

SOUTH INDIAN
RAILWAY MAGAZINE

Jan. 1940

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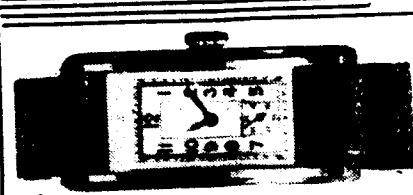
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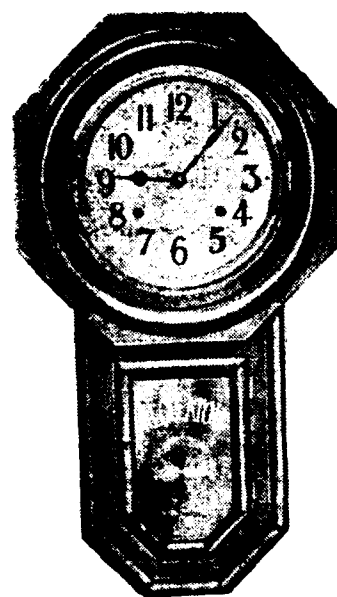


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Agent and General Manager's NEW YEAR MESSAGE

to all staff of the
South Indian Railway.

It is the duty of all businessmen to reflect back, just at the dawn of the New Year, in order to see how expectations materialised during the past year so that endeavours may be made to effect improvements wherever necessary during the coming year.

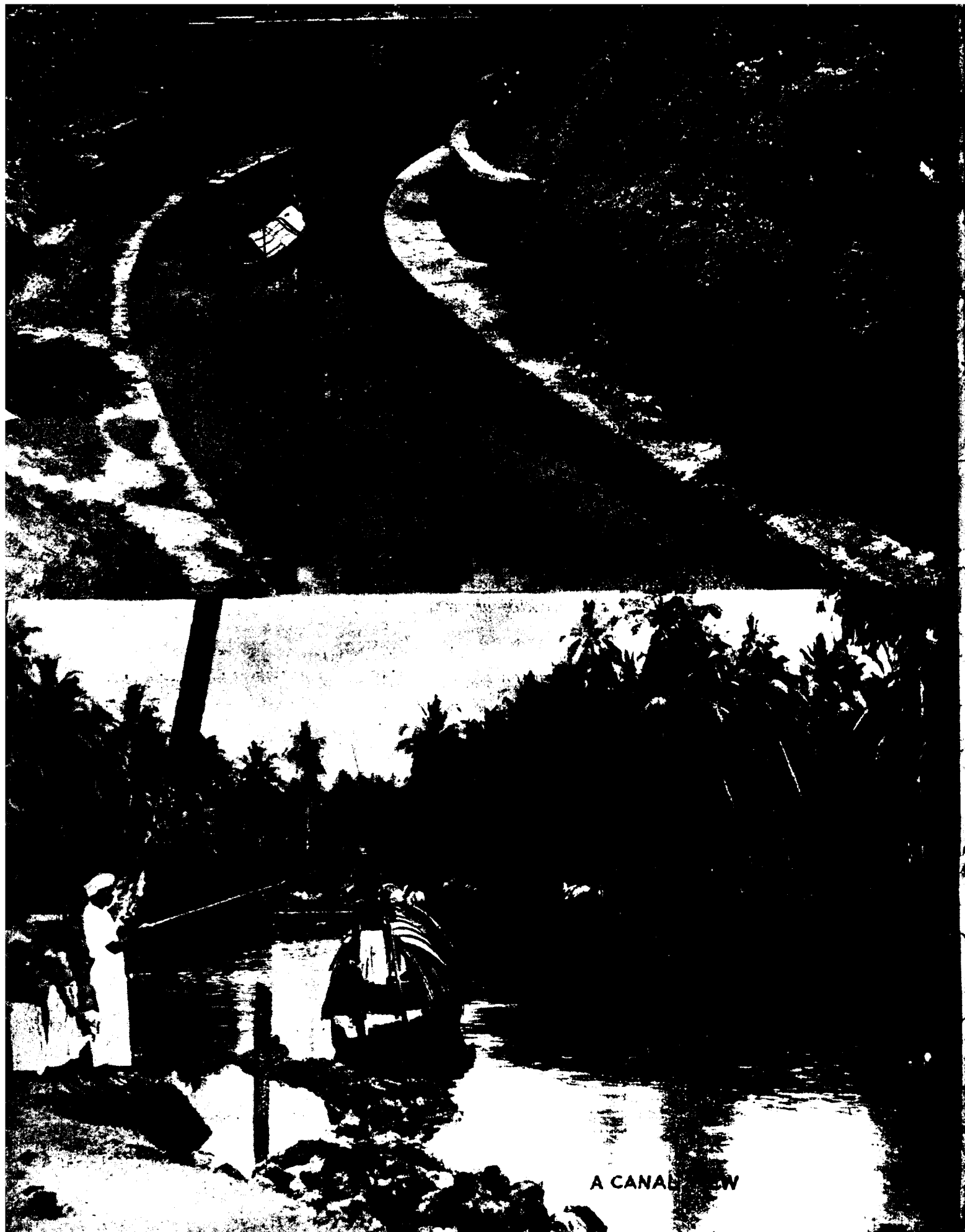
If we now do this, we cannot escape the impression that last year has not been as encouraging as we hoped. Our earnings have continued to decrease due to keen motor bus competition on the one hand and unsatisfactory and fluctuating trade conditions on the other, in spite of our best efforts to combat these unfavourable factors. Added to this, our working expenses have increased to a certain extent owing to the outbreak of war; in the coming year its effect may perhaps be more appreciable.

We must, therefore, always bear in mind our two-fold objects, viz., how best to decrease our working expenses and how to increase revenue. To achieve the former we must aim at the strictest economy in every direction especially now that we are in the midst of war and to obtain the latter we must foster more than ever the spirit of genuine salesmanship, and by honest, prompt and efficient service, capture the goodwill of the public and increase our clientele. Then only can we hope for any increase in earnings and make the coming year a really prosperous one.

It is hoped that the staff will continue to do all in their power to achieve the above object.

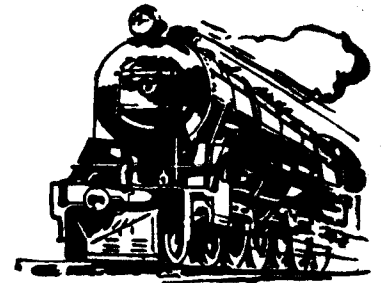
I wish every member of the staff of the Railway a Very Happy New Year.

C. A. MUTRHEAD,
Agent and General Manager.



A CANAL VIEW

SOUTH INDIAN RAILWAY MAGAZINE



JANUARY

1940

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EDITORIAL NOTICE

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

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

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

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

All matters intended for publication in the next issue must reach the Editor before the 25th February, 1940.





NOTES & COMMENTS

Ourselves

In the troublous times through which we are passing the cleverest cannot prophesy the future. We are now free to admit that when in the last issue we notified the suspension of the magazine during the period of the War, it was done with great reluctance. We have decided to continue the publication, though in its present form and get-up, it can hope to make but a poor debut in the New Year. It is however certain that when conditions return to normal, we will also share in the general prosperity that is bound to return to all of us. In the meanwhile we trust we shall enjoy the continued co-operation of our readers.

Return to Duty

Our Agent & General Manager Mr. C. A. Muirhead rejoined duty from leave on 30-9-39 prematurely, due to the international crisis. Similarly other Officers were recalled to duty.

The Season

The present is full of stress and strain. We do not know what the morrow may bring. "Man the beast" is at large. The clash of metal and the boom of guns have almost stilled the Voice of Heaven. The call to arms is heard from the pulpit and the stage. What is humanity heading for? These are not happy thoughts for Christmas but let us not give up hope. Through the ages, Love and Truth have not lost their meaning, and the "still small voice" in us keeps repeating "Man shall not be defeated—Truth and Love shall triumph." At this season let us all pray for the help of His Guiding hand—so we may come through it all unsullied.

We wish all our readers a Merry Christmas and a Prosperous New Year.

War Time Working

During the period of the last war 1914-1918 and after, Government and Public Bodies and



For the first time in the history of the Nilgiri Mountain Railway a boulder slipped on to a running train, smashing a vehicle. Luckily it was but a ballast train and no one was hurt.

large Commercial Corporations were forced by circumstances to take advantage of every known scientific device to save labour and to prevent wastage. Transportation systems which had to bear a double strain both due to increased activity and depleted man-power, re-organised their administrative methods in a variety of ways. Simplified control, avoidance of duplication, cheap and expeditious methods of working were the objects.

Thus, in the matter of booking luggage, parcels and goods traffic the system that is now in vogue in some of the Western countries is much simpler than obtains in India. Women were freely employed in many positions to replace the men who were mobilised. Though at the end of the war, the men who returned had to be given back their jobs, yet women continued to be freely engaged in various occupations for which they had shown special aptitude. It is not uncommon to find women as Booking Clerks at busy terminals. In France, women came to be employed even as Station Masters and stations on a small Suburban Electric

Railway near Paris were handled almost entirely by women.

There is great scope for simplification of administrative machinery and procedure in India and it may well be worthwhile to spend time and thought on investigating its possibilities.

Economic Railway Rates

It is impossible to fix the rates for conveying any particular load of goods by reference to the actual cost of its conveyance because (1) that cost may vary from day to day whereas freight rates must be fixed; (2) the apportionment of "overheads" between various types of traffic is both theoretically and practically impossible. Charges must be so arranged that the total gross revenue not only covers the working and maintenance, etc., expenditure, but also yields a sufficient net revenue to afford a reasonable remuneration for the capital employed.

In fixing the economic rate for conveying any particular commodity, whether it be passengers or merchandise, there is in theory



Slips near Coonoor.

a lower and an upper limit within which that rate must fall. On the one hand the rate must cover the prime cost of conveyance, i.e., wages of trainmen, fuel, etc., with a margin, however small, for overhead expenses—for the railway cannot economically carry it for bare cost of conveyance. The upper limit, on the other hand, is determined by the value of the service rendered. If the rate is fixed too high, either the traffic will not move at all or else it will go by some other form of transport. Thus, articles of low exchange value per unit of weight, like grain or minerals, coal, or other raw material, have always paid comparatively low rates, because higher rates would have diminished the volume of traffic passing, out of all proportion to the increase of rate, or would have increased the general costs of manufacture to such an extent as would have severely limited the volume of our national exports.

Road transport seeks to carry commodities of higher classification and quotes rates low enough to divert the traffic from the Railway.

The Future

How many Railwaymen in the world are saying to themselves "We don't get the passengers and freights we used to—a lot of us

Railwaymen are worried about the future—our food depends upon it—We know no other job—We have been Railwaymen all our lives."

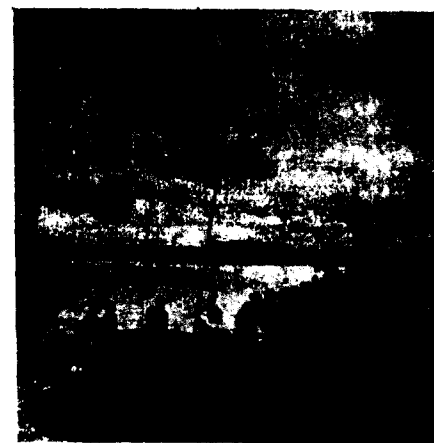
The South Indian Railway is asking for a "square deal" the same as other Railways in the world: but road transport still continues to eat into our revenues. The buses carry long distance passengers and the lorries long distance freight. The latter are invariably overloaded.

Owing to breaches, the South Indian Railway had recently to spend large sums in repairing the line. In many places the roads were also damaged, but the cost of repairs will not be borne by the owners of road transport using the roads.

The Railway asks that road transport shall be confined to its most useful sphere of serving the interior, for which there is great need instead of competing wastefully with the Railway on parallel routes. This duplication of transport services is economically unsound, and if permitted in the face of the Road Vehicles Act framed to prevent it, will deplete the revenue of the Railway to such



Track was breached between Tiruverumbur and Manjattidal stations to a depth of about 2 miles, on 15th November, 1939, due to heavy rains.



Passengers had to be transhipped with the help of ferries.



Flooded area showing the Railway breaches between Tiruverumbur and Manjattidal Stations, November 1939.

an extent as to ultimately necessitate subsidising by the tax payer: but this will be no solution.

The Railway firmly believes in the co-ordination of road and rail transport, but this cannot be achieved without the equalisation of conditions between the two forms of transport. The large and more responsible road concerns are anxious to assist but their efforts are defeated by a less responsible section who see their salvation in maintaining a completely free hand.

We suggest to the staff that they discuss this vitally important matter among themselves and their friends. Our future prosperity rests upon it.

The Economic Position.

The world has had hardly time to recover from the effects of the last war and the legacy of 1918. Yet humanity is again faced with a titanic struggle for existence. India though far removed from the actual theatre of war is besides being a valuable partner of Britain, party to the struggle herself and her life in all directions is vitally affected. The Indian

Railways have not had an easy time since 1918, and have now to face a crisis in their affairs.

Our earnings have steadily declined since the commencement of the year in spite of the attempts made to improve the situation. Between 1st April and 10th November, 1939 passenger earnings fell by 78.24 lakhs as compared with 1929-1930 and by 1.92 lakhs as compared with that of 1938-1939. The small increase in goods earnings brought little compensation. After much investigation unremunerative train services were curtailed and economies in various directions were effected. An unkind monsoon has recently flooded the country damaging the standing crops. Bursting tanks and flooded rivers breached the railway at various points. This means a double loss, as not only have our earnings been irretrievably lost due to the interruption of train services, but considerable sums have had to be spent in restoring the line.

The future is not bright. But as Railwaymen we are determined to pull together, and work with cheer and courage in the service of our country.

A Station on contract

"Working a Railway station through a Contractor"—undoubtedly an unique experiment on Indian Railways—is being just now tried on this Railway. This is not really so novel as it sounds, as such a system has been before now tried in other countries—particularly in France. A tiny station intended to serve the needs of but a few local inhabitants and their scanty commerce cannot bear the cost of a full-time Station Master and all his regalia. So, the simple business of issuing tickets and accounting for them is entrusted to a trustworthy neighbour who is paid a small commission for his trouble. The Postal Department have for long adopted a similar method of running Post Offices in the interior of the country. Though there is but limited scope for its adoption on Railways, yet as a means of saving expenditure to however small an extent, it has its own uses.

