

109
South Indian Railway
MAGAZINE

109



GOVERNMENT OF INDIA

APRIL-1939.



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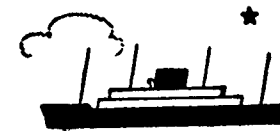
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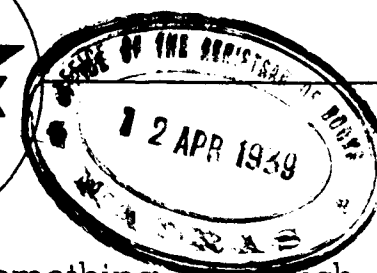


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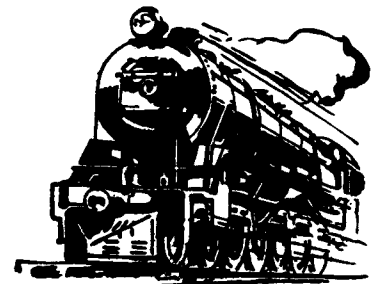
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Botanical Gardens, Ootacamund

SOUTH INDIAN RAILWAY MAGAZINE



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EDITORIAL NOTICE

Subscription Re. 1 per annum. Issued quarterly. Post Free.

The Editor invites contributions to this magazine from all its readers. Contributions may be either technical articles of general or special interest, humorous articles, short stories, descriptive articles on places of interest on the South Indian Railway, on current topics having a definite bearing on 'Railway matters'.

Reports of prominent sporting events, Institute activities, etc., are particularly welcome provided they are 'short' and 'well written'. Photographs may also be sent.

Rejected manuscripts and photographs will be returned only at the request of senders.

All matter intended for publication in the next issue must reach the Editor before the 25th May, 1939.

APRIL

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Woodcut

F. H. Rauleder



At the Agent and General Manager's House with Lady and Sir H. D. Kimber, Bart., and Mr. P. H. Maflin, O.B.E., M.C.

His Excellency the Viceroy's visit

His Excellency the Viceroy and Governor-General, Lord Linlithgow, the Vicerene and party toured South India from 6-1-39 to 13-1-39 when they visited the States of Cochin and Travancore on this Railway. They spent two days in Cochin and three days in Travancore. The Agent and General Manager Mr. C. A. Muirhead personally accompanied Their Excellencies throughout their journeys by rail on this Railway, and at the conclusion of the tour, the Hon'ble Sir Guthrie Russell, K. C. I. E., Chief Commissioner of Railways, sent the following message to the Agent and General Manager :—

"I have been asked by Their Excellencies to convey to you and your staff their sincerest thanks and warm gratitude for everything which was done for their comfort and pleasure during their recent tour throughout India. This contributed very largely to the success of their tour. Their Excellencies are especially grateful to your railway for the provision of special rakes for their tour over your metre gauge system."

The Agent and General Manager issued a special communique to all staff in the following terms :—

"I wish to congratulate all members of the staff concerned on their excellent work in connection with His Excellency the Viceroy's tour over this Railway.

I fully appreciate the amount of hard work, forethought and careful attention to detail which is necessary to bring a tour of this nature to a successful conclusion.

I also appreciate that many of the staff undertook their duties in connection with the tour at much personal inconvenience to themselves.

Both before the tour and during the course of it, I personally saw evidence on every side of the most willing and cheerful co-operation on the part of all members of the staff of every Department and with this "team spirit" to the fore everything went according to plan and in the smoothest manner possible.

As Head of the Administration, I thank you all for the special efforts you have made to ensure a comfortable and pleasant journey for our distinguished Visitors."

Directors' Visit

Mr. P. H. Maflin, O. B. E., M. C.,—A Director of the South Indian Railway, made a tour of inspection of the Railway from 3-1-1939 to 7-2-1939.

Sir H. D. Kimber, Bart.—another Director and Lady Kimber also visited Trichinopoly, in the course of their holiday visit to India.

The Officers of the South Indian Railway Company met the Directors at an AT HOME on the evening of 28th January, 1939, the date of the sports meeting of the South Indian Railway Athletic Association. An account of the Sports appears on another page.

Recognition of the South Indian Railway Union

The South Indian Railway Administration has decided to recognise the Labour Union with

H. E. The Viceroy and H. H. The Maharajah of Travancore, driving in State to the Guest House at Trivandrum.



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A snake boat regatta in progress at Quilon, which H. E. the Viceroy witnessed

effect from 12th December, 1938. The Agent and General Manager's communication in this matter has been published elsewhere in this issue. It is hoped that the Labour Union will organise itself in such a manner as will ensure the maximum co-operation between the Administration and the Union to the ultimate benefit of both.

Advertising the Nilgiris

It is a welcome sign of the times that the Municipal Authorities are recognising the need of issuing literature to advertise the many attractions of their towns. The Town Councils in the West spend annually large sums to attract tourists to their cities, and many unknown corners of the country have become famous by the incessant and effective propaganda. National Travel Associations generally undertake this propaganda in co-operation with the State, Chambers of Commerce, etc. Publicity of this kind has very largely been undertaken by the Railways in this country. The Nilgiris is no doubt well-known in India, but its attractions are not so familiar to tourists from other countries. The South Indian Railway has in the past issued folders and posters to advertise the Nilgiris. It is hoped that the Municipal Authorities will produce literature worthy of the beauty of their magnificent Hills.

It is also understood that the Madras Corporation intend to issue for sale official hand-books. The numerous visitors who come to Madras

during the holiday periods are no doubt in need of literature explaining the amenities and attractions of the city, but while the proposed hand-book may be useful to a few, what is more important is to make available free to the visiting public, small attractive folders with a map of Madras City showing the various parts of the city with their attractions, distances and accessibility.

It is to be hoped that other towns will follow the lead of Ootacamund and Madras in a publicity campaign which is bound to bring good results.

Agricultural Planning

Though it may be well-known that India is mainly agricultural, its importance in the sphere of national economy has not been realised till recently. That agricultural planning should precede industrial planning, or at least go hand in hand with it, has now been admitted. Sustained agricultural planning carried out in a scientific manner is the only means of raising the purchasing power of the villager. If a fair price is assured to the ryots, if reconstructional schemes concentrate on levelling up agricultural prices, and making agriculture economically successful; if the agriculturists can be provided with a supplementary source of income and profitable subsidiary occupations, real prosperity should dawn upon the villages. The severe economic depression through which we are passing has well demonstrated the extent to which

their prosperity is bound up with that of the villages in which reside 90 per cent of India's population. Transport Undertakings in which vast national capital has been invested are more than ever interested in this field of national reconstruction.

Trade Exhibitions

A new spirit of self-consciousness is no doubt responsible for the numerous exhibitions that have become almost an annual feature in the large towns of South India. Repeated efforts have helped forward organising better and larger exhibitions. The Commercial community have begun to realise the potentialities of exhibitions as 'selling campaigns' and are now systematically patronising them. During the months October to December 1938, several exhibitions were held, the more important of them being held at Tiruvannamalai, Calicut, Chidambaram and Madras. The South Indian Railway participated in all these Exhibitions and put up attractive enquiry offices where railway information was furnished to the visiting public and much help was rendered. The organisers recognised the utility of the Railway Enquiry Offices and issued certificates in recognition.

Inauguration of a Road Transport Service

No one can fail to notice the great development of road transport in recent years and yet it is doubtful if it is realised, that there are large tracts of the country in the interior that are inadequately served either by good roads or reliable and speedy transport. There are vast producing areas which for lack of transport facilities and markets for their produce are economically still backward. The Cumbum valley in the Madura District and the Satyamangalam Taluq of Coimbatore District, are instances in point. To afford these areas a quicker approach to the railhead, the South Indian Railway Company have decided to institute goods transport services between Theni and Cumbum and between Satyamangalam and Coimbatore. Forwarding and Receiving Offices under Railway management will be established at Cumbum and Chinnamanur and at Satyamangalam for the despatch and delivery of goods and parcels which will be transported through lorries owned and worked by the Railway. The possibilities of the service have been investigated in great detail, and it is expected that the service will become an important link in the rail-road communications.

Archaeological remains in South India

A great tribute was paid to the monuments of ancient Dravidian culture by Sir Leonord Woolley who recently arrived in India to study and advise on the conservation of the archaeological remains in the country. He said:—

"I have been very much impressed during my brief stay in the South of India by the extreme importance of the cultural remains of all periods. On the whole the South has been neglected in comparison with the North. I was scarcely prepared for the wealth which I found to exist here. Most remarkable of course are the great monuments of Dravidian architecture."

Until recently, it was left to westerners to study and interpret the great monuments of art and architecture found all over India. Even now local research has not come forward to take part in the task of studying and interpreting the great past of our own country. The Moghul Palaces and Tombs in North India are recent in comparison with the Dravidian temples in the South many of which are nearly 2,000 years old; but the convenience of Bombay as a port of embarkation and the great distances to be traversed have prevented many tourists from coming far South. They have been content to view the Taj in the moonlight and return with the joy of having seen India. South India has much in store to offer to tourists in its hundreds of temples of magnificent and rare architecture. No better method of spending a holiday can be conceived for educationists than undertaking short tours of exploration to study these monuments which yield valuable material concerning the past history of India.

New Year Honours

We have pleasure in congratulating Sri C. V. Doraiswamy Iyer, Office Superintendent, Chief Commercial Superintendent's Office upon whom has been conferred the title of Rao Sahib in the New Year Honours. Sri Doraiswamy Iyer has 32 years of service to his credit in various capacities in the Traffic Department. He was appointed Office Superintendent in 1936. He is the Secretary of the Commercial Department Lecture and Debating Society, and has a genial temperament which endears him to all.

Our Earnings

The uncertainty in political conditions all over the world and the consequent instability in international economic affairs has baffled the financial experts of most Governments who are at



Tea at the South Indian Railway Athletic Sports held at Trichinopoly

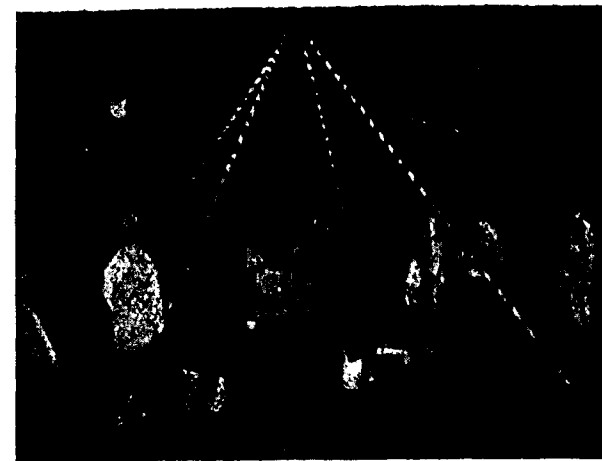
their wits end to forecast the future. Commercial undertakings generally have suffered a serious decline. Indian Railways have had to bear their share of the effects of the world depression which their earnings reflect. Railway earnings more than any other, largely depend upon the kindness of the seasons especially in agricultural India. South India has had to face during the year an unforeseen failure of the North East Monsoon. In the several districts served by the Railway famine conditions prevail. The groundnut crop which is the main agricultural produce in several districts has failed due to lack of rains. Other agricultural products also suffered, thus affecting the purchasing power of the general public. The South Indian Railway earnings from passenger traffic

as well as from goods traffic were seriously affected during the year, as the following figures show:—

Earnings from 1st April, 1938 to end of February, 1939

	1937-1938	1938-1939 (Approx.)
	Rs.	Rs.
Passengers ..	2,10,40,502	2,01,10,394
Other Coaching. ..	25,40,550	23,64,498
Goods ..	2,63,94,023	2,61,95,678
Sundries ..	11,66,986	13,36,654
	<u>5,11,42,061</u>	<u>5,00,07,224</u>

Detailed investigations were undertaken to tap fresh sources of revenue. Travel concessions were freely afforded on most sections of the line and during holiday periods. Attempts were



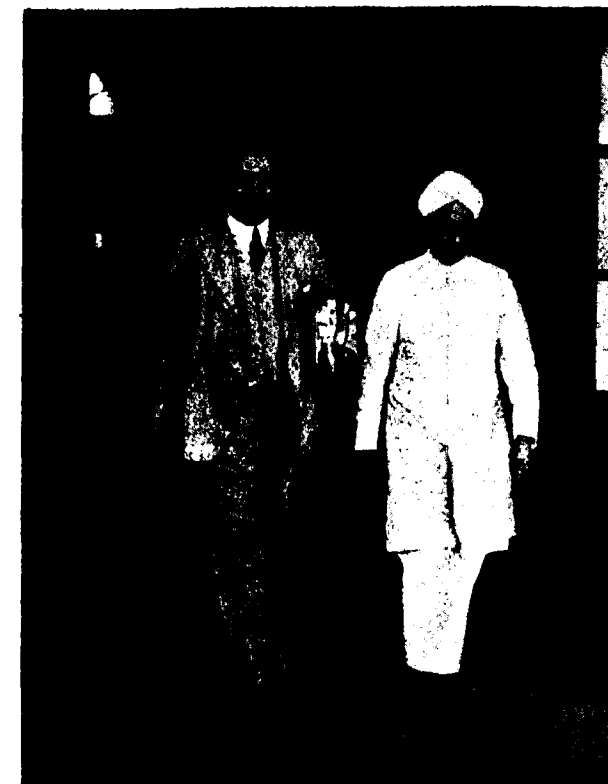
H. H. The Maharajah of Bikaner laying the foundation stone of the statue of His Highness The Maharajah of Travancore.

made to induce large parties of students and pilgrims to undertake excursions and pilgrimages. Train halts were opened wherever there was the possibility of serving local needs to a greater advantage. Though these efforts helped to stem the tide of depression to some extent they could not avert the actual decline in earnings which ensued.

It is hoped that in the year to come economic conditions will stabilise and nature will be kinder. The Railway staff realise that public patronage directly depends on the measure and the spirit of their service, and will no doubt continue to give of their best in the performance of their duties to the benefit of themselves and the travelling public.

Their Highnesses the Maharajah and Maharani of Bikaner's visit to South India

Their Highnesses the Maharajah and Maharani of Bikaner paid a short visit to South India, during January, 1939, when they visited Rameswaram, Madura and Trivandrum.



Mr. C. A. Muirhead, Agent and General Manager and Sir C. P. Ramaswami Iyer, Dewan of Travancore, arriving at a Conference held at the Secretariat, Trivandrum.

On the conclusion of their tour, the following letter was received from the Military Secretary to His Highness the Maharajah of Bikaner :

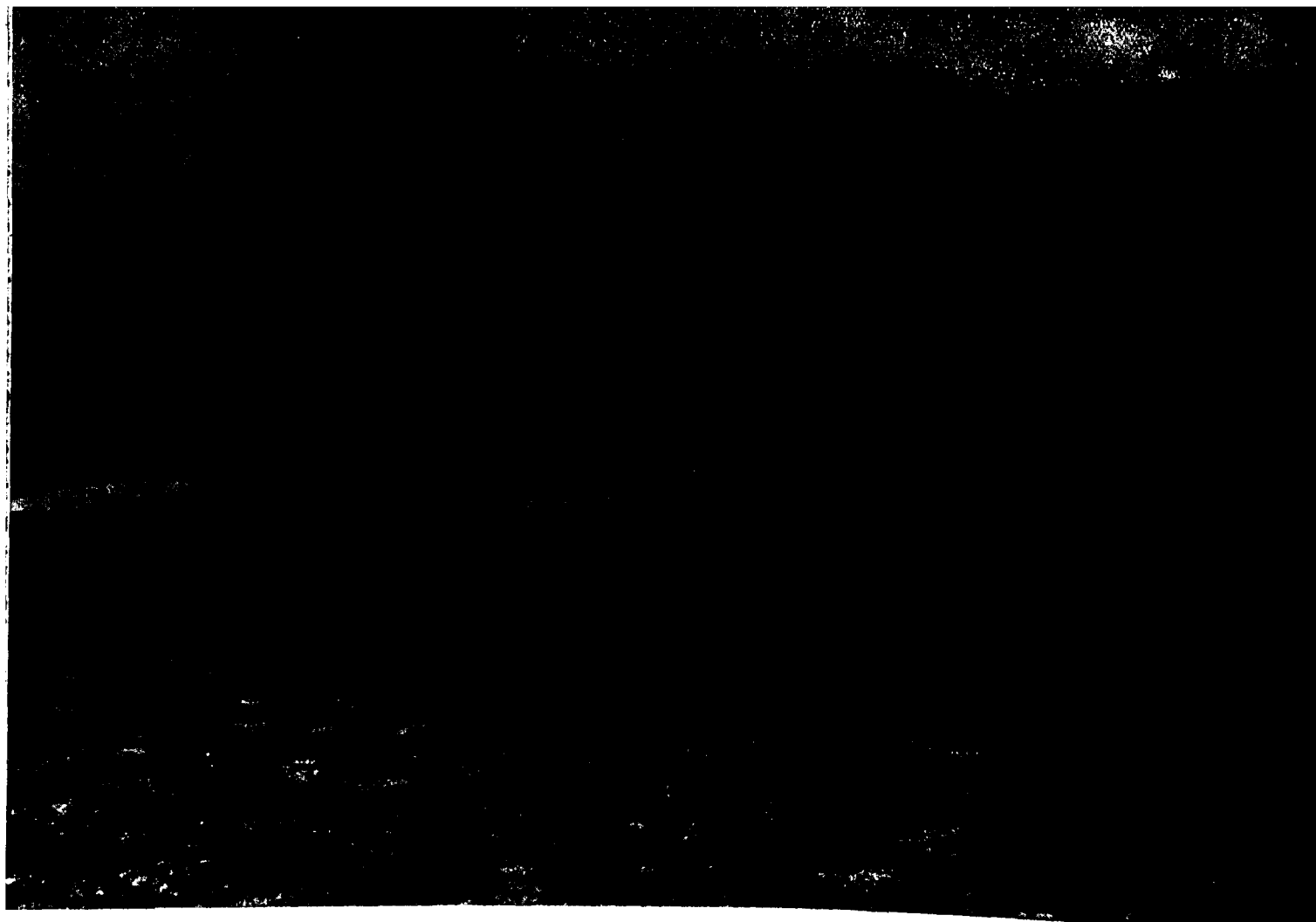
" On return to Bikaner from our tour in Southern India, I am writing this letter under the command of His Highness the Maharajah to convey to you and to the other officers concerned of the South Indian Railway His Highness's grateful thanks for the excellent railway arrangements made throughout Their Highnesses' journey by your railway.

His Highness greatly appreciates the courtesy shown by your officers as well as the facilities that were afforded by all concerned to make Their Highnesses' journey comfortable.

LOOK OUT FOR THE ILLUSTRATED BOOKLET

"Visit South India"

An illustrated book entitled "Visit South India" has been issued by the South Indian Railway. The book contains rare pictures of temples and typical South Indian scenes. Copies will be available for sale at all Railway book-stalls and can also be had from the Chief Commercial Superintendent, Trichinopoly.



