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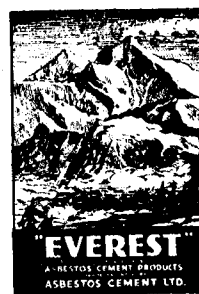
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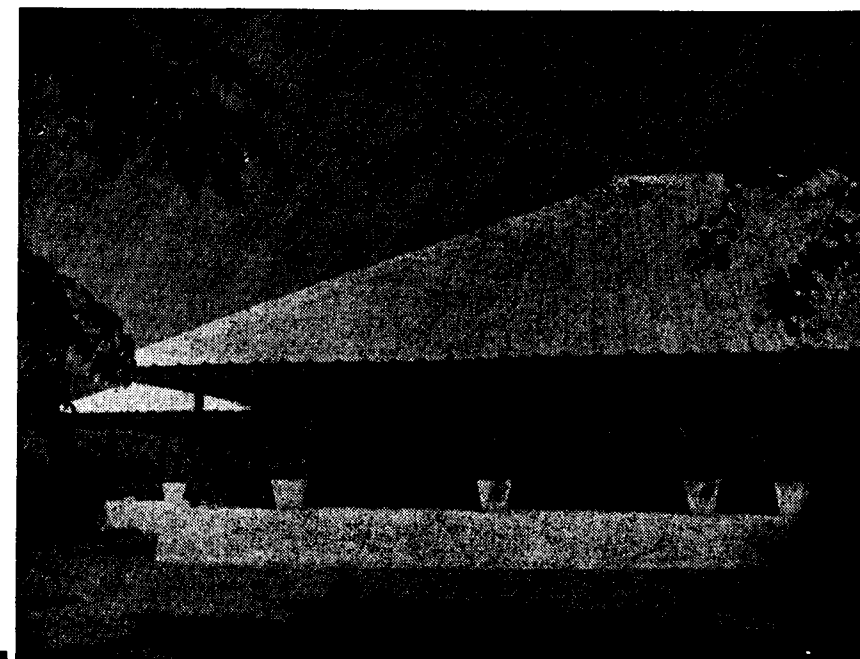
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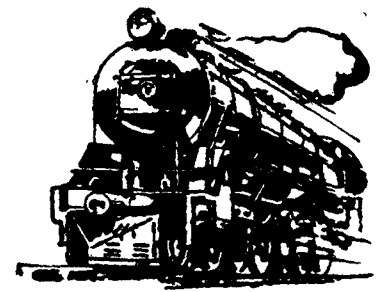
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SOUTH INDIAN RAILWAY MAGAZINE



APRIL

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 May, 1940.





Mr. C. A. Muirhead, Agent and General Manager, South Indian Railway, has been elected as the President of the Indian Railway Conference Association for the year 1940-41. This is the second time that this Railway has been thus honoured. Sir Percy Rothera, O.B.E., a former Agent, was the President of the Indian Railway Conference Association in 1930-31.



Mr. H. J. Crane, M.C., Chief Commercial Superintendent, proceeded on four months leave from 27-1-1940.



Mr. S. Purnaiya, Deputy Commercial Superintendent, is the acting Chief Commercial Superintendent.

All India Tours :

Until a few years back, a pilgrimage round the sacred places of India was somewhat of an ordeal. Even the advent of the Railway did not lessen the rigour and the travail of prolonged journeys. Not the least of all the pilgrims' troubles was the necessity to calculate fares and purchase tickets for railway journeys from point to point. The difficulties of language, importunate agents and the attendant atmosphere of an alien place had all to be overcome at the Booking Offices. It is somewhat surprising that the scheme of Round Tours now devised by Railways did not come into being many years earlier. To-day, a pilgrim can purchase a single ticket for a whole journey involving thousands of miles, current for quite a long period and what is perhaps more appreciated by the public is that a lump sum fare is quoted rendering the tours less expensive. Special literature has been prepared by Railways illustrating and explaining the several schemes of All India Round Tours, for distribution to prospective tourists.

Strength through joy :

A University Labour Corps sounds mediæval but is actually only an Indian variety of the modern youth movement fostered by most Governments in the West. To march out to camp with a spade on the shoulder, a knapsack on the back and a knife in the belt, in search of beauty in Nature and in man and in hopes of learning from the one and serving the other, is a movement which has untold possibilities for the youth of this country. It is also a healthy variation from a mere hectic tour of cities full of dust. It is hoped that the movement will spread to other centres. All along the line there are

numerous spots fit for camping where the wealth of natural scenery, fresh air and contact with real India will afford the best education to the boys and bring strength to their bodies and joy to their minds.

The Queue Habit :

It is doubtful if the queue habit is natural to any community in any part of the world. The military background in the daily life of most nations have considerably helped in regulating the behaviour of men and women at public places where order and peace are easily regulated. But India's military past is but a memory and in the prolonged period of peace, many good habits have been forgotten too. It is assuring however to see the queue habit still persisting within temples when offering worship and on other occasions. It will undoubtedly help to greater peace, harmony, ordered life, and quieter living if the queue habit could be instilled in the public mind. Recent experiments in the Calcutta Theatres are said to have yielded hopeful results. Even ten persons often make a crowd at Railway Booking Windows and with the best will in the world it has been found practically impossible to regulate ticket selling during festival occasions. A beginning must be made to instil the habit in Schools and Colleges and enforced in public places like theatres, restaurants, etc.

On Week-ends :

It has long been recognised in the West that there can be no better finish to a strenuous week of duty at the desk than a pleasing week-end spent amidst fresh surroundings and in chosen company. It helps to soothe the frayed nerves, brings peace and relaxation and helps to renovate and recoup the mind and body so that the succeeding week's toil

could be faced with cheer and confidence. For students and teachers, lawyers and businessmen, a pleasing week-end amidst happy surroundings must make for a welcome change, even if only the company of their fellows is all that is available. Round about most large cities in South India, one can choose numerous interesting places wherein to spend an evening or a week-end. The tired Madrasee can go to Conjeeveram if penitence and prayer is his need or visit Mahabalipuram or Gingee if fun and frolic is his inclination. The Railways are willing to help to foster this movement.

Cross Word Puzzle :

Only nine solutions were received for the Cross Word Puzzle Competition No. 2 and all of them contained more than five errors. It has therefore been decided not to award the prize to anyone. It was expected that many of our staff would enthusiastically join in this 'Station Name' competition. The result has however been disappointing. We have therefore reverted to the Common-sense Cross Word Puzzle this time and it is hoped that this will attract more entries.

Travel Morality :

The following paragraph recently appeared in the *Glasgow Herald* :

"Men who are honest enough in most of their dealings take a public-spirited pleasure in doing a railway down. To travel first with a third class ticket is regarded as a feat of hardihood to be mentioned afterwards without vulgar boasting but with modest self-satisfaction among appreciative friends."

Evidently, standards of conscience do not differ very much in the different parts of the world. In the West rough and ready methods are adopted to reform the travelling public. Persons apprehended in the act of

cheating the Railway of its legitimate dues are treated as nothing short of criminals and dealt with as such.

It is said that a million passengers travel without tickets in a year on Indian Railways. It is difficult to check the accuracy of the figure but almost every passenger that pays, knows that every train carries a few who have not paid for their journeys. Whether this is an economic problem or one for psycho-moralists is irrelevant. What must be recognised by all right thinking men is that while the arithmetical proportion of the number travelling without tickets to the millions travelling *bona fide* may be but fractional it should be the aim of everyone that the 'offence'—for it is nothing less—should be checked and made impossible by whatever means available. The decision arrived at the Conference of the Honorary Railway Magistrates recently held in North India, that the offence should be made punishable with rigorous imprisonment, has experience and practical wisdom behind it and if given effect to will help to bring the law in this country into line with that prevalent elsewhere. This, in the opinion of many, is a reform long over due.

Hobbies :

Railwaymen in India share their time mostly between their work and their family. They sometimes make a hobby of one or the other ; while it would be much more useful if a real and regular hobby could be found for them. Hobbies make for real relaxation and can with some skill and persistence be made to even become the source of a small profit. Those with a cultural bent can take to photography, painting, music and the like. Making models of engines and carriages, carpentry, tailoring, etc., are favourite pastimes of

Railwaymen in the West. Collecting stamps and coins are interesting hobbies though costly, but collecting tickets, guide books, rule books, etc., can provide much interesting diversion and also result in an accumulation of useful knowledge. Pigeon clubs can help to pass many happy hours and also provide the excitement of racing at much less risk and cost. Keeping pets—dogs, cats, parrots—and to study their habits can be the source of much innocent enjoyment. A collection of station names, their origin and their meaning should provide many interesting hours of pleasant labour to men historically inclined. Research in a small way, of places of interest nearby and monuments in them can even help some to become famous. Gardening must appeal to many who love flowers and bright surroundings. In fact there is no limit to the number of hobbies that can be suggested to railwaymen who see so much of life in the course of their duties. We should be glad to hear from fellow railwaymen how they spend their leisure hours and what hobbies interest them.

The Railway Position :

Not all the prophets and philosophers who in turn tried to build a better world, have succeeded in ridding humanity from the periodic scourge of War. It is a singular misfortune that the present generation has had to face two major wars. After seven months there is an apparent stalemate in the war zones, the parties to the conflict

being content with reconnaissance activities. Meanwhile, statesmen, while laying down the conditions for peace and clarifying war aims, are yet organising their countries for war.

Transport is part of the modern war machine, and its primary function in India as elsewhere is to render expeditious and effective assistance in the transport of men and munition, and help in keeping up supplies both at Home and in the Front. Railways have been therefore practically mobilised. But restricted trade and travel in India are keeping down Railway revenues while costs of operation are increasing. A slight increase in fares and freight has thereby become inevitable in this country and the public must perforce reconcile themselves to it. It must be consoling however that the burden will be borne equitably. It may be recollected that during the period of the last war 1914-18, fare and freight had to be enhanced by 25 per cent and 12½ per cent respectively.

Our earnings are still in defect by more than four lakhs as compared with even that of last year, and it is doubtful if there will be any substantial increase in the tonnage offering or the number of persons travelling in the coming months. While we are enjoying a comparative period of peace in India it is doubtful if this will continue long, but all Railwaymen will no doubt be ever prepared along with others to do their duty by their King and their Country.

Man is man—we all are brothers—
Black or white, or red or brown.
Man is man through all gradations—
Little reck's it where he stands ;
How divided into nations,

Scattered over many lands,
Man is man by form and feature,
Man by vice and virtue, too,
Man in all one common nature
Speaks and binds us brothers true.

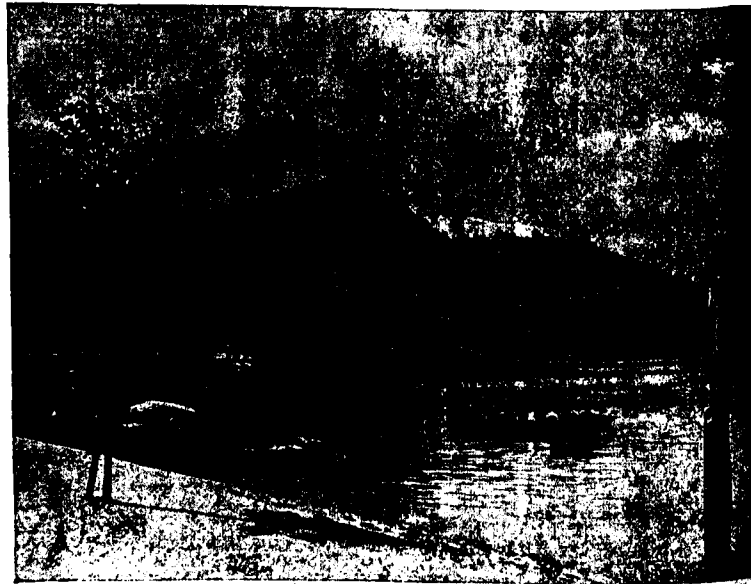
The Kodaikanal Hills.

It is not known whether the Indian aristocrats of old ever spent their summer on the hills. Life in ancient India was much less hurried and all the peace and quiet that was needed could then be obtained nearer home. The earliest we hear of hill stations in India is during the time of the Moghuls, who tired of the fierce heat of the North Indian plains made Kashmir their summer home. We owe it to the enterprising Survey Officers of the 19th century who during their rambles in the hills, discovered and reported upon likely spots where settlements could be located.

The Discovery :

Kodaikanal was discovered in about 1820 and became popular with the advent of the American Missionaries of Madura who soon founded a colony on the Hills. Successive Collectors of the district of Madura chose the hills as a summer habitation and to these must be attributed the many improvements that were rapidly undertaken. In particular Mr. Vere Levinge, who was Collector of Madura in 1860, planned the lake, constructed several roads and bridlepaths and introduced European fruits and flowers. A monument to his memory erected by his friends and admirers may still be seen on the lake road opposite the Municipal Office.

Kodaikanal, one of the healthiest hill stations in the whole of India, stands on the southern crest of the upper Palni Hills at an elevation of about 7,000 feet above sea-level. The Palnis apparently derive their name from the town of the same name which lies just north of them. Their Sanskrit appellation is Varahagiri or "pig hills" and to account for it there is a legend of twelve naughty children who, for scoffing at a devout sage, were

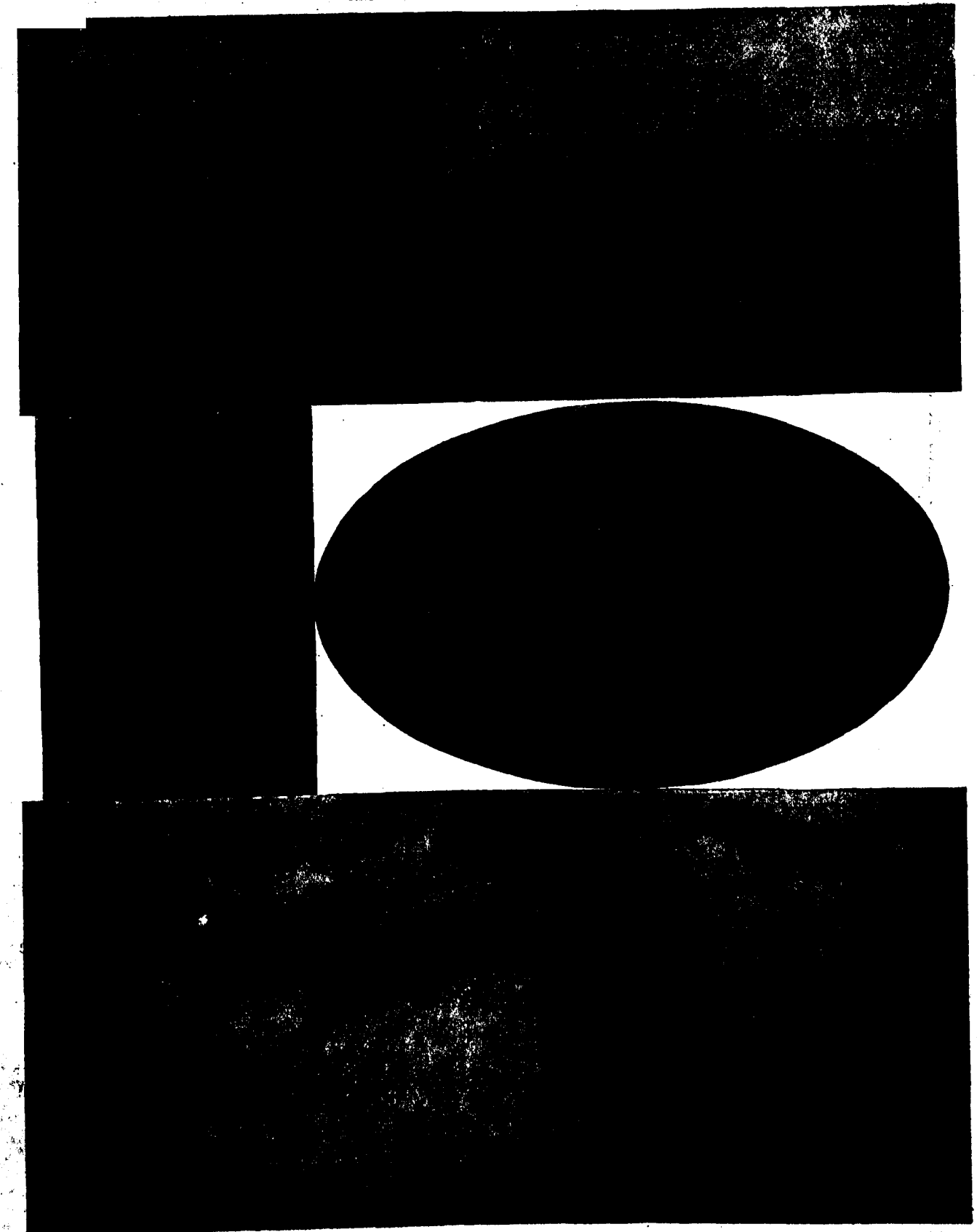


THE LAKE, KODAIKANAL.

transformed into pigs though luckily later rescued by Lord Siva.

Old Times :

Kodaikanal is now within three hours reach from the nearest Railway station at Kodaikanal Road but it was not always so easy to reach the hills in the past. Until about 30 years ago, when the first car attempted to ascend the hill, travellers had to do a weary journey by bullock carts and dholies and the more adventurous on horseback. The journey occupied nearly forty-eight hours, and though the wooded hills and the mountain air rendered the prospect cheerful, it was yet a fatiguing attempt not undertaken by all. Now there is an excellent motor road fit for high speed automobiles. An enterprising firm once made attempts to construct a tram-way to the hills, but the project was finally abandoned and all attention was concentrated on perfecting the road. The first car appeared on the hills in 1915. Regular services now ply between the hill station



THE KODAIKANAL HILLS.
THE LAKE, FAIRY FALLS, SILVER CASCADE, CLOUD EFFECTS.

and the plains. Kodai is now within fifteen hours travel from Madras.

Kodaikanal was constituted a Municipality in 1899 and had then the distinction of being the least populous of all, having but about 2,000 inhabitants. The population now is nearly 10,000.

