

742





TEMPLE, TANJORE

REGISTERED  
9 - NO. 1938  
MADRAS

# A.C.C. CEMENT

74 YEARS OF MANUFACTURING EXPERIENCE








This attractive Swimming Pool of the Cricket Club of India, Bombay, is constructed with A. C. C. Cement.

# "Eida"

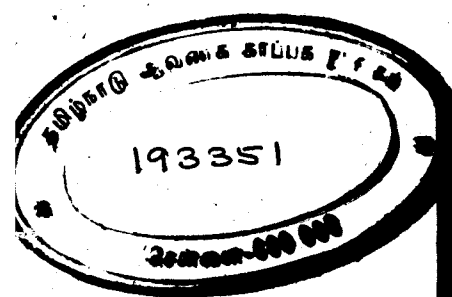
MENTHOL  
EUCALYPTUS PASTILLES

for

*Sore Throats & all  
Bronchial Troubles*

**For**

**FINE CERAMIC CLAYS,  
WATER FLOATED SHREDDED  
GROUND FOR EVERY  
PURPOSE CONSULT**

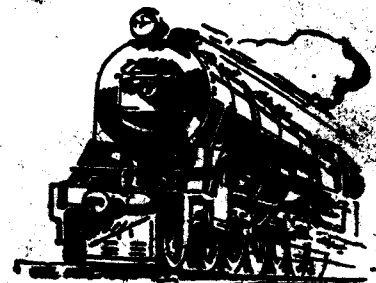


**GOVERNMENT  
CERAMIC  
CONCERNS,**

**KUNDARA,  
TRAVANCORE.**

JL  
X4157-1-1933  
1229

# SOUTH INDIAN RAILWAY MAGAZINE



## Contents

|                                                                     | Pages |
|---------------------------------------------------------------------|-------|
| Editorial Notice .. ..                                              | 3     |
| Notes and Comments .. ..                                            | 4     |
| Tanjore .. ..                                                       | 7     |
| Overseas News Letter .. ..                                          | 13    |
| Short Story—(The Secret of Henry Winter-bottom) .. ..               | 17    |
| Sugar .. ..                                                         | 20    |
| Mysore .. ..                                                        | 23    |
| Humours of Golf .. ..                                               | 25    |
| Trichinopoly All-India Salon of Photography .. ..                   | 27    |
| Short Story—(The Legend of Soma the Moon) .. ..                     | 30    |
| Rubber in Travancore .. ..                                          | 31    |
| Travel News .. ..                                                   | 34    |
| Puzzle Corner .. ..                                                 | 35    |
| Sports News .. ..                                                   | 36    |
| S. I. Ry., Commercial Department Lecture and Debating Society .. .. | 39    |
| Literary and Debating Society, Tambaram .. ..                       | 39    |
| The Robinson Railway Institute, Negapatam .. ..                     | 39    |
| Appreciations .. ..                                                 | 40    |
| Staff News .. ..                                                    | 41    |
| Short Story—(The Band in the Road) .. ..                            | 44    |
| Smile-a-while .. ..                                                 | 46    |
| Season's Attractions .. ..                                          | 48    |
| Do You Know .. ..                                                   | 49    |
| Answers to Puzzles .. ..                                            | 49    |
| Crossword Puzzle .. ..                                              | 51    |

## EDITORIAL NOTICE

It is regretted that owing to the present International situation and consequent rise in the cost of printing materials it has been decided to suspend the publication of this Magazine during the period of the war. The Editor acknowledges with gratitude the co-operation and support which the Railway staff and others have extended to the Magazine during its short life.

OCTOBER

1-9-3-9





## NOTES & COMMENTS

### The War

For the second time this century, Great Britain has declared war against Germany—the result of Germany's ruthless aggression toward small Nations. In spite of the efforts to preserve peace made by Britain, France, Italy and America—Germany has invaded Poland.

There is no doubt whatever that India will co-operate in the measures which the war makes inevitable, and play its part in the campaign against the followers of the creed that "might is right".

One of the greatest factors in the conduct of a successful war is the maintenance of communications. As Railwaymen we must expect to play a large part in bringing the war to a victorious termination in favour of the Democracies so that the world may for ever live in peace.

Let us commend our readers to His Excellency the Viceroy's message at the outbreak of hostilities, which we reproduce below:—

"You have all heard that early on Friday morning the German armed forces invaded Polish territory. The German Government presented no ultimatum. They gave the Polish Government no warning. Their war planes are reported to be bombing open towns and heavy casualties have already been inflicted among the civilian population.

"It is clear beyond any question from what has happened that Poland has had to face the same threat that Czechoslovakia had to face a year ago. Confronted with the demand that she should accept the dictation of a foreign Power in relation to her own territory and her own subjects, Poland has elected to stand firm. At this moment her troops are bravely defending the frontier against the ruthless power that seeks to overwhelm her. His Majesty's Government and the Government of France have made it clear that they stand behind the former pledges against aggression which they had given to Poland. It is in these circumstances that we find ourselves at war with Germany to-day.

"The issues that emerge are clear. Acceptance of the policy and the methods which Germany has adopted would

make life in the world impossible. It would represent the triumph of aggression and the supremacy of the rule of force. In circumstances such as these, there could be no security in the world, and no peace of mind for any of us. The ruthless onslaught of Germany on Poland, without a declaration of war, is in keeping with the rest of her conduct in this matter. What faces us to-day is the safeguarding of principles vital to the future of humanity, principles of international justice and international morality, the principle that civilised man must agree to settle disputes between nations by reason and not by force, the principle that in the affairs of men, the law of the jungle, the will of the strongest, irrespective of right and justice, cannot be allowed to prevail. To fail to take up this challenge would be to destroy for mankind any hope of true progress and true development. So long as this cruel and ruthless thing is in the world, there can be no freedom of the spirit for humanity.

"Nowhere do these great principles mean more than in India. There is no country that values them more highly than India, and none that has at all times been more concerned to safeguard them. His Majesty's Government in entering the war have done so with no selfish aims. They have done so to safeguard vital principles affecting all humanity, to ensure the orderly progress of civilisation, to see that disputes are settled between nations, not by the arbitrament of force, but by equitable and peaceful means. They have spared no effort to avoid the calamity that now threatens the world.

"I do not propose to speak to you at length this evening. Far more important than anything that I can say to you must be the response of each one of you to this tremendous issue. With me, I am certain, you will feel that in the stern and testing days that lie before us, victory—the triumph of the right—will not be secured by arms alone. We shall all of us have to depend upon those inner and spiritual forces which in all the great emergencies of life are the true and unfailing source of strength and fortitude.

"In a cause such as this, the wholehearted sympathy and support of all in this great country, whether in British India or in the Indian States, will, I am certain, be forthcoming without distinction of class, of creed, of race, or of political party. I am confident that on a day in which all that is most precious and most significant in the civilisation of the modern world stands in peril, India will make her contribution on the side of human freedom as against the rule of force, and will play a part worthy of her place among the great nations and the historic civilisations of the world."

### Travel in comfort

It is generally acknowledged that the Railway is the most comfortable of all forms of transport—road, sea or air. In the words of Lord Stamp "unlike road, sea and air transport, Railways possess their own highways which are constantly policed and inspected by their own carefully trained staff, and in which the traffic is controlled by a highly developed signalling system. The nervous traveller may thus take comfort from the fact that he is entrusting himself to an organisation which is itself responsible for the full operation and maintenance not only of the vehicle in which he rides, but of the path it traverses". Yet how many realise that this comfort in travel is due to incessant hours of daily toil in the sun and the rain of gangs of men, often seen alongside the line as the train passes, who are entirely responsible for the efficient and safe maintenance of the railway track. There is nothing picturesque or impressive about them, nor is there any indication that their work is of importance or necessary. But they know themselves that except for their constant vigilance the track would soon become unsafe for the passage of trains. So the next time you pass a maintenance gang give them a friendly wave and consider the hours of toil spent in the hot sun and the difficulties they are put to during the monsoon.

### Emigration to Ceylon

With the passing of the Ceylonese legislation terminating the services of all Indian daily paid wage-earners employed since 1934 in Ceylon, and the Government of India's decision prohibiting emigration to Ceylon of unskilled labour, the relationship between the two countries has unfortunately been disturbed.

The Railway which had hitherto served to cement the bond of Indo-Ceylonese social and trade relations will suffer financially by the loss in passenger traffic between the two countries.

It is hoped that the respective countries will review deeply the economic effect of the change, and resume a relationship which will be favourable to the interests of both its peoples.

### Railway Accidents

Although Railways take all possible precautionary measures to avoid accidents, it must be realised that a duty rests upon the people residing in the vicinity of railway lines to report any acts of sabotage or any noticeable defect in the track which may be a source of imminent danger to trains. Anent this, it is gratifying to hear that a student of a High School in Tinnevely reported an obstruction to the Railway track caused by the falling of a large tree on the line and thus averted a possible accident. His services were appreciated by the Agent and General Manager who rewarded him suitably.

### Centenary Celebrations

1939 seems to be the centenary year of many important landmarks in the history of the world and many important railway centenaries will be celebrated this year. Though 1814 is the year in which the first locomotive by George Stephenson was produced, it was not until 1839 that many of the lines under construction came to be completed. The photographic world celebrate their centenary this year, as 1839 is regarded as the year of the birth of photography when four experimenters announced the success of their processes all within a few weeks, the first to do so being Henry Talbot. Our city of Madras has celebrated its tercentenary—the 300th year of its existence since Francis Day, the Agent of the East India Company was granted a strip of land 3 miles long and a mile and a half wide for the erection of godowns.

These centenaries and tercentenaries serve to remind us of the rapid march of events and progress. Some of the exhibits on show at these celebrations—relics of the past—which were then considered wonderful examples of the genius of man are now objects of curiosity; but one cannot afford to deride the early experiments from which the present day perfection has been attained; rather we should show veneration for the past and gratitude to those pioneers who have made the enjoyment of improved modern amenities possible.

It will be news to many that railway construction was commenced 80 years ago in South India, when the railway line from Negapatam to Tanjore was started on the 1st April, 1859.

#### Advertisements

To-day there is hardly a subject on which public criticism is not levelled and conflicting views are expressed. It may be interesting to note that in England trade advertisements have come in for much criticism. While there are some who look upon the erection of hoardings in cities, road sides and rural parts as spoiling the beauty of the place, there are others who decry the ever-increasing number of trade advertisements in railway carriages and stations as offending the aesthetic sense of the passenger. While it must be admitted that advertisements should be artistically designed and placed to attract the attention of the public, there are no grounds for their wholesale condemnation.

Salesmanship is closely associated with Publicity, the essence of which is attractive advertising, and any complete scheme of advertising must necessarily include advertising at railway stations and in carriages.

#### Temple entry

The famous Minakshi Temple of Madura has been thrown open to the Harijans—a hitherto excluded class—for worship on the 8th of July and other temples have followed suit. There is much controversy over it, the reformer hailing it as the dawn of an era of prosperity, while the conservatives view with alarm the future sanctity of holy places and temples. It is confidently hoped that with the universality of appeal now made and the new religious fervour kindled in the hearts of all, there will be an ever-increasing flow of pilgrim traffic to these places.

#### 'Black out' and 'Black light'

Aircraft is expected to play a big part in any future war. Bombing of important towns, industrial and otherwise, is to be expected immediately a war is declared.

In order to protect civilians as far as possible, the Governments of countries likely to be embroiled in war have formed associations from volunteers in every town for Air Raid Precautions, commonly known as the A. R. P.

One of the essentials to hinder enemy bombers as much as possible is known as a 'Black out'. All lights are screened and only low powered lights, which are essential to assist the movement of traffic, are allowed.

Trial demonstrations including mock attacks by bombers, with the complete black out of not only large towns but areas sometimes over hundreds of square miles, are held.

To obviate the difficulty of negotiating traffic under such circumstances, an apparatus has been invented by a Liverpool Engineer and a research chemist at Oxford University to enable motorists to see in the dark.

The ray, called Black Light, will render vehicles, roads, rails, sign-posts, etc., brilliantly luminous without being seen from the air. Thus the necessity for considerably slowing down the speed of traffic and the danger of accidents is reduced.

The invention consists of an apparatus which weighing only 10 lbs. and taking its power from the ordinary motor car battery, throws out an invisible ray of light. The rear of vehicles, curbs, sign-posts and grass verges will be treated with special liquid, to be available at a low cost, and immediately the ray comes in contact with them they will become luminous. The glow produced will not carry more than 200 ft. The cost of producing the apparatus for projecting the ray is at the moment about Rs. 100 but the cost could be considerably reduced by mass production. The invention, it is claimed, will revolutionise motor and rail transport.

Be not the friend of one who wears the cloak of a saint to cover the deformities of a fool.

The foolish man knows not an insult, neither does a dead man feel the cutting of a knife.

## Tanjore—The Royal City

#### Tradition

"Tanjore" derives its name, according to a local legend, from Tanjan, a cruel Asura giant who was killed by Anandavalli (the presiding Goddess of the place) and Vishnu. His dying request that the town be named after him, was granted. There is yet another version that Kulothunga Chola, the first Chola ruler of Tanjore, gave the town the name of Tunga-pura, a corrupted form of which is Tanjore. The name may also have been derived from Tanjesa (the presiding God of the place) whose temple is on the banks of the river Vennar, two miles from Tanjore.

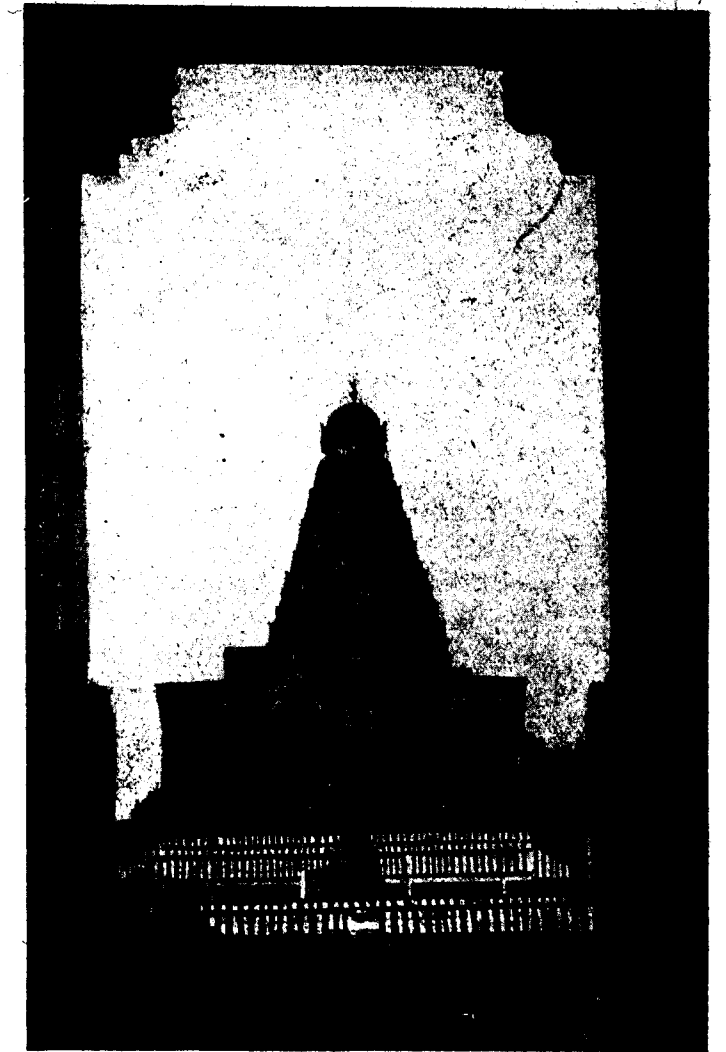
#### Historical

The early history of Tanjore is shrouded in obscurity. The first historic mention of Tanjore, as the capital of an Empire, appears during the ninth century when Vijayalaya, defeating the Pallavas, founded the later Chola dynasty with Tanjore as the capital. Although the Chola Empire lasted up to the end of the 11th century, the only ruler of outstanding importance who made the history of Tanjore great, was Raja-Raja Chola who ruled the country for a period of 28 years from 985—1013. The Brahadeswara Temple—a monument of architectural skill and genius proving the religious fervour of that period—was constructed under his personal supervision within a period of six years. This is borne out by the following inscription found on the walls of the temple:

"In this 25th year of RajaRaja (1009-10) on the 257th day of this year, the king handed over the copper pot for the finial at the top of the "Vimana" or dome."

The Chola Empire at this time seems to have extended as far as Ceylon as some of the inscriptions show grants of land in Ceylon to the Temple.

RajaRaja's successor was Rajendra—an equally powerful ruler—who removed the capi-



Brahadeswara Temple, Tanjore.

tal from Tanjore to Gangaikondacholapuram, in the Trichinopoly District, and for a period of nearly 400 years Tanjore seems to have sunk into comparative insignificance. The Pandyas, the Hoysalas and the Mohamedans each in their turn seem to have exploited its resources without adding to its material wealth or social prosperity. It was only with the advent of the rulers of Vijayanagar in the 16th Century, that Tanjore once again rose to its former splendour. Krishna Royya was the first of the Vijayanagar rulers, whose rule was marked by

the construction of several temples in South India (The Royar Mandapam at Srirangam is attributed to him). Towards the latter part of the 16th century, the kingdom of Vijayanagar began to decline and the Viceroy—the Telugu Nayaks—appointed by them to look after their Principalities, Tanjore and Madura, assumed independent sway over them, thus founding the Nayak Dynasty, which lasted for a period of 127 years from 1549—1676.