View of the Golf Links, Ootacamund

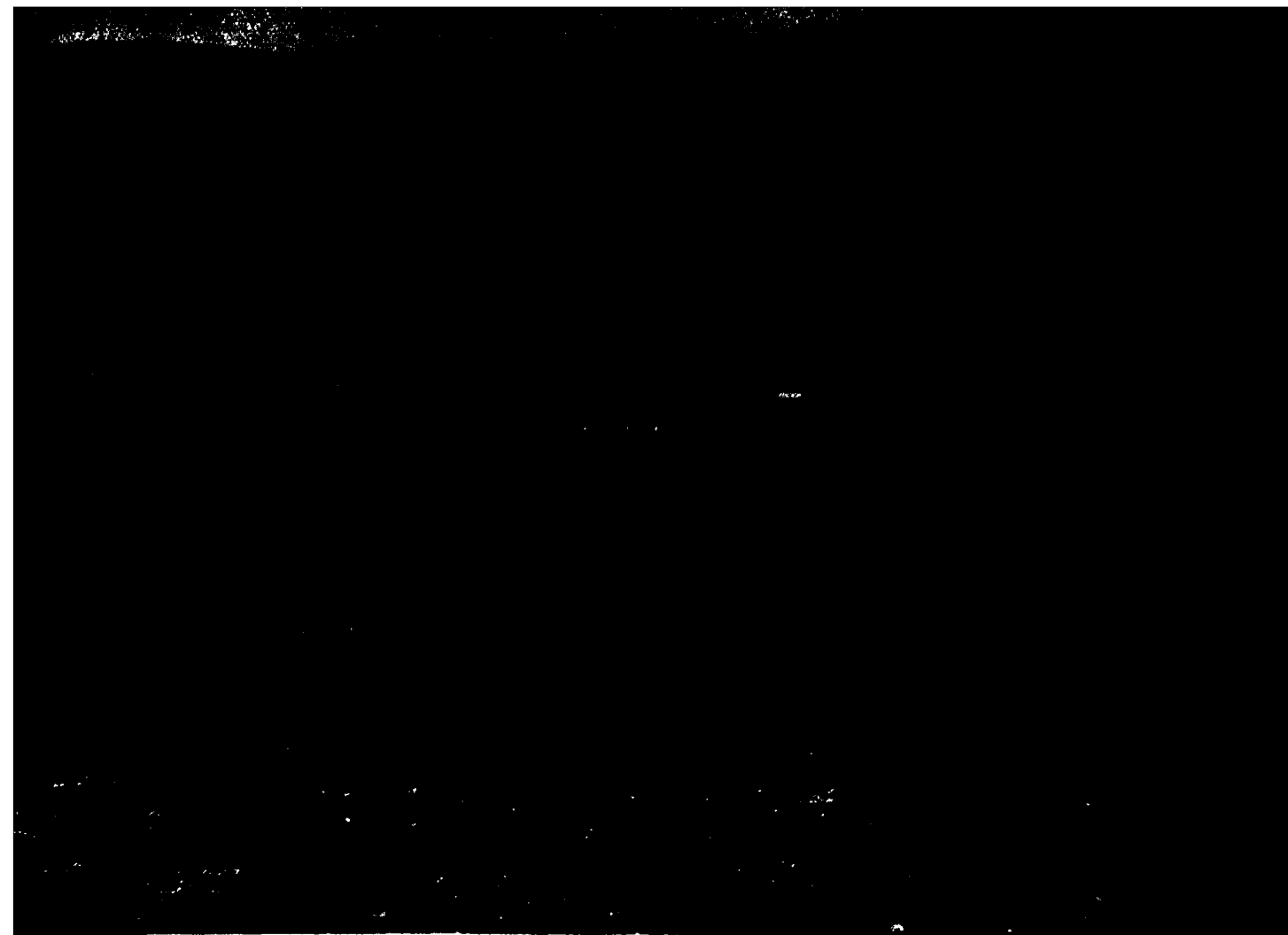
In The Nilgiri Hills

(By Fred Barrie)

Few visitors to the Nilgiris realise that the first Britishers to explore these hills came as early as the beginning of the seventeenth century when the country, which then presented a totally different aspect to what it does now, owed allegiance to the rulers of the Mysore dynasty. When Tippu Sultan was overthrown at Seringapatam the British became virtually the masters of South India, and this territory came into their possession. Even then, its climate and natural beauties, as a playground and summer resort for harassed and overworked officials of the East India Company, were not appreciated until

as late as the year 1826, when the Governor of Madras, Sir Thomas Munroe, paid the Nilgiris an official visit.

Right down to the end of last century the only means of access were by six passes or ghats, which generally followed, though far from closely, the tracks which were in existence long before the days of European settlement. These connected the hills with the plains on the east and south-east angle, from Coonoor and Kotagiri to Mettupalaiyam. At the north-west and south-west angles with Gudalur and Sispara,



through the Wynaad now a series of tea and coffee plantations, into the domains of Mysore and to the West Coast. We live far removed from those days. Now civilisation affords many amenities; and the main rail and road arteries connecting the Nilgiris with the lowlands are lasting monuments of engineering skill and ingenuity.

The Mountain Railway

When Ootacamund became the summer seat of the Madras Government, it followed that ways and means had to be thought out to render the Nilgiris more easily accessible to the plains. This problem occupied the minds of the Madras engineers; so that, when in 1876, Major Dowden R. E., Deputy-Consulting Engineer for Railways, Bombay, was on furlough he visited the Rigi railway in Switzerland, obtained drawings and

technical details from Messrs. Riggenbach, the engineers, and sent them out to Major Morant R.E., the Government Engineer, Madras, with a suggestion that a similar construction might solve the Nilgiri problem.

From that date until the first portion of this mountain railway from Mettupalaiyam to Coonoor was opened to traffic in 1899, is a romance of difficulties overcome, endurance, and engineering constructive skill. Years later the line was extended, and now runs into a pretty terminal station at Ootacamund; the whole system now under the management of the South Indian Railway Company.

Modern transport has so accustomed us to its conveniences that visitors to these hills seldom give a thought to the years of toil that were necessary; hardships endured; and



Oodamund—Toda Hut

Photo: F. H. Kauter

obstacles overcome, before the wee train which conveys them upwards so steadily and surely became a *fait accompli*. The whole system throughout its length of about twenty-nine miles is a feat of engineering skill, hard to beat. And as one wends ever upward in the pride of this line, the Blue Mountain Express, with its engine, labouring and panting in the effort of exertion, one cannot help being struck at the magnitude of the task.

Then again, they must have been lovers of Nature, those engineers, when they decided on the alignment. For, as one looks from a carriage window, one obtains a panorama of diversified scenery.

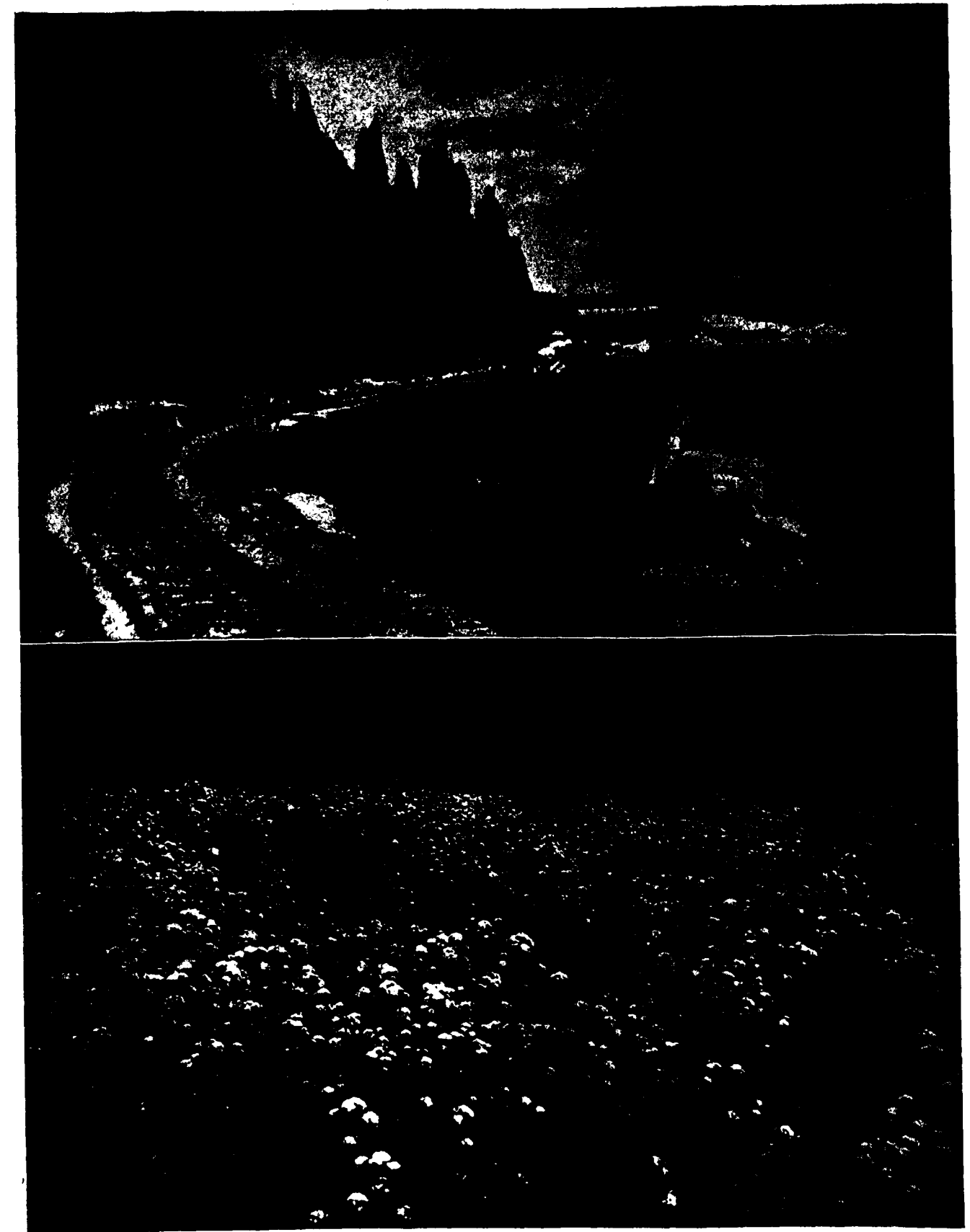
Man has converted much of the forest above an elevation of 3000 feet into coffee and tea plantations; still, the railroad track winds across deep ravines and under lofty crags; while far below, the waters of the Coonoor river hurtle into beautiful cascades in their mad rush downward. And, away on the opposite side, rears the Hulikul Droog, a bluff, solitary in its magnificent

grandeur, wonderfully diversified with scarp and crag, relieved with verdant foliage growing in each cleft and hollow; its base hidden with rich, tropical, forest growth, gradually passing on its lower slopes into stretches of tall, waving bamboo.

A Health Resort

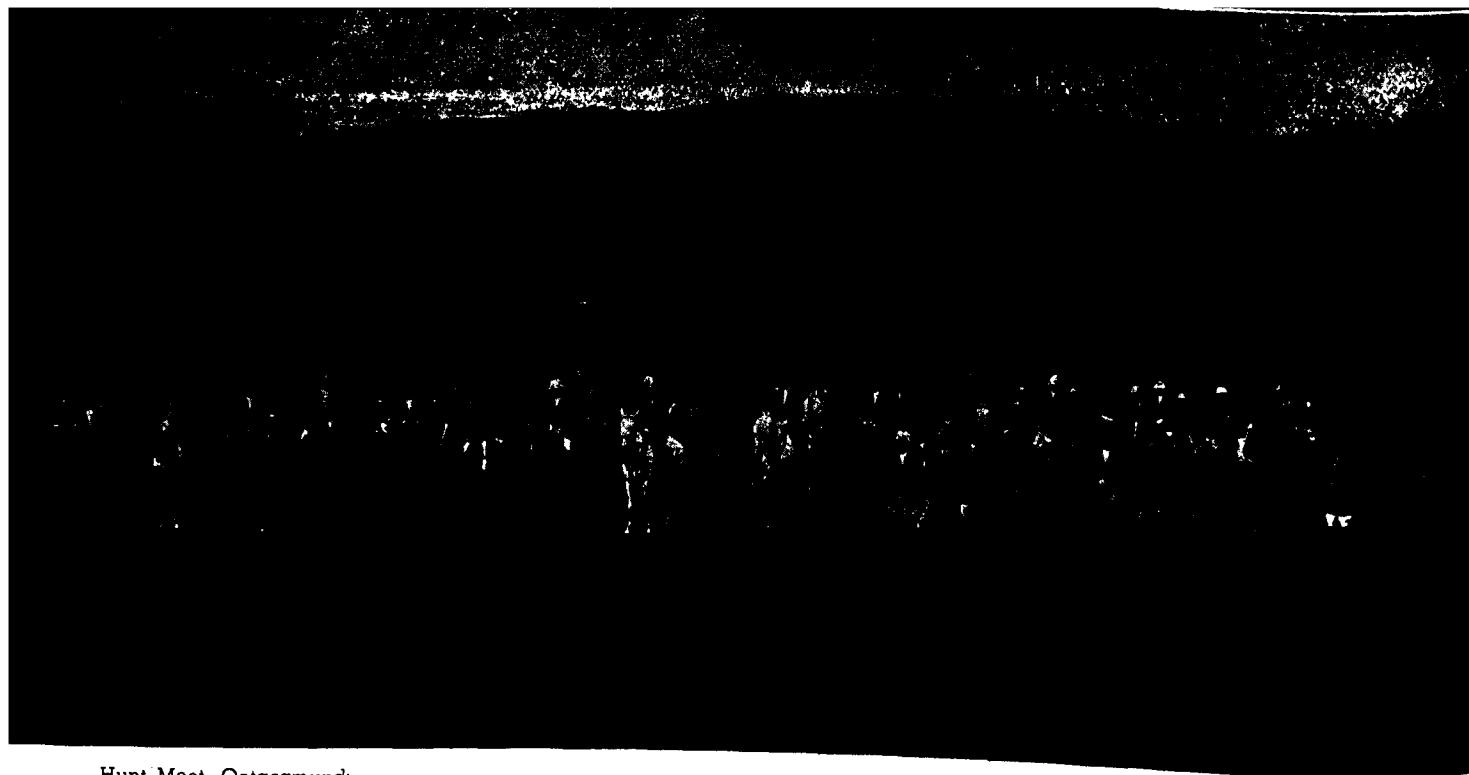
To John Sullivan of the Madras Civil Service is attributed the foundation of the Nilgiris as a hill station. The Church of St. Stephen was commenced in 1829, and two years later was consecrated by a Bishop of Calcutta. In passing, it is curious to note the irony of fate. The big beams, and much of the woodwork in the roof of the church once adorned the palace of Tippu Sultan at Seringapatam; thus passing from an abode of pleasure into the sanctuary of religious consecration.

Since the early part of last century until the present time, settlements on these hills have expanded and changed the face of the landscape. A visitor may select any altitude he



Top—Approach to Coonoor

Bottom—A Valley of Flowers



Hunt Meet, Ootacamund



Race Course, Ootacamund

pleases. From the cool heights of Ootacamund, the Queen of Hill Stations, 7500 ft. above sea-level, to the lower altitudes of Kotagiri, Ketti, Wellington and Coonoor; which range downwards from 6500 ft. to 6000 ft. Or, should these places still be too high, he may venture farther afield to one of the numerous tea plantations on the Kundahs, or among the hills, which drop to elevations between 5000 and 3500 ft.

The climate is equable, with slight variations between summer and winter; and to those with a meteorological bent of mind I may mention that against a London mean temperature of 50°, Ootacamund boasts a mean temperature of 57°, Kotagiri 62° and Coonoor 64°. A great difference is noticeable when these are compared with our Presidency towns: Calcutta having a mean of 78°, Bombay 81° and Madras 85°.

The average rainfall varies from 48 inches at Ootacamund to 62 inches at Coonoor; Ootacamund obtaining most rainfall during the months of June, July and August. During these months the monthly average is between six and seven inches; while Coonoor experiences wet weather mostly during the North-East Monsoon of October and November.

Attractions

To a visitor on summer holiday in India the attractions of the place selected depend on the climate, scenery and recreations available. The first two in the Nilgiris need no eulogies—they are known far and wide—and grip the mind and heart of the holiday-maker; therefore, I shall confine myself to the last.

Owing to a large residential European and Indian population the stations on these hills are in an unique position. A number of shops with the latest in fashion wear, keep open all the year round. The Assembly Rooms (and other Houses) at Ootacamund—rendezvous of all gaieties—"Talkies" with up-to-date pictures, as well as a weekly Promenade concert. To those keen on the "Chase" a Hunt Club, with a pack of English foxhounds, extends membership; and nothing is more exhilarating than an early morning run across downland, unrivalled, East of Suez.

The angler revels in sport afforded in trout and masheer fishing in waters stocked and controlled by the Nilgiri Game Association, from whom licences are procurable. Big and small game are available at the foothills and

along the slopes of the Nilgiris. While to the enthusiastic golfer Ootacamund, Wellington and Kotagiri possess Courses which tax all their ingenuity and skill. In May, on the Wenlock Downs golf links at Ootacamund, the South of India Golf Championships and other competitions are held.

An annual Race Meet commences at Ootacamund at the end of April and extends well into May, brought to a conclusion by a Race Ball; followed by Gymkhana races on the Race Course at Wellington. Tennis tournaments run through the summer season, and hockey and football are obtainable everywhere. Sandwiched between programmes of sport are Flower Shows, Horse and Dog Shows and all the other frills of hill station social life. In September, the Season is brought to a close in the hectic whirl of Hunt Club activities—Point-to-Point Races on the Downs, Puppy Shows, Races and other events of a social character.

There are a number of good schools for children of all ages, notably Breek's Memorial School at Ootacamund, The Royal Military Lawrence Memorial School at Lovedale—a colony in itself—and St. Joseph's College at

Coonoor, besides a number of Convents and other scholastic institutions catering for parents with limited means.

But no amount of descriptive writing can convey to the mind of a reader the witching allure of the Nilgiris. The Call of these Hills, soft, subtle and persistent, steals to the heart of the sojourner. It may best be expressed in a few lines of poetry I read sometime ago, and never forgotten.

"I long to see the Nilgiris, all verdant
and moss-green,

The dales where streams wind slowly,
and where mists approach unseen:

No matter where I travel, be it East or
distant West,

For your tall hills a tender spot lies buried
in my breast."

And when the visitor departs, these Hills weave a mystic spell over him—a lingering enticement to return.



By our London correspondent

British Railways' "Square Deal"

Nation-wide interest has been aroused in Britain by the railways' demand for a "square deal". Placards at every station invite the public to give its support. But the issues were obscured in the earlier stages of the campaign by the opposition of the road transport interests, so that the public has had some difficulty in assessing the rival claims.

The railways' case is essentially logical. In essence, it is that laws formulated to check monopoly abuses, when the railways had a virtual monopoly of long-distance transport, are no longer just when the companies are subjected to the intense competition of the road-hauliers.