Our Puzzle Corner.

Not long ago, Crossword Puzzles were favoured even by the Daily Press, but public enthusiasm fell off suddenly and Newspapers which had hoped to sustain their circulation on account of this ceased to devote much space to crosswords. But many periodicals still continue this feature more to serve as an entertainment to their readers than as an aid to selling.

When we introduced the Crossword Puzzle in the October issue, it was intended chiefly to serve as a pleasing diversion to the readers and it was hoped that a large number of them would be attracted by it. It is however

Financial independence is the greatest thing in the world. More important than owning a house is to have some money in cash or its equivalent, to which one may

regretted that only 22 solutions were received of which 4 were incorrect. The first all-correct solution picked up was that of Mr. W. Bywater, Assistant Traffic Superintendent, who became the lucky winner.

We hope that the easy crossword in this issue will interest a larger number of our readers.

School Excursions :

Students' Excursions are steadily becoming popular. Nearly 500 students and teachers of the Hindu Theological High School, Madras, for the second year in succession made a tour of over 900 miles and visited Vriddhachalam, Palni, Madura, Tiruparankundram, Dhanushkodi and Rameswaram from 17th December to 23rd December, 1939.

The foreword to the Excursion programme stressed the value of such tours in the following words :—

The mediæval ideal of individual education, conceived and nurtured in the seclusion of the cloister, has been replaced at the present day by the ideal of training for citizenship, born of a growing consciousness of the value of community life. In the new order of things, School Excursions play an increasingly prominent part. Teachers often take out boys from the close atmosphere of the academy into the open air of the work-a-day world, show them shrines, beauty-spots and places of varied interest, thus helping them to observe Nature, to cultivate a wide outlook, to cast away prejudices and to feel their kinship with fellowmen. Such educational tours round off the instruction and the training given in the class room and make them real and vital in the lives of the students.

resort in the event of a rainy day. The fund may never be touched but the knowledge that the cash is there if it is needed, is like living in sunshine twenty-four hours a day.

Travancore—The Spice Garden of India.

The term "remote" has sometimes been applied to Travancore State. When you reach its southern termination, all Asia is behind you, and there is nothing between you and the south pole but salt water. But when you move among the variegated and cheerful crowds of the capital city, Trivandrum, and touch a life that bears the stamp of venerable tradition yet is full of modern vividness, you get the feeling that it is the other places that are remote.

You again do get this special feeling when you have crossed the hill section of the South Indian Railway from Shencottah (the first station in Travancore) to Punalur, through thirty miles of charming forested hill scenery. But when you begin to move across thirty miles of gently sloping lands towards the ancient coast town of Quilon, among coconut palms waving their fans along the margins of paddy fields that are sometimes, in narrow valleys, like green rivers, your eye will be struck by tip-tilted roofs of houses and other buildings that might be almost in China or Japan.

At Quilon the far-eastern suggestion is emphatic, and hints at considerable sea-traffic in olden times between Quilon—when it was a small principality afterwards absorbed in Travancore State—and eastern Asia. History also tells of trade with Greece, Arabia, and elsewhere in Asia and south-eastern Europe.

Highways of Transport

We do not see the ocean highway from the train; but we get passing glimpses of



An Express train in the Ghat section.

its inland ramifications in the backwaters, or lagoons, which from time immemorial have been highways of transport for the country people and their merchandise. Palm trees are of course, everywhere, and always beautiful and useful, for this is the "Kerala" coast, the land of cocoanuts.

Forty miles south-east of Quilon, we reach Trivandrum. Efficiency and up-to-dateness greet us here in a trim station, and offer us the latest thing in transport and residence. Tidiness and briskness are apparent, and a certain expectancy in the lined-up crowd between the station exit and your car, which makes you feel important even if you are not, for is not this the metropolis of an Indian State in which hospitality is proverbial, eminent visitors frequent, and in which the personalities of Royalty and

Government may at any moment cross the general life?

Prior to the reign of Maharaja Martanda Varma (1729-1758), the State of Travancore covered a smaller area than it does at present, and was bounded on the north-west and south-east by small principalities that resented its growing power. This resentment, with its threat to cultural and material progress, ultimately roused to drastic action the natural genius of Maharaja Martanda Varma for expansion and organization. By 1750 he had brought the formerly independent chieftains into the common sovereignty of Travancore, and established a single state from the Cochin frontier to Cape Comorin, 230 miles from north to south, sixty-five miles of maximum breadth, and 7,600 square miles in area. This duly accomplished, the Maharaja, emerging from the stern duties of a *kshatriya*



The Periyar Lake.

(protector), became the religious devotee, not only as an individual, but as a King, and consecrated his state to God, in the form of Sri Padmanabha, the creative form of Vishnu, with himself and his successors in rulership as *dasa* (devotee) of God, administering the State in the spirit of religious devotion; hence the first of the ruler's hereditary titles, "Sri Padmanabhadasa."

The Present Ruler

The present Maharaja, whose personal name is Bala Rama Varma, was born in 1912, and invested with ruling powers in 1931. In 1937, at the age of twenty-five, His Highness became world-famous and took his place in history as one of the great religious reformers by breaking the restrictions of many centuries and opening the State temples to all Hindus without distinction. In this epoch-making reform the young Maharaja had the support of his cultured

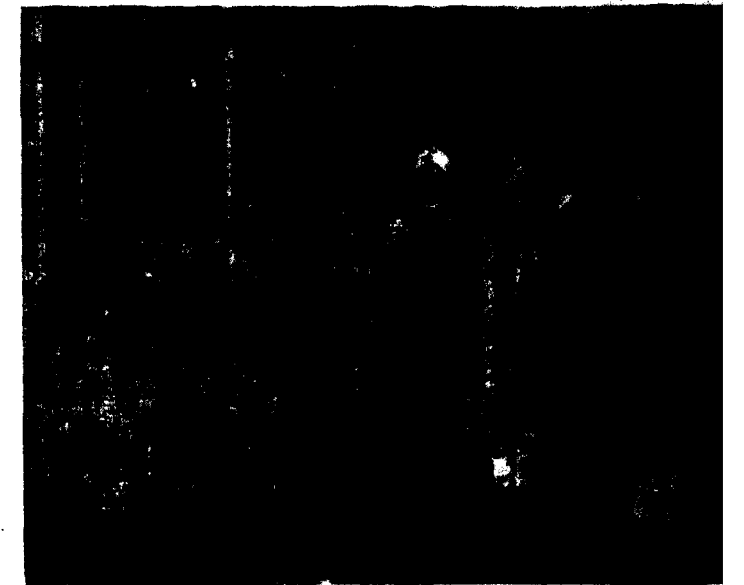
mother, Maharani Setu Parvati Bayi, and of his eminent Prime Minister, Sir C. P. Ramaswami Aiyar.

The capital of Travancore State had for many centuries been situated at Padmanabhapuram, thirty-three miles south of Trivandrum. But the extension of the State caused the centre of Government to be moved some two centuries ago, to Trivandrum, a prosperous town growing around a temple famous from classical times. Of the original style of the temple we have no record, but it became a typical Dravidian structure in the hands of restorers from the great temple centres of South India.

The Sri Padmanabhaswami Temple is the central point of the Fort of Trivandrum. A drive or walk through the Fort gives the visitor a glimpse of most of the phases of life of an Indian city in which modernity is trying to assimilate itself to a long and distinctive tradition. Men, women, and children congregate around the temple tank, washing, gossiping, playing. Cheerful crowds fill the fairly broad streets, buying and selling. Brahmins go by on religious service. Itinerant musicians pick up a slender livelihood. A bullock cart blocks the way of a motor-car, or *vice versa*.

Centres of Art

Inside the Fort area are also the palaces of former rulers, which were closed by custom on the demise of the ruler. The oldest palaces delight the artistic sense with their woodcarved doors, pillars, beams, ceilings and gables in exquisite designs and groupings. The Chinese suggestion is here also. The passing of time introduced other features in the structure and adornment of other



His Highness the Maharaja of Travancore and the royal group with Diwan Sir C. P. Ramaswami Iyer.

palaces. Time also led to the expansion of the small fortified town into a spacious city of almost a hundred thousand inhabitants. The home of the present Maharaja stands on rising ground on the northern edge of the city. His Highness's daily visit to the great temple as Padmanabhadasa takes him, amid the salutations of his people, from Kaudiar Palace across the main extent of his capital and back.

With the accession of the present Maharaja, and the building of Kaudiar Palace during his minority, the Fort palaces became less personal and assumed an archaeological interest. The Ranga Vilasom Palace was transformed under His Highness's command into a gallery of state portraits, and carvings, and paintings by Raja Ravi Varma and European artists; and a museum of court costumes, jewellery, weapons and ceramics.

Simultaneously with the founding of the Ranga Vilasom Palace gallery and museum, His Highness, in September 1935, opened the Sri Chitralayam (Temple of Painting)

in the Museum Gardens. The gallery presents a survey of the history of painting in India, together with examples of Tibetan, Chinese, Japanese and Balinese painting. It also houses some of the best works of Raja Ravi Varma in western style. The gallery is unique in presenting examples of the mural painting of India from pre-historic times, down through the Buddhist era of Ajanta, to recent times in Travancore and Cochin States.

Near the Sri Chitralayam is the strikingly beautiful State Museum, with its central hall devoted to indigenous arts and crafts, and its corridors and wings to natural history. This and the Zoo are well worth a visit.



Sri Padmanabhaswami Temple, and Tank.

Cape Comorin

The first excursion from Trivandrum is naturally to Cape Comorin, fifty-four miles south-east from the capital by a direct, broad, well-laid road, through scenery that passes from the greens of palm and paddy to the grey grandeur of the high ranges on the left, and ultimately the vast spectacle of the Indian Ocean. Humanity has been with us all the way, not only in the towns we pass through, but without intermission along the trunk road; for in Travancore the north-south roads carry the daily life of the thickly populated coastal strip along or near which the homes of the people are spaced out, singly or in small groups, with no lonely spaces between.



The Kaudiar Palace.

Cape Comorin is one of the ancient places of pilgrimage in India. The temple of the virgin Goddess, *Kanya Kumari*, stands on the edge of the ocean. The place is also noted for the work of St. Francis Xavier. The rock on which Swami Vivekananda sat and meditated is pointed out. Travellers will find excellent accommodation for an over-night stay in the new commodious State Hotel and Restaurant. A short diversion northwards brings us to the seaside fort of Vattacotta, built against smugglers by Eustace de Lannoy, a Dutch naval officer who became the Commandant of the army of the Travancore Maharaja. He died in 1777 from a wound received in battle while

fighting for his Chief. His grave is carefully preserved in a quiet "God's acre" within the fort of Udayagiri which he himself had built.

Monument to Architecture

Close to Udayagiri is the Palace of Padmanabhapuram. It was the centre of Government in 1333 A. C. and for centuries previously, and on to its supplanting by Trivandrum. The stout walls of the fort testify to former strength. But the palace itself is a monument of delicate architectural beauty, with its generous lay-out, its carved pillars, commodious passages, spacious gardens, and tip-tilted assemblage structure.

which was the private home of a succession of rulers. In the upper storey of this building is a treasure of mural art. Every inch of the walls of the room bears its pictorial record of the Hindu religious imagination in noble figuration, eloquent line, pleasing colour, expressing profound ideas. In the palace is a Navarathri hall with finely carved granite pillars, a gem of South Indian architecture and sculpture.

From Trivandrum we leave Travancore state northwards by road or backwater. The road from Trivandrum to Kottayam is palm shaded, with little temples and churches at intervals that keep reminding us of the Far East.

The game sanctuary, which no tourist can afford to miss, is situated on the Periyar Lake, nestling in the heart of a chain of mountains and dense forests presenting one

Chances in life

"I am 60 years old," said a wealthy man to his friend, "and I want your advice. Do you think it would be better to tell a certain young lady whom I would like to marry, that I am 50?"

"Well," said his friend, "if you want me to be quite frank, I think your chances of getting her would be better if you told her you were 75."

Mrs. Smith was reading a letter at breakfast. Suddenly she looked up suspiciously at her husband.

of, the most picturesque spots in the East. Visitors may go round the lake in a motor launch provided by Government and see from a place of safety denizens of the jungle such as elephant, tiger, bison, panther, bear and species of deer and monkey in their natural habitat. Well may a traveller turn hither his wandering footsteps.

A journey by the backwaters in an ordinary ferry steamer, if not luxurious, is a delight to the eye in exquisite nature. It can be done rapidly by motor launch or slowly by *wallom*, a covered country boat. Half of Travancore state is mountainous country with thick forests in which shy tribes of human beings and every kind of wild creature live and die; and a traveller who knows what he is talking about says that until you see Periyar Lake you had better be economic in the use of superlatives on other places.