The first of the Nayak rulers was Sevvappa Natck, who made Tanjore his Capital and built the little fort—now known as the Sivaganga Fort—on the southern portion of which is the Big Temple. There were only four Nayak rulers, the most outstanding of whom was Vijayaraghava—the last of the Nayaks. He built the great Fort within which is the Palace. During his time the social and material prosperity of Tanjore was at its height. They were in turn succeeded by the Mahrattas who ruled for a period of 179 years from 1676—1855. Ekoji, the half brother of Sivaji the Great, was the first Mahratta ruler and although time and again during the earlier and latter part of the 18th century the Moghuls, the French and the Nawab of the Carnatic each in turn coveted the possession of this rich and fertile deltaic territory, their attempts were unsuccessful, thanks mainly to the assistance of the British East India Company who had just settled at Madras. In 1776 during the reign of Tullajee, Tanjore became a protected state; the Mahratta ruler becoming an ally of the British. From that time Tanjore enjoyed complete freedom and security and the advent of a ruler of a very high order in the person of Sarafoji II, contributed even more to its social, spiritual and material advancement. Art and learning flourished, music and painting, Municipal administration on the most modern lines was introduced, and there was all-round prosperity. This is borne out by the several inscriptions relating to this period found on the walls of the temple, and by the number of books (manuscripts) written and collected during the period, now in the Saraswathi Mahal Library within the Palace—a standing monument to the literary genius of the times and of its rulers.

Sarafoji received his early education from the Rev. Schwartz, a German Missionary, who became the guiding star of Sarafoji's life. He was the first Mahratta ruler to receive English education; and the first English Press with Devanagari character—probably the first of its kind in South India—was established during this period (1805).

In 1799 the Principality of Tanjore was handed over to the British in pursuance of a Treaty, the Mahratta rulers retaining only the control of the administration of Tanjore city and its neighbourhood. A despatch sent to the Board of Directors is interesting and speaks well of the harmonious relationship between the British and the Mahratta rulers at the time:

"The Tanjore country then passed under the British, the acquisition "never costing the British Government the life of a single soldier, nor the value of a single rupee". It is not a conquered country".

The greatness of Tanjore to-day lies not in its growth as a city of any commercial importance, but in its ancient temple over 900 years old, its palace, containing many relics of ancient history and in the collection of manuscripts and books contained in the Saraswathi Mahal Library, perhaps one of the biggest and rarest in India.

### The Temple

*Brahadiswara Temple*:—Brahadiswara—(Brihat-big. Iswara—Lord) as its name connotes is the big Lord. The size of the Sivalingam installed here is phenomenal, and according to Brahadiswara Mahatmya, it was brought from the river Nerbudda by Karikala Chola, who under Divine command, according to local legend popularly regarded as historical, built the Great Temple and installed the idol therein with the aid of an inspired architect, Soma Varman of Conjeeveram.

Any description of the Temple can hardly do justice to its real grandeur and it can only be enjoyed to the full by a personal visit.

The first thing that arrests the attention of the visitor as he enters through the East Gate and

the main courtyard, is the lofty tower of 14 storeys, 216 feet high supported by a basement 96 ft. square. The dome on top rests on a monolith 25½ feet square, estimated to weigh 80 tons, which is said to have been conveyed to this position by means of an inclined ramp leading from a village 4 miles North East of Tanjore, which to this day is known as "Sarappailam" or "Scaffold hollow".

To have conceived a great temple in that proportion, to have ensured by cautious designing that beauty was not sacrificed to size and to have built it altogether of very fine granite from Upama (base) to Stupi (top) in a city far removed from any good quarry containing building stone is to the undying fame of Raja-Raja and his architects.

### The Bull

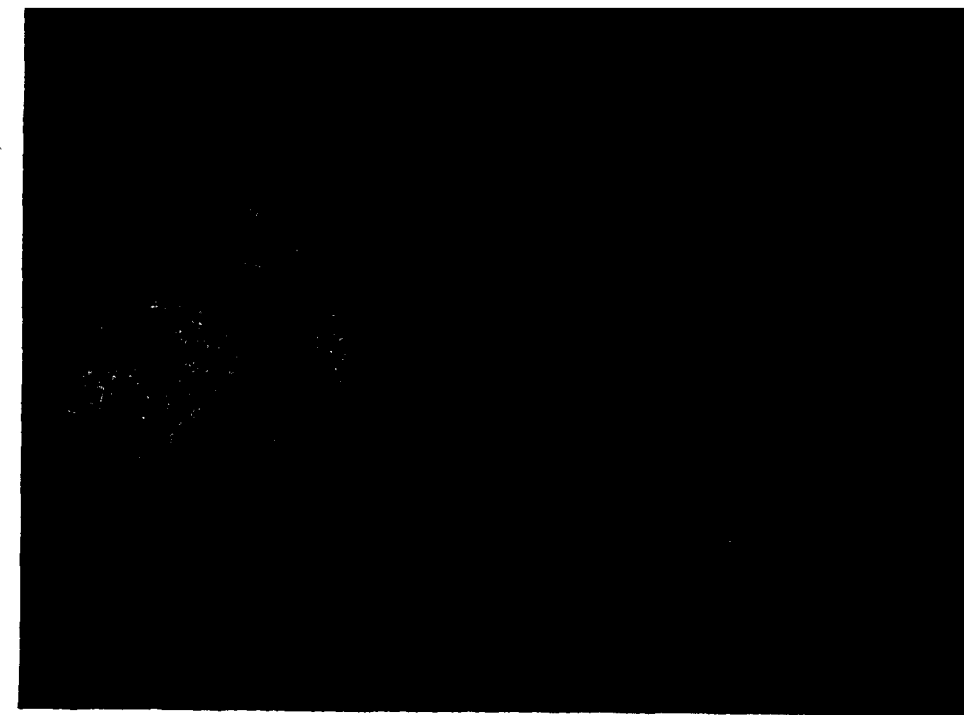
The second object of admiration is the sacred bull, "Nandi", in a recumbent attitude facing the sanctum, made out of a single granite block weighing about 25 tons. The bull, which is said to be the second biggest in South India, is 12 ft. in height, 10½ ft. in length and 8½ ft. in breadth and has a majestic appearance.

### Subrahmanya Temple

The next object of interest is the Subrahmanya Swami Temple in the north western corner of the temple courtyard. The construction of this temple is of a later date and attributed to the Nayak period. It has been truly said of this temple:

"The Shrine has been proved to be as exquisite a piece of decorative architecture as is to be found in the South of India and a perfect gem of carved stone work—the tooling of the stone in the most exquisitely delicate and elaborate patterns, remaining as clear and sharp as it left the sculptor's hands".

Objects of passing interest are the several sculptures of Sri Vishnu and Siva on the towers, a panel in the outer court depicting Buddhistic scenes, which tend to show the spirit of tolera-



The Monolithic Bull.

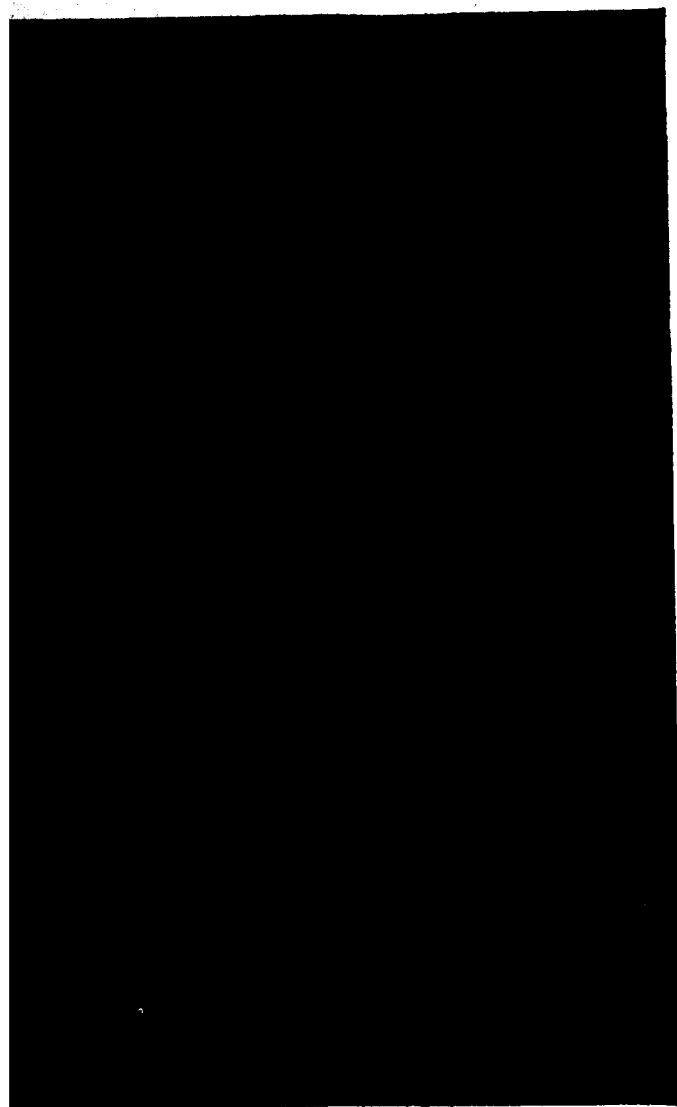
tion and catholicity of outlook in the matter of religion in olden days. A humorous and interesting portrayal of four human figures arranged one over the other in a line on the northern side of the tower representing in order from below, a Chola, a Nayak, a Mahratta and an European, is attributed to Somavarman the architect, who foresaw the succession of the line of rulers. Controversy has raged over whether the European is a Dane, a Dutchman or even Marco Polo, the Venetian Traveller.

### Festival

An annual festival is held in April—May, which lasts for 18 days. The image of RajaRaja Chola is taken round in procession during some of the important days of the festival.

### Inscriptions.

The student of history, the archaeologist and the antiquarian will find in the inscriptions that abound on the temple walls, a vast storehouse of knowledge, carefully preserved. The earliest inscriptions date back to the period of RajaRaja Chola, and the latest are those of Sarafoji II, in Mahrathi script. The date of the construction of the temple, the several proclamations issued by successive rulers, the rich endowments made to the temple, and the several outstanding events of the times have been recorded and remain a permanent record of ancient glory. Recent



Nayak Durbar Hall.

researches have discovered Chola paintings in the interior of the temple which are considered to be of a very high order—equal if not superior to Pallava paintings.

The Brahadiswara temple has, like other temples in the south, on certain occasions served as a defensive ground for military operations, although its sanctity was in no way and at no time interfered with.

#### The Palace

The Palace is the next object of interest. The entrance to it is on the east and except for the Nayak Durbar Hall and the Mahratta Durbar Halls which occupy two separate quadrangles, other portions of the palace remain neglected and serve only to remind one of the fallen greatness of the Tanjore rulers. The Palace is undoubtedly a construction of the Nayaks, as there are no indications to show the existence

of one at Tanjore during the rule of the Cholas. In the palmy days of Chola supremacy, the environs of Tanjore seem to have extended as far as Vallam, seven miles to the South and Arcad, a village six miles to the North with the Brahadiswara temple in the centre, as is evident from the ruined fortifications seen at the two places.

#### Nayak Durbar Hall

The Nayak Durbar Hall is on the western side of the Palace, and now contains a marble statue of Sarafoji II in a standing posture with the palms of his hands joined as in prayer, facing the monumental work of his time—the Saraswathi Mahal Library.

#### The Library

The Library contains a great many useful and a number of very rare and almost unique books. Beginning from the 15th century, under the rule of the Nayaks and Mahrattas the collection of books increased, particularly so during 1820-1830, the period of Sarafoji's pilgrimage to Benares, when he purchased many rare books which were added to the Library. In respect of magnitude as well as the range of subjects dealt with, and the diversity of languages employed, the Tanjore Library is perhaps the largest and most important in India.

It contains about 33,000 Sanskrit manuscripts in paper and palm leaf, besides other vernacular palm leaf manuscripts and about 7,000 printed volumes.

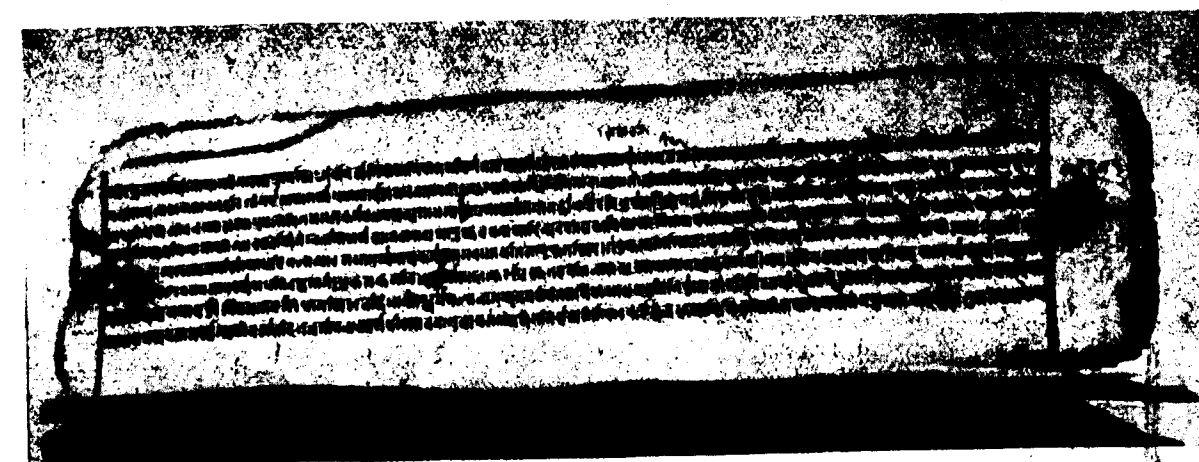
The manuscripts are in more than eleven distinct alphabets, being from all parts of India. The interesting specimens of literary and artistic importance fall under five categories :

1. Objects of interest on paper:—Pictorial Ramayana with letter press in Telugu.—White letters on black paper.
2. Illustrated paper manuscripts:—Aswa Sastra, Gaja Sastra.—Indian Veterinary Science (dealing with horses and elephants).
3. Oldest paper manuscripts:—Bhamathi a Sanskrit commentary of Sri Sankaracharya's Sutra Bhashya—1468 A.D.
4. Drawings and Pictures.
5. Palm leaf manuscripts:—A marvel of scriptory art—Ramayana (very minute handwriting.)



Palm leaf Manuscript.

Oldest Paper Manuscript.



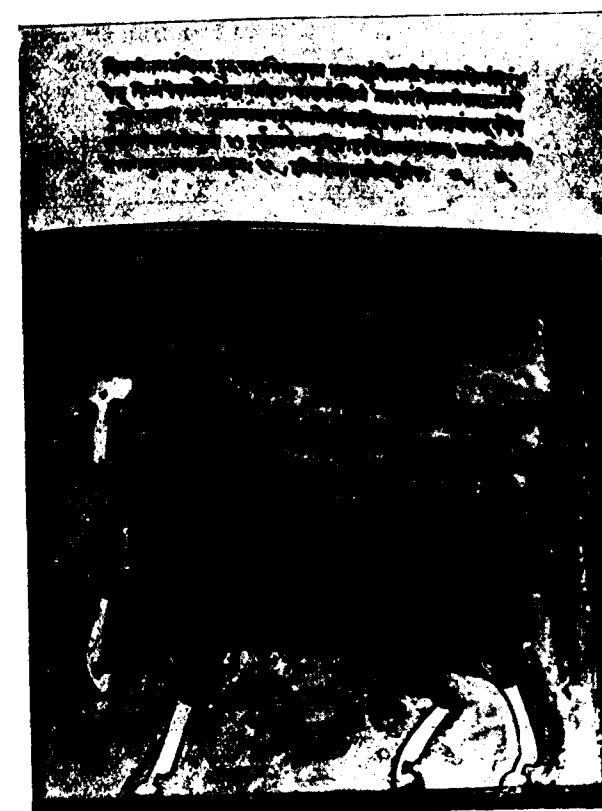
It may be of interest to note in passing, that the Aswa Sastra relating to the science of the

horse, is a rare manuscript said to be in existence only at two other places, Lahore and London, but the one at Tanjore has the advantage of being illustrated. At the time of writing this, the Government have deputed a Veterinarian to investigate the possibilities of usefully adopting the indigenous system of veterinary science to modern conditions.

Sanskrit literature had found such an encouragement that men of letters found royal patronage for their works. Ramabadramba, a courtesan of Raghunatha Nayak, the third of the Nayaks, wrote in Sanskrit in praise of her lord "Raghunatha Vijayam." This is to be found in the Library.

#### Environns

Tanjore has for ever remained the seat of orthodox Hinduism since it was fortunate in having a line of successive rulers devoted to the cause of religion and learning. This is mainly responsible for the several huge temples dotted all over the Tanjore District—Temples richly endowed, which remain to-day as fresh and new as they were when they left the sculptor's hands. The millions of people to-day, steeped as they have been in the hoary traditions of the past, still cling to the religious customs and habits,



A leaf from the Aswa Sastra.

which have tended indirectly to perpetuate the history and memory of the pious rulers of the ancient times.

