all Honourable Members. This new Bill has been drafted after long and close consultation with provincial authorities and there will be available to the Select Committee and to all Honourable Members further opinion of Provincial Administrations and of other interests before the Select Committee meets. It is not our intention that the Select Committee should meet in the present Session. It appears preferable that it should meet some two or three months hereafter. I cannot at this moment suggest any definite date; but it will probably be in the month of July.

I commenced my speech this morning with a reference to the amending Acts in connection with Company law and Insurance law. Those Bills were debated on the floor of this House in no party spirit but in the realisation that they were for the common good. I trust that Honourable Members will regard the present Bill in the same light. It promotes the interests of no particular party, or of no particular section of the community and, Sir, that being the case I feel that I may confidently commend my motion to the House.

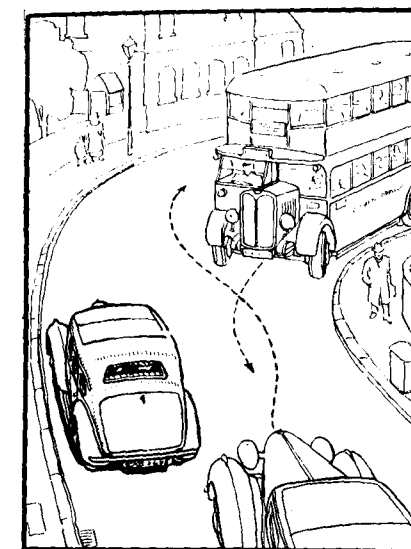
MISTAKES SOME PEOPLE MAKE

It is Human to Err, But Why Through Thoughtlessness?

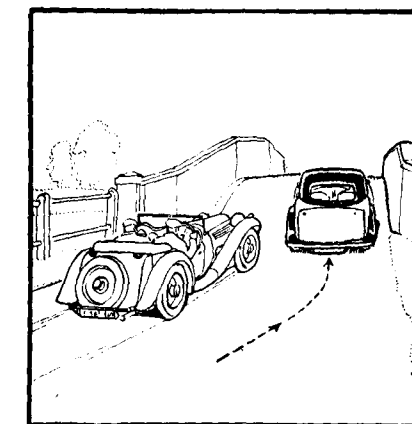
(With full acknowledgement to and by courtesy of "The Autocar")



Whatever his intentions may be, the driver of the black car is wrongly placed. He is monopolising the roadway



If the black car is stationary, it should not be standing on a bend: if it is moving, the driver behind should not overtake.



Anyone who overtakes at a dangerous spot like this should not be allowed to drive. Think of the possibilities.

DESIGN OF MEDIAL OR DIVIDING STRIP

The Necessity of Dual Carriageways :

1. Wherever possible dual carriageways, that is, two one-way carriageways, separated by a medial or dividing strip of the greatest width practicable are desirable.

2. Where more than two traffic lanes are or may be necessary, dual carriage-ways should be provided in preference to widening the single carriageways.

Medial Strip

Design:

Width. In order to allow for the future widening of the carriage-way, and to enable the medial strip to be over-run in case of an emergency, and for the turning movements of vehicles (66 ft. is the maximum turning circle permitted) turning from one carriage-way through a communication path or gap in the medial strip into the other—a contingency which should be kept to a minimum—it is necessary that:—

1. for a 20 ft. or two lane single carriageway, the width of the medial strip be not less than 26 ft.—i.e. (20 ft. + 26 ft. + 20 ft. = 66 ft.)

2. for a 30 ft. or 3 lane single carriageway, the width of the medial strip be not less than 6 ft. i.e. (30 ft. + 6 ft. + 30 ft. = 66 ft.)

3. and furthermore since it is necessary to accommodate within the spaces set apart for communication between the

dual carriageways, one or two motor vehicles in the process of turning (i.e. one turning in each direction), it is desirable to make this area of sufficient capacity to take two vehicles having the maximum limited dimensions, viz., 30 ft. $\times$ 7'-6", without the necessity of infringing on the capacity of the through traffic whilst waiting to take its place in the traffic streams. It is therefore desirable that the width of the medial strip should be greater than 30 ft.; when this is not possible the turning

movements should be restricted either by one-way traffic or during hours of heavy traffic.

Kerbs. Speaking generally, raised kerbs should be avoided because they tend to cause the driver to keep a greater distance away from the kerb than is necessary, but where they are necessary for indicating the limits of the carriageway, or the protection of the sides of the medial strip, or for retaining the earth within the medial strip, they should be designed along the following lines:—

(1) The outer face of the kerb should be away from the road surface at an angle of 45 degrees so as to deflect gently the wheels of a vehicle towards the carriageway, and thus involve little liability towards turning the vehicle over. (See figure).

(2) Give confidence to the driver in tracking nearer the kerb, in order to obtain full advantage of the width of the carriageway.

(3) The kerb should be of such design that it can be easily overrun in emergencies without danger to the car and its occupants.

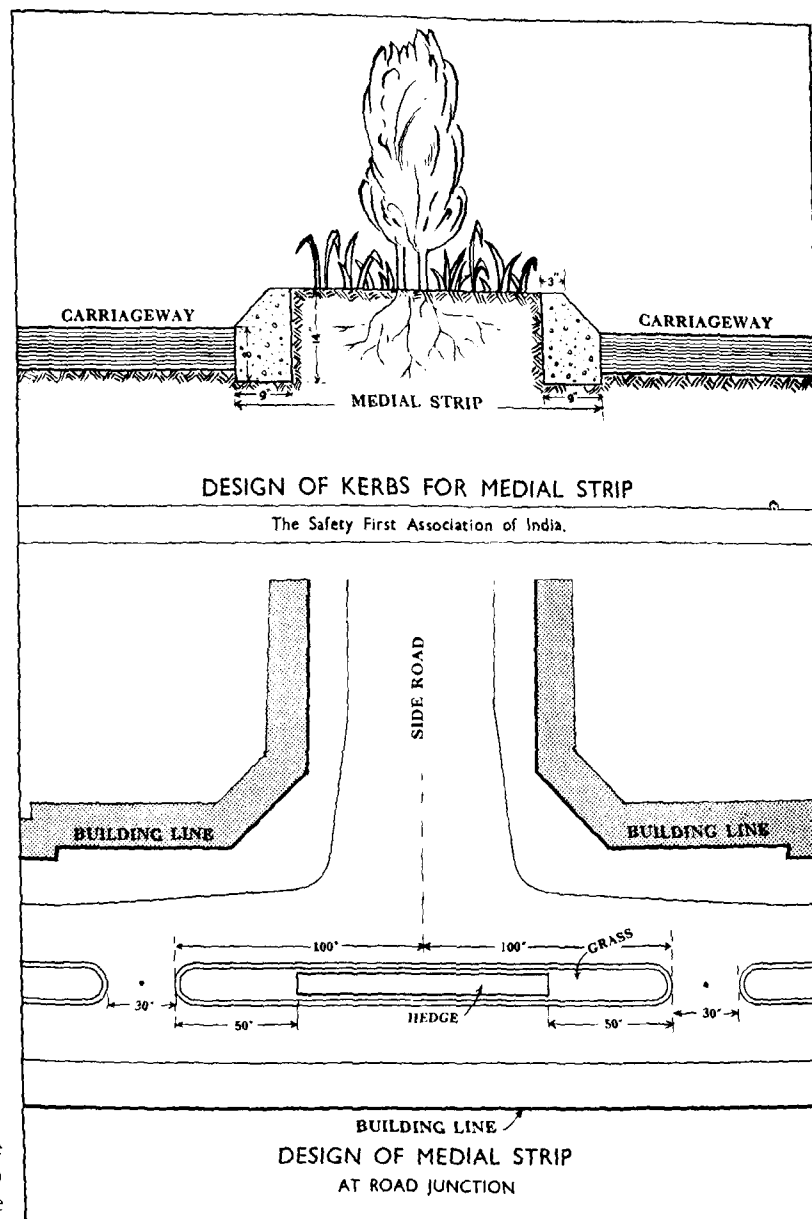
(4) The kerb should be plainly visible by day, and if possible by night. A white concrete kerb is favoured.

Medial Strip should be grassed and planted with low shrubs with the combined object of avoiding glare from headlights and

of beautifying the roadway.

Where the medial strip is broken to allow of communication from one carriageway to another, complete visibility across the ends of the medial strip should be maintained for at least 50 feet back from each end of the opening.

Communication between dual carriageways should be limited as far as possible. In rural areas 440 yards is a minimum. In



Road Communication Expenditure

Madras Presidency (Local Boards, 1936-37).

THE accompanying comparative statement appearing on page 237 by Districts of the Madras Presidency, of income and expenditure on communications during the financial year 1936/37, has been compiled from official Administration Reports and is published for the edification of motorists generally.

A study of the various details indicates that there was a marked excess of expenditure over income in most Districts, although there were six Districts which succeeded in keeping expenditure on roads within the available income. Whether, or not, this result redounds to the credit of the District Boards concerned is a moot point, in view of the fact that no less than eight Districts expended on their road communications more than Rs. 1 lakh in excess of income. One district exceeded its income by over Rs. 2 lakhs presumably in an effort to improve their road communications in anticipation of future income; a laudable measure if the method adopted is calculated to reduce maintenance costs during following years. At least, it would seem that there is some policy which recognises expenditure in anticipation of income, or there would be fewer districts with an excess balance.

It is interesting to note the particular Districts which have not expended the total income for communications. They are Madura, Kistna, Nilgiris, Dharmapuri, Chingleput and S. Nellore. Madura District shows a surplus of nearly Rs. 1¼ lakhs, out of a total income of just over Rs. 7¾ lakhs, but probably there is some definite explanation for this result. This District had the largest income under all heads except the grant for trunk roads of which it is responsible for only 76¾ miles; for its 1199 miles of other roads it received a grant of just over Rs. 2½ lakhs but expended just over Rs. 5 lakhs; its income from motor bus fees was nearly Rs. 1½ lakhs and its contribution from the Madras M.V. Tax Act over Rs. 2½ lakhs. These figures seem to indicate that it is the income from motor bus license fees that has not been expended. Can it be that this amount has been put to other use? The details available to the writer do not admit of any check on this point but perhaps some interested person may enlighten us later. It would also be interesting to know how the condition of Madura roads compare with that of other districts.

Another point to which a study of the summary gives prominence, is the marked variation in the government grants and contribution from M.V. Tax Act, as compared with total length of roads in Madura and Trichinopoly Districts. The former District has a total of 1276 miles against 2623 in the latter, but while the former got (approx.) Rs. 3½ lakhs in grants and Rs. 2½ lakhs from M.V. Taxes, the latter got only Rs. 1¾ lakhs and Rs. 1 lakh respectively. These are two extreme cases, but it is worthy of note that, while Madura saved Rs. 1¼ lakhs of its income, Trichinopoly overexpended about the same amount. Difference in climate or terrain can hardly be regarded as a reason for the marked variations noted as the Districts are contiguous.

The average motorist, with an eye to the amount he pays in on petrol (approximately 50% of its retail price) and M. V. Tax is closely concerned with the condition of the roads provided for him to use and naturally would like to know that the district in which he resides (a) gets a due share of the revenue and (b) expends that share to the best possible advantage; consequently some explanation of the marked variations to which attention has been invited above would be much appreciated.

urban area, particularly in shopping centres, this dimension may have to be reduced.

These connections or gaps should be sited so as to ensure that all traffic entering the road from side roads or buildings should turn left.

Gaps for vehicles in the medial strip should in no case be formed opposite the exits from the side roads, or between them if they are staggered, but the medial strip should be continuous for a distance of approximately 100 feet beyond the exits from the side roads. (See figure).

These connections should have a minimum width of 30 ft. in order to accommodate two vehicles side by side. The ends of the medial strip should be suitably rounded to admit of an easy turning movement from one carriageway into the other.

Pedestrian Crossing Places should be limited, but where they are necessary they should be clearly demarcated by means of beacons or other means to enable the drivers of vehicles to see them in good time and give way to pedestrians using them.

Safety First Association of India

The following letter has been received from the Chairman of the above Association, and members are invited to submit their views on the proposals of the "Joint Town Planning Committee":—

Dear Sir,

A Committee has been formed in Bombay known as "The Joint Town Planning Committee". This Committee is actively working on road traffic and Town-planning problems, and I should be very grateful if readers of your esteemed paper would offer their suggestions which, it is hoped, will be of assistance to those who are engaged in this work.

The subject of Road Architecture, i.e., the geometry of the roads, is an entirely new one and a great deal of work is required to be done to enable our civic authorities to fit the traffic not only of to-day but of to-morrow as well. The Committee would therefore be very pleased to have suggestions from your readers on the draft proposals which it will regularly place before your readers.

This month the question of medial strip design has been engaging the attention of the Committee. Several highways of the dual carriageway type are being laid in India at present, and it is considered of sufficient importance to ask your readers to give their comments on this very important question.

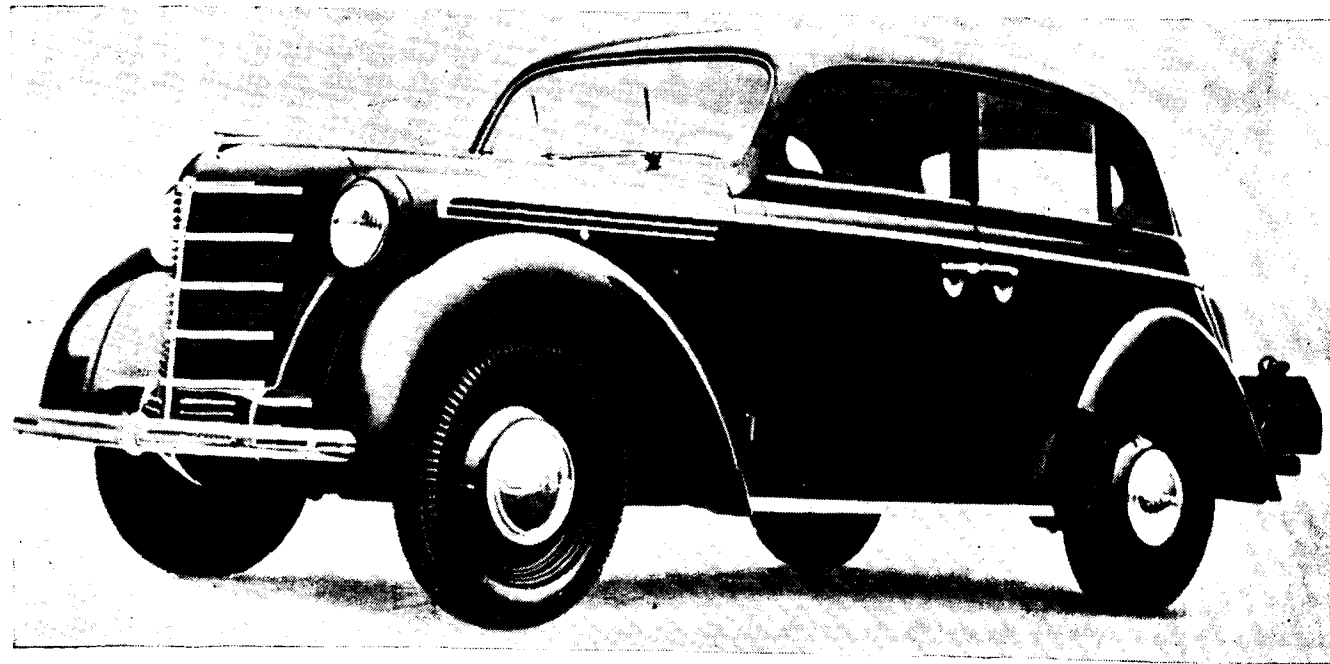
Correspondence should be addressed to A. S. Trollip, Electric House, Fort, Bombay.

In the interests of Public Safety,

A. S. TROLLIP,

Chairman,

Technical Sub-Committee (J. T. P. C.).



1.1 "Kadett" De Luxe 4-Door Sedan.

ARRIVAL OF NEW OPELS

A Complete Range of the Latest Cars

THE latest Opel cars introduced this month to the motor-ing public comprise the "Kadett", "Olympia" and "Super-Six" lines, but undoubtedly the most interesting of them all is the new "Kadett". The most striking change to be noted in the "Kadett" is that the front end has been completely redesigned, giving the car a most distinctive appearance. Then the ornamental bonnet louvres and name-plate gracefully harmonize with the deep-drawn mudguards, the newly-designed bumpers and the new disc wheels. The pleasing appearance of this car conforms to the luxurious finish of the interior.

The riding and driving comfort of the "Kadett" is exceptional. The ingenious way the interior space has been proportioned provides ample headroom, elbow and leg room for four adults. Riding comfort has been even further improved by a new type of soft seat-cushion spring and greatly improved front wheel suspension.

All "Kadett" bodies are of the self-supporting type—the integral body chassis design. The outstanding advantages of this type of welded all-steel body are greatly increased rigidity and durability, an increased feeling of safety and the absence of body squeaks and rattles. The biggest advantage, however,

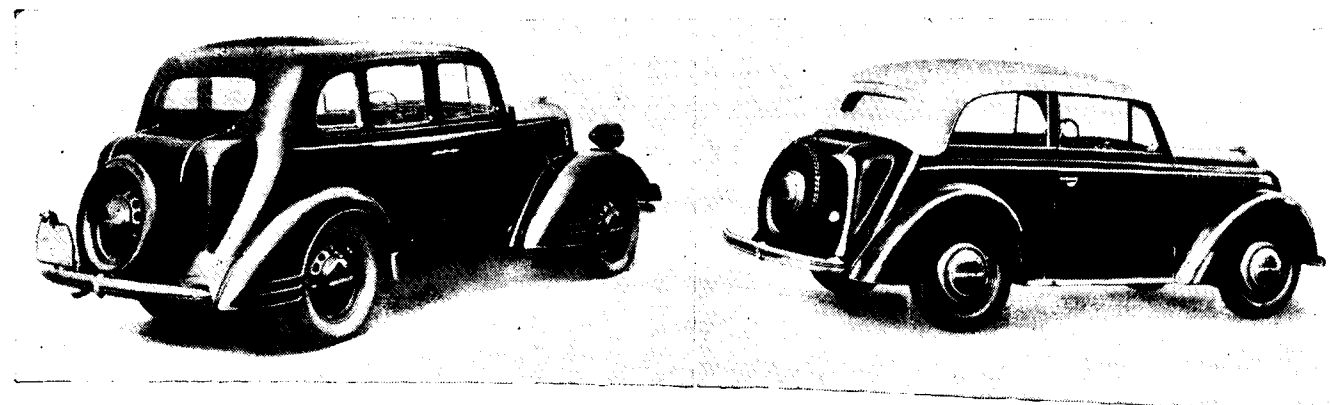
is the low-car weight, which results in an amazing performance for a comparatively small engine.

The "Kadett" is powered by a flexible 4-cylinder engine which develops 27 horsepower and is capable of attaining a speed in excess of 55 miles per hour. The engine is flexibly supported in rubber mountings at three points which prevent the transmission of vibration to the rest of the car. The "Kadett" down-draught carburettor, usually found in higher-priced cars, ensures immediate starting at all temperatures and most economical petrol consumption.

Other outstanding features further improved and retained in this new "Kadett" are the Opel All-Weather Ventilation which provides fresh air all the time, Knee-Action Springing for smoother riding, and Hydraulic Brakes for greater safety.

The range of models in the "Kadett" line comprise of a 4-door Sedan, a 2-door Convertible Cabrio-Coach and a 2-door Coach. The "Olympia" line consists of a 4-door Sedan, a 2-door Convertible Cabrio-Coach and a 2-door Coach, while the "Super-Six" has a 4-door Sedan and a 2-door Convertible Cabriolet.

It is stated that the prices fixed for the new Opels, especially for the "Kadett", are the lowest ever offered for such fine cars.



The new 2.5 Litre Opel Super Six.

1.5 "Olympia" Cabrio-Coach.

MADRAS MOTOR VEHICLE ADVISORY COMMITTEE

Proceedings of the meeting of the Madras Motor Advisory Committee to consider the proposals of the Secretary, A.A.S.I., held at the Office of the Commissioner of Police, Madras, at 11 a.m. on Wednesday, the 29th June 1938.

Present:—

J. Elliott, Esq.,
M. Jamal Mohamad Ebrahim Sahib Bahadur,
Sri K. Kunikrishnan Nayar,
G. W. Owen, Esq.,
I. Kuriyan, Esq.

The following items were discussed:

ITEMS

1. Constables, particularly those not on a specific traffic point, and not actually controlling traffic, should be instructed to keep slow moving traffic such as handcarts, bullock carts and cyclists to the left of the road, and edges of roads; to enforce this rule rigidly by taking whatever action they are empowered to do. They should take strong action in connection with pedestrians who will keep in the middle of roads.

It is noticed that many constables attached to the Law and Order Department appear to have no interest in controlling traffic between traffic control points. Handcarts may be observed in the centre or on the wrong side of the road, cyclists riding four or five abreast across the road, etc., but the Law and Order constables take no notice of them.

2. Immediate steps should be taken to enforce the existing laws concerning cyclists; and to enforce the carrying of the reflectors of a certain type approved by the Licensing Authorities, and certain inefficient types should be condemned.

Is the Corporation taking any action to put the sidewalks in better repair, and to increase the number of pavements?

3. That entrance and exit to tram cars should be restricted to the rear near side, and that the other entrances should be fitted with gates.

4. That the constable at the Round Tanna should be more conspicuously visible. It was resolved that an experiment be made with the constable on a raised platform.

It is considered that this constable is still inconspicuous and the experiment proposed has not been noticed. It is suggested that permanent platforms, or umbrellas with beacons be erected at the junction of:

- (1) Pycroft Road and Bells Road,
- (2) Ghandi-Irwin Bridge and Poonamallee High Road,
- (3) Egmore Bridge and Poonamallee High Road,

and that a beacon be erected in the centre of Poonamallee High Road opposite the entrance of Mint Street, as it is noticed that when the constable is not on point duty, traffic frequently cuts across from Medical College Road to Mint Street instead of turning right as laid down in the new Traffic Rules.

It is considered that the constable at the South side of the War Memorial is unnecessary, and his presence is often confusing.

If the wall on the right hand side as one proceeds North over the Gandhi-Irwin bridge were replaced by an open-work fence, a better view to the right would be obtained.

The following resolutions were passed:

RESOLUTIONS

1. An addition to the traffic staff has been sanctioned and as soon as the training of the newly drafted men has been completed provision will be made to post moving patrols to deal with slow moving traffic.

It was pointed out at the meeting that every effort is made by the Law and Order department to attend to traffic control, but that this is only one of many and varied duties performed by the police.

2. With regard to regulating the riding of cycles, rules are now provided in the Road Traffic Control Act, and the police will do their best to enforce the rules.

The Corporation Engineer informed the Council that provision has been and is being made to put the sidewalks in better repair and to increase the number of pavements.

3. The Council was informed that a special enquiry was conducted with regard to the complaints against tram drivers and conductors and that as a result the number of offences discovered were too few to justify any special action being taken in this matter.

4. The experiment of placing the point constable at Round Tanna in a raised platform was carried out in respect of No. 4 point and failed as the platform on more than one occasion was knocked down by trams. The experiment will now be carried out at No. 3 point.

The Corporation will be requested to erect a central lamp standard at the Pycroft's Road and Bells Road intersection.

The Corporation Engineer has arranged to erect an umbrella at the Gandhi-Irwin Bridge and Poonamallee High Road intersection.

An umbrella point at the Egmore Bridge and Poonamallee High Road intersection will have to wait until the completion of road works at this point.

The Deputy Commissioner of Police, Traffic and Licensing is directed to see what arrangements can be made for the Mint Street and General Hospital Road intersection to keep traffic from cutting across on the wrong side of the road.

The constable on the south side of War Memorial will be removed.

A white line and TURN LEFT should be painted on the road surface at the main exit of the General Hospital opposite the Central Station in order to prevent cars from turning sharp right at that blind Corner. Cars wishing to proceed right should turn left and swing round the policeman after manoeuvring to the right of that stream of traffic.

It is recommended that a greater use be made of white lines on bends and at turnings. These white lines should be repainted more frequently than they are at present in order that they may be as conspicuous as possible.

5. That a better system of parking be made at Cinemas. Some confusion is still caused at the Elphinstone and could be greatly improved if a parking area for each car be painted on the road surface, with an inclination to the left, i.e. into the stream of traffic, in front of the Cinema, for owner-driven cars only; and similar lines painted on the opposite side of the road for chauffeur-driven cars only, which should be compelled to go round the Tanna, and to approach the entrance in single file on the extreme left of the road. A similar arrangement might be made at the other cinemas.

A permanent system of one-way traffic is desirable at Round Tanna.

6. That there should be some form of control of stray animals, goats, donkeys, etc. As referred to in item 1 above, this is another instance where Law and Order Constables on patrol take no interest in traffic control. In mofussil villages stray cattle are impounded, but on Mount Road they are permitted to wander in and out of traffic at their leisure. (A flock of ducks may be seen daily wandering in the road opposite G-3 Police Station.)

7. **Excessive use of Motor Horns.** The A.A.S.I. Committee is of the opinion that motor horns are still used excessively in Madras City, particularly by professional drivers who seem to drive more by sound than by sight, and use their horns to clear the road for their vehicles to pass without reduction of speed.

A good driver rarely uses his horn. He drives at that speed and in that manner at which he can avoid coming into contact with other road users.

London has recently experimented with a "silent night" when the use of motor horns was entirely prohibited. The result showed a slight reduction of speed generally, but no accidents or traffic jams were reported as being due to the prohibition.

8. What reply was received from the P.W.D. to our suggestion of the 14th June, that the eastern end of the Wallajah Bridge be well marked to facilitate traffic proceeding to Georgetown?

9. Steps should be taken to enforce the rule that carts should carry a light in accordance with the provisions of the Rules. Lights when carried are usually slung beneath the driver, and are not visible from the rear as they are too high and obliterated by the axle block or a bundle of grass.

10. Have any steps been taken to proceed with the projected over-bridge at the level crossing between North Line Beach and Fraser Bridge Road?

The Deputy Commissioner of Police, Traffic and Licensing, is directed to see if the School of Arts work can be replaced by an open work fence.

The greater use of white lines will be considered by the Road Traffic Board, Madras.

5. The standing orders regarding parking of cars at the Elphinstone Cinema will be enforced.

6. The impounding of stray animals is already receiving the attention of the Law and Order Police.

7. With regard to silent zone, the Secretary, the Automobile Association of Southern India was requested to obtain particulars from Bombay and communicate the information received to the Deputy Commissioner of Police, Traffic and Licensing.

8. With reference to the widening of the Wallajah Bridge the attention of the Secretary was drawn to the letter from the Public Works Department dated 11th September 1937, a copy of which was sent to the Secretary.

9. With regard to the question of lighting on carts the Council was informed that Rule 43 of the Madras Road Traffic Rules prescribes the lighting of carts, and the rules are being enforced.

10. The Corporation Engineer informed the Council that the Corporation is giving consideration to the matter of constructing over-bridges not only at North Beach Road, but at all points where roads cross the Railway.

HENRY FORD

THE MAN AND HIS METHODS



Henry Ford

CELEBRATING his 75th birthday on July 30th, 1938, Henry Ford has been, for over a quarter of a century, one of the world's leading figures, and to him, more than any other man, is due the universal popularity of the motor vehicle as a means of economical and efficient transportation. Detroit, the city near which he was born, has known this intensely interesting personality in the capacity of an apprentice in machine shops; as a worker in a jeweller's shop; as the sole proprietor and operator of a saw mill; as a student in engineering subjects; as an engineer in an electrical undertaking founded by Thomas Edison; and as an almost unknown manufacturer of motor cars; as the man responsible for the introduction of a mobile power unit designed to lighten the burden of the farmer; as a successful racing driver and once holder of the world's land speed record; until he developed a business which, today, owns the world's largest industrial plant and which has its ramifications throughout the five continents.

He hates ostentatious philanthropy, and only the ban on announcement of his gifts prevents anyone from knowing the good work he has done in this connection. Schools, hospitals, colleges, research enterprises have benefited enormously through his generosity, but fame has come his way not because of this, but by reason of the revolution he has effected in changing the whole economic structure of the world. Any business would be lucky that could find its own inventor, its financier, its manufacturer. Mr. Ford, be it noted, has always combined these essential elements in himself. Another reason for his astounding success is that he never does things by proxy—all the important features of the vast business which he has ably controlled for so many years are subject to his personal direction. It is no secret that he has never been concerned with operating his enterprise, in which millions of money are invested, to produce profits beyond the extent to which profits are necessary to sustain a business of such magnitude.

From the very first, Henry Ford has been actuated by the desire to provide the world with a cheap method of speedy

travel, but in the accomplishment of his purpose in life he has combined the quality of taking a personal interest in the welfare of those associated with him in the creation of the products which emanate from the many factories under his control.

From his long experience Mr. Ford has built a philosophy which, if universally applied, would do much to eradicate the social evils which abound today. Instance, the statement he made when reference was made to a fight waged by a competitor: "The worst thing your competitor can do to you is to get you thinking about him. Attend to your own work and you need not fear anyone. Anyone can beat us who works harder than we do." On the occasion when his great plant at River Rouge was shut down for alterations required consequent on the change from the model "T" to the model "A" he wrote: "We could, in most instances, have fitted our new design to the existing machinery, but that would not have been as economical in the end as disregarding our machinery and making a fresh start. The new machinery is in line with future progress. *It pays in the end to do a thing right*". This development is estimated to have cost millions of pounds, but it furnishes a clear example of why Mr. Ford has become one of the outstanding leaders in industry. Recent events have, incidentally, provided evidence that he has often had to face the prospect of paying dearly for his principles—from this he has found that profit sacrificed for principle returns ten-fold. He has always had a profound faith in the law of right and he has always rated his helpers a little higher than they rate themselves.

The son of a Dearborn (Michigan) farmer, Henry Ford has centred his activities close to the spot where he was born and where he first conceived the idea of creating a new form of transport designed to suit all sections of the community. Today, Dearborn is one of the showplaces of the world, and

in and around it is to be found striking evidence of the genius of Mr. Ford. Outside of his manufacturing activities, he has many pursuits in the educational, cultural and scientific field, and his home town has been very fortunate in this respect. Here is the great hospital founded by Mr. Ford and his wife, and the wonderful Edison Institute, a tribute to his life-long friend, Thomas Edison, the famous inventor.

The Institute combines the famous museum and the Greenfield village, which is designed to perpetuate progress in engineering, mechanics, and the useful arts and crafts. Exact reproductions of buildings that are famous in history, ranging from Independence Hall to the village smithy immortalised by the poet Longfellow; the earliest handloom; ancient spinning wheels; furniture made by the craftsmen of centuries ago; streets of shops of the apothecary, barber, tinsmith, gunsmith, pottery and harness maker of bygone times; ancient machines such as the first steam and petrol engines, which trace the development of tractive power; the original schoolhouse in which he was taught; the three-wheeled phaeton used by Lafayette; other vehicles ranging from ancient carts to the buggies that preceded the birth of motor transport; ploughs and other implements utilised by the farmer from earliest days. Abraham Lincoln's furniture, and a host of other primitive and modern devices, all combine to make Greenfield village a centre of attraction to visitors from all parts of the world. Every day, they throng to view this rare monument to human progress.

His interest in the museum section is not confined to the collection of examples of craftsmanship because study of progress achieved is provided for in a library which houses volumes dealing with various subjects and in many languages. No motor car can travel over the roads of the Village, only carriages drawn by two horses being employed to take the sightseer around this record of human endeavour from the earliest stages to the present day.

The Edison Institute also incorporates one of the chain of trade schools organised by Henry Ford, the children being under the care of expert teachers and accommodated in buildings arranged on a scientific basis. In connection with the Greenfield school it was remarked that "no small school in the world is maintained at such cost or with such unlimited equipment, and yet the students pay not a cent for tuition". Nearly every day Mr. Ford is to be seen visiting the children, his love for them being an outstanding feature of his remarkable character. On one occasion he was present at an operetta, followed by the singing of old songs and the performance of the old-fashioned dances, for which he displays a keen favour, but the outside world did not learn, until later, that the 12-year-old performer of violin solos was using Mr. Ford's \$50,000 Stradivarius! This incident is typical of the great manufacturer and was in accordance with the principle he has laid down that the best is never too good.

Constant improvement is what he always aims at, and this applies to the products he manufactures, to the methods he employs, and to the welfare of those who work with him. In the pursuit of this ideal he will spend months of intensive and expensive research to improve a single screw. The success he has achieved can be measured in the respect he enjoys and which is shared in equal part by those who are his fellow-workers and those who are regarded as his trade competitors.

That Mr. Ford has no use for monopolies is revealed by his great fight in connection with the Selden patents. Selden had secured, in 1879, a patent for 'a safe simple and cheap road

locomotive, light in weight, easy to control, possessed of sufficient power to overcome ordinary inclination." The patent was granted in 1895, but, in the interval, the idea was never put into practical shape by Selden, though several inventors had developed vehicles propelled by engines. After several successful cars were built by Ford, he conceived the idea of building the universal car, the initial step being the foundation, on June 16, 1903, of the Ford Motor Company that flourishes today. This enterprise had a capital of only £20,000, but from this comparatively small beginning, his success was immediate and brought about the most bitter struggle in his career. A group of manufacturers who held Selden "licences" brought an action against the Company to restrain the Ford idea of making a car that would meet the requirements of the mass of the people, instead of being reserved for the use of the well-to-do, and this legal battle dragged on until January 9, 1911, when judgment was finally given in favour of Ford. This struggle cost him a great deal of money, but the serious handicap never deterred him in any way. Three years previous to the successful outcome of the Selden patent affair he had brought out the first Model T, a car which survived with minor changes, as more improved ideas were discovered, until 1927, a record of which any man could be proud. In the year that saw the birth of this famous car, Mr. Ford's Company built just over 10,000 cars, the highest annual turnover ever recorded up to that time—contrast this with the highest daily output in the history of the Ford Company, viz., 9,109. To date he has built over 26,000,000 vehicles. Mr. Ford married Miss Clara Bryant daughter of a farmer neighbour, when he was 24 years old. That event took place in 1888, and his 50 years of married life has been as happy as his business success has proved so abundantly successful. His River Rouge plant, the greatest in the world, employs upwards of 80,000 people, all over 20 years old, and his total payroll runs into millions per annum! His purchases each year aggregate an almost unbelievable figure and these are made in all parts of the world. The enterprise is unique also in possessing plants in all parts of the world, and in the spread of Mr. Ford's belief in the policy of decentralisation of industry, evidence of this being found in the other plants he operates in various parts of the United States for the production of Ford components, giving seasonal or whole-time employment in districts that are mainly agricultural. "Industry does not support people—people support industry" is one of Mr. Ford's sayings, and it exemplifies the story of his life.

OVERHAUL

A NEW product of American manufacture has recently come to our notice and appears to deserve some publicity in order that the motoring public may have an opportunity of giving it a trial if they so desire. The manufacturers claim that Overhaul will produce the benefits of cylinder reboring and fitting of new piston rings, while an engine is in normal operation, by depositing on cylinder walls and rings etc., a film of mineral which fills up pores and scores in the metal surfaces and valve seats.

We have had no opportunity of testing this new product, but according to papers which have reached us, it is highly recommended by automobile experts in America.