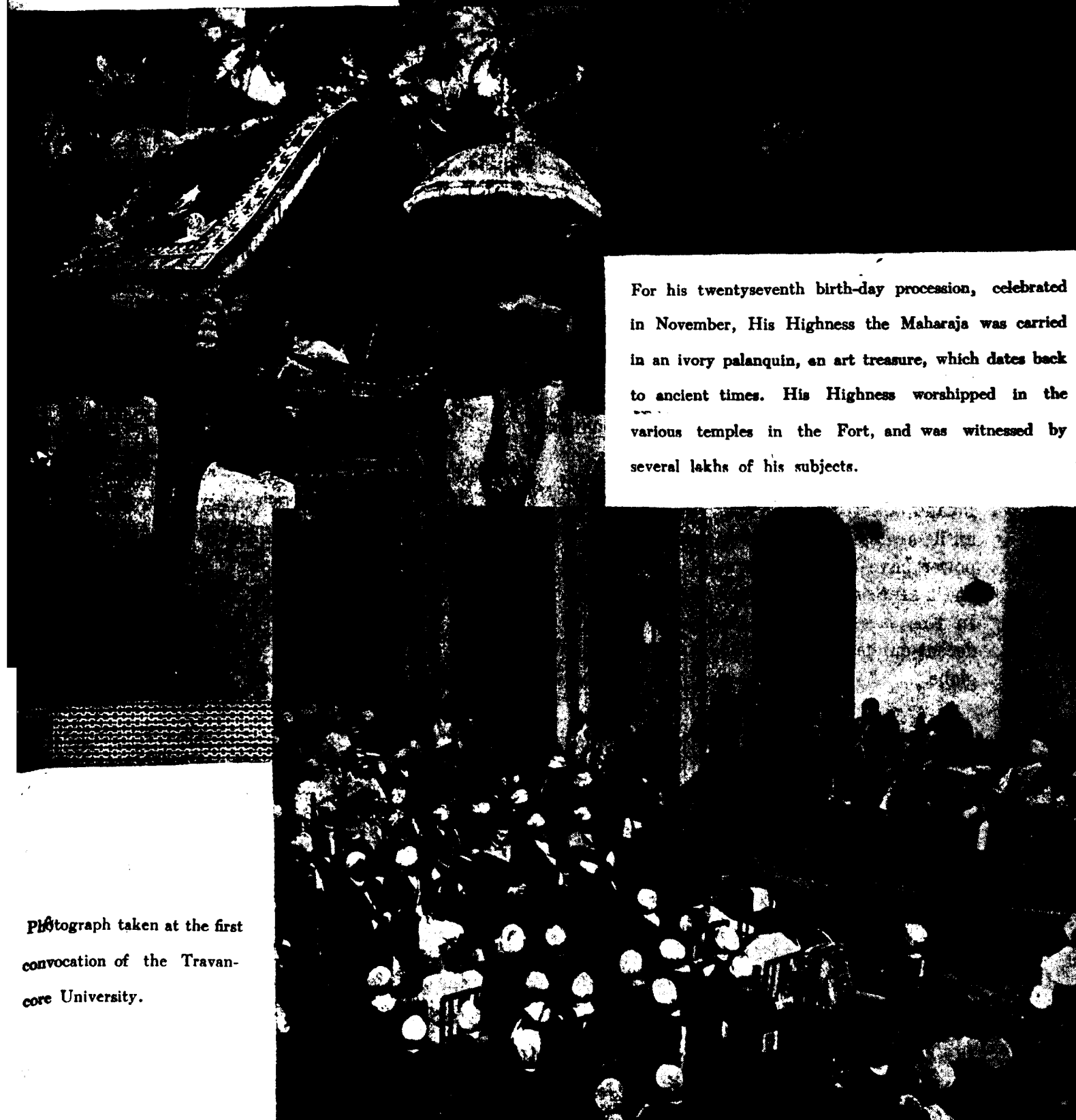
"George," she said, "I've just received a letter from mother saying she isn't accepting our invitation to come and stay, as we do not appear to want her. What does she mean by that? I told you to write and say she was to come at her own convenience, you did write, didn't you?"

"Er—Yes", said George. "But I—I couldn't spell 'convenience'. So I made it 'risk'".

"Am I the only man you've loved?"

"Yes, dear, and the handsomest."

Sir C. P. Ramaswami Aiyer, Dewan of Travancore, was entertained to a magnificent garden party by the Syrian Catholics of Travancore and Cochin. Here he is seen with the Archbishops and Bishops of the Syrian Catholics in Travancore and Cochin.



For his twentyseventh birth-day procession, celebrated in November, His Highness the Maharaja was carried in an ivory palanquin, an art treasure, which dates back to ancient times. His Highness worshipped in the various temples in the Fort, and was witnessed by several lakhs of his subjects.

Photograph taken at the first convocation of the Travancore University.

save handling, and there have been reductions in the road motor delivery and collection services in order to save petrol. Registered transits by the "Blue Arrow" and "Green Arrow" arrangements have been withdrawn, and the railway cash-on-delivery plan suspended.

Marshalling yard operation, which involves so much night work, presented peculiar problems, and reduced lighting everywhere is the rule. Recently, however, better lighting again has been permitted, capable of being switched off at a moment's notice. The changed conditions have been faced cheerfully and determinedly by the marshalling yard staffs, and the reduction in efficiency due to black-out conditions is only between fifteen and twenty per cent., and this figure will be gradually reduced as ways and means are found. Like passenger station lights, illumination in the goods stations has been reduced, and roofs and windows obscured. Antiglare screens are fitted to locomotives, and signal lights, handlamps, and so on, dimmed by the fixing above the lenses of suitable metal screens.

One of the biggest tasks of the Home railways, concerns food distribution, immense quantities of foodstuffs of all kinds reaching our shores from overseas. The Navy, in co-operation with that of France, maintain our sea communications, and the elaborate convoy system works most efficiently. To give an idea of the enormous demands made upon the railways in handling foodstuffs, it may be noted that in four days recently no fewer than twenty-eight vessels in four convoys, loaded with 100,000 tons of foodstuffs, docked at one port, and the bulk of the cargoes were rapidly discharged and distributed

by the railways, to make room for further vessels due to berth the day after the fourth convoy docked. Within forty-eight hours of arrival of the 100,000 tons of foodstuffs, some 80,000 tons had been moved by the railways to distributing centres in twelve widely different parts of the country, and this without interfering with passenger and freight services or the movement of war material.

In order to avoid any possible disturbance arising out of enemy air raids, the headquarters of the main line railways have been moved out of London to convenient points in the country. In general, the method of operation now in vogue is that covered by the control system, such as operated successfully in the last war. To-day, however, the traffic controls are very carefully protected from enemy attack. On the L. M. & S. line, for example, protective works have involved the provision of five million sandbags. Fifty-seven L. M. & S. controls are specially protected, some being concrete "fortresses" sunk well below ground level. Normally, of course, operations are conducted from the conventional control offices: it is only in emergency that the underground controls come into active use.

Every branch of the railway service is engaged on war work of one kind or another. In the workshops, for example, there has been great activity turning out ambulance and casualty evacuation trains. Each ambulance train is fully equipped for travelling staffs of nurses and doctors, kitchens, and wards for stretcher and sitting-up cases. The casualty evacuation trains are for use in the event of casualties through air attack, when they would assist in the distribution of injured civilians to hospital.

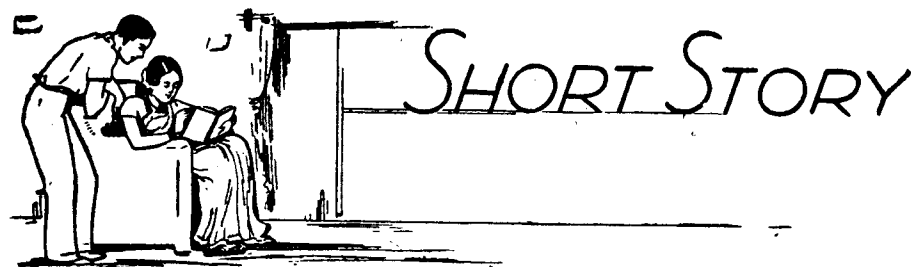
New works necessarily have been curtailed on the Home railways, but certain major works have been proceeded with. One big scheme recently completed was the installation by the Great Western Railway of automatic train control throughout the main line routes between Paddington and Penzance, Fishguard and Chester. Some 2,852 miles of track were involved, with special equipment on 3,250 locomotives. On the London Passenger Transport Board's railways, work has been completed on one big scheme, enabling Bakerloo trains to be projected over the Metropolitan line to Stanmore. The Metropolitan line has been reconstructed, and on the Bakerloo platforms have been lengthened to accommodate bigger trains.

Railway buildings by the score have been turned over for war-time use, among these being hotels, orphanages and convalescent homes. Waiting Rooms at stations have been transformed into rest rooms and canteens for the Troops. At junction points, special passenger carriages have been set apart as rest coaches for servicemen travelling long distances and having to wait connection.

One of the most vital rail links is, of course, that between England and the Channel coast. Day after day the smooth movement of men and supplies proceeds, and the closest co-operation is recorded between our own and the French railways. The French lines, like the British, are in very fine condition as regards maintenance, and locomotives and cars are abundant and efficient. A very different story is to be told of the German

railways. There, maintenance of locomotives, rolling-stock and permanent-way is greatly in arrears, and there is a big shortage of wagons. In contrast with the keenness and will to win of the British and French railwaymen, the Germans are faced with fear of starvation; while in Poland, Czechoslovakia and Austria railway movement is only possible by holding a pistol at the heads of the transportation staffs. Way and works have been damaged by the recent fighting and sabotage is ever feared. Transport is playing a big part in civilisation's victory, for now as ever railways are the arteries of the fighting forces, and Germany's railways are anything but ship-shape.

Let us close this war-time letter with an assurance of the confidence everywhere existing at Home of the ultimate victory of the liberty-loving nations. Britain's half a million railway workers are cheered by the knowledge that their colleagues in India and throughout the British Commonwealth are with them heart and soul. The Home railway service, like that of India, embraces men of every political and religious belief, but one and all are insistent on the prime necessity for overthrowing aggression and brute force such as is glorified by the Nazi rulers. Good neighbours we wish to be with all. Let the German rank and file put their house in order, and the hand of friendship will not be missing. Meanwhile, to their Indian colleagues, Home railwaymen send this message: "Carry On!". For this is democracy's war, and only through victory can humanity be saved.



Front Page Stuff.

(By Sydney Horler.)

Woodberry flung away the stump of his cigarette with the action of a man hurling a bomb.

"You're drunk now! he said; "well, there's an end to everything—and it's come in your case. Here," scribbling on a slip of paper, "take this to the cashier! You've finished with the *Mercury*, Stanton."

The man with the reddened eyes and the unshaven chin held out his hand for the paper mechanically, before bursting into a harsh laugh.

"I've meant to tell you to go to hell every day for a month, Woodberry," he said to the Managing Editor, "and—here—take this with you." With twitching fingers, he tore the pay-slip into fragments and tossed them contemptuously at the elder man.

Then, steadying himself by placing one hand on the big desk from which he had been started in the past on so many important commissions all over Europe, he had the last word.

"I'm going down to a cottage in the country," he said, "to write—fiction. To hell with newspapers—all the lot of you. Eugh! Newspapers: it's a dog's life! I'm going to write a novel—"

With that, he very carefully drew his hand away from the desk, swayed a moment, and then, turning with the elaborate precision of one who was not too sure of his feet, walked unsteadily to the door.

Along the corridor, past the reporters' room, from the door of which peeped many inquisitive faces, and so on to the main staircase, John Stanton staggered. All who saw him knew his story. Reaching the bottom of the stairs, he approached the chief commissionaire, and placed a shaking hand on the man's shoulder.

"Goo'-bye, Sampson, old chap—I've—I've been sacked by old Woodenhead up there! Goo'-bye—" And then out into the darkness.

Within an hour all Fleet Street knew the story: Stanton, the most brilliant reporter on the *Mercury*, the man who had made history for his paper and for himself, had been hoofed out! Used as the Street was to disruptions, the news became the chief topic at the crowded Press Club.

Not that the information came as any surprise. For weeks past it had been seen coming. Yet, although the end had been inevitable, there was a mystery about Stanton which no one could fathom.

Pennyquick, one of the *Mercury* sub-editors, who had slipped into the club for a hurried supper, put the case concisely.

"Until two months ago, as you fellows know, there wasn't a steadier chap than Stanton anywhere. What was it set the devil loose in him? I felt I had a personal interest in the chap—been a partner of his, in a way—because for the past three years I've handled most of his copy. That was what made me approach him the other day in the office. Of course, he wasn't himself—

he'd been drinking as usual—but he turned on me as though I were his worst enemy. After that, of course, I left him alone—but it's a hell of a pity he's going to pieces like this. Of course, he's finished."

The view was generally supported.

"He's a marked man—no other paper would engage him," confirmed Ashford, of the *Morning Moon*. "What's he going to do?"

Pennyquick finished his drink.

"Told Woodberry he was going into the country to write a novel—" he said.

The rest shrugged their shoulders. The discharged reporter who was going into the country to write a novel—this was a story that had become a hoary legend in the club.

"Well, it's a-b . . . shame!" summed up Morthampton, and the company agreed.

Not many hundred yards away, in a magnificently appointed editorial room on the third floor of the *Mercury* building, Woodberry, the American controller of the famous morning newspaper, chewed on a fresh cigar.

"A nice boy, but wild," he muttered. "Stanton's had enough warnings. But it's going to be difficult getting someone to hold down his job; that fellow could *write*!"

Whilst the world in which for so long he had been a brilliant, if somewhat aloof, figure, already counted him amongst its splendid lost ones—Fleet Street has its mysterious disappearance almost daily—John Stanton himself walked quickly along the dark Embankment. He was literally living up to his threat of shaking the dust of Fleet Street off his feet.

Fleet Street, in the crash of events, soon forgot John Stanton.

But, on the late afternoon when the news came through of the terrible express smash at Lidgley Junction, there was one man in the *Mercury* office who remembered John Stanton. It was Woodberry, the Managing Editor.

He roared at a slim, dark youth sitting on the opposite side of the room: "Parker, wasn't it near Lidgley that Stanton's got that cottage of his?"

"The exact address, sir, is 'Pine Cottage, Lidgley'," replied Parker, who had to know everything.

"Wire to him—no; he'd only tear it up—humph!" said Woodberry.

For the next five minutes, the Managing Editor of the *Mercury* was in an irascible frame of mind. Here was a really big story—front page stuff—and if there was one man in Fleet Street who could have been depended upon to do it justice—to make the thing live—to write the Big News as it should be written, it was Stanton.

"Tell Laidley to come here!" he said to the waiting Parker.

Laidley was a shaggy man with a bleak eye. Outside of cramming the *Mercury* with good news—he was the news-editor—he was completely non-descript.

"Who are you sending to Lidgley, Laidley?"

"Stanton would—" started the news-editor.

"Shut up about Stanton," barked Woodberry, infuriated.

"Stanton's gone—he'll never write another line for the *Mercury*!"

"I'm not so sure of that," replied the news-editor; "but, anyway, since I can't call on Stanton, I intend to send Pembury."

"Tell him I want to see him."