The Government, with the tax-payers' money, has helped to build the nation's roads. The railways, last century, had to undertake the enormous capital expense of laying their permanent ways on land for which they had to pay inflated values. All that they now ask for is this:—

That:—

- (a) the existing statutory regulation of the charges for conveyance of merchandise traffic by railway, together with the requirements attached thereto, including such matters as classification, publication and undue preference, should be repealed.
- (b) the railways exactly like other forms of transport, should be permitted to decide the charges and conditions for the conveyance of merchandise which they are required to carry.

"The Railway Companies' proposals represent merely a further development of the claim which they have urged for many years, that they should be afforded equitable conditions of competition. They are not asking for preferential treatment or any form of artificial protection.

The conditions of competition which have prevailed over the past fifteen years are inequitable, and are prejudicing the efficiency of the railways and their ability to meet the calls

which are made upon them. This consideration is of especial importance, having regard to the responsibilities which would fall upon the railways in the event of a national emergency. It is already evident that under emergency conditions the railways would be called upon to perform services of a far more comprehensive character than are required of them at the present time, and of a far more critical nature than would be expected of any other form of internal transport. It is submitted that no effort should be spared to see that equitable conditions are given during peace-time to a public service of such vital importance if it is to fulfil satisfactorily the responsibility which must inevitably fall upon it under conditions of emergency."

Though the problem has been brought to a head only recently it has been worrying the companies for years. It seems, however, that the dispute is now entering on a new phase, with real possibilities of agreement between the rail and road interests. At a Conference in February the rough principles of co-operation were worked out. The already existing area committees of the road organisations will in future be empowered to agree rates with the railway companies — an arrangement which has already been operated successfully in South Wales. The road-hauliers, whose organisations are much looser than the railways, are quite willing that such rates shall be subject to statutory enforcement.

Traffic and Dividends

The statements of the four main-line British railways were awaited with special interest in view of the Square Deal claims. They did not show any very decisive tendency, because two relatively good statements were approximately counterbalanced by two relatively bad ones. But they showed plenty of evidence of vitality



A Viaduct on the Nilgiri Mountain Railway

over a year of such difficulty as last. The decline of £ 7,000,000 in traffics over 1938 was, of course, no fault of the railways. The question was how far it could be made good by internal organisation.

The London Midland and Scottish Railway was able to announce remarkable economies, considerably more than those naturally resulting from a decline in traffic.

The Southern Railway corrected the unfavourable impression of the railway traffics, as ancillary revenue increased sufficiently to make good much of the decline. The stimulus to Continental travel given by the low value of the franc has specially benefitted this line, which is substantially interested in the cross-Channel mailboat services.

The Great Western Railway reduced its ordinary dividend from 4 per cent to $\frac{1}{2}$ per cent, and thereby allowed its fixed-interest stocks to drop out of the list of Trustee investments. A big fall in net revenue left even this small dividend short-earned.

The London and North Eastern Railway statement was the least satisfactory, owing to this company's relative failure in the first half-year

He is no great salesman who gets business only by cutting his price—that does not necessarily lead to prosperity. A salesman must have something in his mind besides mere price. It is not always the right thing first to quote the cheapest figure without considering whether the facilities given by a higher charge would not be more suitable and acceptable.

(L. M. S. Magazine.)

He who having lost one ideal, refuses to give his heart and soul to another and a nobler is like a man who declines to build a house on the rock because the wind and rain have ruined his ouse on the sand.

—Constance Naden.

Don't let your heart grow cold and you may carry cheerfulness and love with you into the 'teens of your second century if you can last so long.

—O. W. Holmes.

to make good by economies the loss of traffic. A remarkable tightening-up in the second half-year left this line still with a less happy record of economy than the L.M.S. and with the lowest net revenue recorded since the regrouping of the companies.

It appears from these results as a whole that the railways should be on a satisfactory financial basis if they have reasonable governmental support for their claims. They are quite evidently capable of solving their own difficulties in so far as those difficulties are the result of varying economic conditions and not of antiquated legislation.

Funiculars

Winter-sports in Europe have this year recruited more devotees than ever before. Favourable exchange-rates, and special transportation arrangements for the convenience of tourists, have brought throngs to the mountains of Switzerland and Southern Europe.

Railways in the mountains are usually funiculars like the famous one at Davos, but they have their more primitive forms, such as the cable and sledge-hoists which are used by the skiers to get up to the ski-ing fields.

The assistant approached his Hebrew boss and asked for a raise. The little tailor was kindly. "Now my boy," he said, "I want you should consider it. If I pay you 25 sh. dat's 5 sh. more each week. For each month, dat's £ 1. Ine von year, you hev £ 12 more den vot you are getting now.

"In ten years, you hev £ 120—in 50 years..." his voice rose sharply "in 50 years..." he screamed. "My Got—I'm bankrupt!"

What is the difference between alimony and bigamy?

"Alimony is keeping a woman apart."

And bigamy?

Bigamy is keeping two women apart.



Giotto Paints the Crucifixion

(By H. H. Hindmarsh)



outside blew the sirocco and at each gust the mulberry leaves that had crept in underneath the door danced and pattered like little feet over the earthen floor where Giotto di Bondone was pacing up and down, up and down endlessly, in a frenzy of despair.

Near a heavy curtain that divided the room into two stood a canvas on an easel. The light from a high window lit up its colours. It was a picture of the Crucifixion, complete except that only part of the figure on the central cross had been painted in.

Beneath the easel numberless sketches of the face of the Saviour gazed up in agonised tenderness where Giotto had thrown them, and bore eloquent witness to the struggle that had been taking place.

Wrestling that afternoon with this artistic problem, in which the dim inapprehensible features of his inner vision always seemed to elude him, Giotto felt that he might go mad. The strain had lasted so long. Weeks now the picture had made no progress—no, not so much as by the stroke of a brush! And to-day the great Cardinal Stephaneschi, who had commissioned the picture, was riding out from Florence to see it.

Whipped to fury by the fear of failure and of shame, Giotto paused for a moment to glare at the unfinished painting with clenched fists. His lips, bleeding where his teeth had broken them, murmured: "A model!—if only I had had a

model!" For days he had stood on the Ponte Vecchio watching the peasants come into Florence to market their wares. He had passed hours scrutinising the faces of men leaving church after confession. He had made journeys in order to see men who had been stricken down by an accident and were in pain. He had looked everywhere. Then he had tried the religious houses, hoping to find among the friars or the monks of the more austere orders someone whose self-denial and unworldliness had stamped their impress upon his features. But in vain. After that he had come out to this little cottage in the wild valley beyond Florence trusting that solitude would give him inspiration.

While he was pacing up and down in renewed frenzy there was a timid knock on the door. Giotto at first thought it was the wind. But it was repeated. He opened and saw standing in the porch out of reach of the fierce gusts one of the raggedest beggars he had ever beheld. It was a miracle that such a collection of tatters could hang on the cringing body. Then Giotto's eyes glanced at the face, and he stood for minutes dumb, open-mouthed, staring at it. For there—there at last—were the features he had been looking for. In an instant the dim vision in his mind had become clear, had detached itself, and was ready to be transferred to the canvas in those sombre grey tints he loved, so dignified, so restrained, and in their ultimate effect, so poignant—the Lord Jesus with the features of this beggar dying in agony upon the cross.



"Come in, my good man. Come in," said Giotto, taking him by the naked arm and assisting him into the room. "You are well met. I have need of you".

"I am hungry, signor." The beggar pointed with a shaking finger to his bearded lips and tried to smile.

That feeble attempt to smile upon his woes filled Giotto with further inexpressible delight. "There is no time to eat now. But if you do as I wish, you will eat in plenty afterwards. Such a meal as you have never had in your life, my friend. Trout from the stream, a young sucking-pig on a spit, venison in a rich pie, olives and big clusters of grapes, and other good things."

The beggar's sunken eyes lit up. "But why not eat a little now just a very little, signor?"

Giotto pointed to the canvas. "Because I am a painter. For months I have been waiting for the moment to finish painting a masterpiece for the Cardinal Stephaneschi and the moment has

only come with you. I must seize it now—without an instant's delay. I am glad you are hungry, that your cheeks are drawn and your eyes glazed and your lips parched, for the part that you must play is the greatest and the most pitiful that any man can be asked to play. You must pretend that you are our Lord on the cross and I must paint you."

From behind the curtain which divided the room into two Giotto dragged out a large wooden cross—a rough structure with two arms. He laid it on the ground.

"I shall bind you on this cross," he explained. "You will not have to hang long. I paint very quickly. What say you, my friend?"

The beggar drew a hand over his brow and tottered from weakness and the expectation of a feast deferred. Then he shrugged his shoulders a little.

"I am ready, signor?"

In a short while Giotto had stripped him of his rags and laid him all but naked on the cross, to which he bound his wrists and ankles. Then he raised the cross upright in a socket already prepared to receive it, and, seizing his palette and brushes, began to paint.

Giotto's great imagination now spread its mighty wings and under the strokes of the brush the central figure on the cross became real. Then, unexpectedly, the brush began to hesitate, to make false strokes, to correct, to fail. Giotto paused. What was the matter? Had he lost his skill—his art? Was he no longer Giotto di Bondone, the painter of Assisi, of the Arena chapel at Padua, of the Palace of the Podesta at Florence? The same whose paintings had filled the churches of the Franciscans with unimaginable glory—the same Giotto who had once disdainfully applied for work by drawing with one sweep of his free arm a perfect circle?

He laid down his palette for a moment and contemplated the beggar. Despite his weakness the man was still too much alive. His face was not that of a man dying in the exquisite

agony of crucifixion. Too calm!—too placid! The brows lacked the deep furrows of pain and the eyes that upward glint of white that characterised the end. Were they not creating a masterpiece together? Then the fellow must do his part?

Giotto drew a dagger. There was no hesitation about the act. He went stealthily but quickly up to the cross and with a single blow stabbed him through the breast—a mortal wound. He felt the point strike and stick in the wood. Quickly he seized a hammer, drove nails through the hands and feet, and, heedless of the man's groans, sat down once more and painted feverishly until it was finished. Then he lowered the cross with the beggar on it and hid it behind the curtain.

The afternoon was now advanced. The wind blowing up the valley brought to the ears of Giotto, as he sat putting the finishing touches to the background, the clink of horses' hoofs. Soon the door opened and the red-robed Cardinal Stephaneschi entered.

"I have come, friend Giotto," he gave the painter his ring to kiss, and raised him affectionately from his knees, "to see my picture."

"It is finished, your Eminence. Behold." Giotto brought him to the canvas.

His face was triumphant. "Would your Eminence like to see the original?" A cloud black as thunder gathered on Stephaneschi's brow.

"Do you dare to blaspheme in my presence?"

"I meant only the man whom I used as a model, your Eminence."

"You have him here?"

"On the cross behind the curtain."

Giotto ran to the curtain, drew it back and stood there dumb and incredulous. For the cross lay where he had put it and the dagger and the nails were fixed where he had driven them in, but the beggar had vanished without leaving a sign to show where he had been.



You must admit that my article is both original and interesting.

Oh yes; only the original part isn't interesting and the interesting part isn't original.

Magistrate: What induced you to steal this thing from the stores.

Accused: "Well your Honour, there was a notice." "No obligation to purchase."

Old Gentleman: "How much do I owe you for curing my deafness?"

Doctor: "Three guineas."

Old Gentleman: "Four guineas."

Doctor: "No, five guineas."



Women Garbling Coffee

The History of the Hon'ble Mr. C. Bean

(by *Coffea indica*)

Let me introduce to you the Hon'ble Mr. C. Bean. Forsooth, he needs no introduction, for he is a well-known personality in South India. There are few in this part of India with whom Mr. C. Bean has not established personal contact. He has for long been a friend, philosopher and guide to the brain-worker, and a perennial source of strength and energy to the weary and the languid. Extremely sociable, genial in disposition, he is loved and respected by one and all alike. By common consent, he has also been assigned an honoured place in society, and the title of "the Hon'ble" conferred upon him. So, here is your old friend, the Hon'ble Mr. Coffee Bean.

Mr. Bean comes of an ancient, noble family. How, when and where the Beans first made themselves known to the world, is still shrouded in mystery, though from early times several marvellous stories have been current. Of these legends, the most popular one does much credit to the Beans. According to this legend, it was to a simple goat-herd that the Beans first revealed their prowess. It happened some twelve or thirteen centuries ago, somewhere in the wilds of Upper Egypt or Abyssinia.

And it happened this way. The goat-herd noticed one day that the goats he tended became unusually frolicsome on browsing on the berries of certain shrubs that grew near their pasture. Being then in low spirits, he tried the berries on himself. To his amazement, he found that his body and brain quickly responded to the experiment. He forgot his troubles; he grew lively. In the end he could hardly suppress the urge in him to join in the prancings of his goats. He became the dancing herdsman of the dancing herd—the jolliest goat-herd in all the land.

It was not long before this jolly herdsman and his herd attracted the notice of the abbot of a monastery in the neighbourhood. Perplexed at the strange behaviour of the goats and the goat-herd, the venerable gentleman approached the latter to ascertain the cause. Was it the manifestation of an evil genie? But, the abbot was astonished to hear that it was nothing worse than the exhilarating effect of so common a fruit as the one that grew on the shrubs close by. The abbot's misgivings soon gave way to a feeling of relief. But that was not all. For reasons of his own, he took a personal interest in the new discovery and decided to try the berries on himself.

Now, the fact was that this venerable monk had for some time been finding it rather hard to keep awake during the religious services of the night. It is the same old story of the spirit being willing but the flesh weak. All sleepy heads, not excluding those who in church soundly snore during sermons, who miss the night Express trains at Salem Junction, who are hauled up at night by the Travelling Ticket Examiner for failure to alight at their destination, may please note the great example set long ago by a venerable monk. He tried the berries on himself with excellent results. Forthwith, he ordered all the other monks in the monastery to partake of this gift from God to banish the nodding head and the yawning mouth from nocturnal devotions. But to be exact coffee never causes sleeplessness. Nor sleep. It just puts that something into you without which you are unable to do what you want to. The monks did not know that.

However, the monastery soon became famous throughout the length and breadth of the country as the "wakeful monastery." Other monasteries and monks soon followed the example of the "wakeful monastery." In Aden, in the middle of the fifteenth century a very famous Mufti tried the beverage himself with beneficial results, and enjoined on the dervishes to drink coffee so that they might "spend the night in prayers or other religious exercises with more attention and presence of mind."

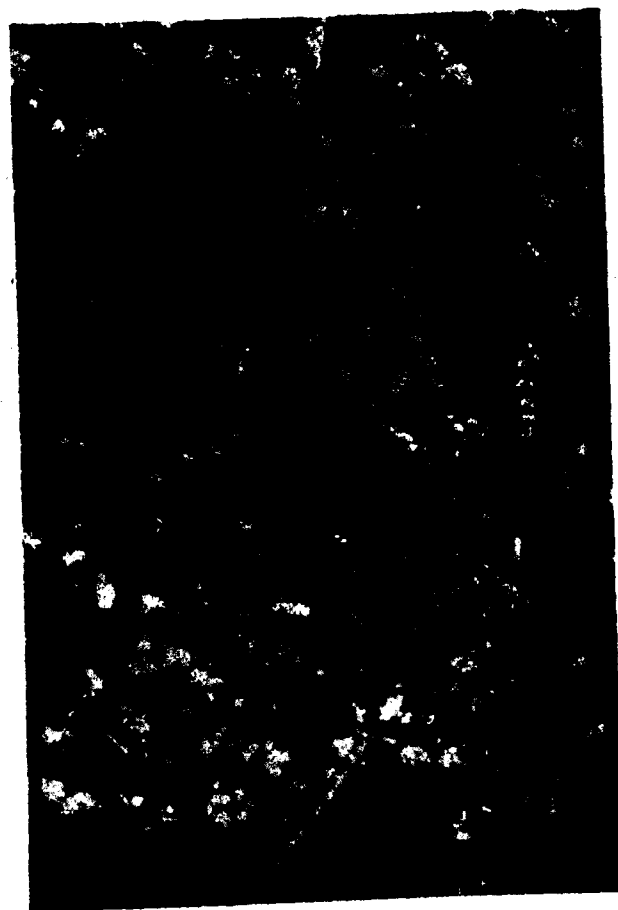
So far coffee had been the drink of the religious sects, taken ceremoniously and with great reverence. But the need for it had been equally strongly felt by the layman. The student, the lawyer, the artisan, the traveller, all of whom were obliged to work at night to escape the heat of the day took to drinking coffee as wholeheartedly as the muftis and dervishes had done before them. Coffee Houses sprang up all over the country, and the common people began to frequent these houses neglecting the houses of God. This enraged the priestly class as well as the ruling class for other reasons, and led to persecutions from time to time. Well, that's a

All About Coffee by William H. Ukers, 1935, page 12.

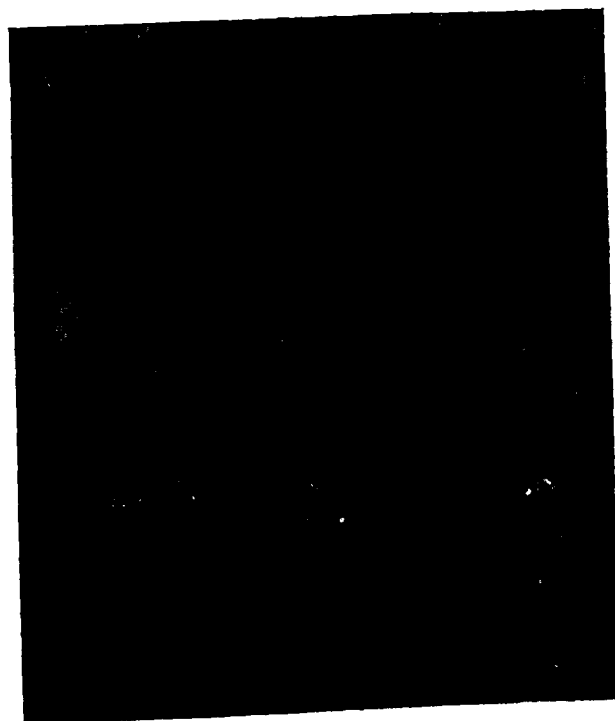
long story. Let the Arabs, Turks and Egyptians solve their problems.

To return to the Hon'ble Mr. C. Bean. His undisputed sway over the Arabs attracted the attention of an Indian Muslim pilgrim who visited the Holy City towards the close of the 16th century. This Muslim, by name Bababudan Saheb, was a great patriot. He should have been greatly impressed with Mr. Bean during the contacts they made with each other in Arabia. In the Beans, he should have also seen a great future for his own people and his native country of Mysore. For, it is said that this gentleman coaxed seven members of the Bean family to travel with him all the way from Arabia to Mysore, where, on the Bababudan Hills, the Beans settled down and made their home. The expectations of Bababudan Saheb were realized in the fulness of time. The Beans soon found favour in the eyes of the people around. The Beans grew and multiplied, while their fame spread to other parts of South India. In the second and third quarters of the last century, people were almost frantic about the Beans. Innumerable colonization schemes for the Beans were put forward, and most of them with success, too. In a few years, large and small colonies of the Beans, all branches of the original family that settled down on the Bababudan Hills, grew and flourished along the Western Ghats right from South Travancore up to Mysore. The Shevaroy, too, had its own colonies.