MADRAS PRESIDENCY DISTRICT ADMINISTRATION REPORTS—1936-37

COMMUNICATIONS

DISTRICT	EXPENDITURE.					INCOME.				
	Miles of Trunk Roads	Expenditure	Miles of other Roads	Total mileage	Total Expenditure	Govt. grant for trunk roads	Govt. grant for other roads	Income in Motor bus License Fees	Contribution under Madras M. V. Tax Act	Total Income
BOBBILI	102.5	1,16,884	391.3	494.0	3,49,619	86,357	26,540	22,502	55,488	1,90,887
CHITTOOR	169.3	95,046	1154.1	1,323.4	2,98,353	92,597	52,914	49,215	46,022	2,40,748
COIMBATORE	126.6	52,521	1167.5	1,294.3	2,05,619	45,150	14,300	47,613	86,119	1,93,182
CHICACOLE	82.4	57,771	310.6	393.2	2,56,462	59,431	62,515	15,568	23,205	1,60,719
CHINGLEPUT	133.4	1,60,447	1372.1	1,505.5	3,89,771	1,17,600	59,510	1,19,389	1,18,894	4,15,393
DHARMAPURI	116.0	31,203	984.2	1,100.3	92,382	45,259	10,387	15,470	47,818	1,18,964
ERODE	87.0	14,907	1670.0	1,757.0	1,30,120	8,750	8,275	13,781	85,313	1,16,119
KISTNA	19.1	18,686	514.1	533.2	1,04,038	61,149	61,949	25,298	17,284	1,65,680
VIZAGAPATAM	85.7	87,571	569.0	654.7	3,99,885	78,025	34,956	28,894	55,628	1,97,503
KURNOOL	195.1	1,07,194	883.5	1,078.6	3,05,922	1,10,190	37,797	37,037	61,622	2,46,646
MALABAR	135.3	71,565	1553.2	1,688.5	5,03,639	77,150	1,53,105	1,00,627	1,19,783	4,50,665
MADURA	76.6	95,680	1199.1	1,275.7	6,43,589	91,192	2,59,050	1,48,666	2,68,153	7,67,061
NORTH NELLORE	100.0	20,635	583.5	683.5	73,637	18,000	23,379	12,514	10,515	64,408
SOUTH NELLORE	73.7	17,756	508.4	581.5	75,748	38,225	28,450	20,515	10,619	97,809
NARASAPUR	20.0	6,076	386.0	406.0	1,15,236	8,015	35,570	9,625	17,265	70,475
NILGIRIS	70.1	58,294	515.2	585.3	1,34,267	51,240	4,000	33,120	77,117	1,65,477
ONGOLE	83.1	48,682	673.5	756.6	2,06,503	42,037	55,561	40,081	48,352	1,86,031
RAJAHMUNDRY	11.4	1,750	574.2	585.7	1,26,782	N/L	30,922	3,931	36,997	71,850
SOUTH KANARA	106.1	58,293	1395.0	1,501.1	3,77,396	60,530	82,890	85,033	43,682	2,72,135
SALEM	39.4	29,713	972.2	1,011.6	2,15,858	15,757	12,873	32,030	48,099	1,08,759
NORTH TINNEVELLY	118.2	51,582	1580.5	1,698.7	4,09,961	48,088	77,866	61,438	1,16,229	3,03,621
SOUTH TINNEVELLY	26.3	7,587	683.2	709.5	75,887	N/L	11,542	8,969	48,623	69,134
EAST TANJORE	N/L	N/L	1336.5	1,336.5	4,03,310	N/L	96,890	37,910	88,025	2,30,831
WEST TANJORE	N/L	N/L	1116.3	1,116.3	4,47,513	N/L	1,35,181	98,930	1,11,442	3,45,553
TRICHINOPOLY	300.6	1,21,305	2322.2	2,623.0	4,62,083	1,16,188	64,055	70,020	96,105	3,46,368
VILLUPURAM	71.2	13,865	984.6	1,056.0	69,774	9,126	1,576	5,145	33,797	49,644
WEST GODAVARI	58.2	27,929	858.3	916.6	1,61,203	20,435	28,689	41,555	24,205	1,14,884
ELLORE	38.3	12,239	459.7	498.2	76,757	18,361	34,595	14,233	17,348	84,537
GUNTUR	31.0	27,058	600.7	631.7	1,70,806	28,847	44,170	47,760	48,283	1,69,060
										1,746

* Represents income from ferries.

MADRAS FLYING CLUB NOTES

DURING June flying activity was not great, perhaps because there has been a more than usual amount during the earlier months of the year and perhaps because we had no instructor, and many of our 'A' licence pilots were out of Madras.

Towards the end of the month two of Tatas' pilots came to Madras to carry out their compulsory night flying tests which they have to do every six months in order to retain their 'B' licences.

Our aerodrome was chosen because owing to the monsoon the Bombay landing ground is unserviceable and Tatas are operating the air mails from Poona when there are no night flying facilities, and at the other end of the line, namely, Karachi, there is a magnificent modern aerodrome fully equipped with flood lights and all the latest devices to assist the nocturnal aviator, but Karachi is a long way from Poona except by air and as these Tatas' pilots had to come by train they chose Madras. Incidentally they travelled by train because there was no room in the air mail machines on the particular days they wished to travel such was the weight of the mails.

Although it is nothing to do with our report for June, another Instructor has been engaged for July until Mr. Tyndale-Biscoe returns in August and he is Mr. T. H. Dastur who is Chief Pilot of Messrs. Air Services of India of Bombay, who have kindly lent him to us as their flying activities between Kathiawar and Bombay have been temporarily suspended owing to the monsoon having had rather a damaging effect on the Kathiawar aerodromes.

FLYING TIME FOR JUNE 1938.

	H.M.
Dual instruction to members under training ..	4-30
Advanced dual to "A" pilot	0-10
Solo flights by members under training ..	..
Solo flights by A, A-1 & B pilots	14-40
Pilot with passengers (A, A-1 & B pilots) ..	15- 5
Joy rides	2-20
Cross country flights by the club instructor ..	..
Test flights	0- 5
Night flying solo (B pilots)	0-30
Total ..	37-20

The following members took dual instruction during the month:—

<i>Ceylonese.</i> —	
Mr. M. R. P. Jayasinghe	Dual.
<i>Indians.</i> —	
Mr. N. T. Reddiar	Dual.

CROSS COUNTRY FLIGHTS DURING THE MONTH OF JUNE 1938

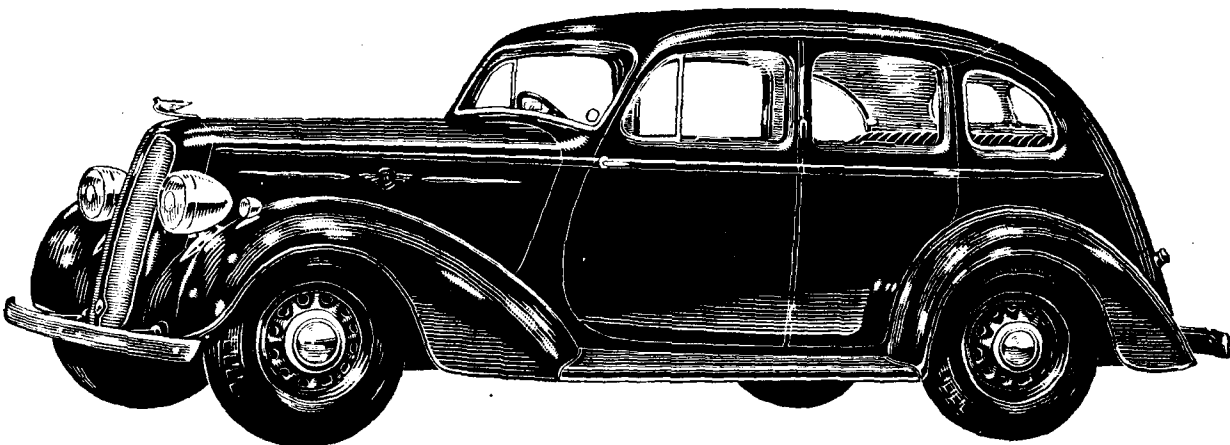
Date	Machine	Pilot	Passenger	Journey	Time
14-6-38	VT-ACU	Mr. Fernando	Mr. Sundaram	Madras-Bangalore	3-0
14-6-38	"	"	"	Bangalore-Madras	2-0

INDIAN AIR SERVICES

SINCE the abolition, on the 23rd February, of the sur-charge on air mails to India, Burma, and Malaya, Messrs. Tata & Sons Limited have been extremely busy and have on occasions had to bring back into service their two Miles Merlin aircraft, which they were holding for sale. The advent of the monsoon season, however, forced them to suspend some of their services and that from Bombay to Trivandrum and Trichinopoly was closed down on the 15th April. Since the 4th June Poona has been used as a stopping place instead of Bombay on the company's service from Karachi to Colombo via Bhuj, Ahmedabad, Bombay, Hyderabad, Madras, and Trichinopoly because the radio services at Bombay are not yet working well enough to enable an aircraft to be flown blind into Bombay in view of the surrounding hills. From the beginning of July onwards, this service will no longer stop at Bhuj. In

addition to their normal four-times-a-week service between Karachi and Bombay with its continuation to Colombo, Tata's opened a twice-weekly service between Karachi and Bombay on the 21st May, but since the 2nd June, Poona has taken the place of Bombay.
For the monsoon season Air Services of India Limited will probably suspend its service between Bombay and Porbandar which it recently increased from three to five times a week. It is reported that this service has been exceedingly well patronized and that the company has engaged two more Indian pilots so that it is probable that its Dragon Rapide will be recommissioned. In addition to this machine the company owns two Percival Vega Gulls, a de Havilland Dragonfly, two de Havilland Fox Moths, and an Airspeed Courier. (By Courtesy "Shell Aviation News".)

HILLMAN '14'



FOR SUPERB PERFORMANCE

70 m.p.h. with remarkable smoothness and acceleration; performance and reliability that only a 4-cylinder engine can give. Spacious interior seating five passengers. Unequalled luggage accommodation. Every fine feature, including independent front wheel suspension. Best value in the "14" class.

Try it at:

SIMPSON & Co., Ltd.

MADRAS & OOTACAMUND

SALES AND SERVICE GUIDE

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Ariel Motor Cycles

MADRAS (& Branches)—Addison & Co., Ltd.

Austin Cars

COIMBATORE (& Branches)—Stanes Motors (S.I.) Ltd.

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Triumph Motor Cycles

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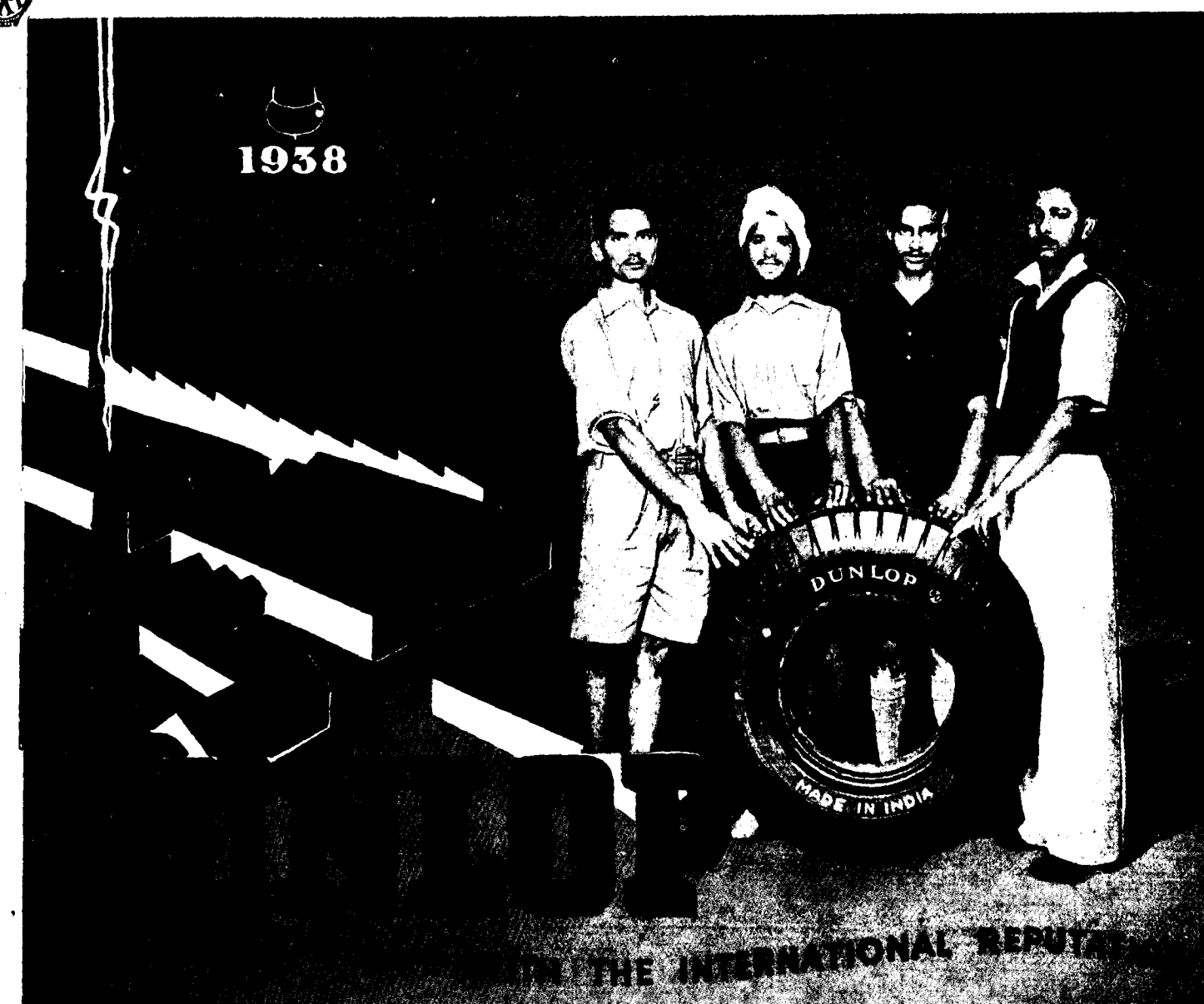
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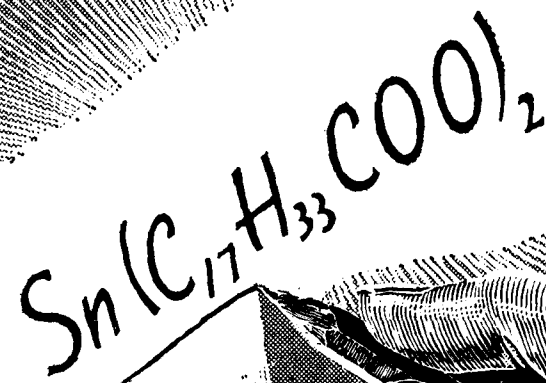
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THE SOUTH INDIA MOTOR OWNER



The Official Organ of the
Automobile Association of Southern India



Vol. X, Number 8]

AUGUST 1938

[Single Copy As. 8

Secretary's Notes and News for A. A. S. I. Members

All Members are entitled to a copy of this Magazine every month after their names have appeared in the monthly list of New Members Elected. Any member who does not receive his or her copy regularly is requested to inform the Secretary immediately.

ROAD INFORMATION

Owing to recent rains many reports of breaches and floods have been received, and all members are advised to refer to the Association for the latest information immediately before setting out on tours during the next month or two.

1-8-38. The Skew Bridge on Greenway Road, Adyar, over the Buckingham canal will be closed to all Motor buses, goods vehicles, locomotive and tractors until further orders.

During the partial closure of this Bridge all motorists who use this bridge must stop their vehicles and then proceed at a speed not exceeding 10 miles per hour over the bridge.

1-8-38. The Ayyar Girder Bridge (on Trichy-Salem Road).—At mile 13/3 of road No. 1 (ii) the work of urgent repairs will be taken up for execution and completed soon. While the work is in progress, i.e., from 10-8-38 to the end of 26-8-38, the bridge will be closed for all vehicular traffic. All through traffic on road No. 1 will be diverted via Nochiyam, Turaiyur and Musiri, i.e., at Mile 5/7 of road No. 1 (Nochiyam) along road No. 2 (Trichy/Turaiyur road and road No. 13 Turaiyur/Musiri road).

Transshipment of passengers will be permitted by buses being allowed upto the bridge on either side and passengers alone, crossing over, on foot.

2-8-38. Palamcottah/Ambasamudram Road.—The road at 3/1 No. 6 (Palamcottah to Ambasamudram) near Melapalayam has been blocked since July 29th due to reconstruction of the culvert and the traffic is diverted via Sangan Tharagan Street, Melapalayam.

Necessary caution boards, diversion boards, red flags and danger lights have been put up on both sides and a watchman also has been engaged.

6-7-38. Moodabidri to Guruvainkere Road.—On account of the dangerous condition, Moodabidri to Guruvainkere road

No. 10-A (South Kanara) is closed for all kinds of vehicular traffic for the current monsoon till 30-9-38.

9-8-38. Manjerabad Ghat Road No. 2.—Culvert in mile 27/8.—The laterite arched culvert in 27/8 on the above road has partly collapsed and is unsafe for traffic. Fences have been put over the approaches to the culvert disconnecting the through traffic on the road.

12-8-38. Manali Bridge, Tondiarpet (Madras) will be closed to all motor vehicles the laden weight of which exceeds one ton until further orders.

During the partial closure of this bridge all motorists who use this Bridge must stop their vehicles and proceed at a speed not exceeding 10 miles per hour over the bridge.

12-8-38. Madras/Calicut Trunk Road.—The culvert at the breached portion in mile 164/1 (from Madras) has been washed away and steps are being taken to reconstruct it. A temporary diversion has been formed for this portion and it is negotiable for all classes of vehicles at present. However, if there are fresh rains the diversion road may be unfordable.

In the event of further rain the alternate route from Salem to Madras is as follows:—Salem, Omalur, Toppur, Adaman-kottai, Pallakoddu, Hosur, Krishnagiri, Vaniyambadi, Vellore etc.; this also applies to the route Mettupalayam, Coimbatore, Calicut and Mettur etc.

12-8-38. Road from Sankari to Edappadi.—Owing to breach in 5/3 this road is not negotiable for motor vehicles though bullock carts and jutkas make their way. The road from Edapadi to MacDonald's Choultry is also in the same state in 2/1 breach. But transshipment of passengers is made at this place and traffic to that extent is restored. In all other roads in the Salem District Board area the breaches are temporarily got over by formation of diversions. Traffic is thus restored

in the road from Tiruchengode to Namakal and Omalur to Sankari as well.

15-8-38. Road from Kallidaikurichi to Sorimuthiencoil via Vairavikulam.—The single culvert (4'-3"×3'-9") at mile 3/4 of Road 6-H is in a dangerous condition. Both the abutments are completely loose and some portions of them have fallen down and the covering slabs are practically supported on earthen bunds on both sides. The culvert has been closed for traffic from the 8th instant with danger lights and night watch. A temporary diversion road has been opened.

SPEED LIMIT

All motorists are warned that a speed limit of 25 miles per hour is in existence in the limits of St. Thomas' Mount Cantonment. In spite of the fact that speed limit boards have been put up, there are frequent complaints that cars are travelling too fast through this area, and more particularly on the Great Southern Trunk Road, which passes through the Military Barracks area, where there are many pedestrians.

Many motorists appear to be ignorant of the fact that road signs which are not specifically marked "For lorries" apply to all motor vehicles.

NEW ROAD MAP AND GAZETTEER OF S. INDIA

In close co-operation with this Association, the Madras Survey Office is preparing a new map of S. India which will include the Indian States, on a scale of 1" to 12 miles, and will be a great improvement on the existing road map. It will be in a handy book form, with 11 sectional maps, each of size 11 3/4"×17", including 1/2" overlap on all four sides. The size of the book will be 11 3/4"×8 1/2".

It will contain comprehensive information regarding the following:—

1. Retiring rooms and accommodation, where available.
2. Hotels and clubs and prices against the principal place names.
3. Unbridged rivers, means of crossing and seasons at which expected to be unfordable.
4. Places where motor vehicle licences can be had in the Indian States and particulars of tolls where payable.
5. Charges for the Travellers' Bungalows, etc., in the Madras Presidency and in the Indian States and authority to whom application is to be made for permission to occupy them.
6. A brief description of places of historical interest and of those where Shikar is available.
7. An indication of petrol stations against the place names in the Alphabetical index by suitable symbols.

It is hoped that this Gazetteer will be ready for publication before the end of the year.

OBITUARY

We much regret to announce the death of Member No. 3201, Mr. C. H. Coggin of the M. & S. M. Railway, who died on the 10th August at the Perambur Railway Hospital.

COIMBATORE BY-PASS ROAD

Information has been received that provisions of a By-pass road to relieve congestion of traffic is under consideration by the Coimbatore Council. Sign-posts have already been provided at all important junctions in this municipality.

PROHIBITION

Inquiries have been received from many members regarding the possession of intoxicating liquors when passing through Salem District.

The following is an extract of the Madras Prohibition Act:—

Prohibition Act, No. X of 1937, Section No. 17.

Until the Provincial Government by notification otherwise direct, the provisions of this Act shall not be deemed to apply:—

(a) to liquor in the possession of *bona fide* travellers for their own personal use while passing through any local area in which this Act is in force.

HOTELS

In the past this Association had some arrangements with certain hotels by which a reduction was made to members of this Association. This arrangement has since been withdrawn as it was found that it was the cause of much ill feeling in that complaints were received both from hoteliers and from members.

A list of hotels will appear in the new Gazetteer, together with their normal charges, and many hotels have agreed to offer certain amenities to members of this Association, but prefer to withdraw their discount.

PETROL TAX

Under the caption 'Gas-Taxes—the Higher—the Fewer' the following note appeared in a recent issue of the *Canadian Motorist*:—

Taxation has been defined as a price we pay for civilization. That is true as is also the much older epigram: "the power to tax is the power to destroy." Taxation that is inequitable in degree or incidence, frequently proves a boomerang for taxation authorities. An example of this is provided by the four states of Minnesota, New York, Rhode Island and West Virginia which last year put into effect increases in their gasoline taxes. While gasoline consumption increased very appreciably in the United States as a whole last year, establishing, as in Canada, a new peak, it declined in the four states mentioned to an extent equal to a loss in highway travel of 921,000,000 miles, according to the American Petroleum Industries Committee. No estimate beyond "millions of dollars" is given of the resulting loss to retail trade, general as well as automotive. Taxation authorities signally disserve themselves as well as their electorates when their actions bring into operation the inexorable law of diminishing returns, and depress and alienate business. What makes bad worse is that gasoline bootlegging has long been a problem in states that impose high gasoline taxes.

Bangalore Notes

By Major A. W. Waters, M.B.E. (Retd.)

Hon. Secretary, Bangalore Branch, A.A.S.I.

BRANCH REPORT FOR JULY

General:—

There has been nothing outstanding to report, and with the curtain rung down on the Bangalore "Fortnight", on the 7th July, the outside activities eased up somewhat and took on their normal routine.

With the dispersal of so many visiting members to Bangalore, the office took on the appearance of "Q" Branch of the Army in working out routes back home again, and settling the question of car-licenses to tide over short periods, or for the claims to refunds where applicable. This kept our limited staff very busy, and, except for Sundays, there was not a day that it was not kept going from 9 a.m. to 6 p.m., and often later, with half an hour for lunch, and tea in office.

It is sincerely hoped that those visiting members who had occasion to call or apply to this office were satisfied with all we were able to do for them, and help to spread to non-members the advantages awaiting them if, and when, they join. It certainly appears that our recent efforts in publicity and distribution of literature has not produced the result that might have been expected.

The Office:—

Work here increased considerably and fell under three heads viz.—Monsoon condition of road; increase in the number of cases referred to us as regards licence "tangles", refunds, registration of cars & change of addresses mainly between the Station and Mysore State, accident-claims, and advice on traffic rules; and finally, the growing appreciation by members in general of the service which the A.A.S.I. is always ready to give, and which is their right to expect, though often members seem to think that we are going out of our way when we help.

Correspondence:—

152 letters were received from all sources.

Letters issued were:—

To the Secretary	..	89	(1 less than June).
Others—Outstation	..	33	(10 more than ").
Local	..	73	(5 " " ").

Total .. 195

An increase of 14 over the hitherto peak month of June, or a daily average of 7 1/2 per day excluding Sundays.

Interviews:—

132 members and 9 non-members called at the office for a wide range of information, and in only one instance were we stumped for a reply, viz.—"what is the date, time and place of the next meet of the Bangalore Hunt?" However, the Honorary Secretary's name and address was available on my table. "Coming events" did not help.

4 Badges and 4 maps were supplied to members, and 10 licences obtained. A further supply of the standard flat pattern badges is under arrangement by the Secretary.

B

Apart from the standard itineraries issued, there was a greater demand for routes and information for short tours in Mysore State, and it was necessary to write up small brochures, and special itineraries with sketch-maps of places off the beaten track and compiled from various maps, guides, and my own personal knowledge of the places. Some day when my staff can take charge for a bit, I intend to visit many beautiful and historic places in Mysore which I have yet to explore, and my notes will, I hope, benefit thereby.

Licensing Offices and Holidays:—

In September, the licensing offices in Bangalore City and the Cantt., will close on the 8, 23, 24, and 17, the last being the usual holiday on the penultimate Saturday. Therefore, if a licence is required on, say, the 25th or 26th, it will be necessary to obtain it on or before the 22nd.

October. This will not be too early to say that these offices will also be closed on the 2, 3, 4th of October.

Licensing Offices open from 11 a.m. to 3 p.m.—1 p.m. on Saturdays.

Nandi Hills:—

Anent the remarks on page 112 of the April issue as regards the cost for use of the motor-sheds on the Hill (Re. 1 in season, and 8 annas off-season), and the possible choice of a shady tree when making a short visit. The revised Handbook on Nandi Hill Station now makes it quite clear that "cars are not allowed to park outside when the sheds are available.... A charge of 4 annas per day throughout the year will be collected per car parked in the open on the top when the motor sheds are *completely occupied*" (the italics are mine). As there are 12 sheds, parking in the open can be almost completely ruled out. A short visit of a few hours will cost: Toll of Re. 1 at 15 miles (Devanahalli Road), another on the Hill, and carshed, a total of Rs. 3 in season or Rs. 2-8-0 off-season. Tourists will pay, but as a popular picnic resort and a day's run around, I think that 90% of Bangaloreans, who have once seen the Hill, will not go again. The Hill station is open all the year round, the season is from 15th March to 15th July. I have been there in June when the monsoon is banking up and it is then most uninviting, the Hill being constantly enveloped in thick mist. The new motor road is motorable for all cars.

Electric, and other posts in the C. & M. Station:—

The yellow bands painted on these are most unsatisfactory as the paint is fading to a rusty-khaki colour, making for poor visibility. In favourable contrast to these are the 'keep left' pillars at road junctions which are white and black. In the City, the curbs of footpaths are magpie and show up well.

* * * *

PART II

MISCELLANY

Local Topics:—

The chief, and possibly most popular, event in July was the success of the Mysore Lancers in the Polo Tournaments held during the Bangalore Fortnight. Another romping success was

the Resident in aid of who is a visitor published the year, the brunt of the organizing of this Ball fell on Mrs. A. J. Cowdrey.

ency Central Charities Annual Ball at the Opera House, local charities, which never fails to attract everybody, at a time when Bangalore is at its best and full. The actual results of the takings have not yet been published but I hear they exceed the past few years despite the local "anti-tuberculosis" demands. This must have been gratifying to its new President, the Hon'ble Lt.-Col. Gordon, C.I.E., O.B.E., M.C., the Resident in Mysore.

This year, the brunt of the organizing of this Ball fell on Mrs. A. J. Cowdrey.

Our Local Roads :—

The prompt action in the C. & M. Station to fill up potholes is a feature of the present regime, and now I see the City also doing the same. One very bad road, the Sri Naraja Road from the Cenotaph to the Fort is almost complete, as is also Sidney Road (complained of last month). With the completion of the former road, a few traffic constables may be necessary to get the bulk of the traffic from taking the road of it (converting it into a two-vehicle track, whereas dead end will take 6 or 8). At present I use that road six times a day, and on almost every occasion I come across buses which halt on the crown of the road and at any spot. With an oncoming car or jutka, one has got to halt behind the bus till the road is clear, or pass it to the left and risk a traffic offence. Jutkas and Co. Carts all offend, and sometimes a slow-moving car evidently heedless of his driving mirror and of those behind.

Corrigenda :—

Readers must have instantly spotted the word July, when it was intended, in my notes on Talakad on page 211 of the August issue. The five Mondays, of course, fall in August.

"Flame of the Forest" :—

A member (a lady), evidently well informed, writes to protest against my calling the "Poinciana regia" the Flame of the Forest, in my notes on page 188 of the June issue, and points out that the real Flame... is the Butea frondosa (the Dhak Tree). I have (gracefully I hope) conceded the point, and promised to revert to it in these notes.

It would seem that even in these matters, like ladies' hats, or names change. In Firminger's *Manual of Garden-fashions India* by J. Cameron, F.L.S., Superintendent, Mysore Gardens, Bangalore, Fifth Edition, 1904, Page 620 we read: "regia—Flame of the Forest....." Now if we turn to a later book viz., Blatter and Millard 1937, which consists of partly revised and re-written articles which appeared serially in the *Journal of the Bombay Natural History Society*, we find on page 615 that the Flame... is the Butea frondosa. Contrary also to what I said, there is a Gul Mohur, *ibid.* Apart from Botany, it would seem that the term of Flame of the Forest is, in practice, often locally and loosely applied, just as flamboyant is.

My point was to draw attention to the beauty of the Poinciana regia, which grows in almost every compound, whilst the Butea frondosa is less in evidence and mainly to be found in the parks and public gardens.

There is no mistaking the two trees, the common or garden Poinciana being umbrella-shaped and dwarfish, with bi-pinnate leaves and came from Madagascar. The Butea frondosa—the real Flame... is indigenous and grows up straighter and tall-

er which enables it to tower above thick forest trees and display its 'flames' to the sky. Its leaves are fairly large and trefoil.

Devarayadurga— a little known Hill Station :

A pleasant day's run from Bangalore and well worth a visit after the rains or round about December. It lies 91¼ miles E.N.E. of Tumkur, which is 43 miles from Bangalore on the Bombay Trunk Road. At Tumkur at mile 42½, and at the old toll gate, turn right. This takes one through most delightful scenery and forest, in places very zigzag and undulating. At mile 61½ there is a signboard where you turn right to a little Forrest Lodge in a picturesque spot which makes a good lunching place. The road is badly in need of sign-posts, so be careful at the first bifurcation at mile 5/6 to take the left fork. After 7 miles take the right. At mile 7½ there is a steep curve through a village; take it slow and in lower gears.

From 8 miles is one mile of really stiff ghat road with sharp bends and in places, boulders to avoid. You may have to reverse at one bend. With any but the biggest car, I advise getting into bottom gear and keep going for there is no turning back. Stop at the little plateau at about the 9th mile and ascend the last couple of furlongs to the T.B. (which is a 2nd class one now) on foot. There is also a Mission Bungalow alongside the T.B. and all within an historic fort. Rumour has it that the late Colonel Dobbs built the Mission bungalow as his summer residence and office when he was Commissioner of Tumkur. His wife stayed there and his clerks went up in relays from Tumkur. He is said to have had the road from Bangalore to Tumkur made to enable Mrs. Dobbs to travel there. Dobbspet perpetuates his name. At the Forrest Lodge mentioned above, called Namachalmay, is a spring of medicated water (mainly iron) oozing up out of a deep bowl-shaped hole in the solid rock. It is 2 feet deep and 1 foot in diameter. If emptied it refills in about 2 minutes. I could find no trace of any fissure at the bottom. There were signs closeby of other similar holes having been attempted. Tradition, whereby the place gets its name, says that when the God Sri Rama was on his way to Ceylon to rescue his wife from the hands of the giant Ravana, he halted at Namachalmay for spiritual exercises. He found no water for mixing his nama (chalk-like substance used to apply caste-marks to the body), so, he shot an arrow through the rock of the adjacent hill, and water gushed forth enabling him to suitably perform his morning prayers, and thus prevented the disturbance of the daily routine of his 'prayana' i.e., journeying during which he was realizing his Mukthy or Divine purpose. Don't hesitate to drink the water; I brought back six bottles of it to Bangalore. My little girl also had the contents of several fillings showered over her head. Do this sort of thing on the lower side to avoid caste contamination, for it is much visited.

I was told there is an animal 'salt-lick' half a mile from here where from the shelter of a tree one can watch the wild animals come to lick the salty rock.

Motor Sheds—2 or 3 are required at the 9th mile to make this little hill-top a popular summer resort. The Hill is 3896 feet a.s.l., but other hills closeby vary from 3,900 to 4,143 feet.

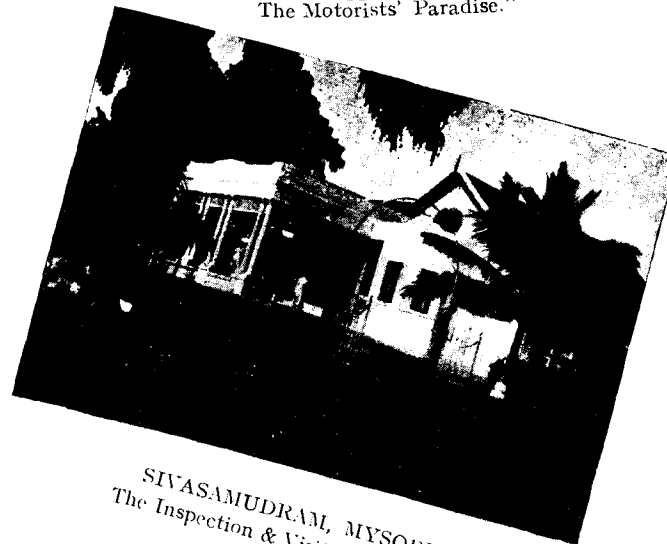
There is a very good and first class T.B. at Tumkur next to the rail-station which I can recommend for day or night halts. It is in frequent demand by motorists going to and coming from Bombay.

Can anyone say what the maximum gradient is of the one mile from 8 to 9?

BEAUTIFUL MYSORE, THE MOTORISTS' PARADISE

Within easy motoring distance of Bangalore you can get to the following charming spots. An article appeared on page 211 of the July issue under the caption of "Beautiful Mysore, The Motorists' Paradise."

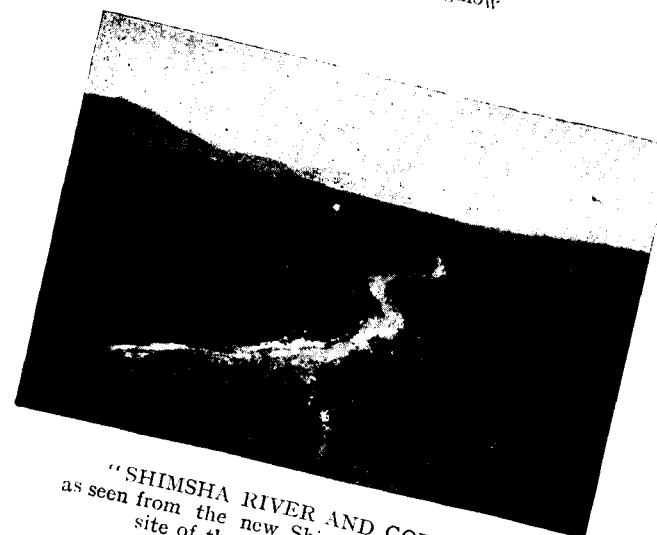
—(By courtesy Major A. W. Waters, M.B.E.)