Pembury, a lean-jawed young man, listened respectfully to the great man's words: "I want a whale of a story, Pembury! You're following a good man—Stanton. I don't expect you to beat what Stanton would have done—but I must have a good story—and get it on the wire quick!"

Even signalmen, the most machine-like of men, are apt to err—and this mistake caused the racing express to go to utter ruin and chaos unimaginable.

John Stanton, who had been dozing in a corner of the third class compartment, suddenly felt his head hit the roof of the carriage. After that, he dropped to the floor—on to the body of a stout man who, an hour previously, had driven Stanton almost to frenzy with the futile ponderosity of his conversation.

"Hi!" gasped this individual.

"Shut up, you fool!" cried Stanton; "there's been an accident—look how she's rocking! We must get out and do what we can." Pausing only to thrust his head out of the shattered window, the journalist cried: "The front of the train's on fire!"

"On fire!" gasped the stout gentleman, his face pale with fright.

Stanton did not wait. Thrusting his shoulder against the window, he landed unsteadily in the corridor just as the express, with a final convulsive death-throe, quivered like a monstrous animal that had been grievously wounded, before becoming still.

It was impossible to get out through either door, so Stanton, showing the quick decisiveness of the born reporter, clambered on to the roof of the coach, from whence he leapt to the rails. Ahead of him, he saw flames leaping, heard screams of anguish, cries of nerve-racking horror.

Throwing off his overcoat, he dashed along.

From the taxicab which pulled up with a jerk outside the great hospital, a young man leaped.

"I'm from the London *Mercury*," he told the porter standing at the main entrance. "I want to see the doctor in charge of the train—wreck cases."

"If you'll wait here—" said the porter deferentially, showing him into a small room.

Presently a man, wearing a surgeon's smock, walked briskly through the door.

"You want a list of the injured, I suppose?" he said. "Yes, I can give you that."

"Thanks—oh, thanks!" Pembury had a note-book already open.

"And if you want—as I suppose you do—a really magnificent story of a man's heroism, I can also give you that," went on the doctor.

Pembury clutched the other's arm.

"Please, doctor!" he said tensely.

The house-surgeon in short, graphic phrases, built up a gripping narrative. He told of a man—a passenger in the wrecked express—who risked his own life many times in the heroic work of rescue.

"This man—what was his name? Could I see him? I haven't much time—but if I could get an interview—just a few words—"

"I don't think he's conscious," said the doctor, but he allowed the reporter to go with him.

Opposite a bed in that ward of moans, the house-surgeon stopped.

"There's the fellow," he said.

The head was bandaged; and not much of the face was visible, but Pembury became like a man who had seen a vision.

"I'll be back later," he said, and rushed from the ward. Down the stairs three at a time and into the taxicab with a flying leap.

"Post office!" he cried, almost hysterically.

Woodberry, the Managing Editor of the *Mercury*, paced the floor of his room. Ten o'clock, and not a line from Pembury. The fool would miss the country editions.

Laidley, who should have been home hours before, but who had waited, walked in. He held a buff slip which he passed to his Chief.

HAVE WONDERFUL STORY
FRONT—PAGE STUFF
Keep two columns—Pembury

The frown on Woodberry's face softened. But the knowledge that precious time was flying made him growl.

"Why the devil doesn't he send his 'wonderful story'? My God, if he's let us down, Laidley—!"

"I don't think he's done that, Chief. Pembury's a bulldog on a good story. He may not be able to write, but he'll get the meat out of this thing. We have the Agency report for the country editions—"

A sudden commotion in the corridor outside made Woodberry look up. Pennyquick, one of the sub-editors, burst into the room without apology.

"Chief! Read this!" he said excitedly. He thrust a flimsy (press telegram) into Woodberry's hand.

The Managing Editor smoothed the sheet out and read:

"In the terrible express train accident which occurred at Lidgley Junction shortly after four o'clock this afternoon, wonderful heroism was displayed by Mr. John Stanton, formerly a member of the *Mercury* staff. Risking his life again and again, he led the rescue party into the flames with which the wrecked coaches were enveloped and saved at least four lives. Eye-witnesses speak with the utmost admiration of his courage and devotion. Mr. Stanton, who was a passenger in the doomed express, had a narrow escape from death himself, but clambering out of his carriage, he organized immediately a rescue party, who, stimulated by his example, did wonderful service. Severely injured, Mr. Stanton at length collapsed while he was holding in his arms a lady whom he had rescued. He was taken to Newhurst City Hospital, where he is at present unconscious."

"The names and addresses of the killed—"

Woodberry turned to his desk.

"I'll deal with the stuff myself," he told Pennyquick. "Keep the first two columns of the front-page open for this story and get a Stanton block—we'll publish his photograph."

It was common knowledge in Fleet Street that no editor would handle really big news like that able Scots-American, Angus Woodberry. He had a flair for the important occasion.

He proved it in the "Stanton Story".

In his own hand this is what the Managing Editor of the *Mercury* wrote—headlines and all:



MERCURY MAN'S HEROISM IN TRAIN SMASH
WONDERFUL COURAGE OF
MR. JOHN STANTON LEADS RESCUE
PARTY AND SAVES FOUR LIVES
(From our Special Correspondent)

"Newhurst, Thursday night.

"Mr. John Stanton, the brilliant Special Correspondent of the Mercury, whose work, printed in this journal, has been such an outstanding feature of London jour-

nalism for the last five years, became a national hero this afternoon.

"Suffering from nerve-strain due to overwork, Mr. Stanton was proceeding on holiday to his country cottage near Lidgley Junction. It was his intention to recuperate in the quiet countryside before undertaking a fresh special mission on behalf of this newspaper.

"Mr. Stanton travelled by the 3-15 express from Euston. Just outside Lidgley Junction, the express, owing to what is believed to be a mistake on the part of a signalman, crashed into another train before leaving the rails.

"The ensuing scenes were terrible and sufficient to tax the nerve of anyone; but Mr. Stanton climbed out of his wrecked compartment, and, stripping off his overcoat, proceeded at once to organize a party of rescuers.

"For hours this indomitable band, inspired by the example set them by Stanton, worked, and it was entirely due to their endeavours that a great many more lives were not lost in the terrible holocaust.

"Stanton himself at length collapsed whilst holding the body of a woman in his arms—".

Having written so much, Woodberry pressed his bell.

"Take this upstairs at once, boy—front-page stuff. And send Mr. Pennyquick to me immediately."

"Is that block being got ready, Pennyquick—which photograph of Stanton are you using?"

Pennyquick beamed.

"I thought of the one of him smoking a pipe and smiling—"

"Good!" boomed the Managing Editor, "I've written the lead for the story—you carry on with the rest."

Half an hour later, Laidley entered the Presence.

"A great story, Chief if I may say so—but—"

"But, what?"

"Well, I was rather under the impression that you had sacked Stanton."

The Managing Editor of the Mercury drummed on his desk.

"You were right when you said that Pembury couldn't write," he replied with a short smile which the news-editor instantly understood: "Pembury's a good reporter, and he's got us a tip-top story to-night, but his stuff was lacking in the final touches. You see?"

"I see right enough, Chief—but will Stanton see?" he replied.

Now, when it came to that, John Stanton didn't really have much to say in the matter. As in the case of many other important decisions, a woman had the casting vote.

The woman who sat by his side and held his hand on the day he left the hospital was the woman whose rescued body he had held in his arms at the moment he collapsed on the afternoon of the train wreck. She was also his wife.

She told him her story as soon as he recovered consciousness.

"I had to come back to you, Johnny. I realized how foolish our quarrel had been—how foolish, and how wicked. If you had only tried to argue with me, dear, instead of losing your temper; you don't know what

a call the stage has to anyone who has once belonged to it. And you were away so much, I felt I really had to do something . . .

"But, Johnny, boy, I knew almost at once that I had made the biggest mistake of my life! Still, I hung on, hoping that you would send, saying you wanted me back—"

At this point, the hero of the Lidgley express disaster shook his bandaged head.

"I was too busy drinking and playing the everlasting fool generally, Sally, old girl. You see, I thought you never *would* come back after what I said, and I went off the deep end properly. That was why I got the sack from the Mercury—"

"But I had to come back, Johnny," the tale went on. "My plan was to get the cottage we bought at Lidgley ready and then send for you. I thought that when the two of us were quite alone. . ."

She gave the hand she was holding a gentle pressure, and the man whose pen had so often brought tears into other people's eyes found some in his own.

"That was why I was in that train, Johnny, boy—it was Providence that brought us together again!"

Blinkingly, her husband answered:

"I suppose old Woodenhead will be taking the credit though—you see what he has done, Sally; he's made all Fleet Street believe that I'm still on the Mercury!"

"So you are, dear—you've really been on holiday. The Mercury said so itself!"

"H'm! Well, if they send me abroad again, I shall take you with me, Sally—this parting business has got to stop."

Report says that Woodberry O.K.'d the double expense-sheet almost cheerfully.

Tobacco.

Divine in hookas, glorious in pipe
When tipped with amber, mellow, rich and ripe :
Like other charmers, wooing the caress
Most dazzlingly when daring in full dress ;
Yet thy true lovers more admire by far
Thy naked beauties—Give me a cigar.

—Byron.

How often has the flavour of tobacco helped to create cheer and good company ! Strangers quickly develop neighbourly feelings with the exchange of a cigarette. "Am I not—a smoker and a brother?" Whether in a railway carriage or strolling along the sea beach, in the sitting room or in Council Chambers, peasants and monarchs to all and at all times, the soft clouds of curling smoke from a cigarette or a pipe is both consoling and heartening. It is an aid to brotherhood, clears the brain and even helps in contemplation. Sometimes it even quickens the nerves.

Though a product of civilisation, tobacco is the most controlled of all vegetation that is friend of man. The tobacco leaf must have been well-known to the ancients at least in Asia and South America. Astute



28

Rolling Cigars.

monarchs have throughout attempted to control its growth and production, and have made it yield revenue. Tobacco production and marketing is a government monopoly in many countries. The ostensible political reason for this is that tobacco is a baneful product and while its merits are doubtful, the harm it can do are considered certain. It is said that Charles I of England prohibited even the cultivation of tobacco in England and Ireland, and Papal encyclicals were once issued prohibiting smoking. Smoking which was introduced into India during the days of the early Moghuls was subjected to much persecution by Akbar and Jehangir.

Women in pursuit of equality with men took to smoking to demonstrate both its merits and their own capacity. Medical men have still, not yet reconciled themselves to the use of tobacco by their patients.

It is said that tobacco was first brought to Europe about the middle of the 16th century by a Spaniard. But the smoking habit was initiated and spread by Englishmen. A Governor of Virginia and Sir Francis Drake are said to have introduced them into England when a consignment was first handed over by them to Sir Walter Raleigh. Raleigh developed the habit to such an extent that he was supposed to have smoked a pipe even a little before he went to the scaffold. The Elizabethan courtiers created

a fashion for smoking, and tobacco came into general use in the 17th century for chewing, for smoking and as snuff.

The natural habitat of the tobacco plant is the tropical countries, though it is cultivated almost all over the world ranging as far north as Quebec and Stockholm and as far south as the Cape of Good Hope and Victoria. While the plant adapts itself to a great variety of climatic conditions, the flavour and quality of the produce are profoundly affected by variations in them. The tobacco leaves of Virginia, Java and Sumatra have peculiar properties and are of superior value. America heads the list of countries in the output of tobacco and scientific methods have helped to grow excellent varieties in various parts of the United States. Many processes are required before tobacco is ready either for chewing or for smoking. The leaves have to be collected in the proper season and then cured, of which different methods exist in different countries. The flavour and colour of the tobacco is determined chiefly by the method of curing adopted.

The use of snuff, the preparation of which is an elaborate and complicated process was very widespread in the 17th and 18th centuries all over Europe. Snuff is still the favourite of many in India. The chief use of tobacco to-day however is for cigarettes and cigars. Until machinery was adapted for the manufacture of cigarettes, it was mostly a cottage industry. Hand-made cigars and cigarettes are even now considered the best. South India and the Punjab produce some of the best varieties of tobacco in India, a good deal of which is exported to other countries. Trichinopoly has a



At Messrs. Spencer's Cigar Factory, Dindigul.

flourishing trade in hand-rolled cigars and cigarettes and these are produced under factory conditions in Dindigul. A cheap variety known as beedies is produced all over India and is very popular with the poorer people. Chewing tobacco of cheap quality can be had in all the bazaars in India and is very much used by the working classes. The smoking habit which was originally restricted to the rich has become exceedingly popular among the masses.

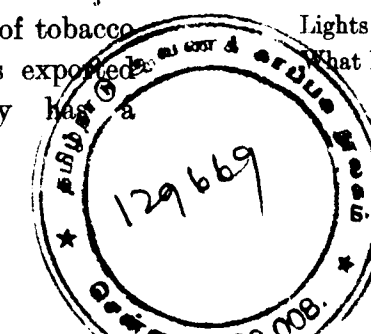
It will be interesting to learn that people used to smoke originally through the nose—a pipe with two arms like the letter 'Y' was inserted into the nostrils and tobacco smoke inhaled. The pipe was a later invention as also the hookah. Some people also smoke with the burning end inside their mouth—a little risky to their palates.

Few plants beside the vine have attained poetic favour. Of tobacco many have sung:

Virginia for the pipe's sweet charity,
Havana for cigars to solace me ;
And Turkey for the transient cigarette—
Was all I learned of my geography.

And when my love her cigarette
Lights up, while I my good pipe get,
What keeps us loving comrades yet ?

Tobacco.



JK
x 415 m 21, N 2951

The Railway Time Table.

"The time table is the railroad's last word in advertising literature. The company may be represented in newspapers and magazines; it may print tons of brochures, but in the first and in the final analysis, it is the humble time table which everyone consults preparatory to making a trip be it great or small.

Recognising this fact, railroads make diligent efforts to simplify their time tables; to dress them up attractively and pictorially; to make them readable and understandable—not so much for the benefit of the constant traveller, who is as much at home with them as are the information bureau men themselves, but to aid the infrequent and uninitiated traveller.

Down through the ages, one of man's greatest desires has been to "go places." Whether it is the small boy's hope to visit the great city or the man's yearning to return to the pastoral scenes of his youth, the urge to travel always has motivated mankind.