Climate:

The station has a mean annual rainfall of about 65", a major portion falling in the months of October, November and December. Pleasant showers are experienced during April, May and June, the season months and help to keep the station dust-free and nice for parties and picnics. Neither hot, nor cold, Kodai ever accords a warm welcome to every visitor seeking a holiday, a haven of ease and comfort to recoup and rejuvenate, free from the dust and heat of the plains. Kodaikanal is the delight of the casual gardener and the scientific botanist alike. Seeds and cuttings planted in any season of the year soon produce a plentiful harvest. Many annuals sow themselves as also the perennials. Roses blossom all the year round. Several varieties of lilies and other flowers grow wild everywhere. The settlement is built amidst an evergreen forest which lends it an appearance of an extensive leafy bower rather than a busy city.

Amenities:

Kodaikanal affords a great variety of exhilarating amusements to the tired visitor. The Lake in the centre is the chief attraction. About sixty acres in extent and skirted by a three-mile road which makes for excellent walks, it is full of boats all through the day.

Overlooking the lake are several hotels and residences. The excellent golf course is popular during the season. The many waterfalls make for ideal picnic resorts. The Berijam Lake, the Pillar Rocks, the Perumal Peak, etc., further off are favourite excursion spots. The adventurous can find big game within a few miles of the town. Riding is not popular on the hills for lack of facilities. Hiking finds many votaries. The station is well equipped with hospitals, schools, shops and similar amenities of town life.

The Kodaikanal Club, one of the oldest in the station, is open to visitors. There are also the Boat Club, an Indian Club and a Ladies' Club. Several hotels and Travellers' Bungalows are also available. The Municipal authorities publish annually a list of bungalows available for renting and are otherwise willing to help visitors during their stay at the station.

Life in Kodai is never hectic as usual in holiday resorts. For those in quest of real rest, tonic air and the company of serene nature, there is no better place in India.

Transport facilities:

The South Indian Railway has made arrangements for through booking and transport of all descriptions of traffic between Kodaikanal Road station and the Hills. A regular bus service connects all trains at Kodaikanal Road Station. Pleasure cars can also be obtained on previous notice. First and Second class Return Tickets at reduced fares available for forty-five days are also issued all through the year to and from the Kodaikanal Out-Agency from and to stations over hundred miles distant from Kodaikanal Road Station.



THE PILLAR ROCKS, KODAIKANAL.



OUR LONDON LETTER.

(By Arthur L. Stead.)

After seven months of war-time operation, the Home Railways may well congratulate themselves upon the splendid manner in which they have met all demands for transport made upon them. This has indeed proved a strenuous winter for railwaymen of every grade, yet despite war-time obstacles and severe climatic conditions one and all have throughout remained confident and cheery and have admirably pulled together in the common cause.

With the coming of the long summer days the Home railways normally are concentrating on perfecting their arrangements for the movement of the season's holiday traffic. This year, however, the outlook has been totally transformed as a result of the war, and holiday business everywhere seems likely to be on a reduced scale. There are, of course, no restrictions whatever on civilian travel, and such amenities as restaurant and sleeping cars continue to be provided on all main lines. Excursion travel has been curtailed, while especially noticeable at this season is the absence of the normal poster advertising of passenger facilities. In peace time, Easter marks the opening of the big summer passenger publicity campaigns, and these have been reduced to very moderate proportions.

The Home Railways are working on the assumption that Government demands for transport will increase, rather than decrease, in the future. Troop and supply trains naturally must have priority, while important freight business such as foodstuff handling

also has priority over ordinary passenger movement.

On the freight side, the Home Railways continue to make history. Smoothly and efficiently, the railway freight machine backs up the national effort, and a few figures which have been officially released, relating to a typical railway's activities, will be of interest. During the first four months of the war, the London, Midland & Scottish Company operated the highest loaded wagon mileage (520,600,000) since its formation. During the same period of 1938 the figure was 428,000,000. The number of loaded wagon journeys was 10,500,000 or approximately 2,000,000 more than in the same period of 1938. For the conveyance of loaded traffic, the L. M. & S. has run a daily average of 4,000 freight trains, an increase over normal of 500 trains per day. Empty wagon trains also have shown a big increase to correspond. The convoy system, operated by the Navy, works in splendid fashion, and to and from British ports our mercantile marine and the ships of neutrals who wisely take advantage of our sure protection sail with a maximum of security. The railways pay special attention to the movement of traffic at the ports, and scientific organisation provides against congestion and ensures speedy distribution of foodstuffs and other vital supplies.

Always conspicuous at this season on the Home railways are out-of-gauge loads of one kind or another. The war has resulted in a big increase in this class of traffic, and the large stock of special wagons held by the railways is kept in constant employment. One new traffic is that arising out of the supply

of gas cylinders to keep barrage balloons in the air. Special wagons, called "lowfits", are utilised for this work. They are equipped with drop sides and ends. Road vehicles loaded with the gas cylinders are run direct on to these trucks, and much handling is thereby saved. More than half a million special wagons are available for out-of-gauge and unusual loads, and there is a big call for the heavier vehicles employed for the movement of big guns and armour plates. Explosives too, are handled in immense quantities and a great deal of ingenuity has been displayed in converting trucks to this purpose by the provision, for example, of suitable racks for shells and bombs. All this special business as well as the ordinary day-to-day movement, is being handled speedily and smoothly in fair weather and foul.

The long series of rail disasters, many involving great loss of life, which have taken place recently in Germany, are far more than a coincidence. They provide indisputable proof of the inability of the German railways to stand up to war time conditions. Now there is proposed a four-year plan for reorganising the German railway system. War-time, however, is far from an ideal moment to set out on wholesale transport reorganisation schemes and, in any event, Europe will see much bigger "reorganisation" plans brought into being before then!

For the railwaymen of harassed Finland, we all have the greatest sympathy. A gallant fight, indeed, have the liberty loving Finns put up, and in this struggle against brute force the Finnish railways are playing an all-important part. Finland has an area of approximately 148,000 square miles, a population of 4,000,000 and a railway system some 3,700 miles in length. The track gauge

is 5 feet and headquarters of the State Railways are Helsinki, from whence main lines radiate to all parts. In a normal year, some 21,000,000 passengers are handled. Finnish passenger stations are attractive structures, a most pleasing station being that at Helsinki, built in red granite and admirably laid-out. Time-tables are arranged on the 24 hour system, and they are printed in no fewer than five languages. Every year the Finnish State Railways handle 15,500,000 tons of merchandise, timber traffic predominating. Minerals, wood pulp and paper are other important traffics.

War has, of course, entirely changed the European railway picture. No longer do the world-famous luxury expresses travel east to west and *vice versa* across the continent, while through goods train working also is practically unknown. There is free interchange between France and her neighbours Belgium and Italy and, of course, mountain-locked Switzerland. In some cases, too, long-distance trains which formerly worked out of Holland and made their way across Europe by way of Germany, have been replaced by services routed *via* Belgium, France and Switzerland.

France continues a bright spot in the European railway picture, and the French lines are working just as smoothly and efficiently as our own. Travelling through Northern France to-day, we have the heartening sight of British locomotives and vehicles working side by side with French equipment. Numbers of locomotives and wagons have been shipped across the Channel from England to France, just as was done in the 1914-1918 conflict. Now, however, British locomotives in France carry on their tenders the letters "W. D." (War Department) in place of the

letters "R.O.D." (Railway Operating Division) employed in the last war. Light railways again are being constructed and operated in France by our military authorities. These performed striking service in 1914—1918, and the writer can speak from personal experience of their great utility, for during those hectic years he held various commands on the light railways operated by our troops in France and Belgium, before going over to the standard gauge and later to the Transportation Staff of the Rhine Army.

The present year sees the one-hundredth birthday of quite a number of important Home lines, although owing to the war, there will be no special celebration ceremonies. Among lines forming the L.M. & S. Group, there is the Midland Counties Railway opened from Trent to Leicester on May 5th, 1840; the North Midland Railway, which reached Rotherham from Derby on May 11th, 1840, and pushed forward to Leeds on June 30th, 1840; and the Manchester and Leeds Railway, opened between Normanton and Hebden Bridge on October 5th, 1840. A name to conjure within early Home railway history is that of George Hudson, the "Railway King". On July 1st, 1840, Hudson, then Lord Mayor of York, attended at York station to give a send-off to the first train to leave that point with through passengers for London. The Great Western comes into the story with the throughout opening on March 30th, 1840, of the London-Reading line. Some months later, on August 31st, 1840, G. W. trains commenced to operate between Bristol and Bath. To round off the centenaries, there must be recorded the introduction, on May 11th, 1840, of through

trains between London and Southampton on what is now the Southern Railway; and the opening of the first railway in Sussex—Shoreham and Brighton line on May 12th, 1840. A great year indeed was 1840 for the enthusiastic pioneers!

Waste of all kinds is to be deprecated at the present time, and on the Home railways special efforts are being made to prevent waste of materials and fuel. Scrap metal accumulates in large quantities on every railway, and the Home lines are making a careful collection of all bits and pieces of metal lying on the premises. On the L.M. & S. Railway a careful search resulted in the gathering together of no fewer than 100,000 tons of additional scrap, including 600 tons of odds and ends picked up by individuals. Normally, about 300,000 tons of scrap metal are produced on the L. M. & S. in a single year. About two-thirds of this amount is sold, and the balance melted down in the railway foundries.

Through rail traffic between France and Spain so long held up as a consequence of the Spanish war, now has been resumed. Altogether, Spain has about 10,000 miles of railway mostly of a track gauge of 5 feet 6 inch. Two of the principal systems are the Northern line, with a length of about 3,000 miles and the 2,275 mile long Madrid—Zaragoza—Alicante Company. The passenger accommodation provided by the Spanish lines is divided into three classes. The most luxurious accommodation is that afforded on trains-de-luxe like the Paris-Madrid "Sud Express". A good sign, indeed, is the resumption of normal railway working in this sun-kissed corner of Europe.



Art For Heart's Sake.

(By May Field).

"Damn!" panted Billy, glowering at the inoffensive little man in the bowler hat. "Oh damn!"

The inoffensive little man, still dazed with delight at the charming smile an extremely pretty girl had given him when he picked up her hand-bag, looked mildly surprised and went his way.

"Mangy little beast," muttered Billy and hurried on, his blue eyes fixed on a small, grey-clad figure threading its way through the crowd. For days he had longed for an excuse to speak to the girl on the third floor. A dropped hand-bag had offered it and now, after all, nothing . . . "Nasty, knock-kneed shrimp."

In at the door swung the girl in grey and Billy followed close behind. Bereft of hope, he toiled up the steep, dark stairs behind the Unattainable. Then just as she reached the top of her flight of stairs and he was jamming his latch-key in the lock there was a sharp cry, followed by an outraged feline squawk and many thudding noises. He raced up the stairs and arrived a second too late to assist Independence to her feet.

"That black cat," she gasped. "It's so dark here."

"I know. It's often played me the same trick. Are you all right?" Billy smiled with equal width and charm.

"I'm all right," she murmured, glancing about her, "but where are my oranges?"

With a benediction for the entire feline species, Billy dived down a few steps and retrieved four or five oranges and a tin of sardines. "Is that the lot?"

"There should be some sugar somewhere."

"Here!" cried Billy from a dark corner. Snatching up the bag, he waved it triumphantly, but alas for Billy! the paper split and a white rain descended on the stairs.

"Oh, I say, I'm terribly sorry!"

"It doesn't matter. Don't look so tragic." Involuntarily, she smiled at his woe-begone countenance.

"I'd better sweep it up."

"I'll do it!"

Determined to lose no chance of pleasing his divinity, Billy dashed down to his flat, rummaged for his only clothes brush, seized a first edition in lieu of dustpan, and was hard at work before she emerged with her own things. "This berth's booked," he grinned happily.

"Don't bother."

"I like housework, really I do." And for the moment he honestly believed it.

"Yes—but you're sweeping it right into the carpet. We shall never get it out." She descended a step or two and demonstrated. "Do it lightly, like this."

"I see," said Billy, staring, but not at the brush in her hand. She had violets pinned to the grey fur about her throat and he thought her eyes must be the same colour. She glanced up, met his intent gaze, went a faint pink and tightened her entrancing mouth.

"Thank you," she said decisively and ascended the stairs like an offended Minerva.

Billy leapt to his feet, wailing, "You're annoyed with me!"

"Why should I be?" For all her dignity, she had to smile at him. This young man was a quaint soul.

"I didn't mean to stare but you're so utterly lovely, you know."



The girl in grey did know. Young men of all descriptions had been bringing the fact to her notice for the last three or four years. Yet she went pinker than ever.

"Really?" she said, as if he had told her it was raining. "Good afternoon."

Standing amid the ruin of his hopes, Billy moaned aloud, "It isn't!"

"What isn't?"

"It isn't a good afternoon. I keep putting my foot in it."

"In the afternoon?" She smiled to her own surprise. "Well, what can you expect?"

Reviving a little at this, Billy proceeded to put the finishing touches to the wreck

of his afternoon. Taking his courage in both hands, the misguided young man enquired, "Are you desperately busy just now?"

"Why?" The slight stiffening of the slender figure should have warned him, but he floundered on.

"Couldn't you . . . wouldn't you come and have a spot of tea with me?"

"I'm sorry, I can't. I'm awfully busy. Thank you," she added without conviction. "Good afternoon." The click of his door told him the interview was over.

Day after day went by and Billy languished in vain. Save for a formal greeting or two as they passed on the stairs, they had not spoken. Ray—he had discovered her name after surreptitious examination of the letters on the hall table—Ray seemed unattainable. Perhaps if Toby Meredith had not dropped in for a pipe one evening, Billy might have resigned himself to his fate.

Toby Meredith was an artist with a growing reputation and a "public". Moreover, he was large, red-haired and cynically friendly to all the world, even art critics. Sprawled in Billy's best arm-chair, he played father-confessor with great unction.

"So you're scared, are you?"

"Stiff, my dear fellow, absolute rigor mortis. If only you knew how lovely she is—"

"I'm sick to death of lovely women. I've been painting that Marsdon woman for weeks. She's lovely enough, but lor' I have to listen to her chatter!" Toby shook his fierce mane with a truly leonine growl. "I shall have to give up portrait painting. It's too much for my nerves."

"First I've heard of them," scoffed Billy, adding reverently, "You'd love painting her."

"Paint her yourself." Toby grunted and snuggled into his chair, unaware of the miraculous effect his words were having.

"Got it!" Billy sat bolt upright as if electrified. "Got it: You're a genius after all."

"Got what?"

"I'll paint her myself!"

"Quite so, quite so," soothed Toby.

"And you," said Billy energetically, "you are going to help me."

"If you mean that I'm going to teach you to paint them I'm not having any."

"No, but you are going to give me the run of your studio for an hour now and then—with full guarantee against unfair wear and tear," he put in hurriedly, seeing his friend's face lengthen. "And you are going to coach me in the use of all your paraphernalia and so on. And you are going to lend me a brush or two—old ones—and one of your gruesome overalls. And I'll paint her!"

"Don't you see? She might take some notice of me if she thought I could produce a masterpiece—with her help."

"One look at you should be enough to convince any girl of reasonable intelligence that you are incapable of producing anything but mush," encouraged Toby. "And you'll only make trouble for yourself later if she's like most women—without a grain of humour."

"I know it's a risk," admitted Billy, "but it's worth it."

One derilious spring day about a week later saw Billy ranging his new studio and keeping a sharp lookout down the road, lined with rainbow-hued flower baskets and bright with a sudden silver shower. Five minutes seemed an eternity but at last the

sight of the grey-clad figure sent him dashing down Toby's well-carpeted stairs to greet Ray.

She was a little shy and excited. Billy's stammered request, made as they were passing on the stairs, had startled her into acceptance. The common place young man had suddenly become interesting to her. Now she gave him a radiant smile which bereft him of all words.

"Am I late?"

"Not-n-not a bit," achieved Billy after an effort and speechless, led the way to the studio. He arranged his model and began his "masterpiece" with hardly another word.

Toby wept with mirth when Billy poured out his confidences that evening.

"She talked a lot about you, said she was keen on your work and asked me what I thought of it. ME! I was up a tree for a moment, then I remembered what you had said about your 'Study in Brown.' So I dished that up and she seemed to like it. Then she said in that funny, excited little way of hers that she thought there was something in your work akin to Michael Angelo."

"Good girl!"

"Well, I wanted to say something startling and modern. So I said I hoped you'd never perpetrate anything like his 'Mona Lisa.' And it wasn't until I'd got it out that I remembered it wasn't by him at all."

"Go on," wheezed Toby. "What did you say then?"

"At first I was petrified and she stared a bit. Then I had another inspiration."

"Go on!" implored Toby, wet-eyed.

"I tried to look as much like Epstein as I could, with my hair-cut, and said, 'Sounds a bit mixed, doesn't it? But we moderns

have forgotten all that. We're on a new track entirely." And she swallowed it, bless her! And oh, Toby! she's dancing with me next week. . . ."

And Billy raved on until Toby turned nasty and pushed him out into the night.

Day after day slipped by and Billy lived in bliss. They had dropped the subject of "Art" for, Ray said she didn't understand the Modern School. Indeed the whole business of painting the "masterpiece" had receded into the background. Once or twice, they even cut sittings and went for walks instead. After a while Ray was spending every available minute in Billy's company. Even the critical articles she contributed to a well-known weekly suffered in consequence; yet she had once fiercely vowed that nothing in the world should come between her and her work. She had given up expecting Billy to be at all startling or clever; yet every day he became more attractive to her. Ray, who had sworn she had no use for men less clever than herself!

As for Billy, all this happiness had a taint of bitterness. Sooner or later, there would have to be an explanation and he didn't fancy himself as an apologist. What a fool he had been to make this terrible mistake of deceiving her! He knew now that he loved Ray more than anything else in the world, that a happy-go-lucky infatuation had developed into a love stronger than himself, and yet he had to tell her he was a fraud after all. At last one evening, after a perfect day together, he found he could bear it no longer.

"Ray," he began bravely enough and then faltered.

"Yes, Billy?" She transferred her attention from the dancers and smiled at him over the brightly-lit table.

"Why were you so frightfully stand-offish when I was trying so hard to get to know you?"

"Was I?"

"You know you were. Why was it?"

Ray stared at her brilliant glass, fidgetted with the flowers, scarlet against the ivory of her dress; then leaned forward, her honest young eyes fixed on his.