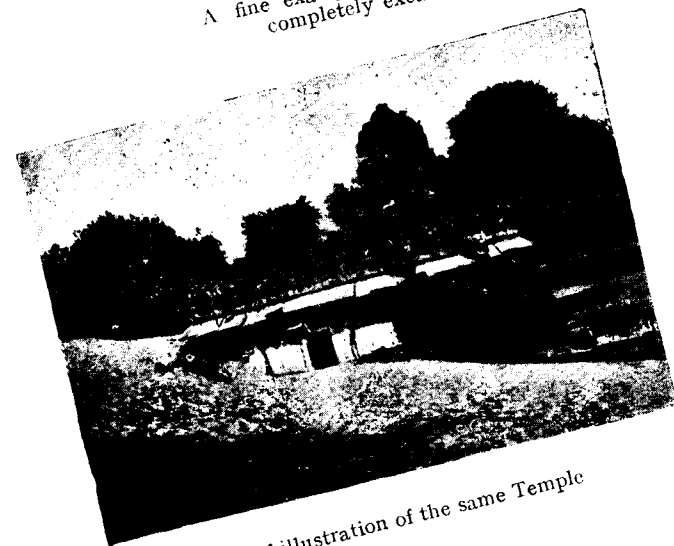
SIVASAMUDRAM, MYSORE
The Inspection & Visitors' Bungalow



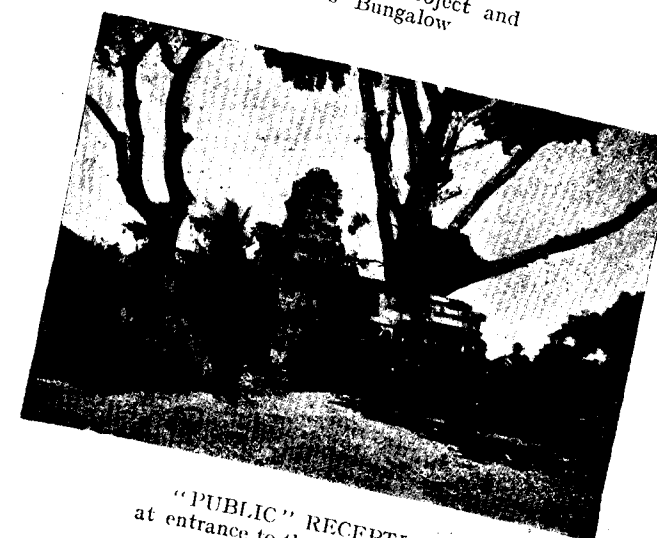
TALAKAD
A fine example of a TEMPLE almost completely excavated



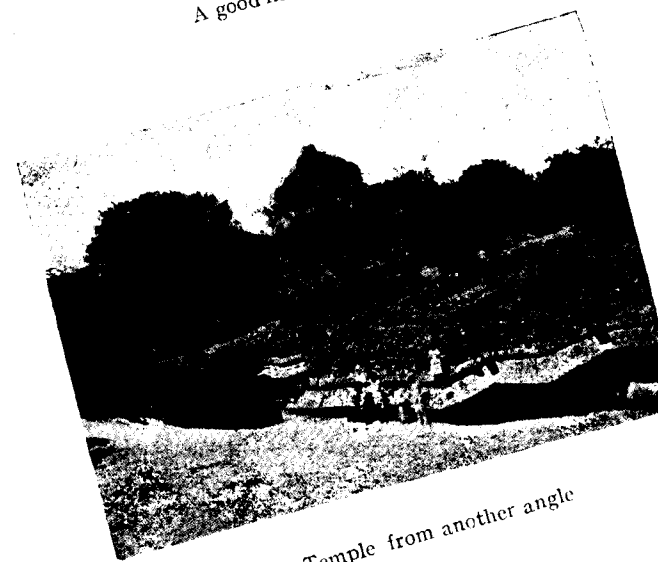
"SHIMSHA RIVER AND GORGE"
as seen from the new Shimsha Project and site of the Visitors' Bungalow



A good illustration of the same Temple



"PUBLIC" RECEPTION
at entrance to the "buried city"



The same Temple from another angle

Travancore Notes

By A. K. Tampi, Esq.

Hony. Secretary of the Trivandrum Branch

Weather:—The weather has been pleasant with occasional showers.

Correspondence:—

To the Secretary	..	..	6
Others—outstation	..	..	10
Local	..	..	20
TOTAL	..	..	36

New Members:—Several applications sent on and some of the propagandist literature has borne fruit.

Road Scout:—One was present throughout the month and a separate report of his work has been submitted.

Service to Members:—Seven members have been fitted up with Car badges and two supplied with the special A.A.S.I. maps of the Madras Presidency, 1" = 20 mls. Of the two maps supplied, one was supplied to a member introduced by the W.I.A.A.

Six members called for advice on Travel and were supplied on the spot with itineraries and notes on where to stay.

Price of Petrol:—Re. 1-5-6 per gallon.

I shall send a separate note of the interesting, important, historical and beauty spots of Travancore, with notes on where to stay, next month.

How Good A Driver Are You?

Check yourself by taking this self-test.

Even extra good drivers—and what motorist does not consider himself better than average?—can improve their high-way behaviour by practising and knowing all the safe driving principles covered in the following self-test.

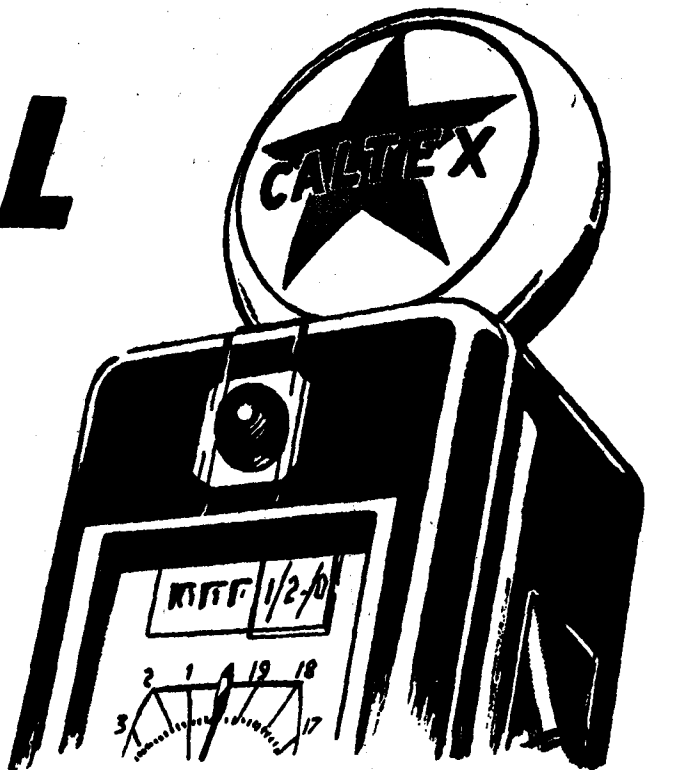
The maximum score for each point is indicated in the column at the right. Give yourself whatever proportion of this perfect score you *honestly* believe you deserve. A total score of 110 or better indicates that you are an excellent driver; 100 to 110, a good driver; and under 100 a poor driver. Now go to it.

	Your Score	Perfect Score
1. Do you always drive at a reasonable speed, giving due consideration to traffic, road conditions, weather, etc.?	..	10
2. Do you make sure that your car is at all times in good order, particularly as regards brakes, steering gear, lights and tyres?	..	8
3. Do you pass other vehicles on the brow of a hill or on curves?	..	8
4. Do you cut in and out of traffic without adequate regard for safety?	..	7
5. Do you ever drive when you are not in full possession of your faculties?	..	7
6. Do you give pedestrians, particularly children and the aged and infirm, the right of way?	..	6
7. Do you let your attention wander, either through conversation or sight-seeing?	..	5
8. Do you slow down when handicapped by approaching headlights?	..	5
9. Do you always give proper and adequate hand signals before turning, slowing down or stopping?	..	5
10. Do you strictly observe all traffic lights, stop signs and warning signals?	..	4
11. Do you approach intersections, particularly blind intersections, with your car under complete control?	..	4
12. Do you get into the left lane before turning left, and into the right lane before turning right?	..	3
13. Do you pull into traffic without looking or giving proper signals?	..	3
14. Do you speed up instead of making way when a car wishes to pass?	..	3
15. Do you cross rail crossings cautiously?	..	3
16. Do you keep at an adequate stopping distance from the car ahead?	..	3
17. Are you inclined to insist on taking your "right of way" even though it may result in a collision?	..	2
18. Is your windshield wiper in good working order?	..	2
19. Is your rear vision mirror O.K.?	..	2
20. Do you park your car so that it will not interfere with traffic?	..	2
21. Do you lock your car when parked?	..	2
22. At 30 m.p.h., what is the distance required for stopping, including thinking?	..	8
23. What distance of clear view must you have ahead before attempting to pass another vehicle going in the same direction?	..	6

TOTAL .. 122

FILL
UP
HERE

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The New Powerful Caltex gives a new lease of life to any car. With Caltex in your tank, you need never fear for your acceleration or quick starting capabilities. It pays you to buy a good petrol with a good name behind it—watch for the red Star sign then watch your miles per gallon increase.

CALTEX PETROL



The New Texaco Crackproof Motor Oil is "triple processed" for your safety. This means that it has a more constant body than other motor oils. It retains its lubricating value longer and resists heat better. Save wear and tear by starting right now with Texaco Crackproof Motor Oil.

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British Cyclists' New Charter

MUCH food for thought and possible moral precept for cyclists everywhere exists in the recommendations of the Transport Advisory Council, just issued for the better protection of cyclists in Britain. Mainly, these advise rear red lights as well as red reflectors, cycle tracks on both sides of all main roads wherever traffic conditions justify them, "careless riding as a definite offence" and prohibition of riding more than two abreast. Other points in the report are: use of cycle tracks to be made compulsory only where the Minister of Transport is satisfied that such a course is reasonable; regulations should be made concerning brakes; and that cyclists, equally with motorists, should report accidents.

The Council found there was no need to put cyclists to the trouble of registration unless taxation was also contemplated, but suggested that on every bicycle there should be a semi-permanent identification disc, giving the name and address of the owner. It was recommended that no action be taken on age limit for cyclists, hand signals, road racing and speed trials, warning devices, riding tests, or third-party insurance.

While in no way associating itself with the commission of any measures calculated to discourage an increasingly popular form of healthy enjoyment, the Automobile Association of Britain feels that cycling can only be adversely affected by failure to employ sensible precautions which will increase road safety. As voiced in evidence given before the Transport Advisory Council, the A.A. considers that every road user bears a portion of the responsibility for highway accidents, and feels that in the face of current figures, there is a strong case for regulating cyclist traffic more or less on the lines suggested in this report.

The alarming total of 1,440 cyclists killed and 70,000 injured in 1936-37—without counting casualties to others concerned in the same accidents—serves to emphasise the serious problems linked with the increased popularity of pedal cycling.

The Association considers that as regards illumination at night rear lights are the only true solution, particularly in foggy or dirty weather. A. A. patrols themselves carry red rear lights—which are assumed to be no less necessary today than during the War, when their use was enforced by a regulation under the Defence of the Realm Act. This seems confirmed in that of the 10-12 million cyclists in Britain no fewer than 448 were killed and 14,000 injured during hours of darkness in 1936-37; while 81 were killed and 3,254 injured during dusk.

On the question of cyclists riding more than two abreast, the A. A.'s view is that congestion on main roads, particularly at week-ends is already acute and the introduction of this proposal would improve traffic conditions generally. Two cyclists abreast occupy as much room from the kerb as one car.

As regards cycle tracks the Association has recognised for many years the dangers of different types of vehicles using the same carriageway when travelling at widely divergent speeds, and points to the success which has attended the use of separate tracks for cyclists in Holland, parts of Germany and elsewhere on the Continent. Tracks on both sides of main roads are a valuable protection in a properly planned highway system and in the view of the A. A. segregation of traffic is an elementary precaution.

The value of identification discs is at once apparent. Indeed it is difficult to see how highway laws and regulations can be properly enforced without them; but in addition there is much to be said for their psychological effect which is calculated to create a sense of greater responsibility.

The Minister of Transport is now considering the Council's recommendations and his decisions are awaited with considerable interest. It may be that at last the legislature will accept what to the man in the street appears a 'truism' viz., that to control only motor vehicles is to deal with only one third of Britain's traffic problem.

AUTO CIN-DEK

A "PABCO" PAINT
FOR CARS, BUSES AND LORRIES

Agents and Distributors:—SPENCER & CO., LTD., MADRAS

Space will be opened in this magazine for correspondents who care to write in about any matter of interest, whether it be a short paragraph or matter extending to two or more columns. The subject may be anything—a hockey match, a motor accident, or a wedding, or even a grouse.

Photographs and snaps will also be welcome but the print must be on glossy paper in black and white, not sepia. A reproduction otherwise will not be satisfactory.

Safety First

The following draft proposals have been received from the Joint Town Planning Committee of Bombay who invite suggestions and criticisms. Correspondence should be addressed to the Chairman, A. S. Trollip, Esq., Electric House, Fort, Bombay.

Corner Development:—

It is most desirable that the building development and positioning of street furniture on corners be controlled, for every cross-street is a danger point, and in addition the presence of a cross street slows up traffic; it is therefore most desirable that clauses be inserted in the Building Regulations controlling corner development.

The Motorists' triangle of visibility:—

As far as possible the triangle of visibility at all corners should be free of all building compound walls and trees; street furniture and other obstacles in order to:—(a) allow of motorists approaching an intersection from different streets to see one another in ample time and (b) allow pedestrians to cross the street corners quickly and conveniently.

Street furniture placed in the vicinity of corners impedes the free movement of pedestrian traffic; besides taking up the physical space they occupy, an amount of the footpath is required by pedestrians to avoid them.

In cities and towns this triangle is determined by measuring off 75 ft. along each curb from the point where the curb lines intersect. In rural areas 125 ft. is used.

In order to preserve this visibility, it is necessary that no car parking be allowed within this area of visibility.

Building Line:—

In new development—the building line should be set back from the triangle of visibility; the corner may be rounded or cut back to coincide with the hypotenuse of the triangle of visibility.

Compound Walls and its enclosures:—

When the compound wall and its enclosures (i.e., trees, high shrubs, perhaps an outshed) come within the triangle of visibility, it is desirable in the interests of traffic to lower these to a height not exceeding X feet above the level of the carriageway.

N.B.—The average height of a motor car driver's eye above the level of the carriageway is Y feet; Motor bus driver Z feet.

If it is not possible to lower the compound wall and at the same time secure privacy and protection, then the wall should be constructed of open thin railings so that motorists approaching the intersection from different streets will see one another in good time to prevent a collision.

Pedestrian Crossings:—

Since the intersection is the proper place for a pedestrian to cross it is desirable that it be made the most attractive place, i.e., (a) that street furniture excepting the recognised crossing sign such as the Belisha crossing should not be placed within the triangle of visibility, (b) that paved footpaths leading to the crossing places (marked or unlined) be provided.

Poles with their attachments necessary for the support of lamps and wires for Electric Supply, Telephones, Telegraphs

and Tramways should, if possible, especially at corners, be substituted for by rosettes fixed to the walls of the building.

Boxes, Pillars, etc.,

necessary for various public services, e.g., Post Office, Electric Supply, Telephones, etc., should not be erected at corners, but should if possible be included within the building or compound wall further down or up the street away from the corner so as to give the pedestrian the full width of the footpath, otherwise they should be erected in the line of the street trees.

Radius of Kerbs:—

Traffic flows most rapidly when it can move in easy curves; therefore it is necessary for the radius of kerbs to be such that the vehicle having the largest turning circle will take the curve without interfering with cross traffic, viz., about 60 ft., which is the turning circle of the largest vehicle on the Road, viz., the Bombay Fire Brigade.

In readjusting the radius of curbs in congested areas it is necessary to balance the demands of the carriageway and the footpath. The set-back should not unduly restrict the area available for pedestrians.

Street Furniture, i.e.,

(a) street name boards, direction signs, (b) poles, anchor rails, guy wires, (c) pillars for Electricity, Telephones, Tramways, (d) Post boxes, (e) telephone kiosks, (f) trees, tree guards, flowering shrubs, (g) fire hydrants, fire alarms, (h) dustbins, (i) advertisement hoardings, (j) stallboards, awnings, (k) traffic signals and signs, danger signs, (l) pedestrian crossings and signs, (m) street lighting and (n) Police chowkies.

Street furniture has been developed along characteristic lines. It is a question as to whether the now familiar designs could be better designed so that they look as though they form part of the street. In the design of these street accessories it should be pointed out that each has a separate function and this should be clear to the public, e.g., it is not uncommon for the Electric Supply companies to find letters in their pillars, which were previously intended for the Post Box.

When these accessories cannot be placed in or on the wall, then they should be located where they will cause the least inconvenience to pedestrians, for preference they should be placed in a line parallel to the street curb; at the same time they should be kept about Z feet from the curb in order to prevent damage from the rear overhang of cars which are parked at right angles to the curb.

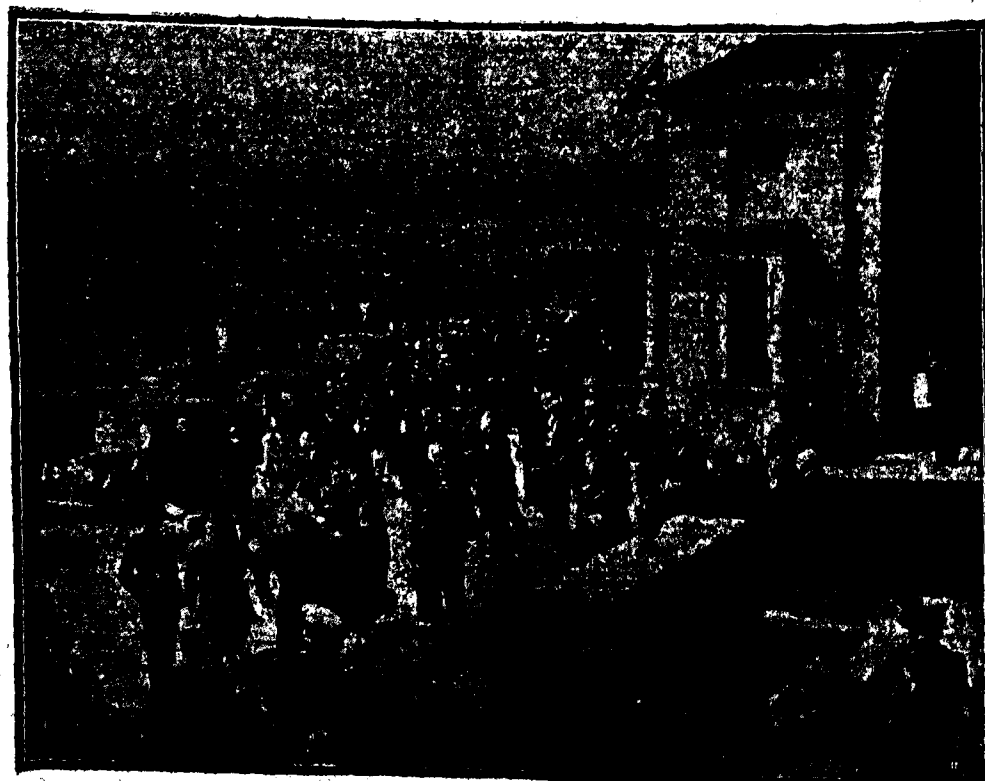
In order to enable pedestrians to see them at night they should be painted appropriately; they should also have no sharp points or corners upon which pedestrians will be likely to collide.

Their Majesties the King and Queen Visit Paris



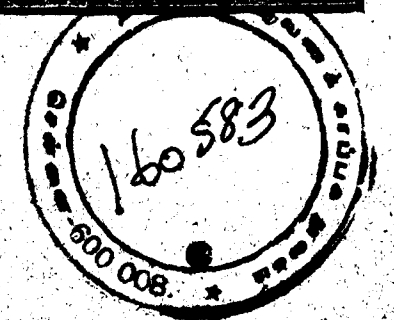
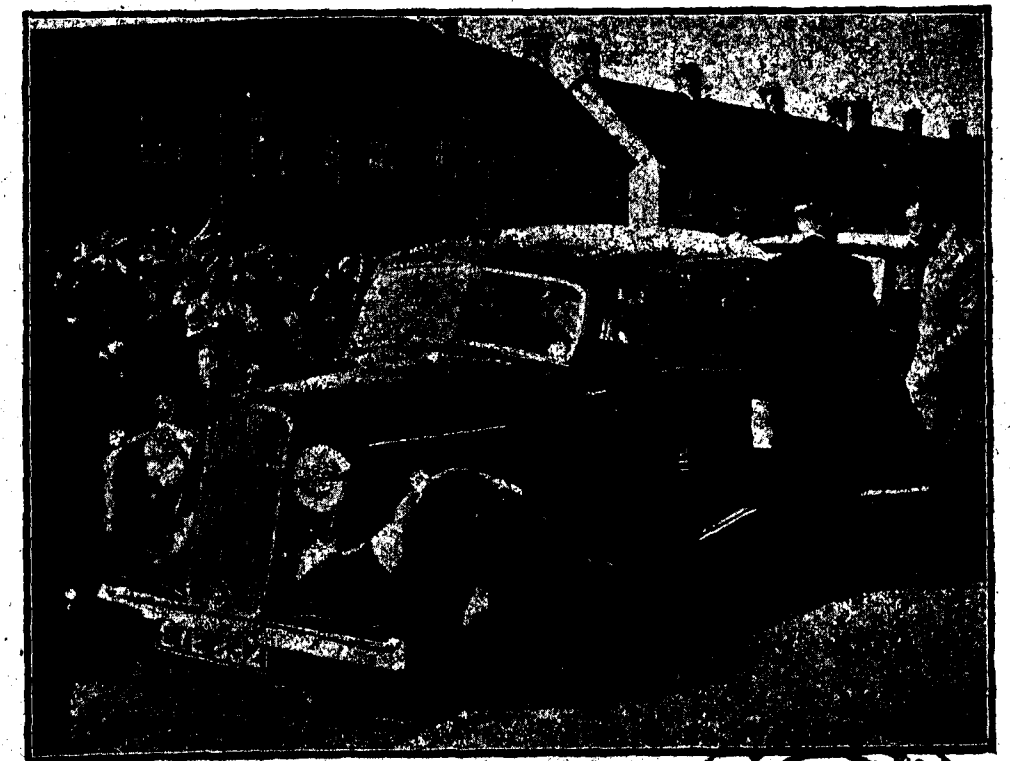
Standing behind Their Majesties (left to right) are: Lord Birdwood, Lord Milne, The Prefect of the Somme, Colonel Forbes and Sir Earle Page.

When Their Majesties the King and Queen unveiled the Australian National Memorial at Villers Bretonneux on July 22nd a fleet of Humber cars supplied by Rootes Ltd., was used in connection with the transport of the Royal party for this ceremony.

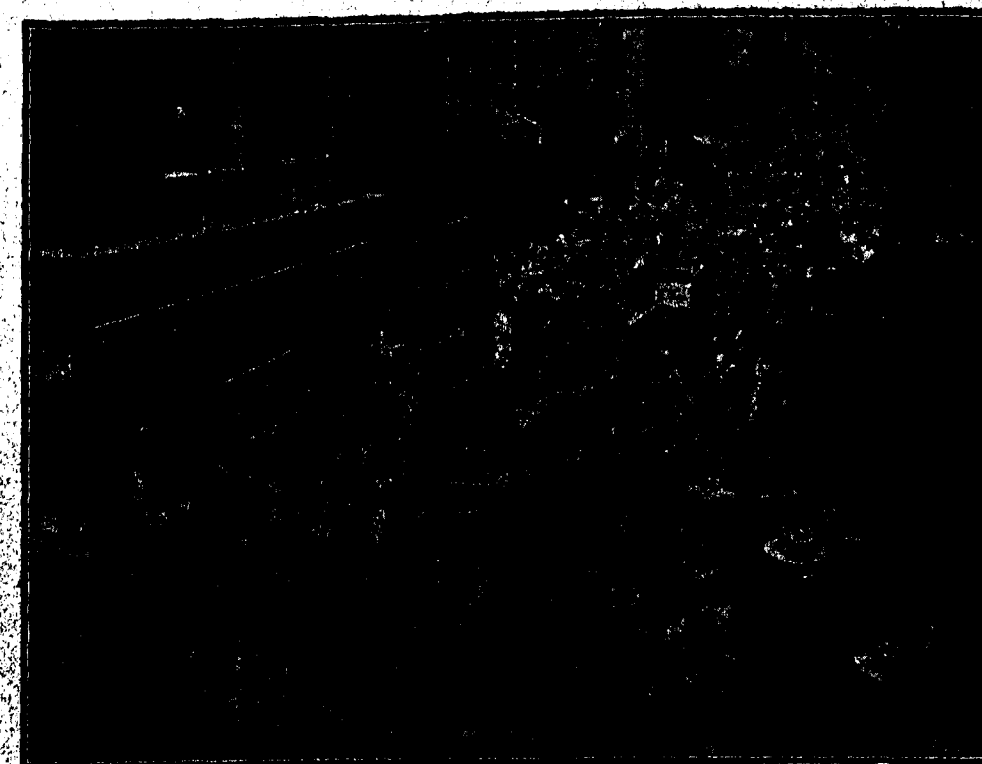


H. R. H. The Duke of Gloucester Tours Sussex

H. R. H. The Duke of Gloucester Makes 120-Miles Motor Tour of Sussex. The picture shows His Royal Highness entering his car on leaving the St. George's Boys' Club, Moulsecoomb.



The picture shows His Royal Highness about to enter the Royal car after inspecting a Junior Club at Hastings.



The Automobile Association Annual Meeting

AT the thirty-third Annual Meeting of the Automobile Association, held at the Savoy Hotel on July 20, the Chairman, Mr. Charles McWhirter, who presided announced that the Association's membership had passed the 700,000 mark. It was actually 712,242 at 10 o'clock this morning.

Describing the A.A.'s progress, Mr. McWhirter said that during the twelve months the increase in members exceeded 48,000, the largest number which had ever been achieved in one year. It was 18 years since the first 100,000 members had been obtained; the half million was reached in 1933 and since then over 200,000 members had been added. The Association had thus easily retained its position of the World's largest motoring organisation.

These remarkable figures, he went on to say, refuted in no uncertain terms the suggestion that motoring in Great Britain had reached saturation point and was declining in popularity. The combined membership of overseas motoring organisations with which the A.A. was allied, was in excess of 8 millions, a powerful factor which ensured reciprocal touring service for A.A. members in any part of the civilised World.

Mr. McWhirter stated that recently there was evidence of a more enlightened approach to motoring and road problems

in this country on the part of the Authorities. This welcome change he attributed to the vigilance of the Association, acting through the Motor Legislation Committee in conjunction with other motoring bodies.

Enlarging upon the vast proportions attained by the demand for service from motorists in Great Britain, the Chairman mentioned that during the year A.A. patrols covered more than 40,000,000 miles of road in the course of their normal duties. Over 60,000 members received legal assistance; more than 1,200,000 road routes were issued for tours in Great Britain and Ireland, and over 75,000 members received assistance from the Twenty-four Hour Emergency Service, which was maintained at the Association's London Headquarters throughout the night, at week-ends and even on Christmas Day.

Following discussions between the Association and the War Office, a supplementary reserve to the Corps of Military Police, with a minimum strength of 500, had been formed exclusively from the road staff of the A.A. This, Mr. McWhirter described as "a unique contribution to national defence by a private organisation".

The Report and Accounts for the year were adopted and the proceedings terminated with a hearty vote of thanks to the Chairman.

Tidal Traffic

JUST at a time when big arterial roads, having separate carriageways for up and down traffic, are being evolved on more or less satisfactory lines in Great Britain, further congestion has focussed attention on the desirability of having separate triple tracks in order to adapt road conveyance to the direction in which the heavier traffic is moving. This problem of "solid block" congestion is, of course, most acute at week-ends. Statistics show that on any fine Sunday between 2,000 and 4,000 cars an hour leave by the main exits of London for south or east coast seaside resorts. Between London and Brighton, or Southend for example, the traffic, particularly at week-ends, may be said to be tidal.

The trend in the morning is towards the coast almost every car making for the sea. In the evening it is the other way about. Again on week-days business traffic makes for London and other large cities from "dormitory" towns and suburbs from 7 a.m. to 10-30 a.m. and returns, homeward bound, from 5 p.m. onwards. It is for this kind of traffic that a three-way road is suggested, the extra carriageway being used for vehicles proceeding in an opposite direction to the general "tide".

The Automobile Association of Great Britain, an organisation which has always taken an active interest in scientific highway development and construction has suggested, on a number

of occasions, three lane roads as a solution to the congestion problem and has consistently urged that the correct layout and design of roads is one of the greatest factors in making motoring easier and therefore safer for all. Triple divided thoroughfares are a project to which the Authorities should give further careful consideration.

The A.A. has suggested that these three-way roads should work in the same way as London's Underground railway escalators, the centre track being reversible according to the volume and flow of the traffic; and has put it that some central control office would be necessary to operate an illuminated device to show traffic entering from side roads the direction in which the centre road was functioning. As against this it has been said that the simplest plan would be to close the central "relief" avenue between 1 p.m. and 2 p.m. and display prominent notices drawing attention to the fact that the direction of travel was from west to east or north to south before 1 p.m. but would be reversed after the neutral hour.

This proposal is, however, open to the objection that it wastes an important highway 365 hours annually, despite the fact that it is realised that a period must be allowed for clearance before changing the direction of travel.

The Indian Roads & Transport Development Association Ltd.

Monthly News Letter

U. P. 5-YEAR ROAD PROGRAMME AND ROAD LOAN

MARKED progress is recorded in the execution of the 5-year road programme commenced in the United Provinces in 1935-36. Up to the end of March 1938, it is estimated that a sum of Rs. 56 lakhs has been spent, out of the total cost of the programme which is estimated at Rs. 107 lakhs.

The programme includes the reconstruction or re-conditioning of 993 miles of roads, of which 145 miles are 'provincialised' local roads, the metalling of about 135 miles of new roads and the construction of the Sai bridge. Action has been taken on all the sanctioned projects.

Of the total cost of Rs. 107 lakhs, roughly Rs. 11 lakhs is to be met by grants from the Reserve in the Road Development Fund and Rs. 55 lakhs from the U. P. Government's share of that Fund. This latter sum is made up of the opening balance of Rs. 18½ lakhs in the Fund on 1st April 1935, and Rs. 36½ lakhs expected to be received from the Fund as the U. P. Government's share during the five years ending 1939-40.

The balance required to complete the programme, viz. Rs. 41 lakhs, the U.P. Government are borrowing and will be repaid with interest from the future income of the Province from the Central Road Fund.

The following statement shows the distribution of expenditure over the five years:—

Year.	From U. P. Govt.'s share of Road Development Fund.	From Govt. of India Reserve in Road Fund.	From Loan Funds.	Total expenditure during the year.
	Rs. (lakhs.)	Rs. (lakhs.)	Rs. (lakhs.)	Rs. (lakhs.)
1935-36 (actuals).	13.75	0.12	..	13.87
1936-37 (actuals).	16.27	2.31	..	18.58
1937-38 (Revised Budget Estimates)	6.98	3.25	14.00	24.23
1938-39 (Budget Estimates)	8.37	3.22	14.57	26.16
1939-40 (Anticipated)	9.31	1.95	12.61	23.87
Total ..	54.68	10.85	41.18	106.71

When the programme is completed in 1940, the interest and amortization charges on the loan of Rs. 41 lakhs will amount to Rs. 3.80 lakhs per year, which together with the additional maintenance charges on certain of the new or improved roads, estimated at Rs. 1.69 lakhs, will be debited to the annual share of the United Provinces in the Central Road Fund. On present rough calculations, therefore, the balance available annually in the provincial share of the Road Development Fund, after 1939-40, for utilization on other roads, will be Rs. 2 lakhs.

While the completion of the programme will involve additional maintenance charges on certain roads, as above, the

reconstruction of existing metalled roads by improved methods, on the other hand, will result in marked economy in the maintenance cost of many other roads now borne by the U. P. Government from their Provincial revenue.

The new works included in the programme are designed to open up tracts devoid of roads, increase trade and traffic through the development of irrigation and sugarcane and to improve the movement of agricultural produce in areas having poor access.

BOMBAY-POONA ROAD

At a recent meeting of the Board of Communications, Bombay, further proposals in connection with the reconstruction of the Bombay-Poona Road were discussed and approved, but in the meanwhile the present unsatisfactory condition of the road has once again led to the restriction of traffic over certain portions of the road during the monsoon. The District Magistrate of Thana has prohibited the use of the portion between Kalwa in mile No. 25 and Dahisar in mile No. 34, by heavy vehicles (i.e., motor vehicles exceeding 2 tons in weight unladen), while from mile 34 to mile 66, the road is closed, under the orders of the District Magistrate, Kolaba, to all goods lorries as well as to buses with a carrying capacity exceeding 14 passengers inclusive of the driver and cleaner.

In a representation made to the Government of Bombay in this connection the Bombay Branch of the Association has urged, while admitting that the present condition of the road is unsatisfactory, that any restriction considered necessary on the movement of motor vehicles should be so applied that the traffic normally using the road would be subjected to the minimum of interference consistent with the requirements of safety. It is pointed out that the hardship and inconvenience entailed by the above orders—and particularly by the order of the Kolaba District Magistrate—deserve sympathetic consideration. Owners and operators of public service vehicles who depend on the vehicles for their livelihood are subjected by these orders to losses which they can ill afford to meet, while the public using bus transport have to suffer equal inconvenience for lack of adequate transport facilities. The losses to operators of goods vehicles are also considerable and are bound to have unfortunate repercussions on the general trade, industry and agriculture of the locality affected.

The Branch has urged that the prohibitory orders in question should be withdrawn and pointed out that the requirements of safety would be met if restricted speed limits were enforced in lieu thereof, applicable to the classes of vehicles affected by these orders.

ROADS OFFICIALS

Mr. K. G. Mitchell, Consulting Engineer to the Government of India (Roads), returned to India by the *Ranpura* on the 23rd June, and is thus enabled to take an active part in deliberations on the Motor Vehicles Bill, for the drafting of which he has been largely responsible.

Mr. C. E. Aitken, B.Sc., I.S.E., has been appointed Chief Engineer and Secretary to the Government of Bombay, P.W.D., vice Mr. N. B. Baxter, retired.

Mr. Ali Ahmed, B.A., I.S.E., has been appointed Chief Engineer and Secretary to the Government of Assam, P.W.D., in place of the late Mr. Reid Shaw.

Mr. ORMEROD ON ACCIDENTS AND ROAD CONDITIONS

Speaking at the Annual Meeting of the Western India Automobile Association, Bombay, on June 30, Mr. H. E. Ormerod, the President of that Association—who has done much recently to focus attention on the dangers of defective design and lay-out of roads—called attention once again to the increasing road accidents in India and deplored the fact that no attempts were made to bring to light or remedy such contributory causes of accidents as blind corners, insufficient road space, bad lay-out or other defects of the road.

"It is an unfortunate fact," said Mr. Ormerod, "that whereas road conditions are frequently the cause of the accidents, the whole of the blame for the accident falls on the motorist because no full investigation is made of the causes involved."

"In the case of road accidents, Magistrates and Judges presume that one or other driver is responsible and, seldom, if ever, do they question the authorities who, on account of faulty road planning, may be the direct cause of the accident. . . . Should not the road authorities be called to testify as to the sound and faultless construction of the road or otherwise as in the case of railways? Logically they should, but so far as I am aware, no Magistrate in this country or elsewhere has viewed matters in this light."

Mr. Ormerod pointed out that when an accident occurred on a railway all details such as signals, sleepers, tracks, the effect of climatic conditions on the rails, etc., were investigated and the slightest defects ordered to be put right immediately. On public roads, however, if the contributory causes of accidents were defects in road design or road conditions, there were no powers to compel road authorities to remedy those defects; instead, the blame for the accident was placed primarily upon the road user.

"There must be a reason for the difference in the outlook of the railways and the road authorities," continued Mr. Ormerod, "and I think it lies in the fact that in the case of the railways the safety factor takes precedence over the financial position whereas with road authorities conditions are exactly the reverse. In the case of roads, provincial, municipal and local authorities, in their desire to get as much revenue out of the land as possible, allow conditions to be introduced which endanger the safety of all users of the road whereas railway authorities are not permitted to adopt this policy."

"It may be argued on behalf of the local authorities in India that the root cause of the trouble lies in the policy of the Central Government. Under this policy, the Provincial Governments are made responsible for maintaining the roads while the major portion of the revenue derived from motor vehicles is taken to general revenues by the Central Government. In other countries the large portion of revenue derived from motor vehicles is applied to the development and maintenance of roads and it is only raided for other purposes if a surplus is available. Provincial and other authorities, being denied this natural source of revenue for roads, have been tempted to sacrifice road safety in their desire to improve their financial position."

WORKING OF BRANCH RAILWAY LINES

It is learned that the Railway Board have addressed various railways in India to ascertain how many branch lines are running at a loss.

The object of the inquiry is to decide, in consultation with the local Governments, whether such lines which, due to competition by motor transport, are working on an unremunerative basis, should not be closed.

This form of consultation was, it will be remembered, recommended by the Wedgwood Committee, with particular reference to narrow-gauge lines and limitations on their speed.

The Railway Board have had several cases of branch lines and narrow-gauge lines investigated and others are still under consideration.

TEACHING ROAD SENSE

It is satisfactory to note that increasing attention is being paid to the regulation of pedestrian traffic in the interests of road safety. Since the introduction of the Traffic Rules in Madras, the police with a view to instilling 'road sense' in the minds of citizens, have been instructing pedestrians to keep to the roadside pavements and to the extreme edge of the road where there are no pavements.