Curious as it may seem, Tanjore has not made rapid strides in the development of commerce or industry as the cities of Madura and Trichinopoly have done. It remains "historic" in the true sense of the word, with nature's bounty lavished on her, in the form of perennial rivers, coursing through her regions and rendering the entire tract fertile.

#### Modern Amenities

Tanjore was the earliest to have the advantage and convenience of modern transport, the first railway line to be constructed being from Tanjore to Negapatam in 1861. With the increasing popularity of the Railway, the several branch lines forming a net work of railways, were opened in quick succession around Tanjore. This added to the social, industrial and material prosperity of its people. The

modern conveniences of Refreshment rooms, and retiring rooms for Indians and Europeans were opened and Tanjore is claimed to be one of the model Railway stations.

The irrigation facilities to some of the outlying areas in the Tanjore District were considered insufficient and with the scheme of the Metur Canal completed by the Government, the agricultural wealth of the Tanjore District considerably increased, making it the Emporium of the South for Agricultural products, especially paddy. A branch of Metur Canal runs through the heart of the city, alongside the temple and the moat, which originally formed the city's fortifications.

With all the conveniences of modern life, an efficient Municipality, pure water supply, an excellent system of drainage, electricity and an efficient and quick means of transport, Tanjore contains the elements that link the past with the present, perpetuating its attraction for the tourist and the pilgrim.

How many individuals, I wonder, who are living right up to their incomes, pause to consider that by so doing they are working for nothing? Yet it is so. The net profit of any business is the surplus left over after all outgo and depreciation has been met and allowed for. Similarly the man who has nothing left over from his year's labour after meeting outgo, has made no profit from it. Neither has he allowed for depreciation and every human being is not merely a depreciating asset, but an intricate machine liable to sudden and permanent stoppage. A business concern which places a proportion of its profit to reserves and invests wisely makes a further profit from its profits. The individual who earmarks a margin of income as 'profit' and wisely invests it is doing the same thing.

*John O'London's Weekly.*

"Go slow" is nature's precept to all the best of her creations. "Ill weeds" she says "being energetic grow apace".

*Robert Lynd.*

#### The three aspects of the Doctor.

An angel when called to the bedside of a sick man;

A God when the cure has been effected,

And the very devil when subsequently presenting the bill.

The house which opens not to the poor will open to the physician.

If the fox is king, bow before him.

The wine belongs to the master, but the waiter receives the thanks.

When others gather do thou disperse. When others disperse, gather.

Energy is endless delight.

*Blake.*



The Flying Scotsman.

Passenger movement on the Home railways now returns to normal, after a particularly successful holiday season. During the past three months vast numbers of excursion trains have been operated over all the mainlines, while striking accelerations of ordinary passenger services everywhere were introduced. In the summer time-tables of the L. M. & S. Railway provision was made for the speeding-up of no fewer than 110 trains, and among the services placed at the disposal of holiday-makers by the Euston authorities were 67 trains covering 2,883 miles daily at the average start-to-stop speeds of 60 miles per hour or over.

On the L. & N. E. line, additional holiday services involved the running of 1,276,120 miles weekly. Out of King's Cross Station, London, trains like the "Flying Scotsman", the "Coronation" and the "Scarborough Flyer" were run regularly in two or three parts, while many branch-line services, discontinued during winter and spring, were specially restored over the period July-September. That ever-popular holiday line, the G. W., included in its summer services the running of 800 additional express trains on week-days and 600 on Sundays. Twenty-five of these trains covered 2,075 miles daily at speeds of a mile a minute or over. More and faster main-line trains were operated by the Southern to the Devon and Cornish coast, and the "Atlantic Coast Express" from Waterloo to the West Country regularly ran in five portions every Saturday.

There was probably never before such a fine stock of passenger vehicles placed at public disposal as was the case this summer. Each of the group systems prides itself on the comfort and cleanliness of its carriages, and on the



#### OUR LONDON LETTER

(By Arthur L. Stead.)

long-distance trains refreshment and buffet cars have done a roaring trade. Passenger stock has, of course, been improved in design and decoration beyond belief in recent years, and a feature has been the thoughtful employment of colour. Each company has its own standard colour scheme for carriage decoration, and on the G. W. new standard colourings for the interior decoration of passenger stock have just been adopted. In first-class corridor compartments the scheme followed is cream and blue; in first-class non-corridor compartments cream and brown; and in all third-class compartments cream and green. Curtains, blinds, carpets and floor-coverings match the patterned upholstery, while the woodwork is in polished teak. New coaches built at Swindon will in future all incorporate this fresh colour scheme, and coaches passing through shops for repairs are being redecorated as opportunity offers.

The Southern Railway is in the news at the moment because of two developments on the passenger side. One concerns the opening in London, in association with Imperial Airways, of a new railway terminus to house the special trains operating to and from the Empire Flying Base at Southampton. The other relates to a further extension of the elaborate electrification centered on London.

The new Airways Terminus is situated adjacent to Victoria Station, world-famed for its continental services. It has every modern equipment in the way of waiting-halls, refreshment facilities, luggage handling apparatus, and so on, and the opening of this fine new station marks a further step in rail-air co-ordination. Incidentally, the Southern, in association with the G. W. Railway, recently has established a

new organisation styled Great Western and Southern Air Lines, to provide Air Services in southern and south-western England.

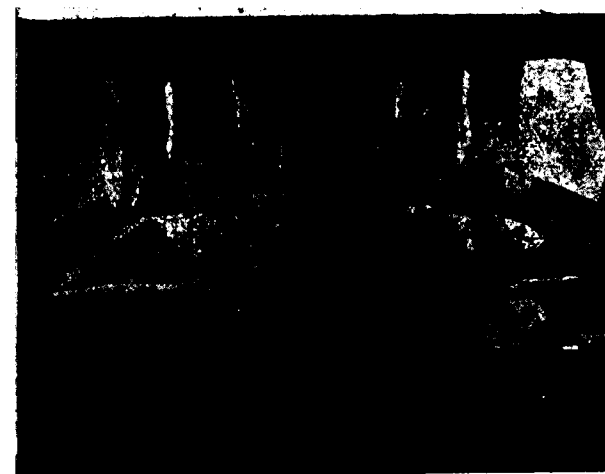
The Southern has for long operated the largest suburban electrification of any Railway in the world. The latest extension covers four stretches of track in Kent—Gravesend to Gillingham, Strood to Maidstone West, Swanley to Rochester, and Otford to Maidstone East. This adds another 54 route miles—making a total of 702 route miles—to the Southern electrification. For the new services about 150 additional coaches have been built, and greatly accelerated services have become possible. Between London and Chatham, via Strood, passenger trains have been increased from 40 to 49 daily, and the average journey time reduced from 76 to 69 minutes. Between London and Maidstone West trains have been increased from 24 to 43 daily, and average time cut from 106 to 93 minutes. Equally striking improvements have followed electrification on the London-Chatham, via Swanley, and London-Maidstone East routes. An interesting point about the coaches utilised in the electric services is the provision of duplicated periscopes, which allow of signals being observed by the guard when travelling in either direction. These are called for because the width of the stock prevents the use of the conventional side look-outs.

The French railways work in the closest association with the Southern, and it is interesting to find many French routes also being converted to electric traction at the present time. Now that there has been completed the throughout electrification of the Tours-Bordeaux route, the Paris authorities control an electrified track-age of about 2,090 miles. The Tours-Bordeaux conversion is part of the big south-western electrification scheme covering the main-lines of the former Paris-Orleans and Midi Railways, now embraced in the French National Railways. The 1,500 volt direct current system is followed, with electric locomotives fed by overhead transmission lines. Altogether, some 640 electric locomotives are in traffic in the French south-western region, these being mainly heavy

express machines and B-B type locomotives for mixed traffic working. The newest express passenger locomotives are just over 58 feet in length over buffers, and have a total weight in working order of 136 metric tons. They are of the 2-6-2 wheel arrangement, with driving wheels of 5 ft. 9 in. diameter, and carrying wheels 3 ft. 2 in. Maximum speed is approximately 80 m.p.h., and tractive effort 44,092 lbs.

It was at the beginning of last year that the individual railways serving France were combined to form the French National Railways. Five big systems were involved in this unification, and the move has been effected without the slightest difficulty and with no inconvenience whatsoever to railway users. Considerable progress already has been made in standardising plant and rolling stock, and this effort is resulting in simplification of maintenance and ease of working. Operating improvements are being introduced throughout the system, and many of the smaller classification yards have been closed, and the working centralised at larger and better-equipped yards. Much re-routing of traffic has become possible under the new conditions, and signalling is being standardised throughout the whole of the railway system. Our good French friends are certainly to be congratulated on the very thorough fashion in which they have tackled their own peculiar railway problems. To-day, no European country possesses a more efficient and all-embracing transportation machine than that controlled from Paris.

The steam locomotive has many competitors these days, but the "Iron Horse" continues the most favoured power unit on the majority of the world's railways. In the production of new and more efficient steam locomotives there is at present considerable activity in the shops of the four group railways of Britain, situated respectively at Crewe, Doncaster, Swindon and Eastleigh. Touring these hives of industry to-day, we are afforded abundant proof of the belief of the administrations that the steam locomotive still is a very wise investment, as well of the growing optimism of our railway managers in the approach of more prosperous days.



Saloon of Her Majesty Queen Elizabeth.

Starting at Crewe, the huge locomotive works of the L. M. & S., we find construction proceeding on twenty new streamlined steam locomotives of the "Princess Coronation" class, all named after cities on the L. M. & S. These engines are 74 feet long, and weigh in working order approximately 165 tons. The tenders accommodate 10 tons of coal and 4,000 gallons of water. Painted in standard L. M. & S. red, with horizontal gold bands, they are being introduced in main-line working immediately after being run in. Doncaster shops—home of Sir Nigel Gresley's famous "Pacifics" are turning out new L. & N. E. locomotives of the V. 2, 2-6-2 "Green Arrow" type, designed for mixed traffic working. Swindon—the G. W. locomotive centre—has just completed six new 4-6-0 engines of the "Grange" class; while in the Eastleigh shops the Southern has been busy adopting a number of modifications to its 4-6-0 "Lord Nelson" class locomotives, including alterations to smokebox arrangements aiming at increased steaming capacity.

The months from October to March represent the peak period for freight movement in Britain. Last year the four groups conveyed 254,496,000 tons of freight, equivalent to 5½ tons per head of the population. In a single year their freight trains cover 133,440,000 miles, the average length of haul equalling 58 miles. Average net freight train load is between 120 and 130 tons, and the average revenue to the railways for hauling a ton of goods for one mile is approximately 1½d. About 1,250,000 goods wagons are in service, and there are 6,908 goods stations throughout the 50,555 miles of railway lines.

Average wagon load at starting point is between 5 and 8 tons, but the largest wagon in service can carry a load of 150 tons, spread over 56 wheels. To carry particular types of traffic 50,000 special trucks have been built, and more than 45,000 wagons have capacities of 20 tons and over. The largest covered goods station in Britain—and, incidentally, in the world—is the Great Western station at Temple Meads, Bristol. The biggest marshalling yard is on the L. & N. E. R., at Whitmoor, in Cambridgeshire, with a capacity for 10,500 wagons. Just now, because of the growth of armaments traffic and the general improvement in trade, freight receipts are creeping up week by week. This upward trend seems likely to continue, and one and all look forward to a busy season for those engaged in goods traffic handling.

Their Majesties King George VI and Queen Elizabeth are very good friends of the railways, making use of this means of movement for all except the shortest journeys. The King Emperor has travelled by train in many lands, and has won the affection of railwaymen of all grades. For many trips by rail Their Majesties make use of a special saloon coach attached to ordinary passenger trains, but for journeys of any distance there is brought into service the Royal Train, housed when not in use at the Wolverton Shops of the L. M. & S. line. It has just been announced that the L. M. & S. are constructing two new saloon coaches for this train. The vehicles will be decorated and equipped in accordance with modern taste, and will probably be brought into service towards the end of the year. Actually, the existing Royal Train was built as long ago as 1900. There are, in all, twenty vehicles available, these being painted outside in the old London and North Western Railway colours—lower panels in carmine lake and upper panels in white, with gold-leaf lining. As a general rule, only ten of the coaches are selected to form the Royal Train, these ten vehicles weighing about 370 tons. Two of the carriages are special saloons for the personal use of Their Majesties, and it is these which are being replaced by more up-to-date stock.

Employee educational plans of the Home railways now are in full swing for the winter session. Experience has shown that the ideal mental equipment for the railwayman should embrace a good knowledge of all branches of railway working, with a specialised knowledge of one particular phase of railway activity. It is on this basis that the elaborate educational programmes of the group lines have been built up. The L. & N. E. System was a leader in the staff educational field, and in its educational effort this railway works in close association with the leading universities. Classes are run at various centres for clerical workers in such subjects as railway geography, accountancy, statistics, train operation and signalling, book-keeping, railway law and economics. Written examinations are held at the close of the session, and successful candidates are awarded certificates, money and book prizes, these awards being entered in their histories, and considered carefully when promotions are on the way. The educational schemes also cover almost all other grades. For employees in every department there are suitable lecture courses, while debating societies, cinema film displays and other activities all help the men to

No man has a good enough memory to be a successful liar.

*Abraham Lincoln.*

Hard work is the best investment a man can make.

Have initiative—Ruts often deepen into grooves, Cultivate personality—personality is to a man what perfume is to a flower.

The man who has done his best has done everything.

The man who has done less than his best, has done nothing.

Patience is bitter, but its fruit sweet.

*Rousseau.*

increase their knowledge and fit themselves for promotion.

Before the next issue of this magazine appears, another Armistice Day will have come and gone. When the glad news flashed across the world on November 11, 1918, your correspondent, along with a little band of "soldier-railwaymen" engaged on transport work near Lille, in Northern France celebrated the signing of the Armistice in a little wooden shack which did duty for a mess. A couple of yards from the door lay the light railway that snaked its way through the shell-torn poppy-fields, and linked the standard-gauge lines with the front-line positions. We were privileged to serve on both standard and narrow gauge railways in France and Belgium with the Royal Engineers, and later on the Transportation Staff of the Rhine Army. Our outstanding memory, as Armistice Day comes round, always will be of the heroism and supreme devotion to duty of those gallant soldier-railwaymen who kept traffic moving under the most trying conditions over the flimsy 60 cm. lines immediately behind the fighting-front. Here's greetings to all ex-servicemen who survived, and the kindest memories of those dear colleagues who gave their all that you and I might live.

#### Vicious circle

Rags make paper, paper makes money, money makes banks, banks make loans, loans make poverty, poverty makes rags.

Unto whom much is given, from the same shall much be required.

Democracy is the game of life played according to the rules made by the people themselves.

*N. Z. Nat. Review.*

A man should never be ashamed to own that he has been in the wrong, which is but saying he is wiser to-day than he was yesterday.

*POPE.*



## "The Secret of Henry Winterbottom"

(By Lawrence Wolfe)



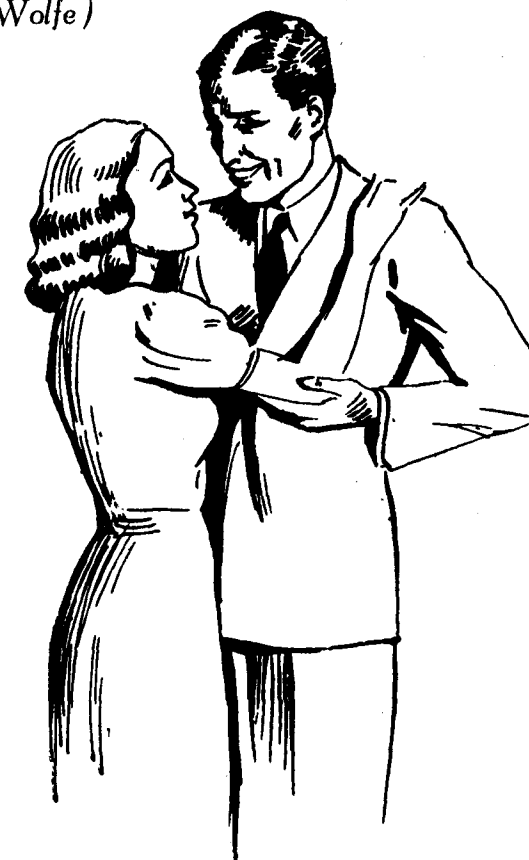
HALL I tell her the truth or shall I not? That is the question. I cannot imagine what is going to happen if I do, but if I do not I shall certainly go mad. She is the best wife a man ever had, and I love her dearly, but ever since we were first married she has been calling me her hero whenever—well, during the most intimate moments of our conjugal life, and I feel that if this goes on much longer it will ruin our happiness altogether. I have made one or two attempts to break her of this intolerable habit. "Bertha, darling", I said, "do stop calling me your hero....."

But that was as far as I could get. Bertha insisted that I was a hero, her hero, and the next time she whispered the hateful words into my ear again.

Well, I am not a hero. I do not look like a hero. I do not feel like a hero. I have no ambition to be a hero. I am plain Henry Winterbottom, schoolmaster at Moreton—on—the—Mud, and I love my profession, and I am quite content to be what I am. When Bertha says, "My hero", she is telling an untruth, an absolute untruth. The trouble is that she does not know it, and I must either tell her or go on suffering the torments of hell till I die or go crazy.