So carefully have railways adjusted the finely-meshed movement of hundreds of trains daily in and out of the great terminal stations that the traveller takes it all for granted. But the synchronization of these movements is as delicate as the working of a clock.

To be a rabbit

Consider the "rabbit" and follow his admirable example. If he makes a bad shot he is amused. He is delighted by the unexpected joy of achieving momentary perfection. If he is beaten it is what he

The compilation of train schedules is a work of art. Their finished product which the traveller nonchalantly scans is the result of months of careful planning and discussion by many officers of different departments of the railway.

When it is finally sent to the printer to be published in its colourful covers, it represents the hopes of the commercial manager: the objections of the operating chief: the advice of the development man: a degree of arbitration between various departments, divisions, competing lines, connecting lines, a frequent accession to demands of local dignitaries and probably a final harmonizing by the chief. It is in a fact symposium in the broadest sense of the word. And when it is issued, it is studied by countless men and women who live and move by it, with all the intensiveness worthy of so imposing a compendium of data.

In to the making of the schedules a vast number of correlated factors enter, some relevant and obvious, others of a devious type. "Past experience" is cited as one of the outstanding guides upon which a railway has to sell its service, it is obvious that the more conveniently the trains are scheduled the greater will be the public response. It is a question of salesmanship." (C.N.M.)

expected. If he wins, it is a miracle! That is why you find elderly "rabbits" pottering happily around Tennis and Golf Clubs years after the "tigers" have blown up and vanished.



Is there nectar flowing from baby's fingers?

Yuvanaswa was a famous king of the Ikshvaku line and overlord of the entire universe. His fame spread far and wide being of a generous and charitable disposition. But even he had his regrets. He had no son to continue his line and was already growing old. So he summoned his council of sages and pandits and on their advice performed the "Putrakameshti" Yagnya that would bless him with a son. The holy waters of all the sacred rivers of the land were brought in a vessel on to the centre of the sacrificial dais, and long incantations were recited to consecrate the contents. The person who drank a cup of this holy water would immediately conceive. The king was to sit up the whole night to get the full benefit of this sacrificial rite. But the sages were in slumber. About midnight the king was overcome with thirst and went about asking for a cup of water. Being in deep sleep none could hear his tired and feeble request. Just then the vessel with the sacred water caught his eye and out of it he drank a cupful. When the Rishis awoke they

found out that the holy water had been drunk by the king. They told the king that the water was intended for the Queen, and that as he had drunk of it he would conceive, and bring forth a powerful son but, assured him that as this was done in ignorance, the delivery will not be attended with the throes of labour, nor attended with any risk to his life. After a lapse of a hundred years, the king had a child with all the effulgence of the sun, born from the right side of his body. The strange news spread far and wide. The Devas (celestial beings) came and with them Indra—their Lord. All were wondering as to who would suckle the child, when Indra gave his finger to suck, from which divine nectar flowed to sustain the baby. The child was named Mandhata (drinking milk from the fingers). In the fulness of time Mandhata was crowned the monarch of the Universe. And all the babies of the universe then started the practice of sucking their fingers!

—Maha Bharatha.

By halves

One of the facts we stored away,
When over our maths we pored away,
Was that if a sum was halved, and then
It remaining half was halved again
And that half halved again likewise—
Each half reduced to half its size—

The sum would ever be diminished,
Yet never, ever quite be finished;
Growing smaller year by year,
'Twould never wholly disappear . . .
To prove this now beyond dispute
We have, of course, the bathing suit.

—Scott Corbett.

The Commercial Department Lecture and Debating Society.

The second meeting of the session 1939-1940 was held on 12th August 1939 with Mr. Sidney Smith, Acting Deputy Commercial Superintendent in the chair when Sri Krishnaswamy read a paper on "The Rating System on Indian Railways."

After introductory remarks of the Chairman Sri Krishnaswamy read his paper.

The rating system of Indian Railways, the lecturer said, had received a good deal of criticism some of which seem to ignore the fundamental fact that the Indian Railways are a great Commercial undertaking of the State and that they should justify their existence financially lest their continued working at a loss should bring about a national calamity. There can be no controversy, he said, on the point that the earning capacity of the Railways is intimately bound up with the development of the country's trade and the economic prosperity of the people and that the freight rates do play a very large part in stimulating these desirable things. The rating structure of the Indian Railways is based on the sound principle of "what the traffic can bear". This structure is not wanting in its elasticity as the vast difference between the maximum and minimum gives ample scope for variations where necessary. Having regard to the almost unlimited variety of commodities to be carried, the lecturer said, the Indian Railway classification contains too few classes than too many.

That there is lack of uniformity in the schedule rates is a fact that cannot be controverted, but this the lecturer pointed out, is due to the conditions under which the traffic moves, not being alike over all the Indian railways. Attempts are however being made to achieve uniformity as far as it is possible and practicable. The station-to-station rate affords relief to trade and encourages Indian industries. The charge levelled against the Indian railways that their rating structure is discriminatory in nature, the lecturer said, is not correct

as they are obliged by statute not to show any preferential treatment, in the matter of freight rates. The railways hold no brief for imported goods. They are Indian by origin and Indian in character and out-look.

Speaking on competition with rail transport he said that the railways should continue to quote competitive rates until such time as they are able to show that other things being equal they were preferred to other means of transport, and what items of traffic could be more conveniently and more economically carried other than by rail.

Regarding the criticism that railways are too individualistic in their outlook and are not amenable to an all India policy, the lecturer laid emphasis on the point that each railway has to make its own suitable rates in the interest of its traffic and revenue, and that uniformity at the expense of revenue and business is undesirable in the present financial position of Indian railways. He also pointed out that consistent with this policy railway rating policy is always guided by a broad outlook and that the various railways consult each other on all major issues.

In conclusion he pointed out that the recommendations made by the Wedgwood Committee which were under consideration by the Railway Board would go a great way to dispel any fear that a trader may entertain.

The subject was thrown open for discussion in which several members took part.

Congratulating the lecturer on the interesting lecture he delivered the Chairman said that it was unfortunate that the public have not realised that railways are responsible for the 800 crores of public money, and that the railways must be run as a commercial organisation but not as a Government Department. He agreed with the lecturer that the rate structure of Indian railways is not

cumbersome. Explaining the system of quoting rates in England which is done by the Railway Clearing House the Chairman hoped that a time will come when Indian railways will have such Clearing House consisting of experts.

Dealing with the question of owner's risk and railway risk the Chairman said that a point of view is arising that the additional rate should be something equivalent to the normal insurance rate. The question is—Is there any necessity for the two rates? Is there any demand for railway risk? I think, he said, I am right in saying 95% of the traffic is carried at OR. rates where alternative rates are quoted.

With a vote of thanks to the Chairman and the lecturer, the meeting terminated.

Literary and Debating Society—Tambaram

Three meetings of the Literary and Debating Society, Tambaram, were held during the quarter when the following subjects were discussed:

1. "Is a Separate Compartment for Females Necessary in Indian Railways?" by Sri Natarajan, B.A. *President*: Sri T. K. Rajah Iyer, B.A., B.L.; on 23-8-1939.

2. "Railway Alignment and Towns in South India" by Sri Rangasamy Iyengar,

The Great Divide

Edward the Seventh was friendly and accessible; he, even as Prince of Wales, knew well how to keep his distance at all times. At his club in London, where it was the custom to treat him just like the other members there were limits one could not pass.

Once a new member a "new rich," called to him from the armchair in which he was comfortably installed, "Since you're so

B.A., L.T. *President*: Sri A. Rajagopal; on 6-10-1939.

3. "Is Advancement of Science Detrimental to Human Happiness?" by Sri K. R. Chandran. *President*: Sri A. Natarajan; on 30-10-1939.

All the meetings were well attended and many members participated in the lively debates.

Free Evening Classes for Employees in Golden Rock Workshops

An interesting lecture on "Electrical Drive for Industry" was delivered by Sri K. Mahadevan, Foreman, Electrical Mill Wright Shop, Golden Rock, on 29-9-1939.

The lecturer laid emphasis on the utility of Electricity in Industrial Workshops and dealt with the various forms in which it is used as an aid to manufacture.

Another interesting lecture on "The History of the Progress and the Radiments of the Service of Electricity" was delivered by Mr. D. S. Dutt Electrical Foreman, Golden Rock on 26-10-1939 in the Apprentices School for the Employees at Golden Rock, Mr. H. A. Reid, Chief Mechanical Engineer, presiding.

The meetings were well attended.

near the bell, would you press the button and call the valet for me?"

The prince lifted his eyes from the paper he was reading, pushed the button and resumed reading. But when the valet appeared he said "Lord X wishes his carriage. Kindly show his Honour out."

And thus the tactless club member was invited to hand in his resignation.

Reminiscences.

By an old member of the staff.

Thirty-two years in the life of a Railwayman can be eventful indeed. It is not known how many Railwaymen write their diaries every night before going to bed, but if one had been kept from 1907 to 1940 or at least if one could recollect his career during a whole generation that has passed, it would reveal many interesting and fateful events which not only in their time had such grave consequences for the world, but which also to some degree affected the life of the individual himself in the different spheres in which his lot was cast.

Below is a calendar of events—reminiscences of a member of the staff who has rendered valuable service for over thirty-two years on the railway :

- 1907-1908 The dismemberment of the late Madras Railway, the handing over a portion of the Metre Gauge line from Katpadi to Gudur, and Pakala to Dharmavaram to the Southern Maharatta Railway, now worked under the name of M. & S. M. Railway and taking over of a portion of the Broad Gauge line from Jalarpet to Mangalore with branches, and the exercise of running power on the Bangalore-Madras section by the S. I. Railway.
- 1911 The threatened Loco. Strike.
- 1912 Celebration of the King's (H. M. George the Fifth) Coronation Durbar.
- 1913 Opening of Dharmapuri-Hosur branch. The floods between Puduchattram and Porto Novo consequent upon the bursting of the bund of the lake Viranattam.
- 1914 Connecting India and Ceylon by the Railway Steamer Service via Dhanushkodi and opening of the Scherzer Roller bridge over the Pamban Viaduct.
- The Great War.

- 1915 Opening of Podanur-Pollachi and Nidamangalam Mannargudi branches.
- 1916 } Unprecedented volume of traffic handled
1917 } by the S. I. Railway and congestion
1918 } owing to the limited rolling stock.
- 1918 Great dearth of wagons on the Cochin Railway (then Metre Gauge) and difficulty in clearing certificated traffic for military requirements and food stuffs to affected centres.
- Opening of Quilon-Trivandrum section.
- 1919 Opening of Tiruturaipundi-Agastiyampalli branch.
- 1921 The Moplah Rebellion and the dislocation of the railway on West Coast.
- 1922 The centralisation of Claims work at Headquarters.
- 1924 The great floods on the S. I. Railway.
- 1925 Reorganization of the Traffic Department into Commercial and Transportation.
- 1926 Opening of Mayavaram-Tranquebar section. Congestion of traffic, particularly at tranship stations.
- 1927 Opening of Virudhunagar-Tenkasi Chord line.
- 1928 The launching of a scheme for a dam across the Cauvery at Mettur for the utilisation of surplus water flowing into the sea from the river.
- The Great Strike on the S. I. Railway.
- Opening of Diudigul-Pollachi and Madura-Bodinayakanur branches.
- 1929 Conversion of the Erode branch into Broad Gauge. The centralisation of the Workshops at Golden Rock, and opening of Salem-Mettur Dam and Pudukkottah-Trichinopoly branches.
- 1930 Opening of Pudukkottai-Manamadurai branch.
- The advent of road competition.

- 1931 Electrification of the Madras Suburban area and introduction of double line working.
- Opening of Salem Town-Chinna Salem branch.
- 1932 Opening of Pollachi-Palghat branch and Remodelling of Trichinopoly Junction.
- 1933 The Great Mahamagam festival at Kumbakonam.

- 1934 The conversion of Shoranur-Ernakulam line into Broad Gauge—Opening of Cochin Harbour for overseas traffic.
- 1936 Opening of Agastiyampalli-Point Calimere branch.
- 1938 The Mahodayam festival at Point Calimere
- 1939 The opening of the new Coimbatore station and Singanallur-Coimbatore link.
- 3-9-1939 The declaration of War in Europe.

THE WAR CALENDAR.

- | | | | |
|---------------|---|----------|--|
| March, 38 | German occupation of Austria. | 15-10-39 | Sinking of the <i>Royal Oak</i> . |
| September, 38 | The Munich Pact. | 17-10-39 | German planes bomb Scottish coastal towns. |
| March, 39 | Germany occupies Bohemia and Moravia. | 18-10-39 | Russo-Turkish talks break down. |
| 31-8-39 | The Russo-German Pact. | 20-10-39 | Anglo-Turkish Pact signed. |
| 1-9-39 | German attack on Poland; Occupation of Danzig. | 27-10-39 | America removes the Arms embargo. |
| 3-9-39 | England and France declare war against Germany. Sinking of "Athenia." | 8-11-39 | Peace Move by the King of Belgians and the Queen of Holland. |
| 4-9-39 | Promulgation of War Ordinances in India. | 14-11-39 | German planes on Scotland and Paris. |
| 17-9-39 | The 'Red Army' marches into Poland. | 23-11-39 | Sinking of the <i>Rawalpindi</i> after a gallant fight. |
| 18-9-39 | Sinking of the 'Courageous.' | 30-11-39 | 'Red Army' marches into Finland. |
| 28-9-39 | Fall of Warsaw. | 1-12-39 | Finnish Government resigns. |
| | | 4-12-39 | Allied contraband control begins. |
| | | 13-12-39 | Epic Naval battle off Montevideo. |

War begets poverty
Poverty peace
Peace begets riches
Fate will not cease
Riches beget pride
Pride is war's ground
War begets poverty
And so the world goes round.

It is Destiny

I wanted everything, so I get nothing. I gave nothing, so I receive nothing. I am

not offering up my life willingly—it is being taken from me piece by piece while I watch the pilfering with lamentable eyes.

—W. N. P. Barbellion.