In crowded parts of the city, sergeants and constables are posted daily to instruct people to keep to the edge of the roads. Leaflets have also been distributed.

Several people have been prosecuted from time to time for disobeying the rules and walking in the middle of the road.

In Madura, the local Police organised a successful 'Traffic Week' recently, during which pedestrians were directed to use the side-walks provided on most of the roads in the town. It is understood that Boy Scouts will be trained to assist the Police in regulating pedestrian traffic during leisure hours.

In Nasik, Bombay Presidency, the District Magistrate, with effect from the 14th July, has introduced a set of rules to regulate pedestrian and vehicular traffic. These rules are as follows:—

In order to avoid accidents, the public of Nasik City should use the roads properly, i.e., vehicles should keep to the left of the road and pedestrians should walk to the right facing the on-coming traffic.

(a) Pedestrians should observe the following rules:—

(i) While walking along the road, keep to the right and face the on-coming traffic.

(ii) Keep as close to the edge of the road as possible and leave the middle of the road free to vehicles.

(iii) Never loiter in the middle of the road on any account.

(iv) While crossing the road do not stop in the middle or rush. But walk straight across.

(v) If one wants to talk to a friend on the road one should stand to one side of it but not in the middle.

(b) Drivers of vehicles should observe the following rules:—

(i) Keep to the left of road.

(ii) When overtaking another vehicle, overtake it on its right-hand side.

(iii) When wishing to stop the vehicle or to enter another road, warn by stretching out your hand in the direction you wish to go.

(iv) Extra care should be taken where roads meet and at the top of the curves.

3. Those who are driving cattle along the road should drive them along the left or lead them so as not to cause obstruction to traffic. Due alarm should be given of the passage of the cattle.

4. Cyclists should also keep to the left and should take their place on the road next to pedestrians as far as possible. More than one person should not ride one bicycle unless there is a special arrangement to seat more than one rider or passenger.

5. Whoever acts in contravention of these rules shall be liable to a penalty under the provisions of the Bombay District Police Act.

Further rules for cyclists lay down that:—

"When two cyclists are cycling abreast and they are about to be overtaken, the right-hand cyclist of the two should accelerate and take his place ahead of the cyclist on his left. THEY SHOULD NOT SPLIT AND GO TO OPPOSITE SIDES OF THE ROAD."

Whoever acts in contravention of this rule shall be liable to penalty under the provisions of the Bombay District Police Act.

These orders apply to all roads in Nasik City, Nasik-Nasik Station Road and the Nasik-Deolali Camp Road.

ROAD IMPROVEMENT AND IRON-TYRED VEHICLES

Travancore Discussion

The fact that the damage done to a dustless surface by iron-tyred bullock carts is so enormous that it will pay the authorities to prohibit iron-tyred traffic and distribute pneumatic-tyred carts FREE to cart-owners, is brought out in discussions at a conference held in Travancore State on July 6. The Conference was held to consider the improvement of the 57-mile long arterial road from Trivandrum to Cape Comorin, which carries some of the heaviest traffic in South India, and was presided over by the Dewan of Travancore, Sir C. P. Ramaswamy Iyer.

Members of the Legislature from Trivandrum and South Travancore, as well as the Chief Secretary, the Chief Engineer and the Director of Development and Transport also took part in the discussions.

A note circulated by the Government to the members of the conference stated that the road was easily spoiled owing to the heavy traffic and that it was also very dusty. The problem, therefore, was to provide a dustless surface capable of carrying the present traffic. The State Transport Department had taken over the road to run a motor transport service and if a good dust-free surface was maintained the Transport Department would save Rs. 1 lakh annually in maintenance costs for their vehicles, and the owners of private cars would also benefit.

A concrete surface would be ideal but expensive, the cost being approximately Rs. 20 lakhs. If iron-wheeled traffic was to be prohibited it was not essential that the road should be concreted.

The note, after mentioning several methods of dust-proofing a metalled surface costing between Rs. 5,33,000 and Rs. 9,46,000, stated:—

"Whatever the surface, concrete or otherwise, the damage done to the roads by the iron-wheeled bullock carts is very great. It is estimated that an average of 2,000 carts use the road daily, and the damage started by these carts is continued by buses and lorries. If these iron-wheeled bullock carts can be prevented from using the road, the cost of maintenance will be greatly reduced. A tyre factory will undertake to carry out conversions of all iron-wheeled bullock carts at Rs. 130 per cart, including axle, ball-bearing cups, wheels and tyres. It will also give an undertaking to give preference to Travancore rubber, subject to quality and price being equal to other markets."

The time required for the conversion of 2,000 bullock carts is approximately six months. It is, therefore, suggested that, at the commencement of the scheme, the public be informed that after a given date, allowing the six months interim period, no iron-tyred vehicle of any description will be permitted to use the Trivandrum-Nagercoil-Cape Comorin Road. During that period, arrangements will be in progress for retinning and surface treating. The Government will provide the original equipment, as it may not be possible for the owners to invest the necessary sum of Rs. 130 on account of initial expenses for conversion of the carts. This would cost a sum of Rs. 2,60,000 to the State.

Tyre replacements, which should not be required for four to five years, will have to be met by the cart-owner, the price of which will be Rs. 50 per pair of tyres. Cart-owners will be able to save this sum during the five years on account of the lengthening of life of their carts, the better condition of their bullocks and their ability to transport loads equivalent to those now being carried with one bullock instead of two.

The cost of reconsolidating and surfacing the road to carry iron-tyred carts for five years is Rs. 7,06,230, annual maintenance is Rs. 48,336, and the cost when these carts are equipped with pneumatic tyres would be Rs. 4,21,515 and maintenance Rs. 24,168, the cost of retinning remaining the same in each case, i.e., Rs. 1,58,175. In the case of the road being surfaced to carry only pneumatic-tyred vehicles, it is estimated that the cost of equipping 2,000 bullock carts with pneumatic tyres could be carried out at Rs. 130 each or Rs. 2,60,000 in all, and even if the whole cost is borne by Government, there will be a saving of over Rs. 24,000 in initial cost and Rs. 24,000 annually after the first five years."

If it is decided to prohibit any iron-tyred vehicles on the road, this should be brought into force before any work is started.

The Dewan, in a brief speech, outlined the advantages and disadvantages of various schemes of laying and maintaining roads and wanted to know if the Conference was in favour of prohibiting iron-tyred vehicles on the road as suggested by the scheme. After some discussion the Conference was adjourned to July 25.

G. P. TAX ON PETROL SALES

Reference has already been made to the fact that the constitutional right of the C.P. and Berar Government to levy a tax on the sales of motor spirit, as proposed in the "C.P. and Berar Sales of Motor Spirits and Lubricants Taxation Act 1938," is being contested by the Government of India.

A reference has been made to the Federal Court by the Government of India challenging the validity of the Act in question. It will come up for hearing on October 17.

U. P. ENQUIRY INTO THE WORKING OF MOTOR VEHICLE RULES

A number of recommendations relating to the regulation of motor transport in the United Provinces and the enhancement of the powers of the U. P. Board of Traffic and Communications are contained in the report recently submitted by the Committee appointed to enquire into the working of the U. P. Motor Vehicle Rules. Some of the important recommendations are as follows:—

General.—In any system of control of public transport "the interest of the public must come first" and the owners of transport "must not neglect the interests of the public." In so far as public transport is concerned, so long as it is regular, reliable, safe and reasonable in cost, no difference exists between road and rail transport, both forms of transport are to serve public convenience.

Inspection of motor vehicles.—The Committee stress the importance of qualified persons with technical knowledge being appointed as inspectors. They should be equipped with a motor cycle or if necessary a motor car to enable them to discharge their duty.

Life of Public Service Vehicle.—Some registering authorities had fixed a definite life to a public service vehicle and refused to renew its registration after a fixed number of years. The Committee is of opinion no such limit should be fixed, but its efficiency should be judged after inspection on the merits of each particular case.

Permits.—A permit holder whose permit has once been cancelled should not be debarred from obtaining another permit. His new application should be considered on its merits and, if with favour, his name should be put on the waiting list with other applicants.

Transfer of permits.—In the case of the sale of a public service vehicle, both the transferor and transferee of the permit should report to the Authority which issued the permit.

Rail-cum-road transport.—The Committee agrees that there is no objection to the railways making their own arrangements for the carriage of parcels and goods. As regards passengers and the arrangements made with us companies by railways to operate in connection with the trains, it is considered such arrangements should be encouraged provided the same fares are charged as those fixed for other public motor service vehicles.

Private Goods Lorries.—Owing to abuses, a closer control is considered desirable. The Registering Authority before issuing these permits should satisfy himself that the applicant has a bona fide intention to use the lorry for his own private purposes. Also the Police should be empowered to require the owner of a motor lorry to furnish information as regards the origin of goods carried.

Time-tables.—The Committee are of opinion that time-tables should be fixed showing both the time of departure and arrival.

Parking Places.—The Committee recommends that a statutory obligation should be placed on local bodies to provide proper parking places on land owned by these bodies or acquired by them for the purpose.

Tickets.—The Committee consider it desirable to make it obligatory on the part of owners of public service vehicles carrying passengers to issue tickets. Tickets should specify the fares charged. Conductors should be literate. As the level of motor

taxation in Indian States is often higher than in British India it is not the intention that the Controlling Authority should fix fares at railway rates for the whole route including the portion which passes over Indian State territory.

Compulsory Insurance.—The Committee consider compulsory insurance desirable but are not prepared to state that motor transport can bear the additional expense. They call the attention of Government to the need for a Highway Act to control other forms of traffic using roads, such as bullock carts which are the cause of many accidents.

Bus Owners.—The Committee considers that the formation of bus Syndicates is desirable but that the time has not yet arrived to enforce it. Bus Associations should be encouraged and their views considered.

Board of Traffic and Communications in U. P.—Owing to increased number of members in the Legislature under Provincial Autonomy, it is recommended that the members on the Board of Traffic and Communications elected from the two Houses should be increased to six members, four from the Assembly and two from the Council; also one member to represent the owners of public service vehicles, the member to be nominated by Government until a recognised Provincial Motor Association has been formed when he shall be elected by the Association. Every member shall hold office for three years or so long as he shall be a member of the Legislature, whichever is less.

The powers of the Board have up to the present been advisory. The Committee now recommend the Board should exercise control over and regulate the Controlling Authorities.

It is recommended that all proceedings of the Controlling Authorities shall be submitted to the Board of Traffic and Communications which may modify and rescind, on a representation made to it or on its own initiative, any order passed by a Controlling Authority.

Under Rule 6 of the U. P. Act, Controlling and Registering Authorities are placed under the general control and direction of Government, but Government may delegate its powers to the Board.

The Committee recommends the delegation of powers to the Board under the following heads:—

- (1) Control of the issue, suspension and cancellation of permits,
- (2) Control of the classification of routes,
- (3) Control of the fixing of fares and rates for passengers' luggage and goods,
- (4) Control of framing of time-tables,
- (5) Co-ordination of measures taken by Controlling Authorities in respect of routes common to two or more traffic areas or controlled partly by one or more Controlling Authorities of the Province and partly by the Traffic Authority of an adjacent Province or Indian State.

In view of the increase of members on the Board of Traffic and Communications from the Legislature, the Committee do not consider the Legislature should be represented on the Controlling Authorities.

District Traffic Committees.—It is recommended that these Committees should be formed as follows:—

- (a) Three representatives of owners of public service vehicles plying within the traffic area, the members being nominated by Government,

- (b) One representative elected by each District Board situated within the traffic area,
- (c) One representative elected by the Municipal Board situated at the headquarters of the traffic area,
- (d) One representative of the railways within the area to be nominated by Government; where broad and metre gauges operate in the area the President should co-opt a member of each railway.

The proceedings of the District Traffic Committee shall be submitted to the Controlling Authority of the traffic area in which the District is included and the Controlling Authority may modify or rescind, on representations made to it or on its own initiative, any orders passed by the Committee.

Orders issued by a District Traffic Committee shall be appealable to the Controlling Authority.

HIGHWAY ACTS

While the Government of India are anxious to enforce a closer control over motor transport and make insurance against third party risks compulsory so that poor individuals who are victims of accidents may receive some form of compensation, little thought has been given to the fact that the cause of many such accidents is the negligence of other users of the highways such as bullock carts, cyclists and tongas, and that there exists an urgent need for the proper regulation of this type of traffic. Many of the Provinces already have Highway Acts for the regulation of traffic, but their origin dates back to days before the advent of motor transport and the time has come when, in order that both fast and slow moving transport may use our highways with the least danger to the public, revised Highway Acts should be introduced.

It is understood that the Government of the U.P. have under consideration the production of an up-to-date Highway Act—a proposal which other Provinces might, with advantage, follow. The Association has for some time been collecting data on the subject which might be of some practical use.

PERMANENT INTERNATIONAL ASSOCIATION OF ROAD CONGRESSES

Conclusions on Road Safety and Design

The general conclusions arrived at by the eighth Congress of the Permanent International Association of Road Congress (meeting at the Hague, June 20 to July 2) on the subject of road safety, with special reference to the segregation of the various classes of traffic on highways, are to the effect that:—

Road safety should be the primary consideration in determining the extent to which the different classes of road users and traffic streams should be segregated.

Apart from the requirements of safety, the carrying capacity of the road, the speed of traffic and also financial considerations are important factors to be considered in dealing with this question.

Before the construction or reconstruction of a road system is undertaken, surveys of present and future traffic requirements and general economic considerations should be made, and planning should take into account the necessity of correlating national road systems at international frontiers.

It is necessary that the technical measures adopted with a view to separating the various classes of traffic and the opposing streams of traffic, in so far as they are not enforced by the layout of the road, should be supplemented by uniform regulations in each country, and, so far as possible, internationally.

The occupation of the roads for purposes in themselves important, but not directly related to road traffic, should always be subordinated to the requirements of road traffic, which are much more important.

Roads for Mixed Traffic

Footpaths, the delegates agreed, are necessary where buildings adjoin roads, or where considerable pedestrian traffic between adjoining communities exists, or may be expected, and it is considered desirable always to separate pedal cyclists from motor traffic, this becoming essential as soon as traffic has developed to any considerable extent. If possible it should be effected by providing cycle tracks on either side of the roads, which should be effectively separated from the carriageway. Traffic lanes forming part of the carriageway are considered an undesirable substitute, from the point of safety, but sufficient experience has not yet been obtained as to the best methods of dealing with cycle tracks where road junctions and lay-byes are numerous.

In all countries with heavy pedal cycle traffic, particularly in the areas adjoining large towns, as well as in picturesque districts, it is considered desirable, in addition to cycle tracks along main roads, to construct a network of special cycle tracks, independent of the existing road system, to serve the needs of tourist cycle traffic.

Service Roads

On roads with considerable traffic, the number of access roads to farms, etc., should be reduced to a minimum. In cases where these are numerous, or cannot be eliminated, it is advisable to provide service roads for agricultural traffic for the purpose of minimising interference with the main road. The provision of service roads for local traffic is necessary in all built-up areas of any considerable importance, in order to separate local traffic from through traffic. The construction of such service roads should not, however, be undertaken unless their provision has proved unavoidable, since they tend to encourage ribbon development, which is considered objectionable from the standpoint of road administration as well as from an æsthetic point of view. Ribbon development should be restricted as much as possible on or near main trunk roads, and prohibited in case of new roads and by-passes.

Road safety is considerably increased by a physical division of opposing traffic streams, but this remedy is only possible if the road has at least four traffic lanes. However, a road with a single carriageway divided into four traffic lanes has a greater traffic-carrying capacity during rush hours than one having dual carriageways with a central reservation. The increased capacity is achieved at the sacrifice of safety, and this type of layout, accordingly, should only be taken into consideration under special local and financial conditions.

Parking Sites

Continuous accommodation for the use of temporary stationary vehicles on the outer verges of roads is very desirable for traffic and safety reasons, especially on roads carrying high-speed motor traffic. If it is not possible to provide this accommodation, then the need is indicated for parking places capable

of accommodating at least one lorry and trailer at regular intervals. Parking sites of a larger size should be available wherever the need arises for allowing large numbers of vehicles to stop, so that the main road may be clear for through traffic.

Crossings

It is advisable to avoid the use of crossings on the level in cases where the costs are not prohibitive. Traffic "circuses," with adequate dimensions where the "roundabout" system is in force, are to be recommended on crossings of important roads, particularly in cases where more than four streams of traffic converge. Pedal cyclists and pedestrians should not cross on the same plane as high-speed motor traffic if this can possibly be avoided.

Pedal cycle traffic crossing motor traffic (as in the case where a cycle track crosses from one side of the road to the other) presents a special cause of danger. If this cannot be avoided by the use of subways or bridges, both motor traffic and cyclist traffic should be warned well in advance by a clear system of signals or signs. The beginning and the end of cycle tracks must be specially indicated. Apart from these, it is not possible to lay down guiding principles with regard to crossings in view of the fact that the most likely solution in each particular case is chiefly dependent on local conditions.

Motor Roads

The question whether—apart from the ordinary road system available for all sections of road users—special roads should be

constructed for the exclusive use of high-speed motor traffic depends, the delegates considered, on the demographic, topographic and economic conditions in each country, and is, in addition, closely connected with the volume, character and condition of the existing road system in that country. Roads reserved exclusively for motor traffic present the most satisfactory solution for long-distance traffic, both from the point of safety and as regards speed and traffic-carrying capacity. On such roads, the division of traffic into two streams by means of a central reservation is absolutely essential, and each carriageway should be provided with two traffic lanes of ample width, one of these being reserved for overtaking vehicles.

If planted with shrubs, the central reservation not only provides a very effective division but is also a safeguard against dazzling headlights, at any rate on level road sections. Ribbon development requiring access should be prohibited from motorways, and footpaths should not be provided along such roads. For cycle traffic, a separate location is the most suitable. If cycle tracks are provided along the motor roads they should be kept entirely separate. No roads should be allowed to cross motorways on the same plane. At points where motorways join a system of town roads, and at crossings of two motorways of equal status near a built-up area, the provision of traffic "circuses" where the "roundabout" system is in force may prove a satisfactory solution.

Rules Reversed in Motor Race at Havana

Ford is Slowest; Wins Trophy

AN automobile race with reverse rules, but not in reverse gear, amused crowds that attended a municipal festival at Havana, Cuba, recently. The winning car, a Ford V-8, took almost an hour to cover approximately a third of a mile.

The object in this competition was to see how slowly the cars could cover the specified course without stalling engines, for which the penalty was disqualification.

The performance—quite the opposite of familiar speed racing in which Ford cars have established such an enviable reputation—not only provided a spectacle for a holiday crowd, but a gruelling test of the flexibility and smoothness of the engines in competing cars, when operated at a snail's pace.

The official programme issued by the Havana Department of Culture, which sponsored the competition, formally described the event as a minimum speed race. Nevertheless, two Ford V-8's settled down to deliberate work and proved themselves to be the best "snails" in an event where it paid to be snail-like.

The Fords took first and second prizes, using fifty-seven minutes and twelve seconds and fifty-six minutes and twelve seconds, respectively, to travel over the 547-yard course, which was a straight, asphalt highway. Only three other cars, two of which were Ford V-8's, finished the race. The starting field included twenty-two cars, but seventeen were disqualified by stalled engines or were withdrawn by their drivers.

International Polish Touring Competition

THIS year too Messrs. ADLERWERKE will take part in the International Polish Touring Competition in which they took part already last year with great success. In 1937 they carried off the team-prize of the Polish War Ministry, the highest distinction, as well as the gold cup of the A. C. Polski,

the challenge cup of the Polish Labour Ministry, 9 prizes and 3 golden badges, i.e., *altogether 15 prizes at this competition.* In this year the well-known ADLER-drivers Mr. P. V. Guilleaume, Count Orsich and Rudolf Sauerwein will take part with an ADLER-JUNIOR-Car.

The Ghost Car

by

Enver Kureishi

WE were talking about our motoring experiences. It was one of those dark, windy nights in which mysterious and sinister things are liable to happen. If suddenly a door had flapped open and there had entered, first, an invigorating shaft of wind, followed by the dramatic entry of a headless corpse, we would not have been surprised. It was a night like that. Outside the wind moaned disconsolately in the giant trees which in the sombre night loomed up like shivering, prehistoric monsters; from the distance came the harsh, staccato bark of stray village dogs, while in the dark, brooding sky above, intermittent flashes of lightning bespoke of an impending storm. It was as you might say, a night taken straight out of a Hollywood film—it was a night with "atmosphere!"

We began talking about "peculiar" experiences. There were stories of puncture, accidents, hold-ups with happy endings, hair-breadth escapes in the Khyber Pass and exciting adventures in various out-of-the-way corners of the world. This was followed by stories of doubtful veracity which clearly showed that people were falling back more and more upon imagination. Soon conversation began to languish until someone exclaimed:

"Have you noticed the Doctor hasn't said a word since the last hour?"

The Doctor in question, was sitting unobtrusively in a corner and glancing carelessly through an old magazine. As soon as he heard his name mentioned he blushed modestly and declared he had no personal experience to relate. However, after a little bit of coaxing, he caughed nervously and consented to tell a story protesting all the while with his usual modesty, that it was not an experience worth recounting. He looked around in despair, hoping against hope that we might still let him out of the unpleasant task, but seeing that we had already settled down expectantly and that we had no intention of letting him off so lightly, he drained his glass in one desperate gulp and began almost apologetically:

"A few years ago" (he said) "I was doing a tour of Northern India in the summer. It was rather an unpleasant season to choose for a Motor tour, but I just couldn't help it. It was the only time that I could get away from my work. Suddenly I got fed up of the whole tour and decided to motor up to Kashmir. I was at Pindi then and I planned to do the trip in easy stages. I left Pindi one evening with Murree as my immediate objective. As you probably know Murree is only about forty miles from Pindi and I decided to stop at Murree for the night.

"I had hardly got ten miles out of Pindi when I had my first puncture. However, within a few minutes I was once again climbing up to Murree. It was rather an inauspicious start and I began to get a queer feeling that I would not get to Murree that night.

"Once in the hills, progress became very slow. Almost up to Murree it is one long, uphill climb. The road winds in and out of the hills and the turnings are skilfully concealed with the result that you have literally to crawl in and out of tortuous bends until you start feeling sick inside. From the road you can see the valley below with an occasional silver stream trickling through green fields, and tiny, flat-roofed huts, cover-

ed by a thin veil of mist. It is quite a fascinating sight. On the hills itself there are tall, dreaming pine trees clustered thickly on the slopes and as you look back you can see a solid phalanx of these Pine trees rearing up solemnly against a blue sky.

"Just as I was thinking how fascinating the view was below in the valley, I got another puncture. I was then barely twenty-five miles away from Pindi. By now it was getting slightly dark and already a thick mist was settling over the valley. I started getting a bit apprehensive. I had planned to reach Murree before sunset and I began to wonder whether I would get there before the daylight began fading.

"The prospect of spending a night in the lonely hills did not seem enticing in the least. However, a lorry came staggering along and the driver offered to help me. Between us we soon had the car on the road again.

"I had hardly gone another five miles when in an attempt to negotiate a dangerous bend rather recklessly I ran off the road and into a *khud*. For some time I waited patiently for a lorry or for a passing car, hoping to get some assistance. It was getting dark and I realised that if I did not get assistance soon I would be faced with the none too alluring prospect of spending the night brooding over the mishap, and possibly, in the company of a couple of unsociable panthers. I looked at the car nestling placidly in the *khud* and cursed myself for being such a reckless fool. On occasions like this we start seeing ourselves objectively and making resolutions about being careful in the future, but unhappily it is a bit too late; besides, good resolutions for the future did not seem like getting my car out of the *khud*. I became desperate as the evening closed around me. Then I made a mistake. Instead of waiting there on the road for a passing car or a lorry I decided to prowl around in the hope of finding a couple of wood-cutters who would help me to push the car out of the *khud*.

"I wandered off the road and into the thickets and then suddenly got lost. I tried frantically to retrace my steps but somehow I just couldn't find the road.

"Evening soon turned into dusk and dusk into night and I was still going round and round in circles looking for the road and my car. Eventually, quite by accident, I stumbled back on the road when I had given up hopes of finding it until the morning. I meandered back to the car and began to wait. It was a deathly quiet night; in the valley below I could see a number of lights twinkling merrily, but they were so far away that I did think it worthwhile to seek assistance there. Occasionally the wind rustled in the slender Pine trees and then there would come the solitary bark of a far-away dog followed by a deep and deathly stillness. I began imagining all sorts of things; sometimes I could have sworn I heard the soft tread of padded feet and many times I wheeled around suddenly, dreading to see a panther or something equally terrifying; but fortunately it was pure imagination.

"I kept on smoking and staring at my watch. I scanned the horizon on both sides in the hope of seeing the blazing headlights of some oncoming car, but inside me, I knew that only a fool would attempt to negotiate the precipitous slopes and the dangerous turnings in the night.

"The interminable minutes passed slowly and painfully. Gradually I got reconciled to the situation and once I even had the temerity to doze off. I think I must have been dozing when, suddenly, I was awakened by the familiar sound of a motor car. It must have been close on midnight then. I was up in a second and I ran up to the edge of the road and waited. In the distance I saw the welcome glare of very powerful headlights sweeping across the zig-zag bends. The car was travelling at a breakneck speed and it came tearing out of the dark night like a rocket whirling across the sky. It seemed sheer madness and suicidal to drive like that and for a moment I had a suspicion that the driver must be a madman or very nearly one.

"I stood in the middle of the road and began gesticulating madly. In a second the car zoomed past me at a terrific speed; the driver made no attempt whatsoever to stop or slow down; in that fleeting second I managed, not only to get out of the way, but in a vague sort of way, I remembered that it was a blackish-coloured car.

"I had a premonition of what was going to happen. About a hundred yards from where I stood there was an unusually sharp bend and the road almost doubled backwards. The car went tearing across the road, and then, there was a sickening screech of brakes, a muffled scream, which sounded very much like a woman's voice, and with a great lurch the car swung off the road; for a fantastic second it hung poised in mid-air and then dropped like a stone into the valley. I rushed up and peered into the dark chasm below, but I could not see a thing. I dared not descend into the valley for even in the day the descent would have been sheer suicide.

"I decided to wait until daybreak. I spent a very painful night after that. At daybreak a lorry came rumbling along carrying a load of gunny bags. I hailed the lorry and in a few breathless words told the driver about the accident. However, before I could complete my story he turned round and said:

"Was it a black car, Sahib?"

I nodded.

"Was there a woman in the car?" I nodded again, remembering the feminine scream I had heard.

"It went at a terrific speed?" I nodded again, but this time I began to feel bewildered.

"How the devil do you know all that?" I asked with some asperity.

There was a peculiar smile on his face, and turning around to his assistant he said:

"The Sahib has seen it!"

His assistant smiled vacuously and I began feeling quite annoyed. I asked him what "it" was that I had seen. Then, briefly he told me that I had seen a "ghost car". Once a year, he said, since the last eight years this ghost car came tearing down from Murree and at the exact spot went over the precipice. Many people had seen the car. A few years ago a couple decided to run away to Pindi and get married. In order to avoid pursuit they had gone at a terrific speed and the ghastly accident, I had "witnessed" had been the result. Every year on the anniversary of the accident people had noticed the ghost car tearing down the twisting roads at a frantic pace and ending in exactly the same manner.

"To make sure I once again surveyed the valley below but there was no sign of the car. I accepted the explanation and walked back to my car. I had broken an axle and so the lorry driver very kindly offered to give me a lift to Murree from where he told me I could get some assistance. We reached Murree within an hour and a half, and within the next hour I was driving down again, this time with a couple of mechanics who promised to do what they could to the axle. On the way I talked to them about the accident and they all agreed that I had seen the ghost car."

I was forced to stay in Murree for another day. The next morning I casually opened the paper and the first thing that struck my eye was the bold headline:

'GHASTLY TRAGEDY ON 'PINDI-MURREE ROAD

Married couple in car smash.

A double column below gave a graphic account of the tragedy. I don't believe in ghosts any more!

India's New Stamps: Tell Story of Mail Handling

COLLECTORS have been eagerly snapping up the first of the new series of George VI stamps since they made their appearance in India.

The stamps are thirteen in number. Five are conventional in size and design, but the 2-anna to 12-anna denominations, inclusive, tell the story of mail handling in India since the earliest days, this being the first occasion on which pictorial stamps have formed part of a regular series.

The two-anna stamp, in orange, illustrates the Dak Runner. The two-and-a-half anna value, in purple, carries a picture of the Dak Bullock Cart, while the three-anna and three-and-a-half anna issues, in green and blue respectively, show the Dak Tonga

and the Dak Camel. The runner and the bullock cart are still used in the more remote parts of India, although the Tonga and Camel are things of the past.

The stamps of higher value bring us to our own day, and include the brown four-anna stamp, depicting a mail train, the six-anna value, in peacock blue, with an illustration of one of the P. & O. Company's crack Mail Steamers, and the slate-blue eight-anna stamp, which illustrates a unit of the Ford V-8 Royal Mail Fleets which provide one of the latest methods of delivering mails in India. This is believed to be the first time a recognised make of motor vehicle has appeared on a stamp.

Last in the series, the twelve-anna stamp, in rust, depicts a Mail Plane.



Going Touring ?
go with
SHELL MOTOR OIL

MADRAS FLYING CLUB NOTES



H. R. H. THE DUKE OF GLOUCESTER
MAKES 120 - MILES MOTOR TOUR OF SUSSEX.

The picture shows His Royal Highness (in centre) arriving at Lympne Airport by air from London and about to enter the Humber Pullman Limousine to commence his long tour. The Royal aeroplane, also seen in the photograph, was piloted by Wing Commander E. H. Fielden, Captain of the King's Flight.

At the end of June we were fortunate in obtaining the help of Mr. T. H. Dastur of Messrs. The Air Services of India Ltd., Bombay, as Instructor until the return of Mr. Tyndale-Biscoe early in August. By the end of the first week of the month there were 5 pupils under training and it was pleasant to observe the resumption of normal activity after the very lean month of June. Most of the Flying was of an instructional nature, but Mr. Dastur made one cross country flight to Colombo with Mr. S. J. P. Fernando who was able to give his friends in Ceylon an aerial view of that lovely Island.

Towards the end of the month one of our Bi-monthly bombing competitions was held which was won by Mr. V. Sundaram with 28 points out of 30. These figures were all the more creditable because there was a strong wind at the time and a considerable distance had to be allowed for the bomb to drift, in other words each pilot had to aim about 20 yards off the target in order to have a chance of hitting it.

Mr. B. S. Leete of the Directorate of Civil Aviation, New Delhi, arrived on the evening of the 22nd, on his six-monthly inspection tours of the Flying Clubs of India and the opportunity was taken to discuss important matters.

A few nights later Mr. Woodhouse, one of Tata's Air Mail pilots was given some dual night flying instruction by Mr. Dastur and after half an hour of that he was allowed to fly solo, then Mr. T. M. Doraiswamy, the son of our Vice-President

Mr. T. M. Rangachari went up with Mr. Dastur and flew towards Madras obtaining a wonderful view of our scattered city. He said that the most wonderful thing was the fact that he could see the coast line so many miles to the North and South, for at night far better than by day, is the white line of the breakers visible.

Mr. T. H. Dastur completed his short sojourn with us on the 31st of July and left early next morning for Bombay, but during the time he has been here he has won the esteem of our members, both flying and non-flying, by the charm of his personality and his ability in the air.

Mr. Tyndale-Biscoe returns from leave on August 2nd.

FLYING TIME FOR JULY 1938.

Dual instruction to members under training	..	32-25
Advanced dual to A, A-1 & B pilots	..	18-30
Solo flights by members under training	..	..
Solo flights by A, A-1 & B pilots	..	13-25
Pilot with passengers (A, A-1 & B pilots)	..	27-55
Joy rides	..	1-35
Cross country flights by the club instructor, & B pilots	..	10- 5
Test flights	..	1-45
Night flying Dual instruction	..	0-40
Night flying Solo by B pilots	..	0-30

Hrs. 106-50

The following members took dual instruction during the month:—

Europeans:—

Mr. Woodhouse	Advanced dual.
Mr. R. N. Rowson	"
Mr. C. J. Porteous	"

Indians:—

Mr. T. M. Duraiswami	Advanced dual.	(Blind flying)
Mr. Italia	"	"
Mr. Atmaram	"	"
Mr. Rajaram	"	"
Mr. Sitaram	"	"
Mr. Solayappa Chettiar	"	"
Mr. Gopakumar Menon	"	"
Mr. N. T. Reddiar	Dual	"
Mr. Narasimha Reddy	"	"
Mr. A. S. Moses	"	"
Mr. Md. Ismail Khan	"	"
Mr. K. S. Krishnan	"	"
Mr. C. V. Mathews	"	"
Mr. Paul T. Balasingham	"	"

Ceylonese:—

Mr. Fernando	Advanced dual.
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CROSS COUNTRY FLIGHTS DURING THE MONTH OF JULY 1938

Date	Machine	Pilot	Passenger	Journey	Time
12-7-38	VT-AIL	Mr. G. C. Arya	With North bound air mail & Mr. V. Sundaram	Madras-Hyderabad	3-35
13-7-38	"	Mr. Sundaram	With one passenger	Hyderabad-Madras	2-40
16-7-38	"	Mr. Fernando	Mr. Dastur	Madras-Trichy	1-50
16-7-38	"	"	"	Trichy-Colombo	3-15
18-7-38	"	"	"	Colombo-Trichy	3-5
18-7-38	"	"	"	Trichy-Madras	1-40
19-7-38	"	Mr. Dastur	With one passenger (charter flight)	Madras-Trichy	2-0
19-7-38	"	"	Nil	Trichy-Madras	1-50



The Automobile Association of Southern India joins the Eastern Touring Federation

RECIPROCITY

AUTOMOBILE Association in the East are sometimes accused of being narrowly parochial in their outlook and of confining their activities and interests to districts immediately surrounding their headquarters: in that it is natural for human beings to be more immediately interested in their own home town than in distant parts for such, to the average man, vague generalities as "the country", this criticism is perhaps justified. But it is justified to that extent only, for most Automobile Associations of India, Burma, and Ceylon have been working in close co-operation for many years. A concrete example of this co-operation is the Eastern Touring Federation.

Although the letters E. T. F. are familiar to and well understood by the officials of all automobile associations, the members of them and for that matter all other motorists in the East would probably like to know more about this Federation. It was inaugurated in September 1936, but the foundations were laid in London in 1931 when Mr. W. E. Dance, at that time Secretary of the A. A. of Ceylon, thrashed out the idea with Mr. A. D. Allen, Director of Touring and Aviation of the A. A. of Great Britain.

Early in 1934 the A. A. of Ceylon, the A. A. of Burma, and all the Indian Associations entered into an agreement for reciprocal service and assistance. But it was felt that this alone was not enough and that some central agency should be formed in the East for the collection and the dissemination of information on the lines worked out by the Alliance Internationale de Tourisme in Europe, which has its head office in Brussels. As the motoring organisations of this and neighbouring countries grew in membership, demands upon them for information, especially about touring and touring conditions, grew also, and the need for a central agency became pressing.

And so in September of 1934 when Mr. Dance suggested the formation of an Eastern group of A. A.'s the W. I. A. A. strongly supported it and agreed that the headquarters of the central information bureau should be the capital of Ceylon. Mr. A. H. C. Sykes (Secretary of the W. I. A. A.) took advantage of his leave in Europe in 1936 to seek the advice of officials of the A. A. of Great Britain and at the Budapest session of the A. I. T. which he attended he put forward this proposal for an Eastern group of A. I. T. members (the A. I. T. has a member Association or Club in most countries) and asked for the approval of the Alliance. The A. I. T. agreed provided the central bureau at Colombo did not constitute an entity separate from the Alliance itself. It was also intended that this Eastern group should not be confined to our own area of the East, but that organisations in Siam, China, Iran, and other Near and Far Eastern countries should be eligible for membership.

The Secretary of the W. I. A. A. on his return from Europe discussed the proposed Eastern group by correspondence with the Secretaries of all the other organisations in India, Burma, Ceylon, and finally a conference of Secretaries of all the A. A.'s was convened in Bombay in September 1936 by the W. I. A. A. The outcome of this conference was the Eastern Touring Federation, its founder-members being the A. A.'s of Ceylon, Western India, Northern India, and Burma. Headquarters are still at Colombo.