This is how it all began.

When I was courting Bertha I had a rival in Jake Buggins, who now owns the big butcher's shop in the High Road, but was then heir presumptive to the business. Jake was a big chap, though not so fat as he is to-day, and handsome in a stupid, beefy way, besides which he stood to inherit property worth at least five thousand pounds, while I—well, I wear size thirteen in collars, and as to property, I had none and expected none. All I had was my salary at the



school and, by way of personal advantage, a glib tongue and a little culture. I could talk about literature and art, and sometimes I could be witty, which Jake could not, for he was what the Americans call "dead from the neck up."

Well, neither of us knew where he stood with Bertha, though it was obvious that her parents favoured Jake. Naturally, the whole village knew about our rivalry, and watched it with the keenest interest, and there were some who went so far as to bet on the outcome. Relations between me and Jake were rather strained, although we had known each other all our lives, but there was a tacit understanding between us that we should never call on Bertha at the same

time. We visited her on alternate Sunday afternoons, Sunday having been chosen by both of us because Bertha was then generally alone. Her parents spent most of the day in church, while the servant had sufficient sense to make herself scarce.

Now, Bertha's father was a market gardener, so their place was right on the edge of the village, along the road leading to the city, and their nearest neighbour on either side was a quarter of a mile away. Being very much in love, I was glad of this seclusion on my Sundays, but thought of it with bitter jealousy when it was Jake's turn to enjoy its advantages. Of course, I did not know then that the secluded situation of Bertha's home would ultimately prove to be my salvation.

Well, things went on like this for a long time, Jake calling on Bertha one Sunday, and myself on the next, but neither of us getting any "farrarder". Bertha and I used to walk for hours on the nicely kept lawn they had behind the house, or sit in deck chairs, talking and enjoying each other's company, but nothing ever happened. Bertha laughed at my jokes, and sometimes she said I was a dear, but that was all. When I tried to talk about love she used to gaze into the distance with a soulful expression in her eyes, then she would suddenly turn the conversation, so that I never knew what she really felt. And between visits I used to dream of her, and her sweet image was never absent from my mind.

Then on Saturday night—it was mid-summer—I went for a lonely walk to the little park that had been presented to the village by the squire. I walked about for a while, thinking of the morrow, for it was my turn to call on Bertha. Then I lay down in the grass behind some bushes to dream about her. A few minutes later I heard the noise of footsteps on the gravel path on the other side of the bushes, where there was a stone seat. There were two people, as far as I could judge, and they were stopping and sitting down. They were talking in low tones, but I could not help overhearing every word they said.

"Don't be a coward, Jack," came a voice that I instantly recognised as Jake's. "All you got

to do's to make up like a tramp—you know how, you're an actor.... Then you just go along and frighten the life out of him with a toy pistol. That's all I want. When she sees what a coward the little shrimp is.... He's got the gift of the gab, and he's got a bit o' learning, but he isn't a man....."

"It's a bit dangerous", said another voice that I did not recognise.

"Dangerous, my eye!" said Jake. "It's just a joke, and I'll pay you a fiver for it." There was a silence, then: "Well, what do you say?"

"All right, I'll do it", said the other voice.

"That's the ticket", said Jake. He'll be there about five o'clock—walking with her on the lawn.... She'll probably scream.... And I'll happen to be somewhere near...."

Of course, I realised at once that he was talking about me, and I thanked my stars for the coincidence of my being there at that particular moment. As I have said, I am no hero, and if I had been confronted by anyone looking like a tramp and holding anything that looked like a revolver, without knowing that it was a put up job, I should certainly have made a fool of myself in front of my beloved. But now.... Fate had delivered my hated rival into my hands.

It did not take me long to decide what I was going to do at the critical moment. I was no good with my fists and, in any case, I was only a feather weight. But I could fight, and fight well, with my toes. I had learnt the trick a few years earlier in France, during a long summer holiday. It is the French jiu-jitsu, and kicking matches are still organised in some parts of the country, just like minor boxing matches in England. I had acquired the art and, being light as well as nimble I could out-kick most French amateurs, and not a few of the professionals. So my plan for the morrow was simple. I would demonstrate my skill as a kicker on Jake's hired "hold-up man". I looked forward to the encounter with glee, and not a little excitement. Here was a chance for me to demonstrate to Bertha my superiority over Jake in yet another sphere.

The following afternoon Bertha and I were walking on the lawn as usual. I think I did not betray my excitement, though, looking back on

## MYSORE

Art and industry, science and engineering, history and legend have found their fulfilment in Mysore,—the State with an everlasting fascination to the tourist, industrialist and the aesthete alike. Described by Lord Sankey as a pattern not only to India but to the world, it is small wonder that this premier State, rich in tradition and glory, enchanting in its appeal, has fired the imagination of the most distinguished savants. The high level of its administration has, doubtless, drawn to it visitors from the remotest corners of the globe; but no less attractive are the State's magnificent scenery, its spectacular sights, its shrines and temples and its industrial and agricultural enterprises. Arresting the attention and compelling the admiration of discriminating visitors and thinkers in that it has been able, despite general depression, to develop its industries and provide for the welfare of its people in the way it has done, Mysore has been steadily forging ahead, and specially during the past ten or twelve years, the progress achieved not only in the sphere of industry but also in political evolution, is phenomenal.

The cradle of the three great dynasties that ruled the South in the centuries that are gone, namely, the Kadambas, the Hoysalas and the Kings of Vijayanagar, Mysore has an abundance of rich history and no visitor to India can afford



The Gersoppa Falls.



The Vani Vilas Hospital, Bangalore.

to miss Mysore. It is no exaggeration to say that no other country in the world with the same area as Mysore is wealthier in attractions of a comprehensive nature. It is the tourist's paradise. Once seen, Mysore can never be forgotten,—the memory of it is indelible and will always be happy. The Gardens at Brindaban, the waterfalls at Sivasamudram and Gersoppa, the temples at Somnathpur and Belur, the primeval jungles, rich in elephant and bison, of Heggadevankote, the industrial undertakings at Bhadravati and the lovely cities of Mysore and Bangalore, leave the visitor wonderingly mute and joyous.

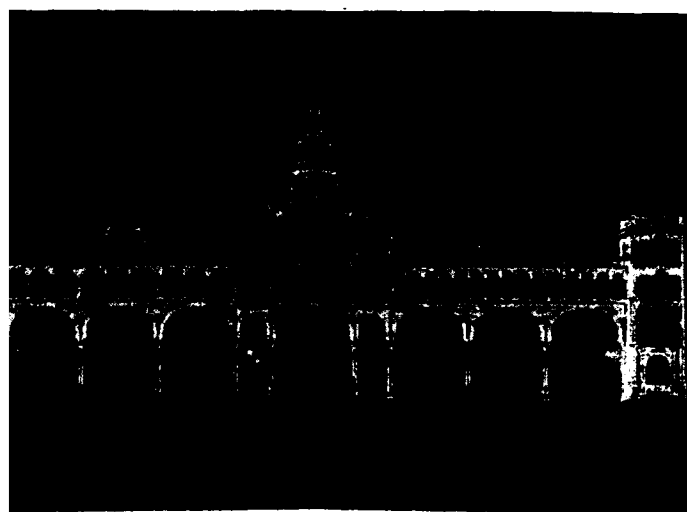
The city of Mysore, the centre of the State's glory and its capital, India's garden city, has been described as the cleanest city in India. Lying at the foot of the Chamundi Hill, Mysore City is famous for its sandal oil and silk factories. Here can be witnessed, during the Birthday of His Highness the Maharajah (May-June) and the Dasara festivities (September-October), sights of unsurpassed beauty and splendour. In Mysore are located the University, the Krishnarajendra Hospital, the Chamarajendra Technical Institute, and the Oriental Library. Mysore is 87 miles distant from Bangalore and can be reached either by train or by car.

Seringapatam, the old capital of Mysore, is ten miles from the present capital. Rich in history are the fort, bastions and dungeons. It was here that the British army finally overcame Tipu Sultan. The dam at Krishnaraj Sagar, 12 miles from Mysore, impounds the waters of the Cauvery, forming the second largest artificial lake in the world. Below the reservoir, are the far-famed Brindaban Gardens, a dream of

beauty. The Hindu pilgrim may go to Melkote, connected with the great Vaishnava philosopher, Ramanuja.

Bangalore is the administrative capital of the State, connected by rail with Bombay and Madras. Fast developing into an important industrial centre, the city, with its mild and equable climate, has attracted many people from British India who have made it their home. Its fine parks and public gardens, its imposing offices, colleges and hospitals and its several factories are well worth a visit. Nandi Hill lies 35 miles from Bangalore to which place it is connected by a light railway. It is a popular summer resort and is not without historical associations. The Sugar Factory is situated at Mandya, on the Bangalore-Mysore route, and has a capacity to crush 1,400 tons of sugarcane per day. It is reputed to be the second largest factory of its kind in India. The Kolar Gold Fields, about 60 miles by rail or by car from Bangalore, possess some of the deepest mines in the world. Sivasamudram, thirty miles from Maddur on the Bangalore-Mysore railway line, where the Cauvery makes a descent of about 200 feet in a succession of rapids and cascades, is the premier hydro-electric station in the State.

Famous throughout India for its Jain temples and its colossal 60-foot stone statue is Sravana-belagola, just lying off the Bangalore-Hassan route. Belur and Halebid, an hour's run by car



The Mysore Maharaja's Palace illuminated.



River drive of Elephants.

from Hassan, which is itself connected by rail from Mysore, are famed for their temples built over nine hundred years ago, which for fertility of design and perfection of finish leave the visitor speechless. Sringeri, the seat of the Jagadguru, is a well-known centre of Hindu culture and can be reached by bus from Tarikere railway station. Sivaganga is near Niduvanda on the Bangalore-Poona section and has some large cave temples and also an unfathomed pool in a cleft of the hill.

The Mysore Iron and Steel Works at Bhadravati are the second largest of their kind in the British Empire and contain the only charcoal-blast furnace and wood-distillation plant in the East. A few miles from this place is located the 3-mile long aerial steel ropeway worked by gravity to convey the iron ore mined at Kem-mangundi to the Steel Works.

The Gersoppa Falls, about 175 miles from Mysore City or Bangalore, can be easily reached by car from Sagar, the terminus of the Birur-Shimoga-Sagar Railway. They are considered to be the highest in the world. The river Sharavati falls over a tremendous chasm about half a mile wide and 830 feet deep. There is glorious scenery round about; and two travellers' bungalows have been erected for the convenience of visitors.

## Humours of Golf

(By Ted Ray, ex-British and American Open Champion.)

Golf is a game which lends itself singularly open to humorous interludes. I do not know of any game in which there is so much social contact and so much opportunity for conversation even during the stern fray. Men foregather in the club-house, they can converse on the course, and after their game they almost inevitably play "just one more hole". Of course, everybody has heard of the "19th".

What wonder, therefore, that the Royal and Ancient Game has produced its quota at least of little humours. Golfing stories there are in super-abundance, and there are many that I would hate to spoil by insisting on their truth. Still, one or two that have come within my own experience are probably worth while retelling.

There is almost a classic of my valued colleagues, "Sandy" Herd and "Jimmy" Braid. Now, nearly everybody knows of the deliberate play of Braid and the characteristic "waggles" of Herd on the teeing ground. It has been said that Herd has on an average sixteen "waggles" of the driver before he smites the ball.

"Sandy" was in a match with "Jimmy", and Herd had indulged in his usual ration of waggles, and at length sent the ball beautifully down the middle of the fairway. With a smile of satisfaction, he ejaculated "That's got ye, ye wee fellow!" Without twitching a feature, big James, watching the flight of the ball, pawkily remarked "Well, ye warned it Sandy".

I have in mind the young professional in his late teens at that time and now attached to a well-known North London club. He had finished his eighteen holes in a medal competition, and then joined a coterie of other professionals in the club-house. In their midst was Fred Robson, avowedly the humorist of any party of which he is a member. Fred listened to the young fellow's tale of proficiency and woe. The youngster "led off" almost for ten minutes on how magnificently he had been hitting the ball off the tees, how he had been on the green at

every long hole in two, etc. But the series of three putts per green that he had indulged in had nullified all his good work. At length Robson could stand it no longer. "Look here, young man", he interrupted, "it seems to me that if the hole were as big as your mouth, you would never miss a putt at all".

There is a story of a medal competition in which I played, and it would be rather indiscreet of me to mention names. At any rate, one man who had not achieved a great deal of fame, and has not done so since, so far as I can estimate, came in full of eulogies for the play of his opponent.

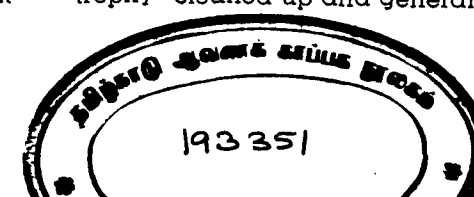
"Believe me", declared the admiring one, "that fellow I have just played would have left Bobby Jones and Walter Hagen stone cold. His drives were straight as arrows, and what length! His second shots were dead on the pin. He never used his putter more than once on any green." One member of the listening audience broke in with "And what did he beat you by?" "Oh, I won by four and two," was the prelude to another outburst of admiration.

### GOLF

#### A Little Previous

He is a poor man who cannot tell a story against himself. It takes me back to pre-war days when the Leeds Challenge Cup competition attracted the cream of the golfing talent of England—not necessarily on account of the size of the trophy. At that time I was attached to the Ganton Club, Yorkshire, where I had succeeded Harry Vardon. In 1910 I was the winner, and I took the Cup to the Yorkshire coast. I put it into my bank vault and thought no more about it until just on twelve months later, when I received a blank entry form for the competition of 1911. With only a few days left, I took the Cup to a local jeweller, and told him that, as I was the holder, I wished the trophy cleaned up and generally made to look

82  
X415 m 21.1.1935  
N39



tidy. Imagine my feelings when on the eve of the 1911 competition I collected the Cup again and found that on a shield on the plinth the jeweller had inscribed "1911 winner, E. Ray." I was thankful when on the next night I did happen to win that Cup for the second successive year.

Admirers of Arnaud Massy, the Basque who learned his golf under the late Ben Sayers at North Berwick before going on to become the first man to take the British Open Championship from these shores, may recall that Massy's English had a pronounced Scottish flavour. Well, on a course about forty kilometres outside Paris there was a professional who had no knowledge of English and who was told by his club that it had no further use for his services. When Massy came along to that particular course to play in a competition the "native" professional poured out to Arnaud his tale of woe, which ended with the information that the new man, a Scot, was already settled in the local professional's shop. "Never mind about that," assured Massy. "Just leave the——to me, I'll talk Scotch to him, and he won't want to remain here."

Perhaps I may be allowed to wind up with a story about myself and my association with Harry Vardon which is not of the humorous variety. Harry and I both come from the little village of Gorey, on Jersey Island, which

produced Tom Renouf, the Gaudins and other well-known golfers. Our beginnings at golf generally consisted of operations with tree branches and stones. Thirty-five years ago, when I was a youngster attached to the Royal Jersey Club, the members of that organisation decided to have a "whip up" to send me across to the Hampshire Professional Championship which was to be played at Winchester. That was my first visit to the mainland, and when I had won the Championship and had been handed a cheque for £10, I had some sort of idea that I was a made man. That caused some little enthusiasm at the Royal Jersey Club, and my name was forwarded as a last-minute entry for the British Open Championship, which that year was played at Sandwich. I had just entered manhood in the matter of age, and no more. Perhaps you can imagine my feelings when I found that I was drawn in partnership with Harry Vardon, who twice before had been British Champion, and who at that time was the holder. Even then I had a fairly big stature, but I felt a very small chap indeed when I looked around and saw the crowd that was following us—or shall I say Vardon. Well, in his career Vardon won six British Open Championships, and I was his partner when in 1899 he accomplished the feat of winning it in consecutive years. Thirteen years later I myself knew what the ordeal of winning the Championship really was like.

A doctor had an urgent phone call from a gentleman saying his small son had swallowed his fountain pen.

'All right' "I'll come at once" replied the doctor, "but what are you doing in the meantime"?

Whereto came the answer, "Using a pencil."

A boy in the dock in a Polish Criminal court was being tested as to his mental powers.

The Magistrate said to him

"How many States are there in Europe"

Immediately the boy's counsel got up and turning to the Magistrate said "Sir, my client has not yet had time to read the morning papers and can't therefore give a reliable reply".

## Trichinopoly All-India Salon of Photography

Trichinopoly has made history in the realms of Photography by holding an All-India Exhibition of Photography in the Durbar Hall of the famous Maharani Mangammal. This is the first time that this historic building has been used for the promotion of art photography. It is also the first time that a photographic salon has been arranged at a mofussil station. The Salon was held under the auspices of the Trichinopoly Amateur Photographers' and Cinematographers' Association. The Exhibition was opened on the 1st July, 1939, and continued for 9 days. About 2,000 visitors attended during its session.

2. Four-hundred and twenty-six entries were received in the pictorial section from 114 exhibitors, and of these 188 prints by 97 entrants were accepted for the Exhibition. The pictures accepted were of a high order and it was considered that the pick of India's art in the pictorial, landscape and still life photography was well represented. In the Colour Transparency Section, 90 slides by 9 artists were received, and 76 slides by 9 artists were accepted. In the Sub-Standard Cinematographic Silent Film Section, 12 entries by 8 entrants were received and all these were accepted. The exhibits were shown under glass with special screened lights.