The Hon'ble Mr. C. Bean is the representative of the millions who now form the vast family of the Beans. It may be wondered how such a vast family is born and bred up. It is true that the Beans are not a hardy race. They are delicate in health, requiring much care and attention till they are fit to leave their colonies. Fortunately, in these colonies they are looked after by a set of male nurses specially trained for the job and popularly known as "coffee planters." A small proportion of this nursing staff consists of Europeans and the rest are all Indians. Believe it, or not, these male nurses are a hardy lot, living up on the hills undergoing all the rigours of a lonely hill life with good



In a Coffee Plantation



cheer. Their chief company is the ward boys and ayahs, who for want of a more suitable word in the English language are called "coolies." Poor male nurses! they are under-paid. That has been their grouse for some years. Otherwise they are "jolly good fellows" and immensely love their calling.

The Bean colonies observe a definite marriage season, though it happens only once a year and just for two or three days. The first few showers in March/April determine this season. These are anxious days for the male nurses. The larger the number of marriages taking place during these days, the greater are their chances of getting something more for their pains. Within ten days of the showers the marriage season is on. In the words of an experienced planter, "Certainly a first rate blossom is a magnificent sight-and-smell. Fields of, ordinarily, dark green coffee clothe themselves from end to end in a bridal garment of pure white, every branch being a rope covered from end to end with starry, jasmine shaped flowers, their combined scent being almost overpowering²."

In about nine to ten months of the marriage season, the baby Beans are ready to be born into the world. As the time draws near, the male nurses get extremely busy. There are a hundred little things they have to attend to. More ward boys and a good number of ayahs are recruited from the plains to cope with the heavy work ahead. "Shortage of labour" as the male nurses call it, will, at this time of the year, be very bad, indeed. A plentiful supply of clean water in the colony is as important as the provision of more sunlight. The surgeons on the West Coast and at Coimbatore, Hunsur and Mysore, who in common parlance are called "curers" are warned of the approaching event, for it is they who run a sort of creches for the infant Beans and take care of them till they are old enough to be let loose in the world. Tip-top arrangements are made with these surgeons for ambulance corps to carry baby Beans to the creches as fast as they are born in the colonies.

². *Modern Coffee Planting* by E. G. Windle, 1933, pages 91-92.

Now, the male nurses are a clever lot. They choose the manner in which the baby Beans should be ushered into the world. In their parlance, the difficult but better method is the 'wet' method, in which cherries (ripe berries) are picked off the trees, pulped in pulping machines to remove the outer skin, and then soaked in water and washed to take away the sticky substance adhering to the parchment covering in which the beans are enclosed. 'Parchment coffee' is then well dried in the sun on estates and sent to curers to be further dried. The parchment covering which has by now become brittle is broken up in a machine and separated from the beans. The coffee (beans) prepared by this method is called "Plantation coffee".

In the second method, the fruits are picked, and straightaway dried hard in the sun till the soft parchment covering, inside the outer-skin and the sticky substance in between dry together into one shell or husk. The husk of this 'cherry-dried coffee' is then removed and beans separated by pounding in a mortar, or hulling in a huller. The coffee (beans) prepared by this method is called "Native coffee."

The young Beans who have been entrusted to the care of the surgeons referred to in a previous paragraph undergo much change in their hands. These surgeons are rather communal in out-look, if not actually caste-ridden. They hold the view that, since Nature herself does not endow every member of the Bean family with the same physical characteristics, it is their duty to emphasize these differences by dividing the Beans into communities each having one or other well-defined external mark of distinction.

Of these communities, the pride of place goes to the pea-shaped Beans, who are a freak of nature, they having had the advantage of a single developing seed in the seed-box instead of the usual twin seeds, just filled out into the shape of a pea. The flat-shaped Beans follow next, but as this is an unwieldy community the surgeons further sub-divide it into smaller



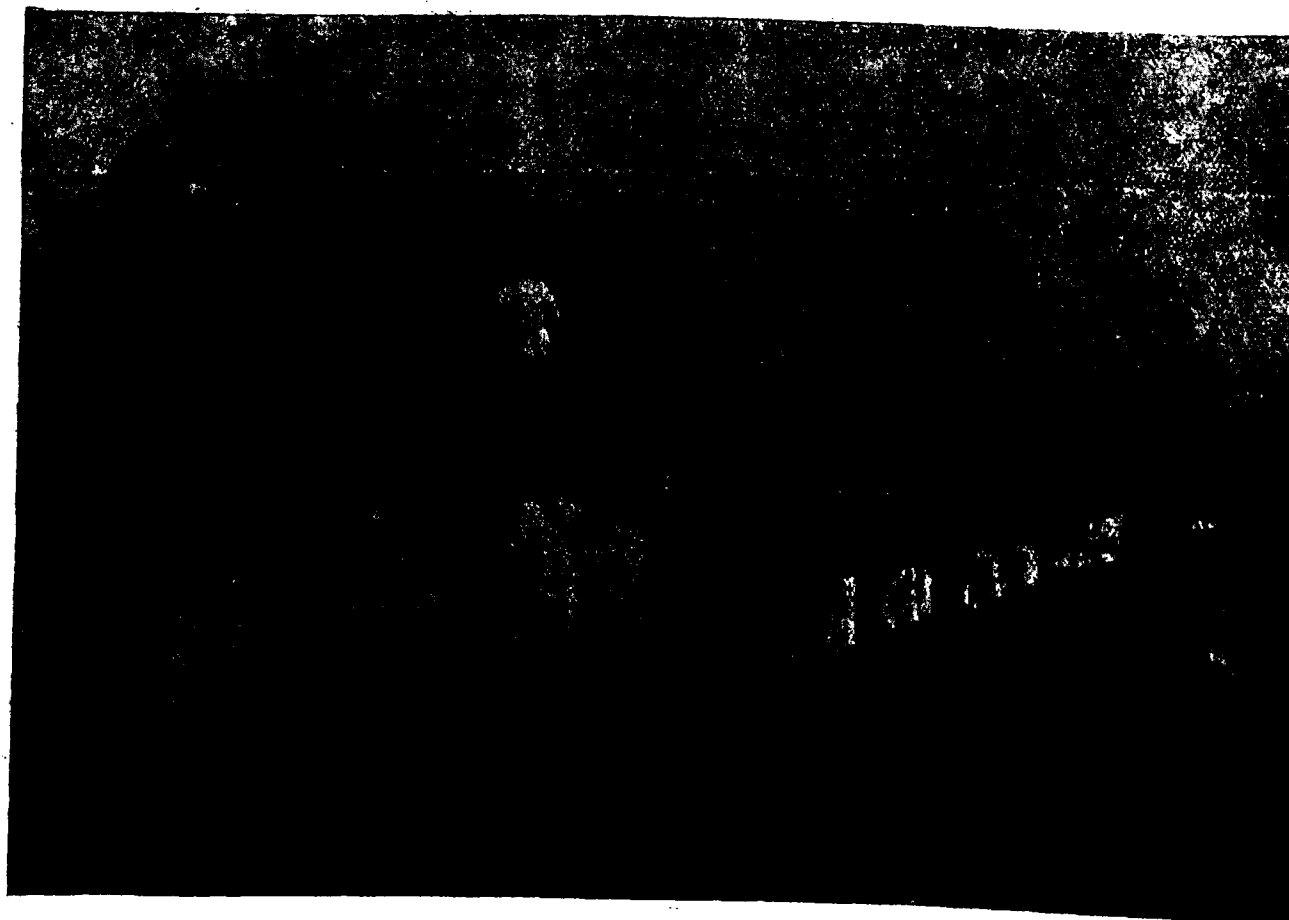
Washing Coffee Seeds

groups, usually three, according to their sizes. The groups are, in theory, "the first size," "the second size," and "the third size," but, in practice, they may be indiscriminately described by such terms as "Extra Bold," "Bold," "Double O," "O," "A," "B," and "C." The defective Beans follow next. They are given the name "Triage."

There are a few more members of the Bean family not fit enough to be included in any of the groups mentioned above, but the Hon'ble Mr. C. Bean declines, with thanks, the honour of representing them.

PLUG ALONG

It's the steady, constant driving,
To the goal for which you're striving,
Not the speed with which you travel
That will make your victory sure;
It's the everlasting going,
Without whimper or complaining,
At the burdens you are bearing,
Or the woes you must endure.
It's the holding to a purpose,
And the never giving in;
It's the cutting down the distance
By the little that you win
It's the iron will to do it,
So what'er your task, go to it!
If you falter you may rue it!



The Hindu Theological High School—Excursion Special

EDUCATIONAL TOURS

The Hindu Theological High School Students' Excursion

Amidst scenes of enthusiasm the special train carrying an excellently organised party of 600 boys and teachers of the Hindu Theological High School, Madras, left Madras at 10 hours on the 18th of December, 1938. It was a unique occasion, this being the first time that the students of this school undertook a long tour on the South Indian Railway, and also because this was the first occasion that the Railway had the privilege of carrying a train load of boys on a holiday excursion. On the early morning of their departure, the Sowcarpet streets were full of eager people waiting to see the procession of the boys from the High School to Madras Beach Station. The procession with banners and flags flying and with bands and bugles sounding, left the school at 8 hours and

after passing through the Esplanade, reached Madras Beach Station *via* Parry's Corner at about 9 hours. They were received at the entrance by the Publicity Officer and were taken to the platform at which the special train was drawn up. Before entraining an interesting function was gone through at which the Hon'ble Bulusu Sambamurthy, Speaker of the Madras Legislative Assembly, blessed the excursionists and wished them bon-voyage in a short speech. There were present on the platform hundreds of parents and relations who had assembled to see the boys start off.

The first halt was made at Chidambaram, where the boys worshipped at the Nataraja Temple. The next halt was made on the second day at Tanjore where the boys were shown



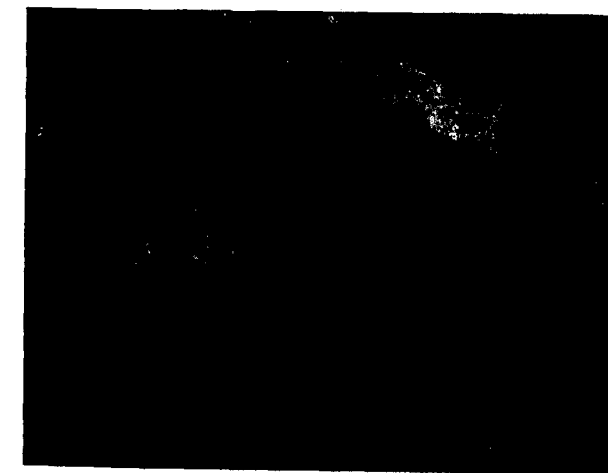
Hindu Theological High School Students' Excursion party, Trichinopoly camp

round the Palace, the Brahadeeswara temple and other interesting sights of the city. The special train reached Trichinopoly Jn. at 15-50 hours on 19-12-'38 where it was met by Mr. C.A. Muirhead, Agent and General Manager, Mr. J. F. C. Reynolds, Chief Transportation Superintendent, Mr. H. J. Crane, Chief Commercial Superintendent and other officers. Sri K. Rengaswamy Iyengar, the Head-master expressed himself satisfied with the many arrangements made by the Railway and thanked the Agent and General Manager and other officers who had contributed to the success of the excursion. Mr. C. A. Muirhead, Agent and General Manager in a short speech emphasized the importance of educational excursions and exhorted them to make it a regular feature of their school life, and promised that the Railway would do its best to make their journeys always comfortable and happy.

The excursionists camped in Trichinopoly for four days in the premises of the National College. The Railway had arranged for their catering through Sri M. S. Ananthanarayana Iyer, Proprietor, Ananda Lunch Home, Trichinopoly.

While at Trichinopoly the boys staged two plays "Dhruva" and "Shivaji" in the Municipal Public Hall which were greatly appreciated by the public. On the second day Mr. H. J. Crane, Chief Commercial Superintendent and others paid a visit to the camp when they were

received by the Head-master and the boys. An interesting function had been arranged by the boys at which felicitous speeches were made by Sri R. S. Subramania Iyer, the leader of the party and Sri T. S. Subramania Iyer, the Secretary of the Students' Union, appreciating the many arrangements made by the Railway and the great attention paid to details by the Officers and Inspectors-in-charge of the tour. Mr. H. J. Crane replied suitably and assured them that the Railway was ever at their service and will always do its best to make their journeys pleasant and comfortable, and wished them a very happy and prosperous New Year. At the close of the function each boy was presented with a packet of picture cards as a souvenir of their tour. Mr. H. J. Crane and other officers were then entertained to tea.



At the Trichinopoly Station

The excursion special left Trichinopoly at 21-50 hours on 23-12-'38 and reached Madras next morning. After completing the tour, the following communication was received by Mr. H. J. Crane, Chief Commercial Superintendent, from the Head-master.

I have great pleasure in communicating to you the following resolution passed at an extraordinary meeting of the Masters' Association and Boys' Union held on Wednesday the 11th instant:—

"The Masters and Pupils of the Hindu Theological High School, do wish to offer their heartfelt thanks to H. J. Crane, Esq. Chief Commercial Superintendent, South Indian Railway, Trichinopoly, for the invaluable help rendered by him to the School Excursion party, about 600 strong, by arranging to run a Special to take the party to and fro, by undertaking and most successfully discharging the great responsibility of making mess arrangements, and for the personal interest taken by him in looking after the comforts and conveniences of the party during the six days of the excursion in December last, when it visited Trichinopoly.

Permit me to offer you and your able staff my own personal thanks for all your kindness and courtesy to us. It is no

exaggeration when I say that a good deal of personal zest enlivened and inspired the discharge of what you all considered to be merely your duty."

Trichinopoly District Students' Excursion

What is perhaps unique in the annals of educational activities in South India was the organising of an educational tour under the auspices of the Trichinopoly District Teachers' Guild. The Secretary, Sri S. T. Ramanuja Iyengar, at the suggestion of the Publicity Officer, undertook the difficult task of inducing the thirtythree educational institutions in the District to participate in an educational tour from Trichinopoly to Madras and back. The services of Mr. H. R. Delvi, the special Traffic Canvasser were lent to help Sri Ramanuja Iyengar in organising the tour. 309 students and 93 teachers from 33 institutions finally left

Trichinopoly by special train at 2-45 a.m., on 26-12-'38 when they were given a send-off at Trichinopoly Jn., by the District Educational Officer, Sri T. S. Krishnamurthy Iyer.

The party first halted at Tanjore and after seeing the sights of the city left in the afternoon for Chidambaram. The boys were shown round the Annamalai University, the Swadeshi Exhibition and they worshipped at the Nataraja temple the next day. The next halt was made at Chingleput. The Railway had made arrangements for conveyance of the whole party from Chingleput to Tirukalukundram and Mahabalipuram in specially chartered buses. The party was served with lunch in the afternoon at Mahabalipuram and returned late in the evening to Chingleput. The excursionists stayed in Madras in the premises of the Christian College High School for two days when they went through a very busy programme of sight-seeing. On the evening of 30-12-'38 a reception was held in honour of the excursionists under the auspices of the Madras Teachers' Guild in the Christian College High School. Appreciative speeches were made by the Secretary of the Madras Teachers' Guild and the Head-masters of other institutions referring to the great educational value of such excursions and the many facilities that the Railway had afforded which contributed to the success of the tour. The Publicity Officer who was present acknowledged the kindly remarks made and said that Railwaymen (more than ever before) realised that public service was their duty and were happy to have served them on this occasion, and that they were ever ready to do their utmost for the convenience and comfort of the travelling public. The Publicity Officer then wished the teachers and the students a happy New Year and distributed to each of them an illustrated souvenir printed in silver containing pictures of the various places visited by them.

The excursion special returned to Trichinopoly on the morning of 31-12-'38 when they were met by Mr. H. J. Crane, and the Publicity Officer and others. After a group photograph the party dispersed amidst the happy shouts and cheers of the boys.

Sri S. T. Ramanuja Iyengar, the Secretary of the Trichinopoly District Teachers' Guild, has sent the following letter to the Chief Commercial Superintendent:—

* * * *

The Lessons of the Tour:—

"The tour has demonstrated beyond doubt that teachers' organisations can achieve things in the educational world, given opportunities and entrusted with responsibility. It has shown by this tour that contact between institutions, teachers and pupils and parents of school children of different levels of education, discipline and morale could be established and promoted. It has given the Teachers' Guild an insight into the business of organising tours and the needs of educational tours. It has brought about contact with transport authorities—the Railway, the tramway, the bus services and the steamer agents. Inter-district intercourse has been promoted on the practical plane. Lectures and Exhibitions were arranged with profit. A lot of practical education has been achieved even by this crowded tour. The public offices and institutions have been very forward in giving a helping hand to the party and this is a pointer to the chances for effective vocational guidance. Friendships have resulted and a study of human nature in various situations has been rendered possible.

* * * *

The Future:—

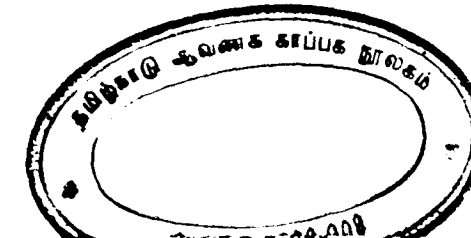
The success of the present ought to be harnessed for future success and the lessons learnt should be preserved. The Guilds must become recognised tour agents in the various districts and thus must pick up organising experience with the aid of local transport authorities. The Guild Holiday Planning Committees must publish short booklets for holiday tours for the District schools with all information and guidance and arrange such tours during term time at intervals. School authorities must levy a special fee every year for excursions and they must supplement it by a grant of their own. They must be enthusiastic about education through excursions and be personally present at send offs and receptions organised, as a measure of their responsibility and interest.

* * * *

Cent per cent co-operation is there for the asking from even poor parents and from all authorities. Only men on the spot in Colleges and Schools who have learnt to preach about work have to learn to do work themselves, extend their outlook beyond the walls of the School and make educational work fruitful by frequent planned tours. The Education Department and Teachers' Guilds must organise refresher courses for teachers and head-masters in planning and executing holiday tours and in the fundamentals of social conduct in group life amidst friends and strangers. The pupils have to be given a course in marches and signals and in the value of collections for museums while on tour."



Trichinopoly District Students' Excursion party



MADRAS GOVINDU NAICKER'S SECONDARY SCHOOL STUDENTS' EXCURSION

The Head-master writes :—

"The Fourth annual school excursion was conducted this year under the leadership of Mr. S. Mariappa Naicker, the head-master, to Conjeeveram, a place of historical and religious interest. A party of threehundred students and the staff of the school left Madras by a special train on the 3rd February, 1939 for Conjeeveram. Arrangements were made for lodging and boarding in the Pachaiyappa's High School and Govindu Naicker's choultry. During the two days the party stayed there, it visited some of the important shrines. The temples of Varadaraja in Vishnu Kanchi, Ekambareswarar and Kamakshiamman in Sivakanchi, Vaikunta Perumal and Kailasanadhar and the two very ancient Pallava constructions were visited. Another construction of antiquity at Thirupathikundram is the Jain temple, with a beautiful statue of Mahaveera in white marble. This temple is particularly rich in historical inscriptions and fresco paintings of incidents from the life of Mahaveera and about Jainism in general. It is practically impossible to make an exhaustive study of all the interesting things of which Conjeeveram is particularly rich. Every temple, every mandapam, every tank, and in fact every stone has got a history of its own to tell. It is a place which any educational institution worth its name can ill afford to miss visiting.