The Secretary of the A. A. of Ceylon was appointed honorary Secretary of the Eastern Touring Federation and has drafted the statutes of this body together with a reciprocal agreement, in consultation with the other founder-members. This agreement binds only members of the Eastern Touring Federation and it came into force on the first of last month.

For many years it has been stated that membership of the A. A. S. I. makes a motorist "virtually a member of every other A. A. in the East". This virtual membership has attained a new and deeper meaning with the signing of the reciprocal agreement between founder-members of the Eastern Touring Federation and will be greatly strengthened by the accession to the Federation of the Automobile Association of Southern India and the Automobile Association of Bengal both of which have been recently elected. The Federation "starts" East of Turkey and it would be a welcome move if all the Near and Far Eastern Associations applied for membership. The grounds on which the Eastern A. A.'s have been accused of parochialism has therefore been permanently removed.

RECIPROCAL AGREEMENT

Members of the Eastern Touring Federation agree as follows:—

1. In the case of any grade of member of one E.T.F. Association visiting the area covered by another E.T.F. Association he will be entitled to the full privileges of associate membership of the latter organisation according to its Rules and Bye-laws for the time being.
2. If a member of one E.T.F. Association be transferred to and become resident in the area of another E.T.F. Association he will be entitled to become a member of the Association in whose area he has become resident by paying the normal subscription of the latter Association less the unexpired balance subscription already paid to the former Association, but he will be exempt from payment of any entrance fee or joining donation. On receipt of information that a member of his Association has been transferred to the area of another E.T.F. Association, the Secretary shall inform the Secretary of such other E.T.F. Association giving the date of expiry of membership of his Association and the amount of subscription paid for the period of twelve months ending on such date.
3. Any individual may be a member of two or more E.T.F. Associations.
4. Each E.T.F. Association shall be the sole representative of the Eastern Touring Federation and of all E.T.F. Associations in its own area.
5. Proof of membership shall be furnished by means of membership cards or official introductions which shall indicate the date on which payment of the next subscription falls due.
6. E.T.F. Associations may state and publish on their printed documents or otherwise that they are members of the Eastern Touring Federation and may give particulars of the resultant advantages which are available to their members.
7. Members of the E.T.F. Associations which are federated with the Automobile Association of Great Britain, and which have adopted the Empire A.A. badge, who are transferred to

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Certificate

Certified that
in the course of Official Independent Petrol Consumption Tests
conducted in Bombay by
The Western India Automobile Association
the Petrol Consumption recorded
on **Ford V-8 "22" Cars** was as follows:

Engine No.	Registered Number and Owner's Name	Type of Body	Driven by	Petrol Consumption
L. 443	Owner: N. 6100 L.S. Vaidyanathan, Esq.	SALOON	G. Radcliffe Genge, Publicity Officer, W.I.A.A.	25.03 M.P.G.
L. 1084	Owner: N. 6475 M.M.B. Dalal, Esq.	"	J. S. Vatcha, Test Committee, W.I.A.A.	25.94 M.P.G.
L. 906	Owner: N. 6320 B.M. Borkat, Esq.	"	J. S. Vatcha, Test Committee, W.I.A.A.	26.78 M.P.G.
L. 446	Owner: N. 6340 Bombay Ammonia Refrigerating Stores and Packing Co.	"	J. J. K. Patel, Asst. Secretary, W.I.A.A.	27.55 M.P.G.
L. 323	Owner: N. 5828 A.K. Sen, Esq.	"	J. S. Vatcha, Test Committee, W.I.A.A.	29.48 M.P.G.

S. K. Patil
Chairman, Test Committee,
WESTERN INDIA AUTOMOBILE ASSOCIATION.

[Signature]
Secretary,
WESTERN INDIA AUTOMOBILE ASSOCIATION.

ECONOMY IN FIRST COST—ECONOMY IN UPKEEP

ECONOMY IN OPERATING COST — ECONOMY IN PETROL

Get the facts and you'll get a Ford

the area of another E.T.F. Association shall be entitled to receive the badge of the latter free of charge, provided written evidence that he has returned his badge to the former is produced.

8. *Free Legal Advice and Defence.*—If, when a member of an E.T.F. Association is touring in the area of another E.T.F. Association, he requires legal advice and/or legal defence, the Association concerned will, if it has a Scheme of Free Legal Advice and/or Free Legal Defence for its members, provide the necessary facilities on payment of all relative fees and expenses by the applicant who will be entitled, on his return to the area of his own Association, to any allowance which may be provided for by the Rules of his own Association, on production of an official receipt for any payment made to another E.T.F. Association on account of Legal Advice and/or Legal Defence received while he was on tour.

9. Ninety days' notice of withdrawal from this Agreement must be given in writing to all contracting parties.

10. *Interpretation.*—The expression "E.T.F. Association" shall be taken to mean an Association, Club or other organisation which, being a member of the Eastern Touring Federation, is a signatory to this Agreement.

EASTERN TOURING FEDERATION Statutes

The Eastern Touring Federation was founded in Bombay on 16th September, 1936, by the Automobile Association of Burma, the Automobile Association of Ceylon, the Automobile Association of Northern India and the Western India Automobile Association.

2. The Eastern Touring Federation's Headquarters are situated in Ceylon, at the office of the Automobile Association of Ceylon in Colombo.

3. The aims and objects of the Eastern Touring Federation are—

- (a) To study questions of international touring and circulation in the Eastern hemisphere, to promote progress and effect reforms suggested by such studies.
- (b) To promote by every means in its power the development of international touring and circulation in all its aspects in the East.
- (c) To form a group of touring organisations in the East for the purpose of facilitating their international work and to look after their international interests.
- (d) To collect and disseminate information of international touring value in the East.
- (e) To co-ordinate the efforts of members towards increasing international touring facilities in the East.
- (f) To take any further action which may be deemed desirable to further the aims and objects of the Eastern Touring Federation.

4. The members of the Eastern Touring Federation will act collectively in international touring matters.

5. The affairs of the Eastern Touring Federation will be controlled by a Council, which will consist of the President, a Vice-President and one representative from each of the four founder Associations, namely the Automobile Association of Burma, the Automobile Association of Ceylon, the Automobile Association of Northern India and the Western India Automobile Association. The Council approves and submits reports and statements to the General Meeting. It exercises final con-

trol over the admission of members to the Federation and, whilst it may add to its number in the Council, this number shall not at any time exceed nine. It rules in matters of appeal and questions of arbitration and finance.

6. Any Automobile Association, Club or similar organisation in the East, which is eligible, may become a member of the Eastern Touring Federation, subject to election by the Council.

7. Members of the Eastern Touring Federation shall enter into the Agreement known as the Eastern Touring Federation Reciprocal Agreement, but they shall not enter into agreements with non-member organisations in the East without the consent of the Council.

8. The annual subscription shall be Rs. 25 payable in advance.

9. The Council may be convened at any time on the written request of two-thirds of its members.

10. A General Meeting of members shall be held at least once every two years and when otherwise convened by the Council. The venue of each meeting shall be fixed at the preceding General Meeting by a majority of votes.

11. An Extraordinary General Meeting may be called on any date by the Council and shall be called by the Secretary at the written request of five members of the Eastern Touring Federation.

12. Any organisation which is a member may be represented at a General Meeting by several delegates, but only one delegate shall have the right to vote. Voting by correspondence is not accepted. At General Meetings each member of the Eastern Touring Federation shall have one vote. Any member may be represented at a General Meeting by proxy. A member shall not hold more than one proxy at a General Meeting. Written notice of representation by proxy shall be given to the Secretary not less than fourteen days before the date of the meeting.

13. A General Meeting receives the report and balance sheet submitted by the Secretary. It deals with all matters on the Agenda and with relations between members of the Federation.

14. *General Secretary.*—The General Secretary under the direction of the Council attends to current affairs. He supervises and organises the services of the Secretariat.

15. *Agenda.*—The Agenda for any meeting will be sent out to all members by the Secretary two months before the date of such meeting.

16. Notice of resignation from the Eastern Touring Federation must be given to all contracting parties in writing not less than ninety days prior to cessation of membership.

17. The Council shall have power to suspend or expel any member whose conduct is considered to be prejudicial to the activity or interest of the Federation, or who contravenes the Statutes.

18. The Statutes may be altered on the proposal of the Council. Such alteration to become valid must be approved by a two-thirds majority of the votes recorded at a General Meeting.

19. The President will be elected at the Annual General Meeting and he will hold office until the next Annual General Meeting when he will be eligible for re-election.

20. The representative of the Association in the country, in which the General Meeting will take place, shall during that year receive the title of Vice-President of the Eastern Touring Federation.

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Certificate

Certified that

in the course of Official Independent Petrol Consumption Tests
conducted in Bombay by.

The Western India Automobile Association

the Petrol Consumption recorded
on  V-8 "30" Cars was as follows:

Engine No.	Registered Number and Owners Name	Type of Body	Driven by	Petrol Consumption
H. 9743-F	N. 6199 Owner: Dr. A.P. Kothare	TOURER	A.H.C. Sykes, Secretary, W.I.A.A.	22.36 M.P.G.
H. 4376-F	N. 5872 Owner: M.H.K. Mithawalla Esq.	SALOON	G. Radcliffe Genge, Publicity Officer, W.I.A.A.	22.72 M.P.G.
H. 9626-F	N. 6012 Owner: (Name on Application)	SALOON	G. Radcliffe Genge, Publicity Officer, W.I.A.A.	22.85 M.P.G.
H. 9737-E	N. 5945 Owner: Mrs. S.N. Moraji	TOURER	M. D. Karaka, Test Committee, W.I.A.A.	23.78 M.P.G.
H. 8357-F	N. 6504 Owner: W.E. Dance, Esq.	SALOON	A. H. C. Sykes, Secretary, W.I.A.A.	24.24 M.P.G.

Sp. Paterson
Chairman, Test Committee,
WESTERN INDIA AUTOMOBILE ASSOCIATION.

A.H.C. Sykes
Secretary,
WESTERN INDIA AUTOMOBILE ASSOCIATION.

ECONOMY IN FIRST COST—ECONOMY IN UPKEEP

ECONOMY IN OPERATING COST—ECONOMY IN PETROL

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Membership

45 new members were enrolled in the month of July 1938. These new members were introduced by the following:—

4 by Major A. W. Waters, M.B.E., Hon. Secretary of the Bangalore Branch.

2 by A. Subbiah, Esq.

1 each by Messrs. C. R. Raghavachari, O. W. Horrocks, W. G. Reynolds, U. R. Rao, Mr. A. K. Tampi, Hon. Secretary of Trivandrum Branch, the Valvoline Oil Co., Messrs. F. H. Charlesworth, G. Gompertz, J. P., the Havero Trading Co., Messrs. K. Krishna Menon, Addison & Co., Trichinopoly, Rane (Madras) Ltd., Messrs. P. S. Krishnaswamy, M. Price, T. R. Bushanam, Addison's Garage, and Simpson & Co.

The remaining 22 were enrolled by the staff.

NEW MEMBERS

C. E. I. Gibbs, Esq.,
Imperial Tobacco of India, Ltd., 1st Line Beach, Madras.

R. Ananthasubramanyam, Esq.,
Secretary, The Mysore Sugar Co. Ltd., Bangalore.

M. Reitz, Esq.,
41, Infantry Road, Bangalore.

Dr. R. Sudarsanam,
2/27, Broadway, Madras.

A. Krishnaswami Aiyar, Esq.,
Dy. Supdt. of Police, Nandyal, Kurnool.

R. Venkatarama Iyer, Esq.,
"Anandavillas", Vembakkam Gardens, Mylapore.

Hajee Mahamed Hussain Sait, Esq.,
Hajee Abdulla Hajee Aboobucker, 51, Armenian Street, Madras.

M. J. Edwards, Esq.,
C/o Parry & Co. Ltd., Madras.

G. Sambamurthi, Esq.,
"Parimala", 1/2, Eldam's Road, Mylapore.

M. R. Coghlan, Esq.,
Moongalaar Estate, Vandiperiyar P.O., Travancore.

Major G. A. E. Gibbs, R.E.
Q. V. O., Madras Sappers & Miners, Bangalore.

Lt.-Col. H. L. Watkis,
Ross House, Trivandrum.

K. C. Numbiar, Esq.,
Bank Buildings, Ebrahim Colony, Egmore.

K. Govindan Nair, Esq.,
Sundara Vilas, Coimbatore.

M. S. Murty, Esq.,
A. T. S. Power, M. & S. M. Railway Co. Ltd., Royapuram.

A. France, Esq.,
The Cloisters, Teynampet, Madras.

Guy Perrin, Esq.,
Trichinopoly.

V. G. Menon, Esq.,
Sound Products Co., 162, Mount Road, Madras.

Dr. S. Nagaswamy, M.B., B.S.,
17, Salai Street, Mylapore, Madras.

Md. Abdul Allam, Esq.,
Dist. Medical Officer, Salem.

G. J. Mitchell, Esq.,
P. M. G.'s Office, Mount Road, Madras.

W. L. Knopp, Esq.,
Post Box 291, Madras.

S. A. Sami Pillai, Esq.,
Star Combines Ltd., 161, Mount Road, Madras.

N. J. Joseph, Esq.,
Executive Engineer on leave, Ernakulam.

F. Sinn, Esq.,
Havero Trading Co. Ltd., 1st Line Beach, Madras.

R. Viswanathan, Esq.,
Vijayam, Lal Bagh Road, Bangalore.

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L. H. Nugent, Esq.,
Br. Military Hospital, Bangalore.

O. V. Raju, Esq.,
Salem Rajendra Mills Ltd., Gandhi Nagar, Salem.

D. Doggrell, Esq.,
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Dr. T. V. S. Shastri,
Tennur, Trichinopoly.

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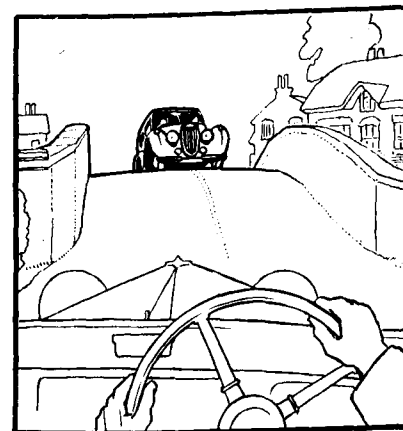
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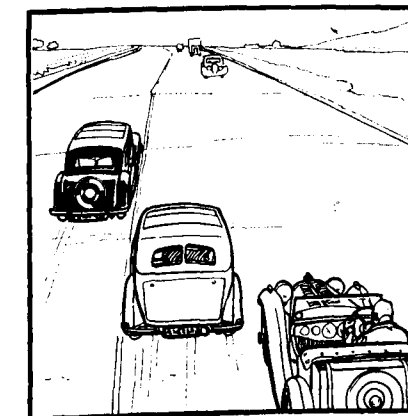
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Mistakes Some People Make

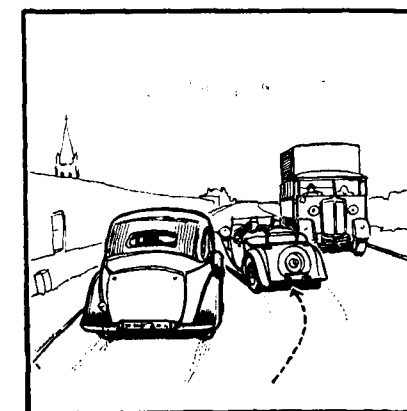
It is Human to Err, But Why Through Thoughtlessness?
(With full acknowledgement to and by courtesy of "The Autocar")



No driver should take the centre of the road on a hump-back bridge



The black car, using the centre line to steer by, is causing overtaking traffic to invade the wrong side of the road.



This kind of dangerous cutting-in is only too frequent. It involves a risk of collision between three vehicles.

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---	--	---

PARTICULARS OF MOTOR VEHICLES IMPORTED INTO INDIA

	MONTH OF JUNE						THREE MONTHS, 1ST APRIL TO 30TH JUNE					
	1936			1937			1938			1939		
	Quan- tity	Value Rs.	Quan- tity	Value Rs.	Quan- tity	Value Rs.	Quan- tity	Value Rs.	Quan- tity	Value Rs.	Quan- tity	Value Rs.
<i>Motor Cars (including taxi cabs)—</i>												
From United Kingdom ..	364	6,89,674	416	7,60,370	256	5,15,012	1,088	20,60,835	1,394	25,66,858	1,013	21,01,971
" Germany ..	34	67,248	97	1,35,712	118	1,99,136	142	2,50,482	205	3,23,314	385	6,09,680
" Italy ..	..	..	34	38,354	7	9,235	1	982	96	1,21,722	35	45,594
" Canada ..	37	61,679	64	1,18,561	33	66,338	168	3,08,678	612	9,50,694	214	4,04,467
" United States of America ..	214	4,75,961	327	7,08,495	175	3,94,286	861	16,70,409	1,021	21,31,869	560	12,70,030
" Other Countries ..	24	33,578	11	26,621	30	63,321	61	79,415	87	1,65,975	111	1,83,765
Total ..	673	13,28,140	949	17,88,113	619	12,47,328	2,321	43,70,821	3,415	62,60,432	2,318	46,14,907
<i>Share of Bengal</i>												
" Bombay ..	177	2,96,554	224	4,14,347	205	4,03,032	549	10,06,239	918	16,46,362	639	12,43,296
" Sind ..	267	5,48,927	444	8,56,280	265	5,40,508	1,111	20,38,736	1,701	31,61,867	1,143	23,01,370
" Madras ..	61	1,27,471	88	1,78,431	60	1,17,120	189	3,91,021	260	5,32,495	198	4,11,535
" Burma ..	127	2,68,415	193	3,39,055	89	1,86,668	326	6,49,425	536	9,18,708	338	6,58,706
" ..	41	86,773	..	..	..	..	146	2,85,400	..	..	..	..
Total ..	673	13,28,140	949	17,88,113	619	12,47,328	2,321	43,70,821	3,415	62,60,432	2,318	46,14,907
<i>Motor Cycles (including scooters)—</i>												
From United Kingdom ..	31	17,221	42	18,477	21	10,855	97	49,849	150	76,839	78	39,320
" Germany ..	26	5,022	61	11,704	52	12,775	70	17,373	173	36,030	194	46,471
" Other Countries ..	3	1,607	3	2,666	..	50 ?	8	2,346	10	7,380	12	8,815
Total ..	60	23,850	106	32,847	73	23,680	175	69,568	333	1,20,249	284	94,606
<i>Motor Omnibuses, Vans and Lorries—</i>												
Imported with bodies ..	40	76,073	10	19,330	26	47,855	88	1,53,874	75	1,24,977	72	1,77,676
Chassis ..	669	8,48,637	955	12,85,152	290	5,85,070	2,115	25,67,734	3,431	44,62,081	1,628	25,98,982
Total ..	709	9,24,710	965	13,04,482	316	6,32,925	2,203	27,21,608	3,506	45,87,058	1,700	27,76,658
<i>Total of Motor Omnibuses etc.—</i>												
From United Kingdom ..	47	93,738	190	3,33,276	34	1,06,022	140	2,97,843	563	10,08,792	98	2,68,360
" Canada ..	176	2,65,279	234	2,78,193	62	95,057	364	5,22,591	816	10,27,521	567	8,06,423
" United States of America ..	475	5,38,602	511	5,97,709	213	4,05,616	1,665	18,04,597	2,009	22,76,490	980	15,45,907
" Other Countries ..	11	27,091	30	95,304	7	26,230	34	96,577	118	2,74,255	55	1,55,968
Total ..	709	9,24,710	965	13,04,482	316	6,32,925	2,203	27,21,608	3,506	45,87,058	1,700	27,76,658
<i>Parts and accessories (excluding rubber tyres)</i>												
Total Value ..		4,82,762		8,27,546		6,88,126						20,11,630

Extracted from the Publication of the Department of Commercial Intelligence and Statistics, India.
THE MOTOR MANUFACTURERS & IMPORTERS' ASSOCIATION LTD.
FORD, RHODES & PARKS,
Secretaries,
Chartered Accountants,
Registered Accountants.

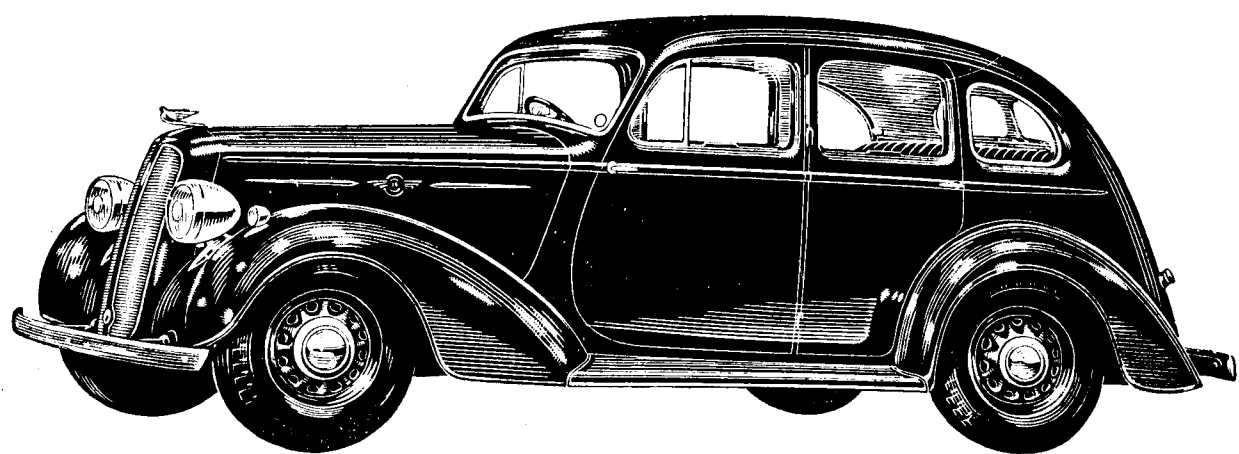
SALES AND SERVICE GUIDE

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- Bedford Trucks**
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- Buick Cars**
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- Plymouth Cars**
MADRAS (& Branches)—Addison & Co., Ltd.
- Pontiac Cars**
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THE
HILLMAN '14'

THE CAR WITH A PERFORMANCE!

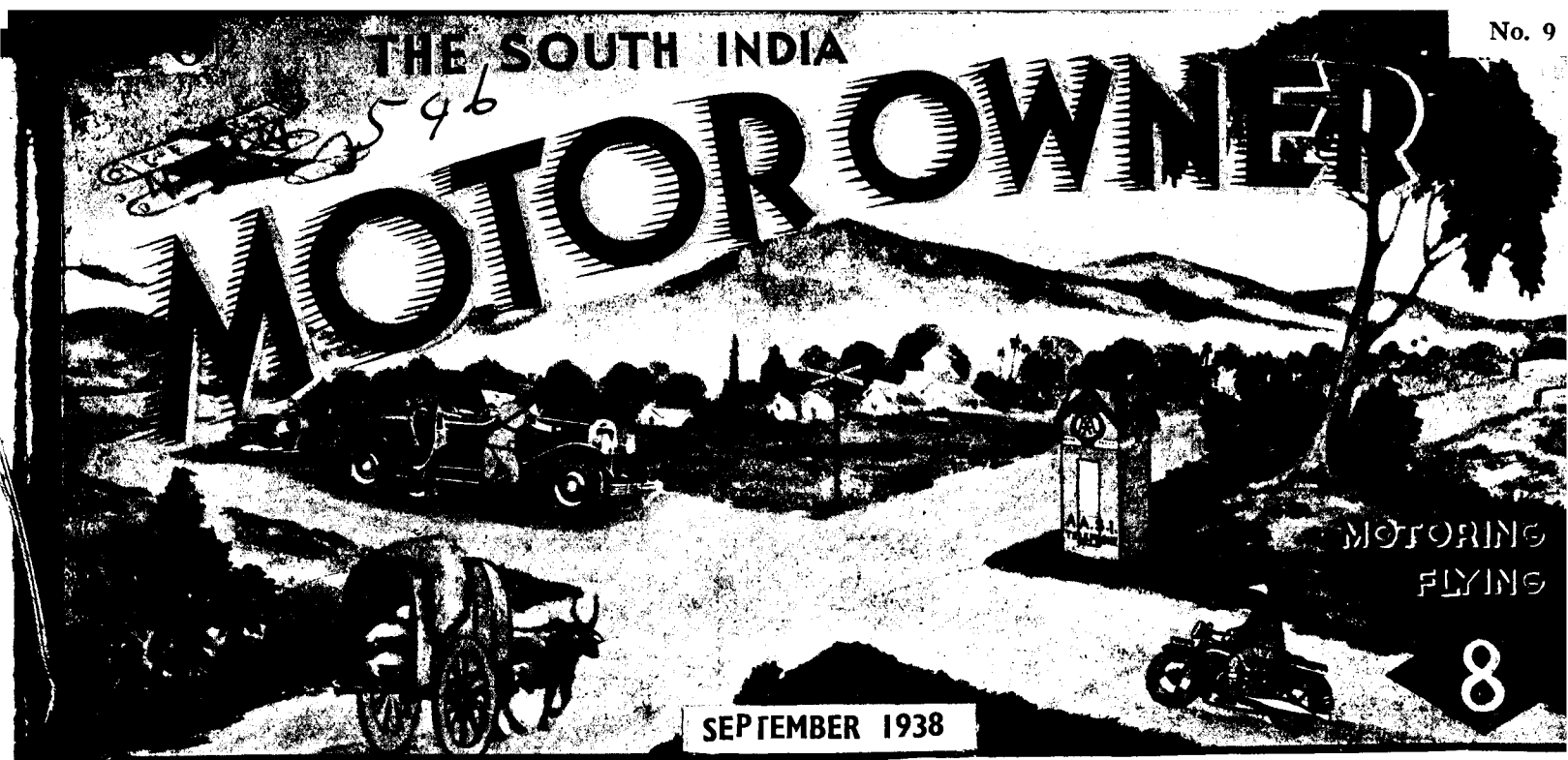
.....A STURDY FIVE-SEATER SALOON with ample luggage accommodation : "EVENKEEL" Independent front wheel suspension : draughtless ventilation : powered by the finest 14 h.p. engine yet evolved—4 cylinder side valves—a type famous for its reliability : moderate petrol consumption : magnificent all-round performance, durability and economy.

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Official Organ of THE AUTOMOBILE ASSOCIATION OF SOUTHERN INDIA



U C T O F

THE SOUTH INDIA MOTOR OWNER



The Official Organ of the
Automobile Association of Southern India



Vol. X, Number 9]

SEPTEMBER 1938

[Single Copy As. 8

Secretary's Notes and News for A. A. S. I. Members

All Members are entitled to a copy of this Magazine every month after their names have appeared in the monthly list of New Members Elected. Any member who does not receive his or her copy regularly is requested to inform the Secretary immediately.

• Road Information

GREAT NORTHERN TRUNK ROAD

Kistna District :—

Bezwada to Ellore:—It is reported on 8-9-1938 that the road which was closed at the dam near Kesarpalli (279.2 miles from Madras) is now open for traffic.

Nellore District :—

The Pennar Causeway near Nellore Town at mile 109 from Madras is reported unfordable on 12-9-1938.

GREAT SOUTHERN TRUNK ROAD

Chingleput District :—

Palar Causeway:—The Palar Causeway at mile 38.5 (from Madras) is unfordable, water 21 inches rising fast. (15-9-1938).

GREAT WESTERN TRUNK ROAD

Poonamallee High Road:—Apart from the usual closing of the Cooum River bridge in mile 4/2 of Poonamallee High Road to traffic every night from 7-30 p.m. till 5 a.m. the next morning, this bridge and its approaches will be closed to all vehicular traffic on Saturday and Sunday the 17th and 18th of September 1938 for laying cement concrete pavement.

MADRAS-BOMBAY TRUNK ROAD

Anantapur District :—

Between mile 261/5 and 263/3 (at Anantapur) the diversions have been washed out and no traffic is possible until further notice.

The diversion road at mile 263/3 has since been restored.

MADRAS-BANGALORE ROAD

Chittoor District :—

Palmaner and Punganur taluks are affected with plague. A disinfection station has been opened on the Palmaner/Chittoor road at the Old Tollgate for the disinfection of goods and personal effects coming from Palmaner and that if necessary they will be unloaded and fumigated or exposed to the sun for such period as may be necessary.

People passing the above station from Palmaner in vehicles or on foot will also be watched and detained for medical examination if necessary.

Motorists proceeding from Madras are not being stopped.

MADRAS-CALICUT TRUNK ROAD

Salem District :—

Level Crossings:—The road traffic is liable to be interfered with between 8 hours and 13 hours on 26th September, 1938,

**MADRAS M. V. TAX FOR OCTOBER/DECEMBER QUARTER SHOULD
BE PAID BEFORE 1st OCTOBER 1938.**

**DON'T
BE
CONTENT
WITH
ANYTHING
BUT
THE
BEST....**

**WAKEFIELD
PATENT CASTROL
MOTOR OIL
SEE YOUR
DEALER ABOUT IT**

Sole Distributors for South India :—
ADDISON & CO., LTD., Mount Road,
Madras. Also at Bangalore, Trichinopoly,
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in connection with the opening out of the level crossing between Kandikuppam and Krishnagiri Stations.

North Arcot District :—

Wenlock Causeway:—The Wenlock Causeway at mile 71.4 (from Madras) is unfordable, water 16 inches rising (15-8-1938).

Kistna District :—

Bandar-Hyderabad Road:—Due to heavy hill slides in the quarry by the side of Bezwada Workshops, the portion of Bandar-Hyderabad Road from the P.W.D. Workshops, Bezwada to Municipal Water Works Pumping Station at Bezwada milage 43/2 and 43/5 is closed for public traffic until further notice.

Mysore District :—

Madras to Cannanore on Pachisnavami Palahalli-Belgola and Yelwal Road:—The restriction on account of repairs to the culvert in mile 6/86 has been removed and the road is now open for traffic.

South Kanara District :—

Moodabidri-Guruvainkere Road:—On account of its dangerous condition, etc., Moodabidri to Guruvainkere Road No. 10-A is closed for all kinds of vehicular traffic for the current monsoon till 30-9-1938.

Salem District :—

Denkanicotta-Kilamangalam Road:—The Tank Bund at 6/5 of the above road has breached and is closed for traffic. A lengthy diversion has been formed temporarily along the foreshore of the tank, but it is not quite fit for motor traffic. The only alternate route from Kilamangalam to Denkanicotta is via Hosur.

Breaches: Owing to heavy rains in August several temporary diversions laid in connection with the breaches during the 1st week of the month have been completely washed out. There have been further damages in the vicinity of the original places in addition to new breaches. Traffic is dislocated on several roads:

1. No through traffic is possible from Trichengode to Namakkal.
2. The traffic is held up from Trichengode to Salem owing to breach in 4/3 and damages to causeway in 11/5.
3. The road from Omalur to Sankari is again breached in several places at 16/7, 17/6, 19/8 etc.
4. The temporary repairs to the Edapady/MacDonald's Choultry Road, breaches have again given way. The road is temporarily closed for motor traffic.
5. The road from Sankari to Edapady still remains closed for motor traffic owing to breaches. (24-8-1938).

Trichinopoly District :—

The Ayyar Girder Bridge at mile 13/3 of Road No. 1, Trichy/Salem Road has been repaired and the road has been opened for traffic since 28-8-1938.

Travancore Notes

By A. K. Tampi, Esq.,

Hony. Secretary of the Trivandrum Branch.

Trivandrum has had unusual rains for this time of the year, which have resulted in considerable cooling down in the temperature, and the country side has taken on a less parched appearance.

As far as office work is concerned, it was not a busy month, but a great number of visitors are expected next month who will be arriving for the 2nd Princess' Pallikettu (Wedding), which takes place on September 12th.

The presence of the Scout and Car Park Attendant has resulted in the Branch office becoming widely known to members and motorists in the District. The Motor-cycle Scout toured to Cape Comorin and back, a distance of 110 miles, and was able to afford assistance to several motorists en route.

A number of members, and three W.I.A.A. members called at the office for road information, routes and licences during the month and were supplied on the spot.

One member of the Automobile Association of Great Britain, who joined the Association, asked for arrangements to be made to ship his car from Tuticorin to Colombo. The necessary arrangements and touring documents were obtained from the Madras Head Office.

Driving Licence Reminder Form

The Secretary,

Automobile Association of Southern India,

Box No. 704,

Cathedral P. O., Madras.

Name of member.....

Membership No.....

Full Postal Address.....

.....

.....

.....

Dated.....1938

My Driving Licence No.....

dated.....issued by.....

.....

Expires on.....

Will you kindly

record this for your reminder service.

Signature.....

N.B.—It is important that every change of address be promptly communicated.

Office:—The office has taken on a more businesslike appearance. The electric sign has been hung and is illuminated every night.

Road Information:—The bulletins received almost daily from the Head Office have been published in the local papers in Trivandrum, Quilon and Kottayam for the information of all motorists.

Membership:—4 new members were enrolled during the month.

Correspondence:—53 letters were received from all sources.

48 letters were despatched.

8 to the Secretary.

15 out-station.

25 local.

Madura Notes

By Messrs. T. V. Sunderam Iyengar & Sons

Hony. Secretaries of the Madura Branch.

The Madura Branch of the A.A.S.I. was officially opened on September the 3rd by Mr. N. Chandrasekhara Ayyar, District and Sessions Judge, Madura.

Mr. T. S. Rajan, Managing Director of Messrs. T. V. Sunderam Ayyangar and Sons, and Honorary Secretary of the Madura Branch, and Mr. T. S. Doraiswami received the guests.

Scouts' Reports

MADRAS

In addition to attending the cars at the various Cinemas, two patrols were posted for one week to stop cars by day and night, from proceeding along the Poonamallee High Road which was under repair. After erecting "AA" Diversion Signs they were returned to their normal duties.

They assisted in the car-parking arrangements during the month at the following places:—

Two private weddings,

The Connemara Hotel twice a week,

The Circus twice.

Roadside assistance was given to 24 cars during the month.

BANGALORE

Summary of places visited by the Scout and Car Park Attendant:—

Bowring Institute Car Park—5, and Cinderella Dances—2. B.U.S. Club—4, Cubbon Park—2, and Band—2. Paristan Park Shows—16, Hockey Tournaments—4, School Sports—2, Wedding, Church and Reception—2, Church Services—5, Bangalore Races—1, Flower Show—2, Cinemas—30, Hotels—4, Public Meeting of Condolence at the City Town Hall—1, Licences obtained for members—14.

AUTO CIN-DEK

A "PABCO" PAINT

FOR CARS, BUSES AND LORRIES

Agents and Distributors:—SPENCER & CO., LTD., MADRAS

Mr. G. W. Owen, Secretary of the Association, referred to the work of the Association to ensure the comfort and convenience of motorists especially during tours and to safeguard their interests.

Mr. Chandrasekhara Ayyar paid a tribute to the excellent work of the Association, and made a vigorous appeal to all motorists to become members.

Mr. T. S. Rajan proposed a vote of thanks and he and Mr. Chandrasekhara Ayyar were thanked by Mr. Owen.

Trichinopoly Notes

By D. W. Bartley, Esq.,

Hony. District Representative, A.A.S.I.

The Car Park Attendant has been making himself known to members who are becoming aware that arrangements are being made to look after their interests locally.

There were few functions at which he could attend as a Car Park Attendant, and he was chiefly employed in delivering letters and literature to prospective members. Arrangements are being made for him to attend certain church services and other functions, where he can look after members' cars.

I anticipate a fairly heavy programme next month when he will be employed at the All-India Amateur Lawn-tennis Tournament in the Union Club.

At the Condolence meeting, a member's car in torrential rain got bogged in a ditch, and was got out by C. P. A. Fitzgerald.

At the Flower Show there were 300 cars, and 27 with members' badges. At the Race Club—90 cars and 23 with badges. 3 members' cars were rendered mechanical aid at Cinemas by night.

During a Cinema show at about 11-40 p.m., and during a heavy storm, a Taxi dashed into the cinema park and collided with a non-member's car and cleared off at once, but not before Scout Whym's had shouted to him and taken his number. Whym's found the two police constables, who were sheltering in the verandah from the storm, and gave them the Taxi's number. Later, when the owner of the damaged car came out, he asked the Scout whether he knew the taxi's number and the number was handed over.