"I wonder if I can explain? Billy, have you ever felt a terribly absorbing desire to be quite alone, quite independent of everyone and everything, with nothing to think of or care for except your own particular work?"

"You know what I mean. Besides," she added with a smile, "I thought you were just the usual type of young man. I didn't know that you were—you."

Billy's heart gave a great leap, then swooped into his shoes. She was thinking of his "Art." He swallowed a lump in his throat and blurted out, "But if I had been the usual type . . . absolutely ordinary . . .?"

"But you aren't," she insisted softly. "You're like no one—but Billy."

"But suppose I was a rotten painter," he groaned, "suppose I didn't paint at all, suppose I cared for nothing on earth but engines—and a few people," he finished lamely.

"But you're talking nonsense, my dear," laughed Ray.

Then the long-impending thunder-bolt fell. Billy entered the studio with a burst one day to find Ray staring at the bedaubed canvas that represented his "masterpiece."

"I know this is supposed to be modern," she said icily, "but it looks to me more like a practical joke." There was dead silence for

what seemed an age to them both. Then Billy met her gaze squarely. "I've been trying to tell you, Ray. But I simply, couldn't."

"No?" She reached for her discarded coat. "Thank you. I can manage perfectly." She waved aside his proffered aid and turned her back on him.

Agonised, Billy cried, "You must listen to me, Ray. You've got to listen. You were so aloof. You would barely look at me until I did something to attract your attention. It wasn't really a joke, even at the beginning. And the last two months it's been hell. Ray. . . ."

"Well?" The cool, crisp tone was not encouraging.

"I love you," said Billy and waited. There was no answer. Miserably he persevered. "I'm not ragging. I love you. I didn't know you wanted to be alone, that you didn't want anyone butting in. I know now, but it hasn't made any difference. I love you," achieved Billy with a gulp, "I love you more than ever."

There was another agonising pause. Then a muffled voice said, "I think you must be rather silly."

Suddenly Billy performed his first sensible act for many weeks. He crossed the room in a couple of strides, took Ray firmly in his arms and kissed her. To his amazement,

she clasped him round the neck and kissed him back.

"Oh Billy!" she cried. "I thought you were never going to do it!"

"What!" yelped Billy, "I thought you were angry with me."

"Lor', chile, I forgave you long ago."

"WHAT?" Billy held her at arm's length, searching her face, "When?"

"When I found out," said the amazing woman.

"When was that?"

"The second time I came, you dear idiot. Several things you did made me suspicious, and oh Billy! the things you said! So I nipped to the easel when you went out to get tea and then I understood everything. Then to-day I just thought I'd like to see how much of Toby's good paint you'd wasted."

"Why did you go on?" stammered Billy.

"Why didn't you blow me up?"

For the first time, Ray's eyes avoided his.

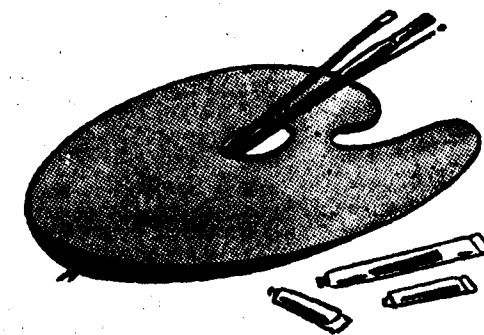
"I couldn't very well say anything, could I? It was so awkward," she finished lamely.

"But why did you keep on coming?"

She was silent.

"Why, Ray, why?" he pleaded.

"Oh, darling, do I have to tell you that?" Then, her face hidden in his sleeve, she whispered, "You're a darling, Billy, but you're slow?"



Cotton and its Manufacture.

(By Mr. J. M. Doak.)

Cotton is a subject peculiarly suited to any magazine published in India and particularly the South Indian Railway Magazine. Before railways existed, cotton was in daily use in India while since the growth of railways, cotton as a commercial crop has increased tremendously. 3000 years ago it is mentioned in the Bible. Herodotus speaks of the people of India, in 445 B.C. " . . . They possess likewise a kind of plant, which instead of fruit produces wool of a firmer and better quality than that of sheep: of this the Indians make their clothes."

Most people know the cotton plant which in infinite variety grows almost throughout India. Its flower changes to a seed boll, which ripens, exposing the mass of downy fibre clinging to the seed. The bolls are picked and taken to ginning factories where the cotton lint is detached from the seed. Thereafter the ginned cotton, pressed in bale form, is ready for despatch either to Indian Mills or to the nearest port for export to all parts of the world.

India ranks second only to the United States of America as a producer of cotton, with Egypt, China, Brazil and certain other sub-tropical and tropical countries coming far behind.

Before the introduction of machinery, India held a predominant position in the world as a supplier of cotton goods, spun and woven as a cottage industry, the East India Company for years doing a large business in such materials. With the invention of the mule spinning frame and the power loom, together with the use of steam for power, England rose to a leading position as principal world supplier of



GINNING COTTON.

cotton textiles. The United States of America and other industrialised countries soon followed England's lead, after which India reverted for many years to the position of importing thousands of millions of yards of piecegoods for the clothing of her teeming millions.

In England, owing to the invention at different times of the various machines used in textile manufacture, the industry tended to grow in separate departments. The result to-day is the existence of spinning mills as a separate industry, weaving mills also separate, with large bleaching concerns catering for the output of hundreds of individual weaving mills, and similarly printing and dyeing industries also on their own.

Started in a small way in 1854 by an enterprising Parsee merchant, the cotton mill industry in India made little progress until the introduction of the ring spinning frame in the 1880's a machine which gives a higher output per spindle than the mule, gave a great impetus. Thereafter mills were erected in Nagpur, Bombay, Tinnevely and elsewhere.

The tendency in India has been for complete units to be formed—spinning, weaving, bleaching and finishing often being undertaken by the one concern. A notable instance of course is the Buckingham & Carnatic Mills, Co., Ltd., of Madras, ably managed by Messrs. Binny.

By last year, the industry had grown to large proportions, there being no fewer than 390 cotton mills throughout India, operating over a crore of spindles and 2 lacs of looms, and giving direct employment to 450,000 workers. The wheel had again turned almost full cycle and India was no longer an importer of the greater part of her piece-goods consumption.

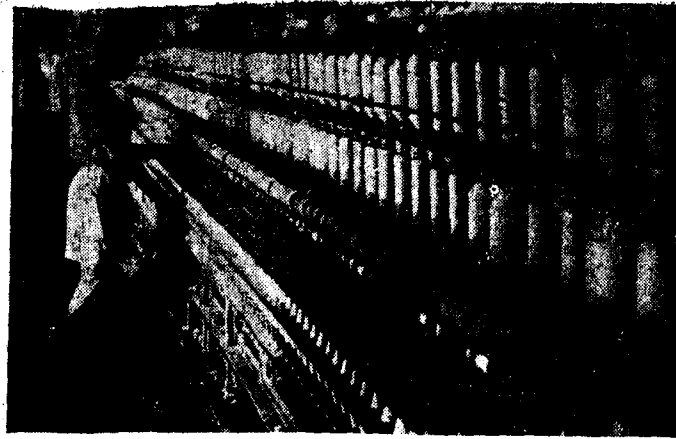
During this period of rapid industrialisation, an amazing feature has been the refusal of the handloom weaver, traditional figure in India's history, to give way before the march of power and fast moving machinery. A thousand years ago he was a potent factor in the economic life of the country. To-day he is still a potent factor, he and his fellows producing some 1,500,000,000 yards of piece-goods yearly, a figure around 25 per cent of India's total consumption. This, in a day and age when power almost everywhere else throughout the world has displaced the



COTTON BALES BEING LOADED INTO RAILWAY WAGONS.

handloom, is an amazing achievement. Madras Presidency has more handloom weavers than any other province in India, so it is fitting that many cotton mills in the South have restricted their activities to spinning and the supply of yarns to the handloom weaver. This applies particularly to the mills in Coimbatore, Madura and Tinnevely Districts. Handloom products range from cheap towels and shirtings to the finest of saris, the latter sometimes fetching over a thousand rupees. Madras handkerchiefs, made by weavers in and around Madras City itself, find their way to Ceylon, Malaya and as far afield as West Africa. The handloom industry, strangely enough, seems to be organised on English lines rather than Indian, inasmuch as we have Spinning Mills catering for their needs, the weavers themselves as another unit, while in Madura and elsewhere, a large dyeing and bleaching industry has grown up to serve their wants.

The foregoing rather sketchy outline does not give any idea of the actual process of cotton textile manufacture. To take spinning first. A bale of cotton consists of many millions of individual cotton fibres, all tightly compressed, with particles of seed, leaf and dirt unfortunately also present. The first stage in the mill process therefore is, to open the cotton, extracting as far as possible the extraneous matter already mentioned. This is done in the Mixing room and Blow room, from which the cleaned cotton, now in the form of a lap, is taken to the Carding Engine. The latter serves a double purpose. It is the last cleaning operation, and is also the first attempt at laying the individual fibres parallel, one to the other. From the Card, the cotton passes to the Draw Frames and Speed Frames. The principle there is of a



THE SPINDLES.

series of rollers, the delivery ones turning at a greater speed than the feed rollers. Again a double purpose is served; the drawing out process parallelising the fibres, and also serving to attenuate the sliver. Thereafter comes the actual spinning stage, where a series of drafting rollers deliver the yarn to the twisting action of a spindle revolving at some 10,000 revolutions a minute.

Weaving has come down to us from the dawn of history itself. The earliest weaver was probably a woman of the Stone Age, fashioning a rough basket from reeds. From reeds to cotton in the East, and from reeds to linen and wool in the West, marks the develop-

"To Whom Do We Write?"

Do we write letters because we *want* to or because we *have* to? In the answer to that question may lie the secret of success or failure in handling business correspondence.

Poor letters seldom result from lack of ability on the part of the writer, usually they are the result of indifference. The remedy is to arouse the feeling that letter-writing is an opportunity and a privilege, rather than a chore.

One way to rout that feeling of indifference is to think about the recipient. How many of us when we write have any real consideration for the fellow at the other end who is

ment of weaving until such time as the Portuguese, Spaniards and English, with their daring voyages some 500 years ago, served to make the cultures of East and West known one to the other.

Thus far, little or no mention has been made of the place of the Railway in the cotton industry of India. Undoubtedly the Railway systems of India have played a great part in facilitating the growth of the industry and the spread of cotton growing also. The volume of traffic is very considerable, even in these days when the general feeling is that saturation point has been reached in the industry. But the volume must increase, if the people of this country are to enjoy reasonable standards of life. We have become so accustomed to seeing our womenfolk standing in streams and tanks, clutching part of their one and only sari while washing the other part, that we tend to take it for granted. The day will surely come when such a sight will be rare. To bring that about, the industry and the Railways will have to work together to an extent even greater than in the past.

going to open the letter and to smile—or to frown—as he reads? We know how *we* feel when we get letters that are cold and hard and obviously written with no regard whatever for *our* opinions or needs. Then where is that Golden Rule? Nowhere in business can it do more good than in the writing of letters.

"In a conversation with another person face to face, the expression of the speaker's face and the tone of his voice affect the portent of the words that are said and sometimes have greater meaning than the words themselves. There is something of this interpretative quality in a telephone conversation, too. But in a letter there is only the cold type."

A Unique Excursion.

(By S. Balakrishna Joshi, B.A., L.T.).

Educational Tours :

Educationists all over the world are now agreed that the theoretical instruction imparted in the class-room is imperfect and that it has to be complemented by extra-curricular activities, if education is to be fruitful. One such activity suggested is the organisation of school journeys to beauty spots and places of cultural interest in order to give a realistic touch to the lessons taught within the four walls of the school. Further, such trips instil into juvenile minds several desirable qualities like *esprit de corps*, loyalty to leadership, endurance of personal inconveniences and a sympathetic attitude of mind, which are so essential for cultural citizenship. Seldom do we hear of excursions organised on a mass scale by educational institutions to enable hundreds of children to reap the harvest of inspiration, instruction and delight which travel yields. The Hindu Theological High School, Madras, which in recent years has been conducting several experiments in the field of practical educational endeavour, organised eight years ago an excursion on a colossal scale. Since then, it has been taking year after year several hundreds of boys to places rich in cultural and religious associations in South India.

Tenth Tour :

With the co-operation of the South Indian Railway Company, this academic year too the School conducted a trip in December 1939 to Vriddhachalam, Palni, Madura, Tirupparankundram, Alagar Koil, Dhanushkodi and Rameswaram, in which present boys, old boys, the entire teaching staff and representatives of the School Committee of Management and



THE PARTY ARRIVING AT ALAGAR KOIL IN BUSES.

of the Parents' Association all numbering about 500, took part.

The Departure :

It was a bright and colourful party that marched from the premises of the school to the Beach Station on the morning of Sunday, the 17th December—gay lads, dressed in spotless white, with uplifted placards bearing the names of their teams, scouts in their green and gray gear, school volunteers in their deep red and orange, and teachers in their trim uniform.

At the Railway station :

On behalf of all those interested in the school, Dr. T. S. Tirumurti, Principal, Stanley Medical College, wished the party *Bon Voyage* in eulogistic terms. Amidst scenes of unprecedented enthusiasm, the *Special* steamed off at about 11 A.M.

The party reached Vriddhachalam in the evening and offered worship at the ancient shrine of Vriddhagiriswara, a popular pilgrim-centre in South India. After supper, it boarded the *Special* and reached Palni early in the morning on Monday the 18th. The members vigorously climbed up the

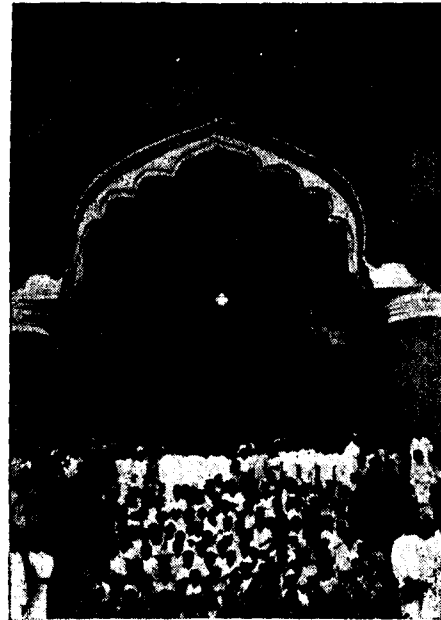
Palni Hills on which is situated the well-known shrine dedicated to Lord Subramanya.

At Madura :

The same night the Party left for Madura which it reached on the morning of Tuesday, the 19th. The Party sojourned for three days in Madura, the Athens of South India and the second largest city in the Madras Presidency, still fragrant with the memories of its past glories and culture, and made pilgrimages to the celebrated shrines of Sri Meenakshi at Madura, of Lord Subramanya, picturesquely situated at Tiruppurankundram and of Sri Alagar at the beautiful retreat named after the Deity. They also paid a visit to Tirumala Nayak's Palace, associated with the glorious Nayak dynasty. Recreation was afforded to them on the 19th by the enacting of farces and on the 20th by the staging of a Drama, "Dhruva" in Tamil at the Victoria Edward Hall. The latter, a benefit performance in aid of the Poor Boys' Fund of the School, was pronounced a success. On the evening of the 21st, the Party held a reception in honour of the Railway Officials who had come from Trichinopoly to see the camp-site and of the several good friends of the city who had helped the Party. After an interesting programme of recitations and songs, the



THE RECEPTION AT MADURA.



AT THE TIRUMALA NAYAK'S PALACE.

guest of honour, Sri N. V. Vaidyanatha Iyer, B.A., B.L., Publicity Officer, the South Indian Railway Company, conveyed to the Party in a felicitous speech the good wishes of the Company and its appreciation of the discipline of the School which made it possible to conduct mass excursions without a hitch or a jar. Each member of the Party was then presented with a copy of the attractive and valuable book "*South Indian Railway Illustrated Guide*" as a souvenir of the Tour.

Rameswaram and Dhanushkodi :

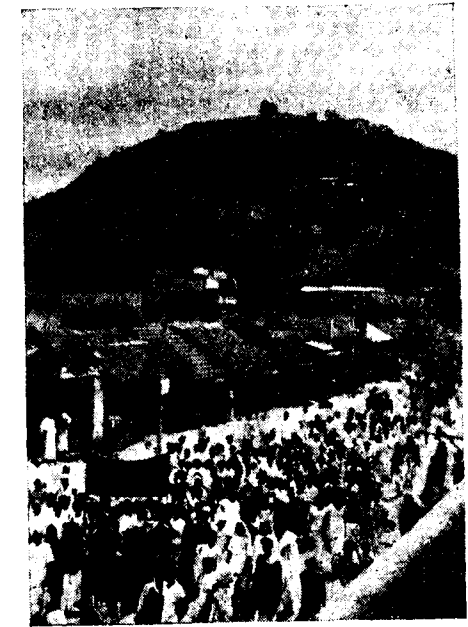
That very night the Party left Madura and reached Dhanushkodi on the morning of Friday the 22nd. After a brisk three miles' walk on the sandy track, the members had a bath in the holy Setu, the bosom of which countless pilgrims have sought in the course of ages to purge themselves of their sins. Returning to the station, they took train to Rameswaram. *En route*, they were enabled by the Railway to have a view of the Pamban bridge. At about 2 O'clock they reached Rameswaram, dear to the heart

of every Hindu, associated as it is with the holy name of Sri Ramachandra. Offering worship at the shrine, they left the place and reached Madras Beach on the evening of Saturday, the 23rd. A vast gathering of friends and sympathisers had mustered strong on the platform and, on their behalf Sri V. V. Srinivasa Aiyangar, President, Parents' Association of the School, welcomed the Party back.

Lessons of the Tour :

During the tour the teachers served as guide-posts to the youngsters and vividly brought home to their minds the importance and sanctity of the places visited by giving them short talks on appropriate occasions. The tour lasted seven days and covered a distance of over nine hundred miles. During these memorable days the members lived together on terms of equality, working, playing and worshipping together, all the time learning, albeit unconsciously, lessons of enduring value.