3. The Premier Award — Sir Thirumalai Desikachari Gold Plaque—was awarded to the picture "Modesty" by A. J. Patel, A.R.P.S., F.R.S.A., Bombay.

Five Silver Plaques also were awarded to S. Jepson for his picture "The Bow", to N.B. Cooper for his picture "Peter", to Datta Khopker for his picture "Retreat", to F. Howard Oakley for his picture "On the banks of the Danube", and to K. Muthuramalingam for his picture "Lull after Storm." A "Pilot Six" Reflex Camera was awarded to A.N. Nagaraja Rao for his picture "After the Shower".

In the Colour Transparencies Section, a Silver Plaque was awarded to M. Desai for his colour transparencies.

In the Amateur Cinematography Section, the Premier Award — "Subhadra" Gold Plaque — was awarded to the Amateur Cine Society of India, Bombay, for their film "The Local Panther". Three silver plaques were awarded to (1) "Autobiography of Mr. Rupee" by K. G. Krishna Rao, Nuzvid, (2) "Bombay's Fire-Fighters" by N. J. Nalawalla, A.R.P.S., Bombay, and "Tang" by R. D. Pestonji, Bangkok, Siam.

4. Every evening during the course of the exhibition, Cinematographic films and Colour Transparencies were exhibited to an enthusiastic audience.

Women more quickly discover faults, men good qualities.

Everyone has some problem. I never met a completely trouble-free man. It is a sort of compensating Law of Nature, that if a man is free from financial troubles, say, then he has health troubles, or home troubles, or a very exacting and demanding job. If you do not believe this, just ferret about among your friends, and you will find that everyone of them has some secret trouble or grievance about which they say little but brood much.

"Modern Salesmanship."

Merely having an open mind is nothing. The object of opening the mind and opening the mouth is to shut it again on something solid.

G. K. Chesterton.

The man who cannot take an occasional knock does not deserve to make a hit.

Hard work is the yeast that raises the dough.

One little act performed is worth a million good intentions.

Grant Colfax Tuller.



REPOSE

*M. Deol, A.R.P.S.*



MODESTY

*A. J. Patel, A.R.P.S., F.R.S.I.*



THE VEIL

*R. R. Baradwan*



RETRAIT

*D. B. Khopker*

Reproduced by the courtesy of the Trichinopoly Amateur Photographers' and Cinematographers' Association.

## The Legend of "Soma" the Moon

The sage Daksha, earliest of the Lord's creations, had twenty-seven daughters whom he gave in marriage to the Moon, "Soma" the beautiful. They became the twenty-seven stars of the Hindu Calendar.

The most charming of them all was Rohini, to whom Soma was particularly attached, and with whom he spent all his time utterly neglecting the other sisters.

Disappointed at the treatment meted out to them, the others reported Soma's indifference and requested their father to intervene on their behalf.

Daksha spoke to Soma advising him to accord equal treatment to all the sisters. Although Soma tried to follow this advice, the charms of Rohini were irresistible and the other sisters again found themselves neglected.

Time and again Soma was reprimanded for his indifference and was finally even threatened with a curse if he did not behave and treat all the sisters alike.

In view of the threat, Soma did his best to follow Daksha's advice but the charms of Rohini led him to break his promise to the Sage, who, in a fury, pronounced a terrible curse on



Soma who became afflicted with that dreaded disease "Yakshma" or consumption.

Day by day he became thinner, his usual brilliance vanished and he was reduced to a mere semblance of his former glory.

The plant world, devoid of his life giving properties, commenced to fade and wither resulting in world-wide unhappiness and misery of mankind.

The Gods, alarmed at this catastrophe, approached Soma asking him the cause of his rapid decline in health. On being told the reason they immediately repaired to the home of Daksha and entreated him to cancel the curse which was doing so much harm to mankind.

Daksha thereupon said that if Soma promised to treat all his wives equally he would save him from complete annihilation.

Soma promised once again and the first thing he had to do was to purify himself by taking a bath in the holy water of the river Saraswathi on the New Moon day.

Thereupon he regained his usual lustre and life-giving properties which again filled all plant life with fresh vitality.

This is why for a fortnight each month, Soma the Moon wanes, thus following the original curse of Daksha, and for the other fortnight he waxes, becoming once again Soma the Beautiful; thanks to the blessings of Daksha who withdrew his terrible curse.

From "Mahabharata."



## RUBBER IN TRAVANCORE

(By N. P. Ramakrishnan)

No product within living memory has been put to a larger variety of uses than that elastic substance, which goes under the name of rubber. From the high-speed motor car tyres to the ink or pencil eraser, which every child uses, the manufacturer depends on the supply of rubber.

Yet how many of us know that those articles of rubber represent the result of research, extending over half a century, and supported by the labours of several thousands of workmen, toiling either in the plantations or the factories all the world over.

### Foundations of the Industry

Coming to this country, one has only to travel along the Travancore Ghat Section of the South Indian Railway to know the enormous stretch of forest land, which has been converted into rubber plantations. They provide but a fraction of the world's output of rubber.

The plantations in Travancore cover an area of 97,126 acres, and, according to the figures for 1936-37, export 20,646,635 lbs. valued at Rs. 7,186,518. And yet the plantations are only a little over fifty years old. Even though the existence of rubber was known to man from very early times its commercial advantages were not realised until the middle of the last century. The discoveries made by Goodyear and Hancock in the uses of rubber laid the foundations of the industry.



Rubber trees.



Extracting Latex from a rubber tree.

### Government of India's Contribution

Realising the enormous scope of rubber cultivation in India the Government of the country commissioned Sir H. A. Wickham, to collect rubber seeds in Brazil. On 15th June 1876 the Kew Gardens, London, received a consignment of 70,000 seeds. From these 2,000 seedlings were despatched to Ceylon.

It is stated that in 1880 two plants were sent from Ceylon to the First Prince of Travancore. It is more than probable that those were the first rubber plants, imported into Travancore, perhaps the whole of India.

There are several trees, which yield rubber in varying quantities. The Para Rubber, the Ceara Rubber, and the Castilloa Rubber are some of them. As with animals and men the rubber plantation industry represents the survival of the fittest, and the fittest, namely, the Para Rubber—because it was pre-eminently suited for the economic production of rubber—has survived.

With trifid leaves and small greenish yellow sweet-scented flowers the Para Rubber tree grows to a height of 50 to 60 feet. Its fruits burst when the seeds ripen fully. The real



Separating rubber from water.

commercial value of the tree is its bark, which is about an inch in thickness, and from which rubber is extracted.

#### Impetus to Cultivation

The steadily growing demand for rubber gave an impetus to its cultivation on a plantation basis. As in many other spheres Travancore took a lead in the matter of planting rubber. The Government of the State established the first plantation on the banks of the Periyar, which was followed three years later, by the opening of another estate by a



Bucketfuls of latex brought to the Factory.

private enterprise. The boom in the market-price of rubber gave a further impetus to cultivation. The expansion of the area was so great that in 1911, twelve years after the establishment of the first plantation, the area under cultivation rose to 17,000 acres, under the charge of European planters, and another few thousands of acres under the charge of Indian planters.

We can have only a hazy idea of the difficulties, which beset the path of the early pioneers, when the jungle was only partially explored, and labour was not easy. Wild animals caused much destruction. The elephants, sometimes herds of them, appeared to delight in trampling down the young plants, thus destroying whole plantations. Malaria took a heavy toll. Years of incessant work has happily obviated those difficulties, and life in the plantations to-day is as pleasant as life in the plains.

If one is interested in seeing a rubber plantation I would suggest Punalur, an important station between Shencottah and Quilon. Within about four miles from the station is one of the best equipped estates in South India.

#### In a Rubber Estate

I learnt from my friend, an experienced planter, that the first thing he had to do was to clear the jungle or the site of the estate some time in December or January. Seedlings from a nursery were then planted in the succeeding rainy season. A period of five to six years elapses between the planting of the seedling and the tapping of rubber.

In the early days different methods were adopted to tap rubber. Two and three tap-cuts were made in the tree and the latex was tapped every day. Later discoveries, however, showed that the same quantity of latex could be obtained either with one tap-cut or more tap-cuts. The majority of estates in Travancore adopted the system of making one tap-cut in a tree and extracting the latex on alternate days. The cut is about half the circumference of the tree.

It is interesting to watch the extraction of latex, which to all appearances looks like fresh cow's milk. The trees are planted so close to one another that, I am told, one tapper can tap 400 to 500 trees in one day.



Rubber sheets.

Streams of workmen were seen bringing to the factory bucketfuls of latex, and pouring the contents into a huge tank after a process of filtration with a view to remove sand and other impurities. By mixing the latex with a quantity of acetic acid, a solidified substance was produced, which after some processes was pressed between two heavy rollers making them into sheets. By now about 75 per cent of the water in the rubber was extracted. The sheets were washed again in running water and kept in a smoke room, where a temperature of 115 to 120 degrees is maintained. Thus cured, the sheets were ready for export, and I saw cart-loads of them being taken to the railway station.

Rubber producers all the world over enjoyed a good time until 1922, when they received a rude shock with the price falling down to 7d. per lb. In 1914 it was selling at 2s. 4d. per lb. The persistence of low prices gave rise to fears for the existence of the industry, since selling rubber at such ridiculously low prices could not in many cases even cover the cost of production.

#### Travancore's Lead

It was at this time, when the producer was suffering from the 'slump', and the resultant

unemployment among the labourers, that the Government of Travancore thought of the happy idea of starting a factory for the manufacture of rubber articles. It provided a market for the producer and secured employment for a large number of young men. Situated on the beach the factory is within easy reach of rail, road, and water communications. It is also equipped with the very latest machinery.

The products of the Travancore Rubber Factory, which included cycle tubes and tyres, hoses, surgical requirements, attractively designed sheetings, toys and other articles, were of a high standard of excellence. Government worked it successfully for some years, and consistent with their policy of handing over certain industries to private enterprises, leased out the factory to a local corporation. For various reasons the factory has not been working for the past few months. Government are therefore obliged to take it back and run it again as a Government concern, concentrating on manufacture of certain articles, which have a ready market, and supply the requirements of Government. There is no doubt that a factory situated in the home of rubber as Travancore can legitimately claim to be, and with such excellent means of communications, has a great future.

Before concluding this sketchy note mention must be made of the efforts of the Government of India in introducing the rubber restriction scheme, from which Travancore, like the rest of India, has benefited a great deal.



A tap cut.



## TRAVEL NEWS

### Mettur

The Stanley Reservoir at Mettur which impounds the waters of the Cauvery is considered one of the largest of its kind in the world. The dam covers an area of over 60 square miles and when full has a capacity of 93,500 million cubic feet of water. It contains a variety of fish whose breeding and conservation is looked after by the Department of Fisheries. Fishing in the lake was hitherto prohibited, but now the lake has been thrown open to the public for fishing on payment of a licence fee of Re. 1 per day.

### Coimbatore

The importance of this industrial city has been enhanced by the provision of a new station which has been opened on 1-9-39. Singanallur on the main line between Erode Jn. and Podanur Jn. has been linked up with Coimbatore from 1-10-39.

### Cochin

Among India's harbours Cochin which lies on the direct sea route to Australia and the Far East,

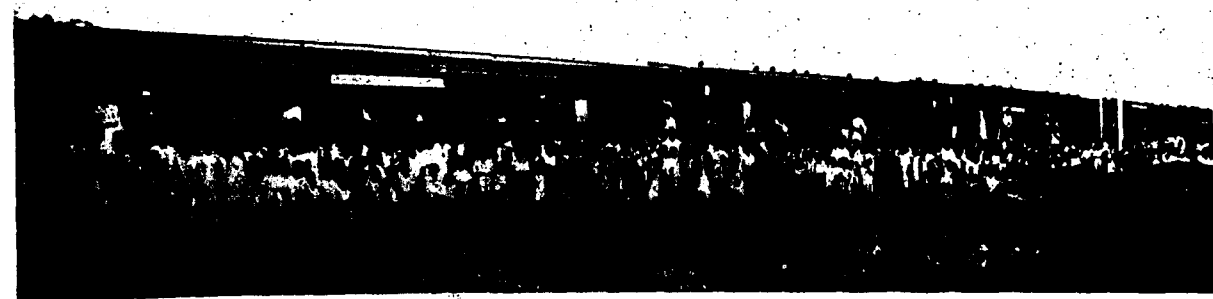
is said to be the most beautiful. The development of Cochin as an ideal port of embarkation will make South India more attractive to Continental Tourists.

### Yercaud

Yercaud will soon have the advantage of electricity. This will add to the attractions of this pretty hill station.

### Pondicherry

Archaeological discoveries recently made have revealed valuable pre-historic relics in a village 7 miles from Pondicherry. On examination it is stated that some of these relics (images of Gods, pottery, implements, etc.) date back to the pre-historic period-1000 B.C. Similar objects have recently been unearthed near Kodumbalur in Pudukottah State. Students of history and antiquarians will find considerable material for study in these places where abundant scope for exploration exists.



Excursion Special Train from Virapandiyanpatnam for the Velanganni Festival.

## Puzzle Corner

1. A painter of the Engineering Department was sent out to paint the numbers on mile stones. He had quite a long walk, as he was told to paint stones 1 to 100 inclusive, numbers to be painted on one side only.

We are not so much concerned with his foot-sore condition when he had finished, but we do want to know how many times he had painted the figure 9.

There is no catch about 6 being an inverted 9, but you should give the answer without using pencil or paper within 30 seconds.

2. A painter at Golden Rock was sent to paint the clock in the Tower over the Armoury gate. He was given a special paint for the hands of the clock. He found that it took  $\frac{1}{4}$  lb. to paint the hour hand with one coat, and half as much again to paint the minute hand with the first coat. The second coat required two-thirds of these quantities in each case.

Having been issued with 5 lbs. of paint for the job how much had he got left over?

3. Three men were dining together at a 10 anna meal restaurant. They each paid the waiter 10 annas who took it to the pay desk and there he was told that, as the three customers were dining together, the charge would only be 25 annas for all the three and he was repaid 5 annas. The waiter, being dishonest, kept 2 annas for himself and gave each man back 1 anna. This means their dinner really cost 9 annas each. Now, three times 9 is 27 and the 2 annas the waiter kept makes 29. What has become of the other anna?

4. What is the answer:—

If you multiply the figure three by nothing.

If you divide the figure three by nothing.

5. A man owned five pieces of silver chain, each piece consisting of three links, which he desired to make into one piece.

A silversmith estimated that it would cost 8 annas to cut a single link and 8 annas to rejoin a cut link.

What did it cost to join the five pieces of chain?



6. Punctuate the following words:

AND I SAID NOT OR.

7. A man entered a shop and said to the shop-keeper, "I will spend 6 annas in your shop if you will double the amount I now have in my pocket."

He did this in three shops leaving the third shop with no money at all.

How much did he have in his pocket on entering the first shop?

8. What are the next two figures in the following progression:

1, 2, 4, 7, 11, 16.....?

9. A man walked into a shop and enquired the price of a certain article.

He was told that it cost Rs. 10 for 10.

"This is very expensive," he say, "Besides I only want 9."

"In that case," was the reply, "the cost will only be Rs. 5."

What was the article?

10. If A-N-Y spells ANY and P-E-N-N-Y spells Penny, think of a four letter word in English ending in ENY.

(Answers on page 49)

# SPORTS NEWS

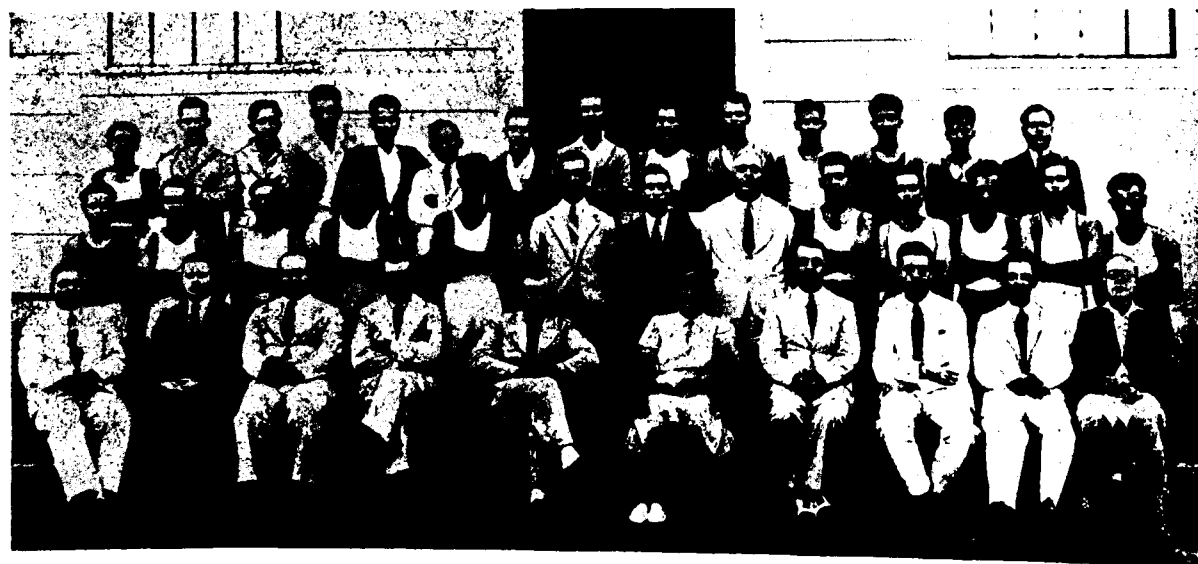


## Boxing

For some years, there has been a lull in the boxing activities of the South Indian Railway except for occasional local tournaments at Erode and Madura. The recently formed European and Anglo-Indian Golden Rock and Trichinopoly Railway Amateur Boxing Clubs have, however, revived it at Headquarters and a three day tournament was held at Golden Rock Institute on the 22nd, 23rd and 24th June. The support given by the Railway employees and the public was most gratifying and augurs well for the successful continuation of the Club.