Gratitude

The peasantry in stricken Europe would be thankful for the peace and tranquillity which pervades the Indian village to-day. We should beware for he who knows no danger knows no gratitude.

The Ways of the World.

It is an inconsistent world this. Some like me; some don't; some positively hate me, and yet others have developed a special attachment to me. It is inexplicable. It is "The way of the world".

I am the father of . . . no! I won't mention the number, because I am told we should not count our children—many children. Some like me for it; some hate me for it; some call me a Paterfamilias and others dub my children "a litter of—" Well! I am not elated either by the former or depressed by the latter. I am a philosopher myself and "Gita" teaches me to be "unperturbed". I attribute it not so much to the teaching of the "Gita" as to my experience of the world.

I am but a clerk having to live in one of the several barracks constructed by the grabbing capitalist. When I ask for a habitation they ask me how many children I've. I cautiously disclose only half the actual number and even that staggers them. They politely ask me to seek a tenement elsewhere.

Next, I go to a train, and the children frisk about joyfully on the platform and spread cheer all round. The train arrives. It is crowded. The halt is only for a few minutes. I scramble up a carriage with my children. All of them stand up lining the window sills, gaily looking at the passing landscape and vociferously enjoying the moving train. There is a vacant seat. My wife and children offer me the seat. I sit up with the reverential dignity of a Pater-

familias. There are men and women with wistful eyes in the compartment who look eagerly at my playing children. They at once offer the mother a seat and with her the children crush themselves into, their seats. The whole journey is pleasant. The children are treated to refreshments and toys by various persons. Suddenly a Ticket Examiner comes in to mar the pleasantness of the journey. His eyes are cast on the number of children. My lean purse has left out of account two children over three years old. The Ticket Examiner checks up and asks for excess fare for the two. The children laugh at the joke as I look on helplessly. The co-passengers plead for me and the incident passes off with a smile.

Thus I carry with me a small world wherever I go and I sometimes feel the god-head in me, as I am the Lord of the Creation and shower my blessings—smiles or frowns on my children according to their deserts. They all adore me because they know I am impartial and kind to them.

I may reach my office late, but the Office Superintendent looks at me with a kindly smile, for he knows I am a family man and the delay is due to some domestic cause and not due to indifference to work. People believe what I say, because I am a family man and won't stoop to utter a falsehood. The trials and tribulations of domestic life and the constant company of a large family have smoothened my hard features into a benevolent appearance.

No style is in fashion until a fairly large group has adopted it.

Never impart a secret to any person but for the purpose of obtaining his assistance or advice on the point of secrecy.

I have no cause to feel elated over this, for soon upon this occurs an incident quite discomfoting. A trivial lapse in duty—and I am in the room alone with the boss listening to a volley of . . . He is furious and out I go utterly humiliated and baffled. My friends counsel patience.

What a strange world is this—happiness and sorrow intermixed and never giving time to enjoy the one completely or suffer the

other for any length of time. Now, would you like to be single or married, with or without children. The answer is not easy. Everyone has his measure of happiness and sorrow doled out equally.

Herein lies the truth—Contentment—a cheerful disposition and an optimistic view of life will go a long way to make life run smooth.

APPRECIATIONS.

The Head Master, Carmel English High School, Kottar, South Travancore writes:

This is to thank for the great facilities you offered to the touring party of about 130 pupils and 15 teachers organized by this school that travelled from Tinnevely to Trivandrum between 11th and 13th November, 1939. I have especially to express the feeling of satisfaction the party felt in having the four bogies you so kindly placed at their disposal to move from place to place to suit their convenience. The arrangements you sanctioned for the party to break journey at places of interest saved them a lot of inconvenience.

Sri M. Subramania organiser Madras, writes:

On the return of the party of Dr. Arundale and Shrimati Rukmani Devi, I tender my thanks to

Best in Life

Upon how many old men has it come with a strange surprise that peace could come to rich and poor only with contentment, and that they might as well have been content at the very beginning as at the very end of life. They have made a long journey for their treasure; and when at last they stop to pick it up, lo! it is shining close beside the foot-print which they left when they set out to travel in a circle.

—Phillips Brooks.

you and your staff for the willing help they gave us throughout the tour.

The Principal, Agricultural College, writes:

I have great pleasure in conveying our thanks for the excellent arrangements made during the Journey. The Staff deputed to look after our comforts were exceedingly kind, courteous and rendered all possible help.

G. M. Eusoof, Pleader, Insein (Burma), writes:

"During the course of my short stay in India, I happened to go to almost all the important places of historical importance in Southern India. Wherever I went I received the warm courtesy of your traffic staff.

It is in expression of my thankfulness I venture to write this short script. Thanking you once again as the head of the Department.

Be Fair

If he earns your praise bestow it;
If you like him, let him know it;
Let the words of true encouragement
be said:
Do not wait till life is over
And he's underneath the clover,
For he cannot read his tombstone
When he is dead.

On living

You may find it difficult to live within your income; but you would find it even more difficult to live without it.



SPORTS NEWS

All India Railway Officers Golf Competition Russel Cup 1939-40.

In the First Round of this year's competition H.E.H. the Nizam's Railway scratched to the South Indian Railway who therefore had to play the Madras and Southern Mahratta Railway to decide the championship of the Southern Group and the right to meet the Western Group cham-

pion team in the Semi-Final of the competition.

The meeting of the South Indian and Madras & Southern Mahratta Railways took place at Trichinopoly on Saturday and Sunday the 2nd and 3rd December, 1939, on the Club Course when the South Indian Railway won by 4 matches to 2 after a keenly contested series of games which were much enjoyed by the players.



(Top Row) C. R. Martingell, L. A. H. Nash, R. Beveridge, J. Gold, C. Middleton.
(Bottom Row) H. L. W. Stevens, M. T. Osborne-Jones, W. M. Manson, H. E. Thompson, G. A. Slater,
(Captain M.S.M.) (Captain S.I.R.)

The detailed results are :—

Foursomes :

S. I. RAILWAY.	
H. E. Thompson and R. Beveridge	1 (4 & 3)
M. T. Osborn—Jones and C. R. Martingell	1 (8 & 6)

M. & S. M. RAILWAY	
G. A. Slater and W. M. Manson	0
L. A. H. Nash and H. L. W. Stevens	0

Singles :

S. I. RAILWAY	
H. E. Thompson	0
M. T. Osborne-Jones	1 (1 up)
R. Beveridge	0
C. R. Martingell	1 (3 & 1)

M. & S. M. RAILWAY

G. A. Slater	1 (4 & 3)
W. M. Manson	0
L. A. H. Nash	1 (3 & 1)
H. L. W. Stevens	0

Billiards

The Inter-Institute Billiards tournament was played at the European and Anglo-Indian Institute, Golden Rock, on the 18th and 19th November 1939. J. F. Rodriguez of the European and Anglo-Indian Institute, Golden Rock beat Maharajan of the Indian Institute, Golden Rock, in the final.

The highest break of 64 was however made by the loser.

The Madras Amateur Boxing Association— Open Boxing Tournament

C. A. Pereira, D'Cruz, T. Shepperd and C. Brown from the South Indian Railway participated in this tournament and all of them won their bouts.

C. A. Pereira outclassed his opponent of the M.S.M. Railway whom he knocked out in the second round. D'Cruz put up a good show against A. Stuart of Eversleigh Boys, Club, whom he beat.

T. Shepperd knocked out M. L. Rodriguez of M. S. M. Railway a really classic boxer, in the second round. Rodriguez who was obviously playing to the gallery dropped his guard, just for a few seconds when Shepperd, who was not slow in taking advantage of this landed a right swing on the point, which ended the fight.

In the exhibition bout C. Brown, although slightly out of form, having given up boxing for the past year, put up an excellent fight against A. Christie of the Eversleigh Boys, Club whom he outpointed through his greater experience and heavier punch.

C. A. Pereira, one of our boys, was awarded the challenge cup for the most scientific boxing in the tournament.

Tamparam—Sports Club

The Volley Ball Team of the Sports Club Tamparam, under the captaincy of P. G. Mathews played a series of matches against several representative institutions at Madras, Tamparam and Saidapet and won all the matches except the one against the Gymkhana Club, Saidapet.

Other matches in Cricket, Foot-ball and Hockey were played with the Christian



T. Shepperd. C. Brown. C. A. Pereira. S. D'Cruz.

College Team, Frontier Force Regiment, etc. The sporting activities of the Club were thus kept alive in all directions during the quarter.

Negapatam Robinson (Railway) Institute.

The Dramatic section of the Robinson (Railway) Institute, Negapatam, put on boards MEERABAI in Tamil before a packed house in the "Robinson Hall," Negapatam, which was kindly placed at our disposal by the Proprietor, Mr. R. Thandapani Chettiar, under the direction of Sri M. S. Subramania Iyer, on the night of Friday the 1st instant, in aid of the Institute funds. Mr. A. R. Edington, Superintendent of Stores and the President of the Institute, presided. The play was an unqualified success and there was a decent collection. The acting and singing were of a high order. While every one of the actors acquitted himself well in his role. Mr. Narayanaswamy Raju as Akbar, Mr. C. R. Balachandra Raju as the Rana of Mewar, Mr. M. S. Subramania Iyer as Meera Bai and

Mr. S. Sundaram Iyer as Stage Director easily achieved special distinction.

A special orchestra was in attendance throughout and contributed to the success of the show. The conjuring trick of Mr. M. Lakshmana Mudaliar and a dance by Miss Mani provided additional attractions.

Although the play was produced primarily to collect funds for the Railway Institute, the public response, was very encouraging and many gentlemen and organisations of this place readily extended their assistance and co-operation in all possible ways and this was acknowledged with thanks by Mr. A. R. Edington, the President, in a short speech.

Mr. A. S. P. Iyer, I. C., S. District and Sessions Judge also spoke complimenting the club on the standard of its acting and offered valuable suggestions and advice which were appreciated by all concerned.

What's Intelligence?

We misuse that word, "intelligent".

Every reader knows that if a man is learned, or cultured, brilliant or eloquent, or endowed with some creative gift which makes of him a novelist or a playwright, the world says automatically, "He's a very intelligent man". Now it is quite obvious that he could possess all these virtues, and be very unintelligent, if intelligence is the ability to understand realities, to discriminate among ideas, to judge, in other words, if it is the critical faculty.

Clorinda is vivacious, a clever mimic, and famous for her witty reputation, and every one says of her, "How intelligent she

is!" Actually, she is incapable of understanding any idea of depth, or of sustaining a logical train of thought. Why aren't people satisfied to say of her: "How very amusing she is!"

I always make it a rule to allow nobody to suppose that I did not like him and to say as little as I could to prevent anybody from liking me. Considering the intense friction and contention of public life, it is a saving of wear and tear that as many as possible even among opponents should think well of me.

—John Morley.

Puzzle Corner.

Try this on your friends.

Ask your friend to write down the following numbers on a piece of paper:

12345679

Then, ascertain which of these numbers in his opinion has been most legibly written. Suppose he says 9, then ask him to multiply the figure given by 81 and see the result. He will be amused to find a series of 9s as the answer as shown below:

12345679

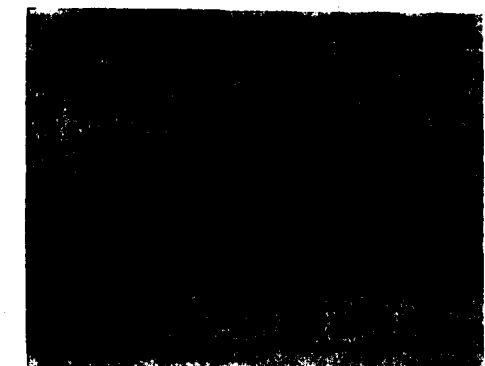
81

12345679

98765432

99999999

While he is wondering how this is done, ask him to choose another number in the series. He may choose 6 this time. Pause for a moment and then tell him to multiply the numbers this time by 54. He will be astonished to find a series of 6s as the answer. Enjoy the fun and finally tell him that numbers from the figures given multiplied by 9 will give an answer of a series of the number originally chosen.



1. What three figures multiplied by 4 will make precisely 5?

2. Six ears of corn are in a hollow stump. How long will it take a squirrel to carry them all out, if he takes out three ears a day?

3. Write 24 with three equal figures, none of them being 8.

4. S-A-V-E Every letter has a distinct M-O-R-E value in figures. The figures so added must bring M-O-N-E-Y in the answer correctly, with the same value attached to every figure in the sum total.

What figures represent the several letters?

5. Divide Rs. 20 among twenty people in such a way that some may get 3, some 2 and some $\frac{1}{2}$ (To be answered in 5 minutes).

6. When can a busiest goods station be the poorest in earnings?

7. I am a pronoun; behead me I am again a pronoun; behead me again I am a verb in the present tense.

8. I mean to single out; behead me I mean somebody.

9. I am not in earth, nor the sun, nor the moon

You may search all the Sky—I'm not there
In the morning and evening, though not
in the noon,

You may plainly perceive me—for, like
a balloon,

I am midway suspended in air, what am I?

Staff Welfare.

Hours of Employment Regulations.

The Governor-General in Council has notified that the Hours of Employment Regulations shall be brought into force on the South Indian Railway with effect from 1st April 1940.

The Administration has already given effect to the Act from time to time, on humanitarian grounds, by appointing additional hands and by increasing the percentage of relieving staff in certain categories.

The main provisions of the Indian Railways Amendment Act 1930, and of the Railway Servants Hours of Employment Rules framed to give effect to the Act are hereby published for the information of the staff.

To bring these Regulations into force, the Administration is undertaking to incur an annual recurring expenditure of nearly Rs. 3 lakhs for additional staff. This expenditure capitalised at 5½ per cent. amounts to a financial liability of nearly Rs. 55 lakhs. Further, the provision of quarters for the additional staff is estimated to cost the railway a sum of nearly Rs. 3 lakhs. These figures speak for themselves and need no comment.

Cost

Out of the total number of employees on the railway, about 66 per cent. are expected to get the full benefits of the Washington and Geneva Conventions and 30 per cent. will be partially protected, thus leaving only a small figure of 4 per cent. of actually exempted workers. It may be mentioned in this connection that the duties performed by the exempted workers are of such a light and intermittent nature that it would not be possible to further restrict their hours of work without a genuine and justifiable resentment among the rest of the employees.