As on all the previous occasions, this year too there was no mishap of any kind. It was in no small measure due to the hearty co-operation rendered by the officials of the South Indian Railway Company, inspired by the feeling that, as members of a Public Utility Service, they should do their very best to enable educational institutions to train children on right lines. The arrangements they had made for the convenience and comfort of the Party left nothing to be desired. Our educational institutions can lay in children broad and deep the foundations of cultured and enlightened citizenship only when they allow them to escape, occasionally at least, out of the stuffy atmosphere of the class room and to observe and study men and things first hand at close quarters.



AT PALNI.

Only then will their hearts expand, minds develop, emotions quicken and outlook broaden. The South Indian Railway Company deserves our warmest thanks for the facilities it has been uniformly and consistently affording our school in this direction.

Triplicane Hindu High School, First Annual Excursion 1940

(by Sri T.P. Srinivasavaradhan, Teacher and member of the Excursion Party.)

The excursion party which consisted of 320 teachers and pupils was led by Sri M.A. J. T. Tirumalai Iyengar and Sri S. K. Krishnamoorthi Iyer. The members of the party before leaving were blessed at a special function by Sri A. Subba Rao, Secretary of the School Committee, the Headmaster, the Publicity Officer, S. I. Railway, and by the parents. The special train arranged by the South Indian Railway, left Egmore station at 10-50 p.m. on Saturday the 3rd February 1940. During their four days tour,

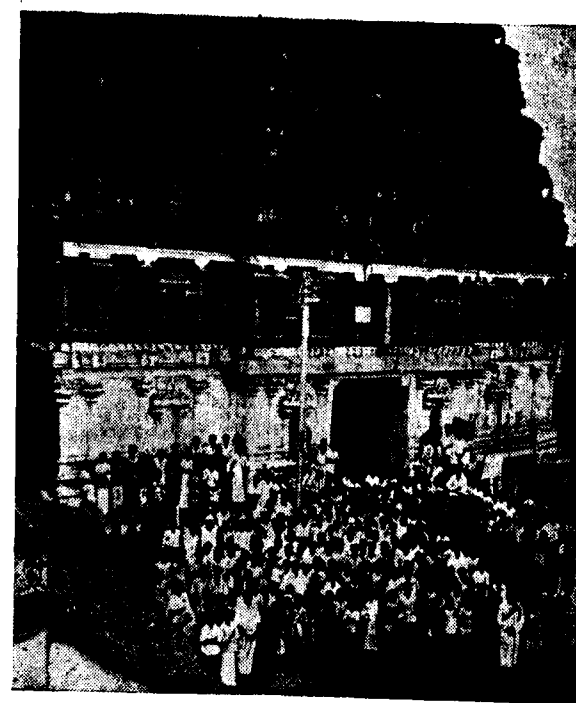
Chidambaram, Nellikuppam, Tiruvannamalai and Vellore were visited.

At Chidambaram, the party was fed and lodged at the Annamalai University. Worship at the Nataraja Shrine was enlivened by the instructional talks of a Professor of the University. The evening was spent in a friendly Cricket Match with the University team and a musical variety entertainment, physical demonstrations and scenes from "Nandanar". Professor Sri C. S. Srinivasa-chariar then delivered a lecture on the historical importance of Chidambaram to the excursionists under the Presidency of Rt. Hon'ble Doctor Srinivasa Sastriar, Vice-Chancellor, who blessed the party and bade them farewell.

At Nellikuppam, the East-India Distilleries and Sugar Factories were visited. At Tiruvannamalai, the excursionists had a very enjoyable time in and around the temple and paid homage to Sri Bagavan Ramana



HINDU HIGH SCHOOL PARTY—BHARJANA AT CHIDAMBARAM.



T. T. V. HIGH SCHOOL EXCURSION PARTY—AT TIRUVANAIKOL. Maharishi. At Vellore, the Headmaster of the Mahant High School received the party and showed them round. The boys returned via Katpadi to Madras on 7th February 1940 by Special Train.

"The arrangements made by the South Indian Railway were excellent and I trust, will goad us to similar undertakings, in the years to come. The Railway Officials richly deserve the thanks of the party."

Appreciations:

Mr. R. C. Broadfoot, N.D.A., C.D.A. (Hons.) Principal, Agricultural College, Coimbatore, writes:

"I have great pleasure in conveying the thanks of the party of students and staff who returned on the 12th January 1940 after successfully completing the tour, for the excellent arrangements made during the entire journey. The Railway staff were exceedingly kind and courteous and rendered all possible help."

The Principal, Meston Training College, Royapettah, Madras, writes:

"I am desirous to express the very cordial appreciation of our staff and students for the excellent

arrangements made by the Railway for their excursion between the 7th and 10th December 1939."

Sri P. Swaminatha Pillai, B.A., L.T., Headmaster, Board High School, Kodavasal, writes:

"I have to acknowledge with gratitude the uniform kindness and courtesy shown to the party by all the Railway Staff who contributed in no small measure to the pleasantness of the trip. May I therefore request you to accept my sincere thanks on behalf of the party for all that you have done to make the trip comfortable."

Sri K. Rangaswami Aiyangar, B.A., B.L., L.T., Headmaster, The Hindu Theological High School, Madras, writes:

"The Masters and the Pupils of the Hindu Theological High School do wish to convey their grateful thanks to C. A. Muirhead, Esq., Agent and General Manager, South Indian Railway Co., Ltd., Trichinopoly, to whose personal interest in this excursion and active sympathy and support the successful conduct of the Excursion is, in a great measure, due."

"They also wish to convey through him their sincere thanks to all the Station Officials, high and low and also the caterers of food who showed the utmost kindness, consideration and courtesy to every member of the Excursion Party and who spared no pains in attending to the needs of the party, individually and collectively, in all the places visited by it."

The Headmaster, Board Higher Elementary School, Pennadam, writes:

"I thank the S. I. Railway Co., for the kind and comfortable arrangements made for us during our Excursion trip to Metur Dam and back (in December 1939). The Company servants were obliging and accommodating throughout."



AT THE RECEPTION BY THE T. T. V. HIGH SCHOOL EXCURSION PARTY—SERIRANGAM.



T. T. V. HIGH SCHOOL PARTY BEING FERRIED ACROSS THE CAUVERY TO THE UPPER ANICUT.

The Headmaster, Ramaswamy Chettiar's Town High School, Chidambaram, writes:

"I am thankful to you for the very comfortable arrangements which were made for us both by way of accommodation and catering for the short sojourn to Metur Dam and back. The Station Masters of the Junction stations were very hospitable and polite and spared no pains to be useful for the party."

The Headmaster, Municipal High School, Villupuram, writes:

"Please permit me to express through you my thanks to the members of the Railway staff (Traffic and Catering) who were very obliging and helpful to us when a party of 75 pupils and teachers of the school went on an excursion trip to Nellikuppam on 4-2-40."

Mr. C. John, Professor, St. Berchman's College, Chenganacherry, Travancore, writes:

"We found, at every place, the Railway staff extremely courteous, obliging and helpful—contributing not a little that way to the success and enjoyment of the trip."

The Superintendent, Government Secondary and Training School for Mistresses, Coimbatore, writes:

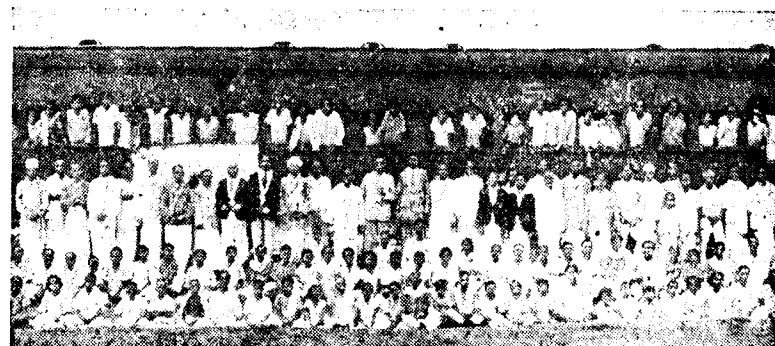
"I have great pleasure in expressing my sincere thanks for the excellent arrangements made and help extended to the 34 students and three members of the staff who visited Ernakulam and Cochin for 3 days."

The Conductor of Sri Kondiah Excursion Special writes :

" This is to certify that the guard who accompanied our special train has served in all possible ways and rendered his best services to our entire satisfaction and assisted the passengers in every way for which we feel very thankful and obliged."

A passenger writes :

" It is also my bounden duty to bring to your notice, as a passenger and as a member of the public, benefitted by your Railway Company the prompt and able assistance rendered to me at a very critical moment in my life by one of your employees."



TITTAGUDI SCHOOL EXCURSION PARTY.

EDUCATIONAL EXCURSIONS.

The following Educational Institutions organized Excursions for their Students during January, February and March, 1940 :—

No.	NAMES OF INSTITUTIONS.	Places visited.	Strength of Party.
1	The Government Agricultural College, Coimbatore.	Kasaragod, Mangalore, Taliparamba Road, Pattambi.	44
2	Government Training School for Women, Karur.	Metur Dam	81
3	Board High School, Kodavasal.	Tanjore, Trichinopoly, Metur Dam.	30
4	*Tondaimandalam T. V. High School, Madras.	Kumbakonam, Tanjore, Trichinopoly, Upper Anicut.	372
5	St. Berchmanns' College, Changanacherry.	Pamban and Madura.	30
6	Board High School, Vriddhachalam.	Thirukalukundram, Mahabalipuram, Conjeeveram.	35
7	Central Primary Mixed School, Rock Fort, Trichinopoly.	Upper Anicut	38
8	Chengalvaraya Naicker's Technical & Industrial Institute, Madras.	Mysore, Ootacamund, Coimbatore, Madukarai, Erode, Metur Dam.	31

* A special train was run for the party.

Education it is not teaching youth the shapes of letters and the tricks of numbers, and then leaving them to turn their arithmetic to roguery, and their literature to lust. It means, on the contrary, training them into the perfect exercise and kingly

continence of their bodies and souls. It is a painful, continual and difficult work to be done by kindness, by watching, by warning, by precept, and by praise, but above all by example.

Ruskin.



The Mongoose tells a story

the poor Brahmin had to return on occasions without gathering even a handful of grain. But luckily, on a blessed day, charity revived and he returned home from his rounds with just a handful of grain of which his devoted wife prepared a delicious meal, but when just about to partake of the food divided into four parts, a guest suddenly arrived.

The meal was gladly shared with him. But the insatiable guest asked for more and more and each one of the family had to give up his share at which the guest was highly pleased and while still they were waiting, the guest vanished and the heavenly form of Righteousness appeared and with celestial voice said, " You gave of your best with a pure heart and asked for nought in return. I am mightily pleased. In the heaven, your praises will be sung. You are no longer of this world. You who relied on virtue and righteousness and conquered hunger, are only fit to live in heaven. Spontaneous charity with no thought of return partakes of the Divine. Royal sacrifices can but ill compare to your mighty gift of a few grains." Thus saying the whole family was lifted up to Heaven. I, but a little mongoose, overheard this conversation and stealthily ate the remnants of the meal and rolled on the floor where the crumbs had fallen and behold ! my head and half of my body turned into gold. I have since been wandering in the hope of finding yet another person whose charity could convert the other half of my body into gold. Saints and Monarchs whose praises are sung have failed me. Lastly in despair I turned my steps hither. But of what avail is this sacrifice and how ill it compares with the Yagnya of the noble Brahmin ! Saying this the mongoose vanished into thin air.

It is said that Lord Krishna himself appeared in the guise of a mongoose. Moral : The blessed are the meek.

Mahabharatha.

The epic battle was over. Yudhishtira—the embodiment of Righteousness was crowned monarch of the Universe. The Aswamedha sacrifice—the crowning act of Suzerainty—was performed. Gifts of gold and presents innumerable were freely given and the whole kingdom was immersed in joy. Peace and happiness reigned everywhere. But, in that vast assemblage of resplendent princes and sages in saffron robes, a tiny mongoose rolled in, its body full of dust and its head shining like gold. The great king sat still with wonder when the mongoose made low obeisance and spoke thus :

" Your Yagnya of which your people talk so highly is not to be compared with the noble sacrifice performed by the poorest yet the most righteous citizen of Kurukshetra. Why this Vainglory ! Listen ! I shall tell you the story."

There was a Brahmin at Kurukshetra who with his wife, son and a daughter-in-law lived on the alms gathered in his daily rounds, with but one meal a day and no thought for the morrow, a contented lot withal. Many a day they starved, their only sustenance being thoughts of God and His undoubted mercy.

During a prolonged period of drought and famine when charity became scarce,

South Indian Coins.

(By Diwan Bahadur Col. Sir T. Desikachariar, B.A., B.L.)

The preparation of a connected History of the three great Dravidian Kingdoms of Southern India known as the Pandya, the Chola and the Chera is beset with considerable difficulty owing to the extreme paucity of authentic data bearing on the fortunes of these Princely houses. Puranic accounts are for various reasons of little historical utility unless confirmed by evidence obtainable from such independent sources as contemporary literature, epigraphy or numismatics. Epigraphy has so far not served very much towards the elucidation of early Dravidian History, the oldest inscription not carrying us very much further back than the 10th century A.D.

The first systematic and comprehensive treatment of South Indian Coins was due to the late Sir Walter Elliot who embodied the results of his life-long, intelligent and laborious research in his contribution to the *Numismata Orientalia*, nearly twenty years ago. Since then our knowledge of the subject has been augmented both by accession to the list of the coins of the Dravidian Kingdoms and by more accurate readings of those published by him.

Phœnician influence :

The oldest coins found in the Southern Districts so far, are flat, thin, rectangular, quadrilateral or irregularly shaped silver pieces weighing between 50 to 60 grains bearing distinctively Buddhist devices incused or 'punched' on them. The stamps or punches are placed separately or are superimposed one over the other. Such marks denoted the agency through which the coins passed into circulation, or the successive guilds, reigns, or territories through which they continued to be current.

The indigenous Dravidian standards of measures of weight and value, based on seminal and testaceous exponents of value (such as the mustard, barley-corn and the bean or cowries of sorts) were not a little influenced by the metrical and monetary standards of the Phœnicians, with whom the Dravidians had from the earliest times an intimate trading relationship across the Arabian sea.

Roman Coins :

Before dealing with the coinage of the Andhras and the Pallavas, reference has to be made to the small copper coins of insignificant value still unearthed in and around Madura which by their type and the characters of the legends on them—unfortunately too far gone to be decipherable—must be assigned a Roman origin. Though there have been finds of aurei and denarii in many Districts of South India, in Madura and Ceylon and the Coromandel Coast alone are these small copper pieces to be met with. It is noteworthy too that among the authentic finds of Roman coins in South India, nowhere have copper coins of the regular coinage been found side by side with these small copper pieces as in Madura.

In our own collection we have aurei of Zeno Anastasius of Theodosius all acquired in Madura; a copper coin of the regular Imperial coinage with, on the obverse, the head of a female figure and the legend *Europe Roma* and, on the reverse, the figure of a she wolf suckling Romulus and Remus found in *Devipatam*; and a number of small pieces with the figure of the Emperor's head on the obverse and two standing figures spear in hand on the reverse; others too with a single standing figure or the diagram similar to what appears

on the die-struck square copper coins adverted to above, are among the coins so far discovered.

Indo-Roman-Trade :

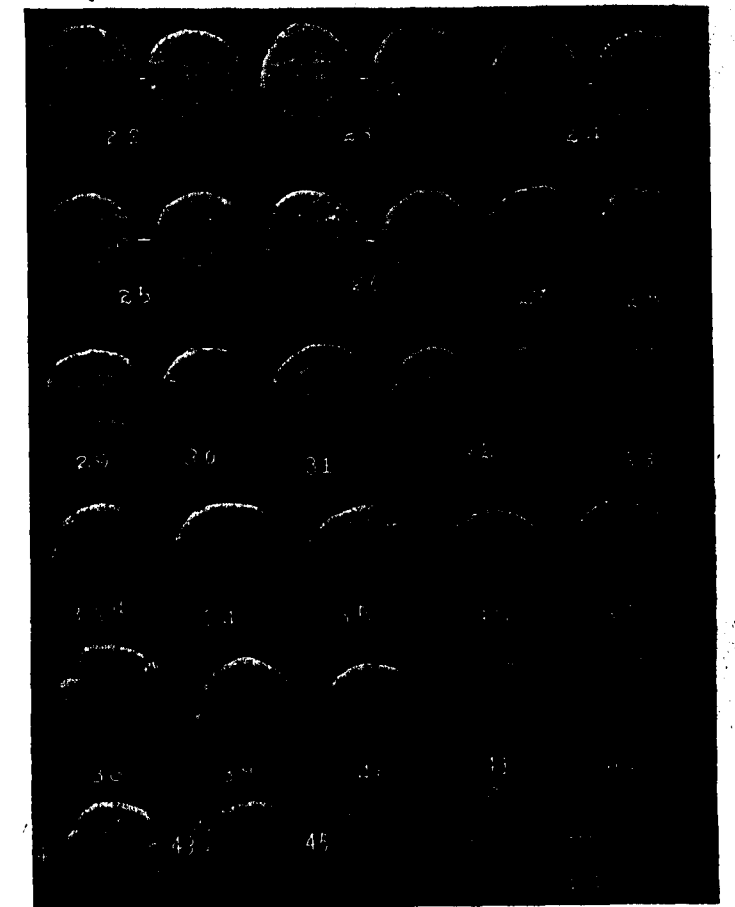
That there was a considerable trade between the Dravidian Kingdoms of the South and Rome in the early centuries of the Christian era, in pepper, spices, fine muslins, perfumes, unguents, pearls and precious stones especially the beryl, admits of little doubt. Almost all these articles were products of South India. The Pandians were perhaps predominant amongst the "Muvvarasars" or the three Kings of the South. A large number of aurei and denarii have been found in the neighbourhood of the Coimbatore District.

To such an extent were the wealth and importance born of foreign commercial intercourse developed in Southern India that in the early centuries of the Christian era Yavana (Roman or Greek) mercenaries were tempted to serve under the Pandyan fish banner and mount guard on the lofty towers of Madura. A highly developed monarchical Government aided by popular assemblies is assumed in ancient Tamil Literature as the heritage of ages.

So great and lasting was the Roman influence in South India, that even after the ninth century A.D., inscriptions record the gift of "dinaras" and "drammas" for religious and charitable benefactions. Having regard to all the above considerations, I venture to think along with Captain Tufnell that a colony of Roman merchants and soldiers must have settled in Madura in the palmy days of the Pandyan rule.