The Excursion party

We, in gratitude are bound to express our heartfelt thanks and immense satisfaction to the South Indian Railway authorities who granted us liberal special concession in the fare and saw to our conveniences on our forward and backward journeys. In addition to seeing to our comfortable accommodation they were kind enough to make special arrangements for adequate supply of drinking water at Chingleput. We cannot but own that it was with the co-operation and courtesy of the Railway Company and the Conjeeveram Municipality that our excursion was a thorough success."

Fair Exchange

(By K. V. R.)

It was a calm and beautiful evening, a cool southern breeze wafted the sweet smell of jasmine, champaks and roses from the Royal Gardens. The air was suffused with such an intoxicating aroma that it disturbed the amorous heart of young Aurangazeb, the Moghul Prince who was taking a stroll in the Pleasure Gardens. The enchanted air charmed him so completely that he did not notice the passing of time. He strayed out of the Royal Gardens and was on the bank of the Crystal Lake, a few yards away from the Garden of Khan, the General. The moon was sending her cool silver streaks across the glittering undulations of the Crystal Lake. The Prince's heart was full of the sweetness of things around him. Everywhere there was a silence broken occasionally by the melodious call of the birds inviting their partners to come and enjoy the sweetness. All of a sudden the Prince heard the patter of light running feet and the jingling of bangles. With an unerring instinct the Prince turned towards Khan's Garden from whence the sound came. His heart was aflutter at the sight of a lovely illusion. For a moment he could not believe his eyes; he pinched himself and violently rubbed his eyes. No, it was not an illusion. It was a frail form of fair femininity in flesh and blood. The Royal Prince was rooted to the spot and with wide open eyes was taking in the beauty of the vision before him. A few minutes later he heard some feminine voices calling her, apparently her friends. For just a fleeting second the fairy face turned toward the semi-hypnotised Prince who fell under the complete spell of a pair of bewitching eyes. In a flash the form disappeared leaving the Prince's heart in a wild state of agitation.....whose heart would not flutter at the sight of Heera, the beautiful, with a complexion fairer than the moon herself, and a figure so perfectly and exquisitely made?

The Prince could not move; a hazy mist floated before his eyes. With a queer feeling and a strange sense of sickness he fell unconscious. His personal attendants who were at a distance grew anxious at the missing Prince. A short search revealed the fallen Prince. They rushed for water from the lake and splashed it on to his face; but of no avail. They carried him to the Palace and laid him on a couch. The Palace Physicians were hurried for. There was a murmur and a whisper in every corner of the Palace as to what had happened to the Prince. The whole Palace was tense with excitement and anxiety. The efforts of the Royal Doctors proved futile. That night the Prince developed a high temperature and the doctors and attendants kept a vigilant watch. The finest sandal paste that a Royal purse could afford was prepared and applied on the Prince's body. A few hours later the Prince opened his eyes. There was a sigh of intense relief. For a number of anxious days the temperature remained adamant; remedies for all sorts of maladies were applied. But who knew the real remedy for the Royal Prince's strange disease?

The Prince's aunt, his trusted confidante was at his bedside attending to his small comforts. He beckoned her to come nearer and in a soft whisper spoke to her—

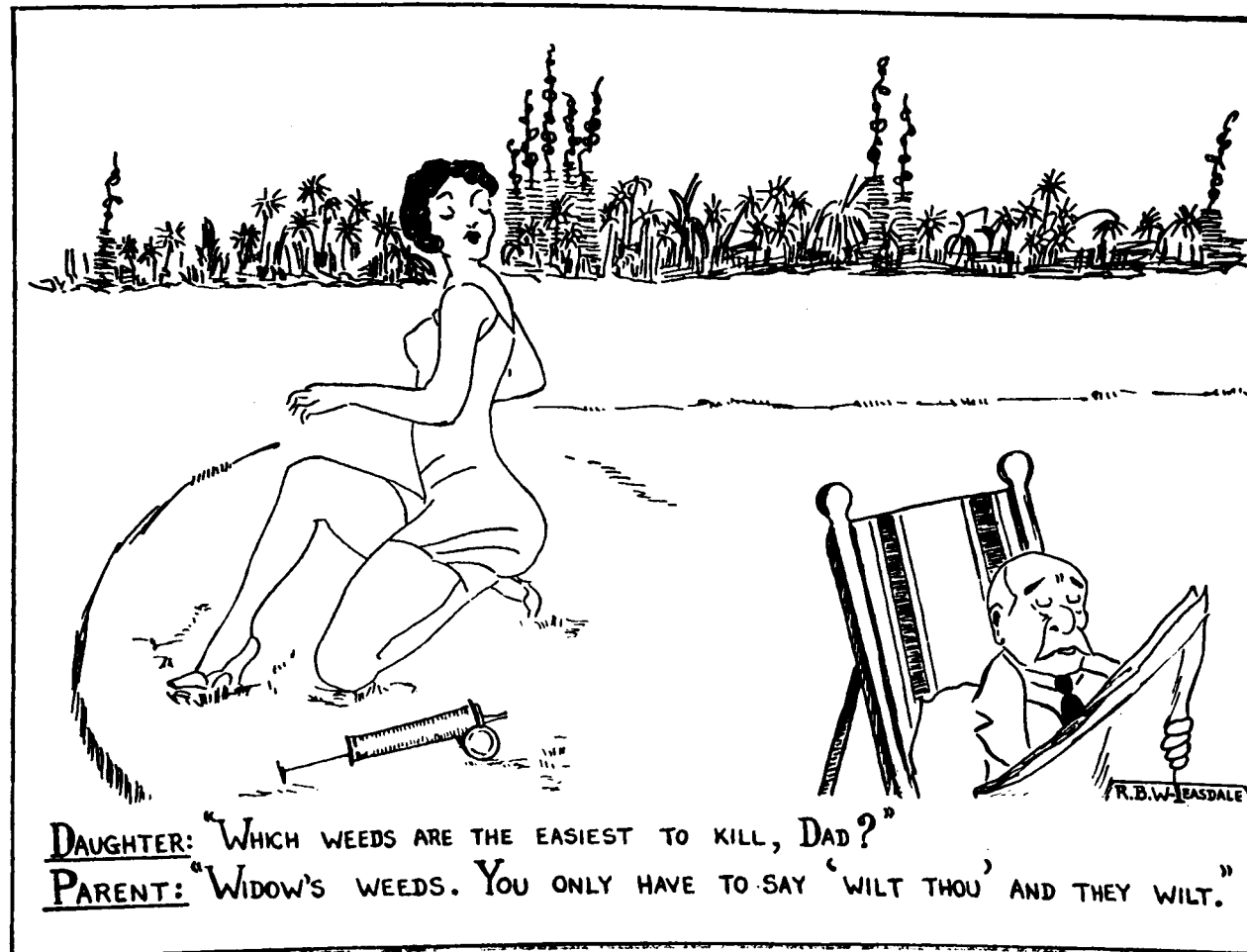
"Can't you do something to relieve me from this affliction? Can't you see I am running towards a slow but sure death?"

The aunt in a soft soothing voice replied—

"Oh Prince, the best doctors in the land have given their best medicines. In a few days you will be alright, dear, don't worry."

But the Prince with an emphatic shake of the head said—

"Not all your doctors and their herbs can cure me—For me there is only one cure."



DAUGHTER: "WHICH WEEDS ARE THE EASIEST TO KILL, DAD?"
PARENT: "WIDOW'S WEEDS. YOU ONLY HAVE TO SAY 'WILT THOU' AND THEY WILT."

"What is that? Tell me at once," the aunt cried eagerly.

"Promise me that you will get me the cure. You are the only doctor who can save me."

"At any cost I shall bring you the cure, tell me", she said.

The Prince with a clear, decisive tone said "Nothing in this world can cure me except ... the soft caresses of Heera ... My Darling Angel Heera."

"What? Did you say Heera?", the aunt cried as though stung by a scorpion.

"Yes — It is Heera ... Heera", the Prince asserted.

The aunt was nonplussed. Heera, the Fairy of the land was the property of Khan, the General. How could Khan ever part with Heera, for he was neither devoted to nor afraid of the King. Who could face his blazing fury at such a preposterous request? Surely the aunt never expected such a request — such a bolt from the blue — when she gave the Prince her promise. It was mad to think of Heera — she looked at the haggard and pained face of the Prince and softened. The life of the Prince must be saved at any cost, she decided, for, without Heera, he was sure to die. She gave him a hopeful smile and never let him have any doubt as to the impossibility or difficulty of the thing. She relied solely on a tender ray of hope, her influence with Khan.

"One week from now you shall have a reply" she promised the Prince to whom these words meant a world of relief.

The Prince began to feel distinctly better, for had he not been promised the most wonderful cure for his most curious and strange ailment? The mad hopes and an eager expectancy alone kept him restless. He was constantly running to the balcony and peering over the courtyard down below. That was the evening the reply was expected. The same moon which maddened him that night, a month back, was now shining in all her splendour. He stood for just a minute on the balcony taking a mental review of the fairy adventure of that enchanted night. His thoughts were arrested by the rhythmic cry of the palanquin bearers. The Royal prince was full of bubbling happiness and wild hope. He entirely refused to face a failure. He saw a figure alight from the palanquin. That was the aunt with her reply. And now, who was the other figure getting down on the other side of the palanquin? For a moment his heart thumped wildly. Could it be SHE for whom he had been dying all these days?

The aunt came in with a tired but triumphant smile. The smile was enough for the Prince. He needed no reply from his aunt. Down below the palanquin bearers were preparing to leave the palace. With a bound, the Prince rushed to the balcony and cried 'Stop'. With a mingled feeling of supreme happiness and gratitude, he sent for Khaniz, in charge of the harem and ordered "That Palki of Khan shall not go back empty. It shall reach Khan with two of mine — two of the best from Persia."



South Indian Railway Athletic Association

SOUTH INDIAN RAILWAY ANNUAL SPORTS 1939

The thirteenth Inter-Institute Athletic Tournament, conducted under the auspices of the South Indian Railway Athletic Association, was held in the Bell Recreation Ground on the 27th and the 28th January 1939. There was a large and distinguished gathering including Sir Henry Kimber and Mr. Maflin, Directors of the Home Board. Lady Kimber, who was also present, distributed the prizes. There were 120 entries from 14 Institutes and it is gratifying to note that as many as nine records were broken this year in the following events:—

Events	Winners
Discus Throw	M. Bellett.
Long Jump	P. E. Rodrigues.
110 Metres Hurdles ..	E. Pell.
800 Metres Race	P. Arumugam.
Javelin Throw	E. W. Rodrigues.
200 Metres Race	P. E. Rodrigues.
Events	Winners
400 Metres Race	A. C. Smith.
100 Metres	P. E. Rodrigues.
1,600 Metres Relay Race ..	European and Anglo-Indian Institute, Golden Rock.

A list of the winners in the other events are given below:—

Events	Winners
Hop, Step and Jump ..	C. J. Bentley.
Putting the Shot	N. Trencher.
Throwing the Hammer ..	E. Augustus.
Pole Vault	M. Bellett.
200 Metres Hurdles	E. Pell.
1500 Metres Race	P. Arumugam.
High Jump	A. C. Smith.
Championship Shield ..	Points, 46 Railway Institute, Trichy Jn.

The following is a list of winners in the Outdoor tournaments.

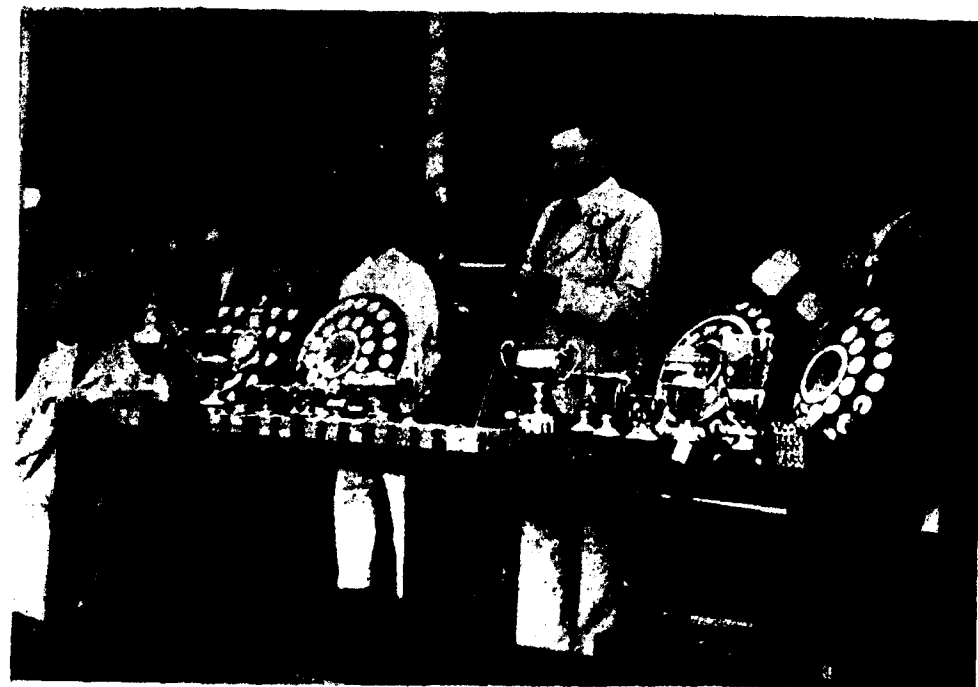
Events	Winners
Hockey	Railway Institute, Trichy Jn.
Football (Elevens) Inter-Institute ..	Ormsby Institute, Trichy Fort.
Do. do. Inter-shop ..	D. S. S. Team.
Do. (Sixes) .. Inter-Institute ..	E. & A. I. Institute, Golden Rock.
Badminton Fives	Ormsby Institute, Trichy Fort.
Do. Doubles	Do. do. do.
Tennis Singles	D. Pears, Railway Institute, Madura.
o. Doubles	M. Pamachandran & Azeez Peeran, Ry. Joint Tennis Club, Podanur.
Do. Mixed Doubles	Mrs. L. T. Hockley & G. A. Jaleel.
Billiards	N. Maharajan, Indian Institute, Golden Rock.
Ping-Pong	K. S. Ethirajulu, Indian Institute, Golden Rock.
Golf-Officers' Championship	M. T. Osborne Jones.
Golf-Ladies' Championship	Mrs. M. T. Osborne Jones.
Gaby Challenge Cup	Ormsby Institute, Trichy Fort.

At the conclusion of the Sports, before requesting Lady Kimber to give away the prizes, Mr. C. A. Muirhead, the Agent and General Manager, made the following speech:—

Ladies and Gentlemen,

It affords me great pleasure to be with you this evening on the occasion of the Thirteenth Anniversary of the South Indian Railway Athletic Association. This occasion is unique this year in that we have in our midst two of our Directors, Mr. Maflin and Sir Henry Kimber, who is accompanied by Lady Kimber. In another way this meeting has been exceptional in that 9 records have been broken. This in itself constitutes a record.

I leave it to the Secretary of the Association to review, in detail, the activities of the Association during the year and this he will do in his Annual Report. I shall confine myself to the more important events.



Mr. C. A. Muirhead addressing the Sports meeting at Trichinopoly

A notable achievement of the Association is the annexation by the South Indian Railway Team, of the Championship Shield in the Madras Presidency Olympics in 1938. Considering the small number of men who formed our team, I think they have acquitted themselves most creditably. I take this opportunity to congratulate, in public, the team, and Mr. Velu Pillay, the then Honorary Secretary, who organised and captained the team.

Another event which deserves mention is the performance of the South Indian Railway Team in the Inter-Railway Athletic Competitions in Delhi in March, 1938. They were able to secure a third place which, having regard to the high standard of athletics of some of the competing Railways, is a record to be proud of.

The Annual Sports conducted under the auspices of the Trichinopoly District Athletic Association was held on this ground in October last and the Trichinopoly Junction Institute is to be congratulated on its success in securing almost all the 1st and 2nd places in the 14 events in which they competed.

In the Russell Golf Cup Competition open to all Railway Officers in India, the South Indian Railway team entered the second round where it lost to the M. & S. M. Railway by a narrow margin of two points. I wish the team better luck next time.

The Association runs a Golf Competition on this Railway. This year Mr. Osborne Jones won the cup for Officers with a record score for this competition, while Mrs. Osborne Jones won the Bowl for ladies. The ladies' event was exciting. Mrs. Osborne Jones and Mrs. Thompson tied in the first round of 18 holes and tied again in the re-play, and it was only in the third round that Mrs. Osborne Jones

by consistent good play won the match. Mr. & Mrs. Osborne Jones are to be congratulated. So also is Mrs. Thompson who, as the runner-up in the Ladies Competition, wins a special souvenir.

Other activities of the Association during the past year comprised Hockey, Football, Badminton, Billiards, Ping-Pong and Tennis. The winners and runners up of these events will be announced during the distribution of prizes.

I find that the Honorary Secretaries of some of the Institutes could have been more prompt in the matter of timely submission of entries. The delay, it was alleged was due to either the Secretary or the President having been out of the station. The due dates for the entries are published well in advance and there is, in my opinion, hardly any excuse for the late submission of entries. I look to the Presidents of Institutes to give more personal attention to the timely submission of entries.

Nearly ten years ago, I mentioned at one of these Sports Meetings that Indian employees were not taking their due share in the sporting activities of the Railway. It is a matter of great satisfaction to me to find the Indian element predominating in games, such as Football, Hockey, Badminton, Tennis, etc. I trust the Indian employees will come forward in even greater numbers than hitherto to take part in the activities of the Association in the future.

Participation in Sports develops character. Therefore, every employee, irrespective of class or community, should take a greater interest in sporting activities. With sports comes the Team Spirit. Team work makes for greater success than individual effort. Team work teaches that collective

achievement is more important than personal glory. Team work fosters a spirit of self-sacrifice. In fact, the importance of team spirit cannot be too strongly emphasized—I mean Team Spirit not only in Sports but in other activities also.

Ladies and Gentlemen, the activities of the Association are spread throughout the year and entail a good deal of hard work and responsibility on the Executive Committee and especially on the Honorary Secretary. I as President, wish to express my thanks to the Committee and in particular to Mr. Pitcher, the Honorary Secretary for the year, for their services so ungrudgingly rendered.

My thanks are also due to those who refereed the various matches during the year, to the Judges and other Officials in to-day's events, and in particular to the lady members of the Committee for the excellent arrangements for refreshments this evening.

Before I conclude, I desire to congratulate the winners of the various events this afternoon and wish them the best of luck in the Madras Olympic Sports in which they are to take part next week and in the Inter-Railway Sports in Delhi in March this year.