TRIVANDRUM

Summary of places visited by the Scout and Car Park Attendant:—

Cinemas—14, 1 Private lunch party.

The Motor-cycle Scout delivered letters and touring documents to members in the district; he also patrolled all important roads and busy centres. He gave assistance to 4 members' cars on the road, and was able on several occasions to give detailed information to members on the road. He travelled to Cape Comorin to deliver certain papers to a member.

MADURA

The Scout was employed mainly in delivering letters to members, interviewing prospective members and delivering pamphlets and application forms to addresses supplied by the Hony. Secretaries.

TRICHINOPOLY

The Car Park Attendant was engaged chiefly in delivering letters and attending members' cars at the District Health Exhibition at Golden Rock.

OCCUPATION OF TRAVELLERS' BUNGALOWS, CIRCUIT HOUSES, ETC.

The Government of Madras have long since extended to A.A.S.I. members the privilege of using P.W.D. Bungalows and Circuit Houses without first obtaining the permission of the officers in charge, subject to the conditions as enumerated in the membership card. The South Indian Railway have also granted a similar privilege for the use of Railway Retiring Rooms.

The Darbar of the Pudukottah State was approached last month with a request that a similar privilege may be granted for the use of Bungalows in that State. A reply has since been received stating that the Darbar has been pleased to comply with our request, thus adding to the privileges of membership of this Association.

TECHNICAL OFFENCES—SUMMONSES—TRIALS

The following is the subject matter of a letter addressed to the Secretary to the Government of India, of which a copy was sent to the Secretary to the Government of Madras Home Department, with a request that steps be taken to make new, or to amend, the existing rules of procedure relating to prosecutions for technical offences:—

"(1) Motorists are put to great inconvenience and unnecessary expense in having to appear in person at Criminal Courts to answer charges of a technical nature under the Motor Vehicles Act and Rules made thereunder. Especially does this affect motorists who are employed as touring officers and are recalled sometimes hundreds of miles to answer such charges. The necessity to appear in person may be deleted and the accused given the opportunity of paying a fine or of being represented by counsel on special vakalat if necessary.

"(2) Another practical grievance of motorists accused of motoring offences is in regard to the receipt of summonses. In many instances the summons is received only a day or so prior to the day fixed for the hearing of the case. Great inconvenience is caused both to the accused and to his employers by not being given sufficient time to make the necessary arrangements to appear in court in person. It is very desirable, therefore, that summonses should be served at least ten days prior to the date of hearing.

"(3) In one case a member complained that having appeared in person on the date on which he was summoned to do so, the Sub-Magistrate adjourned the case simply because the prosecution and witnesses were not present. The adjournment of the case was a great hardship and expense to this member as he was obliged to waste two whole days in having to appear for that hearing, and when called again to appear on the adjourned date, he was on tour and had to return a distance of over 700 miles.

My Committee therefore think it fit to suggest that when it is obligatory for a motorist to appear in person, it should be compulsory for the prosecution and witnesses to appear also so that the case may be proceeded with. If a case has to be

adjourned for any reason, an application for adjournment should be made at least seven days prior to the date fixed for the hearing, and if granted, all parties should be notified immediately.

"(4) As regards the inordinate delay taken in the institution of proceedings against offenders under the Motor Vehicles Act which in some cases is as much as six months after the alleged offence, my Committee consider that in the interest of justice and the parties concerned, the proceedings should be instituted within 14 days of the alleged offence, and such cases taken up immediately for disposal.

After a lapse of such long periods details cannot be accurately remembered by either party, and the accused may not even remember if he was in any particular locality on the said date, and has not therefore a fair opportunity to defend himself.

My Committee requests that suitable rules be framed in order to mitigate the difficulties enumerated above."

THE MOTOR VEHICLES BILL

Referring to some of the criticisms of the Motor Vehicles Bill by members of the Central Legislative Assembly published in Thursday's issue of the "Madras Mail," Mr. S. K. Som (Bengal Congress) considers that the absence of a speed limit for private cars is a serious omission.

• May I point out that speed limits when imposed in this country are likely to be the cause of more accidents than where no speed limit exists. During the year 1937, the statistics published by the Madras Government show 1,300 casualties at speeds varying from 10 to 30 m.p.h. against only 256 casualties at speeds of 30 m.p.h. and over.

If a speed limit of, say, 20 m.p.h. were imposed, many drivers would consider themselves justified in driving at 19 m.p.h., whereas under certain circumstances it would be decidedly dangerous to exceed 8 or 9 m.p.h.

There is ample provision in the bill for prosecuting a motorist for driving to the danger of the public, if in the opinion of the police, he is driving too fast under the circumstances existing at the time, though there be no speed limit.

Mr. K. G. Mitchell, Roads Engineer to the Government of India, stated that India had 140,000 miles of motorable roads of which 62,000 miles were metalled and available throughout the year.

There is not one trunk road in Southern India worthy of the name. What does Mr. Mitchell mean by "available throughout the year"? Is he aware that Madras was completely cut off the road last winter? The Palar Causeway on the Southern Trunk road, the Rice Causeway on the Bangalore/Bombay Trunk road, the Wenlock Causeway on the Calicut Trunk road, and the Penner Causeway at Nellore on the Northern Trunk Road were all impassable for varying periods last January.

At no time of the year is it possible to motor from Madras to Calcutta without railing the car at least twice. The Kistna Anicut at Bezwada which is closed to motor traffic for eight months in the year making the third place.

At no time of the year is it possible to motor from Madras to Hyderabad without railing the car at Kurnool to Mahabubnagar, or if the Kistna Anicut is open, by hiring a gang of coolies to push the car through the sandy bed of the Paleru river between Shermijhamomadpetta and Kodar.

Is it not time that motorists demanded that a fair share of the revenue derived from them in taxation be spent on providing motorable roads?

THE EXTRAORDINARY GENERAL MEETING**Articles of Association**

The existing Articles of Association have become antiquated. They contain errors, and under the Companies' Act passed since they were originally drawn up, some of the provisions of the Articles either must be, or must be deemed to be, incorporated

in the Articles. To bring the Articles up to date, correct errors and carry out the statutory provisions it is necessary to alter the Articles. The solicitors of the Association advised that the most convenient method by which this should be accomplished is by re-drafting the entire Articles of Association.

This has accordingly been done by the Solicitors, with the approval of the Committee. It is necessary for members of the Association to pass a resolution at an Extraordinary General Meeting of the Association to alter the Articles by substituting the Articles as newly drafted for the existing Articles.

Notices calling this meeting will accompany the notices calling the Annual General meeting, and it will be held immediately before the latter meeting.

The Committee desire to say that it welcomes suggestions from, and co-operation of, all members in its endeavour to attain the objects of the Association and increase the amenities of its members.

ANNUAL GENERAL MEETING

The Annual General Meeting of this Association will be held at the Association's Registered Office, "AA" House, Mount Road, on Thursday the 27th October 1938, at 6 o'clock in the evening, to transact the following business:—

- (1) To receive and adopt the Report and Audited Statement of Accounts for the year ended 31st December 1937.
- (2) To appoint Auditors for the current year.
- (3) To elect members of the Committee in place of those retiring.
- (4) To consider any resolutions which may be received from members.

N.B.—Any member wishing to bring forward a resolution for discussion at this meeting must give notice of such resolution to the Secretary in writing, at least twenty-one clear days before the Meeting is to be held.

Proxies must be received by the Secretary at least 72 hours before the meeting.

SILENT ZONES FOR MADRAS

Several members have suggested that horn blowing at night should be prohibited in certain areas in Madras. Before putting a case before the authorities, the Committee would be glad to receive the views of a larger number of Madras residents, and the question will be given careful consideration at their next meeting if a sufficient number of letters are received.

CALCUTTA: Standard Buildings 32, Dalhousie Square LAHORE: The Mall KARACHI: —New Forbes Buildings	MOTOR OCEAN POLICIES THE OCEAN ACCIDENT & GUARANTEE CORPORATION LTD. MADRAS:—169, Popham's Broadway	BOMBAY: Churchgate House, Churchgate Street RANGOON: 128, Phayre Street
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Bangalore Notes

By Major A. W. Waters, M.B.E. (Retd.)

Hon. Secretary, Bangalore Branch, A.A.S.I.

BRANCH REPORT FOR AUGUST

General:—

I should like, if I may, to preface this report with felicitations to our new Branches at Trivandrum and Madura, and to wish them a speedy growth. From the Travancore Notes last month, it certainly appears that a good start has been made, and the office output already exceeds that of Bangalore for a whole year some half a dozen years back. This justifies the use of propaganda and Scout-Patrols to create A.A.-mindedness.

Bangalore continues to grow in activities, mainly in a constant stream of letters and callers, and it may be said to have become an established and full-time office. For the first time for many months I gave the office-staff one Thursday and one Saturday afternoon off as compensation for a string of late evenings. Imagine my surprise when, on both occasions, cars rolled up and I got closed down at about 6-30 o'clock.

Late posting-fees were reduced to 8 occasions, and no case of mail-train fees.

Correspondence:—

179 letters were received from all sources. Letters issued were:—

To the Secretary	103	(14 more than July)
Others—Outstations	25	(8 less " ")
Local	85	(12 more " ")
	213	

An increase of 18 over the peak month of July, but there was a reduction of 15% in postage.

Interviews:—

124 members, and 7 non-members called (5 on Sundays) for information and/or service; licences, and—the "licences-tangle" predominating. Where to stay, and shop; and where can I buy a dog were common questions. Flooded Causeways was a daily inquiry, and with regard to this, members are informed that the Road-Patrols are furnished with notes on the condition of all the main roads leading out of Bangalore, as also, the mileage of important towns.

3 maps were issued, and a fresh stock of car-badges have been received and are now available for sale.

Maps:—

It is a question whether a map which opens right out, either on a table or on the wall, is not more popular than the present pattern one which is doubled back and does not afford such a general perspective as the former.

Scouts:—

One Scout and one Car-Park Attendant were present throughout the month vide separate report.

Car Licences and Holidays in October:—

The 22nd (penultimate Saturday) will be a holiday for the local licensing offices, besides those shown in calendars etc.; hence, look ahead!

Auxiliary Force Officers under training in Bangalore:—

In answer to constant inquiries, these members are informed that "no A.F.I. Officer, as such, is entitled to exemption from taking out a Station licence unless he produces a certificate from the Commanding Officer of his unit that he is bound to maintain a car in Bangalore for the due performance of his duties. As regards exemptions from taxation and tolls, these officers are advised to refer direct to Headquarters, Madras District, Bangalore in accordance with I.A.O. 218 of 1936. The ordinary Toll Pass (I.A.F. Z-2114) will not be accepted by the State Authorities in Mysore."

Road Traffic Signs:—

The question of A.A.S.I. Informatory Signs (to augment the present ones) to clarify entry in, or exit from, Bangalore from or to Madras and Mysore is under reference with this, and the Secretary, A.A.S.I. office.

Cautionary Signs at the approaches to the double bend, or Zig-Zag (left) around the Ulsoor Rock on Kensington Road is under reference, as is also the awkwardly placed "Keep left" island at the junction of Old Madras and Kensington Roads.

Speed Limits:—

In the C. & M. Station is 30 m.p.h. and all entrances to the Station are signposted so.

In Mysore State, except as otherwise provided for, no motor vehicle shall be driven at a greater speed than 20 miles an hour within the limits of any town or village.

The Gersoppa (Jog) Falls:—

The season is approaching, usually from 15th October to the middle of February (there is not much water, comparatively, after then) and members' attention is drawn to the Government of Mysore Notification that the Mysore Bungalow at the Falls has been transferred from the Forest to the Electrical Department, to be operated in the same way as the Inspection Bungalow at Sivasamudram is run, therefore Visitors to the Jog Falls are requested to apply to the Chief Electrical Engineer to the Government of Mysore, Bangalore, for accommodation in the Bungalow.

This is a welcome change, in that there always seemed to be some obscurity in one's mind as to the exact location of the (former) Forest authority concerned.

I understand that, this year, owing to work on the new electrical project below the Falls, the Bungalow will be functioning a little earlier than is customary. Anyone requiring accommodation about Xmas time is well advised to book a month or two ahead. Crowds from Bombay usually flock there at that time.

Levy of Octroi on Motor Cars taken into Mysore Municipalities (permanently) has in the past been the subject of queries from members. Therefore, on seeing the press report (*Madras Mail*, August 19) of a sentence set aside by Sir D'Arcy Reilly, in the Mysore High Court, I made inquiries as to what bearing this was likely to have on this established local Government Act, and I understand that in view of the Chief Justice's decision, the whole question would have to be examined. Presumably, of course, the Octroi must go on unless, or until repealed by law. If the Act is eventually repealed and if in the meantime (I say if) the Octroi charges go on, it raises an interesting question in the minds of us laymen, in law, as to the position of those who have continued to pay the octroi, and the disposal of such payments.

Civil & Military Station Licences:—

Two points are emphasized in connection with the short-term 30-day licences, viz., first, it must operate from the date of possession or of arrival in the station irrespective of any Mysore licence in hand; and secondly, two consecutive 30-day licences are not permissible. If you stay longer, a quarter's licence is necessary, even for two days, and note, that for refunds on the latter, you will not be allowed to take into account the first period of 30 days unless the whole period falls within one calendar quarter.

PART II MISCELLANY

How do YOU spell it?

This is not the usual catch of 'it'; I refer to a word familiar to motorists, viz., mileage. Has anyone ever seen in any motoring journal or literature this word spelt as I have here? Yet, I can find no authority in the latest Oxford, and Authoritative, Dictionary for two Es. Talking of spelling reminds me that I, like others I suppose, am always having to correct my typist's idea of how to spell the words 'all right' and his trying to put it across the Government Telegraph Department for one word. I can generally overlook his 'if' for 'whether', and I am not greatly annoyed when Editors (not you Sir) use the blue pencil and fail to realize my penchant for Zs. But a printer's side-slip can be very amusing as was a recent newspaper leaderette which ended in a scathing criticism of certain foreign policy commuters. I'd mislaid "John Bull's address or would certainly have tried him for a cheque for £2/6 for this slip. (Not many can spell LICENCE correctly.—Ed.)

Wind-screen Wipers:—

Recently, a motorist passenger commented on the efficiency of my wiper, tho. years old; why is it? he asked. I said that in Bangalore there is little rain from December to June, so I slip off the blade and stow it away in a cool spot and thus it escapes the grilling sun of the hot months of February onwards. I have never been inconvenienced by its absence but if I tour, I carry it in the tool box, carefully protected from injury and heat, in a cardboard cylinder.

Leather straps for housing spare wheels or collapsible hoods can quickly perish and break, but mine are, after 5 years, in perfect order. Once a week, and after a good rain soak (before they dry if possible) have them well cleaned with boot polish back and front.

Inaccessible lubricating enots (nipples):—

If you have any of these, remove and replace by others of a different angle, keeping the former and straight pattern in reserve to replace a refractory one when on tour or in a hurry, until such time as it can be given a clean in kerosene or petrol. I knew a case where it was necessary to take up the footboards to get at a nipple on the footbreak pedal hub—a heartbreaking hour's labour because the nipple pointed to the boards with 2 inches space therefrom; a new one for 3 annas accessible from above reduced the job to 5 seconds with someone to press down the pedal which threw the pedal forward. A friend ran his car for a year and did nearly 10,000 miles with no lubricant to the forward 'universal joint'—a very serious matter, because he could (or would) not remove the floorboards. On my advice he changed the nipple which enabled it to be operated in 10 seconds.

Radiators, cleansing of:—

A word to the novice: there are some good proprietary cleaners on the market. Common washing soda (never caustic) too is very effective, mix it before use. It is however a proper precaution, before using *anything*, to seek advice from the makers of your car, as often, soda may not be good for certain metals; aluminium parts in the water-impeller or pump for instance. A monthly flush-out, with rain water if available, is all I have ever found necessary; strain the rainwater thro. a gauze funnel and/or a suitable cloth. When flushing out, don't omit to remove the little nut or cock which some engines are provided with on the rear-right side of the engine block in order to release the water entrapped by the pump. If you have this type of

OVRHAUL

Read what the Editor of "Motoring in India"—
Official Organ of the W. I. A. A.—states re. OVRHAUL:—

MOTERING IN INDIA.

P.O. Box 211, Bombay,
Tele. 3107.
September 14, 1938.
GRG/Grs.

R. G. Rajan & Co.,
1-37, Nagapier St., Triplicane,
MADRAS.

Dear Sirs,

In reply to your letter of September 7th, I am glad to inform you that our expert engineer has now tested your product OVRHAUL in an old American car which was seriously in need of rebore. New pistons were unobtainable in India and OVRHAUL was used instead. The results have been most gratifying, oil consumption having been cut in half and the car now giving 20 m.p.g. of petrol—in other words an old engine in a bad condition is now giving the petrol consumption it gave when new, whereas before using OVRHAUL it was giving about 15 to 16 m.p.g. A detailed report on this will appear in an early issue of 'Motoring in India'.

Our expert engineer would be very glad if you would send me, for him, two more tubes as he wishes to carry out more exhaustive tests on an even older car.

Yours faithfully,
(Sd.) G. RADCLIFFE GENGÉ,
Editor.

Published by the Western India Automobile Association.

This amazing American Product is Stocked & Sold
in India by R. G. RAJAN & CO.,
Triplicane, Madras. Price Rs. 10

engine and haven't done this, the soupy muck collected here is amazing.

Sticking nuts:—

Try tightening up a bit first. If you have to use a hammer to drive out a bolt, do so before quite removing the nut; a nut can be forced off the burred end of a bolt, but otherwise would not go on. Sticking screws also should be first tightened.

An Intriguing Road Traffic Sign:—

"Overtaking Prohibited": 12½ miles from Bangalore, and at mile 4½ between Chik-Banavar and Tarmanhalli on the way to Hessarghatta Tank this sign, unusual for this country, can be seen at a spot where it is very necessary. I refer to the red-bordered sign with one arrow pointing forward and another coiled around a centre red band. Not a few, I think, must have been intrigued by this, and I wondered what prompted the idea to place it at this spot now that the Bangalore water works has gone elsewhere, but then remembered that the road is now in constant use by the Hessarghatta Sailing Club. Having had experience during a 3 weeks' sojourn in these parts, of the prevalence of snakes (I don't lift my elbow much) there, many must have taken the sign as a warning to picnickers. It's a snaky sort of sign, and most motorists must hope that its suggested adoption in the Motor Vehicles Act 1938 Bill now before the Government of India will be vetoed before that Bill becomes law, for it conveys little intention except perhaps to suggest to the uninformed driver, that overtaking is permissible.

Drivers' Signals and a most dangerous 'Tangle':—

The other day I had occasion to interpret another driver's signal that "I shall turn to my left"; I refer to rotating the right arm in an anti-clockwise direction, a new signal to Bangalore. He was evidently from G. B. or Madras. It is as well that drivers in Bangalore know what to do. For instance, in the Station the turn left signal is that formerly in use in Madras and combined with the slow-down, viz., right hand and arm extended and moved slowly up and down. This is not too bad

except it is lagging behind universal practice. In Madras this signal is merely the 'slow down or stop'.

Now, in a few seconds we are over the border (which we hit every few minutes) into Mysore State, a stranger may often not know that he has entered the City limits and Mysore, and here, if we turn left we must give that very antiquated, and physically impossible in most cases, signal of 'extending the right arm and hand horizontally and then carry them forward and towards the left side with a circular sweep on a level with the shoulder.'

There are two objections to this last signal, the first being that it is a physical impossibility for most drivers and ladies to get their arm well out of a deep-seated saloon car, and assuming that they can, one cannot take a 'circular sweep' without fouling the windscreen and other fittings, moreover, if he could, neither the following driver, nor the traffic constable when the screen is wet with rain, see this 'sweep'; but far worse and dangerous is, that unless the following driver is right in the tracks of the car in front, the feeble attempt of the little man in front to push out his hand, and a little portion of his forearm it may be taken as a lazy driver's signal to turn right, and thus in attempting to pass on the left, bring about a collision, for even if the signal is correctly initiated, the extension of the arm is only momentary prior to the circular sweep.

There is less chance of a mistake in the Madras anti-clockwise rotation, and in the Bangalore Station horizontal arm moving up and down as both are continuous. Of the two, I personally favour the Station signal as the one more likely to be easily assimilated by drivers in general, and, in passing, it is noted that this signal has been adopted by the new M. V. Act Bill for all India (British of course) vide the 11th Schedule, p. 65. But this is not yet law, and if advice is accepted by the Select Committee, anything may happen.

Registered Drivers:—

I have the names of four excellent drivers (1 Anglo-Indian and 3 Indian) ready to take up employment. Three are willing to go anywhere and one in Bangalore only.

Dasara Season at Mysore

Arrangements made for Celebrations

A SUCCESSFUL social season is anticipated for the Dasara Season, which begins on the 8th September, 1938. Visitors are coming from all parts of India, to Mysore, to witness the picturesque pageantry of the Dasara Festivities. The gardens in Mysore are in full bloom.

On the morning of September 24th, H. H. The Maharajah will hold a special durbar for Sirdars and State Officers. State elephants, horses and cows will be bathed and taken in procession to the Palace. They will salute His Highness after which the Royal Salute will be fired from the Palace.

Special Durbar on October 3rd for European guests. Special Durbar on October 5th when His Highness will confer the Dasara honours.

The Royal Procession in which H. H. The Maharajah will be seated on a State Elephant—October 4th, 1938.

SPORTS

The Mysore Gymkhana Races, October 1st and 3rd. Cricket, Football, Hockey, etc., have been arranged.

The Dasara Session of the Mysore Representative Assembly will open on September 26th in the Jagan Mohan Palace.

Mysore Co-operators' Conference will be held from October 1st.

His Highness will hold the Convocation of Mysore University on October 6th.

For the first time in the History of Mysore University, a member of the Mysore Ruling Family, Prince Jayachamarajendra Wadiyar, will take his degree at this Convocation. He passed the B.A. degree examination in March 1938.

The Prince will also receive 5 medals at the Convocation.



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Membership

70 new members were enrolled from 1st August to 9th September 1938.

These new members were introduced by the following:—
12 by Messrs. T. V. Sundaram Iyengar & Sons, Hon. Secretaries, Madura Branch of the A.A.S.I.

4 by Mr. L. Dee, Hon. District Representative at Coimbatore.
3 by Mr. K. K. Srinivasan.

2 each by the Hon. Secretary, Trivandrum Branch of the A.A.S.I., Hon. Secretary, Bangalore Branch of the A.A.S.I., Messrs. Md. Kazim Khaleeli, and A. B. Madapa.

1 each by Mr. R. K. Apparao Garu, Zamindar, Messrs. J. Leah, P. N. Damodara Mudaliar, H. D. Hardayal, S. Sambamoorthy Panthalu Garu, Rev. D. R. Bazely, Messrs. A. F. Byramshaw, K. M. Navada, Gordon, Woodroffe (Motors) Ltd., the Jupiter General Insurance Company, the Ocean Accident & Guarantee Corporation Ltd.

The remaining 32 were enrolled by the staff.

NEW MEMBERS

C. G. Reddi, Esq.,
Inspector of Factories, Chempauk, Madras.
Capt. R. G. R. Chilton,
1st Battrn. Gloucestershire Regt., Wellington, Nilgiris.
S. Brice, Esq.,
Semni Valley Estate, Fairfield P.O., Peermade.
Miss C. H. Fisher,
No. 17, Coles Road, Cleveland Town, Bangalore.
Mrs. P. N. S. Visalakshi,
Alva Kottai, Ramnad District.
A. S. S. Y. S. Nachiappa Chettiar, Esq.,
Banker, Arimalam, Pudukottah State.
T. R. Harding, Esq.,
Buckingham Gardens, Perambur Barracks P.O., Madras.
Lt. J. H. MacLaren Young,
The King's Own Royal Regiment, Fort St. George, Madras.
Kewalram Chellaram, Esq.,
9-11, Rattan Bazaar, Madras.
V. Raja Reddy, Esq.,
Vallivedu P.O., Chittoor.
Abdul Kareem & Co.,
"Kareem Mahal", Mambalam, Madras.
Muhamad Musa Sait, Esq.,
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Rao Sahib K. Kyslamier,
Sunset, Village Road, Nungambakam, Madras.
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N. Chandrasakara Iyer, Esq.,
District Judge, Madura.
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L. F. Asst. Engineer, Naraspatam.
Rev. D. W. Wolfenden,
Civil Orphan Asylum, Kilpauk, Madras.
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M. Appalanarasimham, Esq.,
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J. Gopanna Manradar, Esq.,
Zamindar of Puravilpalayam,
"Palace", Vadakipalayam P.O., Via Pollachi.
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Uppilpalayam, Singanallur Post, Coimbatore.
Samjee Narayan, Esq.,
Local Fund Contractor, Manamadura.
G. J. Redgate, Esq.,
Leslie House, Chowringhee, Calcutta.
Rai Bahadur N. Nallatambi Sarkarai Manradar,
Pattagar of Palayakottai, Palayakottai Post, Via Erode.
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E. T. Wilson, Esq.,
Hampton, Coonoor.
D. Rama Ravanam Varu, Esq.,
Zamindar of Karakambadi, Kalahasti.
The Rt. Rev. Mgr. P. Thomas,
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D. F. O., Hosur Cattle Farm.
L. M. Rendell, Esq.,
Associated Electrical Industries, Madras.

*The Indian Roads & Transport Development Association Ltd.

Monthly News Letter

RECIPROCITY IN TAXATION OF MOTOR VEHICLES

THE importance of reciprocal exemptions between Provinces or between Provinces and States, in the matter of the taxation of motor vehicles, has always been urged by the Association and while recommending that in fairness a vehicle which is taxed in any one Administration should not be called upon to pay any additional taxes elsewhere in India, the Association has also formulated a system of partial exemptions, which has been recommended where the Administrations concerned, for reasons such as wide divergencies in the rates of taxes or otherwise, are unwilling to entertain proposals for full reciprocity.

Thus, where full reciprocity is absolutely impracticable the Association has recommended the following arrangement:—

Private Vehicles.—Those casually visiting a Province or State should be given complete exemption from the taxation of that Province or State if the period of the visit does not exceed one month.

Those regularly operating between the two areas should pay two-thirds of the tax in each Province or State.

Public Service Vehicles.—Casual visits should be treated in the same way as private vehicles, and special permits might be issued for the purpose.

Those operating regularly between two Provinces or States—such as buses—should pay the higher of the two taxes applicable and the amount paid should be divided between the two authorities on the basis of the mileage operated in each area.

These recommendations were submitted to the Government of Bombay at the time the rules under the Bombay Motor Vehicles Tax Act, 1935, were under preparation, and in view of there being a number of Indian States within the borders of the Presidency, some of which have since introduced taxes in lieu of tolls on the lines of the new system in Bombay, the Bombay Branch of the Association has from time to time kept before those concerned the desirability of concluding early reciprocal arrangements embodying full exemptions on a mutual basis, or failing that, the basis of reciprocity outlined above.

The Bombay Motor Vehicles Tax Rules already contain a provision for exempting casual private vehicles visiting the Presidency from taxation for a period of 30 days and it is understood the Government of Bombay are now giving careful consideration to the question of reciprocity in the taxation of other vehicles. With a view to assist in bringing about some arrangements, the Bombay Branch of the Association is in correspondence with many of the States in the Presidency.

Some details have been collected about reciprocal arrangements in other parts of India which have been commended to the authorities as examples which could suitably be adopted. For instance it is learnt the States in Orissa were approached by the Government of Bihar and Orissa in 1932 with a suggestion that the taxation or fees collected from bus services operating between the States and Bihar and Orissa should be divided between the Provincial Government and the State Authorities concerned on the basis of mileage, on the understanding that in no case should the total taxation on a vehicle

be less than what would be payable under the Bihar and Orissa Motor Vehicles Taxation Act if the whole route lay in British territory. The arrangement was agreed to by several of the States and appears to have proved quite successful.

Another instance in point is an arrangement between the Central Provinces Government and Holkar State under which buses registered under both the Administrations make free use of the Khandwa-Mortakka Road lying partly in the Central Provinces and partly in Holkar State—an arrangement which certainly eliminates all needless complications.

The Association would welcome information about similar arrangements elsewhere. Members in possession of details are invited to communicate with the General Secretary.

TERMINAL TAX ON THROUGH ROAD TRAFFIC—U. P.

Finding that local taxes on motor vehicles constituted an impediment to the development of road transport in the United Provinces, the Government of the U.P. were pleased in 1935 to abolish Municipal wheel taxes and licence fees on motor vehicles and to substitute for such levies a compounded provincial tax on motor vehicles collected by the Provincial Government. The Provincial Government have also undertaken, with the aid of the Central Road Development Fund derived from the taxation of petrol, a five year programme of road development in the U.P., the object of which is mainly to assist transport and industry in the Provinces through the provision of a modern network of roadways.

While thus the Government of the United Provinces are doing everything possible to encourage trade and transport in the Provinces, the Association has learned with considerable surprise that some Municipalities are adopting a policy which results in deliberately throttling road transport on provincial roads, by imposing a terminal tax on goods passing through such roads—a tax on goods which neither originate from, nor terminate within, nor use the roads maintained by the Municipalities concerned, but which merely pass through the Municipal limits along a provincial road.

The matter came to the notice of the Association on a complaint that goods passing through the Delhi-Rajpur-Mussoorie Provincial road were being assessed to terminal tax by the Municipality of Muzaffarnagar, a town which cannot be avoided by through traffic as a by-pass is not available. The Association has been in correspondence with the Municipality and has pointed out that the action of the Municipality in taxing through traffic is stifling the development of road transport and doing a distinct dis-service to trade and industry over a large area extending to such places as Meerut, Delhi, Dehra Dun and Saharanpur. There is also no doubt that the throttling of such traffic deprives the Government of India and the Government of the United Provinces of the revenue they should normally derive from the unhampered use of motor transport and the consequent consumption of petrol by motor vehicles. The injurious effects of levying a terminal tax on through traffic are thus very far-reaching in their application. When a Municipality, which is not even responsible for the maintenance of the road begins to tax the goods passing along the road, thereby

preventing the movement of commodities and defeating the object the road is intended to serve, the issues that such action raises are of an extremely grave character.

The Association has also addressed the Government of the United Provinces pointing out that a Municipal terminal tax on through traffic is unjust and obviously unauthorised. In urging therefore that Municipalities in the U.P. should be asked to abolish such taxes, the Association has pointed out a similar instance in Bombay, reported in the Municipal Administration Report of the Bombay Presidency for 1935-36. This report reads:—"Government suspended the levy of terminal tax by the Thana Municipality on goods in transit, passing along through Provincial Roads."

RIBBON DEVELOPMENT

The Bombay Branch of the Association has, for some time, been taking an active interest in preventing the danger of "ribbon development" on the main roads of the Presidency and particular attention is being paid to the two main roads leading out of Bombay the condition of which, in this respect, admittedly leaves a great deal to be desired.

The Board of Communications, Bombay, on the motion of the Branch's representative, adopted a resolution in November 1936 recommending that legislation should be introduced to prohibit the construction of buildings within a distance of 220 feet from the middle of main thoroughfares and recommending further that where new villages are to be built they should be located on side roads away from main thoroughfares. Government have been addressed on the urgency of undertaking legislation on these lines and the matter, it is understood, is receiving the attention of the General and Revenue Departments.

Meanwhile the Commissioner, Bombay Municipality, who was addressed regarding the two arterial roads leading out of the city stated in a communication recently received by the Branch that many *pucca* buildings abutting on these roads have already been constructed, in reply to which the Branch has urged that the construction of such buildings should at least be prohibited in future, bearing in mind the evils which have arisen from those already constructed. For instance, one of the two roads—the Lady Jamshedji-Gokhale Road has a 60 feet carriage-way and should normally carry 6 lines of traffic. When built, it was capable of carrying this traffic, but now, due to the effect of buildings on either side—ribbon development—it has become a street which carries only two lines of traffic with occasional space for a third line overtaking. This can be clearly witnessed any Sunday evening when pedestrians, cyclists and other slow moving traffic make it dangerous for even three-lines of traffic to operate. The Branch has therefore suggested that the remaining vacant plots abutting on to the approach roads should be left as open spaces or made into gardens so that at least some of the pedestrians, children and infirm persons could be kept off the carriageways.

The Branch's reply proceeds to state that admittedly the proper construction of the pavements would help matters, but not sufficiently, as has been proved by experience. The pavements, however, are not there, the reason advanced being that the Municipality has insufficient funds. If that is so, a solution must be found and there is no reason why landlords, if they are to be favoured with plots alongside the roads, should not justifiably be asked to pay the small cost of the pavement in return for that favour. It could be made a condition of lease of plots abutting on roads that the purchaser must build a pavement to the Municipal specification before occupying his building.

The continuation of the Lady Jamshedji-Gokhale Road on to Bandra, Vile Parle and Andheri, where it is known as the Bandra-Ghodbunder Road, is becoming equally unsatisfactory and the Branch has consequently addressed the Municipalities of Bandra and Vile-Parle also on the subject. It has been pointed out to the Municipal authorities that the buildings along the road lead to overcrowding of the road with stationary vehicles, pedestrians, cattle, dogs, children at play, hawkers and the like, thus creating traffic congestion which not only curtails the rights of the travelling public by reducing the width available for fast moving vehicles but also constitutes a danger to public safety. With the increase in the number of buildings flanking the road, the number of accidents has likewise increased and many lives have been lost in recent years. When it is realised that there are in Bombay City over 12,000 motor vehicles, representing half the total number of vehicles in the whole Presidency, it will be appreciated that the road—which is one of the only two available outlets from the city—is of no little importance to fast moving traffic. The Government of Bombay have from time to time effected considerable improvements to the road and are maintaining it at a cost per mile exceeding double that spent on any other road in the Presidency, but no expenditure can be fully fruitful when buildings located too close to the road and at road junctions reduce the effective width of the carriageway, endangering public safety. The Municipalities have therefore been urged to give their early attention to the question and the Branch is now awaiting replies.

LATE MR. G. B. WILSON

It is with deep regret that we have to announce the sudden death, last month, of Mr. G. B. Wilson, a member of the Burma Branch Committee of the Association.

The late Mr. Wilson in his capacity of Managing Director of the Rangoon Gazette, Ltd., represented that Company on the Branch Committee, and the loss of his services will be keenly felt.

COIMBATORE-POLLACHI BUS SERVICE

The Coimbatore District Board has taken over the bus transport service on the Coimbatore-Pollachi route with effect from July 1.