Some Venetian Coins :

The flow of Roman coins into India—specially gold—which started about the middle of the first century B.C. ceased practically



PANDYAN COINS (FROM AUTHOR'S COLLECTIONS).

about the 6th century A.D. Later on there was an influx of Venetian coins in the fourteenth century which continued till the close of the 18th century. They were brought into the country for paying for the products which were exported from India. So long as Indian exports outbalanced the imports, the coins of European countries like Venice could not but drain into India. Thus we find a large number of Venetian ducats of different Doges from 1554 to 1797. These are greatly valued by people for jewellery. Some of my specimens were acquired from those who had worn them in their necklaces. It is a thin coin of about the same weight as a Varahan. On the obverse is the figure of St. Mark handing a gonfalon to the Doge. The gonfalon is a

banner often with streamers hung from cross-bar as standard of the Republic of Venice. These sequins are known as "Shanarakkasu" the coin of the Shanar (a person of the caste of toddy drawers). This is probably due to the device on the sequin "the figure of the Doge (Duke) standing in front of St. Mark's Cross" in which Indian imagination sees the Shanar or toddy drawer preparing to climb the palmyra tree.

Later European Coinage :

The contact between the East and West thus established by coins is carried later by the issues of the various East India Companies which coming to trade tried to exercise sovereign power. Thus we find the issues of the Indo-Portuguese, Indo-Dutch, Indo-French, Indo-Danish and English East India Companies. They all imitated the indigenous currency and much of their coinage was crude and were but lumps of metal stamped. The English East India Company issued then pagodas with the effigy of Vishnu and a star—hence the star pagodas or Pullivarahans.

Even to-day you can find the "Kasus" and "Dubs" of the Companies in heaps of old rubbish in the bazaar. These coins illustrate a very interesting time, momentous in Indian

History. The very development in the coinage shows the gradual growth of power. From the old Varahan to the modern rupee is a long stride taken in token, mint and refinement.

The Andhra period:

The coinage of the Andhras falls into distinct groups showing different epochs and they are the earliest coins of South India bearing legends giving dynastic names coupled with religious devices.

They, like the rest of the coinage of the period bear Buddhist emblems. The prevailing metal used for the Andhra currency was lead, though issues in gold, silver and "poten" are referred to in the published lists. The specimens I have come across are all in lead, some of the "bow and arrow" or Vilvayakura type and others bearing well executed figures of the lamp (representing justice), the horse, the bull or a two-masted ship accompanied by Buddhist devices. The silver issues of Yagna Sri imitating the Satrap coinage form a distinct type indicating the conquest of the Western Satraps by Gotamiputra, a fact which is illustrated also by the re-struck coins already referred to. It is noteworthy that some of the names in the list of Andhra princes are represented by coins alone and not by inscriptions, and the personal names of others have to be ascertained from the legends on their coins, the inscriptions mentioning only the family names by their mothers, a practice determined by probably some rule of succession similar to that of the Marumakkattayam law prevailing in the West Coast.

That a metal so easily liable to decay as lead was used as a medium of currency by a race so powerful and prosperous is a subject which cannot be omitted.

The Pallava coins:

In the eventful period of South Indian History between

the second and tenth centuries of the Christian era, the Pallavas played no insignificant part in building an Empire in that portion of the Madras Presidency which lies between the Godavari on the North, the Pandyan boundary on the South with their three capitals Conjeeveram in the Chingleput District, Vengi in the Godavari District and Palghat in Malabar. It is remarkable that a race, brave and adventurous who enjoyed without doubt a high degree of civilisation have become so merged in the population that they are now remembered only by their coins and inscriptions, copper-plates and monolithic temples.

The coins attributable to the Pallavas are all illustrative of the age, for which we have also the aid of inscriptions, and have to be ascribed to a period later than the sixth century. The emblems ordinarily appearing on the coins of the Pallavas are "the bull" and "the two-masted ship." A lion or lioness takes the place of the bull on the obverse of some coins. Some of them bear legends read by Dr. Hultzsch as Sri Bhara (Mahendrarvarman) Srinidhi (Rajasimha) Manapara. On the reverse of the coins appear one or other of the following emblems—the Swastika, the sacrificial lamp, the chakram, the bow, the fish, the umbrella, the chaitya, the horse, the lion, the chank, the sacred vase and other emblems often occurring on the Andhra coinage. The coins are die-struck and well executed and occur in copper and silver; gold coins

I have not met with. The appearance of the two-masted ship, as in the Andhra coins indicates that the Pallavas had a maritime trade from the ports of the Coromandel coast.

I have given a very brief outline of the results achieved by a study of the coins and inscriptions of one of the darkest periods of South Indian history. Our knowledge has substantially increased. At various periods from the third century B.C. till the eighth century A.D. we are enabled by inscriptions, coins and contemporary literature to trace the history of South India with some precision. Many lacunæ must be allowed to remain in the chronology of the Andhras and the Pallavas till further evidence is forthcoming. If South India has been from various causes immune from the invasions and incursions which Hindusthan experienced from before and since the time of Alexander the Great, South Indian history has been likewise free from scientific investigation. As the late Professor Sundaram Pillai pointed out, India proper is still "Peninsular India," the India South of the Vyndhyas. "Here the bulk of the people continue distinctly to retain their pre-Aryan features, their pre-Aryan languages, their pre-Aryan social institutions. Even here the process of Aryanisation has gone indeed too far to leave it easy for the historian to distinguish the native warp from the foreign woof. But if there is anywhere any chance of such successful disentanglement, it is in the South; and the further South we go to, the larger does the chance grow."

We save least when saving is easiest.

Happiness is found not in getting what one likes but in liking what one gets.

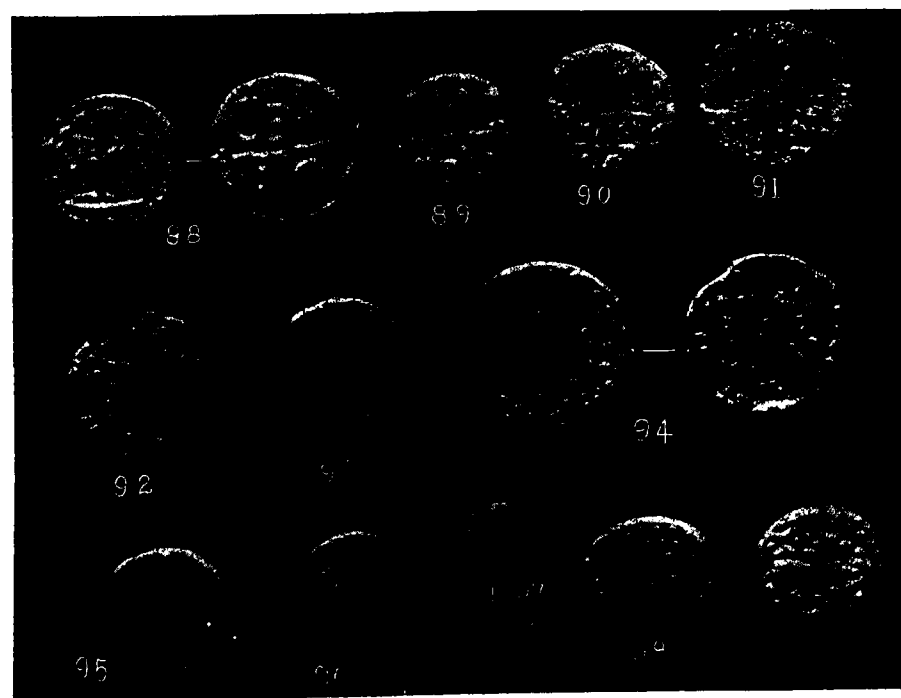
The wise man therefore does not try to play a game for which he cannot qualify. He adjusts his demands to his capacities. He takes what he can get and likes it, knowing that the law of compensation will protect him.

Develop your personality. It is your greatest asset and the most potent factor in the world.

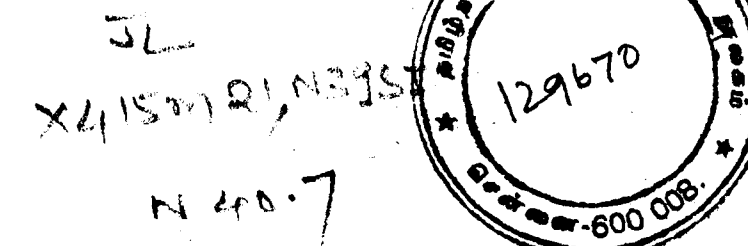
Wisdom is his who values life as he should.

Confidence in another man's virtue is no slight evidence of one's own.

Montaigne.



CHOLA COINS (FROM AUTHOR'S COLLECTIONS).



COMMERCIAL DEPARTMENT LECTURE AND DEBATING SOCIETY.

The third meeting of the 1940 session of the Commercial Department Debating Society was held on the 24th February, 1940, when Mr. S. Krishnamurthi Iyer delivered a lecture and Mr. N. V. Vaidyanatha Iyer, Publicity Officer, presided.

In opening the proceedings, the Secretary proposed that Mr. S. Purnaiya, Ag. Chief Commercial Superintendent to be the President of the Society during the absence of Mr. H. J. Crane, the permanent President, now on leave. This was duly carried. After the Chairman's introductory remarks, Mr. Krishnamurthi Iyer read his paper on "The Problem of Claims". He dealt exhaustively on the law relating to claims having special reference to the nature of the gradual evolution of Railways and how ultimately liability came to be attached to Railways for the safety of goods handled by them and stressed the difference in the legal responsibility of Railways under the different forms of Risk Notes

and pointed out how in actual practice the railways bestowed the same amount of care in the carriage of goods however booked. Delays in transit, deliberate extractions by mischievous members of the staff, damage by rain and similar factors were referred to as being the chief causes leading to claims. He emphasized the need for an efficient watch and ward staff on every Railway as a safeguard against pilferages in Railway Yards, and concluded by remarking that great credit was due to the staff of this Railway for the way in which they acquitted themselves in handling merchandise while in their custody and said that it was the duty of all Railwaymen to treat the customer's goods with as much care as of their own. After a brief speech in reply by Mr. S. Krishnamurthi Iyer, the Chairman concluded the proceedings with a few remarks.

The meeting terminated with a vote of thanks to the Lecturer and the President.

OUT STATION NOTES.

Golden Rock—Health & Baby Week Celebrations.

The Second Annual Health and Baby Week was celebrated at Golden Rock in the Shandy grounds from 22nd to 24th February 1940. A Health Exhibition was also arranged in connection with this. Charts on Tuberculosis, Cholera, and other epidemic diseases, Vaccination models in respect of Measles and Small-pox, etc., were exhibited in three stalls. The other three stalls were improvised (1) to demonstrate a clean and sanitary house, (2) a Confinement Room, and (3) for the display of charts and models, etc., of the Veterinary Department respectively. The Exhibition Stalls, the pandal and the booth were tastefully decorated with festoons and buntings.

The first day's celebrations commenced at 5-30 p.m. with the arrival at the Exhibi-



HEALTH & BABY WEEK CELEBRATIONS AT GOLDEN ROCK.

tion grounds of about 2,000 school children (about 1,250 from the Colony and the rest from Ponnalaipatti village) from their respective schools, carrying Health placards and posters and singing Health songs. On arrival, sweets were distributed to the children.

There was also a large gathering of the residents of the Colony: Prominent among those present were Dewan Bahadur Col. Sir T. Desikachari and Dr. T. S. S. Rajan, M.L.C.

Dr. R. A. Johnson, before requesting Mr. C. A. Muirhead to declare the Health Exhibition open, briefly reviewed the activities of the Health and Welfare Committee, Golden Rock, since the last celebrations and mentioned that 1,600 women and children had attended the Clinic at the Central Hospital, Golden Rock, during the period under review. He appealed to the Indian ladies of the Colony to come forward in larger numbers to participate and give aid in Health work of the Colony.

Hygienic discipline

Mr. Muirhead congratulated all those responsible for the celebrations and said "These celebrations should in no way be considered as mere entertainments, but as occasions to stimulate health consciousness among the people and educate them on Sanitation and Personal Hygiene." He also suggested that, "Each home must consider itself as a volunteer unit. All its members must develop what I should like to call a kind of hygienic discipline." Before concluding his speech, Mr. Muirhead welcomed Dr. T. S. S. Rajan and requested him to deliver his lecture on "Preventive Medicine".

Dr. Rajan appealed to the residents of the Colony to take full advantage of the various amenities provided by the Railway authorities such as a protected water supply, water-borne sewage system, a well equipped hospital, broad roads and shady avenue trees, etc. and requested the residents of the Colony not to foul open places, a most pernicious and dangerous practice. He advocated the starting of a Health campaign with influential persons of the Colony at the head, which he said would have a great moral effect on the inhabitants of the Colony generally.

Continuing, the learned Doctor exhorted the Teaching staff to take greater interest in the health and welfare of the children committed to their care by themselves demonstrating to the children as to how they should keep themselves clean in all respects.

Between 8-30 and 9-30 p.m. Magic Lantern lectures were delivered to a large audience at the Exhibition grounds.

The Exhibition was kept open throughout the day on the 23rd. Many poor children were fed with milk in the Baby booth. A free film was screened on health subjects at the European and Anglo-Indian Institute, Golden Rock, between 2 and 6-30 p.m. which was largely attended by women and children.

A unique feature of this year's celebrations was a Musical discourse on "Mahamari-vijayam" by Sri Lakshmana Iyer of Alloor. In his discourse, Sri Lakshmana Iyer brought home to the gathering present, the importance of and the necessity for vaccination as a prophylactic measure for the prevention of Smallpox. Between 8-30 and 9-30 p.m., open air film shows were given, with films kindly lent by the District Health Association, Trichinopoly.

Baby Show

On the last day, the 24th, the final selection of babies was made. Sixty-three babies representing all the communities including Anglo-Indians had entered for the Baby Show. Mrs. M. T. Osborne Jones, Mrs. R. A. Johnson, Dr (Mrs.) D'Costa and Dr. M. Balambal, acted as Judges. Loretta Winter, the lucky daughter of Mr. B. C. Winter, Erecting Shop (Date of Birth 9th September, 1939) was adjudged the Champion Baby.

By the kind permission of Rev. M. O. Johnson, the Girl Guides of the St. John's Vestry School, Trichinopoly, gave a physical drill display between 5-20 and 5-30 p.m. This was followed by two interesting items by the pupils of the Anglo-Indian and

European School, Golden Rock. The Scouts of the Indian Higher Elementary School, Golden Rock and of the Sacred Heart School, Ponmalaipatti, then held a rally and later exhibited some items of Physical drill set to music, and these were much appreciated by those present. The Agent and General Manager graced the occasion with his presence.

In the unavoidable absence of Mrs. C. E. R. Norman who was to have distributed the prizes to the winning babies, Mrs. M. T. Osborne Jones very kindly consented to distribute the prizes.

Sri A. V. Seturaman, the Secretary, proposed a hearty vote of thanks to all concerned.

With the singing of the National Anthem, the gathering dispersed.

At 7 p.m. a "Camp Fire" was organised by the scouts of the Sacred Heart School, Ponmalaipatti.

Negapatam.

A meeting of the Robinson Railway Institute Dramatic Club was held in the Institute premises at 4-30 p.m. on Monday the



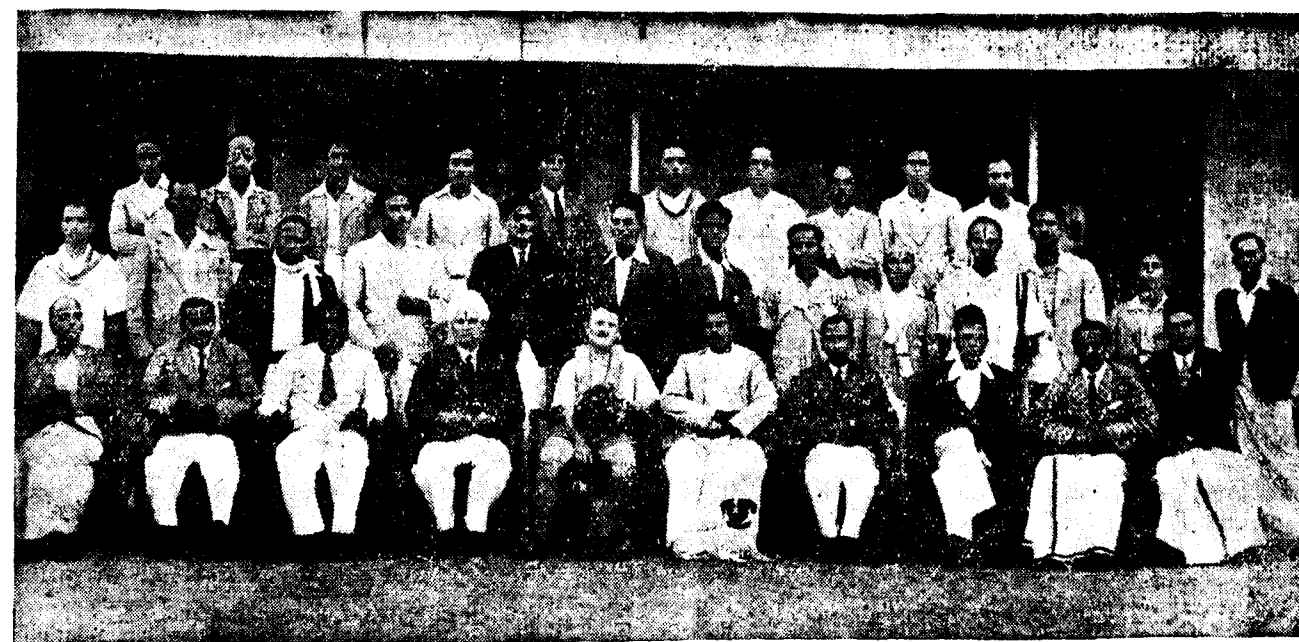
THE PRIZE BABY.

15th January, 1940, presided by Mr. A. R. Edington, President.

Accounts for "Meera Bai" enacted at Negapatam on 1st December, 1939 were read and passed. It was decided to produce similar Tamil plays in Trichinopoly and other places in aid of a recognised Indian War Charity. Members were then elected to the Committee.