The tournament was divided into two parts, for novices and for amateurs. The winners in each weight are given below :-

- |                                   |                                             |                        |
|-----------------------------------|---------------------------------------------|------------------------|
| 1. Boy's Mosquito weight.         | R. Fewkes.                                  | Madura.                |
| 2. Pinweight Novice.              | C. Sampson                                  | Erode.                 |
| 3. Flyweight.                     | G. W. Haynes.                               | Golden Rock.           |
| 4. Bantamweight.                  | W. B. Vassou.                               | "                      |
| 5. Featherweight.                 | D. Cleur.                                   | Erode.                 |
| 6. Lightweight.                   | J. Figredo.                                 | Madura.                |
| 7. Welterweight.                  | R. D'Costa.                                 | Golden Rock.           |
| 8. Middleweight.                  | N. Trencher                                 | "                      |
| 9. Special contest. Light weight. | Cooper, (The Royal Inniskilling Fusiliers.) | "                      |
| 10. Pinweight.                    | B. Rozario.                                 | Trichinopoly Junction. |
| 11. Flyweight.                    | C. Rozario.                                 | Villupuram.            |



Members of the Boxing Club.

- |                                    |                                                         |                        |
|------------------------------------|---------------------------------------------------------|------------------------|
| 12. Special contest.               | L/Cpl. Campbell.<br>(The Royal Inniskilling Fusiliers.) |                        |
| Bantamweight.                      |                                                         |                        |
| 13. Bantamweight.                  | C. A. Pereira.                                          | Golden Rock.           |
| 14. Featherweight.                 | S. D'Cruz.                                              | Erode.                 |
| 15. Welterweight.                  | A. E. Laurent.                                          | Trichinopoly Junction. |
| 16. Special Contest. Heavy weight. | A. Fowler. S.I.R.A.A.                                   |                        |

The standard of boxing was, in most cases, excellent and characterised by clean, hard hitting.

In addition to the tournament bouts, 3 special contests were held between members of the Royal Inniskilling Fusiliers and the S. I. R. A. A. In the first bout, C. Brown of Golden Rock lost on points to Fus. Cooper. It was an excellent fight and Brown's last appearance in the ring from which he is retiring to give way to the younger men.

In the second bout, (Bantam-weight) L/C. Campbell beat T. Sheppard of Golden Rock on points after a very hard and closely contested fight, the result being in doubt until the referee's decision was given.

The final bout (light-heavy) was between A. Fowler of Erode and Sergeant Cadden. Fowler was the more aggressive and inflicted heavy punishment in the last round running out an easy winner.

The boys' contests were very popular and shows that we have plenty of good material for the future.

At the conclusion of the tournament, Mr. J. F. C. Reynolds spoke of the days when boxing was a regular feature in Headquarters and said that he was glad to see that the spirit had not died. He congratulated those responsible for the arrangements for the tournaments and thanked the

boxers and especially the members of the Royal Inniskilling Fusiliers who had come so far to help and make the show a success.

The cups were then distributed by Mrs. W. R. Oaten.

From the results of the Golden Rock Tournament, the following were selected to represent the S. I. R. A. A. against the First Battalion, the Royal Inniskilling Fusiliers at Wellington on 7th August 1939 in a team contest :-

- |                |               |
|----------------|---------------|
| C. Rozario.    | Villupuram.   |
| C. Carroll.    |               |
| C. A. Pereira. | Golden Rock.  |
| J. Abraham.    | "             |
| J. Vassou.     | "             |
| T. Sheppard.   | Trichinopoly. |
| A. Laurent.    | Erode.        |
| A. Fowler.     | "             |
| S. D'Cruz.     | "             |
| C. Devine.     | Podanur.      |
| M. Carroll.    | Erode.        |
| B. Fowler.     |               |

The Railway Team generally was more aggressive and showed a higher degree of skill with the result that they won the contest by 8 bouts to 4. We should like to congratulate them on this excellent result.

At the conclusion of the Boxing, Lt.-Col. R. B. Leslie, M. C. Officer Commanding, the Royal Inniskilling Fusiliers, presented the cups to the Winners and Losers and congratulated the South Indian Railway on the fine show they had put up.

## Hockey

As usual the Sports season commenced this year with the Hockey Tournament. Almost all the matches were well contested and were decided only after a few replays. Railway Institute, Trichy Jn., and Villupuram played four times before the latter was defeated. Railway Institute, Trichy Jn., beat Railway Institute, Erode, in the final and won the "Scott Shield" for Hockey for the third time in succession.



Runners up in the Hockey Tournament.



Winners of the Hockey Tournament.

## Football Elevens

This year, 12 teams entered as against 13 in the previous year. The matches started on the 28th July 1939 and concluded on the 20th August 1939. Ormsby Institute, Trichy Fort, met the E. & A. I. Institute, Golden Rock 'A' in the final, the match ending in a draw. It was replayed the next day when the Ormsby Institute beat their opponents and annexed the "Rothera Shield" for Football Elevens for the second year in succession.

## Inter-Railway Cricket at Perambur

The match between the M. & S. M. Railway and the S. I. Railway in the South Zone of the Inter-Railway Cricket Tournament was played at Perambur on the 26th and 27th August 1939. The S. I. Railway was beaten, but, it is gratifying



Winners of the Sixes.



Runners up in the Sixes.

to note, that Mr. Uthappa was deadly in his bowling and captured six wickets.

### Golf—The Muirhead Cup

The annual contest over 36 holes for the cup presented by Mr. C. A. Muirhead in 1937 was held on Saturday and Sunday, August 26th and 27th. The first round was played at Golden Rock and the second on the Trichinopoly Club Golf Courses by kind permission of the respective Clubs.

This is the third year the cup has been played for, Mr. H. E. Thompson and Mr. M. T. Osborne Jones have shared the honours in the two previous years with scores of 161 and 155 respectively over the same courses. This year Mr. H. E. Thompson repeated his success of 1937 with a



Winner and Runner up.



Golf Course.

score of 153. Mr. H. E. Thompson obtained a substantial lead after the first day's play at Golden Rock when he returned a par score of 72, twelve strokes better than the next, a very creditable performance especially as the conditions prevailing at the time were far from normal, a very strong wind making keeping straight, very essential on this course, difficult. His second round played on the Race Course though the best, was only 4 strokes better than the next, his total being 153 against a par of 143.

The scores generally this year show a considerable improvement in the standard of play.

The following are the results of the Muirhead Cup Competition:—

|                            | Golden Rock Course. | Trichinopoly Course. | Total. |
|----------------------------|---------------------|----------------------|--------|
| 1. H. E. Thompson. ..      | 72                  | 81                   | 153    |
| 2. M. T. Osborne-Jones. .. | 84                  | 85                   | 169    |
| 3. R. Beveridge ..         | 87                  | 90                   | 177    |
| 4. T. L. Shield ..         | 91                  | 88                   | 179    |
| 5. C. R. Martingell ..     | 88                  | 93                   | 181    |
| 6. C. Middleton ..         | 90                  | 91                   | 181    |
| 7. V. R. Riley ..          | 94                  | 94                   | 188    |
| 8. J. F. C. Reynolds ..    | 100                 | 90                   | 190    |
| 9. L. T. Hockley ..        | No return.          | 89                   | ..     |

The Muirhead Bowl, presented by Mr. C. A. Muirhead for the wives of Railway Officers, will be played off sometime in November.

### Badminton

The Badminton Fives and Doubles Tournament were played at the Ormsby Institute grounds from the 20th to 24th September, 1939. Nine Teams in Fives and Eleven Teams in Doubles entered for the tournament. The Ormsby Institute 'A' Team came out winners in the finals in both the events defeating the Indian Institute Team, Golden Rock, and the Ormsby Institute 'C' Team, respectively.

### The Robert White Shield

'The Robert White Shield' for the Football Sixes, was won this year by the Ormsby Institute, Trichy Fort who defeated the European and Anglo-Indian Institute, Golden Rock in the Finals match played on 4-9-39 by seven goals to two,

## The Commercial Department Lecture and Debating Society

Two meetings were held during the quarter under the auspices of the above Society when the following papers were read and discussed:—

24-6-39 "Ticket Checking" by Sri. R. Veeraghava Iyengar.

President: Sri. A. V. Natesa Iyer, District Commercial Officer.

12-8-39 "The Structure of Indian Railway Rates" by Sri P. S. Krishnasamy.

President: Mr. Sidney Smith, Deputy Commercial Superintendent.

The meetings were well attended and several members participated in the discussion.

## Literary and Debating Society, Tambaram

Four meetings of the Literary and Debating Society, Tambaram, were held during the quarter, when the following lectures were delivered, and the subjects debated upon.

### Lectures:

1. "Rambles into Metaphysics" by Mr. T. K. Rajah Iyer, B.A., B.L., President:— Mr. L. N. Mathur, B.S.C., A.M.I.E.E., Electric Traction Engineer, held on 29th May 1939.
2. "The good and the bad" by Mr. Samuel, M.A., President:— Sri. Ayyasamy Iyer, held on 17th June 1939.
3. "Foreign Railways I know" by Mr. J. P. Joshua, M.A., P.H.D., President:— Mr. Ganapathy, M.A.

**Debate:** The resolution that "Capital Punishment should be abolished" was moved by Mr. Nagarajan.

Sri. K. V. Ramachandran opposed it. Messrs. Rajah Iyer, Mathur and others spoke in favour of the resolution while Sri Subramaniam and others spoke against it. The resolution was finally put to vote and lost.

The meetings were largely attended, many of the members participating in the proceedings. Mr. P. G. Mathews is to be congratulated on the successful working of this society.

## The Robinson Railway Institute, Negapatam

The annual general body meeting of this Institute was held on 3-8-39, with Mr. A. R. Edington, Ag. Supdt. of Stores in the chair. Messrs. N. S. Venkatrama Iyer and K. V. Venkatrama Iyer were nominated as Vice-Presidents and Sri K. Srinivasachari renominated as Honorary Secretary for the new year. The following members were then elected to the Managing Committee:

1. R. Soundararaja Iyengar
2. V. Ramachandra Naidu
3. N. S. Vijayaraghavachari
4. Y. G. Balasundaram Pillai
5. S. Sundaram Iyer
6. T. M. Rengasamy Iyer
7. V. Govindarajalu Naidu
8. M. V. Sankara Menon

The meeting terminated with a vote of thanks to the Chair.

## APPRECIATIONS

Letter from the Secretary to the President, The International Academy of the Arts, dated 16-8-39 to the Chief Transportation Superintendent, S. I. Ry., Trichinopoly.

On returning from our tour I feel it my responsibility to tender to you and your staff the sense of grateful thanks of Dr. G. S. Arundale, Shrimathi Rukmini Devi and the other members of the party. We have found with great pleasure that the members of your staff, not only at the stations but throughout the route, have always treated us with great courtesy and kindness. Especially in the matter of reservation and accommodation they have been immensely helpful. We feel that the success of the tour and the smoothness and comfort during these days that we have enjoyed are in no small measure due to the interest that you all have taken. Once again please allow me to thank you.

Letter from Messrs. Thomas Cook & Son Ltd., Madras, dated 3-7-39.

"We have to acknowledge receipt of your letter No. T 51/OJA of the 29th ultimo and have to thank you for the prompt action taken by you in regard to the reservations of accommodation on account of the above party from Cannanore and Olavakkot to Madras."

Copy of letter, dated 30th July 1939 from Mr. J. T. Fitch, Organiser, Royal College Historical Association, Colombo, Ceylon, to the Chief Commercial Superintendent, S. I. Ry., Trichinopoly.

We are writing to you on behalf of the members of the Royal College Historical Association, who toured South India last April, to thank you very much for the facilities you afforded us as regards travelling. Your station masters and other railway officials at all stations were very courteous and were always willing to help us. We were greatly impressed by their courtesy and kindness and carried back with us a very good impression of the Indian Railway.

We hope to make use of your kindness and courtesy once again next year, but in the meantime you can rest assured that we will

recommend you to the other schools and colleges if they intend following our example.

Thanking you once again.

Letter, dated 14-8-39 from Mr. K. Kuruvila Jacob, M.A., Headmaster, Christian College High School, Madras to the Chief Commercial Superintendent, Trichinopoly.

The excursion party to Dhanushkodi and Rameswaram returned to Madras yesterday after a very enjoyable trip. The members of the party have told me of the great assistance that they received from some of your staff and how everything was done for the convenience of the party.

May I thank you on behalf of the school for the co-operation given by the Railway in running these educational excursions.

Letter dated 31-8-39 from the Lady Superintendent, S. P. G. Girls' School, Tanjore to the Chief Commercial Superintendent, Trichinopoly.

I have great pleasure in thanking you and all the Railway staff concerned, for all the facilities provided for me and my pupils in our Excursion journey to Aduthurai and back. Far beyond our expectations, our comforts and conveniences were attended to by the Station Masters and Chief Booking Clerks of Tanjore, Kumbakonam and Aduthurai. Your railway staff were one and all of them very courteous and polite, and nothing was left undone by any of them that could have made the journey more pleasant for us.

I am sure this journey has inculcated in the minds of my young pupils a deep sense of punctuality, security and comfort that could be secured in travelling by the South Indian Railway, as against the modes of travel now available to the travelling public of this Presidency. Personally I feel satisfied that the S.I.R. at any rate now, is run *not* altogether on purely Commercial lines but with a view primarily to serve the needs of the travelling public for whose benefits all good railways should always run.

Thanking you once again and regretting the delay in sending this letter.



### Confirmation and Promotions

The following confirmation and promotions have been made :—

Mr. M. T. Osborne Jones, confirmed as Executive Officer from 23rd June 1939.

Sri Rajangam Iyer, promoted to act as District Mechanical Engineer (Progress) from 9th August 1939.

Sri P. Chakrabutty, promoted to act as District Mechanical Engineer (Planning) from 2nd September 1939.

### Leave

The following Officers proceeded on leave :—

Mr. I. C. Rose, Assistant Engineer, on 2 years' combined leave from 21st July 1939, preparatory to retirement.

Mr. W. R. Oaten, District Mechanical Engineer (Progress), on 7 months and 10 days' combined leave from 9th August 1939.

### Return to Duty

The following officers returned to duty :—

Mr. J. D. Hendry, District Engineer, on 19th June 1939.

Rao Sahib M. Ramachandra Iyer, Deputy Chief Auditor, on 14th June 1939.

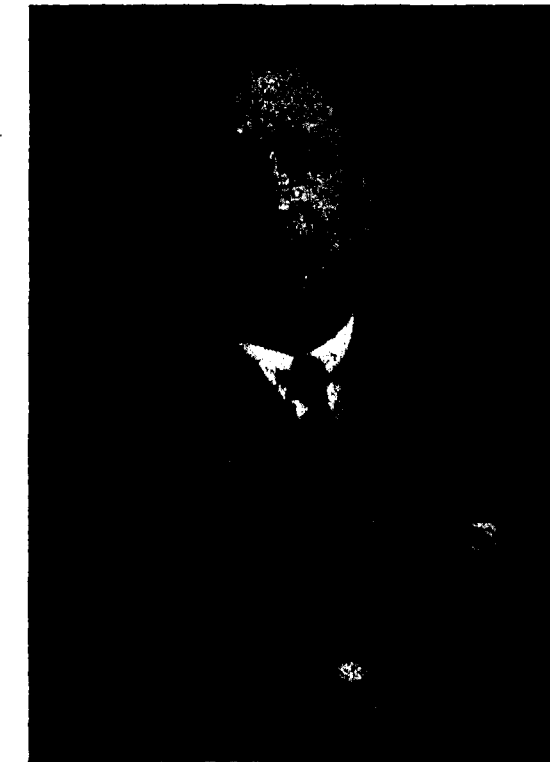
Mr. E. C. Lightbody, District Engineer, on 16th July 1939.

Mr. A. I. W. Jones, District Engineer, on 21st August 1939.

Sri N. V. Vaidyanatha Iyer, Publicity Officer, on 6th September, 1939.

### Transfer.

The following transfer of officers have been ordered. Mr. A. I. W. Jones, District Engineer, on return from leave posted as Personal Assistant to the Chief Engineer, *vice* Sri L. R. Natarajan reverted as Assistant Engineer, Salem.



Mr. C. F. Finney.

### Retirement

Mr. C. F. Finney, Foreman, Forge and Smith Shop, Golden Rock, retired on 31st July 1939, after a service of 20 years on this Railway.