The camel's hump is an ugly hump, which well you may see at the zoo.

But uglier yet is the hump we get from having too little to do.

A sympathetic policy.

Although the Regulations permit employment up to an average maximum of 60 hours a week for continuous employees, it is not the intention to require employees to work up to this maximum of 60 hours, and in giving effect to this provision and in making out the rosters it is intended to follow a sympathetic policy in keeping with the beneficial nature of the proposed changes. It is hoped that when the Regulations are applied, the large majority of the staff classed as "Continuous" will work less than the maximum prescribed by law.

Apart from this, the Hours of Employment Rules by treating "presence on duty as work," have conferred on the employees a very substantial concession and this has substantially increased the cost of application of these Rules.

In bringing the Regulations into force, the principal difficulty will be the revision of the present Duty Rosters. District Officers have already been asked to frame rosters suitable for adaptation to the local conditions of work, and employees will be free to suggest any appropriate types of rosters.

A humanitarian change.

The staff should however bear in mind that this is a great humanitarian change. Its advantages will naturally not be fully realised until it has been in force for some time. Also the introduction of a change of this magnitude will naturally cause some break with past practice and even a little inconvenience in the beginning, but the best way to minimise the effect of such temporary adjustments is to suggest practical methods of getting over the difficulties experienced.

So far as the Administration is concerned, the Act will be applied generously and the humane considerations which formed the basis of the hours of Employment Regulations will be kept prominently in view, but the staff have a corresponding duty to perform and it is expected that this will be discharged in the same spirit in which the scheme is being introduced.

A man feels quite different when he's his own master; if he could only be his own mistress as well, life would be quite perfect

—Douglas Reed.

Brief Summary of the Main Provisions of the Indian Railways Amendment Act, 1930, and the Railway Servants Hours of Employment Rules, 1931.

1. These Rules apply to all staff with the exception of the following:—

(a) Running Staff, viz., Drivers, Shunters, Firemen, Guards, Brakemen and other staff who habitually work on running trains.

(b) Watchmen ..
Watermen ..
Sweepers ..
Gate-keepers.

Whose work is so light and so essentially intermittent that it does not entail continuous effective work throughout the hours of duty, but involves long periods of inaction during which the worker is present but is not called upon to display either physical activity or sustained attention.

(c) Staff who are governed by the Indian Factories Act, 1911.

(d) Employees who are employed in a confidential capacity or hold positions of supervision or management.

2. With the exception of the employees mentioned in para 1 above, the hours of work for all classes of staff shall not exceed 60 hours a week on an average in a month for those whose work is continuous and 84 hours a week for those whose work is found to be essentially intermittent.

3. Only staff classed as continuous shall get a minimum rest of 24 consecutive hours, not necessarily a calendar day, once a week.

NOTE.—1. Nothing in these rules should be taken to imply that a man working in a shift or requiring a relief can leave his post before he is properly relieved or that an employee can refuse to prolong his hours of duty or curtail his daily or weekly rest if ordered to do so in the interests of service.

2. The above mentioned weekly rest will not apply to:—

(a) Artisans and unskilled labour employed on the lines under construction or for temporary purposes on open lines.

You will sometimes be punished when you do not deserve it. Before giving vent to your indignation, reflect how much oftener you have deserved punishment without receiving it.

(b) Moten, Keymen, Gangmen, employed in the maintenance of the permanent way.

The rest prescribed for both the classes exempted in this note will consist of a period not less than 48 consecutive hours or two periods of rest of not less than 24 consecutive hours each in one calendar month.

4. The staff can be made to work for longer hours than those detailed in para 2 in the following cases:—

(i) Cases of accident, actual or threatened, urgent work to be done to the railway or to rolling stock or to emergencies which could not have been foreseen, prevented or averted.

(ii) Cases of exceptional pressure of work due to causes other than those mentioned in (i) above.

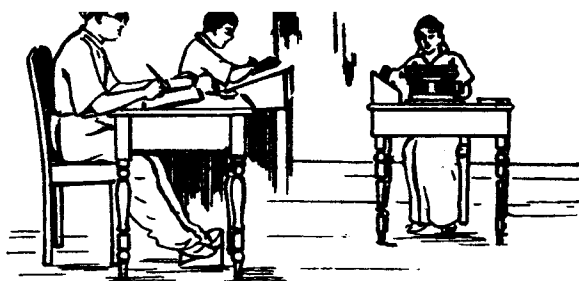
5. If under clause 4 (ii) an employee is required to work in excess of the maximum hours fixed for him, as mentioned in para 2, he shall be paid overtime in respect of the additional hours of work at the rate of one and a quarter times the rate at which he is normally paid.

6. If, according to para 4, an employee cannot get the weekly rest, he should, as far as possible, be given compensatory periods of rest and in no case shall an employee entitled to a weekly rest be made to work for a continuous period of 21 days without a rest of at least 24 consecutive hours.

7. Copies of the Railway Amendment Act, 1930, and the Hours of Employment Rules, 1931, have been supplied to District Officers and senior subordinates, and the staff are requested to refer to these or to consult these officials regarding any doubtful points noticed in the summary.

8. Copies will also be exhibited at stations in due course.

Money is an article which may be used as a universal passport to everywhere, except Heaven and as a universal provider of everything except Happiness.



STAFF NEWS

Appointments and Promotions

Sri A. V. Natesa Iyer, Assistant Traffic Superintendent, was promoted to act as District Commercial Officer (Goods) from 1st November, 1939.

Confirmations

The following Officers were confirmed in their appointments :—

Mr. B. A. Ellis, Assistant Commercial Superintendent, from 16th August, 1939.

Sri P. Gopalan Nair, Assistant Commercial Superintendent, from 23rd August, 1939.

Mr. W. Bywater, Assistant Traffic Superintendent, from 30th August, 1939.

Mr. M. S. Ghazi, Assistant Engineer, from 1st July, 1939.

Sri S. Chaudhury, Assistant Engineer, from 1st July, 1939.

Sri L. C. Lai, Assistant Engineer, from 31st August, 1939.

Transfers

The following transfers of Officers have been effected :—

Sri V. Ramiah, District Engineer, from Trichinopoly to Salem.

Mr. D. J. Bourne, Assistant Engineer, from Salem to Tambaram.

Sri T. Venkatasubramania Iyer, Assistant Engineer, from Tambaram to Trichinopoly.

Mr. P. G. C. Peyton, District Mechanical Engineer, from Trichinopoly to Podanur.

Sri D. Narayanaswamy Chetty, Assistant Mechanical Engineer, from Podanur to Golden Rock.

Sri L. N. Mathur, Assistant Electrical Engineer, from Tambaram to Golden Rock.

Mr. Sidney Smith, District Traffic Superintendent, from Trichinopoly to Madura.

Mr. T. L. Shield, District Traffic Superintendent, from Trichinopoly to Podanur.

Sri N. Krishnamurti, Assistant Traffic Superintendent, from Madura to Trichinopoly.

Sri R. Kerala Varma Raja, Assistant Traffic Superintendent, from Trichinopoly to Tinnevely.

Leave

The following Officers proceeded on leave :—

Rao Sahib T. K. Thillaivelu Mudaliar, Officer-in-Charge of the Drawing Office, on 4 months' leave from 11th August, 1939.

Mr. A. Vieyra, District Commercial Superintendent, on 4 months' leave from 10th October, 1939.

Mr. P. M. Vanspall, District Traffic Superintendent, on 3 months' leave from 26th October, 1939.

Return to Duty

The following Officers returned to duty from leave :—

Mr. C. A. Muirhead, Agent and General Manager, on 30th September 1939.

Mr. C. E. Gayes, Bridge Engineer, on 7th October, 1939.

Mr. H. A. Reid, Chief Mechanical Engineer, on 30th September, 1939.

Mr. W. R. Oaten, District Mechanical Engineer (Progress), on 23rd October, 1939.

Mr. A. J. Baker, District Mechanical Engineer (Planning), on 29th September, 1939.

Mr. A. E. Hunwick, Electrical Engineer, on 18th September, 1939.

Mr. S. Purnaiya, Deputy Commercial Superintendent, on 19th September, 1939.

Mr. N. Seaton, Marine Superintendent, on 30th September, 1939.

Mr. B. A. Rose, District Mechanical Engineer on 9th September, 1939.

Retirement

Mr. S. L. Rowbotham, Electrical Engineer, retired on 16th September, 1939.

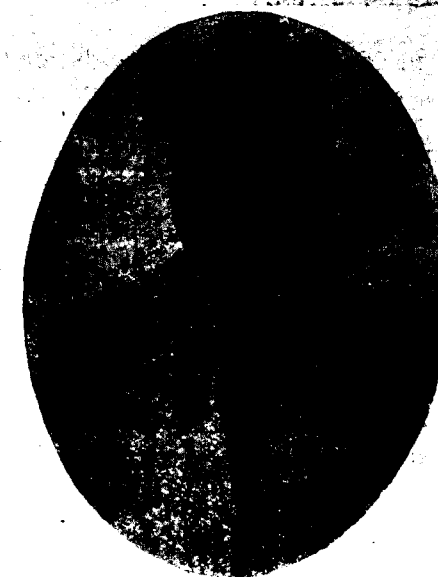
Mr. A. R. Lambie, Assistant Traffic Superintendent, retired on 21st September, 1939.

Mr. V. G. Upshon

Mr. V. G. Upshon, Power House Foreman, Golden Rock, went on leave preparatory to retirement on 7th December, 1937 and comes off the pay rolls on 6th December, 1939, after 38 years and 9 months' service.

He joined the service at Negapatam on 5th March, 1901 as a Fitter on annas 0-3-0 per spell (As. 6 per day) and by consistent good work and attention he rose steadily until he was drawing Rs. 650 per mensem as first grade Foreman, which he has been for the past 11 years.

He was granted rewards by the Suggestion and Inventions Committee during the last War for improvements to the plant, especially



MR. V. G. UPSHON.

one for a machine to recover old electric wires with cotton to enable them to be used again when it was difficult to obtain them.

Mr. Upshon was always a staunch supporter of the Church and St. Peters, Golden Rock, will miss him. He was on the Committee who founded this Church originally, and remained a Committee Member up to the time of his retirement. He was blessed with a good voice and sang the solos during the services, and trained and conducted the choir for many years.

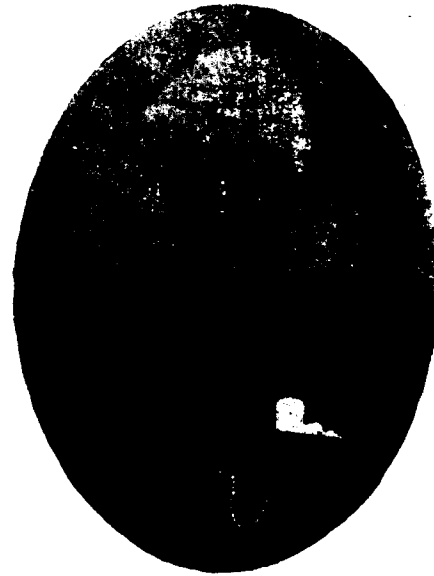
He has settled at Langford Town, Bangalore, where he has taken up a hobby of running a 'Boys' Club in connection with the TOC 'H' organisation.

Sri R. Santhanagopala Iyengar.

Sri R. Santhanagopala Iyengar, Assistant Landing Supervisor, Madras, retired from service on 6th October, 1939 after a faithful service of over 32 years. His first appointment in the Railway was that of a checker and by dint of his hard and efficient service he rose to the position of Assistant Landing Supervisor.

Sri M. Kothandarama Iyer.

Born in 1885—Sri M. Kothandarama Iyer, Accountant, Workshops Accounts and Audit Office, retired from service on the afternoon of 25th December, 1939 after a long and faithful service of over 33 years. He entered the Mechanical Department as Ticket Issuer on 3rd January, 1906 and gradually rose to the position of Head Clerk, Budget and Booking Section in the year 1921. He was promoted as Accountant, Workshops Accounts and Audit Office, on 1st March, 1928 and as Accountant of the combined Workshops Accounts and Audit and Chief Mechanical Engineer's Offices on 1st March, 1933.



SRI M. KOTHANDARAMA IYER.

South Indian Railway Staff Benefit Fund.

The report of the South Indian Railway Staff Benefit Fund for the year 1938-1939 reveals the many beneficent activities of the Committee during the year. Financial aid to Educational Institutions and children of poor railway employees, loans and grants to Institutes, grant to the South Indian Railway Athletic Association, relief to necessitous staff, payment of hospital diet charges for certain railway staff—are some of

the several directions in which the funds were spent.

The pay and allowances of the Lady Health Visitor and Ayahs of the Golden Rock Colony and of the Midwives for the Railway Colonies at Villupuram and Podanur were met with by the Benefit Fund.

The statement of receipts and expenditure for the year shows the satisfactory financial condition of the Fund.

Answers to puzzles (at Page 41).

- | | |
|--|---|
| 9. Dew. | 10662 |
| 8. The. | 1086 |
| 7. This. | 4. 9476 |
| 6. When all the inward traffic is "To Pay" and the Outward is "Paid". | 3. $22 + 2 \div 33 - 3$. |
| 5. One person gets three rupees; Five get two rupees each and fourteen get each eight annas. | 2. The catch here is the "ears". The squirrel has two ears already. The answer is 6 days. |
| | 1. $1\frac{1}{2}$ or 1.25. |

Do you know?

Why is an Aeroplane able to keep in the air?

Because it is driven forward so fast that the air exerts an upward thrust on its planes which is equal or more than equal to its weight.

What makes the earth spin and revolve round the Sun?

Why the earth turns on its axis is not known. Its eternal journey round the Sun is due to the force of gravitation.

How can you reckon quickly from the calendar the length of a day as measured from sunrise to sun set?

Double the time at which the sun sets on that day—for example, if it sets at 6-45 p.m. the day is (very nearly) thirteen and a half hours long.

Why does an oil lamp smoke if turned up too high?

Because the supply of air reaching the flame is not sufficient to allow all the carbon coming away from the wick to burn.

Why is the sea water saltish?