The President thanked all the members present and also the actors for the valuable help rendered by them in enacting the play "Meera Bai."

The members were then entertained to Tea.



THE DRAMATIC CLUB, ROBINSON RAILWAY INSTITUTE, NEGAPATAM.

SCOUTING.

(By K. P. Sukmara Menon).

"Scouting has filled an empty place in education and supplied a need of great human importance especially for the development of moral standards."

Dr. M. M. Montessori.

Our railway authorities leave no stones unturned in their efforts to bring out various changes for the benefits of the railway employees for their physical and moral amelioration. The Officers have infused a spirit among the employees to distinguish themselves in social service and such other activities by precept and practice as well. We should not miss

the opportunity of starting our own Railway Scout Troops in all the Railway Colonies. The South Indian Railway too must have its Scout groups parallel to the M. & S. M., B. N. Railway, etc. We should not lag behind the other Railways in this respect.

The necessity for this is all the more pressing when one realises that the motto of Scouting and the aim of the Railway are identical namely "Public Service" and if every railway employee appreciates this and connects himself with the Scout Movement, then surely this rambling sketch is not in vain.

The Bala Bharatha Scout Group, S. I. Railway, Villupuram.

Villupuram.

This Group was started with the permission of our Agent and General Manager.

The Group is registered in the Hindustan Scout Association. The aims of the Group are :—

- (1) To help boys and girls irrespective of race, creed or caste to become good citizens of the motherland.
- (2) To subordinate personal interests to the needs of the country and seek to be useful to those around them.

The Group is a non-political, non-military, non-denominational and educational organization.

The Group consists of three sections, namely a Rover Crew, a Scout Troop and a Cub Pack.

There are 12 Rovers, 32 Scouts and 8 Cubs in the Group.

More than half the members are either sons or relatives of the railway employees.

The Rover Crew as a separate unit was started a year and a half ago. The Scout Troop and the Cub Pack sprang up only subsequently just three months before. The Rover Crew has done much useful service to the public of Villupuram. Their work

includes Cheri cleaning campaigns, rural development, literacy campaign, etc.

In the course of last year, the Rovers have visited almost all the Cheries surrounding Villupuram and have done much towards the well being of the Cheri people through magic lantern lectures, sanitation work, literacy work, etc.

The Rovers distinguished themselves at the recent Service Camp at Tiruvannamalai, in connection with the grand Krithigai Deepam. Their unselfish service to the public in the name of the Railway, was noticed by many a Railway Official at Tiruvannamalai.

Recently on the Red Cross Day, organised by Mrs. Wright, wife of Mr. J. F. Wright, District Mechanical Engineer, Villupuram, the Rovers rendered yeomen service for the collection of funds by selling the Red Cross Flags. They are always ready to offer their services whenever called for.

During the Provincial Conference of the Divine Life Society held at Villupuram during the Christmas holidays, the Bala Bharatha Scouts, S. I. Ry., Villupuram, distinguished themselves in public service. The boys acted as guides to the various delegates coming



from different parts of India and rendered all possible service to make their stay at Villupuram very convenient and comfortable.

On 21st January, 1940, about 30 Rovers, Scouts and Cubs went to Cuddalore for a full day's hike.

All are earnestly requested to witness the Scouts of the Group at work and on play if they happen to halt at Villupuram.

We wish the Bala Bharatha Scout Group, Villupuram, many years of useful service to fellowmen. (Eds.)

Station Gardens—Competition.

Ten stations competed for this annual garden competition. Partibanur won the first prize of Rs. 50; the second prize of Rs. 30 was won by Tanjore and the third prize of Rs. 20 by Capper Quarry. Madras Egmore, Salem Town, Tiruvennainallur Road and Ayyalur were commended.

A novel feature of the event, this year, has been the award of Merit Marks besides the cash prizes. The first prize carried with it six merit marks, the second prize four, the third prize three and two merit marks for stations commended. The competitors who secured neither prize nor commendation got a merit mark each.

(a) We offer our congratulations to Partibanur, Tanjore and Capper Quarry—all these three are 'Old stagers'; Capper Quarry having claimed the first prize last year and Partibanur the second prize.

(b) Madras Egmore, Salem Town, Tiruvennainallur Road and Ayyalur have done very well. Ayyalur is but a 'tiro' in gardening and it is indeed creditable that it should have won a commendation even in its first entry.

The fellow with an axe to grind is always out looking for a victim to turn the stone.

Confusing conversations are the result of jumping around from subject to subject.

The Law of growth is remorseless. Stabilization leads to decay. We must go forward or we shall surely go backward.



STATION GARDEN.—TANJORE

(c) We also congratulate Mayavaram Jn. Valadi and Pudunagaram who have received, a merit mark each and we hope that they will redouble their endeavours and secure prizes next year.

Gardens at stations are a source of pleasure not only to the staff but also to the travelling public. While gardening offers a most interesting form of relaxation, it is a delight not only to the grower but also to others. Station Masters will be doing a distinct service to themselves and the travelling public by growing such beautiful gardens.

The better you get to do your job,
The better the job you get to do.

An Oxford examiner, in the habit of putting rather absurd questions, once asked: "What would have been Alexander the Great's politics had he been alive now?"

One of the answers was: "Had Alexander the Great been alive now he would have been too old to take any interest in politics."

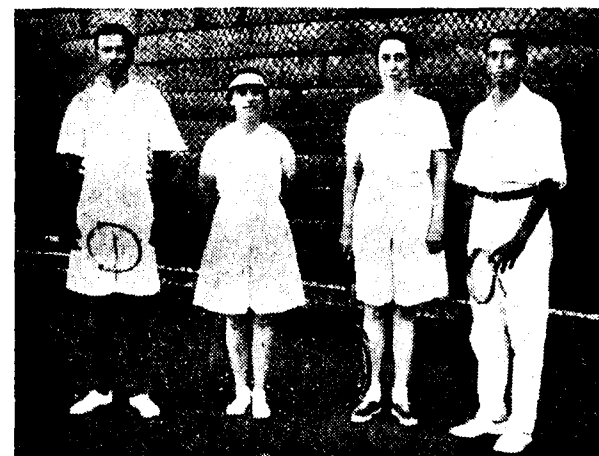
South Indian Railway Inter-Institute Tennis Tournament—3rd to 13th January 1940 :

There were 14 entries for Gent's Singles, 17 for Gent's Doubles and 13 for Mixed Doubles.

D. Pears of Madura Railway Institute, J. P. Devaraj and P. Sathianarayana Rao of Sports Club, Tambaram, and Mrs. H. C. Hodgson and M. Ramachandran were the winners in Gent's Singles, Gent's Doubles and Mixed Doubles respectively.

All India Inter-Railway Tennis Tournament:

This tournament was played again after a lapse of a few years.



WINNERS AND RUNNERS UP—MIXED DOUBLES.

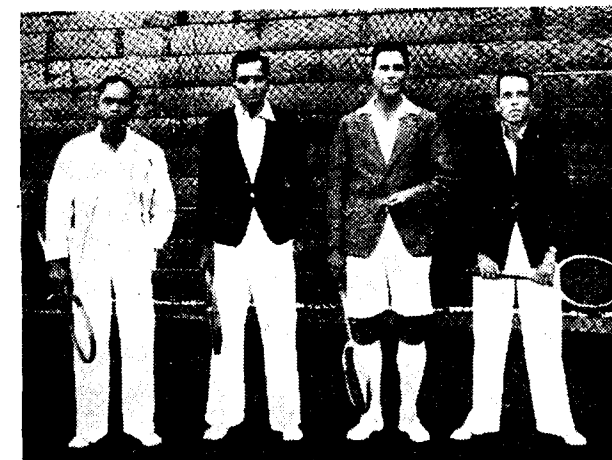
Ladies' Golf Tournament :

The Annual Ladies' Golf Competition for "Muirhead Bowl" was concluded on Thursday the 18th January 1940 and was won by Mrs. J. F. Wright.

The All India Golf Competition :

The Russel Cup Championship was played on the Trichinopoly Golf Course on the 29th and 30th January 1940 between the S. I. Railway and the G. I. P. Railway; the latter won by $3\frac{1}{2}$ points to $2\frac{1}{2}$ points and qualified themselves for the final to be played later at Delhi.

Of the four groups viz., Northern, Western, Eastern and Southern, M. & S. M., S. I. and H. E. H. the Nizam's State Railways forming the Southern Group, the M. & S. M. Railway was scratched and the H. E. H. the Nizam's State Railway played the S. I. Railway in the second round on the 15th and 16th January 1940 at the Bell Tennis Courts. The S. I. Railway beat H. E. H. the Nizam's State Railway by two matches to one, winning one singles and the doubles and losing one singles. The S. I. Railway will play the semi-finals and final in Delhi at the Irwin (Amphitheatre) from the 11th to the 14th March 1940.



WINNERS AND RUNNERS UP—GENT'S DOUBLES.

S.I.Ry. Athletic Association Annual Sports :

The Fourteenth Inter-Institute Athletic Tournament and the Officers' "At Home" were held at the Bell Recreation Ground on the 20th January 1940 in the presence of a large and distinguished gathering. The Police Band was in attendance.

There were 140 entrants as against 120 in the previous year and as many as five S. I. Railway Athletic Association records were broken in the following events:—

EVENTS AND RESULTS.

Events.	Winners.
110 Metres Hurdles ..	E. Pell.
Long Jump ..	"
400 Metres Race ..	"
Hop, Step & Jump ..	G. Asirvatham.
1,500 Metres Race ..	S. V. Gnanaprakasam.

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

Events.	Winners.
800 Metres Race ..	P. Arumugam.
Throwing the Discus ..	M. Bellett.
Throwing the Javelin ..	E. W. Rodrigues.
Putting the Shot ..	M. Bellett.
200 Metres Race ..	P. E. Rodrigues.
Throwing the hammer ..	M. Bellett.
Pole Vault ..	M. Bellett.
200 Metres Hurdles ..	E. Pell.
100 Metres Race ..	P. E. Rodrigues.
High Jump ..	G. Asirvatham.
1,600 Metres Medley Relay Race.	Railway Institute, Madura.
Championship Shield ..	Points 44, Railway Institute, Trichy Jn.

Out Door Tournaments :

The following is a list of winners in the out-door tournaments :—

Events.	Winners.
Scott Shield for Hockey	Railway Institute, Trichinopoly Jn.
Rothera Shield for Inter-Institute Football Elevens.	Ormsby Institute, Trichy Fort.
Acres Cup for Inter-Shop Football Elevens.	Stores team, Golden Rock.
Robert White Shield for Inter-Institute Football Sixes.	Ormsby Institute, Trichy Fort.
Sir Ernest Bell Challenge Cup for Tennis Singles.	Railway Institute, Madura.
Winner ..	D. Pears, Railway Institute, Madura.
Runner-up ..	M. Ramachandran, Reading Room, Podanur.
Sir Percy Rothera Challenge Cup for Tennis Gents' Doubles.	Sports Club, Tambaram.
Winners ..	J. P. Devaraj & P. Sathianarayana Rao (Sports Club, Tambaram).
Runners-up ..	B. A. Rose and D. Pears (Railway Institute, Madura).
Muirhead Challenge Cup for Golf.	Mr. H. E. Thompson.
Muirhead Bowl ..	Mrs. J. F. Wright.



MRS. J. F. WRIGHT—WINNER AND MRS. THOMPSON.

Events.	Winners.
Tennis Mixed Doubles.	
Winners ..	Mrs. H. C. Hodgson & M. Ramachandran.
Runners-up ..	Mrs. P. G. C. Peyton & Packiam.
Badminton Fives ..	Ormsby Institute, Trichy Fort.
Badminton Doubles ..	Ormsby Institute, Trichy Fort.
Billiard :	
Winner ..	J. F. Rodrigues, E & A. I. Institute, Golden Rock.
Runner-up ..	N. Maharajan, Indian Institute, Golden Rock.
Ping Pong :	
Winner ..	K. S. Ethirajulu, Indian Institute, Golden Rock.
Runner-up ..	A. Mariappan, Indian Institute, Golden Rock.
Gaby Challenge Cup for Out-Door Games.	Ormsby Institute, Trichy Fort.

At the conclusion of the Sports, Mr. C. A. Muirhead, the Agent and General Manager, made the following speech :

Ladies and Gentlemen,

It is very encouraging indeed to see such a large gathering here this afternoon and it gives me great

pleasure to welcome you on this occasion of the 14th Annual Inter Institute Athletic Tournament of the South Indian Railway Athletic Association.

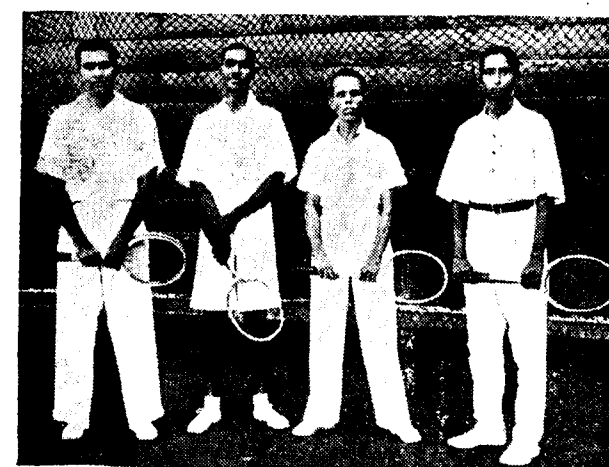
You will, I feel sure, be pleased to hear that this year serves as a landmark in the history of the activities of the Association, as will be seen from the following :

Immediately after the last Sports Meeting, our Athletic team participated in the Madras Olympic Sports and won the Championship Cup for the second year in succession with a wide margin of 47 points. Our men secured first places in seven events, and places in twelve events; in only three events did they fail to secure a place. P. E. Rodrigues beat the previous record held by A. J. Ralston of the Medical College for 50 metres. In both the endurance races, 5000 & 10,000 metres, our two men secured first and second places. P. Arumugham, the winner showed very good stamina in both the events, which he won in convincing style.

In the Inter-Railway Sports held in Delhi on the 17th and 18th March 1939, our railway was ranked second among the nine railways that competed. P. E. Rodrigues distinguished himself by lowering the All India record by 2 seconds in the 200 metres and by equalling the All India record of 10.6 seconds in the 100 metres; he also broke the Inter-Railway record of 22'- $\frac{3}{4}$ " in Long Jump by 3 $\frac{3}{4}$ "; incidentally he won the Championship Cup for the best Athlete.

While our athletes appear to be proficient in track events they have still considerable leeway to make up in the field events, if they are to compete successfully with the men of the Northern Railways.

I, however, feel that talent is not lacking on our Railway and I look to the Presidents and Honorary Secretaries of Institutes, Sports Clubs and Reading



ZONE TENNIS SINGLES—WINNERS AND RUNNERS UP.



MR. C. A. MUIRHEAD ADDRESSING THE SPORTS MEETING.

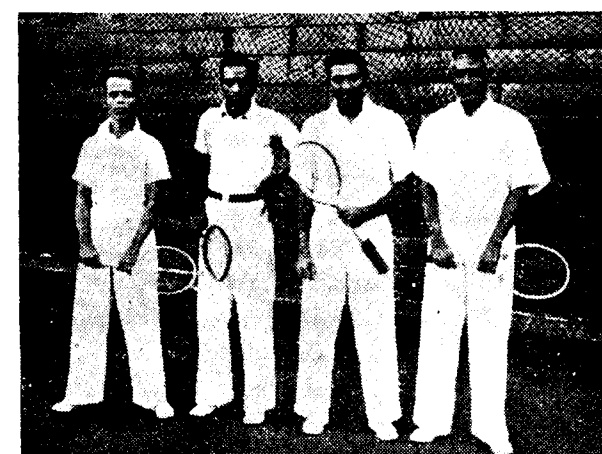
Rooms to seek for fresh blood, which, I am sure, can be found by dint of perseverance and personal effort.

Our sports team is being sent again this year for both the Olympic Sports at Madras and the Inter-Railway Sports at Delhi and I hope they will secure honours even better than last year.

In our Golfing activities, the S.I.Ry. team beat the M. & S. M. Railway in the Southern Group competition for the Russell Cup. The team will meet the G.I.P. Railway on the 28th of this month and I wish them success.

Our Tennis team is to be congratulated on winning the Southern Group matches of the Inter-Railway Tennis tournament held at the Bell Tennis Courts Trichinopoly, on the 15th and 16th January 1940. Our opponents were the Nizam's State Railway. We won two matches out of the three and so qualified to play in the semi-finals to be held in Delhi in March this year. Although we beat the Nizam's State Railway, the latter team gave a splendid display and their style was undoubtedly better than ours but as in other things it is the result that counts. I wish the Nizam's State Railway better luck next time.

It is a matter of great satisfaction for me to find that the Indian employees are still going ahead in the



ZONE TENNIS DOUBLES—WINNERS AND RUNNERS UP.

field of sports generally, and I feel that if they continue to persevere they will soon hold their own against the European & Anglo-Indian Institutes.

Incidentally, I might mention that the Ormsby Institute, Trichy Fort, has won the Gaby Challenge Cup for proficiency in out-door games for the second year in succession.

I do not propose to review the various Inter-Institute tournaments held during the year as this will be done by the Honorary Secretary in his report. Unfortunately, I have to comment unfavourably on the action of one of the Institute teams who, protesting against the decision of the Referee, took the law into their own hands and walked off the field. Such action is certainly unsporting and I hope it will not occur again. After all, games are played for the formation and development of character and I would stress upon every one 'to play the game for game's sake and to set the renown above the prize.'



M.S.M. AND S.I.RY.—GOLF TEAMS.

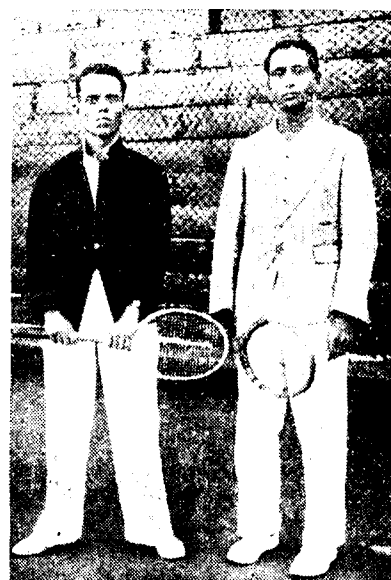
I have now been President of the Association for several years and no one knows better than I the amount of work that devolves on the Honorary Secretary, Mr. Pitcher, the Referees, the Umpires and other helpers on account of not only the Sports to-day but the competitions conducted throughout the year and also the arrangements for this afternoon's function. On your behalf I tender them our very hearty thanks and wish the Association success and prosperity in the future. I hope it will continue, as it has always done, to foster that true sporting spirit which is most needed at the present time. It will not be out of place to mention again what I said a few years ago, "Every movement requires a leader and it devolves mainly on the officers of the Railway to take this leadership upon themselves and to encourage by all possible means this sporting spirit in those who work with them."