I will now ask Lady Kimber, whom we are fortunate to have in our midst to-day, to give away the prizes.

Sir Henry Kimber replied as follows :—

Ladies and Gentlemen,

It has given Lady Kimber much pleasure to distribute the prizes at your Annual Sports Meeting, and we thank you for your kindness in asking her to do so.

This is our first trip to India and this afternoon's entertainment has added great interest to our tour. We should have been very sorry indeed had we been unable to attend your Annual Sports Meeting and witness the very fine display the competitors have given this afternoon. I am very glad to hear that so many records have been broken.

I agree entirely with the remarks Mr. Muirhead has made on the value of the sports and of the "team spirit" in an organisation, such as our Railway.

We must all pull together both in work and in play and I am sure that Mr. Maflin will agree with me when I say that the Directors will do everything in their power to encourage sport on this Railway and follow the activities of your Association with interest and appreciation.

In thanking you for the great pleasure you have afforded us this afternoon, Lady Kimber and I congratulate the winners of all events and wish better luck to the losers next year.

Lady Kimber then gave away the prizes.

The Madras Presidency Olympic Sports, 1939

We congratulate the South Indian Railway Athletic Team which won the Madras Presidency Olympic Championship Cup for the second year in succession with a margin of 47 points.



Winners—Championship Shield

The Sports were held on the 1st, 2nd, 3rd and 4th February 1939 and the results were as under :—

First	S. I. Ry. Athletic team	83 points.
Second	Y. M. C. A. College	36 "
Third	M. & S. M. Ry. Medical College.	33 "

This year 18 men were sent as against 15 in the previous year and each one of them contributed to the well merited success of the team. Our men secured the first places in Discus throw, 50 metres race, 10,000 metres race, 5,000 metres race, 200 metres Hurdles, High Jump, and 400 metres Relay race, and places in 12 events; in 3 events only did they fail to secure any place.

It is gratifying to note that in both the endurance races, viz., 10,000 and 5,000 metres races the two men that we entered secured the 1st and the 2nd places. P. Arumugam, the winner showed good stamina in both the events, which he won in convincing style.

P. E. Rodrigues beat the previous best time held by A. J. Ralston of the Medicals for the 50 metres dash. Rodrigues's time was 6 secs.

The March past of the Athletes, headed by the Band of the 1st Battalion, the King's Own Royal Regiment, provided a spectacular item. His Excellency the Governor took the salute at the march past and later distributed the certificates to the winners.



The Agent and General Manager and the Visiting Director congratulated the team on their success. The former added that he was looking forward anxiously to their endeavours in the Inter-Railway Athletic Sports to be held at Delhi and wished them every success thereat.

Tennis

The Inter-Institute Tennis Singles, Doubles and Mixed Doubles tournaments commenced on the 10th December, 1938 and concluded on the 18th December, 1938. In the Singles, Dick Pears beat Ramachandran of Podanur Joint Tennis Club, in the finals in three straight sets.

The Gents' Doubles and Mixed Doubles were interesting. Messrs. M. Ramachandran and Peeran won the Gents' Doubles beating Messrs. Somasundaram and G. A. Jaleel; the match was well contested extending to five sets.

Mrs. Hockley and Jaleel beat Mrs. Dodge and A. Vieyra in the finals. Both sides played well.

All-India Inter-Railway Sports Meet, Delhi

The Inter-Railway Athletic Sports was this year held on the 17th and 18th March 1939.



The finals for nine events were decided on the 18th March 39 in the presence of a distinguished gathering at the Irwin Amphitheatre, New Delhi. A very creditable feature of this year's meet was the fact that two All-India records were lowered, one in the hammer throw by K. W. Perret of the Eastern Bengal Railway and the other in the 200 metres race when P. E. Rodrigues of the South Indian Railway shortened the timings by two seconds. Two All-India records were also equalled in the 100 metres race and 110 metres hurdles, the first by P. E. Rodrigues of the South Indian Railway and the second by Jennings of the North Western Railway. P. E. Rodrigues who has been steadily working his way up to the top has record of wins accumulated with thoroughness and perseverance. He also won the individual championship cup for the best athlete at this Delhi Meeting. The North Western Railway won the Championship Cup and the South Indian Railway was placed second.

Mr. C. A. Muirhead, the Agent and General Manager, South Indian Railway and the President for this year of the Indian Railway Athletic Association, in a short speech before the prize distribution, traced briefly the history of the Association and the steady progress it had made during the 11 years of its existence.

Lady Stewart, wife of the Member for Communications, gave away the prizes.

Well done S. I. Rly.

Staff Welfare

SOUTH INDIAN RAILWAY LABOUR UNION

The South Indian Railway Labour Union has been recognised by the Railway Administration with effect from 12th December 1938.

The Agent and General Manager of the Railway met the following Office-bearers on Monday, the 19th December 1938.

1. Sri. V. K. Authikesavalu—*President*.
2. „ M. Kalyanasundaram—*Vice-President*.
3. „ G. Shunmugham—*Genl. Secretary*.
4. „ K. Ramachandran } *Asst. Secretaries*.
5. „ G. Kunjithapatham }
6. „ V. Govindarajalu—*Treasurer*.

The Agent and General Manager addressed the Representatives of the Union as under:—

“ In meeting you, the Office-bearers of the Central Council to-day, I would like to mention a few points with regard to the functions of your Union, and the procedure for the future conduct of business between the Administration and the Union.

In the first place, I have to point out that the chief object of a Union, as a representative body, is to do welfare work for its members who may be disabled or in need, by arranging for suitable monetary grants in deserving cases. In other countries where Unions have developed, individual cases are never practically represented. Perhaps, two or three cases may be brought up in a year for special consideration. The main questions discussed by the Unions are always general welfare questions. In this connection, I would draw your attention to the proceedings of the meetings of the All-India Railway Men's Federation with the Railway Board.

The All-India Railway Men's Federation has been recognised by the Railway Board, and all recognised Unions on the Indian Railways are affiliated with the Federation. The Federation discusses broad questions of principle with

the Railway Board. I would point out to the necessity of your Union being amalgamated with the Federation at an early date.

It has been laid down in the Terms and Conditions for the grant of recognition to your Union that there will be quarterly meetings between the Administration and the Office-bearers of the Central Council. All representations for discussion at the quarterly meetings must be in the form of a memorandum giving the full reasons and justification for the changes suggested and the proposals submitted by the Union. A similar procedure is followed, at the present moment, with good results, by the All-India Railway Men's Federation with regard to its discussions with the Railway Board. This memorandum should be submitted to the Administration three weeks before the date fixed for the discussion, so that the Administration may thoroughly look into the proposals brought up by the Union.

I propose to hold a formal meeting to discuss any subjects the Union may bring forward during the 3rd week of February 1939. You have therefore sufficient time to formulate and submit your proposals by the end of January 1939.

With regard to the memorandum of the subjects which you may bring forward, I would point out that a lengthy list of subjects would achieve no object. The All-India Railway Men's Federation submits to the Railway Board every half year not more than 3 or 4 subjects for consideration, and I would suggest that you adopt a similar procedure, as it would enable both the Union and the Administration to look into the subjects in detail and to arrive at a definite decision.

As a Union you have to consolidate yourself and be steady on your legs and walk before you can run.

Another point I would like to stress is that every individual member of the staff should be allowed to exercise his own discretion so far as his own rights and those of his fellow workmen are concerned. The fact that it has been recognised does not empower your Union to compel any member of the staff to become a member of the Union against his will. Also, the Union must not compel any member of the Staff Committee to resign his membership against his will. There is considerable room for the Union as well as the Staff Committee to function for the common good of the staff.

In conclusion, I would like the Union, now that it has been recognised, to function constitutionally in the interests of the staff and of the Administration. If it does so, everything will be all right."

The Representatives of the Union thanked the Agent and General Manager for the recognition granted to the Union and promised to co-operate to the fullest extent in all matters relating to staff and their welfare.

The Agent and General Manager agreed to circulate copies of the Terms and Conditions of recognition amongst all the Officers of the Railway and to notify the staff that any member of the staff was at liberty to become a member of the Union and that the staff would not in any way be victimised for being members of the Union.

The Representatives of the Union also undertook to see that the staff are not compelled to become members of the Union against their will.

The Terms and Conditions under which the South Indian Railway Labour Union has been granted recognition are given below:—

1. The Union shall supply for the information of the Agent and General Manager a copy of the rules of the Union and inform him in writing immediately of any alterations, additions or amendments that may be made thereto from time to time and approved by the Registrar.

2. It shall be a condition of recognition of the Union that their rules shall be approved by the South Indian Railway Administration. Recognition may be withdrawn at the discretion of the South Indian Railway Administration.

3. The South Indian Railway Administration will require that copies of the annual accounts of the Union and list of members should be supplied to the Administration by the Union and may also require and be given from time to time inspection of the registers of the Union and other records.

4. (a) All representations from the Union must be through the Central Executive Committee and should be addressed to the Agent and General Manager direct. Replies will be sent in the same way.

(b) Normally all representations must concern the interests of a class of employees. The Agent and General Manager (when satisfied that proper investigation of the merits has been made by the Union) is also prepared to consider cases of individuals. As so much depends on the nature of the representation, he cannot guarantee to take up each individual case that may be placed before him. In the ordinary course, however, he would be prepared to have enquiries instituted if the case appears to warrant such a procedure. Correspondence in such cases must be sent through the Central Executive Committee to the Agent and General Manager direct.

(c) Representations from Branch Unions must be made only through the Central Executive Committee.

(d) All representations must be submitted in writing to the Agent and General Manager. Should it be mutually agreed that a deputation is desirable, the Agent and General Manager will meet the deputation of representatives of the Union.

5. Recruitment or enrolment of members in the Union and meetings of the Union or investigations in connection therewith must be carried out by the Union in such a manner as not to interfere with the duties of Railway employees.

6. *Meetings.*—The Agent and General Manager will have quarterly meetings with the Central Executive Committee. A typed statement of the subjects to be discussed should be submitted to the Agent and General Manager not less than 20 days prior to the date of the meeting together with a brief memorandum on the subjects to be so discussed.

7. (a) *Leave and Passes.*—Leave, passes and privilege ticket orders to officials of the Union for attending meetings or conducting the affairs of the Union may be granted to the extent to which they may be due under the Rules, but not as of right, and only at the convenience of the South Indian Railway Administration. No addition will be made to the amount of leave or number

of passes and privilege ticket orders for which an employee is eligible specifically to allow him to attend meetings of the Union or transact its business, except so far as is provided for in clause (b) below.

(b) Members of any deputation called to interview the Agent and General Manager will be allowed special passes from their headquarter station to the place of meeting and back, special casual leave also being granted for the period of travel from the headquarter station to the place of meeting and back, including the days of the meeting. Neither the passes nor the leave will count against the privilege passes or the annual leave respectively admissible under the Rules.

When character is lacking, education increases the ability of the person to make trouble. The whole structure of human society rests on character.

A sleeper is one who sleeps. A sleeper is that in which the sleeper sleeps. A sleeper is that on which the sleeper which carries the sleeper while he sleeps, runs. Therefore while the sleeper sleeps in the sleeper, the sleeper carries the sleeper over the sleeper, until the sleeper which carries the sleeper jumps off the sleeper and wakes the sleeper in the sleeper by striking the sleeper under the sleeper and there is no sleeper in the sleeper on the sleeper.

(Chicago Railway Review 1882.)

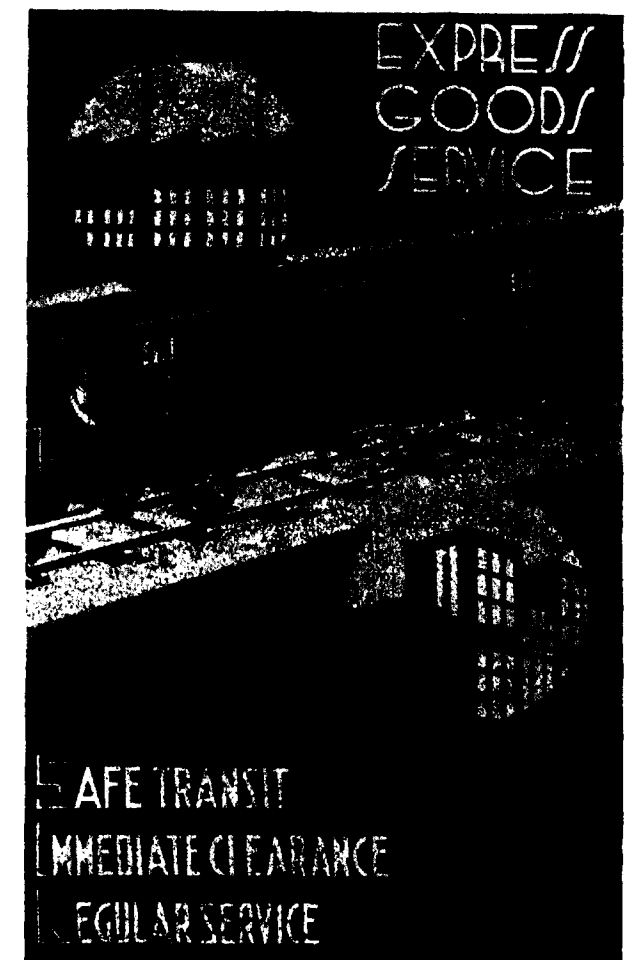
Surely we mortals are a graceless and a thankless lot. We always see blots but never a clean sheet. We merely count our blessings and keep a record of our misfortunes. We see another's faults and overlook the virtues. Is this the way to happiness?

Definitely

He (on 'phone) " Hello, what are you doing?

Feminine Voice : " Getting ready for church. "

He : " Sorry, Wrong number. "



A recent South Indian Railway Commercial Poster.

The Commercial Department Lecture and Debating Society

The fifth meeting of the Society was held on Saturday, the 4th March, 1939, with Sri V. Kanakasabapati Iyer, in the Chair, when Sri M. G. Nataraja Iyer, Vice-President of the Young Men's Association, Jiyapuram, to which Association the Lecture and Debating Society had extended an invitation to attend its Meetings, read a paper on "Some Aspects of the Economics of Railway Transport."

The Lecturer commenced by quoting Bacon that "there be three things that make a nation great and prosperous—a fertile soil, busy workshops and easy conveyance for men and commodities from one place to another." He emphasized how the growth of industries and commerce mark the development of transport in any country and how the efficiency of any system of transport is judged by its quickness and the safety it ensures. He enumerated the various difficulties that railways undergo compared with motor transport which has given a rude set-back to railways' short distance traffic.

With a view to improve railways' earnings the lecturer suggested the following :—

- (a) Introduction of through passenger trains for passenger traffic and through goods trains for goods traffic.
- (b) Opening of stations at places where there is scope for Railways to get considerable traffic.
- (c) Timely introduction of advantageous rates to commodities expected to be offered in large quantities with equal facility for all merchants dealing in the same commodity. (He felt that the rebate system encourages merchants with a big turn-over and tends to drive small traders to cheaper modes of transport).
- (d) Encouraging holiday tours.
- (e) Publication of a small Commercial Directory for the use of merchants.
- (f) Traffic Canvassers to be in greater touch with merchants and agricultural centres.

After a discussion in which several members took part, the Chairman made some useful remarks and the meeting closed with a vote of thanks to the lecturer and to the Chair.

Free evening classes for employees at Golden Rock Workshops

Two lectures were delivered during the quarter. Mr. P. K. Chakrabutty, A.M.E., spoke on "Carriage Bogie and their advantages" on 2nd December, 1938. Mr. H. A. Reid, the Chief Mechanical Engineer, who presided drew attention to the importance of the bogies in carriage construction and how originally they were of rigid wheel base type until due to increased

speeds and heavier loads, they had to be replaced by six wheelers which in turn were replaced by bogies.

The second lecture was delivered by Mr. C. Finney, Foreman, Forge & Smith shop on 11th January, 1939, on "Practical Smithing." Mr. H. A. Reid, Chief Mechanical Engineer, presided. Both the lectures were well attended.

Literary and Debating Society, Tambaram

The inaugural meeting of the Literary and Debating Society, Tambaram was held on 12-12-38 under the Presidency of Mr. Sidney Smith, District Traffic Superintendent, Madras.

The following office-bearers were elected :—

Mr. R. D. Walter—President.

Mr. Doraiswamy Iyengar—Genl. Secretary.

Mr. P. G. Mathews—Secretary.

The second meeting of the above society was held on 5th December 1938, when a lecture on "the value of a debating society" was delivered by Sri Natarajan B.A., with Sri Thyagarajan in the chair.

The third meeting was held on the 15th January 1939 and the 4th meeting on 6-2-39, when Mr. Barnes M. A., delivered a lecture on "My impressions of Russia". Mr. Sidney Smith, District Traffic Superintendent, Madras, presided.

A SHORT STORY

By T. Salins

Once a stone-cutter was busy at his work on the side of a big rock. He saw a squad of soldiers passing by, led by their Commander. "What a powerful man that Commander is" said the stone-cutter to himself. "Even the soldiers obey him like slaves! How I wish I were a Commander! He went home and prayed to God to make him a Commander. As he insisted upon his request, God let him have his way and made him a Commander.

Now he felt so proud and exalted that he began to order his men to do whatever he liked. One day it so happened that he had to appear before the King. There he found that even a Commander had to kneel and bow down to the King. "What a glorious thing it is to be the King!" he thought, "One need not bend to anyone then". That night he prayed again that God may grant him one more boon by making him the King. God fulfilled his desire and made him the King of the country.

He now felt so happy that he was the most powerful man on earth. A big 'darbar' was held in his honour and all men paid homage to him. While he was thus seated on his throne, the rays of the hot sun shone through a hole in the roof and fell straight upon his forehead making him giddy; soon he fainted and fell down. His servants attended to him and on reviving he said, "Who can stand the look of the Sun! How powerful it is to be able to strike a Monarch down with a single ray. Oh, how I wish I were so powerful as the Sun!" Forthwith he went to his private chamber and prayed to God to grant his wish and again God let him have his way.

So he became the Sun and began to rule the heavens and look down upon the earth with his fiery gaze. But then a big dark cloud came and hid him completely from the earth. He thought that the cloud was stronger than he and so asked God to convert him into a cloud.

He thus became a huge monsoon cloud and began to display his power: he poured down in



torrents and dashed down the hillside washing away villages and towns with its flood. While the water rushed forward it met a big rock on its way. It dashed against its side but the rock would not yield or move; so the water had to turn round and go. "What" he exclaimed, "This rock is stronger than I." So, being dissatisfied, he had himself converted into a big rock so that no one else could excel him in strength.

One morning a stone-cutter came and began to cut the sides of this rock. Now he found that the stone-cutter was mightier than even such a strong rock as himself. So he prayed to God to make him a stone-cutter; thus in the end he realised that it was best to be content and be a stone-cutter after all.

("The Boy Scout")

Permanent Way Institution

SOUTH INDIA SECTION

Trichinopoly

A meeting of the above was held at 4 p.m. on 22nd February, 1939, in the South Indian Railway Traffic Training School at Trichinopoly, at which 51 members and four visitors heard Mr. Roberts read his paper on "Some points about Ballast and Packing in connection with Track Maintenance under present day conditions."