Because rivers are constantly pouring into it water charged with salt dissolved out of the land. The water evaporated from the sea by the Sun and winds leaves the salt behind it.

Wasting Time

Goethe said of indecision: "Lose this day loitering, 'twill be the same old story, to-morrow, and the next day more dilatory.

Why should we breathe through the Nose rather than through the Mouth?

Because the nose is lined with tiny hairs which act as a strainer and prevent dust entering the lungs, though they do not hinder air. Besides purifying the air, the nose also warms it.

Why do we swing our Arms when we walk?

Probably to help balance the body. As a leg moves forward, the arm on the same side swings backward.

Who invented the Bicycle and when?

A Dumfries blacksmith named Kirkpatrick Macmillan in 1840 or thereabouts.

What does Good-bye mean?

The word is a contraction of "God be with ye (you)".

13. Why does a Cat eat slowly and a Dog eat fast?

The ancestors of our domestic cat were solitary animals, hunting singly. When one made a kill it could eat in peace. Our dogs are descended from animals which hunted in packs and all fell on a kill together, each eating fast to get the largest possible share.

Each indecision brings its own delays, and days are lost lamenting o'er lost days. What you can do, or think you can, begin it. Boldness has genius, power and magic in it."



SMILE-A-WHILE

Why can't we have a car George?

Because I find we can run into debt fast enough without the help of a machinery.

Good Riddance

Eloping bride: "Here's a telegram from Papa."

Groom: "What does he say?"

Bride: "Do not come home and all is forgiven."

That's enough

"Has your wife learned to drive a car yet?"

"Well, only in an advisory capacity."

Throw out the lifeline

The boat was sinking fast. The captain rushed on deck and shouted:

"Who among you passengers can pray?"

"I can," a minister spoke up reverently.

"Then pray," cried the captain. "The rest of you put on life preservers. We're one short."

All even

Patient: "Doctor, I must tell you that is my first operation and that I'm nearly scared to death."

Youthful Surgeon: "Yes, I know just how you feel. It's also my first one."

Women sigh for the days when men were men.

Men sigh for the days when women weren't.

One reason for the crowded condition of some people's bookshelves is that it is much easier to borrow books than bookcases.

Just the beginning

During a House of Commons debate, Lady Astor had attempted to drive home a point by stating she was the mother of five children and therefore ought to know.

Her opponent, taking issue with her, had jumped up, saying his word should carry more weight on the subject because he was the father of seven.

Lady Astor then retorted "But I haven't finished yet".

—Margaret Sanger.

As other nations see them

An Englishman became bald. He spent a lot of money on hair restorers. A Scotchman went bald and he immediately sold his brush and comb.

Judical echo

When Bushe was arguing some case in court, an ass brayed outside, when Justice Norbury exclaimed "one at a time, brother

Bushe; I can't hear you both." Bushe made no answer; but when Norbury was summing up, the ass brayed again, when Bushe said, "My Lord, I beg your pardon but there is such an echo in the court, I cannot hear you."

—Henry Greville.

Reading the newspaper one morning a man came across an article in which he was severely criticised. He was furious at the insult and asked a friend how to take vengeance. Should he challenge the author of the article to a duel? Demand a public apology? Sue him?

But the friend was a philosopher. "You will do none of these things," he replied calmly. "Half the people who have read the paper didn't see it. Half of those who did see it, didn't read it. Half of those who read it didn't believe it. Half of those who believed it were of no importance any way."

Little Sandy arrived home from school completely out of breath. His mother asked him what was the matter. "I ran all the way home behind a tram car and saved a penny," Sandy replied.

"Not bad, my boy," said his father looking up from his paper. "But why didn't you run after a taxi and save a shilling?"

A rich woman who liked to gather as many celebrities together at her home as possible had showered invitations upon Bernard Shaw for months but without success. One day she sent him still another card inviting him to tea. It said, "Lady X will be at home Thursday between 4 & 6." The author returned the card back. Underneath he had written, "Mr. Bernard Shaw likewise."

"Do I understand Mr. Stevens," said the Judge eying him indignantly, "that you wish to show your contempt for this court." "No, Sir," retorted old Thad. "No, Sir, I don't want to show my contempt Sir—I am trying my best to conceal it."

Irish Humour.

"Three cheers for Home Rule!" roared an Irishman, after a rousing political rally.

"Three cheers for hell!" cynically replied a Scotsman.

The Irishman looked up—"That's right; every man for his own country".

"Leander swam the Hellespont every night to see Hero. That is the strongest proof of love we have," said the teacher.

"I know a better," spoke up one of the pupils.

"What is that?"

"Our maid loves the postman, so she writes a letter to herself to make sure that he will come the next day."

A lady, self-appointed supervisor of village morals, accused a workman of having reverted to drink because "with her own eyes" she had seen his wheelbarrow standing outside a public house.

The accused man made no verbal defence, but the same evening he placed his wheelbarrow outside her door and left it there all night.

"Jones is going to retire from business for five years," announced the club member.

"Oh, I have heard him say that before" scoffed another member.

"Yes, but this time the Judge said it."

Season's Attractions.

Thai Poosam : (25-1-1940). This festival is celebrated at Tiruvadamardur and Palni with great pomp and ceremony.

Thai Amavasai : (7-2-1940). Pilgrims bathe in the sea and sacred rivers on this occasion and offer oblations. To bathe in the sea at Dhanushkodi. Rameswaram, Vedaranniyam and Point Calimere is considered holy.

Masi Magham : (23-2-1940). The waters of the several holy rivers of India are said to commingle with the waters of the Mahamagham tank at Kumbakonam on the "Magham" day. People bathe in the tank on this day.

The Masi festival which is celebrated on a grand scale at Tiruchendur during this period (14-2-1940 to 23-2-1940) attracts large number of pilgrims.

Sivarathri : (4-3-1940 to 11-3-1940). This festival is celebrated in all Siva temples, the important day being 7-3-1940 when it is considered meritorious to sit out the whole night singing the sacred hymns of Siva or witnessing the ablutions performed to the deity in the temples that night. Of the several places worth visiting Rameswaram, Alwaye and Gokarnam are considered specially sacred. Gokarnam is near the sea-shore on the west coast and can be reached from Mangalore by steamer services run by the Scindia Steam Navigation Company.

Panguni Uthiram : The hill temples of Subramanya at Palni, Tiruparankundram and Swamimalai and the seaside shrine of Tiruchendur attract large number of pilgrims for this festival which lasts for 10 days from 17-3-1940 to 26-3-1940, the important day being 23-3-1940.



50

His Highness the Maharaja of Travancore and party leaving after inspecting the S.I. Railway Enquiry Office in the Exhibition Grounds at Trivandrum.



Go-As-You-Please Tickets for unlimited travel for 15 days on the South Indian Railway and **Travel-As-You-Like Tickets**, valid for 20 days travel on both the South Indian and Madras & Southern Mahratta Railways are issued up to the 15th and 16th January, 1940, respectively; the return journey is to be completed by the midnight of the 16th January.

Week-end Cheap Return Tickets

At 1½ fares for the double journey are now issued to Ernakulam and Trivandrum Central from the following stations and vice versa :

To Ernakulam and vice versa. From	To Trivandrum Central and vice versa. From
Trichinopoly Jn.	Trichinopoly Jn.
Mangalore.	Pondicherry.
Cannanore.	Cuddalore N.T.
Calicut.	Cuddalore Jn.
Tellicherry.	Negapatam.
Coimbatore Jn.	Mayavaram Jn.
Erode Jn.	Tanjore Jn.
Salem Jn.	Kumbakonam.
Coonoor.	Dindigul Jn.
Ootacamund.	Kodaikanal Out-Agency.
	Madura Jn.
	Virudhunagar Jn.
	Tuticorin.
	Tinnevely Jn.
	Tenkasi Jn.

These tickets are issued on Fridays and Saturdays available for return by the midnight of Tuesday next or by Wednesday if the distance covered is over 300 miles.

Elephants and Mice

Railways pay large sums as taxes in aid of Local Bodies, to the Provincial and Central Governments. These go to the general support of the Government, including public schools, courts, police and the conduct of general administration.

Street Delivery of Parcels

The system of delivering parcels at the consignee's residence for a small charge has been introduced during the quarter at Madura, and Coonoor from the 1st and 15th October, respectively.

The Guindy Races

For the convenience of race-goers, Race-cum-Rail tickets from Madras Beach, Fort, Park, Egmore, Chingleput and Conjeeveram to Guindy will be issued on race days. Jan. 1st, 6th, 13th, 17th, 20th & 27th. Feb. 3rd, 7th, 10th, 17th, 24th & 28th. Mar. 2nd & 7th.

Central Industrial Museum : Madras

Visitors to Madras can spend a useful hour or two reviewing the several products and exhibits of art and industry displayed in the Central Museum at Mount Road, Madras. The charts displayed furnish much useful information about the possibilities of further development of local handicrafts.

Mileage Coupon Tickets

Holders of Second class Mileage Coupon tickets can now travel if they so desire in the higher class on payment of the difference in tariff fare between the two classes provided the change is made before the commencement of the journey.

Coimbatore Junction

An Indian Refreshment Room under railway management was opened in Coimbatore Jn. station on 1-10-1939.

The taxes paid by motor carriers are used, for the most part to build and maintain the public highways which these vehicles use for their private business in competition with the railroads.

51

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7. Inter.
8. Naval.
9. Odd.
10. Adder.
12. Serum.
14. Bible.
17. Internal.
19. XEN.
20. Roast.
21. Doted.
22. Manganallur.

Down.

1. Chidambaram.
2. Noted.
3. Error.
4. Vends.
5. River.
6. Melamarudur.
11. Ell.
13. Eon.
15. Brain.
16. Extra.
17. India.
18. Fatal.

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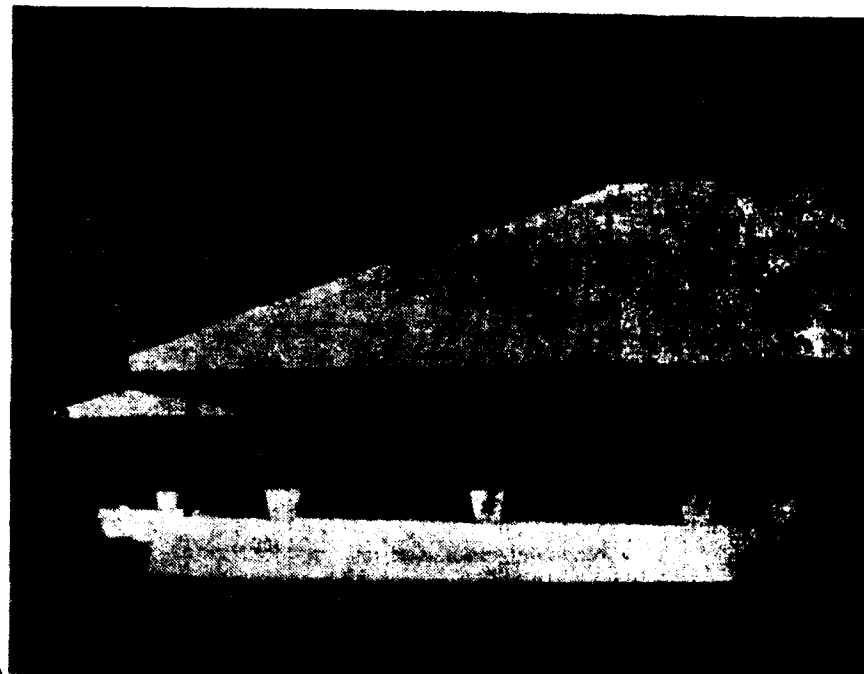
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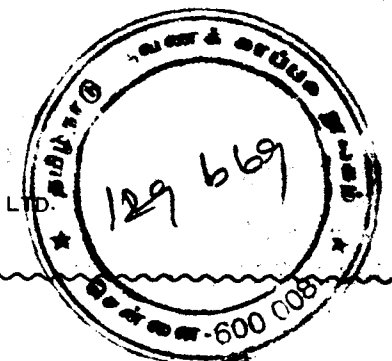
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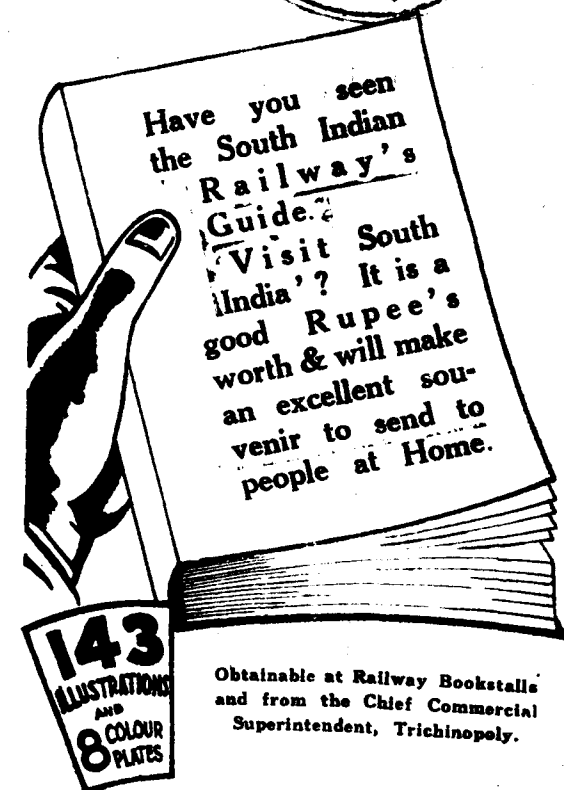
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Barley rice Boiled	2	0
Wheat Chappathi	3	30
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Milk Boiled	2	0
Dhol half Boiled	3	0
Dhol fully Boiled	2	30
Eggs hard Boiled	3	30
Eggs half Boiled	2	0
Eggs Fried	3	30
Eggs Raw	1	30
Eggs well beaten np	1	30
Mutton Roasted	3	35
Mutton half Fried	3	0
Fish Boiled	2	0
Fish Fried	2	30
Fowl Meat	4	0
Potatoes Boiled	3	30
Potatoes half Boiled	2	30
Cabbage well Boiled	4	30

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