I would be failing in my duty if I do not make special mention of Mr. H. C. Buck, the Principal of the Y.M.C.A. College of Physical Education, Saidapet, Madras, who has acted as Chief Judge and a Referee and Starter this afternoon. He needs no introduction to lovers of sport. His services for the cause of physical education in India are well known to us all. It is indeed very good of him to have come all the way from Madras at considerable inconvenience to himself and in spite of the various other engagements he undoubtedly had. I thank him very sincerely for the help he has always given us.

I congratulate the winners of the various events this afternoon and wish the rest better luck next time.

I will now ask Mrs. Norman to give away the prizes.

Mrs. C. E. Norman then gave away the prizes.



WINNER AND RUNNER UP IN SINGLES.

The Madras Presidency Olympic Sports, 1940 :

The S. I. Railway Athletic team consisting of 15 men won the Madras Presidency Olympic Championship Cup for the third year in succession with 72 points followed by 57 points secured by the M. & S. M. Railway and 18 points by the Cochin Athletic Association. The team entered for all the 20 events. Our men secured the first place in 8 events and places in 8 events; in only 4 events did they fail to secure any place.

E. Pell broke the previous Madras record of 26'8 secs. in 200 Metres Hurdles by '5 secs.

Boxing Tournament at Golden Rock :

The Boxing Committee having taken advantage of the presence of a large number of employees who had come in from different places for the Annual Sports, ran the Boxing Tournament on the 19th and 20th January 1940. Almost all the bouts were keenly contested. The Agent and General Manager, congratulating the boxing club observed as follows, "There is not a shadow of doubt that, since the recent revival of boxing on the Railway, a marked improvement has been shown in the standard of boxing amongst the younger generation of the members of the Club."



THROWING THE DISCUS.

The Day's Burden

We can easily manage if we will only take each day the burden appointed for it. But the load will be too heavy for us if we carry yesterday's burden over again to-day, and then add the burden of the morrow to the weight before we are required to bear it.

—John Newton.

"I think all will agree the Boxing Club deserves our congratulations and our best support. To the winners in to-night's bouts I say "well done". To the losers "I hope to see you winners in subsequent bouts."

He then gave away the prizes to the winners and runners up.

Boxing at the Madras Olympics :

The Madras Presidency Olympic Boxing Tournament was conducted on the 29th, 30th and 31st January 1940 at the Y. M. C. A. College of Physical Education, Saidapet, Madras.

The S. I. Railway team consisting of 5 men distinguished themselves by winning all the bouts in which they took part. C. A. Pereira of the S. I. Railway was the most scientific boxer in the competition.

Results :

Flyweight	..	..	C. E. Rozario, S.I.Ry.
Bantamweight	..	..	C. A. Pereira, S.I.Ry.
Featherweight	..	..	S. D'Cruz, S.I.Ry.
Welterweight	..	..	A. E. Laurant, S.I.Ry.

In a special contest, A. E. Fowler (Light-heavy weight), S.I. Railway beat Pte. Witham (Wiltshire Regiment) on points.

At forty-five

At the age of forty-five a man is likely to find out that he's not the man he used to be, and never was.

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

—Emerson.

An Appeal

By the Joint War Committee of the Indian Red Cross Society and
St. John Ambulance Association.

Under the auspices of His Excellency the Viceroy, the Central Joint War Committee of the Indian Red Cross Society and St. John Ambulance Association has issued an appeal for funds to enable them to finance, for the duration of the present war, the activities of the above Joint War Committee for the benefit of troops serving in India or sent overseas from India. The public of this Province have already been made aware of the nature and objects of this appeal through the medium of the Press.

The Red Cross and St. John Ambulance Organisations act in war time as auxiliaries to the regular military defence services, their main object, the care of the sick and wounded, being supplemented by work designed to relieve the sufferings and mitigate the discomfort, not only of those in Hospitals, but of all troops engaged on field service. Working parties and other helpers are enlisted to prepare or collect, and supply surgical dressings and medical necessities, and also articles of clothing and a wide range of other small personal comforts which troops on active service appreciate so greatly.

The Central Joint War Committee at Delhi, with similar and complementary Joint Committee in each Province, will administer the funds collected as a result of the Appeal, and the intention is that the entire proceeds be devoted to the war purposes described above. In each area served by a Provincial Committee, expenses in connection with local activities will be the first charge on local collections.

At a Meeting convened on the 25th November 1939 by the Madras Provincial Joint

War Committee, an influential Appeal Committee has been formed to invite and collect subscriptions and donations in the Madras Presidency. His Excellency the Governor of Madras has graciously given his consent to be the President of this Committee and has initiated the response to the Appeal in this Province with a personal donation of Rs. 500.

The Joint War Committee are assured that the cause will attract an immediate and liberal response, and that the Madras Presidency will emulate the splendid efforts which it made, during the last war, in promoting and assisting this work.

Contributions to the Fund may be paid into any branch of the Imperial Bank of India or sent to the Agent, Imperial Bank of India, Mount Road, Madras, the Honorary Treasurer of the Provincial Committee.

All contributions however small will be gratefully received. Recurring subscriptions will be specially useful. Lists of Donations will be published in the Press, periodically.

The following are the Office-bearers of the Provincial Appeal Committee.

PRESIDENT:—His Excellency the Governor of Madras.

JT. HON. SECRETARIES:—Diwan Bahadur M. Balasundram Naidu, C.I.E., and O.E. Windle, Esq., O.B.E.

HON. TREASURER:—The Agent, Imperial Bank of India, Mount Road, Madras.

War Calendar.

- | | | | |
|----------|---|--|---|
| 13-12-39 | Epic battle between German Pocket Battle Ship <i>Admiral Graf Spee</i> and 3 British Cruisers <i>Exeter</i> , <i>Ajax</i> , and <i>Achilles</i> off Monteveido. <i>Admiral Graf Spee</i> took refuge at Monteveido. | | The <i>Asama Maru</i> incident and Japanese protests. |
| 29-1-40 | German mass air raids over East Coast of England spread over 400 miles. | | |
| 30-1-40 | Turko-German trade agreement signed. | | |
| 31-1-40 | German's second air raid along 500 miles of British Coast repulsed. | | |
| 5-2-40 | Big victory for Finns at Kitela, north-east of Lake Ladoga. Mr. Gandhi's interview with the Viceroy on the political situation in India. | | |
| 6-2-40 | Mr. Jinnah's interview with the Viceroy. | | |
| 9-2-40 | United States depute Mr. Sumner Welles to survey European situation. | | |
| 11-2-40 | Lord Zetland's statement on the Indian situation in an exclusive interview to <i>The Sunday Times</i> London. Soviet-German Trade Agreement signed. | | |
| 12-2-40 | The second Australian Imperial Force arrived in Suez. | | |
| 13-2-40 | German Steamers <i>Wakama</i> and <i>Wolfburg</i> scuttled themselves in the South Atlantic and the Brazilian Coast respectively on sighting British Warships. | | |
| 14-2-40 | Fierce attacks by the Russians and successful counter-attacks by the Finns on the Karelian Isthmus. | | |
| 16-2-40 | Daring rescue of 300 to 400 merchant seamen as prisoners in the German ship <i>Altmark</i> in the Norwegian waters by H. M. S. Destroyer <i>Cossack</i> . | | |
| 17-2-40 | Germany recognises state of war between Egypt and herself. | | |
| 12-3-40 | Peace signed between Russia and Finland. | | |
| 15-12-39 | Expulsion of Russia from the League of Nations. | | |
| 18-12-39 | <i>Admiral Graf Spee</i> scuttled herself off Monteveido. | | |
| 25-12-39 | Soviet attack repulsed by Finland. The Finns pierce into Russia at Lieksa. Eight Neutral ships sunk by Germany during the week. | | |
| 26-12-39 | The first contingent of Australian Forces reach Britain. | | |
| 29-12-39 | Indian Troops arrive in France. Russians retreat in disorder from Hoyengarvi region in the north of Finland. | | |
| 1-1-40 | German planes over Shetland. | | |
| 5-1-40 | British Cabinet changes. Mr. Hore Belisha resigns and Mr. Oliver Stanley is appointed War Secretary instead. | | |
| 8-1-40 | First official rationing introduced in Britain covering sugar, butter, bacon and ham. | | |
| 9-1-40 | Signing of a Trade Agreement between Britain, France and Turkey. | | |
| 10-1-40 | German Sea plane bases bombed. Air encounter over Sylt. H. E. the Viceroy's speech at the Orient Club, Bombay, on the Indian Political Situation. | | |
| 13-1-40 | Allied Reconnaissance flights over Germany. Leaflets dropped over Vienna and Prague. | | |
| 21-1-40 | Finnish Port of Abo extensively bombed by Russians. Destroyer <i>Grenville</i> sunk. | | |

"If ever there had been a cause of right against wrong, or good intentions against evil intentions, surely that was our cause to-day. That was our "secret weapon" an

incalculable advantage we possessed over our enemy, a weapon that Germany was denied and she cannot counter or use against us."

—Lord Chatfield.



SMILE-A-WHILE

Jokes

At a Civil Service examination a verse from Longfellow on "Lives of great men, etc." was set as a subject.

The candidates had evidently crammed up the subject. Some voluminous essays were sent up. One man after giving biographical sketches of Milton, Wellington, Lord Shaftesbury and Fred Archer, concluded thus: "In a study of the lives of such men all of us may find much to guide our own footsteps. If we well but diligently follow their example, all of us may ultimately attain to celibacy."

Law and Medicine.

"There is nothing cheaper in this country than medical advice. You will get in medicine for two guineas what in law would cost you fifty."

"They say you can tell a girl's character by her clothes. "Nonsense! Girls must have more character than that!"

Judge: "Had you complete command of yourself at the time?"

Witness: "No Sir, my wife was with me."

A young man, who had been drinking heavily while living in an hotel, was one morning called by the waiter and asked what he would have for breakfast. He replied hazily: "Bring me a brandy and soda, and a chop and a dog."

"A dog, Sir, a dog! What do you want with a dog?"

"Why, to eat the chop, you blockhead!" was the reply.

A medical man in large practice and much on the telephone was called in to see an old lady who was very deaf, and when she opened the consultation by putting her speaking trumpet to her ear, he, greatly to her surprise but by sheer force of habit, shouted into the mouthpiece: "Hulloa! Are you there? Who is it?"

Out to break the record

The champion athlete in bed with a cold was told he had a temperature. "How high is it, Doc?" he wanted to know.

"A hundred and three."

"What's the world record?"

A sensible girl.

"You look like a nice, sensible girl. Let's get married."

"No, thanks. I'm just as sensible as I look."

Discouraged.

Cop: "Madam, didn't you see me hold up my hand?"

Lady Driver: "I did not."

Cop: "Didn't you hear me blow my whistle?"

Lady Driver: "I did not."

Cop: "Well, I guess I might as well go home. I don't seem to be doing much good here."

Nothing new

The ratepayers' association brought up the subject of overcrowding on the local train service.

"It's a scandal," said a speaker, "and we ought to stand up for ourselves."

"But," interrupted an embittered listener, "that's just what we're already doing every day!"

Not being on the square, love triangles can never succeed.

Much Better.

Candidate: "How did you like my speech on the agricultural problem?"

Farmer: "It wasn't bad, but a day's rain would do a heap more good."

Schoolboy "howlers"

"Cupidity is another name for infatuation."

"A la carte is French for per delivery van."

"A goblet is the homely name for a baby turkey."

"A counter-attraction is a pretty shop assistant."

Wonderful

Gush: "Our new minister is simply wonderful. He brings home to you what you never saw before."

Snife: "That's nothing. Our laundry man does the same thing."

A fellow was trying to dodge military service. "I'm afraid my shortsightedness will prevent me from doing my actual fighting," he said.

The M.O. replied, cheerfully: "That's O.K. old chap. We've got special trenches for the shortsighted ones. Right up close to the enemy—you just can't miss seeing 'em."

Vocal Camouflage

"Do you make good money as a ventriloquist, Mr. Smith?"

"Oh, yes, I have a good job now in the city."

"Where are you working?"

"In a bird store. I sell talking parrots."

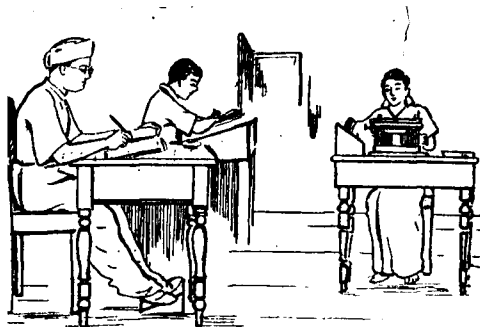
The Vowels.

We are little airy creatures,
All of different voice and features;
One of us in glass is set,
One of us you'll find in jet.
T'other you may see in tin,
And the fourth a box within.
If the fifth you should pursue,
It can never fly from you.

—Jonathan Swift.

[Answers to Puzzles at page 53.]

1. Shunt wagon C well beyond Point No. 2. Place wagon B on to the turntable and leave it there. Then pick up wagon A and leave it near wagon C beyond Point No. 2. Run round and attach to wagon B via Point No. 1 after which attach to wagon A which was placed beyond Point No. 2. Couple B to A and, shunt via Point No. 1 again, leave wagon A on the turntable. Uncouple and place wagon B between Points Nos. 3 and 4 where originally A was standing. Run round, draw wagon A off the turntable leaving this wagon between Points Nos. 3 and 2.
2. The answer is Rs. 800.
3. Vile, Evil, Veil, Levi, Live.
4. Cantilever, Scandalous, Incandesce, Mercantile, Overcandid, Sugarcandy, Suppl-cant, Republican.
5. Rig, Idly, Rigidly.



STAFF NEWS

Appointments and Promotions :

Sri S. Purnaiya, Deputy Commercial Superintendent, was promoted to act as Chief Commercial Superintendent from 27th January 1940.

Mr. T. L. Shield, District Traffic Superintendent, was promoted to act as Deputy Commercial Superintendent, from 27th January 1940.

Confirmations :

The following Officers were confirmed in their appointments :—

Mr. H. E. Thompson as Deputy General Manager from 1st December 1939.

Mr. C. Middleton as Chief Engineer from 1st December 1939.

Sri T. Somasundaram as Assistant Engineer from 27th May, 1939.

Mr. F. S. Morris as Deputy Chief Mechanical Engineer (Power) from 29th January, 1940.

Mr. J. F. Wright as District Mechanical Engineer from 29th January, 1940.

Sri K. V. Venkatarama Iyer as Assistant Superintendent of Stores from 10th January, 1940.

Transfers :

The following transfers of Officers were effected :—

Sri L. R. Nataraja Iyer, Assistant Engineer, from Salem to Podanur.

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

Leave :

The following Officers proceeded on leave :—

Sri R. S. Kuppaswami Iyengar, Assistant Engineer, on 4 months leave from 26th January, 1940.

Sri S. V. Nayak, Assistant Engineer, on 3 months leave from 13th February, 1940.

Mr. A. G. Head, Assistant Mechanical Engineer, on 8 months combined leave from 5th February, 1940.

Mr. H. J. Crane, Chief Commercial Superintendent, on 4 months leave from 27th January, 1940.

Sri H. L. Biswas, Assistant Traffic Superintendent, on leave for 2 months and 16 days from 12th February, 1940.

Return to duty :

The following Officers returned to duty from leave :—

Rao Sahib T. K. Thillaivelu Mudaliar, Officer-in-Charge of the Drawing Office, on 11th December, 1939.

Mr. A. K. Halder, Assistant Engineer, on 10th February, 1940.

Mr. J. W. Restrict, Assistant Engineer, on 23rd January, 1940.

Mr. A. Vieyra, District Commercial Superintendent, on 10th February, 1940.

Mr. P. M. Vanspall, District Traffic Superintendent, on 26th January, 1940.

Mr. G. W. O. Moore, Assistant Auditor, on 6th December, 1939.

Retirement.

Mr. Allan Darrell Hogan Hickie, who will be proceeding on leave from 9th April, 1940 preparatory to retirement after 34 years of service in the Railway, was born in 1887. He entered Railway service in 1907, and became an Assistant Traffic Superintendent in 1911. He saw active service during the last War from 1915 to 1919, and was promoted as District Traffic Superintendent in 1920. He acted as Chief Commercial Superintendent from 18th March, 1935 to 17th November, 1935, and as Chief Transportation Superintendent from 9th July, 1937 to 31st January, 1938. He took great interest in sports and was a Cricket and Hockey enthusiast in his younger years. He now plays Tennis and Golf. He has always been known for his pleasant disposition, suave manners and

uniform courtesy and kindness to all with whom he came into contact. We wish him many happy years in retirement.