On the morning of the same day, some 30 members had, through the kindness of the Mechanical Department of the South Indian Railway, visited the Golden Rock Workshops. The manufacture of many items of permanent way material was watched, and the visitors spent an interesting time in the Crossings shop, where tongue rails were being manufactured, and crossings being built up and reconditioned by welding.

At the meeting in the afternoon the members were honoured by the presence of Mr. C. A. Muirhead, Agent and General Manager of the South Indian Railway.

Mr. A. C. Flower, the Chairman of the Section was in the chair and opened the meeting. He said:

"Gentlemen,

Before proceeding to our normal business, i.e., the reading of the paper and its subsequent discussion, I should like to express my satisfaction in having our Agent and General Manager, Mr. Muirhead, with us. Had it not been for the cordial support which we have had from Mr. Muirhead, I might say that it would have been difficult, if not impossible, to have formed this branch of the Institution. Mr. Muirhead has kindly agreed to address the meeting and I now request him to do so."

Mr. Muirhead then spoke. He said,

"Gentlemen,

This is an important occasion being the first meeting of the Permanent Way Institution in the Headquarters of this Railway. It gives me very great pleasure to offer a hearty welcome to such of the members of the M. & S. M. Railway, who have made it convenient to be present here to-day.

The South India Section of this Institution was formed chiefly with a view to comply with the recommendations of the Wedgwood Committee to provide technical education for the staff. As was stated by Mr. Carpmel at the inaugural meeting held at Madras on the 6th September 1938, "the

Permanent Way Institution is almost wholly, if not solely, an education institution. It is educational in that it gives us all an opportunity of making ourselves more and more fit for carrying out our respective jobs in a proper and efficient manner."

Mr. Perfect of the M. & S. M. Railway, was probably the moving spirit in the formation of the South India Section of the Institution. He had been working quietly for many years to form a local section, and the Wedgwood Report gave the final impetus to get it started. He is now on leave and has been helping the formation of the section by representing it on the Council in England.

Great credit is due to Mr. Flower, the Chief Engineer of this Railway, who has had the compliment paid to him of being elected Vice-President of the Institution as representing India. Great credit is also due to Mr. Hanson, the Chief Engineer of the M. & S. M. Railway and Mr. Latham for having devoted so much of their time and energy to the formation and growth of the South India Section of this Institution. This section already contains a membership of about 350 and is fast growing.

I am glad that the Permanent Way staff of our Railway have joined this Institution so readily and are taking such interest in the meetings. It is needless for me to remind them of the great necessity in these days for economy in maintenance of permanent way track, especially in view of the heavier demands that are being made in the track through increased speeds and heavier traffic. To secure maximum efficiency, the operating methods of the gangs and their organisation should receive very careful consideration. With constantly changing gang organisations either as a result of changing methods or of reduction in the gang strength, efficient supervision by the Permanent Way Inspectors is a problem which must be kept in the forefront. It would therefore be a great help, if, at meetings of this Institution, Permanent Way Inspectors who are responsible for track work would share their experience with a view to evolve better methods of maintenance.

I wish this section all success and I earnestly hope that the staff of our Railway will join this Institution in larger numbers and contribute their best to the success of this Institution."

Mr. Roberts then read his paper.

The Chairman explained that the One Man System described by Mr. Roberts was a practical system based on actual experience. It worked and was reported to be successful on the M. & S. M. Railway. Members were recommended to view with sympathy the proposals made, and to speak on them on practical lines.

Messrs. Ramaiya, Beveridge, Ramakoti, Latham, Webb, Damodara Menon, Ramanujam and Gold took part in the discussion.

Signalling

The ACTS of the SIGNALESE according to St. BAKER.

ASPECT THREE

TEST I
GOING
TO AN
ADEQUATE
DISTANCE
HE SAID UNTO THEM
TEST II

'LET YOUR VISIBILITY SHINE BEFORE ALL MEN,
LET YOUR LIGHT
SHINE IN THE DARKNESS
AND LET THE DRIVER
COMPREHEND IT'

TEST III
LIFT UP TO
HEAVEN
THE ARM OF
RIGHTEOUSNESS;

MAKE STRAIGHT
THE RUN OF
THE WIRES;

TAKE HEED
UNTO YOUR
BRAKING
DISTANCE.

LET WHOSOEVER USETH THE DYNAMOMETER GIVE FULL MEASURE
AND OVERFLOWING; PRAY THAT YOUR LOCKS LOCK AND YOUR PLUNGERS PLUNGE!

TEST IV

AND THERE WERE GATHERED FROM ALL CORNERS OF THE
EARTH



THE EIR'S,
THE BNW'S,
THE MSM'S
AND THE SOUTH INDIANS;
THE GIP'S,
THE EB'S,
THE BN'S
AND THE NORTH WESTERNS;
THE SAXBYS,
THE FARMERS,
THE CONTROLLERS
AND THE INSPECTORS;
THE ASSAM BENGALLEES
AND ALL THE TRIBES THEREOF.

TEST V
AND THEY
SAID UNTO
THEMSELVES
'WHAT MANNER
OF MAN IS THIS
THAT MAKETH
THE POINTS
TO MOVE FROM AFAR OFF?'



AND THEY PUT TO
HIM SUBTLE
QUESTIONS
SEEKING
TO DOUBLE
WIRE HIM
SAYING



'TO WHOM SHALL WE
DO HONOUR,
ISOLATION OR TRACK CIRCUITS'

TEST VI

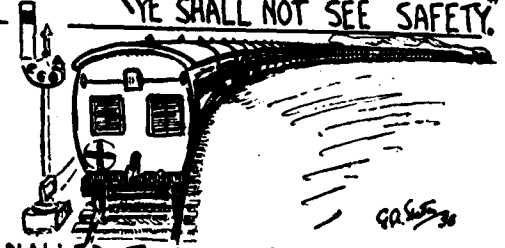
BUT HE, KNOWING THEIR ASPECTS,
SAID UNTO THEM
'ON AND OFF I SAY UNTO YOU,
YE MEN OF LITTLE FAITH,
UNLESS YE ADOPT SIMPLIFIED SIGNALLING



YE SHALL NOT SEE SAFETY.'

TEST VII

THEN TAKING UP
DETECTORS
AND COMPENSATORS,
WITH A TWENTY FOUR INCH
STROKE THEY PULLED
OFF A RESOLUTION AND WERE SIGNALLED TO ANOTHER PLACE.



"By kind permission of
Mr. W. H. PRENDERGAST
A. B. Railway Chittagong"

Mr. Ramanujam proposed a vote of thanks to Mr. Muirhead, the Agent and General Manager of the South Indian Railway for his presence at the meeting and his practical interest in the Institution. He also wished to express the gratitude of visiting members to the South Indian Railway who had taken such pains to make their visit pleasant and interesting.

Mr. Latham, seconding the motion, pointed out that this was probably the last meeting of the Section to be presided over by their Chairman, Mr. Flower, who was shortly retiring from service. On behalf of the Section, he thanked Mr. Flower for what he had done for the members and wished him a happy retirement. At the same time, he welcomed Mr. Flower's successor as Chief Engineer, Mr. Middleton, to his first meeting. The motion was carried with applause.

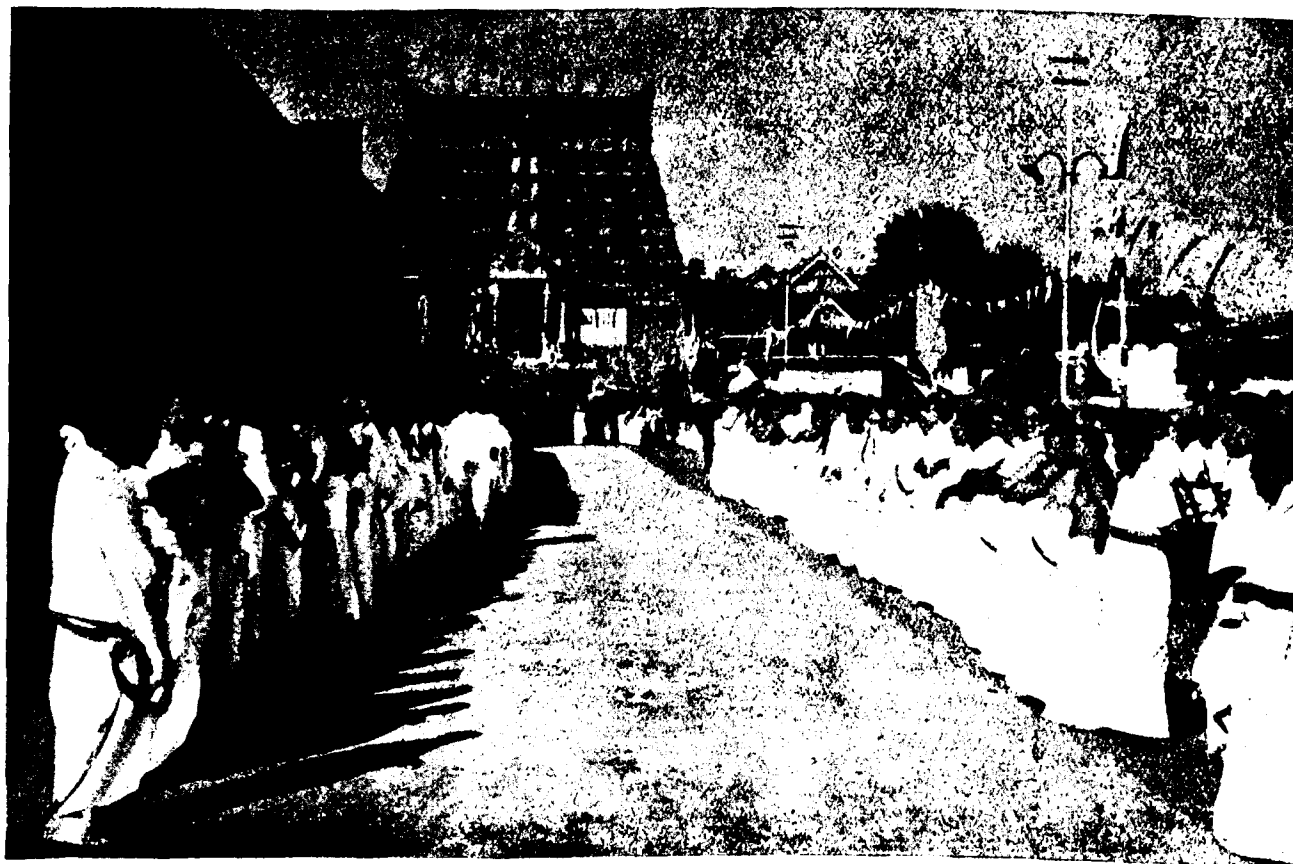
The Chairman, closing the meeting, said:—

"You have all heard the interesting paper read by Mr. Roberts. For those of you who belong to this Railway the method of gang-working advocated by him might appear

strange; nevertheless, I have to say that this system has proved a success on the M. & S. M. Railway. The condition of the track where this system has been adopted has improved considerably as was seen from graphs made by the Hallade Track Recording Apparatus.

I would commend for your serious consideration the remarks made by Mr. Muirhead regarding the opportunities afforded at the meetings of this Institution in the matter of bringing together the staff who are interested in the maintenance of railway track.

You are all aware that certain methods of operation have a tendency to grow, as it were, along with each Railway administration, and when staff belonging to two different Railway administrations are brought together there is bound to be a very useful exchange of new ideas relating to the methods adopted under each administration. I consider that the meetings of this Institution have a unique value in that they afford opportunities for the staff of this Railway and of the M. & S. M. Railway to come together and discuss in a friendly manner matters of great practical interest concerning Permanent Way maintenance. I would ask the staff of this Railway to view with an open mind the method recommended by Mr. Roberts, whom we must thank for the trouble he has taken over this paper."



Officers of the Travancore Government waiting to take part in the Thirumadampu procession. Sri, Padmanabhaswami Temple is in the background.



SMILE-A-WHILE

"Why did you strike this man?" asked the Magistrate of a man accused of assault.

"He called me a liar, Your Worship."

"And it's true, I can prove it," said the complainant from the well of the Court.

"What have you to say to that?" asked the Magistrate of the accused.

"It's nothing to do with the case," he replied, "Even if I am a liar, I'm entitled to be sensitive about it."

Young Husband: "Darling, you should have cooked twelve plates of this soup instead of two."

Bride: "Do you like it so much dear?"

Young Husband: "No, but it would have been more suitable to the amount of salt you have put in."

A millionaire alighting from a taxi tipped the driver six pence.

The driver scowled at the tip and told the millionaire. "I drove your daughter yesterday. She tipped me a pound."

"Very likely," came the reply; "but she has got a rich father and I haven't."

Smith: "I understand Brown's wife has a very colourful personality."

Jones: "Yes, she's either white with rage, black with despair, green with envy, or rosy with happiness."

"What do you mean by being away ten days after being granted only seven days leave?" asked the O. C.

"It said on my leave paper seven clear days, and three of them were foggy," replied the recruit.

A certain Senior Officer doing a "line" tour arrived at the office of one of his Junior Officers before the latter arrived.

When the young man arrived he was greeted by "You should have been here at nine-thirty."

"Why," enquired the late one, "What happened?"

Judge: "Have you anything to offer the court before sentence is passed on you."

Accused: "No, Your Honour, my Lawyer took my last rupee."

Addressing the big gathering, he said boldly:

"Gentlemen, I have been born an Englishman, I have lived an Englishman, and I hope I may die an Englishman."

A Scotsman in the audience retorted: "Man, hae ye no ambition?"

Aeroplane Passenger: "We are going to crash."

Pilot: "Don't worry, there is a rubber plantation underneath."

Magistrate: "Why did you commit a second theft after you had been acquitted of the first?"

Accused: "I had to pay my lawyer, Your Honour."

"What is publicity?"

"Something we get when we do the wrong thing."

A traveller seeking advertisements for a local paper called at the village grocer's. Upon presenting his card, he was surprised when the grey haired proprietor said:

"Nothing doing. Been established 80 years and never advertised."

"Excuse me, Sir, but what is that building on the hill?" asked the traveller.

"The village church" said the Grocer.

"Been there long?" asked the other.

"About three hundred years."

"Well" was the reply "they still ring the bell."

"Amma" said the six year old Gopal

"My stomach is aching."

"That is because your stomach is empty. You would feel better if you had something in it." Thereupon his mother gave him something tasty to eat. That afternoon the gentleman from next doors called and in the course of conversation complained of severe headache.

"That is because it is empty" piped little Gopal who was playing nearby. "You'd feel better if you had something in it."

A woman and her child went to the Booking Office to purchase tickets for a journey and this was overheard:

Lady: "A fare for me and a half fare for the boy."

Booking Clerk: "Lady, that boy's got long pants on."

Lady: "In that case, a full fare for the boy and a half fare for me."

The conversation was about dieting.

"Yes" said the farmer. "I have eaten beef all my life."

"But do you think it has done any good" She asked.

"Good" exclaimed the farmer. "I am as strong as an ox."

"That is strange" she ventured "I have been eating fish for many years and can't swim a stroke."

Professor: "Will you men stop exchanging notes in the back of the room?"

Student: "Them aren't notes, them's cards we are playing bridge."

Professor: "Oh, I beg your pardon."

Examiner: "What are the functions of the Secretary of State for India."

Students: "He is the authority who appoints and disappoints officers in India."

The girl handed the post office clerk a telegram containing only one word — "Yes."

The clerk said kindly: "You know, you can send eight more words for the same price."

"I know I can" replied the girl, blushing furiously "but don't you think it would look too eager if I said it nine times."

A Station Master telephoned to the Puritan Minister to inform him that some goods had arrived for him.

The Minister replied "Oh, yes, I was expecting a parcel of books I'll send up them."

The Station Master replied "Very well; don't be long about it. They are leaking!"

Porter: "Miss, your train—"

Precise Passenger: "My man, why do you say "your train" when you know it belongs to the railway company?"

Porter: "Dunno, Miss, why do you say "My man" when you know I belong to "my wife?"

Appreciations

The Agent, Messrs. Messageries Maritimes, Madras, writes:—

"By this opportunity I have the pleasure to inform you that a party of 30 French Tourists landed at Colombo by one of our vessels and travelled over your Railway from Dhanushkodi to Madras, visiting enroute the South Indian places of interest.

The tourists on completion of their journey appreciated very much all the arrangements made on their behalf at three places of their halting viz. Madurai, Trichinopoly and Tanjore and expressed their entire satisfaction for the courtesy extended to them by the staff concerned, and the kind treatment they had received."

R. C. Broadfoot, Esq., N.D.A., C.D.A. (Hons.), Principal, Senior Lecturer in Agriculture and

Superintendent, Central Farm, Agricultural College, Coimbatore, writes:—

"I have the honour to express my sincere thanks for the excellent arrangements made and help rendered by the members of your department to the party of students and members of the staff of this college during their tour in your jurisdiction."

Appreciations have also been received from the following in connection with school excursion parties over the South Indian Railway:

The Head Master, National High School, Mannargudi.

The Head Master, Municipal High School, Coimbatore.

The Head Master, Bishop Heber High School, Trichinopoly.

Principal, The Kellett High School, Triplicane.

Specifications

A tourist came running by the general store, carrying an empty dog-harness. "Say," he said to one of the loungers, "you didn't see a pup around here anywhere weighing about a pound, pound-and-a-half, or two pounds, did you?"

"Well," was the answer, "just seen one go by with a spot on him about the size of a dollar, dollar-and-a-half, or two dollars. Was that him?"

Toni:—"I never loved anyone but you."

Jane:—"Nonsense!"

Toni:—"You are the light of my life."

Jane:—"I have heard that before."

Toni:—"I can't live without your love."

Jane:—"Foolish talk."

Toni:—"If I could only tell you how much I love you!"

Jane:—"Think of something new."

Toni:—"Will you marry me?"

Jane:—"Well, now you're talking."

Salesmanship

A Corporation may spread itself over the whole world and it may employ a hundred thousand men but the average person will usually form his judgment of it through his contact with one individual. This individual may be the information clerk in a branch office. If this person is rude or inefficient, it will take a lot of kindness and efficiency to overcome the bad impression.

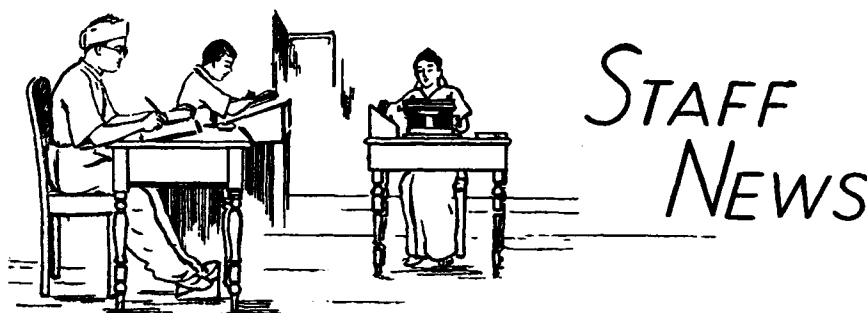
Every member of an organisation who, in any capacity, comes in contact with the public is a salesman and the impression he makes is an advertisement good or bad.