He served his apprenticeship with R. Tozer & Sons, Ltd., London, from 1902 to 1907 after which he was employed by Messrs. Durham Churchill & Co. Ltd., Sheffield, from 1907 to 1909. Leaving them in 1909 he returned to Tozer & Sons Ltd., as a Coach Smith and Spring Maker until 1913 when he left this Firm to join the Metropolitan Asylums Board (Motor Transport Department), Wandsworth, with whom he worked till 1919 when he left England to join the S. I. Railway as Assistant Foreman, Forge & Smith Shop at Negapatam. When he left the Metropolitan

Asylums Board he was given a first class certificate by Lord Doneralle, Chairman of the Board.

During his service with the S. I. Railway he was very loyal and straightforward in dealing with his Officers and staff under him and earned the respect and confidence of both.

Mr. Finney was also a pioneer in the Oxy-Acetelyne Welding on the S. I. Railway and was given a personal allowance of Rs. 25 per mensem for two years at Negapatam. Mrs. Finney was awarded the Kaiser-i-Hind Bronze Medal in the King's Birthday honours for public services rendered in India.

Mrs. & Mr. Finney propose to settle in West Wickham, Kent, England, and we wish them both a happy and long retirement in their Homeland.



Mr. Mahomed Umar Saheb.

Mr. Mahomed Umar Saheb entered the Railway as a Medical Apothecary in May 1917 and rose to the position of Assistant Surgeon, Madura,

which post he held till his date of retirement on 31st August 1939. He possessed those great qualities so necessary to the profession—patience and kindness—which made him very popular both with the public and the staff.

We wish him many happy years in his retirement.



Sri M. Nagabushana Mudaliar.

Sri M. Nagabushana Mudaliar, Permanent Way Inspector, Tinnevely, retires from service on 21st Nov. 1939 after 26 years of service on this Railway. He entered service in September 1911 as a Probationary Sub-Inspector and rose to the rank of a Permanent Way Inspector, III Grade as early as February 1923. This post he held for nearly 16 years till 1st April 1939 when he was promoted as a II Grade Permanent Way Inspector.

We wish Sri M. Nagabushana Mudaliar many happy years of retired life.

#### E. R. Lopez

Born in the year 1884, Mr. E. R. Lopez was appointed as a boiler maker on Re. 0-12-0 per spell at Villupuram on 17-5-1909 after having undergone an apprenticeship on the late Madras Railway at Perambur. In February, 1912 he was promoted to monthly pay as a Boiler Smith on Rs. 60 and after having worked at several depots, rose up to the grade of I Grade Boiler Chargeman, in November, 1926. He retired from service on 30-6-39 on a salary of Rs. 250 due to superannuation, having had the chance of working temporarily for a period of 8 months as a Boiler Inspector and serving the Company for more than 30 years.

#### Obituary

It is with regret, we have to record the sudden demise from heartfailure on 4-9-39 of Mr. C. Sankaran Nair, Traffic Inspector, Cuddalore.

Mr. C. Sankaran Nair entered railway service in 1914 and became a Traffic Inspector which he held till the time of his death.

We regret to announce the death at the age of 51 of Sri A. V. Vasudeva Mudaliar, a senior Permanent Way Inspector, on 10-9-39 at Ranipet, where he was spending his privilege leave. He served this Railway with great credit for 32 years.

The rest of one's days depend on the rest of one's nights.

Extravagance doesn't need to be big to be bad.

A small leak can empty a large kettle.

Old age is when you can no longer avoid noticing that the world is full of people younger than yourself.

Mr. W. E. M. Wheeler, Station Superintendent, Trichinopoly Junction proceeded on six months combined leave preparatory to retirement, from 2-7-39. He entered service as a ticket collector at Tuticorin on 4-8-1904 and rose to the position of Station Superintendent of Trichinopoly before his retirement from service.

Sri B. G. Balakrishnan, Head Clerk, Expenditure Audit, has been elected as an Associate of the Chartered Institute of Secretaries (London).

We have received a letter of appreciation from Sri P. Dutt of Surat—a traveller on our Railway—commending the services of Mr. S. A. Ghaffar, Guard, Mayavaram who appears to have rendered valuable help to a pilgrim party stranded at Vedaranniyam in the late hours of the night.

**S. Murugesam Pillai.** We regret to record the death of Sri S. Murugesam Pillai, Secretary, S. I. Ry. Employees' Co-operative Credit Society on 21-9-39. Born in the year 1879, he entered Railway service in 5-4-1900 and rose to the position of Assistant Secretary to the Agent which post he held till 1934 when he retired from service. His efficient work and suave manners endeared him to all. His services were availed of soon after his retirement for the S. I. Ry. Co-operative Credit Society, of which he remained the Secretary till the date of his death. In him the Railway has lost a trusted and faithful Officer.

We offer our heartfelt condolences to the members of the bereaved family.

#### Time waster

Think of a number, double it, add five, multiply by fifty, add the year (1939) add the number of days in a year (365) subtract the year of your birth, subtract the number of M.P.s (615) and you will find the answer gives you first the number you thought of and then your age this year.

## THE BEND IN THE ROAD

(By Edgar Colbran)

The wind snatched viciously at the car, and the rain swept against it in sudden infuriated gusts. The windscreen-wiper ticked methodically enough, but it could not cope with the deluge, and it was a very blurred stretch of gravel road that the headlights threw before John Reeder's eyes.

This did not worry him however. He was nearing home and knew every inch of the road.

Only another mile now. The lines on the driver's face softened as he pictured the warm welcome of firelight that awaited him. He saw it in imagination dancing on the wainscoting of the dining-room. It was, he thought, the worst storm he had ever known, but Barnescote would soon put it in its proper place.

Barnescote had stood for four hundred years, and had dealt with this sort of thing before.

He was proud of his home, Barnescote, delightful in summer, with its lavender-bordered terraces dropping down almost to the little bay beneath, and warm, solid and protective in winter, especially on nights like this.

It represented too, a landmark in his career, a monument in a way, to his success. Those many years of struggle and hard work that had won for him a place at the top of the legal profession, had also put him in a position to acquire this wonderful old house.

And then he had the good fortune to have a wife like Mollie, who had turned a wonderful old house into a delightful home. For a time, fortune certainly had been kind to him. Barnescote, Mollie and then the two sturdy, happy children.

Then fortune had come to the conclusion that she was spoiling this fellow John Reeder—and had taken back the one gift that really mattered. Mollie had died.

He glanced at the clock on the dash-board. He would be late. The children would be disappointed. They were in bed now.

Mrs. Shepherd was kindness itself in almost everything, but veritable granite when faced with requests to stay up beyond the appointed hour, even for such a pre-eminently important reason as "to see Daddy when he comes in."

His mind turned to the road again. Yes, this was it. The last climb before the road, bending sharply towards the coast, dropped gradually for a quarter of a mile parallel with the cliff edge down to the gates of Barnescote.

He accelerated. The bend near the top was sharp, but he was accustomed to take it at a good speed, partly through familiarity, and partly because the road still climbed for a short distance before it came out on the open down near the cliff edge.

For a moment the din of the storm was lost in the noise of the racing engine. In a few seconds the bend was in sight. The headlights had already picked out the two grey stone gateposts that stood just where the bend was, and immediately facing the stretch of road up which the car was now speeding.

He always welcomed the sight of those gateposts. They were the first glimpse of home. Actually, they had once marked the main entrance to Barnescote, but, for various reasons, that way had fallen into disuse, and the old wooden gate that had held between them had not been opened for years.

John Reeder prepared to swing the car round to take the last twenty yards of the rise. . . Then it happened, that million to one chance.

Someone came round the corner. It was a woman and walking right in the middle of the road. Like the raindrops, she seemed to be swept up by some irresistible force, and drawn straight into the headlights.

He dragged frantically at the wheel, and then immediately it was not the woman but one of the grey gate-posts that seemed to be rushing madly towards the car.

The noise was appalling. The din of the storm was lost in it. But it was not the noise one would have expected, that of crunching wood, the clashing metal on stone and of shattering glass. It was infinitely greater, a thousand times more terrific, like the roar of a huge wave bursting at the mouth of a cavern.

John Reeder was unaware that the noise had ceased, not suddenly as it had begun, but reluctantly, as peals of thunder sometimes cease. The car had come to rest long before the noise had subsided. It had stopped quite easily and quite comfortably in some long grass. But he was oblivious of this fact, too.

His mind had stopped working, like a cinematograph machine that has jammed. The picture of that woman coming suddenly from nowhere into the full glare of the headlights of his car hung vividly before him.

The glimpse had been fleeting, but photographic in its detail, and the strangest part of all was that John Reeder, the lawyer, John Reeder, the clear-headed, logical thinker, who had scoffed at "that psychic stuff" all his life, had not the slightest doubt that the woman he had seen was his dead wife, Mollie.

Hatless, and in a mackintosh, the wind playing boisterously with the short wisps of golden hair—he had seen her a thousand times like that in their walks together along the cliff.

And as the car had borne down on her, there had been none of the fear that one would have expected on the face of one in such a situation, but a smile, almost a cheeky little grin of satisfaction, a happy, characteristic grin that he would have known anywhere.

He did not question her identity for a second, but the question that pounded unceasingly through his mind was, "Why? Why had she done it?" He might have been killed.

Perhaps that had been her object. She wanted him with her. A great idea, he thought eagerly, and then suddenly remembered the children, and knew that that had not been her object; knew, too, that even without the children Mollie would never have done that.

His head was clearing now, and he noticed with amazement that the headlights were still shining. They fell in a row of vague white shapes, which he soon realised were the white-washed trunks of apple trees. He had literally gate-crashed, he thought whimsically, into his own orchard.

Gate crashed! But that terrific noise? He remembered it now. That could not have been produced by the contact of a metal fender and a crazy, rotten old gate.

He took his torch out of the car and examined the gate-post and the car itself. He had obviously missed it entirely, and the splintered remains of the gate were the only evident signs of any crash at all. It was all inexplicable.

Suddenly a sound of shouting made him start and turn. Somebody was running towards him through the orchard, frantically waving a lantern.

As he came within range of the headlights, Reeder saw that it was Shepherd, his gardener and general handy-man, husband of the invaluable Mrs. Shepherd. He was white with alarm and breathless with running.

"Thank God!" he panted. "Thank God!" And then, as he recovered breath: "I thought I shouldn't ever reach you in time, sir. I was going to try to stop the car down the road. But you're here quite safe, so that's all that matters."

Reeder was alarmed again. "Why, what's the matter? What is it?"

"Why, sir, didn't you hear it? The cliff's fallen in and taken about a hundred yards of road with it. Surely you must have heard it, sir. Isn't that why you turned in here?"

There was no reply. Shepherd lifted the lantern and looked at his employer. He seemed to be smiling.

He was. People often smile when they have solved a problem.



# SMILE-A-WHILE

"Did you ever think seriously of marrying?"  
I did. That's why I didn't.

An actress thought she had hit on an excellent plan for keeping her diamond necklace safe. She always left it on the dressing table with a note "This is only an imitation. The real necklace is kept at the bank". But one night she found it gone and in its place this note "This necklace will do. Thanks, I am only a substitute myself. The burglar who looks after the District is on holiday".

Faced with the Question "state what you know of Shakespeare's Hamlet" a pupil wrote "Shakespeare's Hamlet is called Stratford-on-Avon and is very popular with tourists to-day".

"Income-tax collectors are human after all"  
Delete the word human and everybody will agree.

"Why not invest your money on the cycle I am selling."

"Nay—I am buying a plot of ground and a cow with my savings".

"But with the cycle you can ride all over your land. Think what a fool you'd look riding on the cow."

"Aye! But think what a fool I'd look trying to milk the bicycle."

In 1838 the Emperor of Russia imposed a tax on tobacco the produce of which was to be applied to the formation of Railways. An irresponsible correspondent says that they converted a ~~useless~~ smoke into a **useful** smoke.

An elderly Englishman was enjoying himself hugely at an annual hospital dance. One pretty nurse in particular seemed to have engaged his fancy. He danced practically every dance with her and when taking leave he patted her little hand and said "well my Dear, it has been a great pleasure meeting you. I hope we meet again—And if ever I have the misfortune to be ill, to be nursed by you would be a blessing." The girl smiled "A blessing!" she replied, "It would be a miracle." "Why my dear". "Because," said the girl, "I am nurse in the maternity ward".

Truth is Stranger than Fiction.

"Yesterday Saviour Azzopardi, aged eighty of Zeitun fell suddenly ill and **died without medical assistance.**"

Now Jimmy, we're going to take up words. I want you to use the word "miscellaneous" correctly in a sentence.

Franklin D. Roosevelt is the headman in this country and Miscellaneous the headman in Italy.

At the Zoo in London, a lady approached the keeper of the hippopotamus.

"Tell me, Sir, I beg of you" she asked "Is this hippopotamus a male or a female".

The keeper looked at her with a shocked surprise "Madam" he answered "that is a question which should interest no one but another hippopotamus."

George Bernard Shaw, tall and thin, is an avowed vegetarian. The late G.K. Chesterton, who was very stout and strong, loved meat. One day these two witty Englishmen met on the street. Said Chesterton "To look at you a person would think that there was a famine in England". "And to look at you" replied Shaw "he'd think you were the cause of it".

A clergyman on board a steamer, alarmed at the boisterous and stormy weather, said to a passenger sitting next him "My friend, I trust you bear in mind that in the midst of life we are in death".

"Sir" replied the passenger "I say that at least one hundred times a day."

"And do you" the clergyman went on "reflect that without warning, in the midst of all that is delightful we are liable to be called away suddenly from those who are near and dear to us?"

"That reflection" the passenger replied "I also insist on at least one hundred times a day".

"Have I then, the honour of addressing a brother clergyman."

"No sir," replied the passenger "I am an Agent for a Life Insurance Company".

A Court house in a small town was the scene of a sensational trial which attracted many women of the so-called best society. During one period, when the testimony promised to become a shade too sensational, the Judge arose and said "At this point I would ask all respectable women in the court-room to leave immediately." Not a single woman moved.

After a short pause the Judge turned to some Policemen and said in a loud voice "Now that all the respectable women have left, clear these others out".

"We must grow more wheat" said the election candidate in the course of his speech.

"What about hay" cried out a heckler.

"I am talking about food for human beings at the moment" retorted the candidate. "I'll deal with your case later".

Two Magistrates were summoned for exceeding the speed limit in a town. When they arrived at the Court there was no other magistrate present, so they agreed to try each other. No. 1 went on the Bench and No. 2 in the witness Box. A question was asked "You are charged with exceeding the speed limit. Do you plead guilty or not guilty".

"Guilty, your worship".

"You will be fined five shillings."

They then changed places and No. 2 went on to the Bench. He said to No. 1. "You are charged with exceeding the speed limit. Do you plead guilty or not guilty".

"Guilty your worship".

"Now these cases are becoming far too common—This is the second we have had this morning. You will be fined thirty shillings."

Many curious mistakes occur through the inability to read bad writing.

The Great Duke of Wellington had a lovely garden in which he grew beeches which came to be known as "Waterloo Beeches." The Bishop of London desired to inspect the Waterloo beeches and wrote a letter to the Duke for which he received the following reply.

"My servant will receive orders to show you as many *pairs of breeches* as you wish, but why you should inspect those that I wore at the Battle of Waterloo is quite beyond my comprehension".

The Bishop thought the Duke was mad and on seeing the Duke found out that the mistake arose out of the gardener's bad writing.

A faddy little woman had worried a seaside grocer over trifles at the busiest part of the day. At last he had managed to satisfy her.

"Do you know Mr. Meek" said the little woman. "When I came into your shop I had a dreadful headache, I've quite lost it now".

"Don't worry, madam" said the distracted grocer "It is not lost-I've got it".

## “Season’s Attractions”

**Mahalaya Amavasa:** 12-10-39. Bathing in the sea at Dhanushkodi, Vedaranniyam and Point Calimere is indulged in on this day.

**Thula Festival :** 17-10-39 to 16-11-39. This is celebrated throughout the month of Arpasi (October-November) when bathing in the holy waters of the Cauvery is considered very sacred. During this period the several places through which the river Cauvery runs are considered sacred for bathing and more especially Bagamandala, the source of the river in Coorg, and reached from Tellicherry; Mayavaram (the tail end of the river) and Kaveripatnam (7 miles from Sembanarkoil, where the river flows into the sea). Other places of importance are Tiruvadi (near Tanjore) and Bhavani (near Erode, served by the S. I. Ry. out-agency).

**Dasara :** 13-10-39 to 21-10-39. A nine-day festival called "Navarathri" (nine nights) terminating with the worship of Saraswathi, the Goddess of learning, is celebrated in all Hindu homes and temples, especially at the Minakshi temple, Madura. The day next to the Saraswathi Puja is the Dasara (10th night) or Vijaya-dasami which is considered to be the most auspicious day for starting new ventures, business, travel or education. In olden times the Hindu rulers marked out this day as auspicious for starting out on their military expeditions of conquest, and to-day these memories are kept alive by the rulers of the Native States like Pudukkottah and Mysore by holding Darbar and Royal processions and pageants and mimic fights.

**Skanda Shashti:** 11-11-39 to 17-11-39. This is a six-day festival conducted in all temples dedicated to Lord Subrahmanya. The festival is celebrated with great pomp and ceremony at the sea-side shrine of Subramanya at Tiruchendur, the hill temples at Palni, Tiruparankundram and Swamimalai. The important days are the 15th and the 17th.