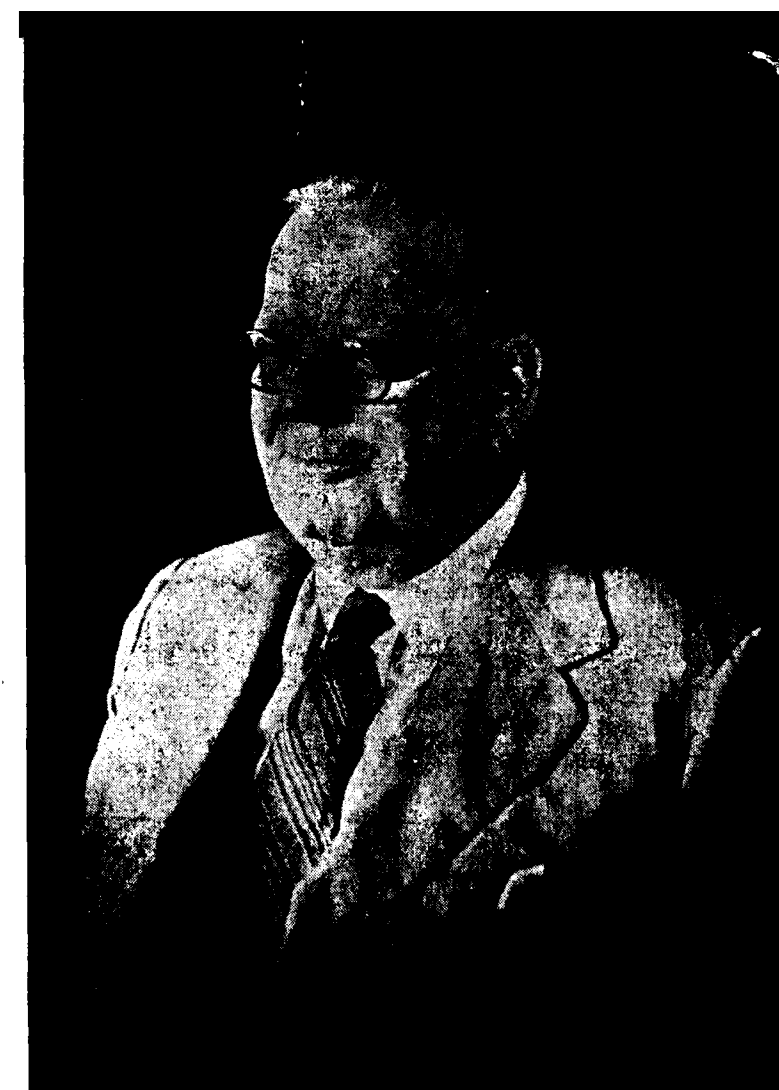
Mr. M. Mohamed Hussain, who proceeded on leave preparatory to voluntary retirement from 1st April, 1940 was born in September, 1889. He entered Railway service as a clerk in 1907, and by dint of merit and devotion to service, rose to the rank of an Assistant Traffic Superintendent in 1936, in which post he was confirmed in 1938. He was known for his experience acquired during the course of a long career and was considered a trustworthy and reliable Officer. He is still fit for many years of useful service and we wish him many happy years in retirement.



MR. M. MOHAMED HUSSAIN.

Mr. J. St. J. Coleman, Deputy Chief Mechanical Engineer (Power), retired from service from 29th January, 1940.

Sri V. Gopala Iyer, Second Station Master, Podanur, retired from service on 15th February, 1940. He was born in February 1885, entered service as a Signaller on 26th November 1904 and was an Assistant Station Master on Rs. 125 at the time of his retirement.



MR. A. D. H. HICKIE.

Sri S. N. Vythinatha Iyer, Chief Telegraph Inspector, retired on 8th January, 1940 after 35 years of service. He entered service on 17th January, 1905 as a daily paid fitter in the Engineering Workshops, Trichinopoly, and rose to the position of Chief Telegraph Inspector at the time of his retirement. He was awarded a Coronation Medal in August 1937, and did very useful work during the Mahodayam festival at Point Calimere in 1938.

Mr. N. Syed Khader Sahib, born in March 1887, Chief Clerk of Chief Engineer's Office, Trichinopoly, has proceeded on 6 months' combined leave preparatory to retirement from 1st February, 1940, after a long and faithful service of over 37 years.

Mr. E. W. Davy, First Class Guard, Erode, retired from service on 3rd February 1940



SRI S. N. VYTHINATHA IYER.

at the age of 55. He was born in 4th February 1885, entered service as a Ticket Examiner on 12th November, 1907 and retired as a First Class Guard on a salary of Rs. 140 per mensem.



MR. N. SYED KHADER SAHIB.

Sri M. Rama Varmah Tirumalpad entered railway service as a junior clerk in May 1905 and rose to the position of Station Master, Dhanushkodi. He is now on leave preparatory to retirement and is to retire from service on 3rd May, 1940.



SRI M. RAMA VARMAH TIRUMALPAD.

Staff Welfare.

District Staff Committee Meetings.

Madras

A meeting of the District Staff Committee was held at Madras Egmore on 11th February, 1940.

A number of subjects with regard to improvements to the Electric Coaches on the suburban service and the provision of electric lights in the staff quarters at Tambaram were discussed.

Madura

The last meeting of the present Madura District Staff Committee was held at Virudhunagar on 12th February, 1940.

The following subjects were discussed at the meeting :—

- (i) Grant of foreign line passes to Signallers and Ticket Examiners.
- (ii) Treatment of Signallers at important stations as "continuous" workers.
- (iii) Rental charges on electrical installations and staff quarters.

Obituary :

We regret to record the demise of Sri T. Venkatarama Iyer, II Station Master of Erode, on 29th January, 1940. He was born in 1889, entered Railway service as a Telegraph Probationer on 22nd February, 1910 and was Second Station Master at Erode on Rs. 150 per mensem at the time of his death.



SRI T. VENKATARAMA IYER.

(iv) Transfer of Rolling-stock Fitters from Golden Rock to Districts.

(v) Appointment of a Colony Committee for the Railway Colony at Madura.

The members availed the privilege of the Special Casual Leave and passes and proceeded to Tenkasi and on to Courtallam, where they had a nice picnic on the next day.

Efficient arrangements were made for lodging, etc., at Courtallam.

The party returned to Tenkasi after a happy day and a group photograph was taken.

Tinnevely

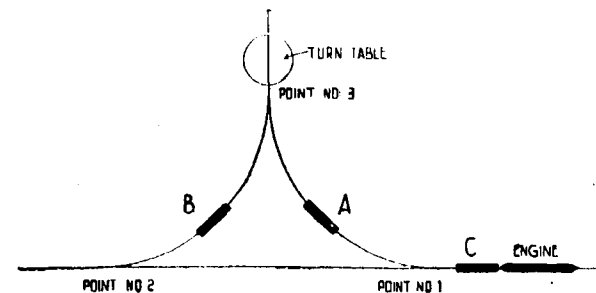
The Tinnevely Sub-Area District Staff Committee met at Shencottah on 14th February, 1940, and passed a number of Resolutions respecting the welfare of the staff.

Puzzle Corner.

A Shunting Problem :

By performing the necessary shunting with the engine, shunt wagon A to position of wagon B and vice versa, concluding the shunting with wagon C and the engine coupled in the same position beyond Point No. 1.

The turn-table will hold only one wagon and the engine cannot enter it.



The Secretary of a Tennis Club was to retire and the 160 members decided to give him a gift as a memento of the many years of service given voluntarily.

Half the gentlemen members only subscribed, giving Rs. 10 each.

Two-thirds of the lady members subscribed giving Rs. 7-8-0 each.

What was the amount collected ?

Fill in the blanks in the following rhyme with four-letter words, which are anagrams

Why are there Buttons on the sleeves of a man's coat ?

Originally these were fitted so that he might button his cuffs back when he did any work that might soil them. That was in the days when cuffs were ornamented with lace. The buttons now are merely decorative in most cases.

Draper : These are specially strong shirts, Sir. They simply laugh at the laundry.

Customer : "I know that kind, I had some which came back with their sides split."

of each other (i.e., with four different words composed of the same four letters).

A.....old woman, on.....bent,

Put on her.....and off she went ;

".....my son" I heard her say,

"What shall we do to.....to-day ?"

CAN you do this ?—a word of ten letters.

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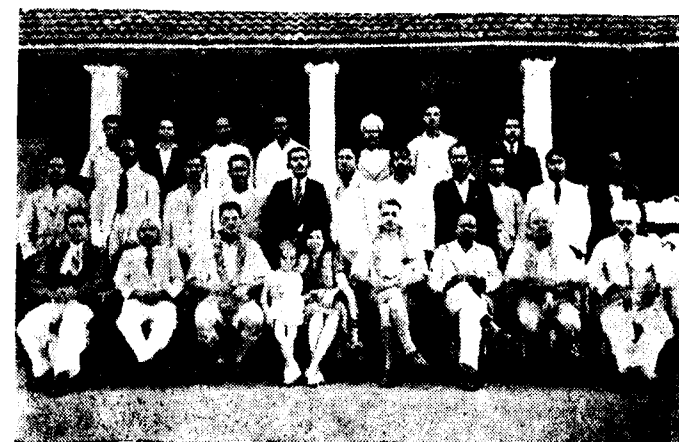
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DISTRICT STAFF COMMITTEE, MADURA.

Crossword Puzzle Competition No. 3.

PRIZE Rs. 5.

1. This competition is open to registered subscribers only.

2. A prize of Rs. 5 will be awarded to the all correct solution received before Wednesday the 15th May, 1940, when the solutions will be opened.

If there are more than one correct solution the prize will be divided equally.

3. Envelopes should be addressed to the Editor, S, I. Railway Magazine, Trichinopoly.

4. The key solution is kept in a sealed cover with the Editor, and the correct solution is one which tallies word for word with the Key solution.

5. Only entries submitted on forms appearing in the Magazine will be considered.

6. The Editor's decision is final and no correspondence can be entered into.



Across.

- Intelligence is required if you want to, . . . in this competition.
- Place famous for its races.
- Common preposition.
- Tiles are manufactured here in abundance.
- Water was the only this in Adam's days.
- Individual in charge of the retiring rooms.
- To be a successful TTE, one should be this.
- Perform or carry out.
- While adversity tries the man this shows the real man.
- Such statements from a station shows that its earnings are poor.
- Jumbled spelling of 'seconds'.
- By way of.
- The code for Coonoor is disordered here.
- Past of 'see'.
- If you want one, apply to the draftsman.
- If you do not have this purchase a ticket.

Down.

- Employees should be punctual in turning up at this place.
- Our Railway provides this kind of accommodation in the I.C. Express only.
- Loaded wagons are shunted thither for marshalling purposes.
- Really! This is mightier than the sword.
- He belongs to the Mechanical Department.
- If this is waved, it is the sign for the train to start.
- Small vendors usually book these.
- It is highly desirable that employees should not make much of a small one when on duty.
- Evidently it will be annoying if these are too tight.
- Twenty-five seers of luggage are carried " " in the case of every adult third class passenger.
- You can distinguish him by the badge he wears.
- There is heavy demand for this during the Pongal and Depavali seasons.
- Please do not " " a Railway carriage without a proper ticket.
- Careless handling of goods by the staff result in the payment of heavy this.
- Instrument used to lift an engine when derailed.
- What the Cashier deals with.
- Alas! The "Yes" has lost its 'S'.

Season's Attractions.

Tanjore

The *Brahmotsavam festival* in the Sree Brahadeswara temple, Tanjore, will commence on the 4th April, 1940 and last till the 21st April, 1940. During this festival, the celebrated theme dance known as "Kura-vanchi Natakam" will be enacted. The romantic love of a courtesan towards Sarafoji, the great Mahratta ruler of Tanjore is the subject of this play. Songs set to Carnatic music, dialogues and Bharatha Natyam rendered in elegant style form the chief attraction during this occasion, and are worth seeing.

Madura

Chitra festival:—10th April, 1940 to 25th April, 1940. The largest festival in the temple of Meenakshi is celebrated during this period. The important days are 17th to 23rd April, 1940 when a pageant of marriage between Goddess Meenakshi and Lord Sundareswara is enacted. This is followed by a river-side festival when the deity from the hill temple at Alagarkoil, 12 miles off Madura, is brought in procession to the banks of the river Vaigai where a large concourse of pilgrims gather. An All India Exhibition which will be held during this period at the Sethupathi High School premises, is another attraction of the season.

Tirukkadaiyur

Kalasamhara festival:—12th April, 1940 to 21st April, 1940. This festival which is celebrated at the quiet village of Tirukkadaiyur, a station on the Mayavaram-Tranquebar section commemorates the destruction of Kala by Siva in His effort to save His devotee, the immortal Markandeya. The important days of the festival are the 16th and 17th April, 1940.

Trichur

Pooram festival:—17th April 1940 to 18th April, 1940. This is the most picturesque festival in South India. On the 18th April the Gods are mounted on caparisoned elephants and a procession of a hundred elephants is drawn up in front of the temple gates. The display of fireworks which marks the conclusion of this festival is worth seeing. An All-India Exhibition will also be held here during this period.

Palni

Agni Nakshatram:—29th April, 1940 to 14th May, 1940.

These are the dog-days of the year. To worship God Subramanya at Palni during this period is considered specially sacred. The important days of the festival are 10th to 13th May, 1940.

Visagam festival:—12th April, 1940 to 22nd May, 1940. This is yet another very important festival at this hill temple. The chief dates are 20th to 22nd May. The temples at Tiruparankundram and Tiruchendur are also largely visited, during this period.

Conjeeveram

Garudotsavam:—19th May, 1940 to 28th May, 1940. This is a ten-day festival celebrated in the Vaishnava temple at Conjeeveram when God Varadharaja is taken in a picturesque procession through the streets of Conjeeveram on Garuda. Reputed to possess one of the five Lingams in India (Prithvi Lingam), the temple of Ekambaranatha at this place is well worth a visit during this occasion.



TRAVEL NEWS

Easter Concessions

Go-as-you-please tickets for all classes for fifteen days unlimited travel over the South Indian Railway are issued from 15th March, 1940 to 8th April, 1940. Tickets purchased on and after 27th March, 1940 are valid only upto the midnight of 9th April, 1940. The fares are the same as in previous years but with an addition of an anna per rupee due to the general increase in fares introduced from 1st March, 1940.

1st class. 2nd class. 3rd class.
Rs. 63-12-0 Rs. 39-14-0 Rs. 15-15-0

S.I. and M.S.M. Railways combined concession tickets for second and third class available for twenty days unlimited travel are also issued from the 15th March, 1940 to 9th April, 1940. Tickets issued on and after 22nd March, 1940 are valid only upto the midnight of 9th April, 1940.

Return Tickets to Hill Stations and Tenkasi—During the period April to September 1940 3rd class return tickets available for 10 days are issued at 1½ fares from stations over 100 miles distant to and from Coonoor, Wellington, and Ootacamund, the Kodaikanal Hill Out Agency (from or to stations over 100 miles distant from Kodaikanal Road Station) and Tenkasi Jn. Similar return tickets are also issued for 1st, 2nd class and (servants) in third class available for 45 days.



RAILWAY ENQUIRY OFFICE AT THE ALL-INDIA SWADESHI EXHIBITION AT TRICHINOPOLY.

Coimbatore

A Town Booking Office has been recently opened in Raja Street, Coimbatore, from 1st March, 1940 and third class tickets to stations on Mettupalaiyam, Pollachi and Palghat sections can now be purchased here daily between 7 a.m. and 6 p.m.

Tirupattur

Tirupattur will now have a Municipal Park. The Park is named after a Municipal Chairman and was declared open on 1st March, 1940.

Madura

An emporium and a museum for the industries of the districts of Madura and Ramnad have been opened at No. 15, Meenakshikoil Street, Madura, by the Madura-Ramnad Industries' Association. Visitors can see and purchase here products of village industries of these two districts.

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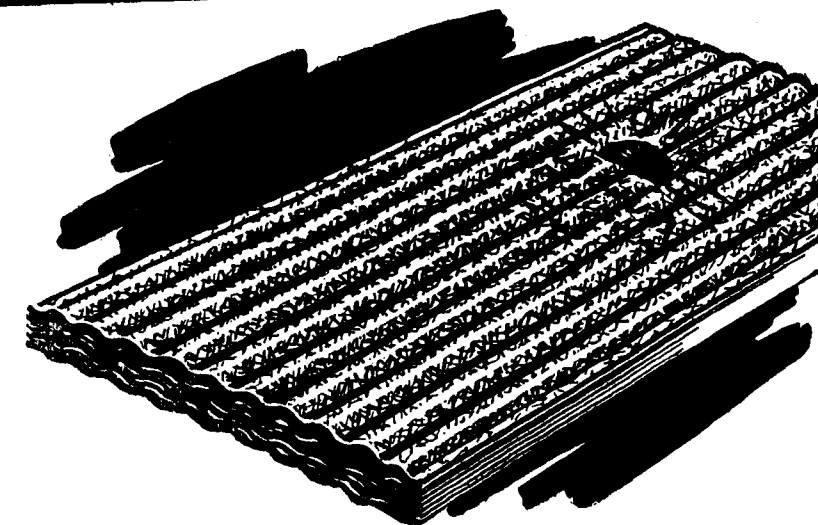
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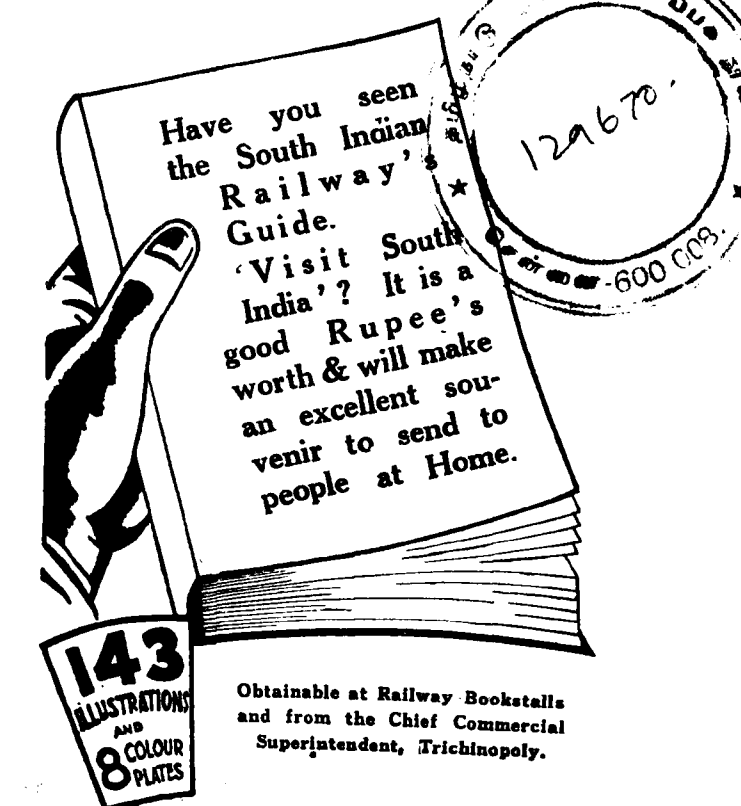


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