It takes a genius to make salesmen out of 100,000 men and women, but those of us who have smaller organisations should be able to accomplish this without genius.

(Santa Fe Magazine.)

Life is hardly respectable if it has no generous task, no duties or affections that constitute a necessity of existence. Every man's task is his life preserver.

(Emerson.)



Appointments and Promotions

The following Appointments and Promotions have been made :—

Mr. V. R. Riley appointed as Assistant Auditor with effect from the 5th November, 1938.

Sri V. Ramiah, District Engineer, posted as Bridge Engineer from the 16th February, 1939.

Mr. I. C. Rose, Assistant Engineer, promoted to act as District Engineer, Madura, from the 16th February, 1939.

Mr. J. Harris, Stress Calculator, promoted as Temporary Assistant Engineer from the 10th February, 1939.

Mr. R. N. Rodericks, Chief Engineer (Marine) promoted to act as Marine Superintendent from the 1st February, 1939.

Mr. A. K. Halder, Assistant Engineer, promoted to act as District Engineer, Tanjore, from the 15th February, 1939.

Sri Rajangam Iyer, Assistant Mechanical Engineer posted to act as District Mechanical Engineer (Planning) from the 1st March, 1939.

Sri K. R. Sundaram Iyer, Senior Assistant Auditor, promoted to act as Deputy Chief Auditor from the 1st March, 1939.

Mr. C. M. Dodge, District Commercial Officer (Goods) promoted to act as Deputy Commercial Superintendent from the 6th March, 1939.

Sri A. V. Natesa Iyer, Assistant Traffic Superintendent, promoted to act as District Commercial Officer (Goods).



Mr. H. E. Galer

RETIREMENT

Mr. H. E. Galer. Foreman, Carriage Body Shop, Golden Rock, retired in January '39, after 19 years' service on this Railway. He served on the London and North Western Railway (now L. M. S.) and subsequently he worked with the Morgan Motor Car Co., at Leighton Buzzard; the Great Eastern Railway Co., at Stratford and the Metropolitan Railway Co. He left the latter in 1920 to join this Railway as a covenanted Carriage Foreman at Negapatam. Until 1927 he was Foreman of the Carriage Repair Shop and was the second Foreman to be transferred to Golden Rock. His task was to erect the first all-steel carriages on our Railway, viz., those for the Madras Suburban service. Since 1929 he has been in charge of the Carriage Body Shop engaged on the construction of new carriages.

Mr. Galer was a loyal servant of the Company. He was straightforward in dealing with his staff and consequently earned their respect and confidence.

Mr. & Mrs. Galer propose to settle at Wolverton, Buckinghamshire, and we wish them a happy retirement in their Homeland.

OBITUARY

The death due to pneumonia of Mr. H. W. Perry, at the age of 72, occurred at the South Indian Railway Hospital, Golden Rock, in the early hours of the 20th December '38. He saw many years of service in India as an engineer, notably on survey and construction work for the East Indian and South Indian Railways.

Mr. Perry joined the South Indian Railway as Assistant Engineer, Travancore Branch, in December 1898, and after serving in this Branch and on surveys till 1905, joined the Traffic Department as District Traffic Superintendent in which appointment he remained until the year 1915.

Subsequent to his leaving the Traffic Department, Mr. Perry worked for some years for the South Indian Railway as Sleeper Passing Officer, and as a Consulting Engineer, was well-known for the development of a system of transport known as Rutways of which he was the patentee.

Mr. Perry was also well known as a prospector and geologist, and it was only 18 months ago that he went to Western Australia in order to stake a miner's claim in the new gold fields.

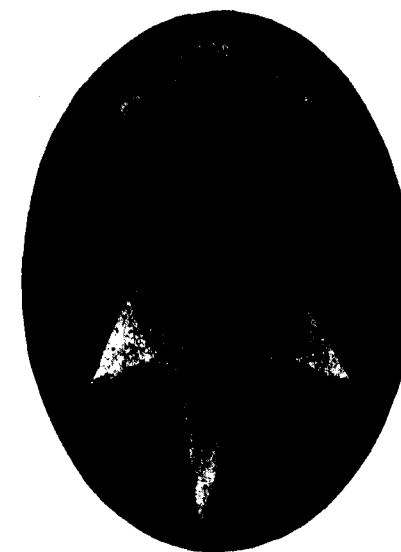
Although Mr. Perry had withdrawn himself from social life for some time past, he had won so much esteem and affection that he was

Persistence

Nothing in the world can take the place of persistence. Talent will not: nothing is more common than unsuccessful men with talent. Genius will not: unrewarded genius is almost a proverb. Education will not: the world is full of educated derelicts. Persistence and determination alone are omnipotent. The slogan "Press on" has solved and always will solve the problem of the human race.

—Calvin Coolidge.

never forgotten, and he will not be forgotten now by his many friends, nor by those humbler neighbours who had learnt to look to him for help and sympathy.



Late Sri C. Visvanatha Iyer

We regret to record the sudden death on the 13th January 1939 of Sri. C. Visvanatha Iyer, Head Clerk and Accountant, District Engineer's Office, Tinnevely, at the age of 53.

He entered Railway service in July 1908 and was promoted as Storekeeper of the Golden Rock Loco Scheme Works in August 1923, which post he held up to 1929. In 1931 he was appointed as the Head Clerk and Accountant of the District Engineer's Office, Tinnevely. He was a very popular and efficient Head Clerk.

We offer our deep sympathy and condolences to the bereaved family.

My symphony

To live content with small means; to seek elegance rather than luxury and refinement rather than fashion; to be worthy not respectable and wealthy, not rich, to study hard, think quietly, talk gently, act frankly, to listen to stars and birds, to babes and sages with open heart; to bear all cheerfully, do all bravely, await occasions, hurry never. In a word to let the spiritual unbidden and unconscious, grow up the common. This is to be my symphony.

—William Henry Channing.



TRAVEL NEWS

Tirukoilur

Visitors to Tirukoilur can now stay in the District Board Choultry which has been recently constructed near the temple. It has four rooms with a central hall running between. The rent for each of the rooms is two annas per day.

The Nilgiris—Game Sanctuary

The Government, it is understood, have decided to convert the Mudumalai Range into a game preserve on the Nilgiris. This will cover an area of about 30 square miles and will adjoin the Mysore preserves.

Ootacamund—Races

There will be 22 days racing between the end of April and the third week of July in South India. The Ootacamund Meeting, a 5-day affair, which starts on April 29, will be brought to a conclusion on May 13. A fortnight later, the curtain will go up at Mysore where six days' racing will be gone through till June 10. On June 17, the Bangalore season will be ushered in. There will be seven days' racing at this centre spread over till July 8. The race dates at Ootacamund will be April 29, May 3, May 6, May 10 and May 13, 1939. An interesting programme has been drawn up. The Governor's Cup, the chief event of the meeting has been scheduled for Saturday, May 6. On the concluding day, Saturday May 13, will be run the Madras Race Club Cup for second division Arabs over a distance of 10 furlongs. Free stabling has been offered for all horses entered and run at this meeting. The railway companies are allowing the usual concessions.

Conjeeveram

Electric energy from Mettur is expected to be supplied shortly to this place.

Mysore

It is understood that the Government of Mysore are contemplating to establish a Tourist Bureau to accord all facilities to Tourists that visit the State.

Perundurai

The Tuberculosis Sanatorium at Perundurai has been electrically lit.

Pudukkottai

22 miles from Pudukkottai, at Kopanapatti an institution known as "Kalaimagal Kalloori" has been started. This is a residential educational institution under Hindu management where facilities for education of girls are provided. The Institution has its own dairy farm, vegetable garden, laundry and other necessities and education is imparted up to III Form.

Trichinopoly

The All-India Radio announce that the Trichinopoly Station will start broadcasting about May 1939.

Easter Concessions

Cheap return tickets will be issued during the Easter Holidays from 31-3-39 to 10-4-39 and available for return up to 24-4-39; and Go-as-you-please tickets for 15 days unlimited travel from 31-3-39 to 23-4-39.

Railway Out Agency at Bhavani

For the convenience of merchants and the general public, an Out Agency will be opened shortly at Bhavani near Erode for carriage of passengers, luggage, parcels and goods to and from Erode Jn. The Pakshirajan Motor Service have been appointed as contractors for this purpose. Bhavani is 9 miles from Erode and is a flourishing trade centre and has an interesting temple, at the junction of the rivers Bhavani and Cauvery. Pilgrims resort to this place for bathing during New Moon and other auspicious occasions.

Of course not!

Interviewer :—"What have you to say about anonymous letters?"

Professor :—"They're stupid! I read them but I never answer them."

A sure sign

"I need a holiday," said the pretty cashier.

"I'm not looking my best."

"Nonsense," said the manager.

"It isn't nonsense; the men are beginning to count their change."

Not very comfortable

Mrs. Glanaghan :—"Was your old man in comfortable circumstances when he died?"

Mrs. Macpherson :—"No. 'e was 'alfway under a train."

Green-eyed monster

Men are peculiar, just as women have long suspected. For instance, a fellow who hadn't kissed his wife in five years, shot a fellow who did.

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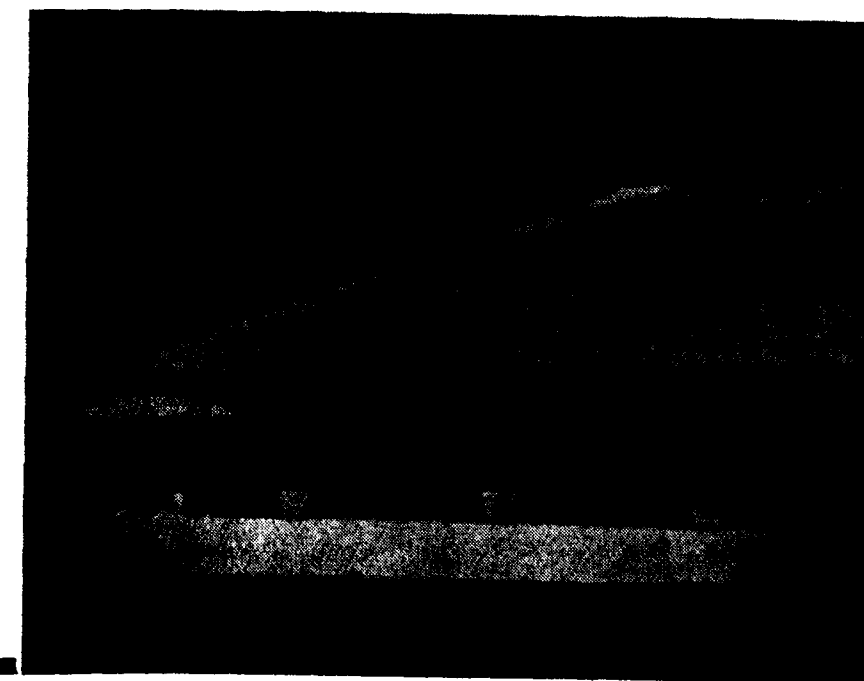
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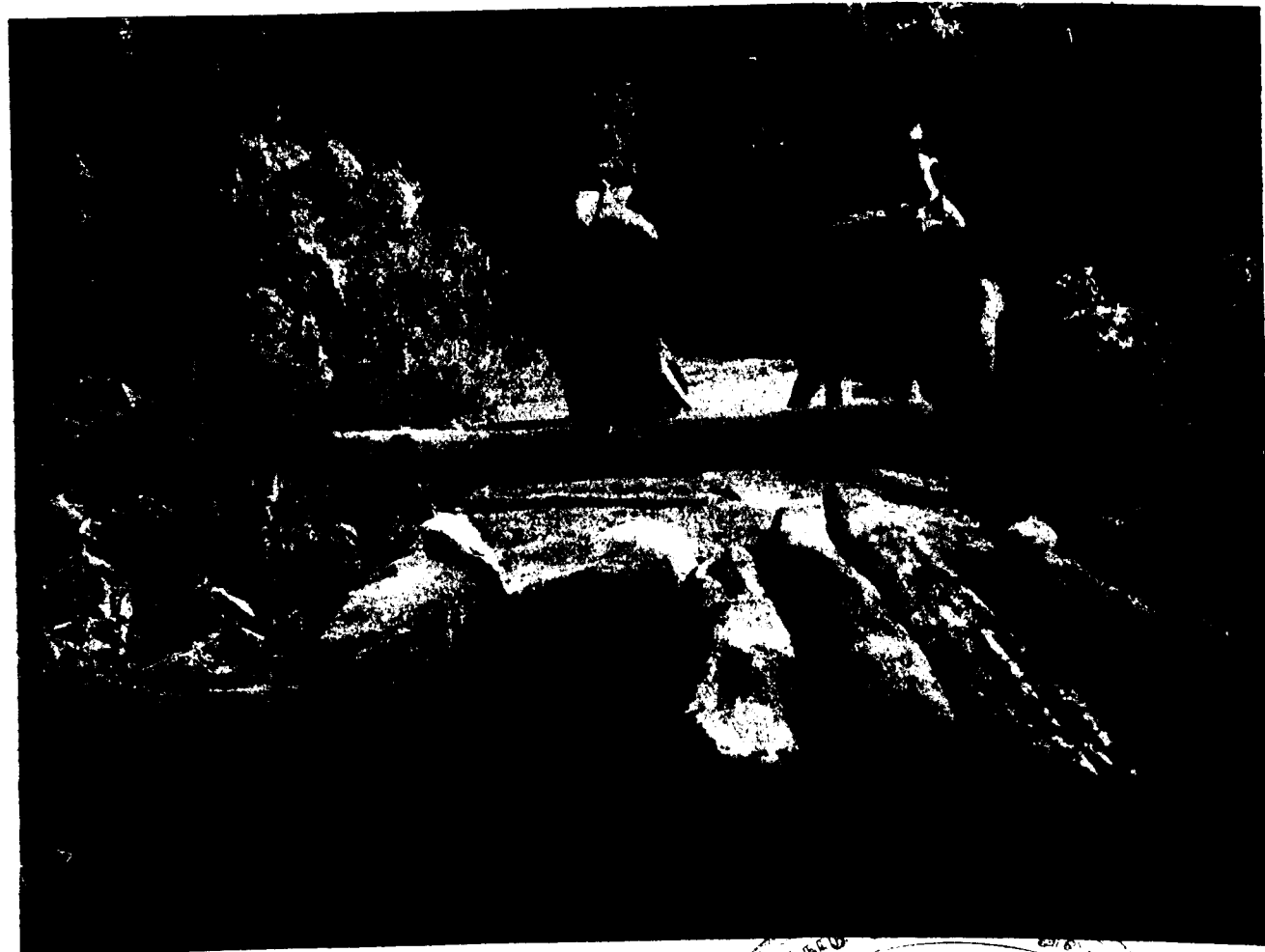
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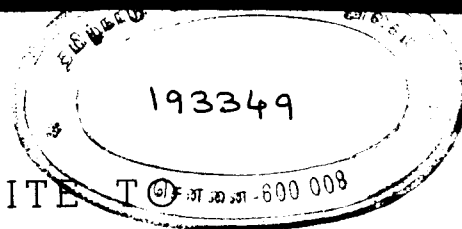
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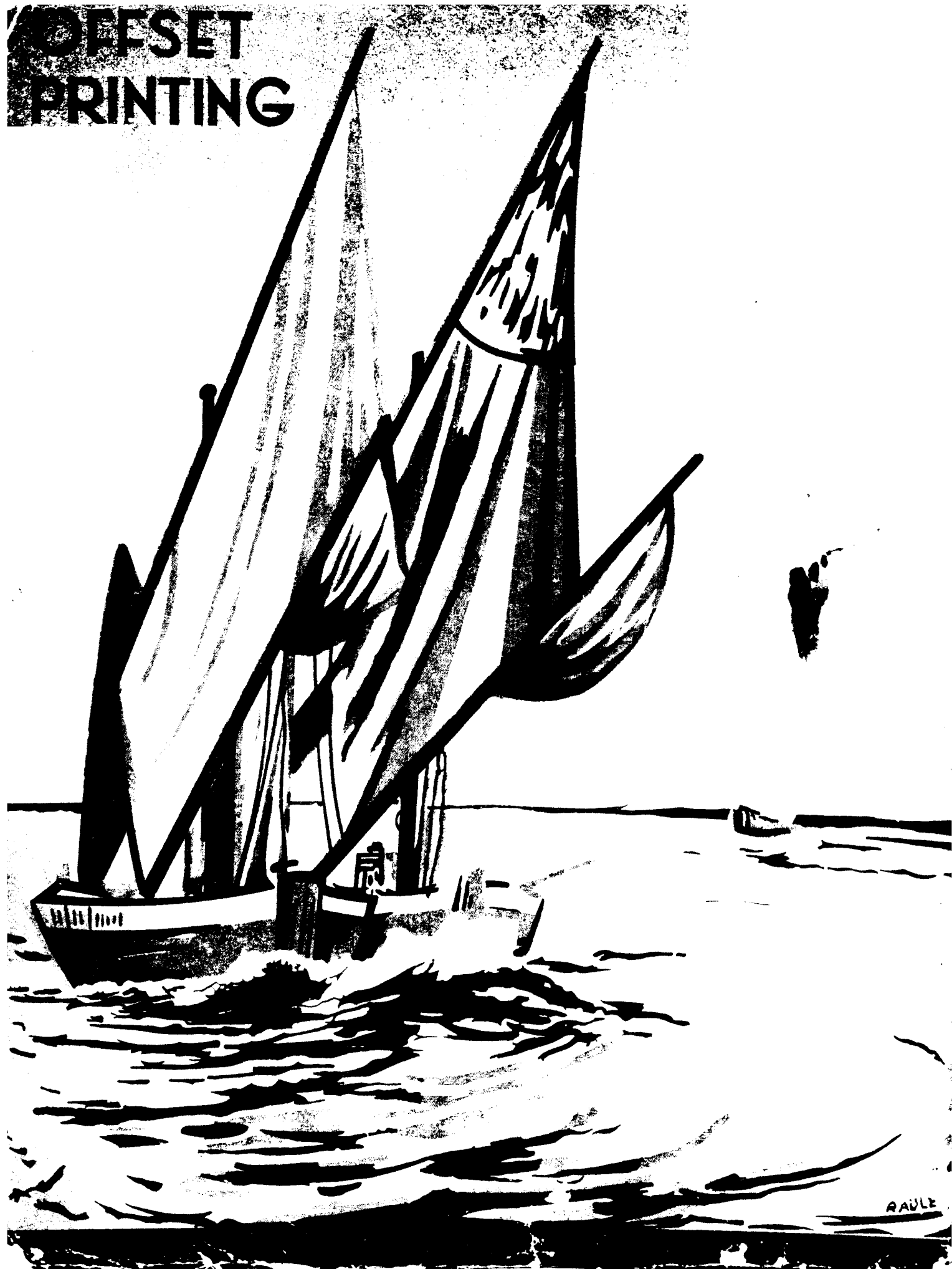
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