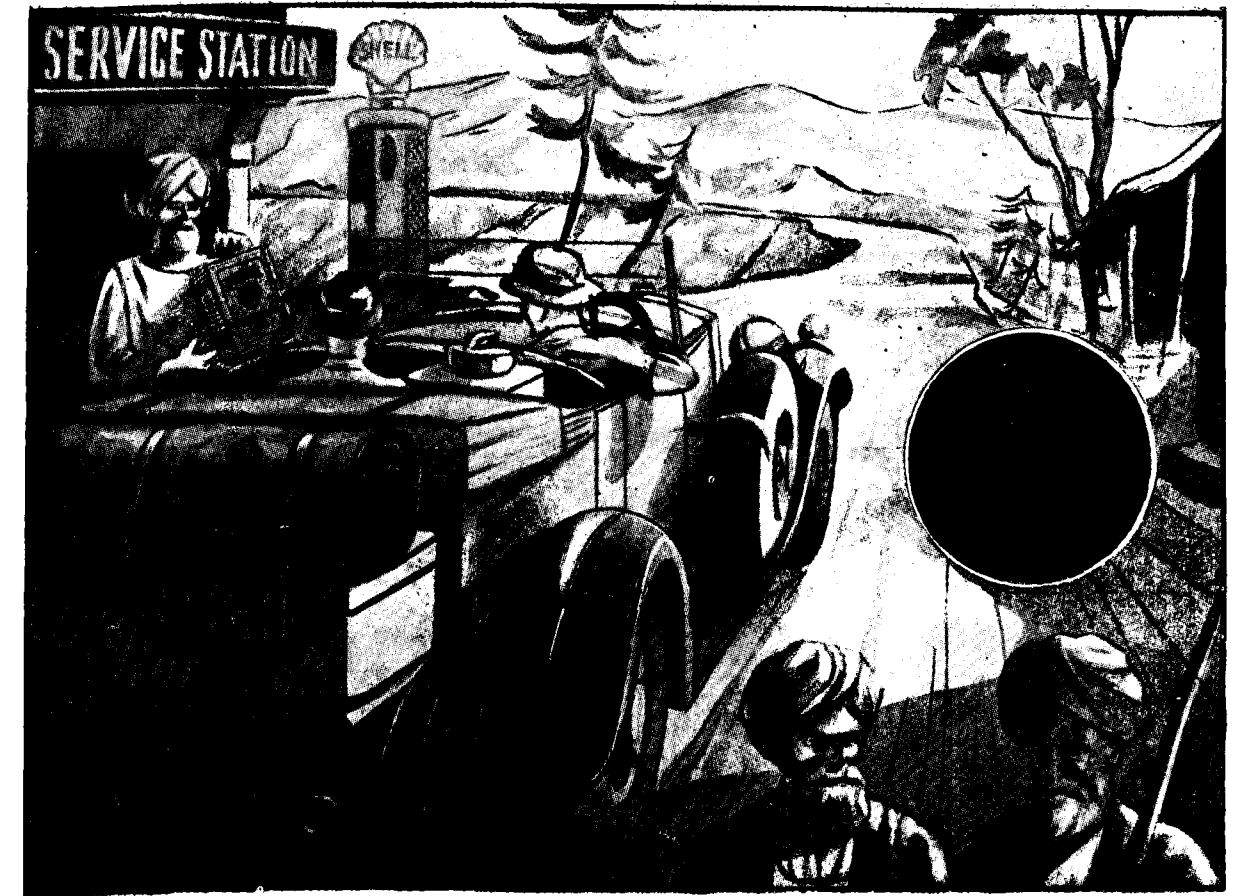
It will be remembered that in order to supplement the income from the working of its Podanur-Pollachi Railway, which had alarmingly fallen of late, the Board resolved to run a bus service on the Coimbatore-Pollachi road which runs parallel to the railway and applied for permission to the Government. The Government passed orders sanctioning the proposal and also permitted the Board to divert Rs. 30,000 from the railway fund of the Board for purchasing buses and incurring other expenses, incidental to running the bus service. The Board was also given the monopoly of the bus traffic on the Pollachi route.

The Board started its service with hired buses on July 1, pending the arrival of new buses which are on order.

MOTOR BUS STRIKE IN KOLHAPUR

Owners of motor cars and buses plying their vehicles between Ratnagiri and Kolhapur suspended their services early this month as a protest against the excessive taxation of the vehicles by Kolhapur State.

Owners of these vehicles are required to take licences from the Bombay Presidency as well as from Kolhapur State. The annual tax in Bombay Presidency is Rs. 300 per bus, while in the State the owners were called upon to pay not only a further



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tax of Rs. 200, but also in addition a toll of Rs. 3 per day so that every bus was required to pay an aggregate amount of Rs. 1,300 approximately to the State Government annually.

The operators, it is alleged, submitted repeated representations to the authorities, without effect before deciding to go on strike. After a fortnight's suspension of the services, however, the strike was called off on the 17th August, an amicable arrangement having been reached with the State Government.

ROAD TRANSPORT WORKERS

The number of workers employed by road transport in Great Britain are given by the British Road Federation in their annual book on Basic Road Statistics as follows:—

1. Drivers and Conductors of Public Vehicles and Staff	240,000
2. Chauffeurs	45,000
3. Taxis and Hired Cars Operation	30,000
4. Goods Transport—Public Haulage (A and B Licences)	220,000
5. Private Haulage (C Licences)	340,000
6. Motor Manufacture	220,000
7. Oil Industry (Numbers directly concerned with Road Transport)	20,000
8. Garage and Motor Sales	100,000
9. Motor Tyres	25,000
10. Road Construction and Maintenance	100,000
Total	1,340,000

It is hoped that as the control and regulation of motor transport in India becomes effective we may be able to collect figures of a similar nature.

EFFECT OF INCREASE IN PETROL TAX IN ENGLAND

The British Government recently increased the tax on petrol from 8d. to 9d. per gallon—imposing an additional burden upon road transport.

The increase in the petrol tax was debated on the Committee stage of the Finance Bill on June 22nd, when a Labour amendment was moved to reduce the duty from 8d. to 7d., instead of increasing it from 8d. to 9d. as proposed. The Chancellor's policy was challenged on public grounds. Taxation on petrol was higher than ever before, and because of this, many motorists were able to use their cars only at week-ends, while motor-ing was too expensive for the working classes. The taxation policy adversely affected export trade in cars, and the proposal to increase taxation on petrol was contrary to the declared policy of the Government not to retard industry.

The 1d. increase in petrol tax would mean an additional expenditure of £2 or £3 a year to private car owners. A 6-ton lorry, running 8 miles to the gallon, would pay in fuel duty this year £187 10s., and a licence duty of £70. The increase in the taxation of fuel this year would be £21.

The fuel duty would also put a tremendous burden on industry, thus 73 per cent. of the raw cotton used in Lancashire was carried by road. In fact, 87 per cent. of the total increase in national expenditure between the year 1930–31 and 1937–38 had been found by the motor industry. Col. Sandeman Allen, Chairman of the Parliamentary Road Group, pointed out that the petrol duty was sufficient to cover the cost of the roads and in addition there was sufficient surplus to pay for the derating

of the railways to allow the railways to run their engines on untaxed oil.

PLANNING AUTOMOBILE FACTORY FOR INDIA

A good deal of publicity has recently been given to the proposal to open up an Automobile Factory in India. The project is not new for it will be recalled that during the past five years Sir M. Visweswarayya has been making a special study of the subject and the Congress Working Committee, in their desire to promote the development of local industries is now seriously examining the possibilities of the scheme.

The scheme embodies a plan to start an Automobile factory in Bombay as early as possible with a capital of Rs. 150 lakhs of which 90 lakhs will be the value of buildings, equipment and machinery and the balance of 60 lakhs working capital.

In the initial stages, it is proposed that production should be restricted to certain aspects of the industry which will be developed in easy instalments of expansion to their full working capacity in the course of two years.

It is estimated that if the Government of India, the Indian States and the public make it a point to purchase their requirements from this new factory, it should be possible to increase production to 15,000 a year. A market for the increased production is anticipated as cars will be cheaper, the approximate cost being about Rs. 1,250 factory price and Rs. 1,800 market price.

NEW ROAD IN SOUTHERN INDIA

It is understood that the Government of India have approved of the proposal for the construction of an "all-British India Road" from Coimbatore to Kollegal.

The road which is of considerable importance to the southern Tamil districts will open out the vast forest area of north Coimbatore and form a link with Kollegal taluk, which is annually subjected to plague. District officers have found it difficult to carry out relief measures in the taluk, as the only good road connecting it runs through Mysore State. The new road, which runs entirely through the forest, branches off at Hassanur from the Coimbatore-Hassanur trunk road. It is nearly 50 miles long and is expected to cost Rs. 2 lakhs.

It will be a short cut between Bangalore and the southern districts of the presidency, and will also serve as an important marketing road for the forest and agricultural produce of the area.

A COSTLESS ROAD

Ontario has 2,500 miles of "costless" highways. They are nick-named thus because by an effective mixture of gravel, stone and clay, and treatment with calcium chloride the roads cost practically nothing in upkeep and are incidentally dustless in the driest of weather. The calcium is claimed as saving the gravel by supplying sufficient moisture to keep the earth particles damp and well bound in any weather, while the mixture gives a closely bound surface that resists traffic better, it is claimed, than any previously tried road surface. It is understood that experiments of this type of road are being carried out in certain parts of India where climatic conditions are suitable.

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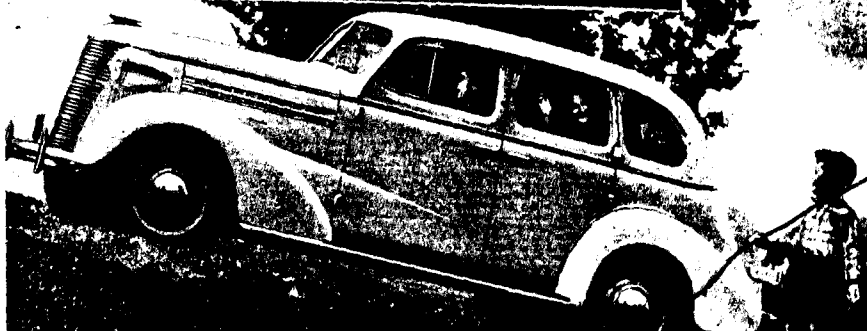
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E T FIRST

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NEW ROAD LINK BETWEEN SIRMOOR AND SIMLA

There will shortly be a 78-mile motor road which links up Nahan, the capital of Sirmoor State, with Simla. The estimated cost of the road is about Rs. 5½ lakhs, and work on it has already begun. A portion of the road passes through Patiala State which will, of course, bear its share of the expenditure.

REPRESENTATION ON BIHAR BOARD OF COMMUNICATIONS

The Government of Bihar on reconstituting their Board of Communications have invited the Association to nominate a representative to serve on the Board. Up to the present the Association has been allowed to send a representative to attend meetings without a vote. The fact that the representative will now be a full member of the Board and will be able to participate in the discussions is therefore much appreciated.

The U.P. remains the only Board of Communications on which the Association has not yet been invited to nominate a representative.

RESULT OF TRANSPORT APPEAL IN SCOTLAND

An interesting case recently came before the appeals tribunal in Scotland when the appeal of the road haulage contractor was upheld.

It is known as the Aberdeen fish transport case, in which the haulier appealed against the decision of the licensing authority for Northern Scotland who had given its decision in favour of the L.M.S. & L.N.E. Railways.

The decision of the Tribunal was based on the fact that although the facilities provided by the railways was such that the fish was delivered to the market in proper time, and the rolling stock provided by the railways was suitable for the carriage of fish, the fish on arrival when transported by road was in a substantially better condition than when transported by rail.

UNITED PLANTERS' ASSOCIATION OF SOUTH INDIA

At the 45th Annual General Meeting of the U.P.A.S.I. held on the 29th July the President in his address made particular reference to the fact that no increased provision for the maintenance and improvement of roads was allowed for in the policy of the present Government. He said that roads must be considered as part of the capital of any country and their proper upkeep is essential if this capital is to be preserved intact.

He pointed out that "at the present time only a portion of the traffic using the roads pays towards their upkeep and improvement, surely a most unfair arrangement. Before the abolition of tolls all users of the roads paid in proportion to the use made of them, but now only motor transport pays anything, horse and bullock drawn traffic going entirely free from direct taxation. Surely good surfaces are as important to this form of traffic as they are to motors."

"The dust problem, hardly realised in the days of slow moving traffic on roads, is now getting more and more urgent in towns and villages, where the health of the people living along the roads must suffer badly from the constant dust raised by the faster moving traffic of the present day, and the only apparent solution is to surface the roads in all inhabited places with tar or bitumen."

He finally appealed for some form of taxation of slow moving traffic similar to that in vogue in Ceylon where country carts are licensed.

The Premier Mr. C. Rajagopalachariar who was present at the meeting in replying said he shared the desire to have good roads, first class roads if possible but pleaded that the road programme had to be adjusted to the pockets of the people.

He doubted whether new fashioned roads would last long enough to justify taking long term loans on their behalf. If however they could prove to the financial advisers to Government that good roads without dust could stand 20 years longer than the old fashioned roads they could induce many local bodies to borrow money which would prove a solution to the problem to a large extent.

MOTOR INDUSTRY AND THE COMMUNITY

Motor transport has undoubtedly affected the habits and livelihood of the peoples of the world, but its full effect on a civilised community is not generally realised. Nowhere has the motor vehicle developed more rapidly than in the United States, and interest must attach to a serious attempt which has been made in that country to accumulate and analyse all relevant facts and figures on the subject. The results are set forth in a publication which has been issued by the National Highway Users' Conference, at Washington, D.C. Of the two groups into which one may divide the motor vehicle's contributions to the nation's economic and social welfare, the first is composed of those that exist broadly but cannot be easily measured, such as contributions to educational progress, health, relaxation and personal enjoyment. The second is comprised mainly of contributions that can be measured in terms of dollars; these are found in such fields as motor vehicle petrol and tyre production, highway construction and maintenance and motor vehicle operation. The subsequent discussion establishes the fact that road transport "provides jobs for over 10 per cent. of all the gainful workers in the United States, is a first rank consumer of many of the basic raw materials and manufactured products of the nation and, in addition, makes contributions to the economic well-being of the country." It is found that the total employment—direct and indirect—created by highway construction and maintenance alone amounted to approximately 900,000 jobs during 1936; that jobs created by the automotive branch of the highway transportation industry—motor vehicle and body-building, selling, garaging and servicing, tyre and rubber plants, operation—amounted to approximately 5,100,000, and that petroleum production and refining gave employment to 225,000, together yielding a total in road transport employment of 6,225,000. It is stated that one out of every seven gainfully employed in the U.S.A. held a job created by motor transport and that only one group, the agricultural exceeded the road transport industry as a provider of employment.

Turning to the question of materials consumed in highway transport (new vehicles, petrol, lubricating oil, replacement and service parts, tyres and taxes), it is found that these in 1936 represented the figure of 8,000 million dollars. "The expenditure of this vast sum by the 28,086,380 motor vehicle owners registered in 1936," it is stated, "spelled financial progress, not only to those industries to which this sum was paid directly, but also to a large number of industries whose products are consumed by the three basic groups which form the highway transportation industry." Figures are given to show that the automobile industry is the largest user of steel and the largest purchaser of several other commodities. Hence it is argued that

the industry has been one of the prime forces in leading the United States out of the depression. Discussing "the very important contribution which highway transportation makes to the railroads," the review states that 15.5 per cent. of the railway carloads hauled during 1935 consisted of automotive freight, which provided over 416 million dollars of railway revenue. Emphasising the importance of this contribution, the authors remark that "the public in general is usually under the impression—railroad fostered—that highway transportation is the natural enemy of that backbone of American prosperity, the railroads. However, economists and other students of public affairs have long since recognised the true facts." One of these, a Mr. L. A. Rossman, has gone so far as to say that "the industrial reconstruction of America brought about by the development of the automobile saved the railroads," on the ground that in three years the latter received over 175,000,000 dollars for the transport of motor vehicles, automotive parts and tyres in carload lots, and 600,000,000 dollars for conveying gasoline and petroleum products.

The extent of road competition is revealed later in the review, the information being based largely upon the Merchandise Traffic Report prepared by the United States Federal Co-ordinator of Transportation, which, it is suggested, "brings into strong relief the importance of the truck in the nation's transportation system." Tables are produced to show that in 1932 motor trucks moved 60,639,941 tons of merchandise, or 54 per cent. of the total tonnage of merchandise moved in the United States, and that in the carriage of all inter-city freight, road transport accounted for 220 million tons, or 20 per cent. of all tonnage originated. No less than 70 per cent. of this total was conveyed in privately owned (ancillary users') vehicles. It is stated that the Federal Co-ordinator when preparing the aforementioned report, conducted "an exhaustive survey of the reasons for shipper preference for truck transportation." These are set forth under such headings as simpler classification of rates, cheaper packing, door-to-door transit, cheaper total cost, faster service, later acceptance of freight and less damage. The outstanding reasons for preference for road transport are stated to be better and faster service and lower costs. Reductions in transport costs, it is remarked, are naturally reflected in the price of the commodity to the consumer, and it is not seriously denied that road transport is to a large extent responsible for a reduction, relative or absolute, in the cost of living. The review goes on to say that it is seldom realised that 48,500 communities in the U.S.A. with a total population of more than 7,850,000 are without railroad service and are therefore entirely dependent on motor transport, whilst 45,000 communities are served by no other agency than the motor bus. Buses indeed have been responsible for the consolidated school system under which several contiguous communities pool their resources to establish a centrally situated and properly equipped school, thus affording children in country districts the same educational opportunities as in the cities. It is estimated that on December 31, 1936, no fewer than 73,900 buses were used exclusively to carry children to and from school.—*Modern Transport*.

TRANSPORT IN KENYA

With the new system of control of road transport which will shortly come into force and is embodied in the Motor Vehicles Bill now before the Central Assembly, certain problems concerning its application will undoubtedly arise and the following particulars of the situation which has arisen in Kenya as a result of their new Transport Licensing Ordinance may be of interest.

Under the Transport Licensing Ordinance of 1937 against which the greatest opposition was raised from Indians in Kenya who are largely interested in transport in the Colony, applications for licences under the Ordinance were published with the usual provision for objections to the issue.

So large has been the number of objections to these applications that if they are to investigate the objections fully and also give the applicants who are affected an opportunity of replying, the Transport Licensing Board have found that it will be impossible for them to complete their task of adjudication by the originally fixed time. They have therefore postponed the coming into force of section 4 of the Ordinance until January 1st, 1939.

THREAT TO RAILWAYS

The Cawnpore Cotton Mills which account for about 10 per cent. of the cotton textile production in India, have threatened the East Indian and the North-Western Railways to import all their raw material requirements from the Punjab in lorries instead of by railways, if the 20 per cent. rebate on freight is not continued beyond August 31, 1938, the date on which this concession is due to expire.

Due to transfer of part of their traffic in raw cotton the railways, it is estimated, lost to the extent of over Rs. 2½ lakhs in the 1936-37 season, and if the entire transport of raw cotton from the Punjab to Cawnpore is taken by motor lorries from the railways the latter would lose in revenues to the extent of Rs. 18 lakhs annually.

The Cawnpore textile industry consumes about 300,000 bales of cotton annually. Of this about 175,000 bales come from the Punjab, which produces what is known as American cotton. In 1935 in order to reduce their costs of production the Cawnpore textile mills approached the railways in question to reduce the freight rate on transport of raw cotton from the Punjab to Cawnpore, but no heed was paid to this request by the railways. In the season 1936-37, a number of cotton dealers employed motor lorries to import raw cotton from the Punjab to Cawnpore, resulting in about 25,000 bales being diverted from the railways to motor traffic.

Having lost about Rs. 2½ lakhs in consequence of this transfer of transport the railways offered the concession for which the Cawnpore industry had been clamouring and a rebate of 20 per cent. on the existing freight rate on raw cotton from the Punjab to Cawnpore was offered from November 1, 1937, to August 31, 1938, on the condition that the dealers would guarantee a minimum transport of 15,000 bales in the season. Only six dealers, it is understood, could offer this minimum guarantee and the smaller dealers were compelled to take to motor transport to meet the competition of the dealers who could take advantage of the railway rebate.

When the Chief Commissioner of Railways in India visited Cawnpore recently he was informed that if the railways concerned decided to discontinue the rebate from August 31, 1938, Cawnpore textile mills would use their own motor lorries in preference to railways to transport their raw cotton requirements from the Punjab. The Chief Commissioner said that if the higher-rated commodities like cotton were to be carried by motor transport, the railways would have to meet the loss of traffic by increasing the freight on low-rated commodities like coal.

The G. I. P. Railway has offered a generous concession on the freight of raw cotton from Ujjain to Cawnpore. This may be partly to meet the growing competition of the motor transport.

(Continued on Page 299).

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Motoring in Japan

By R. Edgar

MOTOR roads in Japan have been so greatly improved during the past few years that it is no longer considered an adventure, but just an unusual, though enjoyable, experience to travel by car through the heart of this beautiful country.

There is hardly a place of any importance in rural Japan that is not served by motor buses, and where the motor bus can travel so can the private automobile. Although roads in rural districts are often narrow, the surface along the main routes is reasonably good. Every year brings vast improvements, considerable stretches of highway being widened and paved in modern style, so it should not be very long before cars will be able to speed from one end of the country to the other along modern high-ways equal to those in European countries. At the present time an average speed of twenty miles an hour can be attained with ease, forty or more being possible on the improved stretches.

There are two main routes linking Kyoto, the old capital, with Tokyo, the new. These roughly follow the routes taken in olden days by great nobles and their retainers who travelled by slow stages by horse and palanquin. These two routes are known as the Tokaido and Nakasendo. The former closely follows the main line of the Government Railways from Kyoto via Lake Biwa, Nagoya and the southern coast, crossing the Hakone Mountains near Mount Fuji and again following the coast to Yokohama and Tokyo. The Nakasendo routes traverses the elevated plateau of Central Japan between the mighty ranges of the Japan Alps, and should appeal strongly to lovers of rural life and picturesque scenery.

The Nakasendo route being little known to the average visitor from abroad, it is hoped the following brief description of an automobile journey recently undertaken by the writer will be of interest.

Starting from Tokyo on a fine morning in June, the car threaded its way through the suburbs of Tokyo, emerging on a magnificent broad paved highway which continues for some twenty miles to Omiya. From this point to Takasaki City, forty miles farther on, the road is still paved but somewhat narrower. Soon after leaving Takasaki the road climbs the Usui Pass amid magnificent alpine scenery and emerges at Karuizawa on the high plateau of Central Japan. Karuizawa, at an elevation of 3,000 ft. above sea level, is a favourite summer resort possessing modern European style hotels replete with every comfort. The distance from Tokyo to Karuizawa is just a hundred miles and the journey was easily accomplished in 4½ hours, allowing for frequent halts to enquire the way. The trip by car from Tokyo to Karuizawa is frequently made by Tokyo residents in well under four hours.

There is also a fine road from Tokyo to Nikko which takes even less time to traverse. Tourists desiring an extended trip should travel first to Nikko, spending a day or two there if possible, visiting the world-famed Nikko Temples and Lake Chuzenji, afterwards travelling to Karuizawa, stopping overnight at Ikao Spa, with its street of steps resembling Clovelly in England. There are good hotels at Nikko and Ikao.

After spending a leisurely afternoon exploring the beauties of Karuizawa and a night at the newly-decorated Mampei Hotel, we left next morning at 9 a.m. for a journey of 110 miles through the heart of rural Japan. Following somewhat devious and narrow roads, stopping frequently to enquire the way and consulting signposts which are everywhere in evidence, we crossed the wide and fertile plateau and entered the Wada Pass, which rises to an elevation of 4,500 feet. Descending from the pass we came to Laka Suwa (elevation 2,490 feet), the well-known skating resort in winter. After lunch at a small Japanese inn, the car threaded its way between fertile fields where the new rice was being planted, past many houses where silkworms could be seen feeding lustily on luscious green mulberry leaves, until the Tenryu River was sighted. The road closely follows the Tenryu River which tumbles noisily through narrow gorges and swift rapids on its way to the distant sea. Finally we arrive about 5 p.m. at Tenryukyo, and spent the night at the Tenryukyo Hotel, an excellent Japanese-style hotel, where every comfort was provided by solicitous host. There was time before dark to explore the wonderful Tenryu Gorge where the turbulent river could be glimpsed from several vantage points situated high above the water. Descending to the rocks below a high bridge which spans the stream beside the hotel, we embarked in a long frail boat and shot the rapids for a short distance, returning to the hotel for a hot-spring bath, a palatable Japanese dinner partaken with chopsticks in the classical manner, shortly afterwards retiring to a comfortable bed of quilts piled up on the matted floor.

Next morning we set off at 8-30 a.m. through the most delightful mountain scenery, climbing slowly and by many curves to an elevation of more than 5,000 feet, where the alpine scenery was truly magnificent and the air crisp and invigorating. We were almost sorry to descend the pass on the other side although the scenery lost none of its grandeur for many miles more. Reaching the valley of the Kiso River, known as the Japan Rhine, we continued to Nakatsugawa some 50 miles from Tenryukyo, where we enjoyed an excellent Japanese lunch.

During the afternoon we crossed another mountain range and again came upon the Kiso River, now much wider and dotted with white sails of boats moving swiftly on the rapidly flowing waters. Leaving the Japan Rhine at Inuyama where a picturesque Castle looks down from a frowning cliff, we travelled along the plain by a somewhat dusty road till we came to the city of Gifu, putting up for the night at the Nagarakawa Hotel, charmingly situated on the bank of the Nagara River, famous for its Cormorant Fishing in summer. From Tenryukyo to Gifu the distance is 112 miles and the scenery on this section is the finest of the whole trip.

Leaving the hotel, at 8 p.m. we embarked on a pleasure boat, gaily illuminated with swinging Japanese lanterns, and were punted laboriously up the swiftly flowing river for a file or so, the short journey taking nearly an hour. On the banks of the river we waited among many other pleasure boats, all gaily illuminated and containing convivial parties enjoying picnic dinners, songs and fireworks.

At length the cormorant boats, with their weird pitchpine torches flaming at the bows, appeared round a bend in the river, coming swiftly downstream, to be followed by dozens of pleasure boats all bent on getting close view of the fishing. It is a truly wonderful sight to watch the master fishermen each deftly manipulating as many as twelve cormorants attached to as many long strings which miraculously do not become entangled as the birds dart hither and thither in their quest for trout, which they hunt with marvellous dexterity.

Cormorant fishing dates back to the tenth century and presents a memorable and animated scene, which may well be regarded as one of the outstanding attractions of a summer visit to Japan.

Leaving Gifu next morning the car covered a twelve-mile stretch of magnificent paved highway to Ogaki in fourteen minutes. By way of contrast the next stage is over a narrow and tortuous road, the nine miles of this stage taking nearly half an hour. Motoring in Japan offers many such contrasts: passing through some villages the car barely escapes touching the houses and shops which line both sides of the road, and will often have to back and wait while some great lorry, seeming to fill the whole road, edges past with an inch or two to spare. On the other hand where the road has been widened and paved the car is free to speed along for a few miles before entering another village with its narrow and twisting streets.

About 33 miles from Gifu we left the main road for a short detour, visiting the trout hatchery at Samegai. This trout farm, probably the largest in Japan, is situated in a beautiful valley with a swiftly-flowing stream running beside the path. The stream is partitioned by small dams and miniature cascades, between which millions of trout gaily stem the current. There are many tanks containing trout of all ages from a few months to six years or so, when they grow to full size.

From Samegai a short run brings one to Maibara, an important railway junction on the main Tokaido Line. The road more or less follows the railway to Otsu on the shores of Lake Biwa, and Kyoto, the ancient capital of Japan, where several days may be spent in visiting famous temples and historic sights.

From Gifu to Kyoto is 98 miles and the driving time about four hours. From Kyoto there is an excellent paved highway to Osaka, the commercial metropolis of Japan, and thence to Kobe. The distance from Kyoto to Kobe, about 50 miles, can be covered easily in two hours.

Driving about a hundred miles a day is not at all strenuous and even longer distances may be covered on the main highways of the Tokaido Route. A journey of this nature taken by easy stages can be very enjoyable and is an excellent way to observe rural life. For the most part journeys can be planned to stop overnight at comfortable European style hotels, though a night or two at a good Japanese hotel is often a delightful experience which will endure long as a memory of Japan and her courteous and hospitable people.—(I.R.I.B.)

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General Motors Corporation

Machine Age and Workers

An Interesting Survey of the Motor Industry

ACCORDING to Mr. Alfred P. Sloan, Jr., Chairman of General Motors Corporation, a survey of products, wages and prices, based upon a comparison of General Motors data for the record year of 1929 with 1937, indicates that motor cars have been improved in that period more than most people realize, that selling prices have been reduced, and that in 1937 annual earnings for regularly employed General Motors workers were 12 per cent. higher than in 1929.

The survey was made in view of the current discussion as to the policies of industry with respect to products, wages and prices. It was transmitted to General Motors stockholders as a part of the report for the second quarter of the year.

"While the fact", Mr. Sloan said, "is almost universally accepted that the motor car industry has done an outstanding job down through the years, in making possible a continually improved relationship between the value of its products and the consumer's dollar, yet perhaps it is not as generally recognized that even during the period of depression, which has characterized the major part of recent years, such progress has continued in an important way.

"It is difficult to portray in statistical form all that has been accomplished, because of the fact that there are so many refinements which, added together, mean so much in added value. Few realize that selling prices have actually been reduced both on a unit and a per pound basis—the latter being a fairer and more accurate economic reflection of added value."

In support of his statement that values have been increased on a per pound basis, Mr. Sloan used a chart based on figures for a popular priced, large volume line showing that in 1937 the buyer's dollar purchased one-fifth more in pounds than in 1929. He presented a chart, based on a similar study, showing that the 1937 buyer's dollar purchased twice as much horsepower as in 1929.

"From the worker's standpoint an equally interesting comparison is shown," he continued. "The hourly wage, which directly affects costs, has been importantly increased and is well above the average of industry in general." The accompanying chart indicated that General Motors hourly wages in 1937 were 31 per cent. above the average in 25 major industries and 42 per cent. above industry in general. It was stated that annual earnings for regularly employed workers were 12 per cent. higher in 1937 than in 1929. Expressed in terms of what the dollar would buy, this was really an increase in annual income of 32 per cent.

"While the seasonal trend and the yearly change of models in the motor car industry increase the problems in the way of what can be done toward stabilization of employment, real improvement has been effected over a period of time," said Mr. Sloan. "The hours of work have been spread more evenly throughout the year.

"An interesting deduction from this survey is that the number of work hours involved in the production of a typical unit has not been reduced, but on the contrary, has been somewhat increased. In other words, employment per unit produced is greater, due to the increased value built into the car. But this is not the whole story as affecting the national economy as a whole. This picture only shows the added employment per unit applicable to the Corporation's direct operations. Although the data are not available, there has undoubtedly been additional labour created in the operations of the Corporation's suppliers."

The survey showed also that because of the greater value, the number of hours work per unit was two per cent. higher in 1937 than in 1930, notwithstanding great progress in the use of tools and machinery. The increased hours work per unit, with higher hourly wage rates, resulted in an increase in worker's earnings per car of 40 per cent. The year 1930 was used in making this comparison due to unusual manufacturing conditions in connection with the introduction of a new line of cars in 1929.

"The prime factor in this accomplishment is lower comparative costs made possible by the aggressive capitalization of technological progress through industrial research as well as by more efficient management," said Mr. Sloan. "There is also reflected similar progress on the part of the suppliers of materials, likewise taking the form of better prices. A somewhat reduced profit margin for the Corporation in relation to volume has likewise contributed.

"Many are apparently of the belief that wages within industry are determined more or less by the generosity of the employer. Others think they may be arbitrarily established. Very few realize that wages are limited largely by economic conditions if maximum productivity and employment are to be assured. High wages are only possible in the motor car industry because of the fact that the workers are able to earn more through advanced methods, involving a high capital investment per worker, thus making possible increased productivity in support of high wages. The real road to more things for more people—a higher standard of living—is greater efficiency with lower prices. It is the only way to create continuously more and more wealth. Otherwise, higher wages mean higher prices and employment is lowered, because fewer can buy at higher prices."

In discussing the progress made by his organization, Mr. Sloan said "that in no sense of the word is it an unusual instance of industry's accomplishments. On the contrary, it is undoubtedly more or less of a commonplace illustration of what is going on, to a greater or less degree, throughout industry's laboratories and work rooms."

Air Minister Visits Rootes' Huge Airframe Factory

Sir Kingsley Wood Shown Secrets of Quantity Warplane Production
by Mr. W. E. and Mr. R. C. Rootes



Sir Kingsley Wood saw the first warplane actually being built in the factory, which, it is expected, will soon be in full production. Photo shows him between the two brothers Rootes on the platform.

FIRST OF THE FASTEST MEDIUM BOMBERS INSPECTED

SIR KINGSLEY WOOD, Secretary of State for Air, recently visited the immense new Rootes' Airframe Factory at Speke, near Liverpool, which is now virtually completed, and saw how Bristol Blenheim bombers—the fastest of their type—will be manufactured for the Royal Air Force on progressive production lines in far greater numbers than has ever before been achieved in any country in the world. He was also shown, and spent some time in closely examining and admiring the first warplane actually being built in this factory, which, it is anticipated, will soon be in full production.

The factory, which is the best equipped and probably the largest of its kind in the world, forms one of the most important units in the "Government Factory" scheme for the rapid expansion of the Royal Air Force. It has been built and equipped throughout, and is being brought into production and managed, on behalf of the Government, by Rootes Securities, Ltd., who are also responsible for the new aero engine factory, which has now been in full production for some months past, adjoining the Humber/Hillman motor car works at Coventry. The lay-out of the Rootes Factory at Speke is such that raw materials will enter at one end and will emerge as complete aeroplanes at the other.

Sir Kingsley Wood, who was accompanied by Sir Edward Campbell, M.P., his Parliamentary Private Secretary, had travelled by air from Ireland, and was greeted on his arrival at Speke by Mr. W. E. Rootes and Mr. R. C. Rootes, Chairman and Deputy Chairman respectively, of Rootes Securities, Ltd., while also included in the party were Mr. E. J. H. Lemon, the Director-General of Production at the Air Ministry and the Lord Mayor of Liverpool, Alderman M. Cory Dixon.

After inspecting the imposing block of offices fronting the factory, Sir Kingsley Wood was conducted by Mr. W. E.

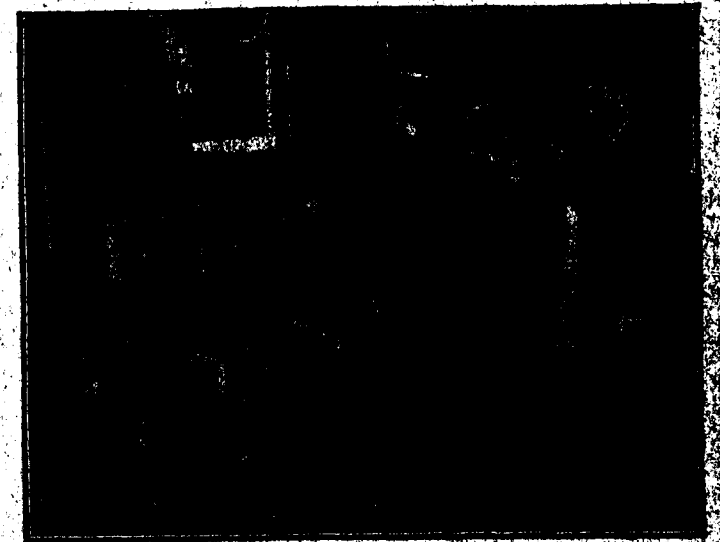
and Mr. R. C. Rootes over the vast manufacturing plant, the greater portion of which is contained in one huge building. The full frontage of the site actually occupied by buildings is over two-fifths of a mile.

The Air Minister, obviously greatly impressed by the vastness of the undertaking and the tremendous activity to be seen on all sides, showed a keen interest in the very up-to-date methods employed in the factory, and listened attentively while his guides explained the various special process, many of them entirely new to aircraft manufacture, which Rootes Securities have evolved and adopted in order to simplify and accelerate production.

He also chatted with several of the workpeople, practically all of whom are newcomers to aviation and workers recruited from the Liverpool district of Lancashire, and asked them numerous questions relating to the particular tasks upon which they were engaged.

Vast as the factory is in its present form it is soon to be even bigger, for it will be recalled that only recently the Air Minister announced that it was to be extended forthwith to increase its output by 40 per cent. beyond the production figure originally planned, and to-day Sir Kingsley was able to inspect the progress that is being made towards this expansion.

The Air Minister's tour of inspection involved a walk of several miles through the many different departments. Before leaving by air, Sir Kingsley Wood expressed his great satisfaction with all he had seen during his visit, and commented upon the remarkable progress that had been made in such a comparatively short space of time. In this connection it is interesting to recall that the site on which this vast factory now stands was until quite recently a cabbage field under cultivation, the work on the building having only commenced in May of last year.



Sir Kingsley saw how large Bristol Blenheim bombers—the fastest of their type—will shortly be manufactured in very large numbers. He starts a giant hydraulic press used for stamping metal parts from the sheet.

Notes from London

By Brian P. W. Twist

THE 1939 season, according to the calendar of car manufacturers, has already begun, and each week now new models will be appearing, right up to the time of the Earls Court Motor Show. Some manufacturers, such as Morris, have given up the yearly title for new models, and call their cars by a series number, when any change appears expedient. Certainly this system has much to recommend it, for with midsummer only just past, it seems hard that cars which have only just taken the road should already be classified as a year out of date. In order to prevent the calendar being pushed back further and further, till one might have anticipated that 1940 models would have been appearing at the 1938 Show, it was agreed some time ago that the following year's cars should not be so announced prior to July 1st in the preceding year. This is something, but the situation still presents something of an anomaly.