**Krithigai Festival:** 20-11-39 to 28-11-39. This festival which is celebrated in all Siva Temples on the full moon day of the month of Karthigai

(November-December) is to propitiate "Agni" (Fire). Hence during this period illumination in all Hindu homes and temples takes place. At Tiruvannamalai—the hill of the holy Beacon—the festival is celebrated with great eclat on 26-11-39, when thousands of pilgrims flock to see the procession of the Gods, and the bonfire lit on top of the hill in the evening twilight.

**Arudra Darsanam:** 18-12-39 to 28-12-39. This is a ten-day festival celebrated in all Siva temples, but special importance and sanctity is attached to the worship of Sri Nataraja at Chidambaram, Lalgudi and Perur (near Coimbatore) where the festival is celebrated on a grand scale. The important day is the 27th when large crowds gather to see the grand procession of Nataraja (Siva in dancing aspect) within the precincts of the temple. This spectacle is called the Darsan and as it falls on the day when the Asterick Rudra is in the ascendant it is called Arudra Darsanam.

**Vaikunta Ekadasi:** 13-12-39 to 31-12-39. Though this festival is celebrated in all Vaishnavite temples, worship of Sri Renganathar at Srirangam is considered specially sacred on 22-12-39 the day of the holy fast, when thousands of Hindu pilgrims gather to have a sight of Sri Renganatha as He comes out of the Northern gates of the temple—considered the gateway to Heaven—(opened only for one day in the year) in ceremonial procession.

Judges are too old, yet they can give many years.

The ideal summer resort is one where the fish bite and the mosquitoes don't.

"Your wife needs a change," said the doctor  
"Salt air will cure her."

The next time the physician called, he found the Scotchman sitting by the bedside fanning his wife with a herring.

## Do you know ?

1. Do you know that sixty lakhs of sleepers are in use on the South Indian Railway?
2. Do you know that you should never pour water over burning oil or petrol as the burning liquid being lighter, will float on to the top and spread the flames? The proper thing to do is to use earth or sand which smothers the flames.
3. Do you know that this Administration pays to the Indian Posts and Telegraphs Department Rs. 2,23,767 annually on account of rent for Block, Telegraph, Telephone and Control Wires?
4. Do you know that George Stephenson was not the first inventor of the Railway Locomotive?  
The title belongs by right to Trevethick, a Cornishman who built the first Locomotive that ever ran on rails, in 1804. Stephenson's claim to fame is that he went much further than his predecessors by making use of many tube boilers.
5. Do you know that you should not put the hands of a striking clock back?  
Because if they are made to pass the striking point, the striking gear will be put out of step with the time-keeping machine.
6. Do you know that on 31-3-39 there were 36,807 employees on the South Indian Railway and the bill for wages last year was Rs. 166 lakhs?
7. Do you know when the first Telegraphic message was sent from the Old world to the New?

It was on August 16th, 1858, through the first Atlantic Cable from Ireland to Newfoundland, and it ran "Europe and America are united by Telegraph—Glory to God in the highest, on earth, peace, good-will toward men."

8. Do you know that travelling is so safe on the South Indian Railway that statistics show that a passenger can expect to travel 30 miles per hour day and night for about 5,000 years before meeting with a fatal accident and for over 850 years before meeting with an injury ?
9. Do you know that there are Public Telephones now at the following Railway Stations :—

Mangalore, Calicut, Coimbatore, Trichinopoly Jn. Tanjore Jn., Coonoor and Madras Egmore. (Madura Jn. and Tuticorin will be connected shortly).

10. Why is the Booking Office called so ?

In the days of Stage Coaches, a person wishing to engage a seat on the coach went to an office where his or her name was entered in a book. When railways first came in, the passengers' names were written on a page of a book for tickets together with the fare and the torn out page was handed over to him. At present tickets are printed and issued in the stations from an office to which the name of Booking Office is transferred.

## Answers to Puzzles

1. The answer is Twenty—The majority forget the numbers 90-98.
2. He had 5/6 lb. left. It has to be remembered that a clock lower has four faces.
3. The statement that the dinner cost 9 annas each is a fallacy. The dinner actually cost  $25 \div 3$  or 8 2/3 as. each. Each got back 1 anna. Three times 9 2/3 is 28 and the 2 annas the waiter kept make 30—.
4. (a) Zero.  
(b) Infinity.
5. To make the five pieces of chain into one long chain cost Rs. 3/-. The three links of 10. Deny.
6. 'And', I said, not 'OR'.  
000 000 000 000  
A B C  
A B C  
joined as under:—
- the first piece of chain are cut and re-
7. 0-5-3.
8. The answer is twentytwo (22) and twenty-nine (29). The figure added in each case is progressively increased by one so that 6 should be added to 16, and 7 should be added to 22 making 29.
9. The article was a metal number for his door. The number 10 consists of 2 digits and cost Rs. 5/- for each digit or Rs. 10/- in all. 9 is only one digit and the cost will therefore be Rs. 5/- only.

## An Appeal by the S.P.C.A.

**F**OR many years past, it has been our aim to relieve the sufferings of beasts of burden which are forced to drag heavy loads of merchandise.

We have appealed to the public through the press to support our efforts, by interviews with the authorities, by appeals to the owners of buffalo and bullock carts to curb their drivers, and by the posting of our assistants in those parts of the city where ill-treatment is most frequent.

Yet very little improvement in those conditions has been effected, and apart from sentiment, ordinary common sense should be used.

It is indirect, and perhaps unintentional cruelty on the part of owners, besides being short-sighted from a financial point of view, not to keep their carts in good running condition. Heavy wobbling iron-shod wheels can cause great misery to animals. Each rut that has to be surmounted means further strain, fresh wounds on the shoulders, further laceration by the nose rein.

The animal costs a fair amount of money initially. The better his lot, the longer he lives and the more money he earns for his owner.

The most a spectator may do is to "take his number" and report the case to the authorities, and we once again appeal to every member of every community—pedestrian, cyclist, car and bus drivers—all users of the roads of India, to report as many cases of cruelty as they possibly can, and induce their friends to do likewise.

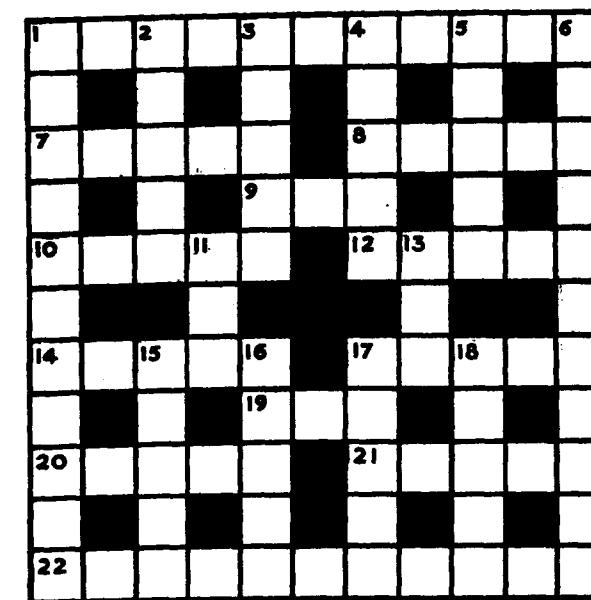
With the enormous increase in taxi-cabs less use is now made of the gharry horse, but instances still occur of gross cruelty, and all such should be reported.

Help all animals—they are God's creatures who look to us for sympathy and sustenance, and repay us a hundredfold for every kindness shown them.

## CROSSWORD PUZZLE COMPETITION.

PRIZE Rs. 5.

1. This competition is open to registered subscribers only.
2. The prize of Rs. 5 will be awarded to the first correct solution opened on Wednesday the 15th of November 1939.
3. Envelopes should be addressed to the Editor, S. I. Railway Magazine, Trichinopoly.
4. The sealed solution is kept in the custody of the Editor.
5. Entries submitted in the coupon appearing in the Magazine alone will be considered.
6. The Editor's decision is final and no correspondence can be entered into.



### ACROSS.

1. One of the seven sacred cities of India.
7. Between second and third.
8. Pertaining to warships.
9. Strange.
10. Anagram of DREAD.
12. Useful in epidemics.
14. Holy writ.
17. To add "ual" to this would be hellish.
19. The Engineer-in-charge.
20. Cook.
21. Infatuated with.
22. A small metre gauge station.

### DOWN.

1. Famous temple city of the south.
2. Famed.
3. Don't make this if you hope to win the prize.
4. Offers for sale.
5. Always seeks the sea.
6. Another small metre gauge station.
11. A measure of length.
13. An age.
15. Required to answer this.
16. Additional.
17. Our Homeland.
18. Such accidents are rare on the S. I. R.

Signature.....  
(in block letters)

Address.....

PHONE 3226 :

**HALL'S DISTEMPER**  
OIL-BOUND WATER PAINT  
**SISCOLIN**  
WASHABLE DISTEMPER

WRITE FOR SHADE  
CARD & PRICE-LIST.

**WILLIAM JACKS & CO. Ltd.,**  
P. O. 1282 — MADRAS

Have you seen  
the South Indian  
Railway's  
Guide 'Visit  
South India' ?  
It is good Rupee's  
worth & will make  
an excellent sou-  
venir to send to the  
people at Home.

**143**  
ILLUSTRATIONS  
AND  
8 COLOUR  
PLATES

Obtainable at Railway Bookstalls  
and from the Chief Commercial  
Superintendent, Trichinopoly.



**FATHER:** "I NEVER KISSED A GIRL UNTIL I MET  
YOUR MOTHER. WILL YOU BE ABLE  
TO SAY THE SAME TO YOUR SON?"

**SON:** "YES, DAD, BUT NOT WITH SUCH  
A STRAIGHT FACE."

FOR  
**SIGNALS—VACUUM BRAKES**  
**STATION-MASTER'S CONTROL FRAMES**

Railway Rubber Goods  
(Dunlop Rubber Co., Ltd.)

Lenses & Roundels  
(Chance Bros.)

LE CARBONE "A-D" CELLS

**SAXBY & FARMER (INDIA) LTD.,**

RAILWAY SIGNAL ENGINEERS  
ENTALLY  
CALCUTTA

FOR TRAVEL WITHOUT TROUBLE

**Cooks**

Consult Cooks on travel. This world-  
wide travel organisation, backed by the  
experience of nearly a century, and  
maintaining offices in no fewer than 350  
cities throughout the world, represents  
every railway and steamship company,  
all airlines, road transport services and  
hotels. Consequently the advice and  
counsel they give is without bias, their  
information accurate and up-to-date.  
Next time you travel leave trouble  
behind you—book through COOK'S

**THOS. COOK & SON LTD.**

**A RETIREMENT INCOME**

Your income stops when you do—  
unless you take steps now to assure  
a steady income throughout retirement.  
The Norwich Union Retirement Income  
scheme guarantees an adequate  
income for your old age—and in  
addition full protection for your family  
for a guaranteed number of years,  
in the event of your earlier death.

*Applications for Agencies invited*

*Full details from*

**NORWICH UNION**  
LIFE INSURANCE SOCIETY

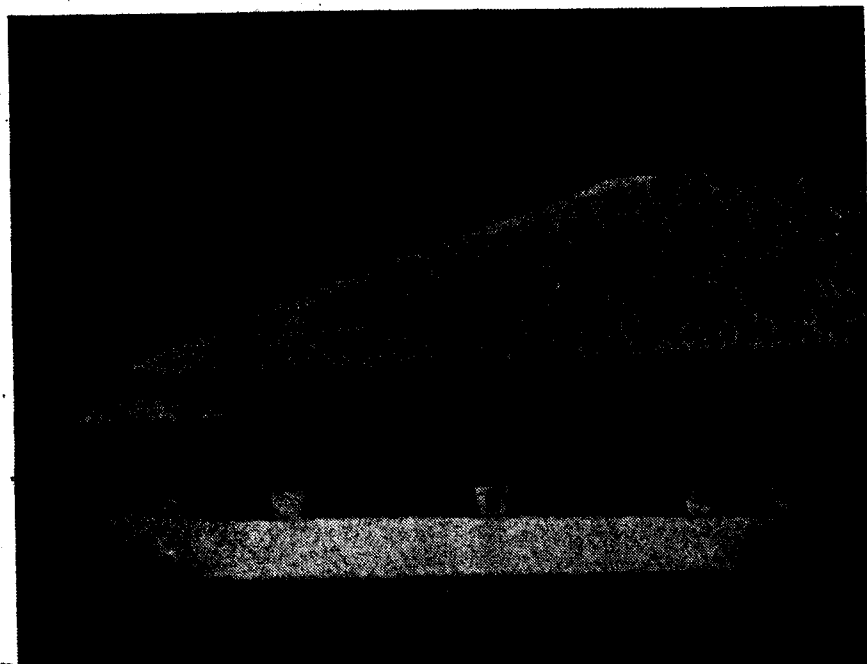
General Agents: Grahams Trading Co. (India) Ltd.,  
16, Bank Street, BOMBAY.

# Bungalow Beauty

★ A cool, clean, sparkling roof of "Everest" Trafford Sheets gives beauty and permanent weather-protection to every bungalow.



Write for free catalogue  
SI/G. 1 to:  
**ASBESTOS CEMENT LTD.**  
P.O. Box 87, MADRAS.



THE  
**MORGAN CRUCIBLE Co., Ltd.**  
BATTERSEA, LONDON.

For economy in  
Foundry Melting costs

USE  
MORGAN'S

**"SUPER"**

CRUCIBLES

**JESSOP & CO. LTD.**  
— INDIA & BURMA —

Established in CALCUTTA, 1788  
93, CLIVE STREET, CALCUTTA

## Galvanised Sheets

Thousands of tons are used for industrial and domestic purposes and are in constant demand throughout the length and breadth of India.

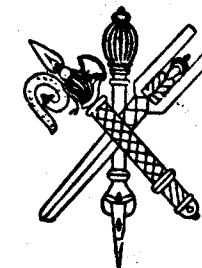
**TATA'S GALVANISED SHEETS** shelter the people from biting cold and torrential rains.

**STOCKS ARE CARRIED  
BY DEALERS  
ALL OVER INDIA**

**TATA**  
THE LARGEST INDIVIDUAL  
EMPLOYERS OF LABOUR IN  
THIS COUNTRY.



# Firefly



## The latest in Shirtings

Stocked by all good cloth dealers

**THE BUCKINGHAM & CARNATIC CO. LTD.**

Managing Agents :

**BINNY & CO. (MADRAS) LTD., MADRAS.**

On the Indian Stores Department  
List of the Government of India

**"DALMIA"**

CEMENT unsurpassed  
for quality and price.

So will be our PAPER shortly  
coming to the market.

Please direct your enquiries to :—

**DALMIA CEMENT AND  
PAPER MARKETING CO., LTD.**

P. O. DALMIAPURAM,  
Trichinopoly District.

Bharat Buildings,  
Mount Road, Madras.

THE  
**Mysore Iron & Steel Works,**  
(GOVERNMENT OF MYSORE)  
**BHADRAVATI.**

Manufacturers of :

High Grade  
**CHARCOAL PIG IRON**

**CAST IRON PIPES**

To B. S. S.  
(2" to 33" in diameter)

**M. S. SECTIONS**

Rounds, Flats, Squares, Angles,  
Hoops and Strips.

Branch Sales Offices :

1/11, Mount Road, MADRAS.  
Prospect Chambers, Hornby Road, Fort, BOMBAY.  
87-A, Oxford Street, SECUNDERABAD.

# Travel IN SOUTH INDIA

## THE SOUTH INDIAN RAILWAY OFFERS SEVERAL FACILITIES FOR CHEAP TRAVEL

### WEEK - END RETURN TICKETS TO & FROM MADRAS

Week-end Return Tickets for all classes at one and a half fares are issued between Madras and principal stations on Fridays and Saturdays, valid for return till midnight of the following Tuesday. Tickets from or to stations over 300 miles are valid for return till midnight of the following Wednesday.

### RETURN TICKETS TO HILL STATIONS

Visitors to the Nilgiri and Kodaikanal Hills can purchase first and second class and third class (servants) return tickets at one and a half fares, valid for 45 days for completion of the journey to and from stations over 100 miles apart.

### INDO-CEYLON ROUND TOURS

To those who desire an extended holiday, the Indo-Ceylon tour via Cochin offers a big attraction. First class Round Tour tickets at Rs. 80 each for the combined sea and rail journeys between Cochin and Colombo via two different routes are issued from several stations on the line. These tickets are valid for two months and are also issued by Messrs. Harrisons & Crosfield Ltd., Cochin, Carson & Co., Colombo and the Ceylon Government Railway.

*For further particulars please apply to the  
Chief Commercial Superintendent*

**SOUTH INDIAN RAILWAY**  
TRICHINOPOLY

JL  
X415m 21, N39SS  
N39



ALL INDIA

TARIFF FARES

ALL CLASSES

16 ROUTES

FROM SOUTH INDIAN RAILWAY

ROUND TOURS

THE SIGN OF



FIRST CLASS PRINTING

OF

ALL

KINDS.

*Apply to:*

ASSOCIATED PRINTERS

PROPS. ASSOCIATED PUBLISHERS (MADRAS), LIMITED.

165, MOUNT ROAD,

MADRAS.