The first manufacturer to get off the mark has been Triumph, punctually on July 1st. The title Triumph Gloria, with which these cars built up their modern reputation, has now been dropped altogether. A link with the past is thus severed, for years ago, when the Triumph name was chiefly associated with motor cycles, the Gloria was the title for a side-car outfit. Incidentally, Triumph cars and Triumph motor cycles are now made by two entirely separate companies, though both still reside in Coventry.

ALL THE "TRIUMPHS" ARE "DOLOMITES"

All Triumphs now bear the additional label "Dolomite," first introduced two years ago, and signifying chiefly a coachwork. Actually changes for next distinctive radiator style, with special season, are not great, and are mainly concerned with these two characteristics. The radiator, with its tapering vertical slats, is now wider, and a new Royal saloon body has appeared.

There are three engine sizes. The 1½-litre and the 1767 c.c. "14-60" engines have four cylinders, and the 2-litre has six cylinders. All types now have both valves in the head, operated by pushrods, and on the four-cylinder model there is a new exhaust manifold, to allow a better passage for the gases. Inlet and exhaust manifolds are on opposite sides, and on all the four cylinder engines two carburetters are fitted.

Only a few months ago Triumph's announced a new body style in their "roadster," which is a drophead coupé with a wide front seat to seat three, and a dickey seat concealed in the tail. This model, of a type which has long been popular in the U.S.A., has achieved immediate success, and is continued for 1939. Formerly it was only supplied on the four-cylinder chassis, but it is now available on the 2-litre "six" as well, and the long bonnet makes it a very handsome car. The 2-litre roadster has three carburetters, and is said to be capable of something approaching 90 m.p.h.

The Royal saloons on both chassis have more headroom, larger windows, a wider rear seat, and more luggage accommodation in the boot than the standard bodies. The doors are flush-fitting, and all the windows have ventilation louvres. A drop-head foursome coupé is also supplied on each chassis. English prices range from 298 gns. for the 1½-litre saloon, and £348 for the 14-60 standard saloon, to £450 for the 2-litre roadster. The new cars have already won their spurs in the Ramsgate Concours d'Elegance, when both 2-litre and 14-60 roadsters

were adjudged best in their respective classes, and the 2-litre Royal saloon won a second prize.

ALL THE "S.S.'s" ARE "JAGUARS"

The S.S. company has also announced its new models, and all these cars are now known as S.S. Jaguars, just as all the Triumphs are Triumph Dolomites. S.S. specifications remain unaltered. There are three engine sizes 1½-litre four cylinder and 2½-litre and 3½-litre six-cylinder. On all chassis coachwork styles are similar, with saloons and drophead coupés standardised, while on the two larger models there are also open sports two-seater "100" models.

The engines all have overhead valves, push-rod operated, and are manufactured by the Standard Company under a special arrangement. S.S. cars are noted not only for their good performance but for the elegance of their coachwork. A good story is told concerning Capt. Black, managing director of the Standard Company, which has always been closely associated with the S.S. concern. He drove up to the works in one of the new Jaguars, and was espied by the sales manager. When the two met, the sales manager congratulated Capt. Black on the appearance of his car, saying that he did not know that he had got one of the new———s, naming a much more expensive car. Capt. Black was much amused, and took his colleague round to show him the S.S. name plate, after which the latter retired in confusion.

English prices range from £298 for the 1½-litre saloon to £445 for the 3½ litre "100" two-seater. Prices for the 1½-litre models have been slightly increased compared with those for 1938.

[*Motoring in India* is informed that the Automobile Company, Queen's Road, Bombay, have recently taken up the agency for S.S. cars here.]

V-FRONTED RADIATOR FOR "SINGER" BANTAM

The Singer range for 1939 includes three models, the Nine Bantam saloon (£149/10s.), the Super Ten saloon (£195) and the Super Twelve saloon (£249). Again only detail modifications have been made, the principal alteration to the Bantam being a new V-fronted radiator with vertical slats, and a new type of luggage carrier. Hide upholstery is also fitted. As before, all the engines have overhead camshafts, an unusual feature in a low-priced car.

[The agents for Singer cars are Messrs. A. Hyland, Ltd., Hughes Road, Bombay.]

So far then, no novelties in design have appeared, and it is not likely, indeed, that this will be a year for outstanding changes. It is no secret that the motor industry, after a bumper year in 1937, is passing through a somewhat troubled period, and it is a time for steady consolidation rather than experiment. The heavy taxes which the industry and its customers have to pay are making themselves felt, and in many quarters the opinion is growing that it is time the Government ceased to consider motorists "fair game." The higher priced car manufacturers in particular are feeling the draught, while the difficulty still

persists in obtaining supplies of raw material, owing to the rearmament programme.

BRITAIN PRODUCES 500,000 VEHICLES IN 12 MONTHS

The figures for 1937, as shown in a review recently issued by the Society of Motor Manufacturers and Traders (which, incidentally, has just moved from Pall Mall into new premises in Wilton Street, near Belgrave Square), were most encouraging. More than 500,000 vehicles were produced in the twelve months, and the number of private cars in use rose by 160,000 to 1,834,248. The value of the excess of exports over imports was no less than £14,558,000.

Australia continues to be the principal export market for British cars, with New Zealand a close second, and Eire (the Irish Free State) and British India, including Burma, third and fourth. The total export figures for 1937 were: Australia, 25,569 motor vehicles (25.9 per cent); New Zealand, 18,958 motor vehicles (19.2 per cent); Eire, 9,117 motor vehicles (9.2 per cent); British India, 8,019 motor vehicles (8.1 per cent); British South Africa, 7,360 motor vehicles (7.5 per cent).

Altogether British manufacturers held 94 per cent of the home market, and exported one-fifth of their products, while the Empire took 84.6 per cent of the total exports.

BOMBAY LEADS THE IMPORTS

As regards India, 2,199 private cars were exported to Bombay, 606 of the total being second handcars. Bengal took 1348 (176 second hand), Madras 2042 (566 second hand), and Burma 658 (130 second hand). Ceylon, which is reckoned separately, took 1.9 per cent of the total exports, with 1971 cars (188 second hand).

The total number of motor vehicles in use throughout the world at the end of 1937 was computed to be 42,755,611, of which America claimed no fewer than 31,732,099, or 74.2 per cent. Taking the British Empire against the rest of the world, the Empire had in use 5,480,866 vehicles, or 12.8 per cent.

Amongst a mass of other figures contained in the S.M.M. & T. report, it is interesting to note that the average life of a motor vehicle is reckoned to be 7.63 years, while beyond a period of fifteen years survivors are negligible. One must not forget, however, that there are about a hundred cars in England all more than thirty-four years old, and some more than forty years old, and all in good running order, as the annual "old crows" run to Brighton proves! Actually many of these old veterans have been cherished so carefully that they are in better running order than a number of post-war machines, while their value cannot be reckoned by ordinary standards, often running into three figures, as would-be purchasers have discovered.

GERMAN MOTOR-CARS NOT SUBSIDIZED

A new clause providing for the protection of the industry against the dumping of German cars—a matter referred to last month—has duly been added to the Finance Bill in Committee. The President of the Board of Trade, Mr. Oliver Stanley, moved a resolution the effect of which was to prepare the way for action by the Import Duties Advisory Committee. He maintained that any effective action must be more flexible and speedy than by annual duties in the Budget.

Mr. Oliver Stanley pointed out that actually the cars in question were not in receipt of a subsidy from the German

Government, as had been popularly supposed. They were assisted by an industrial pool and by manipulation of foreign exchanges. It is common knowledge that the German currency regulations do not allow profits to be taken out of the country and thus it is possible that the German Government, so far from helping the procedure, may even take action on its own account to stop it.

T. T. RACE AND DAMAGES CLAIM.

A case of much interest to sporting motorists has just been concluded at Belfast, when an action was heard in which one of the victims of the accident which marred the 1936 Tourist Trophy Race sued Automobile Proprietary, Ltd., owners of the Royal Automobile Club, and other parties. On the occasion in question a car ran into the crowd at New Townards, killing eight spectators and injuring fourteen. A widow who lost her husband and had both legs broken in the crash was the plaintiff, and her case was that the race was dangerous, and that the defendants were guilty of negligence.

For the defence it was held that there was contributory negligence on the part of the plaintiff, and that the race took place under statutory powers. Much interesting evidence was given on both sides. The driver of the car concerned had a shock absorber missing, and Sir Malcolm Campbell, called for the defence, said that in his opinion this would have little effect on the controllability of the car. Speaking of the chances of a race, Sir Malcolm said that he had had a tyre burst at 300 m.p.h., but managed to hold the car, and that drivers were always waiting for something like that to happen.

Earl Howe had been subpoenaed for the plaintiff, and said that on several occasions, driving very fast cars, he had frightened himself rather badly at this bend, by getting too far over the camber. He said that if a car travelling at high speed got six inches out of position, it tried to get on to the other side of the road owing to the camber. To get out of position, however, was an error of judgment rather than negligence.

It was eventually decided that there was no negligence, and since the Parliament of Northern Ireland had authorised the race, the common law rights of ordinary citizens to use the highway were done away with, and a person injured had no remedy. Judgment, with costs, was given for the defendants, but a stay of execution for six weeks was granted with a view to an appeal.

Accidents such as the one in question are fortunately rare in motor racing, but all spectators of such events cannot fail to be aware that the spectacle, though exciting, is not without danger. At Brooklands, indeed, notices are prominently displayed stating that motor racing is dangerous, and that spectators attend at their own risk. Few, however, are deterred through such a reason, and any spice of danger merely adds to the thrill of the event.

This year's Tourist Trophy Race, as last year, is to be held at Donington Park, over an enclosed circuit on private land, where enclosures and barriers have been specially laid out for the general safety.

WILL BRESSEY REPORT BE SHELVED?

Motorists are getting a little worried about the fate of the Bresse report on the replanning of London, which at present is passing through the various Governmental stages of examinations and re-examinations. Lord Eillsley recently asked in the

House of Lords what steps were being taken as regards its recommendations. Earl Howe, in support, said that since 1910 traffic had increased by 2,000 per cent., and new roads by only 1.9 per cent. The motor industry employed 1,300,000 workers, and was feeling the repercussion. The Government should take advantage of Sir Charles Bressey's long view. Other peers supported the speakers.

The Earl of Erne, in reply, said that the initiative now rested with the authorities responsible for highway development in the various areas. The rate of progress must be conditioned by the financial resources available. The Government hoped to make a selection with a view to the institution of the more pressing schemes.

It is generally felt that not much will be done as regards the more far-reaching proposals until the re-armament programme has been completed, and that it is unfortunate that the Ministry of Transport has no direct control over the layout of roads in the London area itself. Agreement between the local authorities mentioned by Lord Erne would be most desirable, but scarcely to be hoped for.

One muddle already seems likely to occur, for a new railway station is now being built just at the junction of Hanger Lane, Western Avenue, and the North Circular Road. Hanger Lane is generally considered to be part of the North Circular Road, leading as it does straight to the end of the Great West

Road at Gunnersbury. The junction in question is thus of great importance, and Sir Charles Bressey recommended a roundabout of first class dimensions at this point. Any such roundabout would be greatly restricted by the new station, leaving no room even for widening the carriage-way. On the other hand, the railway company obtained powers from Parliament three years ago to build a station at this point, and the Ministry of Transport is therefore powerless to intervene. The situation provides an example of what may well happen all over the place unless firm action is taken.

The outlook on the Kingston By-pass appears more promising, for rapid progress is being made with the twin-track carriage-ways, and with service roads and cycle tracks appearing, this highway, once neglected, is becoming the most modern in the country. The pedestrian bridges referred to earlier in these notes have now been built, and present a marked improvement. Fortunately the building line was in this instance kept well back, so that the work can proceed unhampered.

Work is also proceeding apace on the Sutton By-pass, another early arterial road. Sections of twin-track road are being constructed, and cycle tracks have been laid down. Yet I drove along there the other day, and observed many cyclists still pedalling solemnly along the ordinary road, neglecting the special paths provided for their use! One can take the cyclist to the cycle-track, but at present one cannot make him ride on it!

Greatest of All Times Just Ahead

Henry Ford Offers Rosy Forecast

THIS generation, according to Henry Ford in a recent interview, will see "the greatest era the world has ever known."

Ford proposed that industry should combat unemployment by providing technical education for the youth of the nation.

"I am glad to see that finance is waking up in one respect", he said, "and moving in the right direction by recognizing grain, such as wheat and corn, as the true basis of wealth."

"I have noticed over a period of 60 years that prices of wheat and corn have varied but little. Such products of the

soil are real wealth, provided the crop is reasonably curtailed so that it will have a value.

"After all, money is simply a token of what has been done; it is worthless unless it represents something. Gold in itself is not a very useful metal. In the first place, it is scarce, and while it glitters and makes very pretty jewellery, it does not wear well."

"I feel the present generation will see the greatest era this world has ever known. Science, inventions and mechanical improvements are making things easier for us, and out of leisure comes civilisation."

A New Era in Motor Car Performance

IT would seem that the 1938 season will become famous in motoring history as the one which introduced really silent effortless performance in moderately priced cars. This is the general opinion of all who have tried the new Armstrong Siddeley Balanced Drive.

Armstrong Siddeley will be remembered as the pioneers who introduced the modern V-shaped radiator. In point of fact the original Siddeley cars had a pointed bonnet when the radiator was behind the engine, but ever since 1919 their frontal appearance with V-shaped radiators, surmounted by the Sphinx, has changed but little, and has stood as it still does for a typically British car.

Ten years later, Armstrong Siddeley introduced the self-changing gear which literally revolutionized motor car transmission. Those cars which did not adopt the pre-selective gear

followed by the adoption of synchro-mesh. It was the end of the "crash" gear-box.

Now nearly a decade later the introduction of Balanced Drive has set a new standard of modern road travel. The Balanced Drive can best be described as a flow of even power so perfectly balanced as to create a sensation of absence of mechanical energy. The result is effortless control, silence and smoothness from gliding start to highest speed.

Thanks to the automatic clutch the car glides forward on the mere depression of the accelerator. In traffic the car can be driven at walking pace on top gear, it will pick up and accelerate to its maximum speed without the slightest noise or vibration. The silky take-up, the absence of any hesitation and the delightful "feel" of the car on the road are all due to Balanced Drive.

Educate the Pedestrian

WHILE the continual injunction to motorists to apply safety principles in road usage is commendable and must bear fruit the Traffic Boards, judging by the stickers and posters most commonly seen, have an unconscious bias toward the driver. Exhortations to drivers should be matched in number and prominence by messages for cyclists and pedestrians. Any approach to the effective inculcation of the road safety effort must include all road-using units. For very many years Governments and local bodies have concentrated on the regulation, control and education of the motor-vehicle user, and unless the Traffic Boards make a more conspicuous show of dealing with all road-users alike they will deserve the more apt title of Motor Traffic Boards. Statistics collected by the Board itself provide ample evidence of the carelessness of pedestrians and cyclists as well as of motorists, and it is correct to say that no matter how careful a driver is, or how well schooled and controlled drivers are, there are pedestrians and cyclists who continue to give a fair imitation of suicidal tendencies.

In broad daylight your absent-minded pedestrian will walk unthinkingly into the side of a motor-vehicle passing him or her at the time. All the accidents listed between motor-vehicle and pedestrian or cyclist are not staged in front of the radiators of the motor-vehicle. Not always is the driver at fault.

Quite frequently the dangers of night-driving are impressed on the motorist, but the pedestrian is in much greater need of such a reminder. Actually, if the position is met with candour, the pedestrian is the menace of night-time driving and not the motorist. The anxiety caused to careful drivers by careless pedestrians at night time is best known by the drivers themselves. Many pedestrians alive and whole today have the vigilance of the motorist and a stroke of luck to thank for their well-being. And many a motorist, in spite of his vigilance and luck, has an occasional twinge of conscience because of someone he has killed or maimed in circumstances which gave the driver no chance.

Because pedestrians and cyclists are so vulnerable the efforts of all who are interested in road safety should be concentrated on them to a greater extent than they are at present. Pictorial messages for them should not be confined to schools or places of entertainment. They should be displayed in the thoroughfares, there to greet the pedestrian and cyclist abroad, when, so to speak, they are walking or riding toward their accident. Pedestrians are more likely to read a safety poster than the travelling motorist, particularly those posters which are placed on the right rear ends of trams so that the following motorist, on the left, cannot see them. The pedestrian still has the false idea ingrained from a long immunity from control or education, and assisted by such terms as "the toll of the road," "slaughter on the roads," "potential murderers" and so on, that every driver is a killer. It is time there was concentration on destroying that prejudice by impressing pedestrians with the heavy responsibility which rests on them of keeping out of avoidable trouble, and of not being guilty of contributory negligence as so many of them are these days.

No doubt the Traffic Boards cannot feature pictorially the so-called authorised pedestrian crossing places because of the continued confusion in the minds of motorist and pedestrian as to what constitutes an authorised crossing, but there are many other aspects of walking and cycling carelessness which deserve the immediate attention of the poster artist whose works require to be hung where they will reach those for whom they were designed. And it is timely now to state that if posters for road safety are to be placed in the panchromatic blur represented by the fences of hoardings such as motorists and their passengers pass between to-day at anything up to thirty miles an hour the money would be better spent in other directions.

—(The Newzealand Motor World.)

The "Suancy" of Modern Cars

THE tendency of motor car designers to-day is to concentrate on the smoothness and silence of their products. For amongst the motoring public generally there is wider appreciation of the old engineering axiom that noise means loss of efficiency.

With such interest in the subject, it is curious that the one word which exactly describes smoothness of power and movement, the adjective "suant" is fast becoming obsolescent if not obsolete. Suant means "smooth continuous motion", and it is precisely that feeling of easy control and silent effortless performance which distinguishes the Balanced Drive.

The new Balanced Drive introduced this year by Armstrong Siddeley has met with an enthusiastic reception from all who

have tried it. Thanks to the automatic clutch the car glides away from rest without a sound; and there is a surge of effortless power from the first touch of the accelerator. The self-changing gear makes it delightfully easy to drive in traffic and driving becomes in the main a two-pedal affair.

The ease with which a car can be driven has a considerable bearing on the safety factor. But where long journeys or tedious traffic work are concerned, the freshness of driver is of great importance and this depends largely on the absence of vibration and noise. Indeed it is not enough for a modern car to be flexible and easily handled. It must also have a suancy and silence about its performance to give mental relaxation in the same way that good springing and seating is necessary to improve bodily comfort. That in short is the success of the Balanced Drive.

Devarayadurga

Famous in Legend and History

PROVIDED with a network of Railways and Roads, the Tourist in Mysore has opportunities of visiting scenes and places which recall the ancient history and religion of the country. But whereas the railway traveller has often to be contented with a fleeting glimpse, through a carriage window, of some famous old hill fortress or temple, the motorist, helped by a carefully prepared itinerary, can get into close contact with such places.

About 52 miles from Bangalore and 9 miles east of Tumkur Railway station, which is on the Main road to Bombay from Bangalore, is Devarayadurga rising to a height of 3,940 feet above the level of the sea, once a fortified hill, consisting of three distinct elevations or terraces situated amongst wild and picturesque scenery and extensive forest.

The trip from Bangalore is a pleasant one. In order to enjoy our exploration in the cool of the morning we motored overnight to Tumkur and stayed comfortably in the well equipped Travellers' Bungalow.

Leaving early next day travelling for the first mile or two over a fairly flat but very dusty road, the great hill appeared in the distance lit up by the morning sun, the summit a mass of huge boulders with the lower slopes covered by an immense jungle, the Reserved or State Forest about 30 square miles in size, no doubt a part of the mighty and all-embracing forest—the Great Dandakaranya—which in the legendary period of its history extended practically over the whole of South India, including the Mysore plateau, forming the retreat of lawless predatory chiefs or still more formidable "asuras" (giants) and "rakshasas" (demons). Away back in the remote dark ages of the 13th century B.C. Rama, the hero of the Ramayana, wandered into this region of unknown terrors, when being thwarted by his mother Kaikeyi from accession to the throne of Ayodhya (Oudh) after his father King Dasaratha, he undertook a voluntary exile, accompanied by his wife Sita and his younger brother Lakshmana, and desirous of acquiring religious merits, established a "Janasthana". The story of the abduction of Sita by the 10-necked giant Ravana, the rakshasa king of Lanka, is probably too well known to need repetition here, but memories of the tale are revived when, following a branch road to the right into the depth of the jungle for a few hundred yards one sees in the middle, almost, of an immense slab of rock, a round hole about 4 feet deep and 2 wide which remains constantly full of clear cold water. Legend has it that this perennial spring owes its origin to the celestial prowess of Rama who, while on his way to Lanka for the recovery of Sita, being unable one morning to procure water to assist in the performance of his religious duties, shot an arrow into this rock from which water gushed forth in abundance.

Turning away from the scene of this mythological episode the later history of Devarayadurga is full of real interest. Tradition has it that a robber chief named Andhaka had his stronghold here and that he was subdued by Prince Sumati, son of King Hemchandra of Karnata. During the rule of the Hoysala Kings in Mysore sometime between the 11th and 14th centuries, there seems to have been on the hill a town called Anebiddasari which means "the steep where the elephant fell" and the incident out of which it arose appears to have happened at a spot on the hill still known as Anegondi or the elephant pit below a peak called Keregiri, the elephant hill. A rogue elephant suddenly appeared before the town to the great consternation of the people and after doing considerable damage to the tank there madly tried to walk up the steep rock on the west where he slipped, fell back and was killed. Under the Vijayanagar Kings a large tank was formed by throwing an embankment across the gorge which forms the source of the Jayamangali river, but nothing of the town or the embankment can now be seen.

In 1696 the hill was in the possession of a chief named Jadaka and called Jadakanadurga when it was captured by Chikka Deva Raja of Mysore who gave his name to it (since shortened to Devarayadurga) and erected fortifications, which must have been of considerable strength, around the three terraces.

Then for three-quarters of a century this fort did not come into the limelight in spite of the incessant wars raging in the country, but it apparently was a place of some strategic importance, dominating the town of Tumkur, for in 1770 Trimbuc Rao, the Mahratta General commanding against Hyder Ali, was occupied for several months in conquering Devarayadurga and probably during these operations most of the fortifications were destroyed and it ceased to be a fort. The few bits of walls and bastions still standing show one of those hopeless ruins that in our time are merely the abode of lizards and monkeys.

The motor road, which is decidedly a clever engineering feat, has to be negotiated very carefully with its numerous hair-pin bends and gradients, in many places as severe as 1 in 5 and a precipice on one side all the way, leads to the first elevation. From the foot of the steps it looks as if there was nothing beyond, but on the second elevation there are three European houses, a Missionary summer resort and Travellers' bungalow. After that a stiff climb on foot faces any one desirous of reaching the summit on which is a small temple dedicated to Durga Narasimha, connected with one much larger on the lower level. These temples were built by Kanthirava, the deaf and dumb Raja of Mysore, about 1710 and are the scene of an annual festival resorted to by some 3,000 people.

F. H. S.

Motoring in the Nilgiris Thirty Years Ago



MR. GEORGE OAKES of Ootacamund who had charge of three Coffee Estates, when on a visit to England in 1907, made up his mind to buy a car in place of two horses he kept. A friend advised him to buy an Alldays and Onions car for which he paid £350, say Rs. 4,600. It was 12 h.p. 3 speed and reverse, battery ignition, fitted with acetylene generator for head lamps. As there would be trouble in getting the battery charged, his friend advised him to get a Magneto fitted which was done at a cost of £14. After running the car for six years the gears were beginning

to chatter so he ordered a new set, which had to be made to order as new parts were not stocked in those days. He got them out after three months and did not fit them but sold them with the car to Mr. Robinson of the High Range who ran the car for four years and then sold it to an Indian. The lady driving in the Photo is Mrs. Oakes. The car was the second in the Nilgiris and was much admired. During the time Mr. Oakes had this car, he never had an accident, which might be due to the scarcity of other cars on the road and most horse-drawn vehicles on approach used to stop, as horses had not become used to cars.

(Continued from page 288).

port, and may act as an inducement to mills in this area to consume more C. P. cotton.

The railways may be in a position to ignore the demand of the Cawnpore textile mills for the continuance of the rebate, if they are assured of the early passage of the Motor Vehicles Bill in the Central Assembly which seeks to check long distance motor transport. If not, it is possible, they may have to give in to the demand of the Cawnpore industry.

MOTOR VEHICLES BILL

The interest taken in this Bill may be gauged from the vast number of opinions submitted to Government on the draft Bill and the number of amendments to the Bill as it has emerged from the Select Committee.

The discussions on the Bill which commenced on August 24th are unlikely to finish before the 6th of September so that we are unable to include in this month's *News Letter* a summary of the Bill as had been anticipated.

The General Secretary as a member of the Central Assembly will be able to follow very closely the debates and assist in seeing that the views of the Association are given due consideration.

MADRAS FLYING CLUB NOTES

THE month of August brought with it a whole train of very welcome showers, usually at night and particularly heavy on the 11th and 21st (when 2¾ inches of rain fell just before dawn) and the khaki dust sheet so long laid over the field exchanged itself for green baize—to great content of men and birds.

Four members flew their first solos during the month, Messrs. Reddiar, Krishnan, Mathewes and Balasingham, in that order, and the leading two completed their tests for the 'A' licence.

Only two cross country flights were made, one a charter flight by the instructor to Coimbatore, the first public charter flight to that place, and the other an instructional flight with the instructor to Bangalore by Mr. Fernando to qualify for solo cross country flying. At Coimbatore the new landing ground just completed by that enterprising municipality was found to be in good condition throughout, and at Bangalore the new and enormous landing ground being constructed by the State out at Jakkur (additional to the R.A.F. landing ground of long standing on Agram plain) was seen from close above to be in a fair way towards completion.

The two regular annual competitions of the club were held during the month, these being firstly the cross country competition for the cup presented by the Raja of Pithapuram in memory of the late Raja I. V. Krishna Rao who lost his life three years ago, and secondly the landing competition for the Ames Shield. For the Krishna Rao Cup 12 members had competed by the end of the month, choosing each his or her own time and the competition was still open for further entrants. The competition for the Ames Shield was held on Sunday the 28th August. There were 17 competitors and the proceedings lasted five hours, from 6 a.m., till 11 a.m. The best four were all but bracketed together for first place, with less than 2 points difference between the first and fourth—out of a possible of 90 per person. The winner was Mr. Law, the club's Hony. Secretary with 83½ points followed by Messrs. Davis, Fernando and Ratnam in that order. Mr. Davis landed two bulls eyes out of a possible of three. Mr. Ali, the Aerodrome Officer, was kind enough to act as one of the two judges and manfully endured the five hours of unremitting attention that the task entailed.

A new member in the person of Mr. Fosque took a trial lesson.

FLYING TIME FOR AUGUST 1938		
		H. M.
Dual instruction to members under training	..	18-35
Advanced dual to A, A-1 & B pilots	..	20-50
Solo flights by members under training	..	12- 0
Solo flights by A, A-1 & B pilots	..	23-10
Pilot with passengers (A, A-1 & B pilots)	..	15- 0
Joy rides	..	0-55
Cross country flights by the club instructor	..	6-55
Test flights	..	0-10
TOTAL HRS.		97-35

The following members took dual instruction during the month:—

Europeans:—		
Lt.-C. R. Davis	Advanced dual.	
Mr. C. J. Porteous	"	
Mr. Lippincott	"	
Mr. Leuchs (Cross country Krishna Rao Cup Competition).	"	
Mr. Lomax (	"	

Indians:—		
Mr. Narasimha Reddy	Dual instruction.	
Mr. Md. Ismail Khan	"	
Mr. A. S. Moses	"	
Mr. N. T. Reddiar	"	
Mr. K. S. Krishnan	"	
Mr. C. V. Mathewes	"	
Mr. Paul T. Balasingham	"	
Mr. T. M. Duraiswami	Advanced dual (Cross country Krishna Rao Cup Competition).	

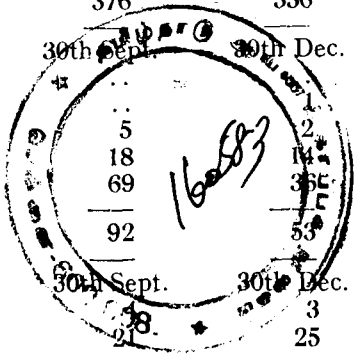
Ceylonese:—		
Mr. V. G. Saravanam	"	
Mr. Italia	"	
Mr. S. Parthasarathy	"	
Mr. A. S. Rathnam	"	
Mr. W. Parthasarathy	"	
Mr. R. Sitaram	"	
Mrs. Kapadia	"	
Mr. Fernando	"	

CROSS COUNTRY FLIGHTS DURING THE MONTH OF AUGUST 1938

Date	Machine	Pilot	Passenger	Journey	Time
7-8-38	VT-ACU	Mr. Leuchs	Mr. Law	Madras to Kolar and back without landing	3-25
20-8-38	"	Mr. S. Parthasarathy	With Pilot Instructor	Madras to Pondicherry and back without landing	1-50
24-8-38	"	Mr. Tyndale Biscoe	Mr. F. Ferrelly	Madras-Trichy	2-30
24-8-38	"	"	"	Trichy-Coimbatore	2-0
24-8-38	"	"	Nil	Coimbatore-Madras	2-25
29-8-38	"	Mr. Fernando	With Pilot Instructor	Madras-Bangalore	3-15
29-8-38	"	"	"	Bangalore-Madras	1-45

Statistics of Road Accidents in the Madras Presidency

Accidents at different localities.—	1937	1937	1937	1937	1938
	30th March	30th June	30th Sept.	30th Dec.	31st March
At road junctions	36	43	19	25	26
Cross roads	13	29	14	25	9
On straight roads or bends with good sight line	309	313	289	248	358
In built up areas	59	66	69	48	27
Places controlled by Police or traffic signals	7	32	6	4	4
Total ..	424	483	397	431	424
Types of Vehicles involved.—	30th March	30th June	30th Sept.	30th Dec.	31st March
Motor Cars	193	220	169	152	168
Motor Cycles	7	13	11	8	6
Omnibuses	118	160	102	119	142
Lorries and Vans	77	88	93	57	86
Pedal Cycles	29	38	29	40	46
Jutkas—horse drawn	10	22	19	17	14
Bullock Carts	31	49	25	28	36
Handcarts	2	4	4	4	5
Others	7	16	15	6	12
Total ..	474	601	467	336	515
Speed of Mechanically Propelled Vehicles.—	30th March	30th June	30th Sept.	30th Dec.	31st March
Below 10 m.p.h.	35	75	39	62	75
10—20	112	112	160	185	184
20—30	217	203	50	60	116
30—40	15	28	11	13	18
40—50	2	5	5	2	5
Above 50	..	1	..	..	..
Not available	26	16	86	46	4
Total ..	407	488	376	336	402
Classification of persons killed.—	30th March	30th June	30th Sept.	30th Dec.	31st March
Motor Cyclists	..	1	..	..	6
Pedal Cyclists	3	4	..	..	9
Drivers of other vehicles	3	5	5	2	19
Attendants and Passengers	16	25	18	14	65
Pedestrians	69	75	69	36	99
Total ..	91	110	92	55	..
Classification of persons injured.—	30th March	30th June	30th Sept.	30th Dec.	31st March
Motor Cyclists	1	3	..	3	5
Pedal Cyclists	27	27	21	25	27
Drivers of other vehicles	38	49	49	35	40
Attendants and Passengers	111	164	188	132	152
Pedestrians	210	218	165	195	183
Total ..	387	461	427	390	307
Causes of Accidents.—	30th March	30th June	30th Sept.	30th Dec.	31st March
Due to Drivers	139	182	142	120	139
Pedal Cyclists	30	25	24	26	33
Animals	21	27	12	15	30
Pedestrians	186	172	146	153	173
Vehicles or equipment	25	15	15	12	20
Road Conditions	5	15	15	6	10
Weather	1	2	2	..	..
Obstructions	4	9	7	4	1
Passengers	13	16	10	11	15
Other causes	9	10	12	4	5
Total ..	433	473	397	360	426



PARTICULARS OF MOTOR VEHICLES IMPORTED INTO INDIA

MONTH OF JULY				FOUR MONTHS, 1st APRIL to 31st JULY							
1936		1937		1938		1936		1937		1938	
Quan- tity	Value Rs.	Quan- tity	Value Rs.	Quan- tity	Value Rs.	Quan- tity	Value Rs.	Quan- tity	Value Rs.	Quan- tity	Value Rs.
344	6,88,298	395	7,67,408	233	4,65,010	1,432	27,49,153	1,789	33,34,266	1,246	25,66,981
50	93,038	190	2,98,182	125	2,17,819	192	3,43,520	395	6,21,496	510	8,26,899
..	..	30	37,621	18	37,216	1	982	126	1,59,343	53	82,810
6	10,320	84	1,42,289	..	..	174	3,18,998	696	10,92,983	214	4,04,467
321	6,34,325	464	8,45,834	252	4,94,528	1,182	23,04,734	1,485	29,77,703	812	17,64,558
13	18,986	33	48,188	14	22,828	74	98,401	120	2,14,163	125	2,06,593
734	14,44,967	1,196	21,39,522	642	12,37,401	3,055	58,15,788	4,611	83,99,954	2,960	58,52,308
175	3,36,570	291	5,35,846	191	3,62,640	724	13,42,809	1,209	21,82,208	830	16,05,936
315	6,18,204	686	11,89,750	285	5,40,123	1,426	26,56,940	2,387	43,51,617	1,428	28,41,493
72	1,42,664	77	1,47,600	56	1,16,789	261	5,33,685	337	6,81,095	254	5,28,324
141	2,83,300	142	2,66,326	110	2,17,849	467	9,32,725	678	11,85,034	448	8,76,555
31	64,229	..	..	..	..	177	3,49,629	..	..	..	..
734	14,44,967	1,196	21,39,522	642	12,37,401	3,055	58,15,788	4,611	83,99,954	2,960	58,52,308
31	13,317	23	10,482	13	7,218	128	63,166	173	87,321	91	46,538
29	8,861	92	19,848	48	12,284	99	26,234	265	55,878	242	58,805
1	60	6	3,365	11	4,071	9	2,406	16	10,745	23	12,836
61	22,238	121	33,695	72	23,573	236	91,806	454	1,53,944	356	1,18,179
23	1,16,541	13	23,819	2	9,280	111	2,70,415	88	1,48,796	74	1,86,956
917	13,69,542	1,031	12,39,347	175	2,98,065	3,032	39,37,276	4,462	57,01,428	1,803	28,97,047
206	5,90,783	122	2,22,591	38	84,964	346	8,88,626	685	12,31,383	136	3,52,324
126	1,73,393	220	2,61,100	36	51,743	490	6,95,984	1,036	12,88,621	603	8,58,166
591	6,60,168	693	7,54,309	98	1,63,218	2,256	24,64,765	2,702	30,30,799	1,078	17,09,125
17	61,739	9	25,166	5	7,420	51	1,58,316	127	2,99,421	60	1,64,388
940	14,86,083	1,044	12,63,166	177	3,07,345	3,143	42,07,691	4,550	58,50,224	1,877	30,84,003
6,52,571	8,55,855	6,83,730	..	..	..	..	..	..	..	..	..
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Motor Cycles (including taxi cabs)	..
From United Kingdom	..
Germany	..
Italy	..
Canada	..
United States of America	..
Other Countries	..
Total	..
Share of Bengal	..
Bombay	..
Sind	..
Madras	..
Burma	..
Motor Cycles (including scooters)—	..
From United Kingdom	..
Germany	..
Other Countries	..
Total	..
Motor Omnibuses, Vans and Lorries—	..
Imported with bodies	..
Chassis	..
Total of Motor Omnibuses etc.—	..
From United Kingdom	..
Canada	..
United States of America	..
Other Countries	..
Total	..
Parts and accessories (excluding rubber tyres)	..
Total Value	..

Extracted from the Publication of the Department of Commercial Intelligence and Statistics, India.
THE MOTOR MANUFACTURERS & IMPORTERS' ASSOCIATION LTD.

FORD, RHODES & PARKS,
Secretaries,
Chartered Accountants,
Registered Accountants.

SALES AND SERVICE GUIDE

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